MOTORSPORT

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STIRLING MOSS 80TH BIRTHDAY ISSUE; JULIAN BAILEY; PIKES PEAK

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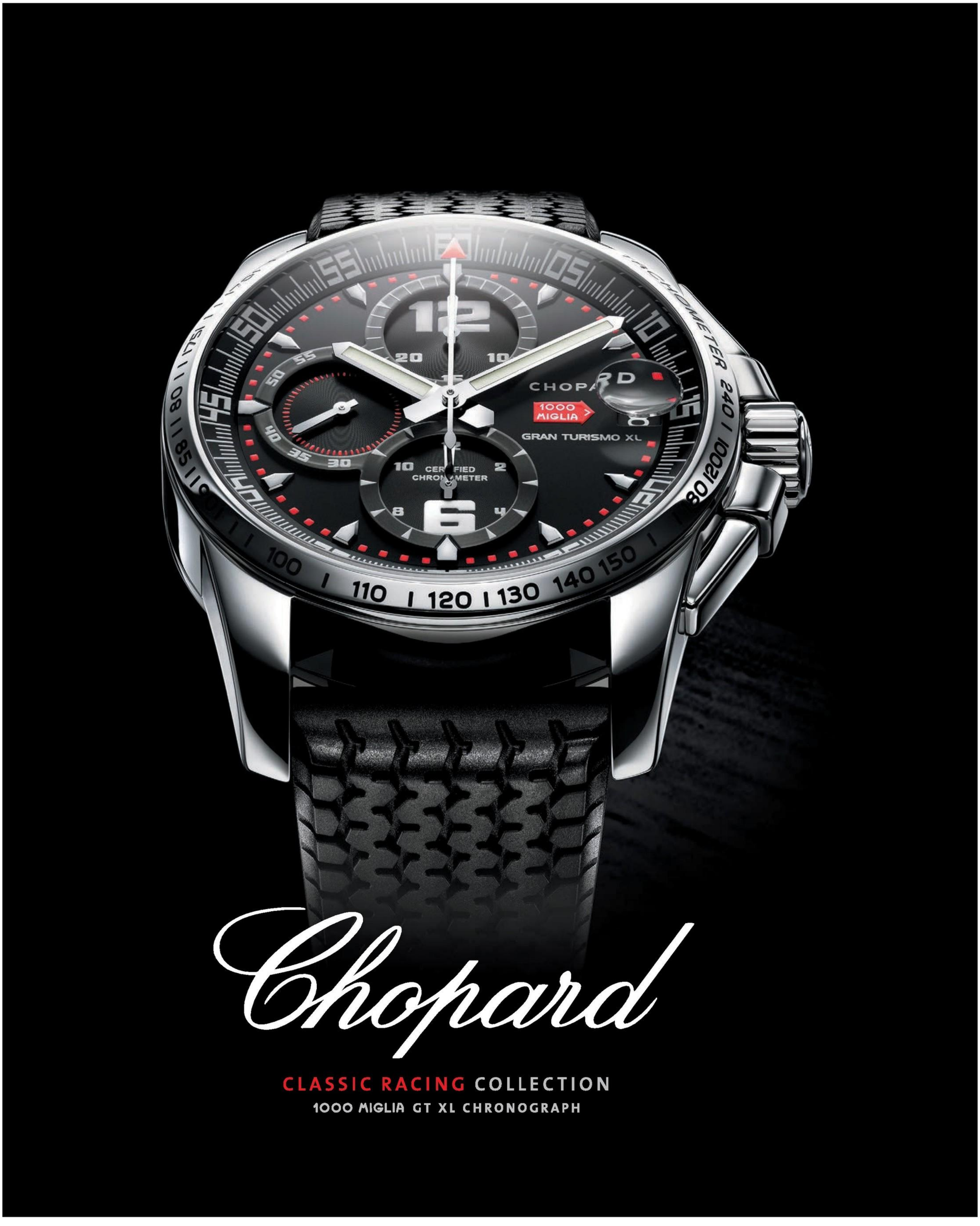


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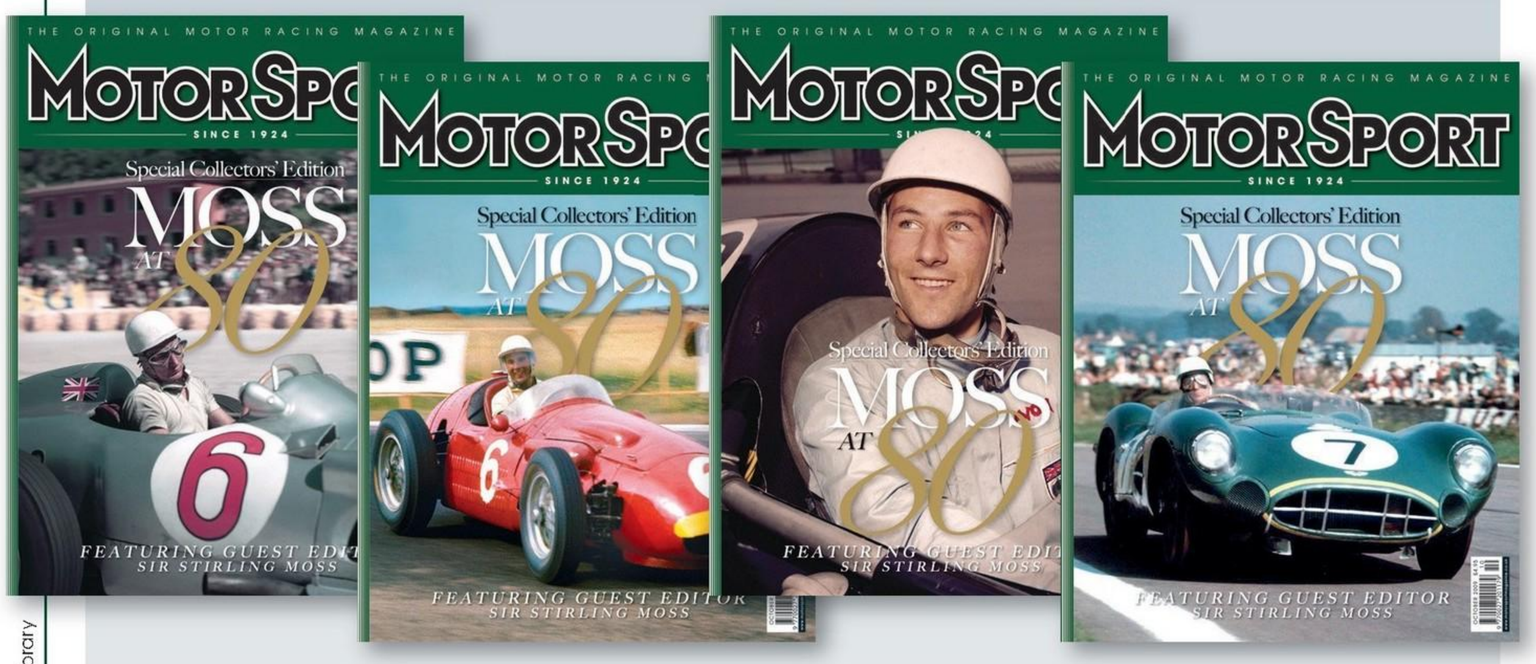
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Find out what Sir Stirling thought of the C-type and other cars from his career, p48

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From cockpit to desk job!

I'm delighted to have been invited to be the guest editor of *Motor Sport* this month – motor racing has been my life, and remains so to this day. I'm still racing my own Osca, because I still enjoy it – simple as that.

Racing has changed so much, hasn't it? When I think back to the early '50s, to my first few years in racing… as a way of life it was fantastic. Towns in France or Italy – Aix-les-Bains or San Remo or wherever – would put straw bales down, and you had a circuit! We'd practise on Friday and Saturday, race on Sunday, go to the party in the evening – you had to do that to get your prize money, but it was fun, anyway, and you'd meet the local girls, and then on the Monday you'd drive off to the next place.

It was a romantic period in motor racing history, but it'll never come back, and that's a shame, because for anyone starting out it was a wonderful indoctrination into the world's greatest sport. I was so lucky that I had enough ability to make my living at it – otherwise I'd have had to *work*! And that, of course, was the problem after the Goodwood shunt, when I was 32 years old. I mean, what do you do when you know nothing about anything?

Had I not had the crash I would certainly have gone on for another 15 years or so, but I'm not sure I'd have enjoyed the *life* of a Formula 1 driver today – I think I'd have found it boring. They're not allowed to race anything else – F1 is F1, and that's it. I used to race something somewhere pretty well every weekend, and I wouldn't have had it any other way.

I don't think the quality of life of today's drivers, for all the money they make, is anywhere near as good as mine was. You've got to look after your sponsors, and go all over the place doing PR – I'm not saying you shouldn't, but it's a tremendous burden to carry, relative to the few hours you get in the car. A Grand Prix used to last three hours, compared with around an hour and 20 minutes today. Mind you, I think the qualifying format is terrific – I wish we'd had that in my day. I love the excitement generated in the last few minutes.

To see more of me in my new desk job at *Motor Sport*, log on to **www.motorsportmagazine.co.uk** to view a video podcast of my time in the editors' chair. It was a great chance to find out what these editors actually do…

Today, I'd say I find motorcycle racing exciting, and motor racing interesting. I watched the Hungarian GP, and then afterwards the MotoGP race from Donington. Now Hungary was pretty good, but compared with Donington… Those bike guys are something else! Valentino Rossi came off his bike, remounted, and still finished fifth! MotoGP is almost always hugely exciting, and they're so lucky to have Rossi, who's a character as well as being a genius.

I can't remember a time when *Motor Sport* wasn't in my house. The magazine has been around for so long, but it always looks fresh, and the quality of the writing is consistently high. I've always been one to say what I think – even if I'm by no means always right – and I admire that in others. Jenks was never one to pull his punches, and happily *Motor Sport* maintains that tradition today. I also love the fact that it deals with the past, as well as the present and future, because this sport has a fantastic heritage and sometimes that's rather overlooked. Being part of this issue, in the month of my 80th birthday, means a great deal to me.



Stirling Moss, Guest Editor

Which cover did you get? Turn to page 7 to find the others…

CONTRIBUTORS



Gordon Cruickshank

Fresh from a nostalgic Track Visit to the first race circuit he ever attended (you'll have to wait for the new series for that one), Gordon stopped off one sunny afternoon in Bucks to talk to Stirling Moss's manager about the Boy Wonder and life in the spotlight. He's also quietly pleased to have converted the Art Editor and Chief Sub to vintage racing after a day at VSCC Prescott…



Simon Taylor

In between Lunches, Simon often has Supper With… his chum Stirling Moss, so it was no trouble to take a notepad to record how the legend has filled his time since 1962. A landlord of a different sort invited Simon to his pub – another racer, but with rather different views… Simon also recently sent one of his cars to Pebble Beach. You wouldn't credit how much brown paper it takes to wrap a Derby Bentley.



Adam Cooper

Important people tend to come in two varieties: those who protect their space with personal assistants and fend off requests for interviews, and those who just say 'yes'. FIA leadership hopeful Ari Vatanen is one of the latter, so while collecting F1 news in the Hungaroring paddock Adam had no trouble getting him to sit down and explain what he plans to change at Place de la Concorde, if elected.



Keith Mainland

Keith is fond of motor sport in unusual locations, and there's only one event that takes you to the top of a mountain, with drops so high you'll die of boredom before you hit *terra* extremely *firma*. It's Pikes Peak. Keith had a vested interest, too, as his wife was competing. It's long way from an uphill dirt track to the A23, but that's where Keith will be in November, as he drives his 1904 Orient Buckboard to Brighton.

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SAUBER FIGHTS TO SAVE TEAM

After a poor season BMW is quitting F1; the news came as a shock to team boss Mario Theissen and Peter Sauber (below)



LAT

BMW'S SHOCK DECISION TO WITHDRAW from Formula 1 at the end of this season has left Peter Sauber fighting to secure a future for the team he founded, and which he thought was in safe hands when he sold it in the summer of 2005.

The announcement came at a time when doubts were being expressed about the future of both Toyota and Renault, and if anything BMW appeared to be among the most committed of the five F1 manufacturers.

The timing of the decision was forced by the necessity for BMW to sign the new Concorde Agreement, which just a few days later was finally completed and signed by the 12 other teams entered for 2010 (see page 14).

As with Honda, the BMW board looked at the numbers and decided a red line through the F1 project would save a lot of cash, as well as send out a message that the company was no longer prepared to dedicate resources to an activity which some might regard as frivolous.

Honda and BMW both pulled out in the wake of a disastrous performance on the track. While there is an argument that a lack of results damages the brand, and thus makes the expense of competing in F1 even less justified, their respective managements appear to have made knee-jerk decisions and failed to appreciate the maxim that involvement in F1 is over the long haul.

Unlike Toyota, whose withdrawal would inevitably signal the end of a team which was created in-house and on a site owned by the company, in theory Sauber appears to have a good chance of surviving in private hands.

But while BMW has given much more notice of its intentions – the news came on July 29 rather than December 5 as with Honda – the Concorde Agreement has massively complicated the efforts of Peter Sauber to rescue the team.

When he sold up, Sauber retained a 20 per cent shareholding, but while he has regularly attended races and acted as an advisor he has had little direct involvement. In the wake of the announcement he found himself dragged out of retirement and into the eye of a storm.

While Ross Brawn had all winter to try to save Honda, the Concorde deadline meant that Sauber had just a few days to put together a rescue package. When he failed to do so, the FIA indicated that the 13th spot would in effect be out to tender, and Sauber would thus join other teams rejected in June's 2010 bidding process as a potential candidate.

Sauber has made it clear that he is deeply frustrated by BMW's efforts to help the team survive, which appear to have been rather less generous than Honda's.

If anything, the timing works against Sauber. In December last year most of the R&D work on the 2009 Honda had been completed and fully funded by the manufacturer, and Brawn was able to take over a project that he knew was going to be competitive. In contrast BMW had only just started on its 2010 contender, and inevitably that work has lost momentum.

The operation has been massively scaled up since BMW took over, and should it survive, that process will have to be reversed. In addition the gearbox and electronic departments would have to return from Munich.

Peter Sauber has always retained a close interest in Le Mans, and a return to sports car racing – if he can find manufacturer support – could be one possible scenario. *Adam Cooper*

Now Badoer steps in for Schuey...

MICHAEL SCHUMACHER'S DECISION to cancel his Formula 1 comeback came as a massive disappointment to the motor sporting world, and not least to the thousands of fans who had hurriedly booked tickets for the last seven races of the season.

In the end Schumacher paid a heavy price for his ill-fated efforts on two wheels, having injured his neck in a crash while testing a superbike in Spain in February.

Schumacher had agreed to replace the injured Felipe Massa just days after the Brazilian suffered head injuries in his freak impact with a spring from Rubens Barrichello's car in qualifying in Budapest. The Ferrari announcement did contain a rider to the effect that it was dependent on the former World Champion's health situation, but after he drove an obsolete F2007 at Mugello, all seemed to be well.

In fact that outing and its aftermath convinced Schumacher's doctor that he would not be able to compete in the European Grand Prix at Valencia, despite having already thrown himself into a fitness programme.



Long-time Ferrari tester Badoer had not raced this century

LAT

His withdrawal gave a long-awaited chance to 38-year-old test driver Luca Badoer, exactly 10 years after he was passed over in favour of Mika Salo when Schumacher broke his leg in the 1999 British GP. That season Badoer was racing for Minardi while also testing for Ferrari, and until Valencia he had not raced a car of any kind in this century.

It remains to be seen whether Badoer keeps the seat until the end of the season, but apart from fellow Ferrari tester Marc Gené, there are no other obvious replacements.

Massa stayed only a week in hospital in Hungary before returning to recuperate at home in Brazil. Although a comeback this season would seem to be unwise, the absence of Schumacher has made such a possibility more likely. Although 'proper' testing is banned, Schumacher's F2007 run has opened up the possibility for Massa to feel his way back in, rather than make his return on a race weekend.

Angry Piquet left on F1's sidelines

RENAULT'S SACKING OF NELSON PIQUET means that the Brazilian follows Sébastien Bourdais in being dropped for performance reasons in the middle of his second season.

In the past a similar fate has befallen the likes of Cristiano da Matta, Scott Speed and Jan Magnussen, none of whom have raced again in Formula 1.



LAT

Piquet (right) went public on the team's decision to drop him with a statement of astonishing frankness on his own website, which Renault did not see fit to reply to. Of team boss and personal manager Flavio Briatore he said: "I always believed that having a manager was being a part of a team and having a partner. A manager is supposed to encourage you, support you, and provide you with opportunities. In my case it was the opposite. Flavio Briatore was my executioner."

He also revealed that for 2009 he had been made to agree to a performance clause in his contract that stated he must score 40 per cent of the points of team-mate Fernando Alonso by the middle of the year.

Piquet is far from the first driver to have left Renault/Benetton on less than amicable terms with Briatore, the list including such as Johnny Herbert, Alex Wurz, Jenson Button, Jarno Trulli and Heikki Kovalainen. But none has ever been so frank in public about their previous employer.

The Piquet family has been linked with a takeover bid for the Sauber team. If that doesn't succeed it's hard to see Nelsinho landing a job elsewhere, unless he can take some funding to one of the new teams.

Concorde deal is finally signed

MONTHS AND EVEN YEARS OF debate and argument came to an end when the new Concorde Agreement was signed in August.

Max Mosley had been waiting for the teams to come up with their own 'resource restriction' agreement – the politically correct version of a cost cap – before signing on the FIA's behalf. The plan is to return spending to the levels of the early 1990s, which unofficially the FIA regards as around £50 million per year.

Twelve of the 13 teams entered for 2010 signed the agreement, with BMW Sauber unable to resolve its future in time (see page 13).

The new deal runs until the end of 2012. As per the earlier 1998 agreement, it has ensured a new lease of life in the rule-making process for the F1 Commission, which has in effect been dormant in recent years.

IN BRIEF

■ Ari Vatanen has revealed that a Spaniard, a Singaporean and a German will be his three main prospective cabinet members who will join him in his fight for the FIA presidency. Should Vatanen beat Jean Todt on October 23 he will be backed by Fernando Falcó y Fernández de Córdova as president of the FIA Senate, Bernard Tay as deputy president for mobility, and Hermann Tomczyk as deputy president for motorsport. *Vatanen interview, page 76*



LAT

■ Kimi Räikkönen (left) enjoyed a spectacular WRC debut on Rally Finland at the wheel of a Group N Abarth Grand Punto, running as high as third in class before rolling into retirement. The Ferrari ace is being linked with an eventual move into rallying.

■ It looks increasingly likely that the Canadian GP will return to the calendar in 2010, after financial problems meant that it was dropped from this year's schedule. Bernie Ecclestone has also indicated that next year's Malaysian GP will start at 4pm rather than 5pm, in order to give an extra margin to complete a wet or suspended race before darkness falls.



■ Jenson Button (left) completed the London Triathlon in a personal best time of 2hr 07min 02sec. The World Championship leader, who finished six minutes ahead of 125cc bike star Bradley Smith, was raising funds for the Make-A-Wish Foundation children's charity.

■ Button has said he will attend this year's Race of Champions at the Bird's Nest Stadium in Beijing. The event takes place on November 3/4, just two days after the F1 finale in Abu Dhabi. Both Sebastian Vettel and Michael Schumacher have already signed up for the RoC.

■ Donington Park is running out of time to hit its first target of £25m in pure equity to keep its British GP plans alive. The circuit is facing a September deadline set by Bernie Ecclestone, and must then raise £110m through a bond scheme to complete the major circuit changes.

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REFLECTIONS
– Moss and Jenks's record average speed run
– An F1 deal, Schuey, and a pain in the neck...
– Reasons for BMW to follow Honda out of F1

"I'll tell you something amazing," said Stirling Moss. "Well, I thought it was amazing, anyway – for some reason I only realised the other week, and it absolutely staggered me..."

We were chatting about May 1, 1955, which many regard as Stirling's day of days. His victory in the Mille Miglia, with Denis Jenkinson sitting alongside him in the Mercedes 300SLR, long ago went into motor racing legend, and who knows how many times I have read Jenks's account of the race?

It makes me shiver still to think of the circumstances in which DSJ dispatched the most celebrated piece of racing journalism ever written. It had – of course – been written longhand, rather than typed, and he simply assembled the pages, made sure they were correctly numbered, and put them in an envelope, which he shoved into a postbox in some tiny Italian hamlet. "Did you have any sort of copy?" I asked him. He looked at me quizzically. "How d'you mean?" he said.

Moss and Jenkinson averaged just short of 98mph in the course of their 1000 miles over public roads more than half a century ago, a fact that, as I told Stirling, I have always found difficult to take in. It was then that he said he had something 'amazing' to tell me.

The very last leg of the Mille Miglia ran from Cremona to Brescia, a distance of 134kms – a little over 83 miles. There was a special prize – the Nuvolari Cup – for the fastest average over this section, and Jenks wrote of it thus: 'Although the road lay straight for most of the way, there were more than six villages to traverse, as well as the final route card stamp to get in the town of Mantova.

'In one village, less than 50 miles from the finish, we had an enormous slide on some melted tar, and for a moment I thought we

Moss and Jenks look for road markers among the crowds on '55 Mille Miglia

would hit a concrete wall, but with that absurdly calm manner of his Moss tweaked the wheel this way and that, and caught the car just in time, and with his foot down hard we went on our way as if nothing had happened. The final miles into Brescia were sheer joy, the engine was singing round on full power, and after we had passed our final direction indication I put my roller map away and thought, "If it blows to pieces now we can carry it the rest of the way".

'The last corner into the finishing area was taken in a long slide, with the power and noise full on, and we crossed the finishing line at well over 100mph, still not knowing we had made motor racing history, but happy and contented at having completed the whole race and done our best.'

They had indeed. They had won what would be the fastest Mille Miglia ever run – and, to boot, the Nuvolari Cup. "This is what I thought was so amazing when I found out the other day," said Moss. "We did the last 83-mile section in 30 minutes and 54 seconds – that's an average of 161.6mph!"

Ye Gods, no wonder Jenks described the final miles as 'sheer joy'. For the record, the fastest ever qualifying lap for a World Championship Grand Prix, recorded by Juan Pablo Montoya's Williams-BMW at Monza in 2002, was 161.4mph.

"I remember," said Stirling, "that at one point we overtook a twin-engined plane – and now I'm not surprised! Bloody quick, wasn't it?"

Wasn't it, though? And I thought of Jenks, exhilarated but calm, sitting there, watching Moss at his work, travelling at this other-worldly speed. No seat belts, of course, no rollover bars. "I had a little grab handle to get hold of sometimes," he told me.

For the rest of his life Jenks's victory medal was on display in his house, »»



LAT

Nigel Roebuck

wedged – typically – between a couple of nails tacked into the wall.

Moss was immensely fond of *Motor Sport's* 'Continental Correspondent'. "I can't remember exactly where and when I met him, but I can remember how. I was running a 500 – either a Cooper or Kieft – in those days, and Jenks would be at some of the same meetings. I think he was still competing on bikes – in fact, at that time I remember him more as a racer than a writer.

"From the start Jenks struck me as fairly weird – I mean that in the nicest possible way, but some of his personal habits took a bit of getting used to, let's put it that way!

"He had a very dry sense of humour, and his evaluation of people was always pretty good, I thought. If he came up to you after a race, and said you'd done a good job, that was the highest praise you could get from *anybody*. There might have been journalists who worked for big newspapers, and so on, but they weren't *specialist* press people, and none of them came anywhere near Jenks. If he praised you, boy, it was like getting an endorsement from the headmaster!

"I remember his reports in *Motor Sport* – fortunately in those days my eyesight was good, because quite often his stories would finish in an absolutely *minute* typeface. I don't think they cut his stuff, did they?"

No, Stirling, I said – no one would have been brave enough even to suggest it, let alone go through with it.

Once he had got to know Jenks, what, I wondered, had led him to conclude that here was the man to have alongside him in the Mille Miglia?

"Well, first of all Jenks obviously enjoyed speed – I mean, he was *addicted* to it. I remember when we were at the start of the Florence to Bologna section – which takes in the Futa pass, and which I wanted to do in one hour – I started my stopwatch, and Jenks rubbed his hands in anticipation. It was sort of 'Now we're going to go!' – and I'd been trying like hell all the way! Typical Jenks...

"The thing was, he obviously had enough faith in me that he could relax and take in everything I was trying to do. When we were talking about doing the race together, I remember saying to him, 'Would you come with me in an MG?', and he said no way. I said, 'Why not?' He said, 'Because *I* can drive an MG! I couldn't drive the 300SLR properly – that's why I want to watch you, and see what you do...'"

At one point in his journal, Jenks described a moment early in the race. 'Entering the main street of Padova at 150mph, we braked for the right-angle bend at the end, and suddenly I realised that Moss was beginning to work furiously on the steering-wheel, for we were arriving at the corner much too fast, and it seemed doubtful whether we could stop in time. I sat fascinated, watching Moss working away to keep control, and I was so intrigued to follow his every action, and live every inch of the way with him, that I completely forgot to be scared.'

Ultimately Stirling's genius got them



LAT

DSJ and Sir Stirling formed a close bond over three Mille Miglias

through with nothing more than a light bump into the straw bales, and they continued on their way.

"Jenks always seemed to me to be fairly fearless, I must say. The following year, in the Maserati, we had a *huge* accident in the rain – over a stone wall, into an earth bank, under a barbed-wire fence, God knows what, and finally into the only tree around, which stopped us going down a ravine!

"We clambered out, and later I found I had a tiny cut just below my right eye. I also discovered that the glass of my watch and the lens of my goggles had been scratched, together with the car's windscreen – obviously that had all been done by the barbed wire, so we'd been incredibly lucky. It really could have been very serious…

"Jenks was pretty fearless, without a doubt – I mean, he'd been in the sidecar, riding with Eric Oliver, which I'd have thought must have been pretty scary. All right, he was with the best rider, and they won the World Championship, but, Christ, think of hanging out of one of those things at somewhere like Spa!

"The thing is, Jenks had *confidence* in Oliver, as I hope he did in me. And I think if you've got that confidence, there are no boundaries, quite honestly."

In the course of working together on three Mille Miglias, Moss and Jenkinson spent a good deal of time in each other's company, and this inevitably strengthened their friendship.

Yes, there was race day, but also several 'recces'.

"It would take two days to do one lap," said Stirling, "and of course the roads weren't closed then, so 500 miles a day was working very hard. I forget how many laps we did, but it was quite a few. We'd stop for lunch, and stay somewhere overnight, talk over dinner, and so on, and Jenks had an incredible fund of knowledge – about racing, of course, but all sorts of other things, too.

"In the car he gave me great confidence – I had complete faith in him. We didn't have the 'roller map', with all the route and notes on it, for practice – I'm pretty sure we used it for the first time in the race itself. I had the actual box made somewhere in Kent, but Jenks did all those notes on his own, and wrote them out on the 'toilet roll' as we called it. That was a lot of work. I'd done the Mille Miglia before, in a C-type Jag, but we realised that of course there was no way either of us were going to 'learn the circuit', so it was absolutely invaluable."

The idea for the roller map had come from John Fitch, who was to drive a factory 300SL in the race, and had asked Jenks to go with him. Fitch, according to Moss, was very reasonable about it when Stirling asked Jenks to go with him instead. "I think the idea of going in an SLR was a lot more exciting to him than going in an SL," he said, being far too modest to point out that more exciting, too, was the prospect of accompanying a driver who could win.

The only shortcoming of the roller map – and an unavoidable one – was that marker stones, noted by Jenks as reference points for braking and so on, were not always a lot of use on race day. "That was because they'd often be hidden by people standing in front of them, or sitting on them. When you've got people standing at the sides of the road, it's like a wall 5ft 9 high, so you quite often couldn't see the apex of a corner, for example, and that's why the technique of driving in the Mille Miglia was completely different from driving in a normal race. It was pretty unnerving to drive in those circumstances, I must say, because quite often the spectators would crowd in to a point that the road wasn't much wider than the car. I used to jiggle the wheel left and right to get them to move back a bit…"

In December 1996 we said our farewells to Jenks, and in a manner of which he would thoroughly have approved. At his own request – nay, instruction! – the funeral service contained 'no religious content whatever', and in conducting it, Canon Lionel Webber, Chaplain to the British Racing Drivers' Club, while acceding to Jenks's wishes, yet achieved a balance of affection and serenity which moved many of us to tears.

Canon Webber knew Jenks well. "I'm sure," he said in his address, "that he's up there now, with all his old pals – Ayrton and Gilles and Jimmy – and having an argument with God about whether He exists or not…"

On a necessarily sad but pleasingly light-hearted occasion others, including Moss and Tony Brooks, also paid affectionate tribute, and, as I reminded him the



Jenks wanted to ride in the 300SLR to see Moss at work

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"In the car Jenks gave me great confidence – I had complete faith in him"

Nigel Roebuck

other day, Stirling couldn't resist making mention of DSJ's sometimes curious sartorial tastes, notably the 'Colorado Beetle' socks.

"That was my doing, actually. Quite often, you know, Jenks didn't have socks on – and this was long before it was fashionable! Anyway, somewhere in Italy I saw these extraordinary socks for sale – they had black and yellow stripes, and I thought, 'Those were made for Jenks'. I bought them for him, and he loved them – problem was, of course, that he'd never take them off to wash them!

"It was very difficult to understand how his mind worked sometimes, and the thing about Jenks was that all the stories about him – like Alan Henry and the poached egg – were true!"

Ah yes, Alan Henry and the poached egg. The tale has been told many times, but perhaps bears repetition. Early one morning long ago my friend arrived at Jenks's house in a Ferrari Berlinetta Boxer, the plan being that they would spend the day thrashing around in this creation on loan from Maranello Concessionaires.

"Want some breakfast?" AH said yes, that would be nice, and Jenks set to poaching a couple of eggs. When they were done, one was slid on to a plate and handed to the visitor, while the other was flipped on to the draining board, whereupon the chef began to eat.

Henry, taken aback by this development, cautiously asked Jenks why he wasn't using a plate. "You've got it," came the answer.

Similarly, I once questioned the siting of a Daimler V8 engine in Jenks's bedroom – at the foot of his bed, in point of fact. He looked askance: "Well, there's no room for it in the sitting-room." Ah, of course…

Stirling roared with laughter. "Yes, he'd look at you as if you were asking a bit of a stupid question! I mean, isn't it *obvious*? All those stories were funny to us, but they wouldn't have been to him because he'd just think it was normal and logical. That's the mark of a true eccentric, isn't it? And Jenks was certainly that – boy, did they break the mould when they made him. He really believed that he was living in the normal way – and the rest of us weren't! I think he thought the rest of the human race was a bit odd.

"Wonderful bloke, though, wasn't he? Never met anyone like him…"

On the night of July 31 Max Mosley, on behalf of the FIA, signed the 2009 Concorde Agreement, which document already bore signatures from the Formula One Teams Association and from CVC Capital Partners. That being so, the most turbulent and vindictive period of Formula 1 politicking on record was mercifully – at least for the time being – put to rest.

It was back in April 1981, at the end of the FISA-FOCA War, that the first Concorde Agreement was drawn up. Announced as 'a working document, under which Formula 1 is run', it has since its inception been cloaked in secrecy of masonic proportions, its contents known only to F1's inner circle.

Happily, though, 30 years ago the era of spin and stealth had yet to descend, and not all team owners were control freaks. I called Morris Nunn, the proprietor of Ensign, to talk about this new epistle of peace, and he began reading out chunks of it. "What d'you suppose they mean by that?" he said at one point.

I couldn't help, I said – I wasn't a team owner, and therefore not privy to the contents of the Concorde Agreement. "Well, I'll send a copy down to you," Mo suggested, and I said I thought that a fine idea. Over time the document has gone through many incarnations and updates, making my original copy perhaps almost meaningless now, but its essential aims have remained largely unchanged.

> "The new agreement goes some way to achieving FOTA's aims"

Among the leading architects of the original Concorde was M Mosley, then of course – as Bernie Ecclestone's legal apparatchik – working very much in the interests of the teams, rather than the governing body. For the last 20 years it has been one of life's little ironies that Max, now lord of all he surveyed at the Place de la… that's right, Concorde, has frequently found himself hamstrung by the very document he created. Following the expiry of the last one (at the end of 2007), he was of course freed to trample where he wished, and look at the fun we have all had in that period.

The new Concorde Agreement appears to go quite a way towards achieving the aims of FOTA, for henceforth the teams will have considerably more control over the rules, and the power of the FIA president – be it Ari Vatanen or, deep breath, Jean Todt who succeeds Mosley in October – will at last be subject to at least some restriction. No longer, with any luck, will the teams have numbingly expensive and utterly useless 'innovations' such as KERS dropped upon them at the whim of one man. In the end, it was the budget cap that proved to be Max's 'poll tax'.

On the debit side, FOTA was unsuccessful in its aspiration to shape the World Championship calendar, to introduce venues (not least in North America) attractive to them and their sponsors, and to dispense with those not so; their wish had also been to reduce the cost of a race to a promoter, thus enabling ticket prices to be cut.

In F1 altruism has always been a tricky putt to sink, and this was clearly a step too far for the gentlemen of CVC. There will be some concessions, notably the return of the Canadian Grand Prix in 2010, and Bernie Ecclestone has spoken of a race 'somewhere in the US' the year after. But for now, at least, we remain stuck with the proliferation of top-dollar, bottom-rank 'white elephants' in the Far East – while at the same time rumours abound of running a Grand Prix at Spa one year, at the Nürburgring the next. Europe? Where's that?

The thought of an appealing schedule was one of the reasons why I, and so many



Renault got a race ban for fumbling Alonso's wheel change in the Hungary pits...

Getty Images



At Singapore '08 Ferrari error led only to a drive-through. Right: Alonso is expected at the Scuderia in 2010



LAT

others, were exhilarated at Silverstone to learn that FOTA appeared firmly to have taken the decision to go it alone, to run its own championship. Ah well...

If political wrangling and screaming have for the time being subsided, still it has been anything but a quiet period in F1, and perhaps the highest point in the decibel range was achieved by Nelson Piquet, sacked by Renault – finally – after the Hungarian Grand Prix. Assuredly it may be said that Piquet's verbal attack on Flavio Briatore has attracted more ink than anything he has ever done in a racing car.

Moving on to serious matters, the freak circumstances of Felipe Massa's accident at the Hungaroring – uncannily similar to those which cost the life of Henry Surtees only six days earlier – prompted the announcement of an FIA inquiry into accidents of this kind. I have to say, though, that in this instance it's not easy to see what, save further work on wheel-tethers and helmet visors, can be done.

There has been talk of introducing full rollcages on single-seaters, but such things are not without risk in themselves, for they necessarily make it more difficult to get out of a car quickly, should the need arise, and would inevitably hamper the efforts of marshals and medical personnel to help an injured driver.

While incidents of this kind essentially come under the heading of 'Act of God', it does not mean that they shouldn't be studied. I trust, though, that there will not be a knee-jerk reaction from the FIA, such as was evident in its stewards' decision to impose a one-race ban on Renault following the loss of a wheel from Fernando Alonso's car in Budapest.

Yes, it's true that Alonso's pitstop was botched, that his right-front wheel wasn't properly attached, and that 'human error' was responsible, but in this 'culpability culture' which now infects motor racing like everything else in life, where the hell are we to finish up? People – even FIA stewards – are fallible: they have always made mistakes, and they always will. In recent years, after decades of looking the other way, the stewards have become obsessively punitive, dishing out penalties for 'offences' – like trying to overtake – which never used to exist. Bit like everyday life in the UK, really.

In Singapore last year Massa, leading the race, was given the signal to leave his pit before the refuelling hose had been disconnected, and as he set off the thing flailed around like a mad serpent, slightly injuring a couple of mechanics.

Massa was duly given a drive-through, but such a penalty wasn't feasible for Alonso, for although he duly got his three-wheeler back to the pits, it was retired shortly thereafter.

Thus the stewards deliberated, and then decreed that Renault should be banned from the next race. Smart thinking, boys. Apart from the fundamental absurdity of carrying over a penalty from one race to another, what was the next race on the calendar? Valencia. And where's that? In Spain. Who drives for Renault? Alonso. How many spectators would go to the race if Fernando hadn't been there? Er, not many... Renault of course put in an appeal, which was heard in Paris just ahead of the European Grand Prix. Common sense prevailed for once, thus keeping Valencia from being like a ghost town.

Alonso, the first truly great Spanish driver, has transformed the level of interest in F1 in his homeland, but even without him the race in Valencia could – *could* – anyway have been the most hyped in recent memory, for Michael Schumacher was due to stand in for Massa in Ferrari No 3. It was going to be the story of the year, a piece of »»

Nigel Roebuck

gratifying news at last in what has been an immensely troubled summer for F1.

Schumacher has so far not completely discounted the possibility of driving in subsequent races, but on August 10 he regretfully informed Luca di Montezemolo that he certainly wouldn't be able to drive at Valencia.

From the outset Michael had stressed that his return was dependent on his health, and while his overall fitness remains exceptional, there were concerns about his neck, which he had injured during a German Superbike test in February.

Although precluded by the rules from testing the latest Ferrari F60, Michael did have a run in a 2007 car, equipped with slicks from GP2. On the face of it, all was well afterwards, but in reality it was clear that his neck – in which several small bones had been broken – was going to be a problem, and possibly an insurmountable one. "Medically and therapeutically," he said, "we tried everything possible, but unfortunately the consequences of my accident have turned out to be too severe still, and we didn't manage to get a grip on the neck pain I had after the test…"

As soon as it had become clear that Massa was out of danger, there was intense speculation as to who would drive during his convalescence. Briefly the suggestion was that Alonso – widely expected to drive for the team in 2010 – might bring forward his move from Renault, but a more straightforward solution seemed to be at hand. Although Willi Weber was adamant that a Schumacher comeback was out of the question, once di Montezemolo and Stefano Domenicali had sat down with him, Michael readily agreed.

In so many ways, it made sense. For one thing, he had remained on the Ferrari payroll – to the tune of $10 million a year – since retiring at the end of 2006; for another, he is a close friend of Massa; for another yet, he never could resist a challenge. Not long ago Robert Kubica organised a charity karting event in which several current F1 drivers took part: Schumacher, 40 years old or not, beat the lot of them.

Would he have been quick? In normal health, of course he would. Bernie Ecclestone was not alone in believing Michael could have added to that 91-victory tally – and maybe there is still time for that. In light of recent developments, it would surprise me now to see Schumacher race an F1 car again, but you never know.

LAT

Schuey is a well-paid Ferrari advisor. Below: his competitive streak still shines through in karting

"From the outset Michael stressed his return was dependent on his health"



Getty Images

When it seemed as though Michael's return truly was for real, I found myself particularly intrigued by two aspects: would his presence galvanise Räikkönen – and would he, in this era, fall foul of over-zealous FIA stewards? Whenever threatened on the race track, after all, Schumacher was renowned for offering his rival – even his own brother – the choice between backing off or being ushered off the road. Unfathomably, for countless years his unsubtle behaviour went unpunished, but these days nanny is firmly in charge.

I doubt, frankly, that Schumacher's presence would have had any outward effect on Räikkönen, because nothing does. Kimi may have nicked the World Championship in 2007, but in the course of nearly three years with Ferrari he has rarely looked anything like the driver he was at McLaren, and one has had the impression of a sublime natural talent fallen into disuse. Massa, not Räikkönen, has been the *de facto* team leader, and it is no surprise that the Ferrari hierarchy wish to have Alonso aboard as soon as possible.

Schumacher's temporary return would have given F1 a consummate lift, and when it was announced that he would not, after all, be coming back all the air went out of the balloon. One wonders how many fans, entranced by the thought of seeing Michael race again, rushed out to buy tickets for Valencia – and particularly Spa, so close to his home town of Kerpen. A huge number, by all accounts, and it's just possible that for them Luca Badoer, who last raced an F1 car 10 years ago, won't take up the slack.

The announcement from Ferrari that Michael Schumacher was to sub for Massa came at a particularly welcome moment, for earlier that day there had come news from Munich of the BMW directors' decision to quit Formula 1 at the end of the season. Although there had been ➤➤➤

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rumours of such a thing, the company had been firm in its support of FOTA, outwardly committed to a future in F1, and, as in the case of Honda, the team members themselves were poleaxed by the announcement. As for the FIA, well, all too predictably a press release from Paris regretted BMW's forthcoming withdrawal, but wasn't surprised by it: these manufacturers... as we've told you so many times, they just can't be relied upon, can they?

A variety of reasons have been put forward for the BMW board's conclusion, and perhaps all have played a part. First off there is the credit crunch, but while it's undeniable that not too many new BMWs have been registered in the past nine months, the company is fundamentally in robust health, and would not have been driven out by the financial climate alone.

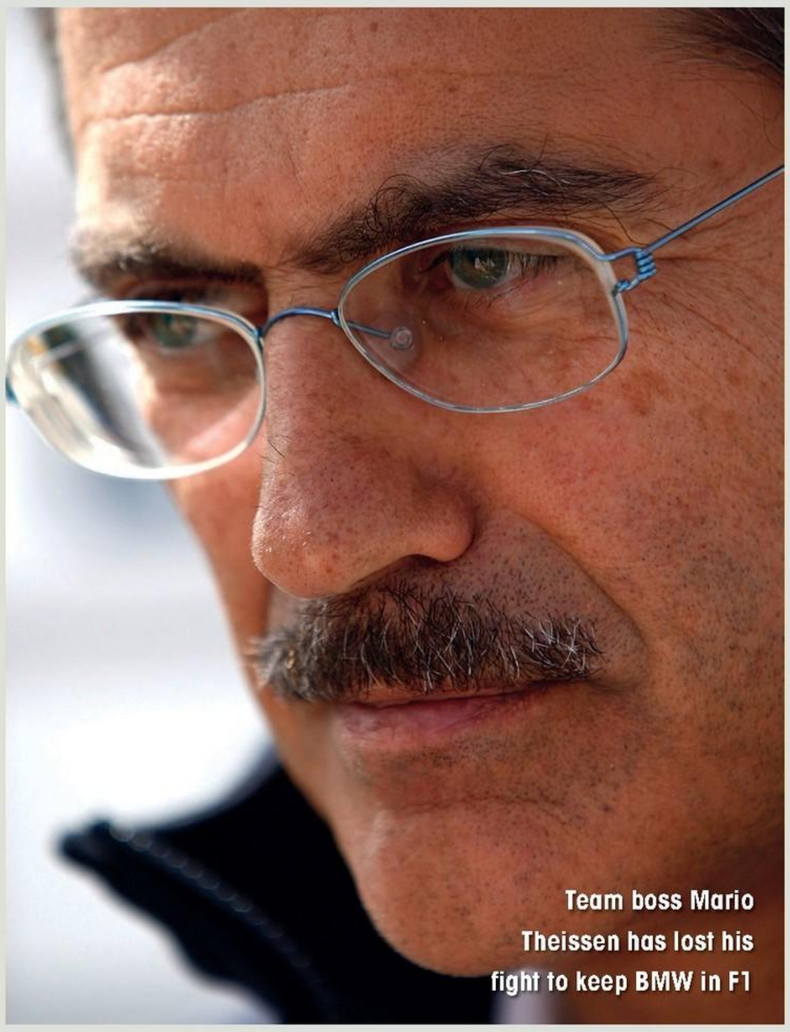
Next, the team's lamentable performances in 2009. Last season Robert Kubica and Nick Heidfeld finished one-two in the Canadian Grand Prix, and in the eyes of many Kubica was the driver of the year. It maddened him that development of the F1.08 was halted at mid-season, robbing him of any hope of the World Championship, but there was some solace in the thought that early concentration on the '09 car would make him ultra-competitive this year. I think we all believed that – all suspected that 2009 would be the year when BMW challenged not merely for victories, but also for championships.

Instead of that, the season has been an utter embarrassment for a great name: eight points, at the time of writing, from 10 races. At this stage in 2008 BMW ran second – sandwiched between Ferrari and McLaren – in the constructors' championship, with 89 points.

Of all the manufacturers, BMW had more enthusiasm by far for KERS than any other, and it was confidently expected that the team would have the best handle on this controversial technology; in the event they abandoned it some time ago.

Given the 'performance' nature of the company's image, it has of course been humiliating to be outpaced by such as Toyota and even Renault, but again I don't believe this alone would have led to the directors' pulling the plug. Nor, for that matter, can I imagine they would have wished to leave on such a low note.

It is certainly a fact that BMW, along with other manufacturers, had little enthusiasm for the 'frozen' engine rules, for in a situation like that how do you demonstrate any quantifiable superiority over your rivals? And if you don't have that possibility, how do you justify the expense of participation in F1?



Team boss Mario Theissen has lost his fight to keep BMW in F1 LAT

"Some BMW board members have been appalled by the manner in which F1 is run"

And then, of course, there is the question of the FIA, of the governance of the sport, of the burgeoning autocracy of Max Mosley over the past few years. It is known that some members of the BMW board have long been appalled by the manner in which F1 has been run, and some suggest that Mario Theissen has more than once been hard pressed to persuade them to continue with the project. This goes back quite a way – more than five years, in fact.

It will be remembered that when Mosley arbitrarily decided that the 3-litre V10 engines should be superseded – on grounds of safety – by 2.4-litre V8s, his declaration was not surprisingly greeted with outraged howls from the manufacturers. Already the FIA's 'cost-cutting' campaign was underway, and the manufacturers couldn't readily see how the design and manufacture of a wholly new engine dovetailed with this policy.

Why not, they suggested, stick with the existing V10s, and simply impose a lower rev limit? It would be simpler, they argued, and immeasurably cheaper. Mosley, though, was not to be swayed, and gradually the manufacturers began to bend the knee, so that eventually only two – Honda and BMW – refused to give their agreement.

Eventually they were... persuaded, but, trust me, the means by which it was achieved wasn't pretty. At all. Now, within the space of a few months, Honda and BMW have both opted to take their leave of F1: maybe it's coincidence, but I can't help but wonder if the seeds of their decisions were sown some little time ago.

Perhaps the man for whom I feel the most sympathy in all this is Peter Sauber, that rare blend of gentleman and racer, who sold his team to BMW in 2005, watched it begin to blossom with Bavarian money, and now has to look on as it evaporates. Prior to buying Sauber, BMW was of course the engine partner of Williams, and in point of fact tried hard to buy that team. In light of recent developments, thank God Frank gave them a firm no.

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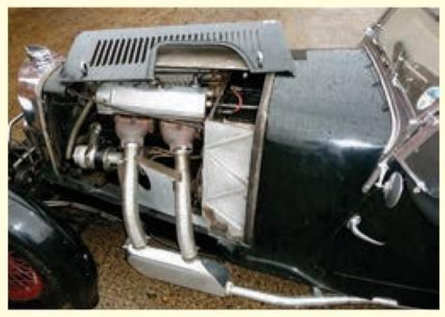




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ALMS plan to boost grids

THE TWO PROTOTYPE classes will be combined for next year's American Le Mans Series.

Championship bosses have revealed that they will tinker with the rules to ensure parity of performance between LMP1 and LMP2 in an attempt to recreate the classic Audi versus Porsche versus Acura battles of 2007-08. Series president Scott Atherton said the move was a reaction to "the economic realities faced by the United States".

The decision comes against the backdrop of reduced manufacturer participation and a smaller prototype grid in 2009. Audi and Porsche withdrew ahead of this season and Acura appears unlikely to stay in 2010, while there have been between just seven and 10 prototypes competing regularly in the ALMS this year (see photo).

Atherton denied that the announcement had been made in the knowledge that neither Acura nor Audi would return to the series in 2010.

"We are careful to point out that Audi, Acura and other manufacturers fit into our expectations and future plans," he said. "What we have done is put together a set of rules that are not dependent on one or more of them coming."

Atherton stressed that the move had been made with the full agreement of the Automobile Club de l'Ouest, organiser of the Le Mans 24 Hours. He insisted that changes to the rules would be "relatively subtle".

The two ALMS blue riband enduros, the Sebring 12 Hours and Petit Le Mans at Road Atlanta, will continue to run to pure ACO rules. This recognises the fact that Petit is a qualifying race for the 24 Hours – the winners of each class get a guaranteed entry – and that Sebring will be a round of the ACO's new Intercontinental Cup for prototypes in 2011.

A prototype grid will be boosted by a new 'challenge' class for the Formula Le Mans one-make car that has its own series in Europe in 2009. There will be only one GT class for GT2-spec cars in next year's ALMS, which will not feature the new breed of GT1 car that comes on line in Europe in 2010.

De Ferran picks team over driving

GIL DE FERRAN IS CALLING time on a driving career that has encompassed two Champ Car titles and victory in the 2003 Indy 500 (below).



De Ferran (right) ended a four-year absence from the cockpit last season after forming his own team to run a factory-backed Acura in the American Le Mans Series. The 41-year-old has now decided to focus on that organisation and will retire for a second time after the ALMS finale at Laguna Seca in October.

De Ferran announced his retirement at the same time as reconfirming his aim to expand his team into the IRL. He said that "in a perfect world" De Ferran Motorsports would run two ALMS cars and two Indycars in 2010.

"I would like to avoid any misunderstanding as to what my goals are," said de Ferran. "Driving again was always a short-term proposition and team ownership a long-term proposition."



New GT2 Corvette in promising debut

A NEW ERA BEGAN FOR CORVETTE RACING AT MID-OHIO WHEN THE NEW GT2 class Chevrolet made its long-awaited debut in the American Le Mans Series.

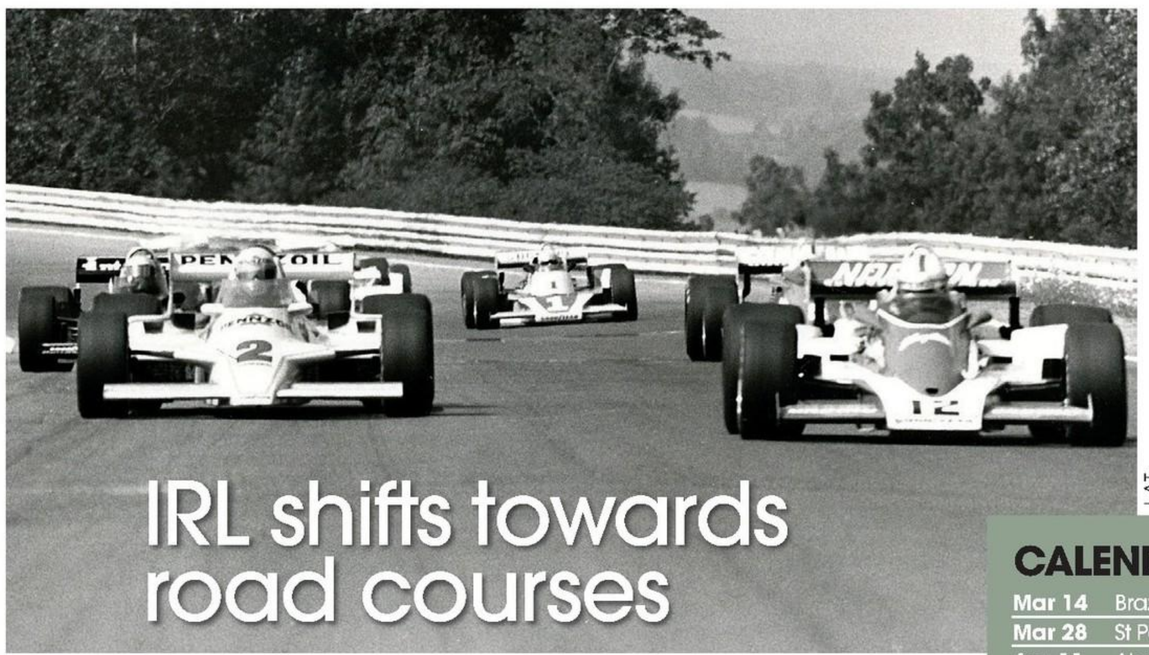
The new car (below) replaces Corvette Racing's long-serving GT1 design, the C5-R and rebodied C6.R, which dates back to 1999. The latest Corvette racer, which is also called the C6.R, will follow in the wake of its illustrious predecessor by competing for class honours in the Le Mans 24 Hours.



The new C6.R, which will be up against Ferrari and Porsche rivals in the ultra-competitive GT2 class, is developed around the ZR1 Corvette. That makes it distinct from its predecessor, which was a homologation special built around a non-standard spaceframe chassis.

The car made a strong debut at Mid-Ohio in August, when Jan Magnussen and Johnny O'Connell finished second in class behind a Porsche.

The Motor Sport Month



LAT

IRL shifts towards road courses

THE 2010 IRL INDYCAR SERIES WILL feature more road course events than ovals for the first time in the championship's history.

The addition of a street venue in Brazil, yet to be decided, and Barber Motorsports Park in Alabama brings the number of road and street courses on the calendar to nine, while the disappearance of the Milwaukee and Richmond fixtures means there will be just seven oval races.

This alteration in emphasis has occurred over just six seasons. The first road courses didn't appear on the IRL calendar until 2005, when St Petersburg, Sears Point and Watkins Glen all joined the schedule.

The move mimics the shift to road courses by CART after its split with USAC for the 1979 season. There was just one road track, Watkins Glen, in the first year (left), but by 1984 half the dates were on road courses. The last oval on the schedule, Milwaukee, disappeared in the penultimate season before Champ Car, as CART had become, was taken over by the IRL series.

The new calendar was described by Indy Racing League commercial boss Terry Angstadt as "a good and balanced schedule".

The disappearance of the Milwaukee Mile from the calendar means the world's oldest permanent circuit will not be part of a premier North American single-seater championship for the first time since World War II. The track hosted USAC championship events from 1946 to 1979, CART races from 1980 until 2006 and then IRL rounds for the past three seasons.

CALENDAR

Mar 14	Brazil* (TBA)
Mar 28	St Petersburg*
Apr 11	Alabama*
Apr 18	Long Beach*
May 1	Kansas
May 30	Indianapolis
Jun 12	Texas
Jul 4	Watkins Glen*
Jul 18	Toronto*
Jul 25	Edmonton*
Aug 8	Mid-Ohio*
Aug 22	Sears Point*
Sep 4/5	Kentucky
Sep 18	Motegi
Oct 2	Homestead

**road courses*

Herbert to make BTCC debut with one eye on NASCAR

THREE-TIME GRAND PRIX WINNER Johnny Herbert will contest the final three rounds of this year's British Touring Car Championship with the Dynamics Honda team.

Herbert, who has most recently raced in the Speedcar stock car series in Asia and the Middle East, was due to make his tin-top debut at Silverstone at the end of August and will also contest the BTCC rounds at Rockingham and Brands Hatch. The deal comes after Herbert sampled the Dynamics Civic at the Goodwood Festival of Speed in July and then drove it in anger at Rockingham the following month.

Herbert, 45, said he was "pleasantly surprised" by the Super 2000-spec car. "Now I just need to get the last bit out of it," he added. Herbert also revealed that he is targeting a move into NASCAR for 2010 in the wake of his Speedcar success. He won the title in 2007/08 and was runner-up last season.

Obituaries



Harry Kallström

SIX-TIME SWEDISH RALLY CHAMPION Harry Kallström rose so quickly to fame he was nicknamed 'Sputnik', after the Russian satellite launched the year he won his first rally. He drove a VW Beetle for the Swedish importer, winning the Swedish title in 1959-60 and '63. In his first RAC Rally in '63 he was second in a VW 1500S and caught the eye of BMC, which gave him a Cooper S 1275 for '64. Again he won the Swedish title and led the RAC.

After BMC Sweden stopped rallying at the end of 1966 Kallström was given a Fulvia by Lancia for the '68 San Remo Rally. He could have won had he not stopped to help another driver. In '69 he won the San Remo, Spanish and RAC rallies on his way to claiming the European title. He then won the RAC again for Lancia in 1970. In '73 he moved to Datsun and, driving the new 1800SSS, tied for first on the Safari Rally with Shekhar Mehta. He won the '76 Acropolis for Datsun with a 160J, before retiring at the end of 1980. *John Davenport*



Marcus Chambers

MARCUS CHAMBERS, THE COMPETITION chief for BMC and Rootes in the 1950s and '60s, has died aged 99. He was known as "the poor man's Neubauer" due both to his build and his avuncular nature. Chambers founded the BMC competitions unit, overseeing MGA, Healey and Mini rally development, and later, with Rootes, victory in the London-Sydney Marathon.

He was a proficient race and rally driver, gaining good results in the HRG team from 1947-49 and bringing the Mini its first international rally win. He recruited Pat Moss and Ann Wisdom to BMC before moving to Rootes. There his first task was to run two Tigers at Le Mans, but it was in rallying that he masterminded success for Tigers and Imps and that surprise Hillman Hunter win at Sydney. A keen VSCC member, he owned the 1907 Renault 'Agatha' for many years.

In retirement he showed skill in photography and painting and wrote several books about life in and out of competition.

IN BRIEF

■ A Lamborghini Murciélago has become the third car to be developed for the new-for-2010 FIA GT1 World Championship. The German Reiter Engineering team unveiled its Murciélago R-SV at the Spa 24 Hours in July.

■ The GT1 division is set to disappear from the Spa 24 Hours next season. The Belgian enduro is scheduled to be a round of the FIA GT2 European Championship, with additional entries in GT3 and GT4, while two one-hour races for the FIA GT1 World Championship are set to take place after the 24 Hours on Sunday afternoon.

■ Nigel Mansell will return to the track on September 13 in the Silverstone 1000Kms Le Mans Series event. The 56-year-old will share a Team LNT Ginetta-Zytek LMP1 with son Greg and team boss Lawrence Tomlinson. Mansell has considered a prototype drive since testing a Lola last year (see *Motor Sport*, September 2008).



■ Fifty years to the day after Tony Brooks won the 1959 French Grand Prix at the wheel of his Ferrari 246, the British driver returned to the Reims circuit to celebrate his win. Brooks toasted his victory, which enabled him to finish second in that year's Drivers' Championship behind Jack Brabham.

■ Following the success of the TTXGP at the Isle of Mann TT, the Fédération Internationale de Motocyclism (FIM) has created a new series for electric bikes in 2010. "I am happy to announce this new series," said FIM president Vito Ippolito. "We are convinced that shortly the motorcycle World Championships will be accessible to non-polluting engines."

■ The Motor Sports Association has granted the title rights to the British Rallycross Championship and the British Rallycross Grand Prix to Lydden Hill following an open tender process. The circuit will host both series for three years from January 1, 2010.

■ Sir Stirling Moss has relaunched his website, www.stirlingmoss.com. The site now includes exclusive videos, images from the past and present, Stirling's blog, news, features and a range of branded products which can be bought through the online shop.

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JASON PLATO
BTCC Champion 2001 and TV Presenter

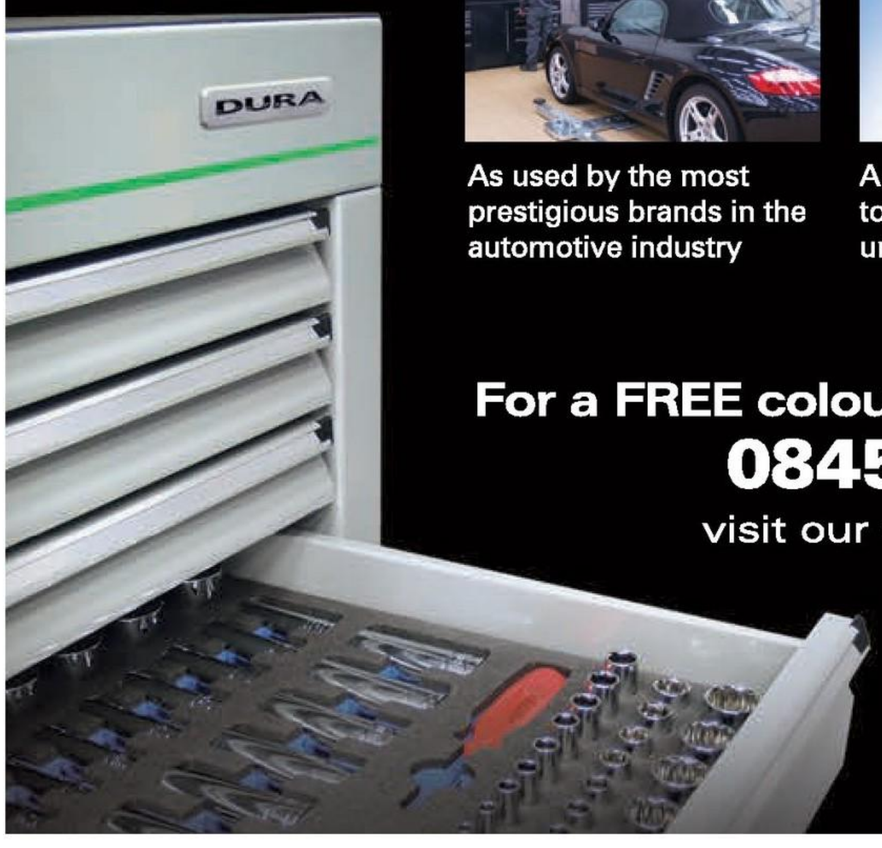
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MOTOR/SEP09



Graham Sharp is backing five young British hopefuls through his RSF initiative

Five on steps to success

UK BUSINESSMAN GRAHAM Sharp is helping to sustain the careers of several selected British racing drivers through the Racing Steps Foundation.

Oliver Turvey, the best known of the five drivers chosen to receive help from the Foundation, didn't have a race seat or sponsorship when he was selected by ambassador John Surtees, founder Sharp and business partner Derek Walters. Since then he has been competing in Formula Renault 3.5, scored a maiden pole and win in Monaco, is currently running sixth in the championship standings and is the series' highest-placed rookie.

Although Sharp has had a limited involvement with motor sport – he was and still is a keen karter – he understands how hard it is to find funding. "When I talk to people who ask what I do, I ask them to imagine how hard it is to become a professional footballer, and then tell them that it is 100 times harder to become a professional racing driver," says Sharp. "In Britain there are roughly 35 paid drives, but 35,000 licence holders."

Sharp doesn't see the Foundation as a way to make money, even though drivers are contracted to give a certain percentage back to the organisation if they succeed as professional racers. He believes the best he can hope for is that the group will become self-supporting. This would help the Foundation continue its work to support drivers financially and provide advice to get them into the right series.

Other drivers benefiting from the programme are James Calado (Formula Renault UK), Jake Dennis and Jacob Stilp (karting) and 2009 recruit Jack Harvey (Formula BMW Europe).





Sharp's scheme made a Formula Renault 3.5 seat happen for Oliver Turvey (top)

The Foundation is also closely linked with some of the top teams in relevant disciplines, including Carlin Motorsport (World Series Renault and Formula Renault 3.5), Fortec Motorsport (Formula Renault UK) and Zip Young Guns (karting's KF3 series). However, Sharp is keen to point out that if a team's form dropped he would look elsewhere to ensure that RSF's drivers stay in line for the most competitive seats. *Ed Foster*

BRDC Silver Star

POINTS AS OF AUGUST 10, 2009



1. COLIN TURKINGTON
BTCC 197pts
Colin may well have clinched the BRDC Silver Star before the latest *Motor Sport* is even printed. There were six BTCC races in August (three at Knockhill and three at Silverstone), and he already had six wins. A driver's best 12 results count towards the Silver Star points, so Turkington, Matt Neal and Jason Plato have plenty to play for. But fourth-placed James Thompson has already racked up 12 results, so can start dropping scores from now on.

2. MATT NEAL BTCC 144pts

3. JASON PLATO BTCC 135pts

4. JAMES THOMPSON BTCC 124pts

5. AARON SCOTT BRITISH GT 106pts

6. STEPHEN JELLEY BTCC 90pts

7. MAT JACKSON BTCC 60pts

8. MARTIN SHORT BRITISH GT 57pts

9. PAUL O'NEILL BTCC 42pts

10.= PIERS JOHNSON
BRITISH GT 35pts



10.= OLIVER BRYANT
BRITISH GT 35pts
Bryant joins Johnson on 35 points following their first and second places in the British GT races at Snetterton on July 4/5. Oliver was elected a full BRDC member in June and can score points from that date but not before, so his earlier Rockingham results won't count. Either way, it's unlikely the British GT drivers will be able to challenge the BTCC racers.

BRDC Gold Star

POINTS AS OF AUGUST 10, 2009



1. JENSON BUTTON
FORMULA 1 199pts
If Jenson's recent run of poor results continues, he could well be overhauled by championship rival Mark Webber and perhaps even Lewis Hamilton, currently on 60 points. Realistically Lewis is probably too far back in the standings unless he ends the season the way Jenson began his, bearing in mind that Abu Dhabi on November 1 is too late to count towards the Gold Star.



2. ADAM CARROLL
A1GP 174pts
Whether Carroll adds to his score may depend on whether A1GP has a fourth season. Adam has been out of a drive since the last season finished, even though he won the title for Team Ireland. Few dates have been confirmed for the end of this year and the start of 2010, so it seems unlikely he will trouble any of the Formula 1 drivers.



3. RYAN BRISCOE
IRL/GRAND-AM 161pts
Ryan Briscoe and Dario Franchitti have been trading places in the IRL, which could well go down to the wire with Scott Dixon who, although a Kiwi, has never shown any interest in being a BRDC member. This trio has won nine of the 13 races so far this season and taken seven pole positions as well.

4. DARIO FRANCHITTI
IRL/GRAND-AM 143pts

5. MARK WEBBER
FORMULA 1 138pts



6. ROB HUFF
WTCC 136pts
The Chevrolet ace has dropped from third in the standings, but that's because the WTCC hasn't had any races since the British round on July 19. Rob will have to wait until the race at Oschersleben on September 6 before he can score any more points.

7. DAVID BRABHAM
ALMS/LE MANS 112pts

8. ANDY PRIAULX WTCC 109pts

9. JOHNNY HERBERT
SPEEDCAR 104pts

10. RICHARD WESTBROOK
PORSCHE SC/FIA GT2 91pts



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THE US SCENE

RULES ROW SHIFTS TO OVALS

The battle for this year's IRL IndyCar Series title is strictly between Ganassi Racing and Team Penske, and as the season settled into its second half it looked like Chip's team had the upper hand. Dario Franchitti and Scott Dixon (right) have been contenders to win most of this year's races. More consistently competitive than anyone else and, at mid-season, separated by just a handful of points, this pair look awfully difficult to beat. "There's still room for improvement," said Dario. "But across the board, I think we've been very competitive."

Both Franchitti and Dixon have been critical of the IRL's current rules package on ovals, where passing has been all but impossible this season. The IRL has fiddled with the rules for the last four oval races of the year, but neither Dario nor Scott think the detail changes are enough. "I'm not a fan of the current rules on the 1.5-mile tracks," said Franchitti. "I'm not sure what the best package would be, but they definitely need to make some **major changes."** Added Dixon: "The rule changes they've proposed for some of the ovals are a step in the right direction, but it's only a small start."

Like Gil de Ferran and Mauricio Gugelmin in our story about their record 240mph-plus qualifying laps from 10 years ago (September issue), Dixon and Franchitti believe an Indycar is supposed to be an overpowered beast to drive, not a spec car in the style of Indy Lights. Their belief about what defines an Indycar is shared by many others – from champion drivers such as Mario Andretti, Johnny Rutherford, Bobby Rahal and Al Unser Jr, to crewmen, engineers and innumerable fans, too.

"[The rule makers] have got to step away from making the cars identical," said Dixon. "The way it is today, it's almost a glorified Indy Lights car, which is not what Indycars are about. Limiting things like the wheelbase you can run is just ridiculous, and hopefully they'll open it up a little bit more."



Franchitti notched up another win for Ganassi this year at Toronto

Ganassi general manager Mike Hull is equally critical of the IRL's approach: "In my opinion the IRL needs to be much more aggressive about how they tackle these things. They need to take some big bites, not just fiddle with the details."

Looking ahead to the mooted 2012 IRL formula, Dixon would love to see considerably more power and much less drag, with more downforce generated by the car's underwing than its external wings. "The key thing is the horsepower," said Scott. "We're at just over 600, or maybe 650 – nobody really knows. If you look at the end of the CART days when we had almost 1000 horsepower, I think we have to get back to that. They're throwing around four-cylinder options, but to me that's not what an Indycar is. It might be the direction that technology is going for the consumer, but I would prefer a V8 turbo with more power and more torque.

"If you had a proper V8 with a turbo you could turn the boost down on the ovals so you're not achieving ridiculous speeds," added Dixon. "Reliability could become an issue with a four-cylinder. You've got to push a lot of power out of such a little motor. I also think most people would relate to a V8 or a twin turbo V6 much more than a four-cylinder.

"You could turn the boost up or down, so you had less power for the ovals but still had 800 or 900 horsepower for street or road courses. Having that kind of horsepower brings a hugely different element to it and makes it a lot more difficult for the drivers. It's easier to make a mistake as you're trying to go for the gas. The way it is now on some of the ovals you don't want to lift. You just stay flat because if you lift you're going to lose a ton of [places] and you can't pass anybody.



"We expect to finalise the car and engine specs in the next few months"

BRIAN BARNHART

"You need the adjustability of the **power for** different tracks, and boost is a good way to do that. I think downforce is an area where there are different thoughts about having a lot of it or almost none at all. The old Champ Car definitely had a good balance. You need to generate more downforce from the underwing as opposed to the wings."

Franchitti agrees: "I'd love to see the horsepower on the road courses

up at around 900, maybe more. We used to have 1000hp 10 years ago. I don't know if we need to go that high again. One thing is that when you have so much power, it makes the straights a lot shorter, which makes it more difficult to overtake. But I'd like to see around 900 horsepower, definitely over 800."

Despite Dixon and Franchitti's pleas, the IRL appears set to restrict power on the ovals to less than 600bhp and no more than 750 on road courses. Vice-president of competition Brian Barnhart says five engine manufacturers – Honda, Audi, Porsche, Volkswagen and Fiat – continue to show interest in the 2012 formula. "We are expecting to finalise the car and engine specifications in the next few months," he said in July.



"We can broker a deal if we get together and work through all this stuff"
ERIK BERKMAN

Barnhart added that it's unlikely the new formula can be introduced before 2012. "We're not ruling out 2011, but I'm not sure that is a comfortable timeframe for what we feel needs to be done," he said. "Our focus is on 2012, but if we can go to it quicker then we'll get it in place for 2011."

Honda's American racing boss Erik Berkman says some urgency has entered its purview for determining the 2012 rules. Honda prefers a turbo V6 engine, while the IRL and German manufacturers want a four-cylinder turbo. "I think it's time for us to have a round table meeting," said Berkman. "We had hoped to have a meeting at Indianapolis in May, but it didn't happen. We now hope to meet with the IRL and interested manufacturers as soon as possible.

"We want to support the Indycar series," added Berkman. "We want to do what we can to make it better and stronger. We think equivalencies are okay, but we really don't like the idea. We understand that the German companies have some resistance to 100 per cent alcohol [fuel]. We have some resistance to a four-cylinder. But that doesn't mean we can't broker a deal if we get together and work through all this stuff."

Here's hoping Berkman is right and that Indycar racing doesn't tread at its peril into an irretrievably incorrect formula for 2012. Ⓜ



LAT

ACURA FACES PEUGEOT CHALLENGE

Acura's ARX-02a LMP1 car has dominated this year's American Le Mans Series. Gil de Ferran and Simon Pagenaud scored De Ferran Motorsport's third straight win at Lime Rock in July (above), narrowly beating Highcroft Racing's similar car driven by David Brabham/Scott Sharp. The rest of a depleted P1 and P2 field, led by the Ginetta-Zytek hybrid driven by Johnny Mowlem and Stefan Johansson, were seven or more laps behind. Peugeot has said that it will run one of its Le Mans-winning 908 HDIs in the Petit Le Mans race at Road Atlanta in September, and Brabham reckons the turbodiesels will be hard to beat.

"The Peugeot should be very strong there because the turbodiesel has quite a lot more power," he said. "If you just look at Le Mans, you can see that. Peugeot have a very good package chassis-wise, as well as (with the) engine.

"We're getting more of an understanding with the Acura, but I still think that when the Peugeot arrives it'll be pretty tough to beat them. Last year we struggled to beat the Penske Porsches (at Road Atlanta) because they had that bit more straightline speed, and around there that's crucial."

Persistent rumours suggest Acura will pull out of the ALMS at the end of this year. But in mid-July Honda US racing boss Erik Berkman said: "It's premature to talk about 2010. This time last year we'd made our decisions about the P1 programme. We're trying to do the right thing to keep racing in the hope we can find a way through. We've got ongoing discussions with our teams."

It seems likely that IMSA will create an equivalency formula to encourage Grand-Am Daytona Prototypes to race in next year's ALMS. Precisely what the future holds for that series remains unclear.

FFORD FESTIVITIES BOOSTED BY HONDA

I had the great pleasure of spending a few days at Road America in July for the celebration of 40 years of Formula Ford racing in the United States. A tremendous collection of more than 200 FFords turned out for the weekend event, organised by long-time single-seater racer and track manager Mike Rand. The event attracted examples of almost every conceivable type of FF1600, from Lotus 51s to the latest Swift, and it was great to see former champions Skip Barber, Dave Weitzenhof and David Loring enjoying the celebrations.

During the event Honda announced its plans to enter a Fit-based engine in American FFord racing next year, pending its final approval by the SCCA, expected in November. The engine is the first tangible step in the marque's new grassroots racing initiative which will lead to the supply of parts branded with the Honda Performance Development name to Honda and Acura club racers.

The new fuel-injected FFord engine is based on the Fit four-cylinder 1.5-litre overhead cam L15A7 unit. It has been developed by HPD in company with Sandy Shamlian of Quicksilver Racing. The aim was to produce a power curve comparable with the existing and long outdated 'Kent' FFord engine, but with a longer service life, improved availability of parts and cheaper operating costs.



Honda's FFord engine sits in Swift demo car

Mat Oxley


Winning at Spa '67 on 250cc Yamaha

Bauer Automotive

MOTO GP

FEW WERE IN IVY'S LEAGUE

Forty summers ago, Britain lost one of its greatest exponents of two- and four-wheel motor sport. If Billy Ivy hadn't been killed in practice for the 1969 East German motorcycle Grand Prix, he might have gone on to match John Surtees' unique achievement of winning World Championships both in cars and on motorcycles.

Ivy won the 1967 125cc world title and quit bikes at the end of the following year after team-mate Phil Read double-crossed him out of the 250 crown. Disillusioned with the world of motorcycling he bought an ex-Winkelmann Racing F2 Brabham BT23C.

From the outset Ivy's driving turned heads. He qualified on pole for his Thruxton debut in April 1969, finishing his heat in fourth behind Jackie Stewart, Jean-Pierre Beltoise and Graham Hill. Alan Peck's 1972 biography of Ivy, *No Time To Lose*, recalls how the Thruxton commentator interviewed the diminutive 26-year-old (he was just 5ft 3ins): "You only look about 14... how old are you?"
"Fourteen!" Ivy replied.

Best mate Mike Hailwood called Ivy "a cheeky little rogue"; he was also a richly talented man of speed and fully plugged into the 1960s scene. He was motorcycle racing's first rock 'n' roll star: he wore a beat hairdo and flower-power clothes, drove a Ferrari 275 GTB4 and chased "dollies" in discotheques. If the '60s youth revolution had him rapt, the sexual revolution obviously passed him by, because Ivy called his succession of super cars "great crumpet wagons".

Some say Ivy was motor sport's Brian Jones: a vain man who cloaked his vulnerability in a swathe of braggadocio. He dazzled off the track just as he did on it, and he was trigger-happy with his fists, as several overzealous race officials discovered.

Ivy's car racing career lasted only months but during that time he impressed everyone. Jackie Stewart met Ivy in a London nightclub at the dawn of the motorcyclist's car career. "He was smaller than me, so that was a change..." recalled Stewart, who thus became fond of the little hipster. "He had more natural ability than anyone I've seen coming into motor racing."

Autosport declared that Ivy "demonstrated pure and simple natural ability of the sort which had been seen rarely outside of names like [Jim] Clark and Stewart".


Roland Preiss


Ivy the trendsetter. Left with Jawa 350 crew.

Roland Preiss

Graham Hill (whose son Damon successfully graduated from bikes to F1) was similarly agog: "Bill just arrived, and – bang – there he was. It doesn't always follow that just because a person is good at motorcycle racing, they will be good at cars. All the attributes are common in both sports, but the technique is vastly different. Bill adapted immediately and showed tremendous flair." Hill also remembered how the working-class racer's "cockney-style humour" captivated his well-to-do racing friends, who found the cheeky chappy an absolute hoot.

Ivy's sense of humour included driving like a madman on the road. He famously wrecked his Ferrari 275 GTB4 while trying to impress a young lady driving round the Isle of Man TT course. Hailwood recalled how they tore around Europe like they were in a James Bond film: "Bill was in his Stingray and I had a Ferrari; we had a fantastic dice from Zurich to Clermont-Ferrand... the cars were smoking, steaming wrecks by the time we got there."

Ivy's complicated life became more so in 1969. His car career was taking off but he had little financial backing and was soon running on empty, so when Czech motorcycle factory Jawa offered him a paid Grand Prix ride he found himself unable to turn them down. That summer he crisscrossed Europe at frantic speeds in his Maserati Ghibli – bikes at Montjuich, Hockenheim and Assen, cars at Monza, the Nürburgring and Zolder.

Jawa's 350cc V4 two-stroke wasn't the Iron Curtain's most malevolent piece of engineering, but it wasn't far off; the 160mph motorcycle was notorious for its tendency to seize pistons and crankshafts. Ivy must have had premonitions of what was going to happen – he told friends he would die that summer. Before he left home for the East German GP at the Sachsenring street circuit he put his affairs in order, tidied his flat and left money for a wake.

The Jawa seized a crankshaft bearing as Ivy sped through the village of Hohenstein-Ernstthal. He was flung into an unprotected concrete post and fatally wounded.

Ivy was just one of countless racers of the era who were killed or grievously injured by the two-stroke's tendency to run hot, 'nip up' and lock the rear wheel. Piston seizures often came with a moment's warning, a pre-ignition 'tinkling' which warned that a piston was about to overheat and weld itself to the bore. Riders had a phrase for that eerily quiet moment when the engine locked solid – "whispering death" – and developed gunslinger reactions in their efforts to survive.



Ivy showed natural ability in cars. This is Hockenheim '69 in Brabham BT23C LAT

"I always had four fingers over the clutch lever," remembers Frank Perris, who rode Suzuki two-strokes to several GP wins during the 1960s. "You never got much of a warning; big-end seizures were worse because you got no warning at all.

"In '62 at Clermont-Ferrand I came off three times through seizes. The third time I was going along at a fair old rate when it went 'whack' and down I went. Luckily I didn't hit anything, so I was able to walk across the road and there was Rex Avery [whose EMC two-stroke, built by Joe Ehrlich, had also seized]. Rex and I started walking back to the pits, which was a long way. Over the next hill who should we see walking towards us but Ehrlich? He said 'oh thank God you're both okay'. Then he put his hand in his coat pocket and said 'here, I've got just the thing' and pulled out a bottle of whisky. By the time we got back to the pits both of us were absolutely pissed. It didn't go down too well with the Japanese..."

No wonder Billy Ivy and so many of his contemporaries felt the need to live life so large, because they suspected life might not last so long. Ⓜ



Gigi Soldano

ROSSI'S NEXT TARGET: AGO'S RECORD

A decade and a half ago when Valentino Rossi won his first Grand Prix no one could have guessed that one day he'd be in a position to challenge the record of Giacomo Agostini (above, with Rossi), who won 122 GPs during the 1960s and '70s, mostly with MV Agusta. But that is where Rossi is now – zeroing in on the Italian legend's record which most fans thought would stand forever.

Rossi suggested for the first time that he is ready to have a crack at Ago's record after scoring his 100th GP victory at the recent Dutch TT.

"I have good motivation now and I feel fast on the bike," said the Italian who won his first GP, on a 125, at Brno in August 1996. "I don't know if I will arrive at Giacomo's record, but I have a contract signed with Yamaha for next year, so for sure in 2010 I will ride in MotoGP. I think I will decide my future next season. If I had to decide now I would want to continue because I think it is possible to make another three or four years in MotoGP, but you never know."

As I write Rossi has won 101 Grands Prix: 75 in the elite class, 14 in the 250 category and 12 in 125s.

STREET ENGINES FOR MOTOGP?

MotoGP is considering the introduction of street-powered race bikes to swell its dwindling grid, which currently consists of just 17 bikes. The idea was tabled by rights-holder Dorna, which has suggested that 1000cc street-powered machines would allow hard-up privateer teams to line up with the exotic 19,000rpm 800cc prototypes run by the factories.



In fact Dorna's proposal is little more than a Max Mosley-style incitement to encourage the factories – Ducati, Honda, Suzuki and Yamaha – to manufacture 'low-cost' versions of their 19,000rpm 800 engines. Independent teams would lease these engines and house them in their own chassis.

"The cost of leasing bikes is very expensive," says Dorna CEO Carmelo Ezpeleta. "The high price doesn't permit us the chance of having more than 18 or 19 bikes on the grid. That's why we have proposed that the independent teams use tuned 1000cc (street) engines with the objective of having a bigger grid."

If Ducati's reaction to Dorna's proposal is anything to go by, Ezpeleta will get his affordable 800 engines. "Officially, I believe that allowing the satellite teams to run 1000 engines is something we must think about, but personally I think it's ridiculous," says Ducati MotoGP boss Livio Suppo.

Andrew Frankel



ROAD CARS

SO IS THE FUTURE ELECTRIC?

Right now we exist in a strange hiatus between the car's past and its future. You might say that statement could apply equally to any moment in time but this is different. Everything that can sensibly be divined about what's coming suggests that the biggest change of direction in car design in over a century, since the battle between petrol, electric and steam no less, is almost upon us.

And yet despite this apparently certain and imminent future, we, the car-buying public, are doing all we can to ignore it, aided and abetted by a car industry happy to go on developing cars using technology which some at least believe will soon be rendered obsolete.

The reason is that while all are agreed change is coming, achieving consensus on what that change might be is not just difficult but impossible, not least because even those who have nailed their colours to the mast appear to be reaching for their claw hammers to take them down again.

Let's take Toyota as the most pro-active proponent of the hybrid technology that has hitherto shown the way forward. I've been driving the new, third-generation Prius and while I'd stop short of saying I liked it, it no longer feels like a laboratory on wheels: it feels like a car. In fact, I quite admire it.

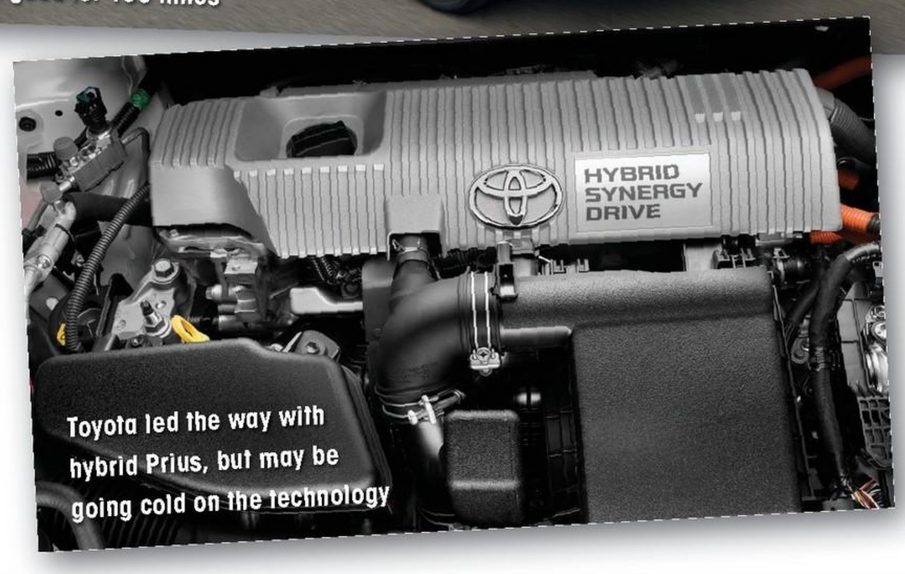
But we know it's only a stop-gap, a Bailey Bridge to carry Toyota to hybrid's promised land. Here batteries and electric motors don't assist an internal combustion engine, but the other way around. Using lithium-ion technology instead of the antediluvian nickel-metal hydride batteries found in almost all hybrids, you commute to and from work on a daily basis on electric power alone, recharging your car from the mains at either end and only reverting to petrol power to charge the batteries when your journey puts too many miles between power points.

So far so good. The problem is not the technology, which exists and is proven, but getting it to market at a price both the manufacturer and customer can afford. Tadashi Arashima is the president and CEO of Toyota Motor Europe, and he was good enough to admit that "the cost of this technology is considerably greater than we first thought". Moreover, despite 500 of these 'plug-in' Priuses being leased later this year, he was unable to tell me when the car might go on general sale.

Toyota is not the only company appearing to go lukewarm on hybrid technology. Jochen Heizmann is on the board of Volkswagen and he told me that while VW had extant hybrid programmes, further development of petrol and diesel engines was the preferable way of achieving substantial yet short-term affordable emissions and consumption reductions. His views are backed by Rupert Stadler, the head of Audi, who now views hybrid as "a bridging technology" with a lifespan of "five to 10 years". Indeed it would increasingly seem that instead of being the answer to our short- to medium-term needs, hybrid is little more than a training ground to allow car manufacturers to learn enough about electric power to ease the transition from a fully fossil-fuelled past to a fully electric future.



Once charged (top), Nissan Leaf's lithium-ion power is good for 100 miles



Toyota led the way with hybrid Prius, but may be going cold on the technology

Nissan is ahead of this curve and has just shown its new Leaf which is not a hybrid but instead a fully-electric, lithium-ion power family car about the same size as a Ford Focus. With a top speed of around 100mph and a range of 100 miles it's clearly not yet suitable as an only car, but as a city commuter it may yet make sense particularly if incentives and concessions reduces its projected price of around £20,000 to make it competitive with conventionally-powered rivals. Certainly Nissan is confident, and will make around 200,000 annually after sales start at the end of next year.

Others see it differently. A couple of weeks ago I found myself at a private test track driving the odd-looking Peugeot 3008, which its makers hope will be the first diesel-electric hybrid car to be offered for sale. Its engineers are very excited by it, for the numbers are little

short of extraordinary: over 70mpg and under 100g/km of CO_2 are impressive enough for a full-size crossover family car until you realise it comes complete with a powertrain generating over 200bhp. The best the current Prius can manage is 134bhp, and while the bulk of the Prius's environmental advantage comes in town because beyond the city limits it is largely powered by petrol alone, the 3008 should prove fuel-efficient wherever you drive it.

But as with the plug-in Prius, the snag is likely to prove to be the price. I did ask Peugeot how much a diesel hybrid 3008 would likely cost and an answer was not forthcoming. Instead I was asked what kind of premium I thought customers might be prepared to pay and when I ventured it would be unlikely to be more than 10 per cent, conversation became fairly hard to come by.

The other interesting dimension to these various conversations is not what is being said, but what is not. A couple of years back you could barely talk about the future with an industry executive without the words 'fuel cell' popping up, but not once in any of the conversations mentioned above did the car manufacturers volunteer the fuel cell as having any kind of future at all. When I suggested it to Herr Stadler from Audi, he said "the technology that will make them possible is still too far away at present".

What can be divined from this? Simply that talk of the impending demise of the internal combustion engine has been exaggerated and there remains at least some life left in the old technology yet: next year VW will offer a diesel-powered Polo for sale with near-identical emissions and economy to the latest Prius without a battery pack in sight. And it's hard to see car manufacturers continuing to invest billions in hybrid technology if it really is an increasingly expensive and short-term solution. In the longer term, opinion appears to be swaying towards an all-electric future, with revolutionary battery technologies finally coming on stream.

But that's only right now. Over a hundred years ago there were those who also argued that electricity held the future to personal transport. Twenty years ago, two-stroke was all the rage. More recently there have been some who claimed the answer was hybrids and others who pointed to fuel cells. Sadly, the only real truth to emerge is that when all is said and done nobody knows for sure and, unlike a hundred years ago, time is running out. Ⓜ



NEW RANGE ROVER IS A GUILTY PLEASURE

It was fun after all the worthiness on the left to clear the cobwebs with a run up the road in the 2.7-tonne, 510bhp, 5-litre, supercharged, V8-powered leviathan that is the latest Range Rover to hit the streets. It costs £79,995 and were jail terms being handed out for CO_2 production, it would be looking at 20 years to life with no chance of any emission remission. It's one of those cars that if you even think about such things you couldn't turn the key.

But if you subscribe either to the view that global warming is a huge conspiracy theory or, indeed, that the damage is done and there's nothing we can do about it so you might as well enjoy what time is left, this is the greatest luxury SUV ever built. Better than any VW Touareg or Porsche Cayenne, better even than Audi's outrageous Q7 V12 TDI. This is a Range Rover that will hit 60mph in under 6sec – a Range Rover, for heaven's sake – but is otherwise as quiet and restful as you could wish. The cabin has received some detail attention, most notably placing a TFT screen where the instruments once were. But eight years after its introduction, it still comes with a sense of a occasion you'd need something of the calibre of a Rolls-Royce Phantom to materially improve upon.

As guilty pleasures go, there aren't many more guilty, or pleasurable, than this.



ASTON'S VANTAGE V12 OUTSHINES DBS

Aston Martin has made a terrible mistake in bringing this Vantage V12 RS to market. Effectively it is the standard V8 Vantage but featuring the 510bhp V12 engine from the top-of-the-range DBS. The suspension has been retuned to cope with the extra power, extensive use of carbon fibre is made in the bodywork and ceramic brakes are available.

The result is the best Aston Martin road car I've ever driven and I speak as someone who's been unusually lucky in that area. It's much more raw than Astons of late, even faster and yet sufficiently civilised to use as a long-distance machine. Most interesting of all is that the extra weight of the V12 has not degraded its handling: indeed so successful has the work on the chassis been that it feels as lucid as the V8 and more planted. After many hours on both road and track, the only conclusion to draw is that no Aston ever handled as well as this.

This is the first Aston Martin I have driven in over 20 years that I have loved with all my heart. You may then wonder why the dreadful mistake. It's simply that at £135,000, I can't see why anyone interested in driving would ever choose to spend a further £16,000 on the less attractive, slower, poorer handling, more flawed DBS, unless of course driving the same car as James Bond really is that important to you.

Letters

Passion versus profit

Sir,

What great news – yet another passionless manufacturer is leaving Formula 1.

They're all the same. They want a slice of the global advertising exposure and then, surprise surprise, they've only just arrived and they want a slice of the cake too. They think that they can buy F1 success, but when the going gets tough they don't have the character or self-respect to stay in and fight. So they take the easy way out, and in this era manufacturers like Honda, Ford and now BMW (and watch the rest follow) give a lame excuse and close the factory, making very many exceptionally talented people redundant.

But the truth is they're not redundant at all, they are just considered surplus to the number crunchers' requirements.

The reason that modern Formula 1 has survived for so long is that it hasn't had much to do with automobile manufacturers.

No, it was the great men of passion who built Formula 1. Men like Rob Walker, Reg and Tim Parnell, John Cooper, Bruce McLaren, Jack Brabham, Colin Chapman, John Surtees, Ken Tyrrell, Ron Dennis, Keith Duckworth, Mike Costin and Bernie Ecclestone too, and of course my two friends Frank Williams and Patrick Head, and not forgetting a cavalcade of exceptional and individual drivers spanning five decades.

I include the great Ferrari and Mercedes factories with these amazing guys. They both have had their fair share of lean periods – Ferrari didn't win for over 20 years – but they had passion and were in for the long haul.

These wonderful, relentless and amazing guys did not sling their toys out, then cut and run when the going got tough, they worked till they literally dropped to stay in F1. Nothing would persuade them that something much easier would do, they were in F1 for the adventure by 'being there', for as long as it took. The risk was worth it and their fingernails held up, something manufacturers would not be able to understand. In their world 50 per cent of the day is spent covering their rear ends.

So I say bravo to the real enduring men of F1. Their passion does the talking and rules the day, and the great thing is, guys like the F1 founders are emerging in this new era.

At the funeral of that dear boy Henry Surtees, Ferrari sent two representatives, as did Williams F1. Now that's respect and compassion.

David Brodie, Whitchurch on Thames, Berks

Portimao lacking in pizzazz

Sir,

The 1000Kms of the Algarve featured some great racing on an undulating track. As a lifelong endurance fan I should have been on the edge of my seat, but bizarrely I found myself a little bored. I have yet to watch Eurosport's coverage of the closing stages and probably never will.

So why the antipathy? The reason lies with the circuit, or perhaps I should say 'facility'. Quite simply, Portimao has no character. From the TV coverage it was almost impossible to tell what part of the track they were on, as it all looked the same. Every part of the layout was a dip or a brow, the corners were all short in radius and the backdrop of empty grandstands was a constant feature. In fact Portimao looked more like a building site than a road course. What's wrong with trees and grass? In my opinion a great track has to have both. Had the action taken place at Monza, with its history and parkland setting, then I *would* have been on the edge of my seat.

Perhaps I'm being unfair. I've just returned from the Spa 24 Hours, where I drove around the old 'Speed Triangle', and I'm currently reading a book on the history of the Spa 1000Kms. When you think about the exploits of Rodríguez, Siffert and Co in their 917s, taking the Masta kink at 185mph, the 1000Kms of Portimao seems a bit lacking in gravitas.

The Le Mans Series is supposed to hark back to the glory days of sports cars, so how does one justify a race in Portugal? I know of one traditional sports car venue where a big crowd would be guaranteed: Brands Hatch. Imagine the Astons and Pescarolos on the GP loop – now that would be harking back to a golden era!

To end on a cynical note: was the race held at night so as to disguise the fact that there were virtually no spectators?

Nicholas Bird, Fareham, Hants

Classic at a cost

Sir,

Once again the Silverstone Classic was a very enjoyable occasion, but was the Sunday ticket really worth £35? After one adds £8 for the programme, plus the extortionate cost of food and drink at the circuit, we found there was little change left from £100.

Looking around the empty stands all along the approach to Woodcote, it seemed we were not the only people who had decided they might be better off elsewhere, or are these meetings simply put on for the entrants and the classic car clubs?

One final moan – why have the circuit owners installed an easy-to-read electronic lap signalling tower near the BRDC stand and then failed to use it? In any long race or one where there are driver changes, it would have proved a great asset to the spectators.

The Le Mans Series race at Silverstone on September 12/13 will not be on our list of meetings to attend in 2009 unless these points are addressed. If not, we're off to Castle Combe, our favourite circuit, where you always get value for money.

John Stanton, Maidenhead, Berks

Seconds with Derek?

Sir,

I really enjoyed the 'Lunch with… Derek Bell' (September issue). I have been lucky enough to meet him during my time in the motor trade. When I was at BMW in London he came in one day and told us how, after racing at Le Mans, he got in his road car to drive home. Soon afterwards he glanced at the speedometer and was shocked to see that he was doing 150mph!

Some years later he drove me around the Mountain circuit at Millbrook in an Audi S4. That he was able to have a friendly, relaxed conversation while twirling the Audi around at great speed was truly impressive.

What a great racer and character. I'd love to read a second episode of his reminiscences.

Roger Edwards, Maidenhead, Berks

A telling line

Sir,

Further to your article regarding Sir Henry 'Tim' Birkin in the July issue (Doug Nye column), it is surprising how just a few words can tell you a lot about a person.

I recall seeing a copy of *Full Throttle* inscribed by 'Tim' Birkin to the owner in the paddock at Brooklands. The inscription read: 'Keep your foot down'!

A few words say a lot about the man.

Paul Gibbons, Bewdley, Worcs

LETTERS TO THE EDITOR

Write to: Motor Sport, 38 Chelsea Wharf,
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Letters

On Ron's payroll

Sir,

The excellent article 'When second was best' (September issue) stirred memories of the Easter Monday Formula 2 meetings at Thruxton, and one incident in particular may raise a smile…

At one meeting – the year escapes me – I was strolling through the paddock during Saturday practice when I was asked by a marshal who was a friend if I knew of a signwriter, as the Project Four team had secured additional sponsorship for the Monday race (this was before instant stickers appeared). Fortunately my son-in-law was a signwriter who was available, and I was asked if I could deliver him to the team on Sunday morning. The extra decals were hand-painted on to the car. I also remember meeting a young Stefan Johansson, who strolled up and chatted for a while. I was asked if I would return on Monday morning to collect the agreed fee, as none of the management was present.

When I arrived at the team's base on Monday one of the mechanics asked me to wait while he searched for someone to settle the fee. The person who eventually appeared was, to my great surprise, an immaculate Ron Dennis who thanked me for my assistance, shook my hand and then produced a wad of notes. He peeled off a few and settled the amount outstanding. On reflection I feel I should have framed the notes instead of handing them over to my son-in-law (less my commission of course)!

No doubt a small incident in Ron's life, but something I will always remember.

A Eglington, Winchester

Can-Am BRMs safe and well

Sir,

I'm always delighted to receive my *Motor Sport*, as following the rebirth it is without doubt one of the few things that gives me an instant smile.

However, I was disturbed to read of the demise of the Can-Am BRM at Brands Hatch (September issue), and more particularly the claim that it was the only survivor of two, the other having been lost at sea.

This is wrong. There were more than two built – the others still exist in the hands of the Hepworth family who bought the project from BRM in the early '70s. The story about the ship is often recounted, but it is a myth. It never sank, although the cars on board did suffer damage in a fire during the voyage to South America.

The subject was discussed at length on The Nostalgia Forum, with contributions and photographs from various people including the son of the late David Hepworth, and Doug Nye, who was interested as the story forms part of the BRM series of books.

Mike Fairholme, Grantham, Lincs

Tragedy never far away

Sir,

How sadly ironic it was to receive the August issue of *Motor Sport* featuring John Surtees on the cover just over a week and a half after losing his son in a racing accident.

When John was in F1 it wasn't uncommon to hear that one of the great drivers had lost his life in a crash. Today, with the cars so much 'safer', we forget how dangerous and heartbreaking motor sport can be. The death of Henry Surtees and Felipe Massa's near-fatal crash is a reminder that this is not a sport for the faint of heart.

I had the pleasure of meeting John when he was honoured at the Amelia Island Concurs d'Elegance several years ago. He was one of the most gracious and humble recipients of this accolade. John thanked those who asked for his autograph and took the time to exchange a kind word or two.

Rick Mansfield, Ponte Vedra Beach, Florida, USA

Porsche flameout

Sir,

It was fun to see the Baker/Blackhaller/Mullen Porsche in Richard Heseltine's 935 review (August issue), belching flames like an angry green dragon on its way to fifth at Daytona in 1984. Readers may be interested to learn that, a year earlier, this same car featured in what many call "the greatest upset in sports car history".

In '83 Wayne Baker converted a 935 previously driven by Bob Garretson and David Hobbs (whoever he is) to 934 specification, fitting a huge single turbo and demoting it from the top-level GTP class to mid-level GTO. Wayne and I won five races in '83, including (with Kees Nierop) the 12 Hours of Sebring *overall* – the only time in IMSA history anything but a GTX/GTP car was first. Wayne also won that year's GTO Championship, alas with one more point than me for a single, stellar pole position.

Our 934 was a junkyard dog among pedigree greyhounds, garishly painted in school bus yellow with sponsors' names often in press-on lettering. The single turbo could throw the car down Daytona's straights at 215mph, but it required determination and an unusual driving technique to kick it through the twisty infield. So slow was the turbo to spool up, we drivers had to floor the accelerator for one very long second before power was required – then delivered in shattering fashion. GTP drivers would shake their fists as we slewed painfully through infield corners and pull out to pass as we climbed on the banking, only to lose the drag race as we rocketed down the straight. When competitors followed too closely at night, we'd lift off the throttle and give them six feet of orange flame, searing their eyeballs if not the paint! (This flame is prominent in the *Motor Sport* photo since the car retained its single turbo even when restored as a 935.)

A quite different and much better 935 was the car I drove for Bob Akin in '85. Bob, Hans Stuck and I were to run the Coca-Cola 962 through the year, but co-sponsor Ralph Lauren wanted his own livery at Daytona, so we freshened up Bob's 935 and I recruited Kees and a driver named McIntyre to the team. We held fourth at 23 hours with the Akin/Stuck/Miller 962 a lap behind. There were no team orders, save one: Bob ordered Hans to run us down at any cost, which with consummate skill he was just able to do, returning me to fifth for the second consecutive year.

The 935 was a great car and those were great days. What a privilege to have been a part of it.

Jim Mullen, Manchester, Massachusetts, USA

Black marque to us

Sir,

As the previous owner of Chris Rea's very original Lotus 6 – chassis number 74 and with original registration PTX 999 – it distressed me to see it called a Caterham in the caption to the picture accompanying the article (August issue).

Tom Candlish, Burnham, Bucks

Babs' summer home

Sir,

Returning from a holiday in Wales it was interesting to read Bill Boddy's article on Parry Thomas and Babs (August issue), as I visited the Museum of Speed on the seafront at Pendine.

Readers may like to know that Babs is exhibited each summer in this modern building, positioned so that she overlooks the beach used for the speed attempts. She was named Babs after the young daughter of a friend of Parry Thomas. The museum also plays archive film showing the record attempts by both Parry Thomas and Sir Malcolm Campbell.

Mervyn Pritchard, Marchamley, Shropshire

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Nuvolari behind the camera

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Good cause for a celebration

Motor Sport is proud to sponsor this year's Goodwood Revival, especially as it pays tribute to a special octogenarian...

BY ED FOSTER

Only a few weeks ago we were writing the Festival of Speed review, and here we are previewing the Revival. The gap between the two events is so short, and yet once again the team at Goodwood have come up trumps. The 12th Revival, on September 18-20, promises to be yet another cracker.

As usual anniversaries abound with 50 years having passed since one of the circuit's most famous races – the 1959 Tourist Trophy in which Aston Martin won the World Sportscar Championship. The Revival will also celebrate 50 years of the Mini by filling the entire grid of the St Mary's Trophy race with 'saloon cars from the Mini family of a type that raced prior to 1966'. Watch out for some serious sideways action and some very close racing. It won't be a surprise if this is one of *the* races of the weekend, considering that Rauno Aaltonen, Sir John Whitmore, Alec Poole, Richard Longman, Barrie Williams, Derek Bell, Jackie Oliver, Bobby Rahal and Brian Redman are all driving examples of Alec Issigonis's creation.

There is a pair of 'celebrity' two-driver races – the Lavant Cup and the infamous TT – which will be dusted with stars including some of the above as well as Sir Stirling Moss, Jochen Mass, Emanuele Pirro, Gerhard Berger, Eddie Cheever, Christian Horner and Desiré Wilson.

No doubt many of you will have visited the Revival before, but do watch out for the action away from the track, not to mention the period

TIMETABLE

FRIDAY SEPTEMBER 18

07.30am	Gates open
08.45am	Air display
09.00am	Free practice – Barry Sheene Memorial Trophy
09.35am	Official practice begins (in race order)
TBC	Parade: Mini variants
2.10pm	Air display
TBC	Parade: Sir Stirling Moss 80th birthday celebration
4.10pm	Air display
5.30pm	Bonhams sale
6.45pm	Official practice ends, track closes

SATURDAY SEPTEMBER 19

07.30am	Gates open
08.50am	Air display
09.30am	Track opens
10.00am	Racing begins
Race 1	Goodwood Trophy
Race 2	Madgwick Cup
11.10am	Parade: Mini variants
11.40am	Air display
Race 3	Barry Sheene Memorial Trophy (pt 1)
Race 4	St Mary's Trophy (pt 1)
TBC	Parade: Sir Stirling Moss 80th birthday celebration
TBC	Air display
TBC	RAC TT Celebration – 2nd practice
Race 5	Lavant Cup
Race 6	Glover Trophy
Race 7	Fordwater Trophy
5.30pm	Air display
5.30pm	Racing ends and track closes

SUNDAY SEPTEMBER 20

07.30am	Gates open
08.50am	Air display
10.00am	Racing begins
Race 8	Brooklands Trophy
Race 9	Richmond Trophy
TBC	Parade: Mini variants
TBC	Air display
Race 10	Barry Sheene Memorial Trophy (pt2)
Race 11	St Mary's Trophy (pt2)
TBC	Parade: Sir Stirling Moss 80th birthday celebration
1.54pm	Air display
Race 12	RAC TT Celebration
4.05pm	Air display
Race 14	Freddie March Memorial Trophy
Race 15	Chichester Cup
Race 16	Whitsun Trophy
6.10pm	Racing ends and track closes
6.15pm	Prize-giving





fashions – rumours abound in the *Motor Sport* office of a strict dress code for its staff…

To tie in with the period theme, more than 70 members of the Goodwood Actors Guild will be getting into character around the circuit, and live bands will play rock 'n roll, jump blues, swing and other music from the 1940-60s.

Some £12 million worth of Spitfires, Hurricanes and other historic aircraft will be 'dog-fighting' in the Sussex sky, the BGC Earls Court Motor Show will be displaying 'futuristic' cars from the post-1966 era, Bonhams will hold its annual auction on the Friday evening (for details see p111) and, as usual, the car parks will be full with up to 1000 classic cars. These come courtesy of the general public – and the RAC/AA in some cases for getting them there…

A major highlight will be the celebrations for Sir Stirling Moss's 80th birthday. *Motor Sport's* guest editor this month will begin his ninth decade on September 17 and the weekend will feature 'the finest collection of ex-Moss cars ever'. The Goodwood team has gathered 80 of the 96 cars that Stirling raced in his professional career, including the Mille Miglia-winning Mercedes-Benz 300SLR and his mother's Morgan Aero. We doubt many drivers have such an eclectic array of past cars, or could look forward to 120,000 people dressed largely in period costume singing *Happy Birthday* to them.

All of us at *Motor Sport* HQ are looking forward to the Goodwood Revival, and we hope to see you all at our stand in the Revival market or in the GRRC members' enclosure.







GOODWOOD REVIVAL RACES

LAVANT CUP
(60 minutes, two drivers)
For World Championship sports cars in the spirit of the Goodwood TT races, 1958-59
Cars: Aston Martin DBR1, Ferrari Testa Rossa, Porsche RSK, Jaguar D-type, Lister-Jaguars, Tojeiros, Elvas, Lolas and Lotuses

ROYAL AUTOMOBILE CLUB TT CELEBRATION
(60 minutes, two drivers)
For closed-cockpit GT cars in the spirit of the RAC TT races, 1960-64
Cars: Jaguar Lightweight E-type, Ferrari 250 SWB, GTO, 330 LMB, Aston Martin DB4GT Zagato and Project car, AC Cobra and original Shelby American Cobra Daytona

BROOKLANDS TROPHY
For sports cars in the spirit of Brooklands endurance races prior to 1939
Cars: Bentley 4 ½-litre, Mercedes-Benz SSKL, Alfa Romeo 8C, BMW 328, Talbot AV105, Bugattis, Invictas, Lagondas, Delahayes, Frazer Nashes, Aston Martins, MGs and Rileys

MADGWICK CUP
For sports-racing cars under 2 litres of a type that raced between 1948-54
Cars: Coopers, Dargues, Kiefts, Lesters and Lotuses powered by both MG and Ford, Oscas and Maseratis

FORDWATER TROPHY
For production-based sports and GT cars in the spirit of the Goodwood Members' Meetings, between 1960-66
Cars: Lotus Elite, MGB, Alfa Romeo Giulia SZ, Elva Courier, Ginetta G4, Triumph TR4, TVR Grantura

ST MARY'S TROPHY
For saloon cars from the Mini family of a type that raced prior to 1966
Cars: Mini Coopers, and lots of them. There will also be variants such as the Riley Elf and Wolseley Hornet

BARRY SHEENE MEMORIAL TROPHY
Two races for 350-500cc motorcycles of a type that raced between 1962-66
Bikes: MV Agustas, Ducatis, Moto Guzzi, Aermacchis, AJSs, Nortons and Matchlesses

FREDDIE MARCH MEMORIAL TROPHY
For cars in the spirit of the Goodwood Nine-Hour races between 1952-55
Cars: Jaguar C-type, Aston Martin DB3 and DB3S, Austin-Healey 1005, Ferrari 750, Allards and HWMs

WHITSUN TROPHY
For sports-racing prototypes of a type that raced between 1963-66
Cars: Ford GT40 (including a rare pre-64 model), Lotus 30, Lola-Chevrolet T70 Spyder, McLaren-Chevrolet M1 and Ferrari prototypes

RICHMOND TROPHY
For front-engined Grand Prix cars of a type that raced between 1950-60
Cars: Maserati 250F, Ferrari 500 and 246 Dino, Aston Martin DBR4, BRM Type 25, Vanwalls, Cooper-Bristols Connaughts, HWMs and the four-wheel-drive Ferguson P99

GOODWOOD TROPHY
For Grand Prix and Voiturette cars of a type that raced between 1930-50.
Cars: ERAs (in celebration of the marque's 75th anniversary), Alfa Romeo 308C, Maserati 4CM, 6CM AND 8CM, Bugatti Type 54, Altas, Talbot Lagos and a collection of super-rare Alfa Romeo Tipo B monopostos

GLOVER TROPHY
For 1.5-litre Formula 1 and Tasman cars of a type that raced between 1961-65
Cars: Lotus 21, 24, 25, 33, BRM 261, Ferrari Sharknose recreation, Scirocco-BRM, Coopers

CHICHESTER CUP
For front-engined Formula Juniors that raced between 1958-60
Cars: Elvas, Lolas, Geminis, Stanguellinis, and many other Formula Junior one-offs

Jim Russell
racing drivers school



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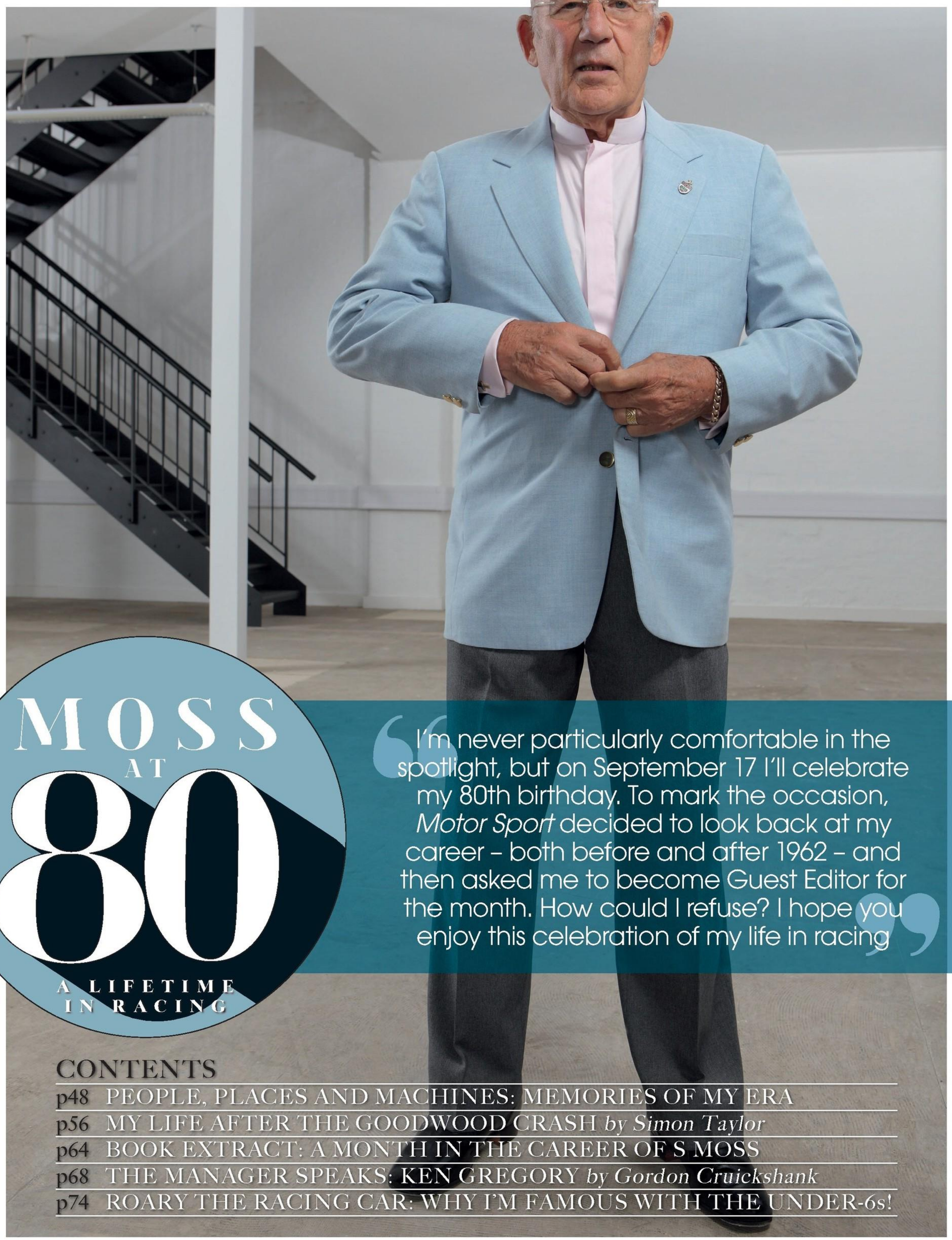
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MOSS AT 80

A LIFETIME IN RACING

"I'm never particularly comfortable in the spotlight, but on September 17 I'll celebrate my 80th birthday. To mark the occasion, *Motor Sport* decided to look back at my career – both before and after 1962 – and then asked me to become Guest Editor for the month. How could I refuse? I hope you enjoy this celebration of my life in racing"

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Marc Wright

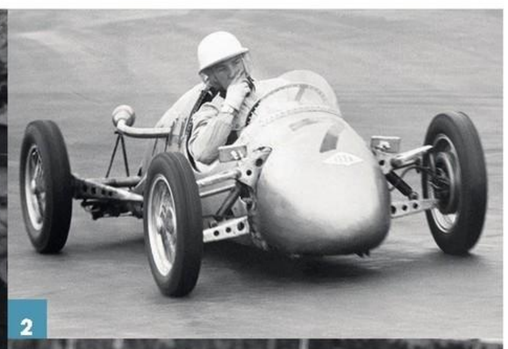


The view from the front

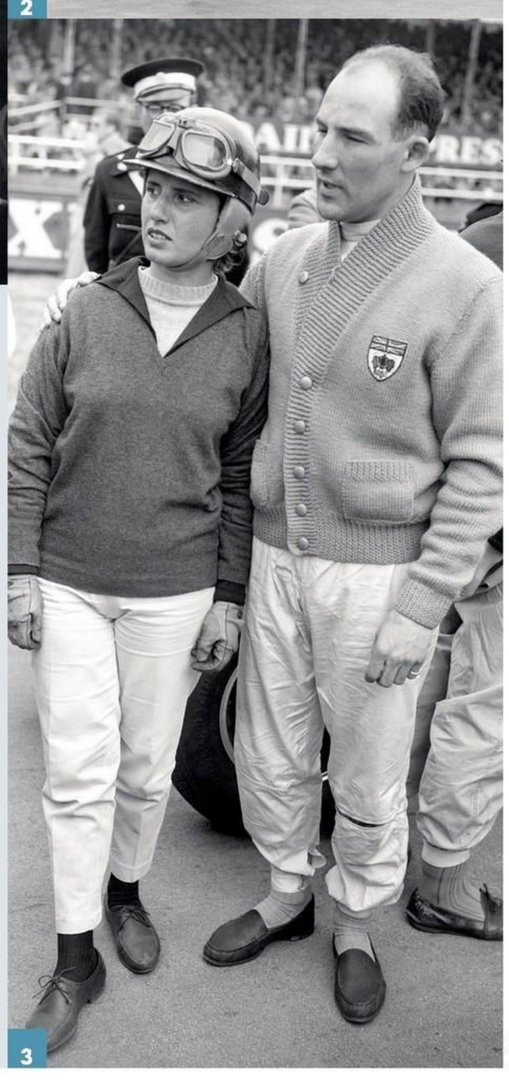
I've always said I'm glad I raced in my era. Wonderful cars and wonderful characters, too. With that in mind, the *Motor Sport* team drew up a list of names, places and machines, then fired them at me at random – almost like word association! Here's the result...



1



2



3

LAT

1 | Alberto Ascari

I didn't know Alberto that well. I can remember seeing Alberto and Fangio driving. At a corner Ascari would nearly touch the straw bale, whereas Fangio would touch the edges.

2 | Kieft 500cc

It was absolutely so easy to drive. It was remarkable. It understeered a lot – therefore you'd go into a corner too fast and the understeer would scrub it off for you. It was superior to a Cooper.

3 | Maria-Teresa de Filippis

Always nice to pass her so I could blow her a kiss! She was a competent driver who watched her mirrors. In other words, you'd never come up behind her and be shaking your fist to get her out the way. She would realise, back off and let you through. She had a reasonable amount of ability. Many people who you'd catch, you'd lap them and they'd try to show you how damn good they were. She wouldn't do that.



MOSS AT 80

A LIFETIME IN RACING



4



5



9

4| Jack Brabham

A tough competitor. I always felt that when I was following him I could see more of the front of his car than the back. He had enormous car control. The only person comparable with that is John Surtees, when he came in. But the thing with Jack was he was a sportsman as well. Tough and he wouldn't give you an inch, but he wasn't dirty.

5| Stuart Lewis-Evans

Oh, very fast. Stuart Lewis-Evans had a lot of ability, a lot of skill. His weakness really was that he was not as robust as a more fit person could be. He always struck me as a person who would go round a corner until he was just about off and say 'well, that's about as fast as I want to go'. He had a lot of courage, but perhaps a little bit too much.

6| Cliff Allison

A nice journeyman, really. A pleasant guy who did a competent job as a back-up driver.

7| Eugenio Castellotti

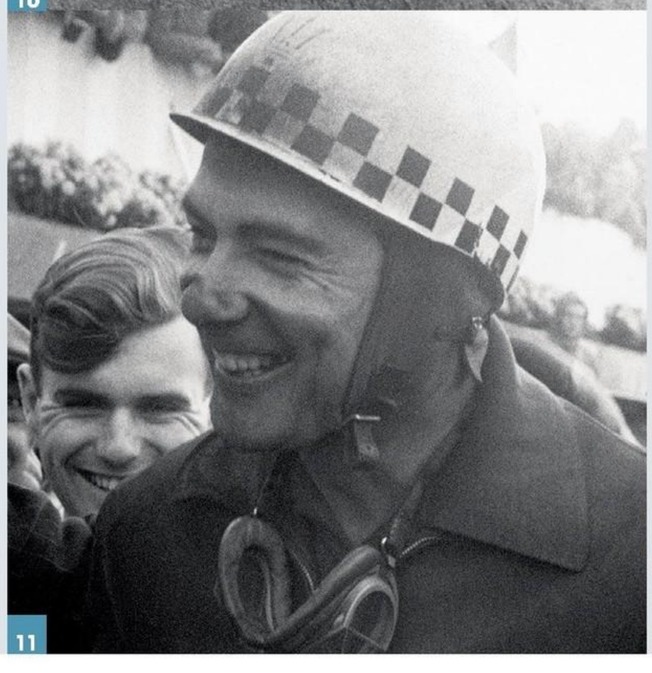
One of the best-looking fast drivers. He was inclined to drive perhaps a little faster than he should, in terms of his capabilities. I think he had more courage than skill.

8| Karl Kling

Much the same as Castellotti. Inclined again to be faster than he should have been…



10



11

9| Juan Manuel Fangio

Fangio, to my mind, was the best Formula 1 driver in the world. I could beat him in sports cars, which is something I don't understand. He didn't like enclosed wheels, but in F1 he was very fast. He was braver than me too, actually. At a place like Spa he was exceptionally quick. It was a very daunting circuit.

10| Lotus 18

A treacherous car, really. If you had the ability, a Lotus would beat a Cooper, but you had not nearly as much enjoyment driving it. You had to be very delicate and you couldn't throw it around. With a Cooper you could and it was a lot of fun.

11| Jean Behra

A tough fighter. Jean was a man you had to respect because he'd always have a go. If you passed him you couldn't just think about catching the next guy, you had to worry about him trying to take you back. One of the few people I call 'a real racer'.

12| Masten Gregory

Fast. Not that smooth, I don't think, but he would get the job done. He was incredibly brave.

13| Bruce McLaren

A good pupil. I remember at Monaco he wasn't doing it and I said 'follow me round'. He did so very well. He was a very nice person too, the sort of person you'd like to help out.

14| Aintree

More challenging than it looked. Very hard on brakes, and from my point of view quite important because I won two British GPs there. Therefore I have a soft spot for it. I won a lot of races there. It was really quite a tricky circuit considering how little there was to it.

15| Ron Flockhart

Ron I would say was a good competent driver of any car, really. Not a winner, though.

16| Jack Fairman

A good standby. A person you could count on. Jack would take the car, look after it and bring it back as good as when he took it. He never tried to be something he wasn't, which is uncommon in racing.

17| Alfonso de Portago

A nice gentleman, very charming. He had class. As far as racing would go he was a fairly competent driver.

18| Nassau

At the time, frustrating. I was a racing driver and not a drinker. Therefore I made up for it by chasing crumpet! Although I enjoyed Nassau, it also annoyed me. It seemed most of the people competing were there because it was a fun weekend, which is what it was. Exactly what I like to do today! But at the time I was a professional.

19| Enzo Ferrari

Originally my *bête noir*. At the end of my career he could have been my saviour. If the car I was in at Goodwood had been the Ferrari in place of the Lotus, I don't think I would have crashed. In which case I like to hope I could have had another 15 years of racing. When I crashed I was at the height of my skills. The great thing about Ferrari to my mind is that I can't think of any death of a driver because of a mechanical failure, with the possible exception of Ascari. I don't know enough about that, but I always felt he was changing to fifth and it went to third, although Phil Hill thought it was a tyre failure.

20| British Hillclimbs

Hillclimbs are a wonderful starting ground. The great thing about them is you are not driving with anyone else alongside, showing you how it should be done. If you have the bad luck to start alongside someone like Senna, who happens to be bloody good and you don't know it, he would incite you to go quicker. Well, that doesn't happen on a hill. The perfect place to start.

21| Goodwood

A much trickier circuit than it looks. Time can be found in different places. Quite a rewarding track. I'm looking forward to getting my Osca there this year to see how fast I can go through Fordwater. I've never had mixed feelings about the place because of the accident, I suppose because I feel it was the car that let me down, not the circuit.

22| Innes Ireland

One of the most underrated drivers. He was very fast. If Colin Chapman had been able to control him the way he did Jimmy Clark, I think he would have been up there with him. I don't think Innes got as much assistance from Chapman as he could have had, maybe because of his personality. He was an outgoing guy. I liked him very much, but I can understand somebody not liking him very much. He didn't appear to take things as seriously as they should be – but actually I think he did.



22


23


24



25



26

All images LAT

23| Duncan Hamilton

I would just say – a fast character.

24| Tony Rolt

A high-class Duncan Hamilton! We'll leave it at that…

25| Aston Martin DBR1

A beautifully balanced car, bad gearbox, difficult flat spot on the engine, but it did the job. It was never as nice to drive as the 300S, but it would beat it, and it was bigger. One of my favourite sports cars.

26| Le Mans

Probably the greatest show in European racing. A race I never liked because it was too long. I think if I was racing now I'd enjoy it because they go flat out from the start. In my day I was told 'look, use six-one, six-two here, use five-six there'. They always said they sent me out to break the other cars, but that wasn't true. They just let me have a go, although I never used more revs than we were allowed. But I was allowed to race, and if you raced at Le Mans in my era, you didn't finish.

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KINGDOM OF GALINA



27

27 | Mike Hawthorn

Mike had his on and off days. There's no doubt that Mike beat Fangio at Reims (in 1953) because he thought more about what he had to do. He won that race not by driving ability but by intelligence. He was fast, but one has to say what he did at Le Mans (in '55) was rather foolhardy, trying to pass Lance Macklin where he was. I'm not saying he was to blame for it, but if he'd backed off it would have been better.

28 | Pescara

I suppose it was a favourite circuit of mine because I did well there. I was brought up with road racing and once you got out on the roads you thought 'boy, this is really something'. Burning up those roads... it was a very exhilarating place.

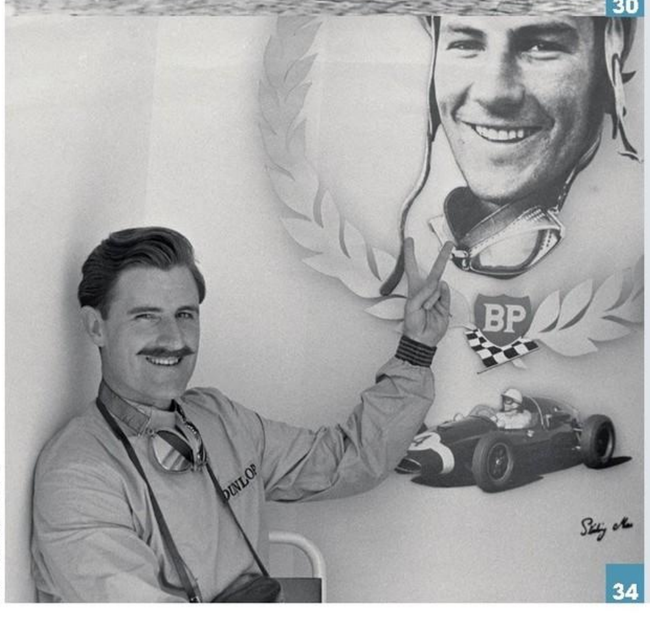
29 | Colin Chapman

A flawed stone. Really brilliant, but only until later in his career. I think with the Type 23 he learnt to build a car that wouldn't fall to bits. Until then he hadn't built a car that was fun to drive too. They were very sensitive, which is fair enough because they were that good. But they didn't drive well until the 23.

30 | BRM V16

As bad as it gets! When one looks at the competence of actually building the thing it makes you wonder who the hell did it! I can't think of anything that was good about that car other than the brakes and gearbox – and the fact that it broke so early you couldn't do many miles! An absolutely appalling car.


30



34

All images LAT

31 | Jaguar C-type

Probably the nicest Jaguar ever built. Wonderful because we developed the car and developed the disc brakes. It really did need them. The (drum) brakes were alright-ish on the XK120, but on the C-type they weren't because the car was a lot faster. So from that development point of view it was my favourite Jaguar.

32 | Archie Scott Brown

Remarkable ability for a man who was handicapped. He was one of the faster drivers, and the fact that he had a stub instead of a hand didn't seem to make any difference.

33 | Dundrod

One of the great drivers' circuits. Very daunting, very enthralling. You got tremendous satisfaction from a good lap round there. There were some really quite difficult and tricky places. And there were no options if you spun off. I must say I liked it. My sort of circuit.

34 | Graham Hill

A driver who attained more success with less ability than most. He won Monaco five times, Indianapolis, World Championships and so on. He was a very good driver, a careful driver and a steady driver. He wasn't one of the fastest, by quite a long way. But he did a competent job and still enjoyed a great amount of success. I have great respect for his ability, but not so much for his speed. Graham could be quite dirty, but I don't think he would seriously push you off. I had my worst accident passing him, but I don't think he would jeopardise anyone on purpose. He would just make it as difficult as he could.



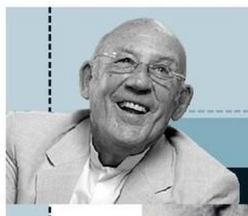
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35 | Mercedes W196

A great car because of its reliability. Nowhere near as nice to drive as a 250F. The great thing about Mercedes was that what the driver wanted, the driver got. Although having said that, Rudi Uhlenhaut would've preferred it not to be a straight eight. He told me he wouldn't have chosen that for racing. Why he did... I presume the director said that was what they wanted to do. I don't know. It's difficult to separate the Mercedes formula cars from the sports cars because it was the team behind them that was so good. When you've got somebody like Neubauer patrolling a team that's pretty good!

36 | Phil Hill

He was good in as much as he could drive most cars fairly well – sports cars, formula cars, what have you. He had quite an agitated, nervous disposition. You'd go up to Phil before a race and say 'did that thing work that we did to the car?' and he'd say 'what?' and get all tweaked up! He was the one who correctly, in my mind, gave Mike (Hawthorn) the (1958) world title by letting him take second. I don't hold any grudge against that at all. A very competent driver.



MOSS AT 80

A LIFETIME IN RACING



37

37 | Peter Collins

A fun driver. Quite a lot of ability, reasonably careful with the car. Pete was probably better than people give him credit for. He of course died at the Nürburgring, which was a tragedy. He was one of the faster drivers.

38 | Tony Brooks

Probably the best driver that people don't know about in the world. If I was going to have a team I would put Tony Brooks at number one, with Jim Clark alongside him. Tony was that good. He was careful with the car – and very, very fast.

39 | Roy Salvadori

Let me put it this way, I'd rather be in his team than competing against him…

40 | Giuseppe Farina

Fast and ferocious. Farina was one of the drivers who would take the piece of road even if it meant you were going to be in trouble.

41 | Osca

Maserati's finest. I drove the MT4 at Sebring and I can't think of any other car – ever – that would have done what that would do under the circumstances we faced: losing the brakes, throwing it sideways, all the things we had to do to make it work. And so I have a very soft spot for it. Now I've got the later one, the FCS 72, which has to be one of the nicest-handling cars. The Maserati brothers did fantastic cars: the 300S, the 250F and of course the Oscas.



38

42 | Nürburgring

The best road circuit – that and the Targa. The great thing about the Nürburgring was its tremendous challenge to the car and the driver. Any car that can go fast round there has to be well balanced. For the driver it requires considerable skill and knowledge to take some of the corners flat out where you'd want to ease off. Spa was much more daunting and frightening. The Nürburgring was scary in places, but Spa was frightening everywhere except the hairpin. When Spa was over I was pleased – when the Nürburgring was arriving I was pleased.

43 | Ferguson P99

The most difficult car to drive, purely because it was different. Different and difficult go together in this case. You had to forget what you had used driving other cars and drive it completely differently. Normally you'd throw the thing in and then put the power on to get the oversteer, but with this you couldn't do that. But the car was so good in the wet that I could actually pass the Ferrari 246 on the outside – but only in the wet. John Surtees would have been the ideal guy to race it. He's an intelligent guy. He knew nothing about cars when he came in, but he knew a lot about racing. And John wouldn't have known what was so different from other cars. He had nothing to unlearn.

44 | Sunbeam Talbot Alpine

Amazingly over-bodied! But one could really throw it around. It was a very forgiving car, not vicious at all. Because you could overdrive it, if you had the ability you had the opportunity of doing well in it. I enjoyed rallying it.



43



44

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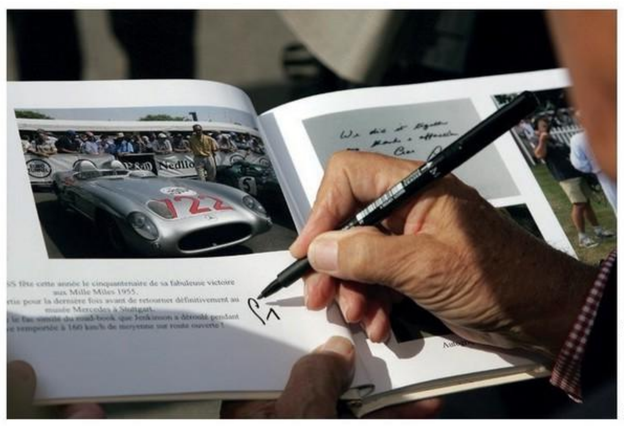
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Estate agent or MP?

"If you know nothing about anything, those are the only two jobs available, and after my crash I didn't want to be either. Simon Taylor came to ask me how I've earned a crust since 1962"

On the afternoon of April 23rd 1962, the professional motor racing career of Stirling Moss ended against an earth bank on the approach to St Mary's Corner at Goodwood. The cause of the accident has been endlessly debated, but Stirling himself has no memory of it. "I remember chatting up a South African girl at a party the night before, and I remember knocking off the exhaust of my Lotus Elite that morning reversing out of the car park of The Fleece, John Brierley's pub in Chichester. After that, nothing. I woke up six weeks later in a room filled with flowers, and I remember thinking vaguely, 'Somebody must have thought I was going to die.'"



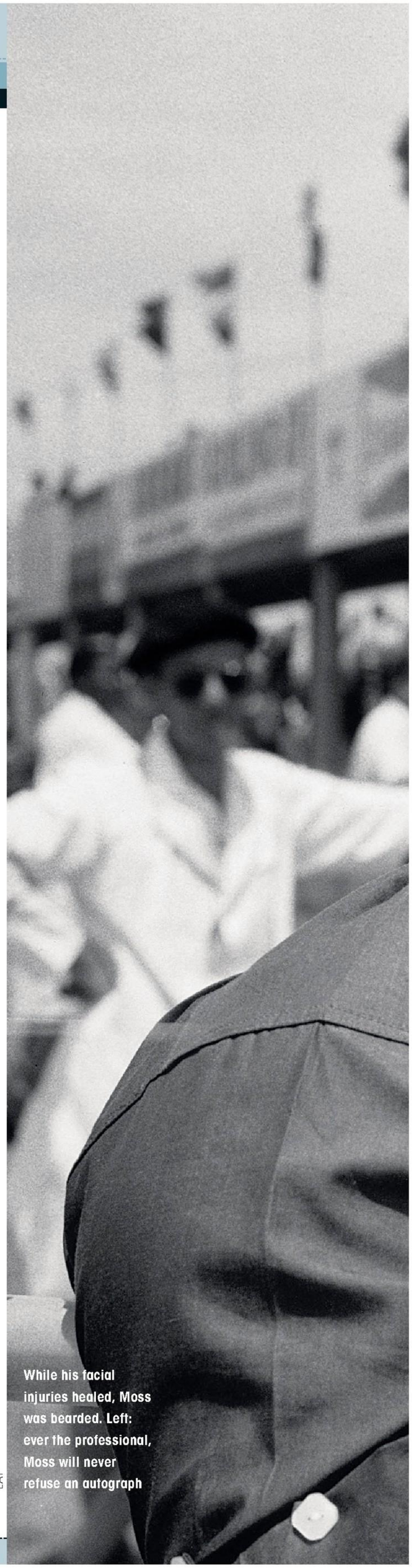
Camera Press

The race was the Easter Monday Glover Trophy: a comparatively minor event, no championship points at stake, not even much glory. Stirling's car was a Lotus-Climax, an elderly 18 chassis despite its 21 bodywork, owned by Rob Walker but running in the pale green colours of the British Racing Partnership. It was well out of the running, having already been delayed by a pitstop to fix a jamming gear selector on the Colotti gearbox. Graham Hill's BRM was comfortably in the lead, and the Lotus was two laps behind.

But Stirling always regarded whatever race he was doing *today* as the race that mattered. It was typical of the man that he wanted to give the paying spectator value for money, and there was still the outright lap record to go for. He'd already equalled the new record, set a few laps earlier by John Surtees' Lola, and there was more to come.

I was in the St Mary's grandstand that day, a teenage Moss fan revelling in my hero's progress. I watched him climb back to seventh place, driving very hard as he always did, smooth, stylish, head back in the cockpit, arms outstretched. With seven laps to go he came up behind Hill's BRM to unlap himself. As Hill moved left to take his line for the beginning of the right-hander, the Lotus ran onto the left-hand verge at around 115mph, and straight into the bank.

Why? Theories have included some sort of mechanical failure – jammed throttle, braking or steering malfunction – or that Hill acknowledged the marshal's blue flag with his left hand, and Stirling misinterpreted that as a signal to pass Hill on the left. As far as could be established from the wreckage, the brakes were functioning and the car was in fourth gear, which would have been Stirling's usual ratio at that point. We will never know the truth, although Stirling says now, "My mother told me Graham went up to her later and said, 'I didn't mean that to happen.' I think he »»»



While his facial injuries healed, Moss was bearded. Left: ever the professional, Moss will never refuse an autograph

LAT

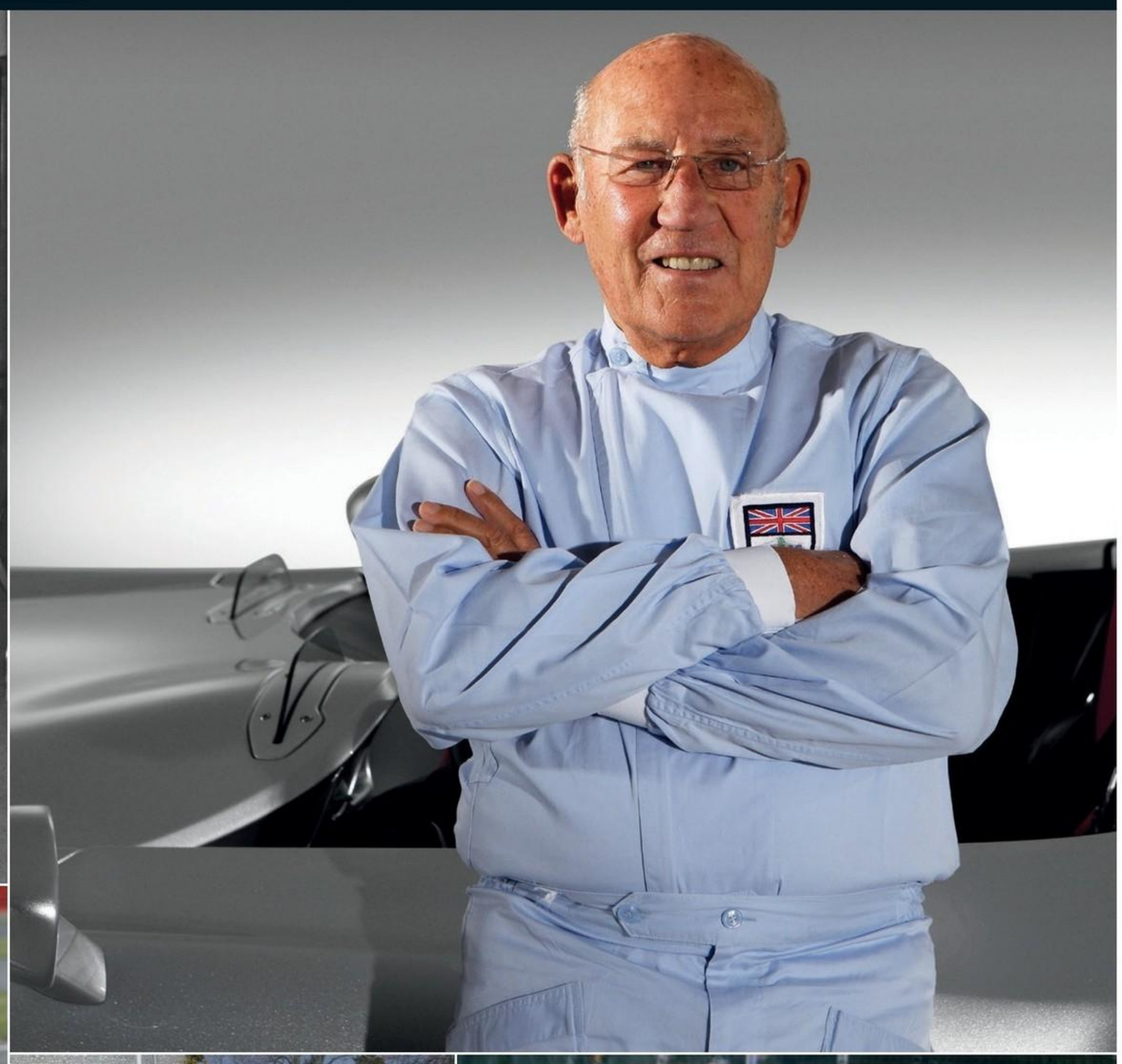




MOSS AT 80

A LIFETIME IN RACING











probably did move across on me, quite frankly, not realising I was already there."

The impact against the bank was immense and, in the manner of spaceframe cars of the early 1960s, the Lotus folded up like a penknife. Hearing that he was trapped in the wreckage, BRP's Tony Robinson and Stan Collier leapt into the team's Morris Minor van, drove onto the circuit – while the race was still going on! – and rushed to the scene. It took marshals and helpers 45 minutes to cut the deeply unconscious Moss from the car, Tony and Stan carefully removing the battery and lifting off the fuel tank over his legs. Mercifully there was no fire. He was taken to Chichester Hospital and then, in the early hours of Tuesday morning, to the Atkinson Morley Hospital in Wimbledon.

His head injuries – no seat belts, of course, and a thin Herbert Johnson crash helmet – were dreadful: the left side of his brain was massively bruised and partly detached from his skull, and his left eye socket was crushed. His other injuries included a broken leg and broken arm. He did not properly regain consciousness for 38 days. When he did come round, he was partially paralysed, and he could not speak.

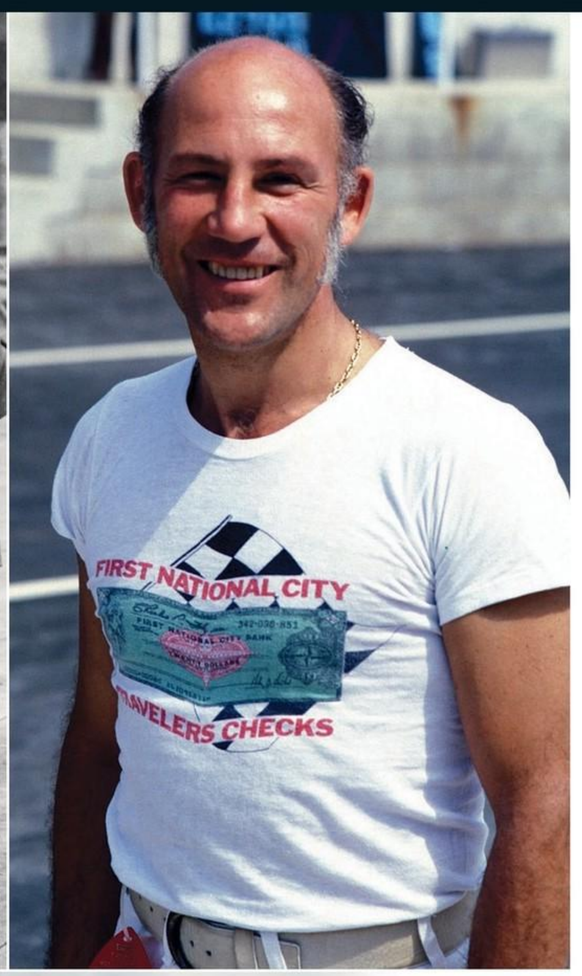
In 2009 it is difficult to comprehend – even though F1 racing was very much a minority interest then, with none of the TV and media coverage of today – how huge a presence Stirling Moss was in the national consciousness. He was one of Britain's most famous men, and the whole country was galvanised by his accident and hungry for news of his condition. Unlike today, with 24-hour news channels and hourly bulletins on every radio station, back then the BBC Home Service only broadcast the news four times a day. The only exceptions were emergency announcements in time of war, or when the King was dying. Yet I clearly remember, as one of millions horrified by the injuries suffered by the world's greatest racing driver, that Stirling was treated like royalty. In the days immediately after the accident, when most expected him to die, the BBC ran hourly radio bulletins on his condition.

As he regained full consciousness his will to recover, which had worked miracles after his 1960 Spa accident, began to assert itself. "When I started to come round I knew I'd had an accident, but I didn't know where or when. Then I realised the left side of me was paralysed, so I started to focus on the bits I couldn't move. It gave me something to work on. Eventually I started to get a slight movement in one finger of my left hand, so I concentrated on that, then I moved on to the other fingers, and then the whole hand. Lying there, I assumed absolutely that I would get back to racing. I reckoned I'd had much worse accidents – breaking my back and my legs at Spa, I came back pretty quickly after that. So I just thought, I've got to get on with this. But gradually it dawned on me that it was much more serious than I'd realised."

On July 20, nearly 13 weeks after the accident, he left the Atkinson Morley, greeted by a huge press posse outside the hospital. Hobbling on crutches, he took the 11 nurses who had looked after him out to dinner, and gave each of them a small gift. "I went to Nassau to recuperate. But I was still in a bit of a state. I couldn't remember anything, and my body temperature was different one side to the other. One cold hand, one hot hand. My speech was slurred, so people thought I was drunk.













Clockwise from top left: after crash Moss became a public speaker; PR work for Mercedes also paid the bills; schoolboys together… with Derek Nimmo, Frankie Howerd, David Bellamy and Frank Bough; in the '70s there was work for ESPN covering F1; with Jackie Stewart at '09 Festival of Speed; Moss insists on wearing traditional racing gear; with Susie and baby Elliot in 1980; driving for Audi in that year's BTCC was "worst decision"; with Susie again at Goodwood '06; racing beloved Osca at July's Silverstone Classic

LAT, MirrorPix & Sutton

And I had no concentration. To open a door I had to think, consciously, 'Put your hand on the knob. Now turn it.' But the press gave me no peace. There were even paparazzi on the roof of the hotel in Nassau, with long lenses. Everybody was asking, 'When are you coming back? Are you going to race again?' The papers kept running stories about it. There was a lot of pressure on me to make up my mind. I knew I had to get the decision out of the way."

So just over a year after the crash, on May 1 1963, a damp, grey day, Stirling drove a Lotus 19 sports car around an empty Goodwood. As he went through St Mary's no memories of the accident came back. He drove at proper racing speeds – at one point he spun coming out of the chicane – and his times in the conditions were competitive. But as he got out of the car he knew his decision was made.

"My times were quite reasonable, I was on the pace. But I found that I had to do everything in the car consciously. I'd approach a corner and think, 'I've got to get over to the edge of the road here, I'd better brake now, this is where I should get back on the power.' It all had to be worked out, nothing was automatic any more. Before, I could always jump in a car on any circuit, and get straight down to within a fraction of my best time. Then, if I wanted to put in a quick one, if I was going for pole, I'd work at coming off the brakes a little earlier, getting back on the power a little earlier. But I couldn't do that in the same way, it was all a conscious effort. I no longer had the capability I'd had before. That was it. It was a depressing decision to have to take, but it was a very easy decision, because it was obvious to me that I wasn't what I had been. If I couldn't come back at the top, there was no point. I didn't want to come back as second-best, my pride wouldn't let me. That same evening, back in London, I announced my retirement.

"In the years after that I sometimes wondered if I took the decision too early. If I'd waited two or three years I think my faculties would have come back, my concentration and my focus. By then Jim Clark had established himself as the best, and he might have been really tough to beat. When I raced against him he hadn't reached his maturity: when I beat him, he was no faster than Innes [Ireland], but he got much faster than Innes later. But once I'd said I was out, I was out. If people retire, and then change their minds and come back, well, I don't like that sort of thing.

"For years I'd been well paid by the standards of the day. Because I was busy racing every weekend, I didn't go out and spend money much, apart from chasing crumpet. But I hadn't salted much away. In my last full year, 1961, I grossed £32,700. Out of that I paid all my own expenses, hotels, flights – I always flew economy – and after expenses I paid tax on £8000. I suppose that was roughly what a good lawyer would have earned in those days. But you paid very high tax rates then, so I probably netted about £3200.

"Before the accident I had every intention of going on until I was 50. After all, Fangio won the World Championship when he was 46. At 32 I was at the top of my game. I didn't see why I couldn't do another 15 years or so. I was as versatile as I'd ever been, and I was enjoying

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racing in all types of car. Nowadays drivers get out earlier because they make so much money, and 32 is old. But even if I'd been making the money they make today, I'd have stayed racing. I wasn't doing it for the money, you see. I just loved the racing. The fact that I didn't make a lot of money was just part of how life was then.

"After I announced my retirement, I woke up next morning with no idea what I was going to do. I tell you, boy, suddenly finding you have to earn a living when you've been paid to have fun all the time, that was a bitter pill to swallow. I had no qualifications to do anything. As a teenager, before I started racing seriously, I'd done a couple of things in the hotel trade – night porter, working in the kitchens – but if you know nothing about anything, there are only two jobs available to you: estate agent or Member of Parliament. I didn't want to be either of those. *The Sunday Times* was sponsoring a Cobra at Le Mans, and they asked me to be team manager, so I did that, but it was a publicity thing really. I'd never make a real team manager, I'd be impossible. I would demand too much. I've always demanded a lot from myself, but I know what I can do. I couldn't start demanding it from somebody else.

"So I began to dabble in property. My father, who had about 16 dentistry practices around the London area, was starting to retire, and I took over his premises, rented the surgeries to other dentists, and got tenants for the properties upstairs. I began to understand how all that worked, and I bought a few small properties. And I started writing articles – well, I can't write, but I'd speak to somebody on the phone or do them a tape, they'd knock something up, and I'd get paid. But it wasn't much.

"I had an insurance policy which was meant to pay out £30,000 if I couldn't earn my living as a racing driver. The premiums had been costing me a couple of grand a year. After the accident the insurance company tried to wriggle out of it. They said, 'You're walking around, you're doing things, you can live a normal life.' I told them I'd insured as a racing driver, and now I couldn't race any more. I was going to have to take them to court, but at the last minute they paid up."

Although it hadn't been announced at the time of his accident, Stirling was going to be a Ferrari driver in 1962. While remaining loyal to Rob Walker, for whom he'd raced for three seasons in Formula 1, he had negotiated an extraordinary agreement with Enzo Ferrari under which he would race a dark blue Ferrari with a white noseband. "Rob was going to run it, but Ferrari agreed to support it and give us all the latest bits. And there would be a Dino 246 for sports car racing and a GTO for GT events. Because Rob only wanted to do F1, those two were going to be light green, in the colours of the British Racing Partnership, which was set up by my father and Ken Gregory, with Tony Robinson running the cars. We were going to go public with it as soon as the F1 car was delivered – which was meant to be in time for Goodwood. But the factory was running behind schedule. If I'd had the car for Easter, I suppose I wouldn't have had the accident. So the late delivery of that car changed my life."

(In fact a Ferrari did turn up three weeks later, for the Silverstone International Trophy. It was a 1961 car, painted red, but with a tartan sticker across the nose denoting BRP's sponsors, UDT. Innes Ireland drove it into a lapped fourth place, and then the car was returned to Italy. The pale green GTO was delivered, however, and Ireland used it to win the TT at Goodwood that year.)

Meanwhile, even though Stirling's place on the race track was taken by other British heroes – Jim Clark, John Surtees, Jackie Stewart, later Nigel Mansell and Damon Hill – the public refused to forget him. He remained in the public eye, and was called on more and more to make speeches and public appearances, open garages and supermarkets, and pronounce on any matters of public interest and concern that had a motoring slant.


Marc Wright

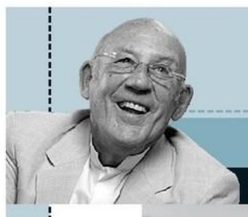
"I'd never make a team manager"

The remarkable thing is that Stirling Moss was a professional racing driver for barely a dozen years, and a long time ago. Yet today, 47 years after that Goodwood crash took him out of the sport, he is still a universally popular figure, and his name has remained a household word. Always a patriot – he is one man who would never live abroad for tax reasons – he received a knighthood in 2000. Now Sir Stirling and his beloved wife Susie, who organises his life so efficiently, are busier than ever. From their base in Shepherd Street, Mayfair, where he has lived for more than 40 years in a house he designed himself, they travel all over the world. So what is the secret of his enduring appeal?

"I suppose it's because I've always tried to make myself approachable. I've been listed in the phone book all my life. I'm a nosy bugger, always like to keep tabs on what's going on, and if the media call up wanting to know what I think of the new Minister of Transport, or the latest FIA row, I'll always have something to say. My diary is completely full now, which is how I like it because I'm happiest when I'm on the move. I love to keep doing things – as you know, my motto is 'Motion is Tranquillity'. Susie and I are a team. We work seven days a week, we fit into each other's pocket. She remembers everything and everybody: I call her my filing cabinet. We travel hundreds of thousands of miles a year, a lot of it to historic car events – the Mille Miglia in Japan, the Mil Millas in Argentina, judging the concours at Pebble Beach, demonstrating at the Goodwood Festival of Speed – and always at these things there are nice people who've got time for you. It takes me back, and I enjoy it. I have a good relationship with Mercedes-Benz, who seem to like reminding people about the 1955 Mille Miglia. Other companies that I drove for, too: I did a dinner at Le Mans this year for Aston Martin customers. And I do talks to businessmen, motor clubs, organisations all over the world.

"One reason I'm so busy is that the modern F1 drivers are impossibly expensive. If Kimi Räikkönen is earning £30 million a year, how much are you going to have to pay him to set aside a day to open a shopping mall? Or Lewis or Jenson, or any of today's names? Fortunately for me people still remember my name, and I'm more affordable. I call myself the international prostitute. You get me there and pay me, and I'll do the job."

But a significant amount of Stirling's travel is because, after all, he is still racing. He first got back into a race car in 1978, when he and Jack Brabham did the Bathurst touring car race in Australia, in a Holden. "I told Jack to start, because I thought Jack always used to get away well, and he got hit up the arse on the grid. Then I did a celebrity race at Macau, in a Cortina or something, and Mike Hailwood ➤➤➤



MOSS AT 80

A LIFETIME IN RACING



Stirling at (almost) 80: still as busy as ever, and still racing

Marc Wright

took me out. But my injuries had all long since healed, and it felt pretty good."

That led, in 1980, to a drive with Audi in the British Touring Car Championship. "Worst decision I ever made in my life. I signed for two years, and it's something I never should have done. It was a completely new type of driving, which I wasn't equipped for. They all drove into each other. If my car wasn't bent at all four corners at the end of the race I wasn't going quickly enough. I was astounded by the lack of ethics among the drivers. Some of them were quick, but none of them had any ethics. And I'd never raced on slicks before. Slicks meant I had to do things that I didn't find easy – I learned to brake at half the distance, but I didn't enjoy it. I am a treaded tyre person.

"But then historic racing was coming in, and as soon as I got into historics I was home. The downside is that I used to be paid to race, and now I'm driving my own car it's costing me a fortune. But I love it. I've had a C-type Jaguar, an Elva-BMW, a Chevron, and I've driven cars for other people, 250F Masers and D-types and so on. Now I've got this beautiful little 1500cc Osca, the only one with desmodromic valve-gear. This season we're having a lot of fun – Le Mans Legends, then Oporto, Donington, Goodwood, Spa. I've noticed that corners which maybe would have been flat when I was younger, like say Eau Rouge at Spa, I'll try to kid you I'm flat, but probably I'm not, not quite. But it's going well. If I ever felt I was getting in other people's way, then I'd stop. My ego wouldn't allow me to race against similar cars to mine if they were way ahead of me.

"It's important to me to be able to race in my old helmet and overalls, and after a lot of effort I got special dispensation for that from the FIA. I signed a waiver saying if I get hurt because I'm wearing incorrect clothing, no belts, no rollbar, no fire equipment, it's my fault. It's important to me: the pleasure I get is partly because I'm in the car just as things were, the way they should be for a car of this period. I'm not against other people wearing modern protective stuff, but there aren't many people around now who know what it was like then, and I think it's good for them to see the driver as well as the car looking correctly in period. If you look at a picture of me racing the Osca, you can't tell if it's 2009 or 1959.

> "If I felt I was getting in other people's way, I'd stop"

"Many more people are interested in the history of racing now, too. Amazingly I still get three or four fan letters every day, most from the UK and Germany, some from America. Anybody who sends me a letter gets an answer. I've always done that, even at the height of my career. I think it's important."

It seems incomprehensible that this energetic, entertaining and courteous man, to most of us the greatest British racing driver of all time, is 80 years old. He is still jetting around the world, still racing and racing well in historic events, still a personality respected and welcomed everywhere, giving pleasure to thousands. It's almost half a century now since the dreadful accident which nearly killed him, an accident that would have stopped most ordinary human beings in their tracks. But this is an extraordinary human being. Long may he continue to be the youngest, fastest-moving 80-year-old around. Ⓜ

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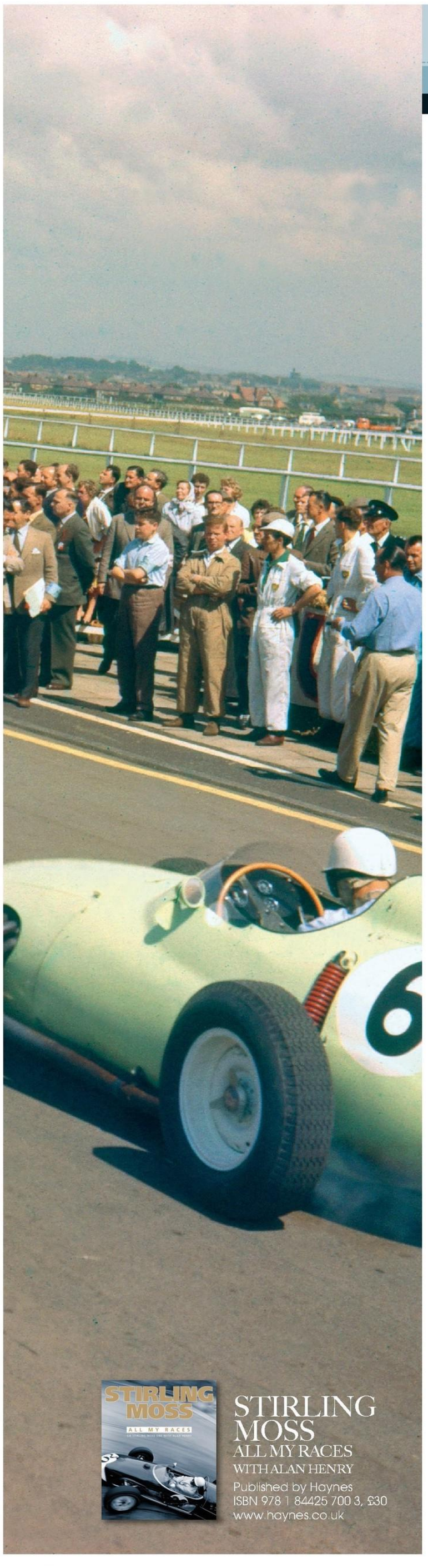
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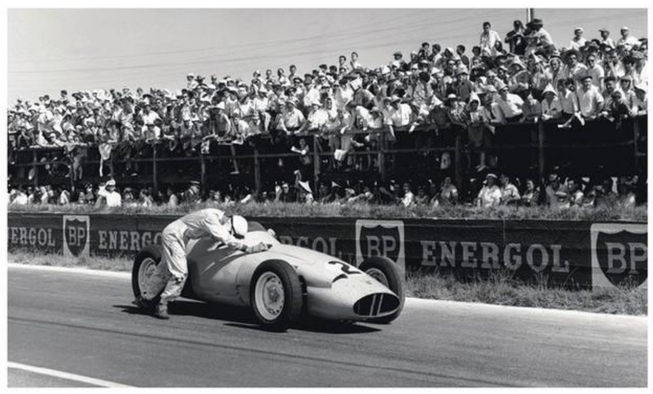


British GP, Aintree '59: Salvadori (2), Schell (8), Trintignant (18), Gregory (14) and Shelby (4) all started ahead of Moss (6), who would take BRM to second



For for my next track...

In my era we raced more than one type of car in more than one championship – and sometimes on the same day! It was a lot different from the challenge that today's Grand Prix drivers face. In my new book *Stirling Moss: All My Races*, written with the help of my good friend Alan Henry, I recount every race from my professional career between 1948-62. This extract, from a month in 1959, shows the variety of cars and events that one could enjoy



CAREER RACE NUMBER: 441

FRENCH GRAND PRIX, Retired

BRM P25
JULY 5 1959, REIMS (F)
F1 WORLD CHAMPIONSHIP, ROUND 4

RACE DISTANCE 50 laps of 5.15-mile circuit **REASON FOR RETIREMENT** Spin after 42 laps **FASTEST LAP** 2min 22.8sec, 130.049mph **CAR No** 2 **ENTRANT** BRP

This was the second of three races in which I had agreed to drive the BRM P25 under the BRP banner. In many ways, despite its unreliability, this car represented the ultimate development of the front-engined 2.5-litre Formula 1 concept and it triggered a succession of questions about how difficult it was to make the transition from a front-engined machine to the new generation of rear-engined cars.

I firmly believed that the switch was neither too difficult nor too big. I think a rear-engined car is inherently easier to drive than a front-engined one. But at that time the front-engined cars were fully developed and sorted, and the rear-engined ones were only beginning.

Yet there were exceptions to that rule, most notably the four-wheel-drive Ferguson P99 in which I won the 1961 Oulton Park Gold Cup. The Ferguson was difficult because you could not set it up and throw it around in the same way as you could a Cooper, for example. You could hold a Cooper beautifully balanced in a sideways drift, but you could not do that with the Ferguson. You had to be much more accurate and precise.

I must confess that the BRM felt absolutely superb during practice at Reims. I thought it might be quick enough for the front row of the grid but eventually it was Tony Brooks who took pole in the Fantuzzi-bodied Ferrari Dino 246 ahead of Jack Brabham in the works Cooper and Phil Hill in the other Ferrari. I lined up on the second row alongside Jean Behra's Ferrari.

Race day was punishingly hot and Tony simply ran away with the race in as unflustered a demonstration of disciplined car control as you could wish to see. The rest of us could not get close to him. I ran second from the start, then dropped to fifth and, despite driving as hard as I could, I found myself making virtually no impression at all on the leading bunch. Eventually I caught Brabham for third place and set off after Phil Hill's Ferrari.

Then I spun on melted tar at the Thillois hairpin and, because the clutch had packed up, I exhausted myself by fruitlessly attempting to push-start the car while it was in gear. There was simply no chance of achieving that and I was out of the race.

CAREER RACE NUMBER: 442

COUPE DE VITESSE, 1ST

F2 COOPER-BORGWARD
JULY 5 1959, REIMS (F)

RACE DISTANCE 25 laps of 5.15-mile circuit **RACE TIME** 1hr 4min 54.2sec **RACE SPEED** 119.22mph **FASTEST LAP** 2min 33.1sec, 121.22mph (record, shared with Hans Herrmann) **CAR No** 8 **ENTRANT** RRC Walker

Makes you think, doesn't it? After wrestling the BRM in the Grand Prix, I had a short break before it was time to line up for the Formula 2 supporting race, still with the temperature nudging the wrong side of 100 degrees Fahrenheit. I had a good start and went straight into the lead, ahead of Hans Herrmann in the Behra Porsche Special, which was a bit quicker than my Cooper. But Herrmann overdid his braking and slid off, so I came home to win, feeling exceedingly tired in that terrific heat.



CAREER RACE NUMBER: 443

COUPE DELAMERE DEBOUTTEVILLE, 1ST

MASERATI TIPO 60
JULY 12 1959, ROUEN-LES-ESSARTS (F)

RACE DISTANCE 35 laps of 4.05-mile circuit **RACE TIME** 1hr 29min 40.9sec **RACE SPEED** 95.18mph **CAR No** 2 **ENTRANT** Works

Maserati's racing programme may have been all but wiped out the previous year after the big crash in Venezuela, but the team still had high-octane fuel coursing through its veins and, after the Monaco Grand Prix, I had been invited to Modena to test its new 2-litre sports car.

It was built around a chassis composed of an incredibly complicated latticework of tubing and clad in what I can only describe as a skimpy aluminium bodyshell. My first impression of this distinctive little machine was that it was absolutely fantastic – responsive and agile in equal measure. I briefly tested it again during practice for the Nürburgring 1000Kms, in which I was driving an Aston Martin, but the engine seized before I could complete a lap.

I persuaded Maserati to let me drive the car at Rouen in the supporting race to the Formula 2 international, in which I was racing Rob Walker's Cooper-Borgward. I started from pole position and led all the way. What a great little car it was.

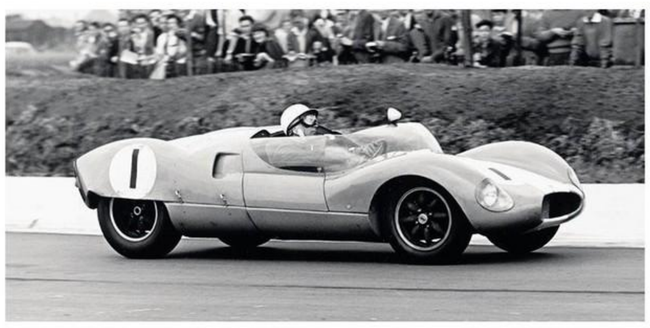
CAREER RACE NUMBER: 444

ROUEN GRAND PRIX, 1ST

F2 COOPER-BORGWARD
JULY 12 1959, ROUEN-LES-ESSARTS (F)

RACE DISTANCE 35 laps of 4.05-mile circuit **RACE TIME** 1hr 28min 5.8sec **RACE SPEED** 96.9mph **FASTEST LAP** 2min 24.9sec, 100.98mph (record) **CAR No** 2 **ENTRANT** RRC Walker

There was an unwelcome glitch with the timing system during practice, with the result that Hans Herrmann, driving the Behra Porsche Special, was credited with pole position, although we were convinced that I had done the fastest time in Rob Walker's Cooper-Borgward. As events transpired, this mattered precious little because I took the lead from the start and held it throughout to score my second victory of the day at this excellent circuit. I won by half a minute from Harry Schell.



CAREER RACE NUMBER: 445

AINTREE, Retired

COOPER-MONACO
JULY 18 1959, AINTREE, LIVERPOOL (GB)

RACE DISTANCE 17 laps of 3.0-mile circuit **REASON FOR RETIREMENT** Burst oil pipe **FASTEST LAP** 87.66mph (record) **CAR No** 1 **ENTRANT** Stirling Moss Ltd

This really was not too good a start to the day of the British Grand Prix. I qualified on the front row but the car jumped out of gear at the start and I was hit from behind by the Hon Edward Greenall. After a precautionary stop to check for damage, I flew through the field until an oil pipe burst and started a small fire in the cockpit. The fire soon went out, but my race was over.

CAREER RACE NUMBER: 446

BRITISH GRAND PRIX, 2ND

BRM P25
JULY 18 1959, AINTREE, LIVERPOOL (GB)
F1 WORLD CHAMPIONSHIP, ROUND 5

RACE DISTANCE 75 laps of 3.0-mile circuit **RACE TIME** 2hr 30min 33.8sec **FASTEST LAP** 1min 57sec, 92.308mph (shared with Bruce McLaren) **CAR No** 6 **ENTRANT** BRP

After that unfortunate spin at Reims, I was looking forward to trying the P25 at Aintree, where I had guarded hopes that I might do reasonably well. I took the short flight from Heathrow to Manchester on the Wednesday evening and was soon comfortably ensconced at the Adelphi Hotel in Liverpool.

Unfortunately, Thursday dawned grey and rainy, which did not bode well for first practice, although I managed to end up setting the quickest time on 2min 8.4sec, ahead of Carroll Shelby in the Aston Martin (2min 9.2sec), Jack Brabham (2min 9.4sec) and Tony Brooks in one of the old Vanwalls (2min 10.2sec), which had been dusted down for the team's home GP and, frankly, looked as though it had seen better days.

On the Friday, the weather was patchy, both wet and dry, and I spent a lot of time battling with clutch slip on the BRM. I was disappointed that I had to settle for seventh place on the grid in the middle of the third row. Brabham took pole by a full second from Roy Salvadori's Aston, with the other BRM P25 driven by Harry Schell on the outside of the front row. I made a good start but lost quite a bit of ground on the opening lap as the damned clutch slipped again.

After about 10 laps I had moved through to second place behind Jack and I pressed on hard until I had reduced his lead to about nine seconds. Then I had to make a pitstop to change worn tyres, followed by another to top up with fuel due to a fuel-feed problem. By the chequered flag, though, I was back up to second place, just ahead of Bruce McLaren's Cooper.

CAREER RACE NUMBER: 447

TROPHÉE D'AUVERGNE, 1ST

F1 COOPER-BORGWARD
JULY 26 1959, CLERMONT-FERRAND (F)

RACE DISTANCE 26 laps of 5.0-mile circuit **RACE TIME** 1hr 41min 46.1sec **RACE SPEED** 76.72mph **FASTEST LAP** 3min 48.8sec, 78.73mph (record) **CAR No** 14 **ENTRANT** RRC Walker

The thing I remember most about this race was that the start was given by the legendary French official Raymond 'Toto' Roche, who usually presided over events at Reims and whose antics on the starting grid in front of the assembled field, seconds before the start, were matched only by the infamous Louis Chiron's similar behaviour at Monaco through the 1950s and '60s when he would fumble with the flag and jump about, getting in everyone's way.

On this occasion, Roche elected to stand right in front of my car, then dropped the flag and ran for his life. That allowed Chris Bristow's BRP Cooper-Borgward to take the lead from the outside of the front row. Bristow was looking very ragged and I passed him on the sixth lap, leading all the way to the finish to win ahead of Henry Taylor's Parnell-entered Cooper. Sadly, poor Ivor Bueb crashed heavily and was thrown out of his BRP Cooper, sustaining very serious injuries from which he died a week later.

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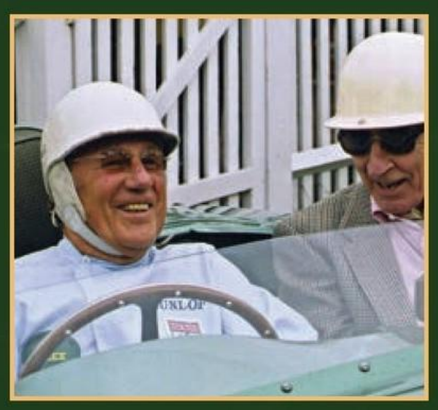
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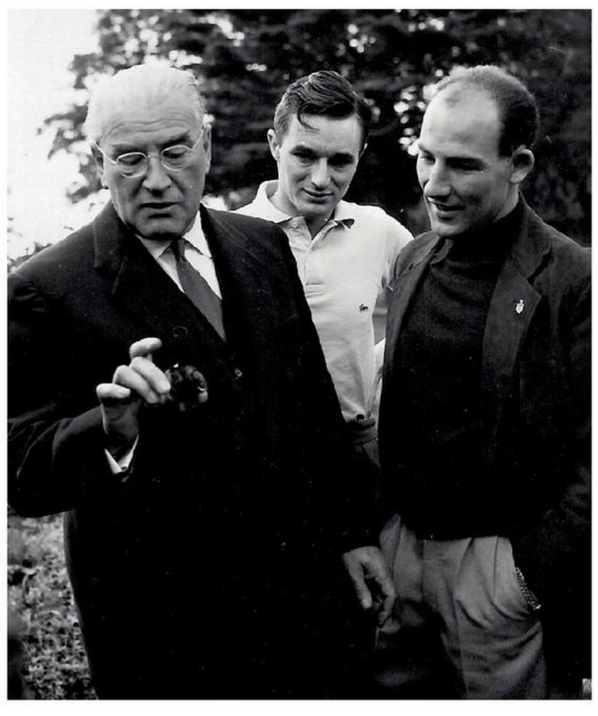
Sterling Moss. STIRLING MOSS



Gregory's boy

"It's often been said that I was the first professional racing driver, so it's fitting that I had the first professional driver manager. Gordon Cruickshank spoke to Ken Gregory about our partnership through my racing career"

It's a long list, the CV of Ken Gregory. Driver, team manager, constructor, director of Brands Hatch, mainstay of the BRSCC and 500cc clubs, race organiser, writer, publisher, airline owner, and the man who brought serious sponsorship into motor racing. Oh, and he's pretty sure he added a new word to the English language. It's been a long racing career, too, dating to 1949 when as an RAC official he attended the Grand Prix at a disused airfield called Silverstone. In July this year, at a very fit 83, he was back to watch what threatened to be the last GP there, and took time to talk to us before flying back to his Spanish home.



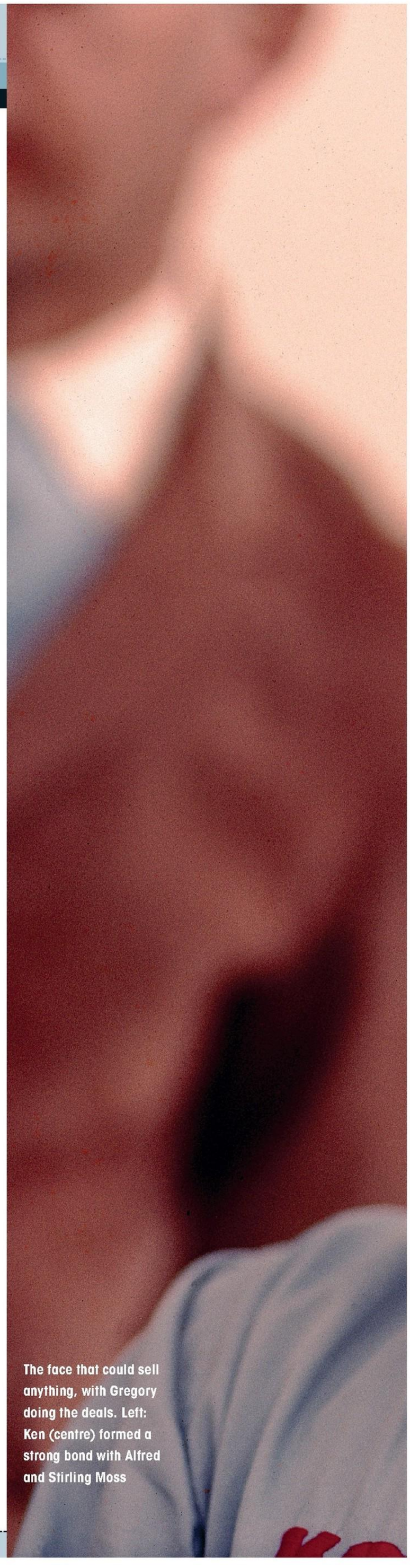
Among these exploits Gregory, who has a habit of saying 'yes' to everything and worrying about the workload later, took on a job which had not existed before – that of a racing driver's personal manager. That driver needed a manager because he too had the 'yes' habit, taking on every drive he could fit in. He was Stirling Moss.

Not that Gregory was a passionate motor sport fan when he left the army. The RAC post merely sounded interesting. But that GP captured him; he got involved with the 500 Club and became secretary. Perhaps it was first meeting a 20-year-old Stirling socially, at a 500 dinner, that made their relationship mutually beneficial. Stirling's father Alfred wanted his boy home on time; Ken told Moss Sr that his son was coming to his flat for coffee first, enabling Stirling to see his girlfriend home.

A deception, perhaps, but a minor one; the trust between the three of them grew to the point where Gregory would make decisions on the new star's future alone – even the biggest one of all. When Mercedes signed Stirling to join Fangio for the 1955 season, it was Gregory who brokered the deal. Moss, in the States on a rally (the 'yes' factor again) didn't even know. And he was dubious.

"SM was *comfortable* driving for British teams – not because he was patriotic but because he was comfortable with the British way of doing things," says Gregory. "But he would have taken the Ferrari drive offered in '51 except he had a commitment to HWM. He was strict about things like that."

That HWM drive was part of the 1950 portfolio, when Gregory and Moss were already closely linked. "Stirling needed a London base his father approved of, so he moved into my Hampstead flat," says Ken. Soon they were »»



The face that could sell anything, with Gregory doing the deals. Left: Ken (centre) formed a strong bond with Alfred and Stirling Moss





travelling to races together. Gregory meanwhile had become a works Kieft driver by sheer cheek when Cyril Kieft asked who might drive the factory car. "Me," said Ken. That was the start of a 500cc adventure which saw Moss and Gregory become directors of Kieft and instigators of the advanced new swing-axle design in which Stirling won on its debut in '51.

Moss was now jetting – or propellering – between Britain and the continent, running Formula 2 for HWM, F3 for Kieft and driving a works Jaguar. But everyone needs holidays… so Moss and Gregory drove to Barcelona for the GP in a Sunbeam-Talbot which they wrote up for a magazine, and then on to Monza to test the V16 BRM.

This was the intense life Moss drove himself to, restless, urgent, always eager for the next thing, and Gregory was happy to join in. "I went around with Stirling as much for company as anything else," he says. "He needed company." It was, though, a complex train of travel arrangements and race entries, and at the end of '51 Moss asked Gregory to be his manager. No matter that in addition to all of the above Gregory was now organising the London-Brighton run – he accepted.

This was new territory. "It was an experimental year," says Ken. "He was the first ever professional racing driver, in that his only income was from racing, which made me the first professional racing driver manager. There were no books about it, no history to study."

With the schedule quartering Europe the new star and his minder were inevitably much together, and it helped that Ken was friendly with Alfred Moss. "That year we spent much time together on the continent. Before me his father was his confidant; eventually he would discuss things with me and I'd discuss them later with Alfred."

Moss Sr was a redoubtable figure. "He had 15 or 16 dental practices and was a committee member of the Half-Litre Club [the 500 Club's new title]. He was a source of great support to Stirling." He later provided offices for Ken and Stirling when the combination of club affairs, business interests and Moss-managing overflowed the previous premises.

"Oh, and we started a burger bar there, too," Gregory adds casually, memory as sharp as the crease on his shirt. "There was a space downstairs in Alfred's premises he wasn't sure what to do with. Hamburger bars were fashionable, so we thought we'd start one, only we thought that as they weren't made of ham, we'd call the place The Beefburger."

Now I haven't grilled the OED about this, but it must feel pretty good to think you've enriched the language…

Gregory's relationship with Alfred became crucial to the Moss story in late 1953, apart from anything else because through a packed season the Boy Wonder was flitting bat-like across continents and often incommunicado, whereas his father was normally contactable. "Things had become so intense," Ken recalls, "that I could no longer go everywhere with him."

Ken's problem was what to give Moss to drive in the new 2½-litre GP formula. No British make was ready to step up, and with Moss spurning Ferrari (after flying to Bari at *Il Commendatore's* behest two years before only to find there was no car for him) only Maserati and Mercedes-Benz looked like serious options.

With supreme confidence Gregory acted, without telling Moss: "I cabled Uhlenhaut and asked for a meeting." It's a measure of Stirling's international presence that the great Mercedes engineer not only met him but arranged a further encounter with that jovial barrel of a team leader, Alfred Neubauer. "A lovely man. I told him I had the best driver in the world. Bit of a cheek as they had Fangio, but he said 'we've made our choice; we're not certain Stirling is ready.' And you can't argue with Neubauer." Meanwhile Maserati had signed a full team. It looked gloomy.

> "Stirling's father was his confidant; eventually he would discuss things with me"

When Gregory told Stirling about this as he prepared to cross the Atlantic for a rally and a Bahamian holiday, he simply said, "Ken, I leave it entirely to you."

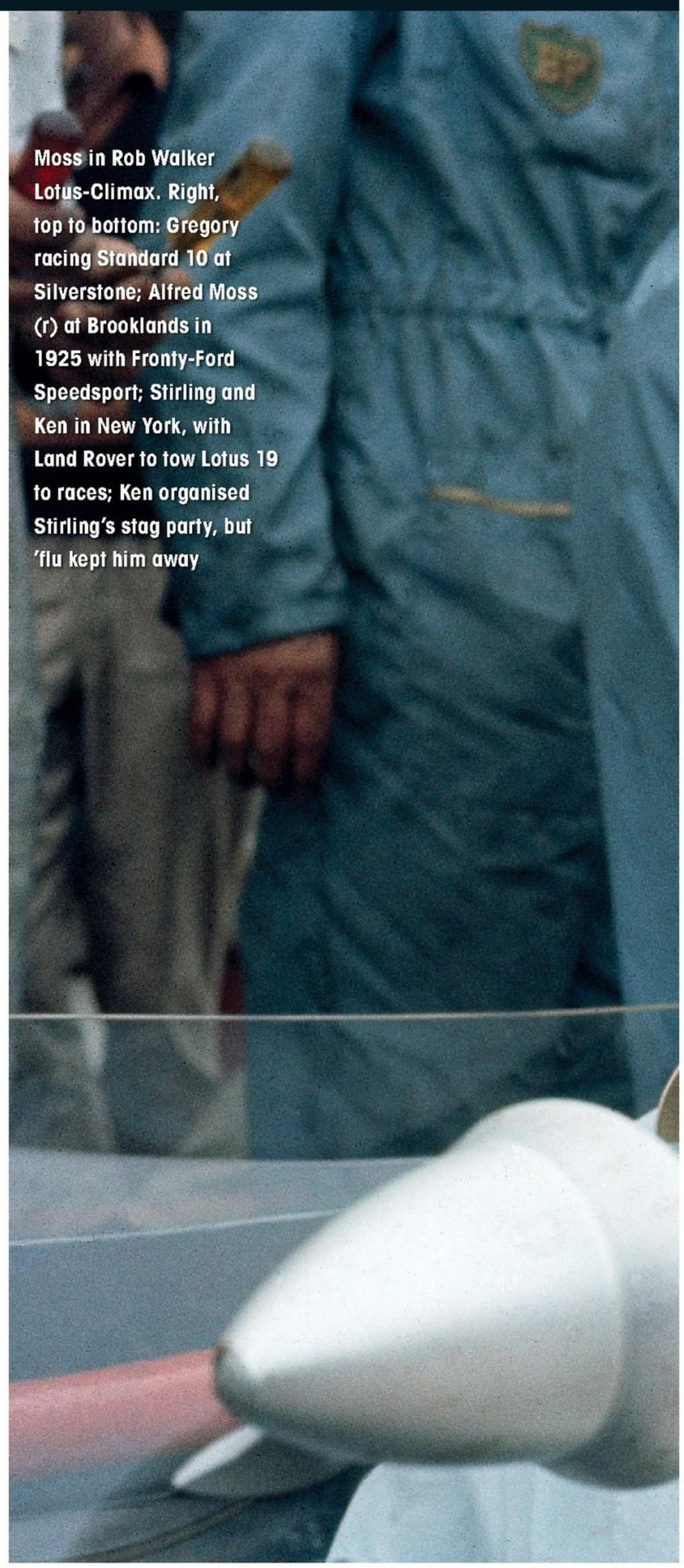
"He was very despondent," Gregory believes. "After the disaster of the Cooper-Alta [with no decent British car on offer Moss's small team had tried to build its own under Alf Francis] I think he was close to quitting, the way Jenson must have felt last year."

It seems an odd thing to say of a man who was being lauded as a 1950s prototype superstar, winning race after race and always in the society papers as well as the racing comics.

"But don't forget," Gregory points out, "that at, for example, the *Daily Express* Trophy meeting Stirling was driving in F3, saloons, sports cars and the major race. When you win the others but are driving a heap of trouble in the big race, where do you go? He was fixed on matching Fangio. He was internally driven to be the best, obsessed with doing more and more races to get better and better."

This is where the three-way trust became important. "Stirling needed to be in a 250F, so I said to Alfred we need to buy one. And if I'd failed at Maserati I'd have gone to Maranello, despite Stirling.

"I flew the next day to Modena to meet Orsi and Alfieri. I wanted them to put Stirling in the team, but they had three Argentinians already and that was a big trade market for them, so



Moss in Rob Walker Lotus-Climax. Right, top to bottom: Gregory racing Standard 10 at Silverstone; Alfred Moss (r) at Brooklands in 1925 with Fronty-Ford Speedsport; Stirling and Ken in New York, with Land Rover to tow Lotus 19 to races; Ken organised Stirling's stag party, but 'flu kept him away











they said they'd sell us one. We agreed on 9m lire – £5100. I didn't know where the money would come from. We didn't sign anything until 2am (first I had to persuade them to switch the centre throttle to the right) and I rang Alfred at 3am saying 'I've bought it. You have to help find the money'." Sitting in the Buckinghamshire sunshine Gregory shrugs. "Sometimes in life you have to make big decisions…"

But in 1953 there was five grand to be found. From where? "Stirling's parents and sister Pat helped, and the rest came from ShellMex BP. Fuel sponsors were one of the main sources of income then." It's worth mentioning here that Ken took Pat on her first car rally…

What about Gregory's own racing? "I'd got so far but the next step was F2. I wasn't prepared for it, and it wouldn't have worked while I was working for Moss. From 1954 things moved rapidly. Stirling adapted to the 250F very quickly, and after Marimon was killed in the German GP, Maserati took Stirling into the team officially. They paid for everything and we kept the starting money." Such was the Moss name that Gregory didn't exactly have to 'sell' him. I ask what sort of finance deal the sports car drives, fitted in among GPs, brought. "Well," says Ken, "he was a professional driver. There were fees to earn. It wasn't for pleasure."

With the Maserati the Moss machine was under way, and the results came at last.

"Then we got the telegram from Neubauer – is Moss engaged for 1955? Well, Stirling was getting on a plane for New York, and he said, 'Forget it.' I let him leave and said to Alfred, 'We can't let it go.' He said, 'Well, you know Stirling. See what the money's like.'"

Here Gregory interrupts himself: "Anecdote," he raps out, betraying his three-stripe war service, and tells the tale of an interrupted phone call which Moss wouldn't return. "I'm not calling a bloody mobile – that's expensive!"

"So I flew to Stuttgart formulating plans for what I could ask and I was shown into Neubauer's office. Then he told me the terms; they were more than I'd dared ask."

However, Gregory knew he needed a sweetener for Moss. "I told Neubauer »»

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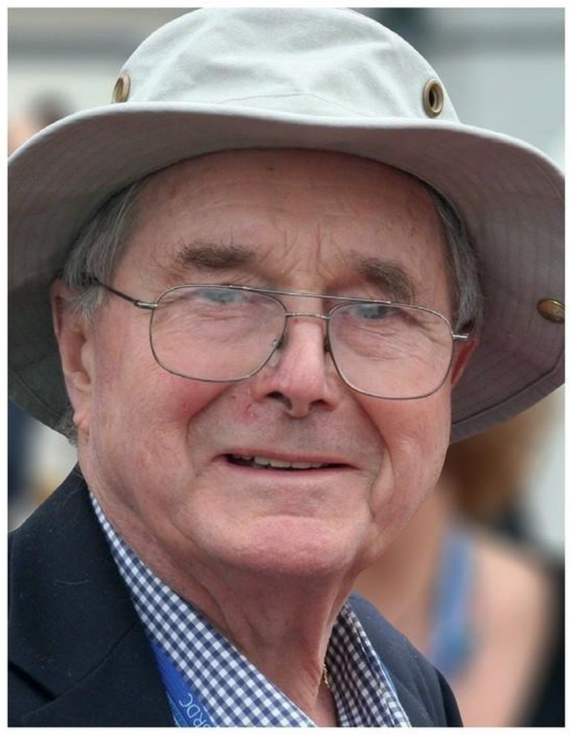
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what would help me enormously would be if you paired Stirling with Fangio at Le Mans, because he idolised Fangio. When I told Stirling about this he said, 'I told you I didn't want to drive for them,' but I said, 'Wait 'til you hear the money. And you're driving with Fangio.' He stopped arguing then."

Here Ken interjects a tale about Moss going to Hockenheim to try the Mercedes and sign the deal. *Picture Post* sent reporters to cover it – and Neubauer kidnapped them! "There was a string of Mercedes at the airport but the car with the *Picture Post* people set off in the other direction. Took most of the afternoon to get to the track."

"By this time," he goes on, "Stirling and I had developed complete trust in each other; when he was out of the country I could pass a quote for him, which is why his name was always in the papers. He had marvellous press coverage." By now everyone knew that face – it was gold dust. "I was looking after publicity and the advertising was starting to come in; Stirling Moss as a brand name was developing."



More than developing: at the end of '54, when the Mercedes deal was signed, the trio formed Stirling Moss Ltd, cashing in on what Moss has often said was his biggest asset – his memorable moniker. Gregory is careful to make the point that Moss only endorsed things he approved of – which maximised the power of that memorable visage looking out of a magazine. Sales of Craven A cigarettes soared when The Boy lit up.

SML was a tax-efficient device which allowed Gregory to sign contracts. "If Dad said it was alright, it was alright. I'm not sure he would completely have trusted it if it were just me." But while Gregory signed contracts, he didn't fake autographs. "Every fan who wrote got a photo signed by Stirling. He signed them by the hundred."

> "We flew The Beatles, Sinatra, all the names"
>
> KEN GREGORY

After the Mercedes deal the work spiralled. At the same time the pressure of 24-hour life with Moss was telling on Gregory. In his 1959 book, *Behind the Scenes of Motor Racing*, the memory is clearly fresh: Stirling Moss's boundless energy, his impatience, his late-night arrivals home were all tiring even to someone with Gregory's reserves. A genius, but demanding, is the summary. It would take a separate flat and an office assistant to let him shift up a gear alongside Stirling's superstar life.

There were wider responsibilities for Gregory too: Ken was already close to Peter Collins, nominating him to accompany Moss in the 1955 Targa Florio, which they won. Collins now asked Gregory to be his manager too. "Delightfully vague," Gregory calls him, laughing cheerfully, "but very different to Stirling. Stirling always arrived on time and expected to finish on time. With Peter you were lucky if he was only an hour late."

Stirling's year with Mercedes was memorable, but it didn't distract Gregory. Having created the Boxing Day meeting at Brands Hatch, where he became a director, he was embroiled in BRSCC affairs, managing two top drivers and running two offices. He had also been appointed by the RAC to become an organiser for the races at Nassau, one of Stirling's favourite venues. And in case he got bored, Gregory became involved with importing Heinkel bubble cars. "I loved that!" he says, face lighting up. "Something completely outside racing."

There's no need here to expand on what Moss achieved after Mercedes with Maserati and Vanwall, but by 1958, when Stirling was interleaving driving for Vanwall and Rob Walker, Gregory's team now ran so smoothly that, dangerously, he had time on his hands.

"Alfred and I missed running cars, and said 'why don't we run a team?'" They bought an F2 Cooper, and again Alfred played banker. "He put up the money but I repaid my half in the first year." This was where the Meadow Green BRP livery appeared. "We got a lot of stick for that, but it was memorable."

Green, of course, was Moss's colour. Ken laughs: "I soon learned how superstitious he was. At the RAC I was able to issue him with Licence Number 7. And he had another rule – no sex two nights before a race!" The colour, if not the shade, was apposite, as Stirling would soon drive for BRP too. But that team's complex history is for another time.

With Stirling's stellar success in Cooper and Lotus only increasing, the cruelty of that 1962 day at Goodwood when it all ended was immense. So was the effect on Gregory. Apart from the personal shock, the post-crash workload was huge. "He received 400 letters a day, and the press were desperate to get to him," Ken recalls. "I eventually sold the rights to a bedside interview for £10,000." That was made easier as he knew the press from both sides: he'd just become a publisher, taking over a racing magazine and later renaming it *Cars & Car Conversions* – a bible to a certain generation.

Stirling's crash meant a new chapter for both. With Moss recovering and tempted to run his own team and Gregory's air interests thriving, they felt it was time to pursue separate careers. Gregory expanded BRP (with Moss still involved), beating Lotus to full team sponsorship while also making use of his army glider training. "I copied Chapman in buying a Piper Comanche, and formed Gregory Air Taxis." From the '50s he was running two flying schools and owned 27 aircraft, working up to HS125 executive jets. "We flew The Beatles, Sinatra, all the names. We took John and Yoko to Gibraltar for their wedding." It didn't make him another Branson. "I made a lot of money and I lost a lot of money," he says, wryly referring to a bank crisis in the 1970s which brought him back to earth.

Now long retired, he's on top of today's F1, debating 2009 with the insight of a man who has played every part in the business. He describes himself as the first manager of the first professional driver: racing for money was hardly new, and there had been managers between the wars too, but the Moss-Gregory pairing took marketing a talent to a new level. Neither of them would claim their tie-up was perfectly harmonious. Gregory has written "a close friend of Stirling needs to fight him in spirit every inch of the way" and there were, in his words, "strong differences of opinion". Nowadays they are unlikely to consider sharing a caravan to races as they planned in '52. Perhaps the links over a dozen years were simply too many and too various to run perfectly. Yet Gregory remains unstinting in praise of "a genius with a slide-rule mind". It's Ken, not me, who brings up the old saw about whether Fangio backed off to give Stirling that British Grand Prix win at Aintree. "I don't know the answer," he says, prodding the table with a firm finger, "but I do know that Stirling was undoubtedly *capable* of beating him in sports cars."

Like The Boy himself, Ken Gregory is still selling Stirling.



MOSS AT 80

A LIFETIME IN RACING



Voice to a new generation

If you don't have children aged six or under, you could be forgiven for not knowing what Roary the Racing Car is.

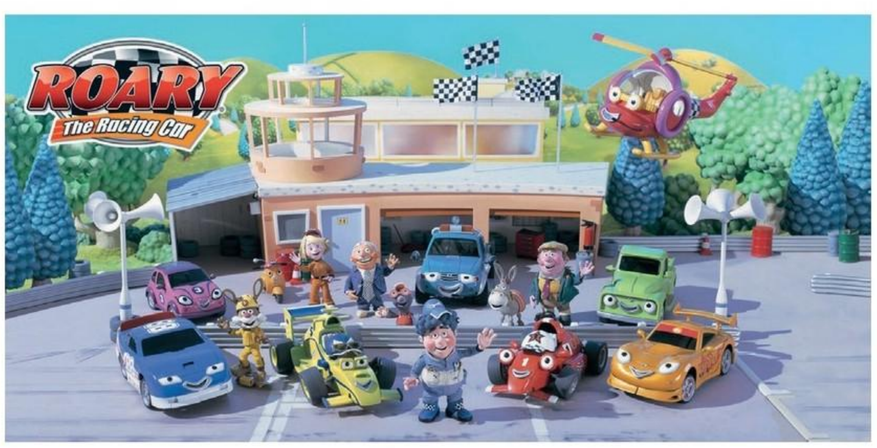
Quite simply, this children's television programme has become one of the most successful shows of all time. It is screened in 110 countries worldwide and has characters including Big Chris, voiced by comedian Peter Kay, who's favourite things include "fixing cars and singing karaoke" at 'Silver Hatch' circuit. Then there's Tin Top, an American stock car; Mr Carburettor, the Enzo Ferrari-esque owner of Silver Hatch; Murray Walker, played by the man himself and, of course, Roary, a Formula Ford lookalike and the star of the show.

Sir Stirling was originally approached to play one of the characters but declined, explaining that he wasn't an actor, and was instead offered the narrator's role. It's not something he'd done before and he admits that adapting to the role was no easy task. "I use a lot of commas [to punctuate my speech]," says Moss. "If there are two or three lines which have one comma, I'll put in five purely to help me. It's a different and interesting business."

An interesting business it is indeed – the world of stop frame animation and CGI is one far removed from anything Moss had experienced. Most of the 'filming' is done with a normal camera which takes 26 shots for just one second of film. In between each shot the characters are altered with painstaking accuracy. Eleven seconds of footage will take a whole day to film.

"I got involved because [my agent] Patrick Crew said, 'Look, you're well known among older people, but the really young people don't know your name,'" explains Stirling. "Usually when kids listen to things, they listen with their grandparents early in the morning. The grandfather is likely to say, 'Oh, I remember Stirling Moss', and then those children will learn about me even though they're only three or four years old."

> When the makers of Roary the Racing Car asked me to narrate this very popular children's television show, I didn't realise I'd gain so many new young fans!



Being well known by children born 40 years after he stopped racing is no mean feat, and it is projects like Roary that have made Moss so popular with a new generation. At a recent Number 10 Downing Street function, a well-known newsreader approached Stirling merely to say, "my son loves you".

"Children who watch the programme won't have heard of Stirling Moss or Murray Walker," says Greg Lynn, executive producer of the show. "We put them in because the adults know them, the media knows them and it's something to hang it on. When you think about motor racing and ask yourself, 'who is the most famous name in the world?' every time you come up with Stirling Moss. That's why he's the narrator and that's why he's been such a success.

"With the big names behind the programme it also makes it timeless. In 30 years all the kids who grew up watching this will say to their kids, when Roary may be running as an 'oldie', 'God, I used to watch that, and that's Stirling Moss who was a famous racing driver.'" I think you can see where Lynn is going...

"A lot of children are interested in motor sport," Murray Walker reminds us. But how has Roary become such a success? "Adults can watch it and it isn't stupid," reckons Moss. "That's one of the great things. We laugh and that's half the battle." The storylines are aimed at children, but with subjects such as 'a visit from the circuit inspector' many of them ring true in the real world. And it is this approach – along with involvement from the likes of Stirling Moss, Murray Walker and Peter Kay – that has earned Roary the Racing Car so many fans. *Ed Foster*

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DPPI

LEADER OF THE OPPOSITION

If Max Mosley has his way then Jean Todt will be the new FIA president, and yet former World Rally Champion and MEP Ari Vatanen thinks he can spoil their party

BY ADAM COOPER

Spend just a few minutes in Ari Vatanen's company and it's hard not to be won over by his engaging personality and easy, relaxed manner. His conversation is peppered with philosophical asides, and you soon realise that this man has experienced a lot in his 57 years.

Vatanen has had two lives, the first as a fiercely competitive rally driver who won the 1981 World Championship and then survived a terrible accident in Argentina four years later which very nearly killed him. His recovery from that episode – outlined in detail in his 1988 autobiography *Every Second Counts* – was the toughest mental and physical test he's ever had to face.

It did much to shape the man who changed direction completely in 1999 when he became a Member of the European Parliament, a role he pursued for a decade. Now he's embroiled in yet another challenge, taking on Jean Todt in the election for the job of FIA president.

Todt is not the incumbent, but he might as well be. Max Mosley has given the Frenchman his wholehearted support and has in effect transferred his powerbase across. Erstwhile FIA communications director Richard Woods, a key Mosley aide, is running Todt's campaign.

Vatanen meanwhile appears to be more or less on his own, describing his wife as his only spin doctor. He's already had some indication that this is going to be a tough fight after being lambasted for claiming that Todt had been using an FIA plane on the campaign trail. So a few weeks into the contest, how does he feel?

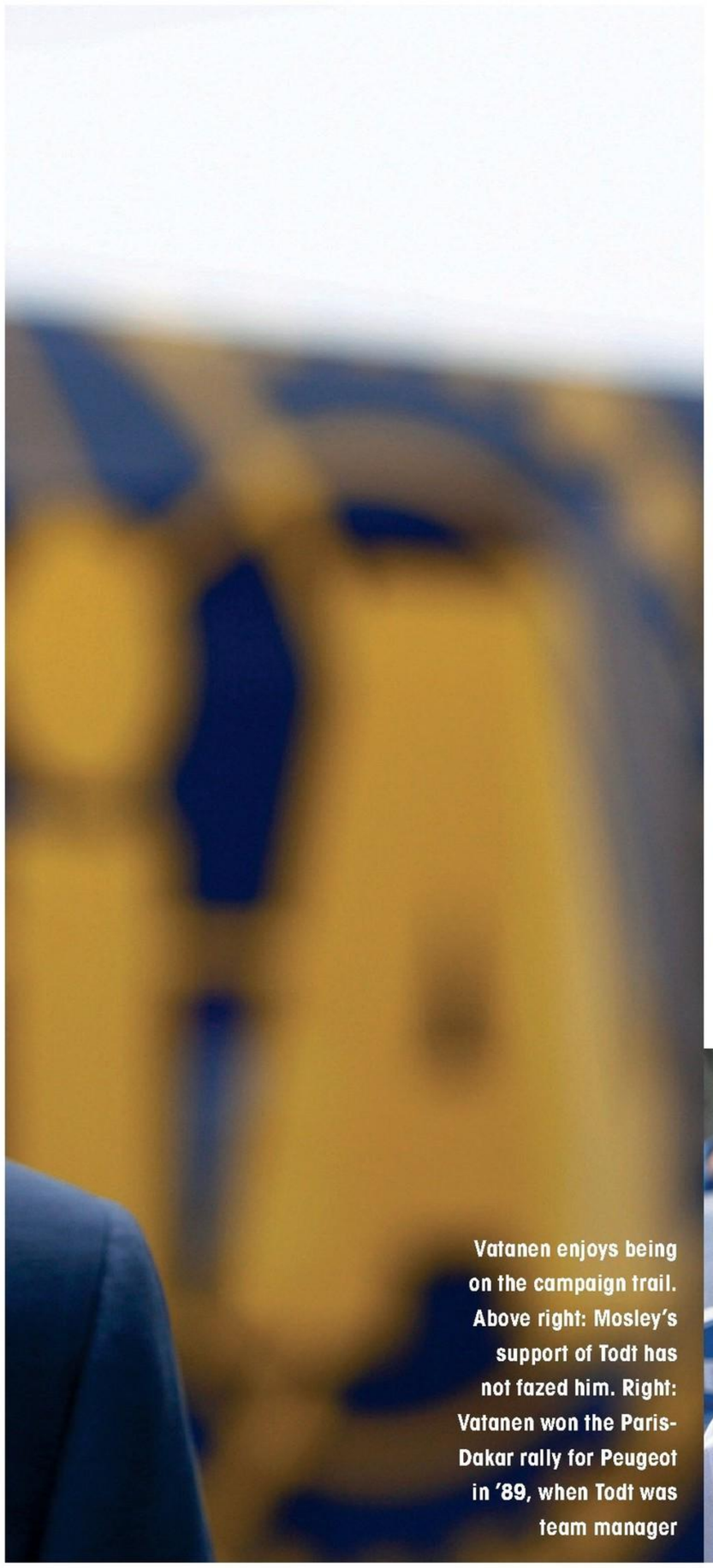
"Feeling is very subjective, but on a personal front, I am enjoying this," says Vatanen. "Because honestly, how often do elections like this come up at the FIA? Roughly once in 20 years! And how many people can participate with legitimacy in that election? So to be in that situation is extraordinary.

"So I'm enjoying it every day, with a lot of humility, very modestly. You know that what you are proposing with other like-minded people is something which will stand [up to] scrutiny. Not that we are perfect, not that we have the monopoly of the truth. But anyway, we are proposing an improvement. And that's it. So how far we get, we will see."

Vatanen has already attended the German and Hungarian Grands Prix, and his candidacy has been well received in the paddock. But Formula 1 team principals don't have a vote – FIA elections are all about the member clubs, large and small, some with little or no direct involvement in motor sport.

"That is true, and you must never lose sight of it," says Vatanen. "But how people's hearts and minds function is not an exact science. So we will do our very best in canvassing on a ground level, and life will take care of the rest. How the wind turns in life, nobody can control it. So we are into exciting times."

Vatanen's main backer is America's AAA, but he has other key nations behind him. "Of course



Vatanen enjoys being on the campaign trail. Above right: Mosley's support of Todt has not fazed him. Right: Vatanen won the Paris-Dakar rally for Peugeot in '89, when Todt was team manager



Reuters



Peugeot Sport

it would be disappointing not to have big clubs on our side," he says. "We also have [the backing of] small clubs in various parts of the world. But the big clubs obviously are the opinion leaders. These are the people who don't want radically to change anything.

"But I've said it before – had I been in power for 20 years, probably the FIA would need an even bigger overhaul than after Max. It's only normal after the same people have been in power for a long time.

"It's like a tree – I'm not saying that you're cutting off rotten wood, because that would be a bad interpretation. But any tree needs trimming now and then in order to prosper. And I'm proposing this trimming."

Of course, Mosley's clear support of Todt has not made life any easier. "Yes, but nothing is black and white in life," argues Vatanen. "I don't even know whether to comment, is it fair or not? But anything too one-sided can also backfire."

The irony is that Todt and Vatanen go way back in the sport. Perhaps only Michael Schumacher has enjoyed a closer relationship with the Frenchman.

"We have seen all the colours of the rainbow together," says Ari. "We have won everything, we have lost everything, been to funerals together. I nearly died in Argentina while driving for him.

"During an election there are storms in the cup, but no, it doesn't change what we have experienced together. And in any case as a starting point – and I come from politics – it's totally legitimate and it would be very odd if other people would not go for the same place that you go. That's what democracy is about. Anything else would be bizarre.

"In a way it's nicer to be in a race with somebody you know. You won't know the result until October 23. People always ask the same question – how do you rate your chances? Well, a) they are positive, and b) that's not the point. The point is that you think you are proposing something sound, so every second of this process is worthwhile."

Todt has closer links with the FIA, forged through his years on various commissions and via Ferrari's seat on the World Motor Sport Council. However, Vatanen has the experience of a decade in Brussels and Strasbourg on which to call. "Obviously the politics have helped, but I'm also more mature as a human being," he says. "What renders a man strong is his independence. Only an independent person is a strong person, because if vested interests take him one way or another, he's not a free man. Only an independent man, a free man, is strong. And I definitely am one.

"What have I got to lose if I propose something solid? How far we'll get, we will see. But my happiness will not depend on the outcome of October 23. I don't even imagine that I can control my life. To a very small extent man can control his life. Who could have expected what happened to Felipe Massa, or to the son of John Surtees, for example?

"A fraction of a second, 5cms more left or right, that can make a difference. When you realise that, you have to live like a flower that is blossoming. If you live conservatively, it's like driving the rally of life with the handbrake on and only using the first two gears and with dipped lights. You believe in something, you go for it."

His spell as an MEP may have sharpened Vatanen's political skills, but he's never been afraid to speak his mind. Even when he wrote his book he had some pretty clear thoughts on motor sport's governing body. Back then it was run by Jean-Marie Balestre, who had as dramatic an impact on rallying as he did on Grand Prix racing.

"FISA's methods and its president are irritating to someone accustomed to western democracy," wrote Ari. "What is worse is that nobody, anywhere, dares to cross them because if they do they soon find themselves run out of motor sport altogether, and a country runs the risk of being denied any competition of merit. To my knowledge, Jean Todt is the only person to have dared to stand up for his rights."

Twenty-one years later, Vatanen and Todt are locking horns as they seek to take over from the man who usurped Balestre. It's going to be a fascinating contest.

Lunch with...

JULIAN BAILEY

He'd have liked 'sensible' Damon Hill's Formula 1 career, but Julian reckons he wouldn't have had nearly as much fun along the way...

BY SIMON TAYLOR

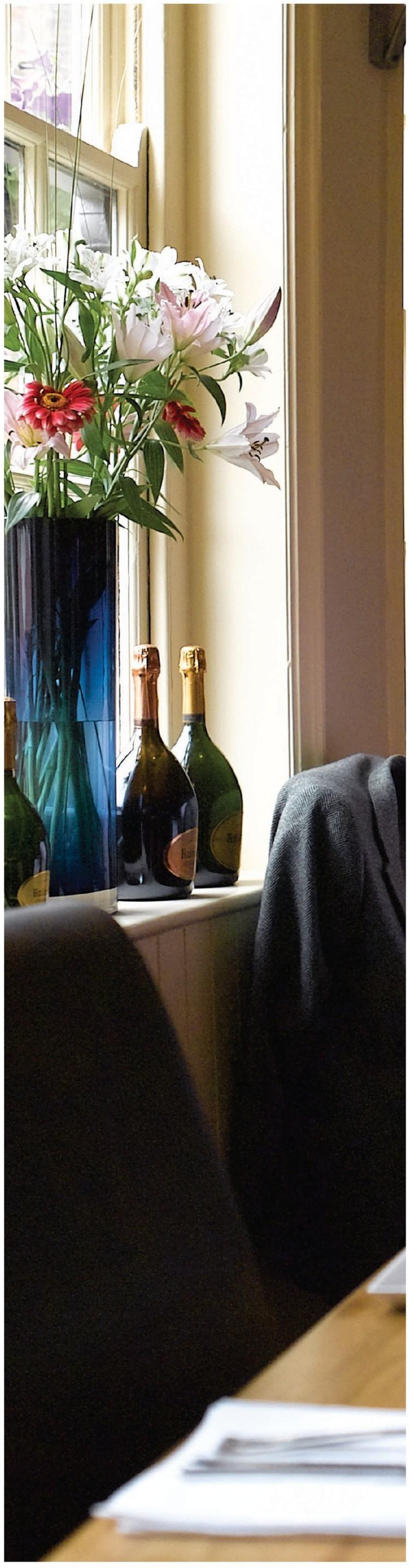
It's a common complaint that today's professional racing driver is too squeaky-clean, too focused on his career to have any fun out of the cockpit. His own personality must be subdued by the requirements of PR and brand image, and what little free time he has will be spent in the gym, and certainly not in the pub.

So what happens if a maverick driver comes on the scene who is demonstrably very quick, with the determination to overcome every setback, and the savvy and chat to charm sponsors and do deals, but isn't prepared to become a slave to discipline, and wants to go on enjoying himself? That's what Julian Bailey tried to do, and he discovered it wasn't the way to the top. Today he's disarmingly honest about where he went wrong.

In the 1980s he was one of a colourful group of young British hopefuls dubbed "the rat pack". It included Johnny Herbert, Martin Donnelly, Mark Blundell, Perry McCarthy and, on its fringes, Damon Hill. All made it to Formula 1 – more or less, because McCarthy never managed to qualify for a race. The lives of Herbert and Donnelly were blighted by dreadful injuries, but Johnny achieved 144 Grand Prix starts and three great wins, and Blundell drove for Brabham, Ligier, Tyrrell and McLaren. But only Damon Hill became World Champion.

Today, at 48, Julian Bailey has various property interests, including his recent restaurant conversion of a pub in Shere, Surrey. The William Bray has polished wood floors, gleaming decor, portraits of James Hunt and Ayrton Senna on the walls. We meet there for an upmarket burger made from proper beef with lots of cheese and bacon, and chips that taste of real potato. After a serious illness Julian has finally, and with difficulty, stopped smoking, but he still enjoys a good slug of red with his lunch. Looking back, »»»





James Mitchell



he concedes: "Damon was the sensible one. Well, more sensible than me, anyway."

From childhood, Julian's life was unorthodox. At 11 he moved to Menorca, where his parents opened a supermarket. "I never did a day's school from then on. By 15 I was doing work on the island, whitewashing villas mainly, and putting money in my pocket. I didn't have much to spend it on, and there was a little kart club there run by ex-pats, so I bought myself a kart. I was immediately quick – I was about 10 stone lighter than everybody else, and they'd all been propping up the bar before each race, so I was the only one who was sober. I began to think I was really good. So in 1979, when I was 17, I took myself off to England to see what I could do. I arrived like one of those Brazilians who used to come over – I was fluent in Spanish but barely spoke English, knew nobody, just dossed down in a friend's house in South London. I went to Brands Hatch and paid £3500, all my savings from painting those villas, to do the Star of Tomorrow Formula Ford Championship. Ten races: crashed in nine, won one. I decided I was a full-time racing driver, but I had to do other stuff to stay alive, ducking and diving. I worked in a pub, picking up glasses, bottling up at night, just casual work, anything I could get."

His speed in those early FF races did not go unnoticed and, allied to his persuasive powers, got him a chassis out of Crosslé and an engine out of Minister for the 1980 season. All went well, until Snetterton in August. "Enrique Mansilla had an off, came back on, and as we were going through Russell his radiator fell off and went under his front wheels. He lurched into me and I took off. I cleared the debris fence, the car cartwheeled, rolled on my arm and just snapped it, and my helmet came off. They had to cut me out of the wreck. My left leg was broken in several places as well. Three months in Norwich Hospital, and then I had to go home to Menorca to recuperate. I'd been showing quite good promise in the Crosslé. Ralph Firman was talking about a works Van Diemen for 1981. But by the time I got back someone else had got it.

"While I was wondering what the hell to do I saw a picture of an FF Lola, and it looked nice, so I phoned them up. I don't know how I did it, but Eric Broadley gave me a car. I seemed to have a bit of the Eddie Jordan about me, I could convince people exciting things were going to happen if they helped me. In 1982 I won the Formula Ford Festival, I won the Townsend Thoresen FF Championship, and I should have won the RAC Championship too, except that Mauricio Gugelmin pushed me off." Relations between Julian and the Brazilian deteriorated as the season went on, coming to a head in the final RAC round at Snetterton. "By then we'd become like Senna and Prost. I only had to finish second to be champion, but I got away first. At Riches he came at me like an Exocet missile, hit me hard, I spun off, and he got the title. Three weeks later, at the Formula Ford Festival at Brands, I was leading the final, and with two laps to go he hit me at Clearways. It could easily have taken us both out, but he cartwheeled into the bank, and I won. He bit through his tongue in that accident, which I always thought was divine retribution for Snetterton.

"I was determined to get Racing for Britain support. I reckoned I deserved it. The public could vote for who should get the RfB deal by sending in a coupon with a £1 postal order. So I went to the post office with £1000 in cash and bought a thousand postal orders, and filled in a thousand coupons using names from the Norfolk phone directory. It was a bit cheeky. But [Racing for Britain director] Steve Sydenham rumbled me, because I spelt King's Lynn wrong on about 400 forms, which was a bit of a giveaway. Steve rang up a few people and said, 'Did you vote for Julian Bailey?' They said they'd never heard of me, never heard of Racing for Britain either. But by the time he worked out what I'd done it was all announced, and I was winning races, so he stuck with me. Out of 25 races I won 15, had five seconds, three thirds, one retirement – and eighth the time Gugelmin pushed me off.



"Money was still tight, and I was still kipping on people's floors, in anyone's house who would put up with me. Just eating and surviving. But I didn't think about the obstacles. If you put up five fences you won't jump them. You have to jump one fence at a time. Just get up in the morning and say, 'Today we're going to do it'. I got a bit of sponsorship from Mike Stevens of Western Models, only about £3500, but it kept me going, and Les Thacker of BP helped me too. He got me into FF2000 for two seasons with a Reynard. I loved those cars: once I was on wings and slicks, I felt I could walk on water. The weekly comics said I was 'blindingly fast, but erratic'. That was OK with me, because you can move on from that. You can always tidy yourself up, but if you're not fast in the first place you're nowhere, you won't get quicker.

"I won the Grandstand series in 1983, and in '84 I was runner-up in the British Championship to Maurizio Sandro Sala, but there were some accidents too. There was a big one at Brands with Martin Donnelly. I tried to pass him at Paddock, in the wet, and he just drove into me. I thought it was his fault, he thought it was my fault. I was furious, and as we got out of our cars we came to blows. I came to even worse blows later when Martin's Irish mechanic, Mickey, tried to beat me up. Bit volatile, was Mickey.

"It was time to move on to Formula 3, and I did it with Dave Price. Pricey knew I didn't have a pot to piss in, but I told him he'd get paid eventually, and he did. Eventually. We got a chassis from Reynard, but we didn't pay for that. I still don't know who did pay for it. I got an engine out of VW, and they gave me a road car too. Adrian Reynard introduced me to a commodity broker he'd met on the ski slopes, and I told him I was going all the way to F1. If you believe in yourself it's infectious, you can take people along with you. So the name of his firm, Braemar, went on the car. It wasn't mega money, but it kept me racing.

"I had a bit of the Eddie Jordan about me"

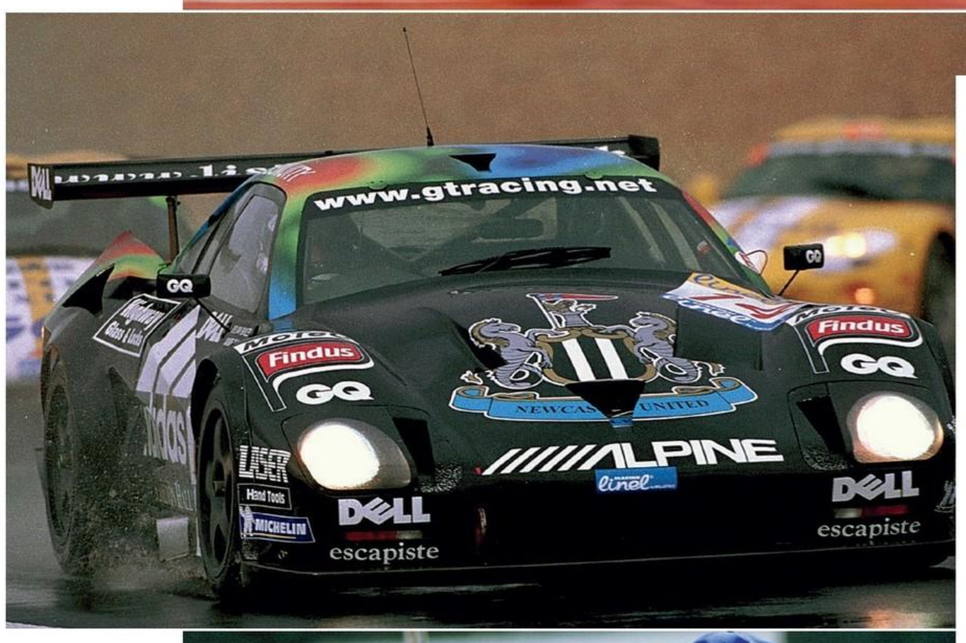
"But I never did well in F3, never won a race. When the money ran out and Pricey wouldn't run me any more I went to Madgwick Motorsport, Robert Synge's outfit. They were using the Saab engine, and it was pretty dire. Then I joined Swallow Racing, which was based in Leicester, running Ralt-VWs. Through them I met Paul Carnill of Cavendish Finance, who was doing pretty well out of an unsecured loans business. I went to see him in Nottingham, met him in a sort of gentleman's club, and told him I wanted to do Formula 3000. "'Ow much will that be?' he says. I said, 'If I could just do the three British rounds, it'd be £70,000.' 'That'll not be a problem,' he says. He was making 50 grand a week, so it wasn't much to him. F3000 used Cosworth DFV engines then, so they were like an earlier-generation F1 car, with 500 horsepower. I tested the GA Racing Lola, run by Mike Collier, at Snetterton, and I was quick straight away. First time through Russell everybody was convinced I was heading for a big accident, but I loved it. With that power-to-weight it was like getting back into Formula Ford, sliding everywhere. Donington was the first outing, and the race was going to last 75 minutes. I'd never done a race that long before. I qualified eighth, but I was so nervous I did my belts up too













LAT, Sutton



Clockwise from top right: the '80s 'rat pack' included (l-r) Mark Blundell, Bailey, Perry McCarthy and Johnny Dumfries; running into trouble with BTCC team-mate Will Hoy and Toyota at GP support race, Silverstone '93; F1 breakthrough came with Tyrrell in '88, but Bailey failed to qualify at Spa; in '87 he'd become the first Briton to win an F3000 race, at Brands Hatch. Victory must have been all the sweeter as he beat FFord nemesis Mauricio Gugelmin; successful spell at Lister included becoming FIA GT Champion in 2000; scoring his sole World Championship F1 point aboard the Lotus at Imola '91; Bailey was reunited with Blundell at Le Mans in '02, driving the MG Lola EX257

tight, cut off the circulation, and my legs went dead. I ran in the top six, but I had to stop after 40 laps. I was fourth at Enna three weeks later, and then at Brands I crashed the thing in practice. But come the race I led from start to finish, ahead of the works Ralt-Hondas and everybody. It was the first time a Formula 3000 race had been won by a Brit."

Brands Hatch circuit boss John Webb had always been a Bailey supporter. "In my ducking and diving efforts to stay afloat I used to sell things to Webby. I'd source anything I could: his printing, the tables in the Kentagon. That day a guest in his box was Ken Tyrrell, who always liked to keep an eye open for new talent. I'm sure John did a selling job on Ken for me. But I didn't hear anything. That winter I was on the sofa again, wondering what to do next – knowing that a full season of F3000 was going to cost a hell of a lot – and I gave Ken a call. I told him, 'I've got half a million pounds for you.' He said, 'I don't believe you. No British driver has half a million pounds.' Well, I'd been running a pub with my brother Adrian, we'd borrowed £170,000 to buy it and it was doing well. I knew I could sell it for 500 thou, which would clear about £300k. I reckoned I could get £150k from Cavendish, and £50k from Braemar. So I went down to see Ken in Paul Carnill's new Bentley, which helped convince him. My brother agreed to lend me his share of the proceeds of the pub, and I was in Formula 1.

"The car was no good, of course. Jonathan Palmer managed to make it work a bit – he was in his fifth year in F1, and he'd won the Jim Clark Trophy the previous season for top non-turbo driver – but driving for Ken Tyrrell was a bloody nightmare. He was totally autocratic: it was his way or no way. First race, Rio, I didn't even qualify. Then at Imola, Tamburello, which was just a kink then, should have been easy flat. But the car was moving about so much I could barely do it. I told Ken, 'It hasn't got enough downforce.' 'Rubbish,' said Ken, 'every driver says that when he gets to F1.' He dismissed it completely. Turned out we were running so little wing, our top speed was quicker than the Ferrari turbos. That's how wrong he was.

"In Rio the heat and humidity were stifling, and all the other teams had their air-conditioned units with proper catering, except us. We're squatting in the garage, dripping sweat into the puddles of oil, and Norah Tyrrell's making sandwiches. 'What do you want in your sandwiches, ham and tomato, or just ham?' This was Formula 1. I said to Ken, 'Can't we have one of those air-conditioned units?' He said, 'If you pay for it, we can.'

"Ken had been around a long time, he'd won all those championships with Jackie Stewart, he'd seen it all, done it all. He took cost-cutting to an incredible level. If he opened a bottle of beer he'd put half of it in the glass and the rest in another glass, so it would do two people. But he was dead straight. I said to him once, 'Ken, do you believe in God?' He said, 'I don't know about God, but if you follow the Ten Commandments you won't go far wrong.' He was always very critical, and you had to be thick-skinned to drive for him. At Jerez I remember him saying to Palmer, 'When Senna comes round that corner, he looks as though he's going to go off. When you come round that corner, you look as though you're coming into the pits.'



"In Detroit I had one of the worst races of my life. The drinks bottle had fallen off and, although I managed to keep going, I wasn't fit enough and by the end I was dehydrated and completely exhausted. After nearly two hours round the streets I was in eighth place, with three laps to go, and I lost it, hit the wall. When I trudged back to the pits Ken picked up my packet of fags and threw them over the pits and into the paddock. They landed on the back of the Benetton truck just as it was driving away. So not only was I knackered, I had to run after the truck to get my cigarettes back. Ken said, 'You're in Formula 1 now, so give up smoking.'

"At Silverstone I out-qualified Jonathan, but my main claim to fame at Tyrrell was in the Friday wet practice at the Hungaroring. I was quickest for most of the session, ended up third behind Mansell and Nannini. But of course it dried out – and I failed to qualify.

"I had zilch at the end of that year. Ken needed more money, Alboreto arrived with money. It was a shame because Harvey Postlethwaite had arrived, the 1989 car was going to be much better, and I would have loved to race a car designed by him. Back on the sofa again – and then I had a call from Eric Broadley at Lola. He was building a sports car for Nissan, and would I like to drive it?

"That was the start of the two happiest years of my life. The team was based at Milton Keynes, run by Howard Marsden, a very courteous, erudite Englishman. It was the first time I'd ever been paid as a driver. For 1989 I got £100,000 plus a road car. The next year, before I went to see Howard about my contract for 1990, I was talking to Eddie Jordan the day before, and he said, 'You should screw them for more than that.' So I told Howard I wanted to stay, but I'd been offered £150,000 by Porsche. 'No problem,' he said, 'we'll add another fifty to your contract. We like our drivers to be happy.' Of course I hadn't been offered anything by Porsche. I drove back down the M1 in my Ford Sierra RS500, moonstone blue with a phone in it, and I thought I was king of the world. That year I paid my brother back his share of the pub sale proceeds.

"Keith Greene was team manager, and my team-mate was Mark Blundell. We got on really well, flying around for the World Sports Car Championship rounds. We stayed in the Beverley Hills Hotel, Mark and me lounging by the pool like superstars. To make each other look important I'd go up to my room and phone him, so he'd get paged, and then he'd do the same for me."

Julian's first Le Mans race was an embarrassment, because he crashed the car – four laps into the race. "I nearly got sacked for that. We had a bit of a braking problem anyway, but right after the start I got up to third place and was catching John Nielsen's Jaguar. Going down the Mulsanne Straight, over 240mph, I got too close to him. When he braked I braked, got sideways, hit him up the rear, and broke the chassis. I didn't realise, at those speeds, you have to anticipate a little. If he hadn't been there I'd have made the corner. But I kept my drive because they had proper telemetry on the car for the first time, and I was the only driver in the team who was taking the Mulsanne Kink flat. Then at Brands I was going really well, and took second from Jo Schlesser's Sauber-Mercedes round the outside of Paddock. I suppose I got a bit too big for my boots, because then I threw it into the bank at Clearways. After that they stood me down for a race, to slap my wrists.

"At the end of 1989 the Japanese wanted a scapegoat for the team's lack of success, so ➤➤➤

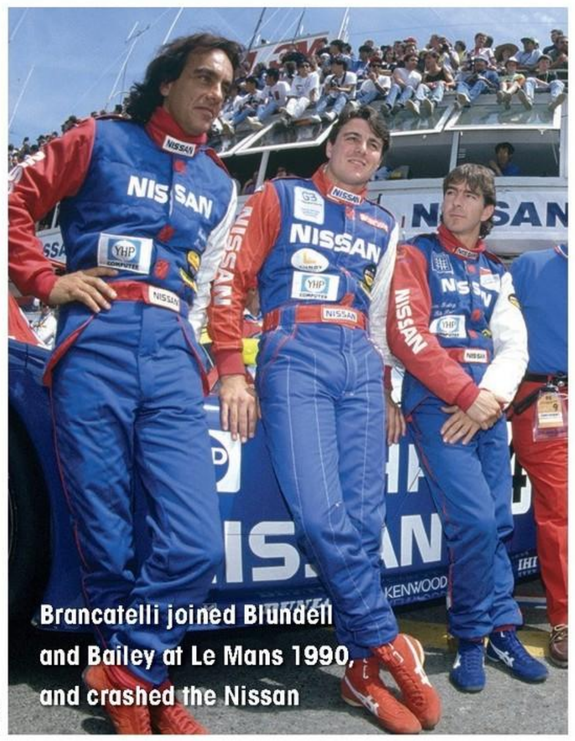
they fired Keith Greene, which really wasn't right. They brought in Dave Price instead. The second year at Le Mans, Mark and I were really there to win. We wanted three quick drivers in our car, we wanted Donnelly to be with us again, but Pricey wanted to even the cars up. I argued with him about that, but we got Gianfranco Brancatelli as our third driver. We started on pole, and we were leading during the night when Brancatelli crashed into another car in the pitlane, and we were out. I finished third at Spa with Kenny Acheson, and Mark and I were third at Dijon, second in Montréal and second in Mexico. It was meant to be a five-year programme for Nissan, but at the end of the season Peugeot came in, the rules changed, and Nissan pulled the plug. Back on the sofa.

"I had a friend who had just sold a big confectionery business, he had a few millions, and he offered to buy a percentage of Team Lotus for £500,000 – provided I was the driver. Lotus was in a bit of a state by then, and it was all a bit iffy, but we got the deal done, to drive alongside Mika Häkkinen. At Hethel we had a big contract signing with Mont Blanc pens and all that, and then they sent someone upstairs to get my new Team Lotus overalls. He must have picked up the wrong set, because he came down with a brand new set with Johnny Herbert's name embroidered on them. When he realised his mistake he looked extremely embarrassed, and went back and got my overalls.

"I worked out later that they were always going to have Johnny, but he had to miss the first few races because he was contracted to do Formula Nippon. So they conned me, really. I got to do the first four races: in Phoenix the car caught fire, and when I brought it into the pits they jacked it up and a wheel fell off. That was just in practice. At Imola I started 26th, but it was wet, and by lap 14 I was up to sixth place. Might have finished higher, but [Lotus team manager] Peter Collins knew they'd left tape over the brake ducts and was worried the brakes would catch fire. So he called me in. Of course I ignored him, I didn't want to stop, but he was literally hanging over the pitwall waving me to come in, and I thought they might know something I didn't, so I stopped for them to tear the tape off. But I still finished sixth – the one World Championship point of my career. Then we went to Monaco, and I was crap."

On Thursday Julian brushed a barrier at Portier, on Saturday morning he hit the barrier at Ste Devote, and on Saturday afternoon in the spare car he hit the barrier at Loews. "I never really got Monaco, even in F3 I couldn't handle it, I don't know why. Macau, which I did in F3, was ten times harder, but I loved Macau. Then Johnny was in from the next race, Montréal. That was when I realised F1 was finished for me. Fortunately my mate hadn't put in his half million, but he had spent £150,000.

"All I could get was the British Touring Car Championship. I had to beg, steal and borrow to get that Toyota drive. I found it terribly difficult to start with: it felt like such a comedown after F1, and I'd never raced front-wheel drive before. I told the Toyota bloke, Paul Rusbridger, I'd bring this money and that money, so I got the drive, and then I didn't bring the money. But in 1993 it became a proper works team, and I was paid £35,000 plus a road car. I ended up doing the British, South African and New Zealand championships, and in my best year I earned £180,000. In the end I really liked BTCC. That was its heyday, with BMW, Ford, Nissan, Vauxhall, Renault, Peugeot, Mazda. The atmosphere was friendly, and the cars became more sophisticated and nicer to drive. My worst moment was when my team-mate Will Hoy and I were leading at the British Grand Prix meeting, and I took him off. He rolled it. One of us would have won, and a Nissan won instead, so it didn't go down well. I got a serious bollocking for that. Toyota sent me a formal written warning, and said they wouldn't pay my wages for the Spa 24 Hours a few weeks later. So I said, 'If I win the next BTCC round, will you pay me for Spa?' They agreed to that, so I put it on pole for the next round, at Knockhill, and won it. At Spa, which was a GT race with Porsche RSRs and stuff, we were lying third at midnight when the suspension broke.



Brancatelli joined Blundell and Bailey at Le Mans 1990, and crashed the Nissan

LAT

"I did three full seasons with Toyota, and then at the end of '95 Inchcape, Toyota GB's owners, decided racing was a waste of money. So I got involved with Laurence Pearce and the Listers. Laurence is a character, a bit of a lunatic, but we hit it off, and it was a fun time. The whole Lister GT racing operation was driven by him alone. We went all over the place, and I got paid as well. The car was a big front-engined monster, nice to drive, but that Jaguar V12 just pumped heat into the cockpit. Sometimes in a long race I felt I was going to explode with the heat, perform spontaneous combustion. The soles of my boots would melt, and stick to the pedals."

> "Mark and I wanted Donnelly in the car"

Julian did 56 races in the Listers, as far afield as Pikes Peak and Brno, Las Vegas and Lausitzring, and he won a lot of them. In 1999 he was British GT1 champion, and in 2000 he was FIA GT Champion, winning six of the 10 rounds, including Valencia, Estoril, Zolder, Magny-Cours, and the British Empire Trophy at Silverstone. "I did five years with Laurence, and what sticks in my mind was not so much the races as the fun we had. Laurence used to lose his rag all the time, chuck his sandwiches across the room. The Americans, always so polite and courteous, they didn't know how to take him. Once we were arguing about tyres, and he threw me into a wheelie bin. I was stuck, couldn't get out. Laurence kept that team going for a long time – one of his sponsors was Newcastle United football club, they paid for a lot of it.

"In the end, if you can't make it in motor racing it gives you up. Drives keep coming while you're good enough but, as you get older, younger hotshoes come along. In the end I just decided not to pursue it any more. I saw an opportunity to build some houses, then I built some more. I'd seen people outside motor racing make so much money, and I decided that was better than sitting on the sofa waiting for the phone to ring.

"When I was racing I never bothered with fitness regimes, I kept in shape by driving all the time. After I stopped I carried on smoking and drinking just as much, and it almost killed me. I had a stroke about a year after I gave up racing. Having a stroke in your forties is a wake-up call. Now I have to go running and swimming, and I've had to stop the fags.

"I got involved with the *Top Gear* TV programme for a few years: I was The Stig, anonymous behind the helmet, and it was all meant to be a big secret, but lots of people in racing knew it was me. We had some fun with that.

"My stepson Jack Clarke is doing Formula 2 now, and that's pulling me back into things. Jack did a bit of karting, then Formula BMW and Formula Palmer Audi. I give him input, but it's very hard to stand outside and comment on somebody's driving. When Senna and Prost were in a corner you'd have said Senna was quickest, Prost was slowest. But the watch told you Prost was as quick, maybe quicker.

"Of course, I'd have liked to have Damon's career. But I did make plenty of mistakes, a lot of them off the track. Smoking and drinking should have taken a back seat to help my career. But you do what you do, you are the character you are. And I still reckon I had a lot more fun than Damon did."

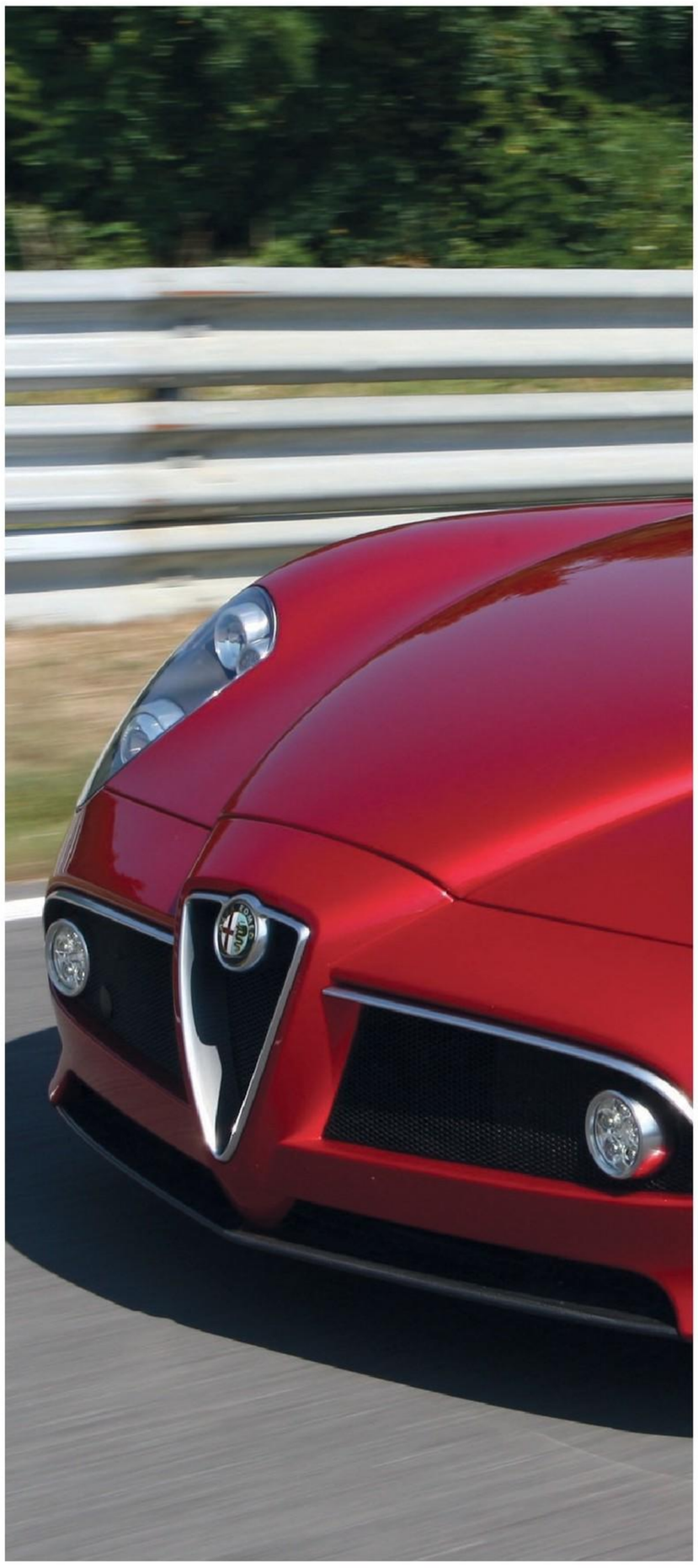

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CONVERTED TO THE CAUSE

Convertibles can disappoint when compared to their coupé cousins, but not this Alfa Romeo 8C Spider – it has performance as well as looks

BY ANDREW FRANKEL



There are few rarer breeds of car than convertibles that transpire to be better to drive than their tin-topped brethren. This was not always the case: back in the days when car bodies were exactly that – bodies with no structural significance bolted onto ladder frame chassis – it mattered not at all in engineering terms whether that body was open, closed or even present. Before the war it was commonplace for manufacturers to test cars on the road without any body at all before sending them off to one of the coachbuilding houses.

But in these modern times of monocoque construction, the bigger the aperture you make in the car's structure, the more wobbly that structure will be, and there's no bigger hole you can make than chopping off a car's roof.

Putting some of that strength back by way of added reinforcement results in cars that are invariably heavier and still not as rigid as their engineers would like, which is why, almost uniformly, they don't drive as well as the coupés on which they are based.

But of course some manufacturers are better than others at this dark and delicate art, and when I think of those convertibles I've driven that seemed structurally least sound of all, the one thing that links almost all of them is that they came from Italy.

Two were Maseratis: the first was the Biturbo-based Spider of the early 1990s which was one of that rare breed of car that was so bad it was actually quite fun because you were never quite sure what it would do next. On a wet and bumpy road it was genuinely hilarious. A decade or so later Maserati had raised its game substantially so that when it launched the Spider version of the Maserati Coupé the result was just very disappointing. I drove it as part of a five-car test and can remember giving up trying to maintain the pace of the rest of the group when I looked down and saw the steering column shaking so much the trident in the centre of the wheel was a blur. It came fifth.

Alfa Romeos have not been much better. The first of the front-drive Spiders shuddered its way from place to place, while the only truly surprising thing about the current Brera Spider is that Alfa Romeo clearly thinks it's still fine in the 21st century to sell a £30,000 convertible with significant levels of scuttle shake.

All of which brought me to the door of the new 8C Spider not sure whether I really wanted to open it or not. It looked so lovely just standing there, baking in the Italian sunshine. Having been broadly enthused by the 8C coupé when I first drove it last year, did I really want to discover yet another perfectly good Italian sports car that had been sizeably spoiled just so passers-by could gawp more readily at its occupants?

Then again, this was a front-engined, rear-drive, carbon-fibre-bodied supercar powered by a 450bhp V8 that, shorn of the insulating qualities of the roof, should sound louder and therefore better than ever. Can't leave that in the car park, can you?

And now I'm glad I didn't. Usually you don't need more than a few yards in a new convertible to discover if its construction has been unacceptably compromised. A drain, a manhole cover or even just a coarse or uneven surface will usually show the symptoms. Whether its the shake from a wheel, a shimmy from the windscreen, a rattle from a door, a jolt from the steering column or any combination of the above, the signs are hard to miss.

Unless, of course, they're not there. The 8C Spider is not as rigid as its coupé sister, for that would be impossible, but it's stiff enough for it



ALFA ROMEO 8C SPIDER

ENGINE: 4691cc, front-longitudinal V8
POWER/TORQUE: 450bhp at 7000rpm, 354lb ft at 4750rpm
GEARBOX: six-speed paddle-shift
TYRES: F: 245/35 ZR 20; R; 285/35 ZR 20
FUEL/CO_2: 17.3mpg, 379g/km
ACCELERATION: 0-60mph in 4.5sec
SUSPENSION: front and rear double wishbone
BRAKES: F: 380mm carbon-ceramic discs; R: 360mm carbon-ceramic discs
PRICE: £170,000
TOP SPEED: 182mph

not to matter, and that's what matters most.

The result is not one of the world's great cars, just one of the most desirable. There is nothing it does so much better than any other roadster similar money (a knee-trembling £170,000) might buy, except make you feel good about having it at your command. As with all the best Alfas over the years, what it does is of little consequence relative to the way that it does it.

The looks you can see for yourself, but unless you're one of the lucky 35 in the UK or 500 around the world with an order form, you'll have to take it from me that the sound from that V8 motor, which has been specially tuned to make the most of its new, open-air auditorium, stays with you not hours after you've parted company, but days. This engine is built by Maserati and used in all its products, but never in a higher state of tune than this, never with a sharper, louder yet more melodious timbre.

Better still, it suffers from no apparent bodily weakness thanks to a body at least twice as torsionally stiff as Alfa's other Spider, the drop-top Brera. Best of all, this structural integrity has been achieved without firing the 8C's weight through the roof. By using carbon-ceramic brakes instead of steel and a very simple Z-frame hood that needs to be attached by hand to the trailing edge of the windscreen, Alfa has kept its weight gain to 90kg or just six per cent.

Alfa says it's 0.3sec slower to 60mph (4.5sec) as a result, but I doubt the gap is either that large or possible to detect without resorting to stop watches. What matters is that its performance more than matches the promise of those looks.

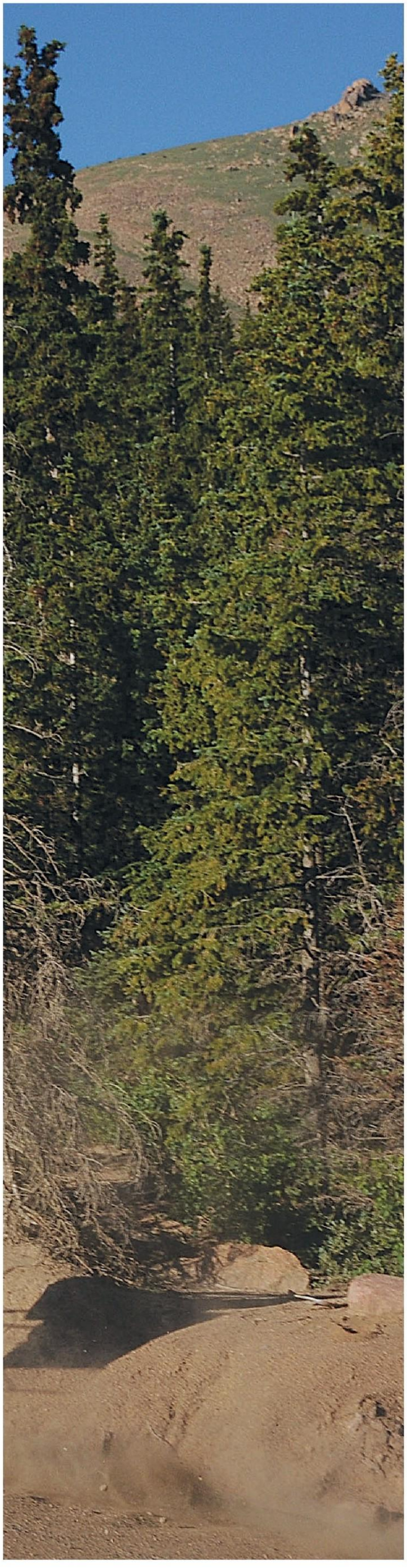
As, heaven be praised, does its handling. And it is here, in this most unlikely arena, that the Spider not only matches the standards of the 8C coupé, but exceeds them. Thanks to very careful suspension tuning leading to slightly firmer spring and rollbar rates but softer damping, Alfa has been able to use the lessons learned from the original 8C programme to create a convertible with a better ride, less understeer, crisper steering and more progressive manners on the limit. That roof and the bodily reinforcements also create a perfectly balanced weight distribution. Put another way, this is a car that will drift for Italy, something I never felt inclined to say about the coupé.

Being an Alfa, it still retains the capacity to annoy. And in the sometimes snatched shifts its steering wheel paddles produce, the dead feel of those ceramic brakes, the laughable boot, the lack of storage space inside and the fact you have to fit cheap plastic panels to conceal the folded hood sticks, the Spider provides much cause for speculation that, were Alfa building it as a series production car rather than a 500-off limited run, it would have done it rather differently. But none of this will be of concern to Alfa Romeo. Even at that price and in these times, they've all been gobbled up by fans who will see in its beauty, its power and its convertible roof the Alfa Romeo of their dreams. And they will not be wrong to have done so, either. Ⓜ

PIKES PEAK: AN UPHILL BATTLE

This mountain course in the Colorado Rockies has been testing drivers for almost a century. But this year's competition was perhaps the last before it is changed forever

BY KEITH MAINLAND



LAT



Eriksson and Grönholm led the Ford challenge at Pikes Peak. Opposite: Dallenbach is part of the scenery

LAT

The Pikes Peak Hillclimb has delivered 'extreme' motor sport for 93 years – long pre-dating anything 'zany' sponsored by the likes of Red Bull. The 12.5-mile mountain course, which forms part of the public toll road, heads to the highest point of the Colorado Rockies. Spectacular terrain, spectacular action – and spectacularly dangerous. Unsurprisingly, outside forces are threatening its future.

But for now the anachronism lives on. This year Pikes Peak, run in July, promised a serious fight between the factories: Ford versus Suzuki. All eyes were on who could break the 10-minute barrier before so much of the course is paved that the current record will be meaningless.

In the blue corner, Ford was fielding two-time World Rally Champion Marcus Grönholm and Andreas Eriksson in new-shape Fiestas, as built by Eriksson's rallycross preparation company. Drafted in to help Grönholm was Timo Alanne, regular co-driver for Anton Alén in the Intercontinental Rally Challenge. Despite his rallycross background Eriksson took a co-driver too – Per Ola Svensson. Also aiming at the 10-minute barrier was UK Rallycross champion Mark Rennison in a specially built RS200. Rennison had been invited to drive the car in place of 1984 World Champion Stig Blomqvist who had been double-booked.

In the red corner was Nobuhiro 'Monster' Tajima in his formidable Suzuki XL7. With six wins and the 10min 01.41sec record under his belt, Tajima is a Pikes Peak veteran. He knew in his head and on paper that the Fiestas should not be able to beat him, but 'the mountain' always plays a part and he knew not to take anything for granted.

There was also a name missing from all the pre-event hype: Paul Dallenbach. The Dallenbach family are a Pikes Peak dynasty, like the Unsers, and Paul had installed a more powerful Chevrolet V8 engine in his 'open wheeler'. The class record for open wheelers stood at 10min 05.85sec, set in 1994 by Robby Unser.

So, the challenge: 156 corners, starting at 9390ft and finishing at 14,110ft – in under 10 minutes. The surface is 50/50 asphalt/gravel, making tyres a major factor as well as finding the optimum fuel/air mixture. The weather leading up to the race had been mixed and, although some rain is desirable to firm up the surface, competitors were expecting the gravel to be slippery.

At the pre-event briefings, race director Phil Layton promised competitors a 'special year' because of the Ford/Suzuki presence. Organisers insist on comprehensive briefings for competitors covering everything from the symptoms of altitude sickness to mountain wildlife, which includes bears. It was somewhat surreal to see Grönholm sat in the Rookies' Briefing…

After the serious safety business, Layton allowed himself a moment of brevity when he told competitors that there are two large springs waiting for them if they fall off the mountain: Colorado Springs and Manitou Springs, both more than 3000ft below!

Competitors practice the course in three sections over three mornings. Practice starts at 5.30am and finishes by 8.30am when the toll road opens to the public. Typically this allows three or four runs on each section. The only time competitors get to drive the whole course is on their single race-day run. Qualifying positions are awarded according to the results on the lower section of the course.

Early practice means that competitors can drive up and down the toll road during the day making pace notes. The 20mph speed limit is heavily enforced and regular competitors are full of stories about brushes with the local police. This year it was Eriksson who was stopped for speeding, and he was named and shamed at the briefings. He did, however, escape the draconian measures that have been metered out in the past. Legend has it that Michèle Mouton was banned from official practice and any further driving on the mountain before the race after being observed locking her brakes before starting a practice run.

When practice got under way this year, Rennison was the first to hit problems, his RS200 dropping a valve on its first run. Grönholm and Eriksson seemed to be struggling, looking fast on some parts of the twisty, paved section and off the pace on others. Grönholm said the car was not picking up properly out of slow corners. Was it due to the switch-like power delivery he had reported during testing? "No," he said, "there is no power at all." Tajima put in a sighting run and then got down to business, setting a time 8.5sec faster than Grönholm. Dallenbach was also going well and within half a second of Tajima.

At the other end of the technology spectrum, the historic competitors were struggling for grip on the top gravel section. Local man Bob Hill fared best in his 1968 Mustang, just under two seconds ahead of Michael Jones's '66 version and Chris Sayler in his '55 Corvette.

Day two featured the Unlimited cars on the top gravel section. Tajima remained fastest, followed by Grönholm, but disaster struck for Eriksson when he rolled heavily after his car suddenly shrugged off a persistent misfire and flew off the road. Fortunately the damage to the car was fixable and the crew unhurt. Reports from competitors confirmed that the gravel sections were slippery, but hopes remained high for a sub-10-minute run. Grönholm described the course in typically laconic style as being "just like home, only always uphill".

The historic cars were qualifying on the lower section, with 2008 winner Doug Mockett trading times in his 1954 Oldsmobile with Jones's Mustang. Mockett and co-driver Angelica Fuentes finally took pole position by just under 8sec. Local man Keith Davidson was third in his Ford Falcon Sprint.



LAT

"Tajima could not beat his own record, but he remained 'King of the Mountain'"

The Unlimited and Open Wheel classes set their qualifying times on the last day of practice and, with Rennison and Eriksson absent until race day, the fight would be between Dallenbach, Grönholm and Tajima. Grönholm had opted for shorter gearing in an attempt to get out of the corners faster, but things got little better during the session and he was left stranded on the hill with low fuel pressure.

In the end, Tajima took pole by around six seconds from Dallenbach, with Grönholm a further three seconds adrift. Dallenbach's serious attempt to break the 10-minute barrier was over, however, as engine problems meant he had to fit a less powerful engine for race day. In the historic class, the tussle was between Mockett and Davidson, with Davidson coming out five seconds ahead.

Race day morning dawned fine and sunny and the organisers sent the historic class up first "to scare away the critters" before running the Unlimited cars. Tajima had requested they run early due to fears of rain around midday. It turned out the 'critters' that needed scaring away were spectators and Mockett/Fuentes reported people wandering around on the course before Douglas Allen crashed while avoiding a spectator. This resulted in a convoy of police cars going up the hill announcing that "anyone on the course *will* be arrested". Once the dust settled, Davidson won the class with a new record of 13min 56.07sec, 20 seconds ahead of Mockett/Fuentes. Jess Neal was third in his '71 Plymouth Barracuda.

Mark Rennison's was the first Unlimited car to go. The gambled settings on the immaculate Mach2 Racing RS200 turned out not to be ideal, which was reflected in a time of 12min 11.56sec. Next up was Eriksson, who was going well until the notorious off-camber Engineers Bend caught him out and rearranged the rear wing sufficiently that he did not continue.

Grönholm followed with a time of 11min 28.96sec. Not much reward for his extreme effort in a difficult car and he arrived at the finish with his punctured right-rear tyre on fire. "The car was perfect at sea level," he said, "but not at this altitude." That left it all to 'Monster' Tajima.

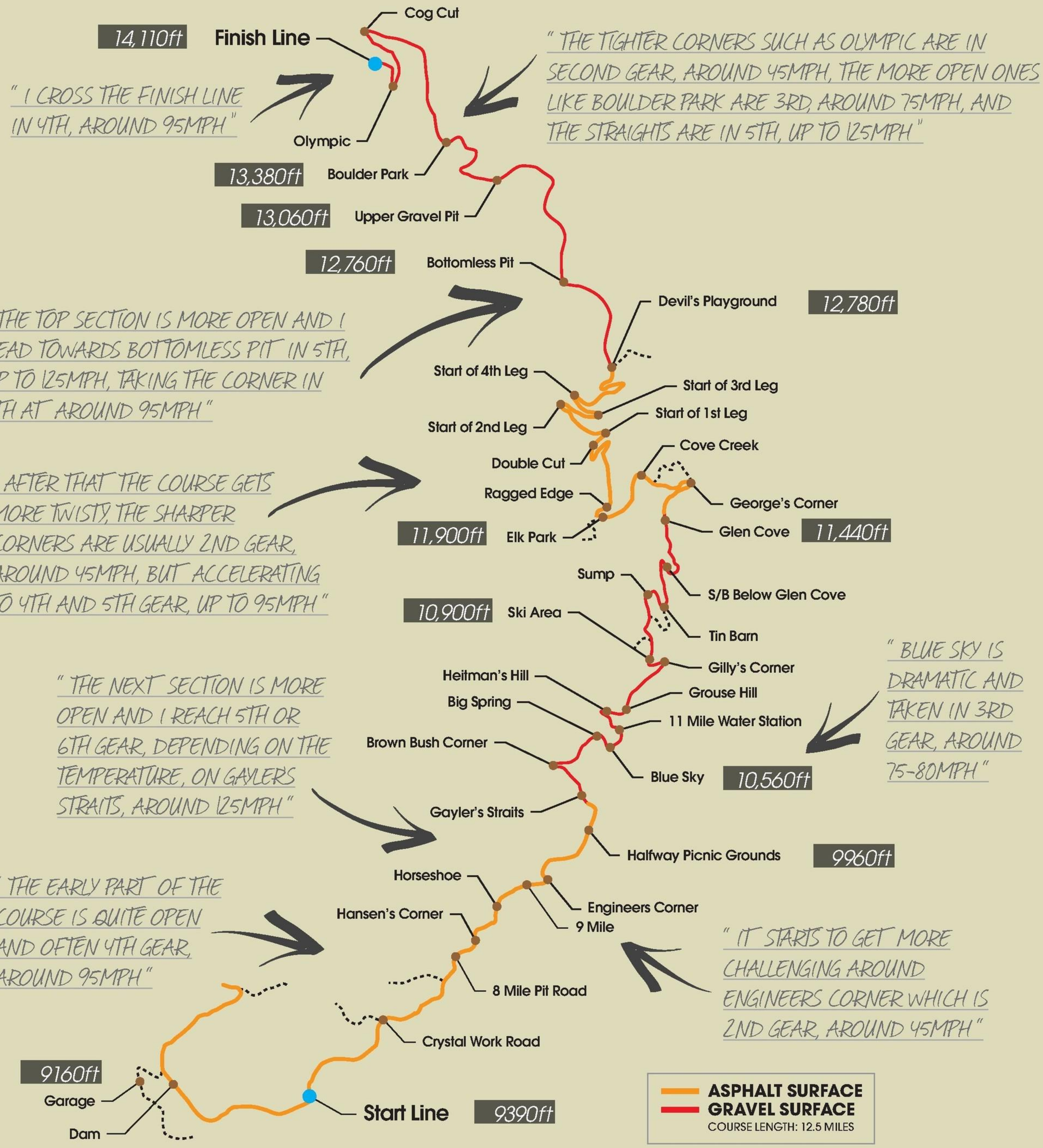
Despite a winning run, there was just not enough grip to beat his own record. He stopped the clock at 10min 15.37sec to remain 'King of the Mountain'. The Open Wheel class ran later in the morning after some heavy showers and Dallenbach set a creditable time of 10min 52.10sec to win.

But with the 10-minute mark intact, Pikes Peak had once again been the real winner.

So, what about next year? It is likely that the race will be moved back about a month to allow the top section of the course to be paved. This will make it 70/30 asphalt/gravel which will automatically bring times below 10 minutes – the only way to tame this place. »»



Nobuhiro 'Monster' Tajima describes a run up the mountain



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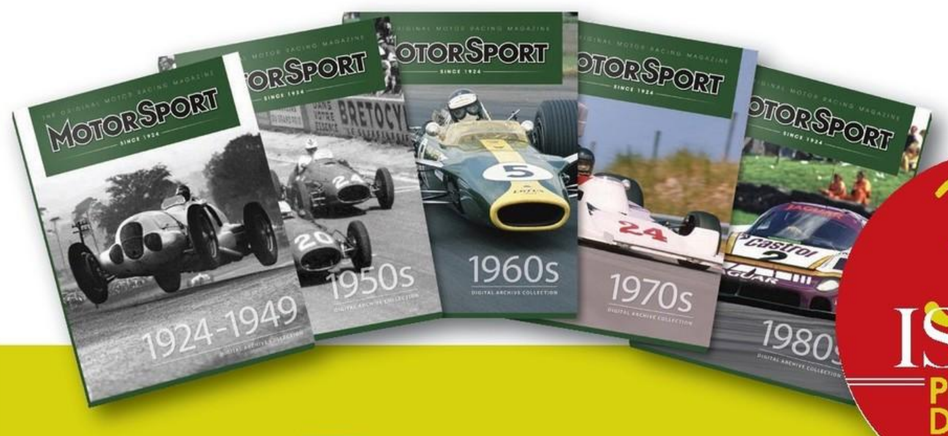
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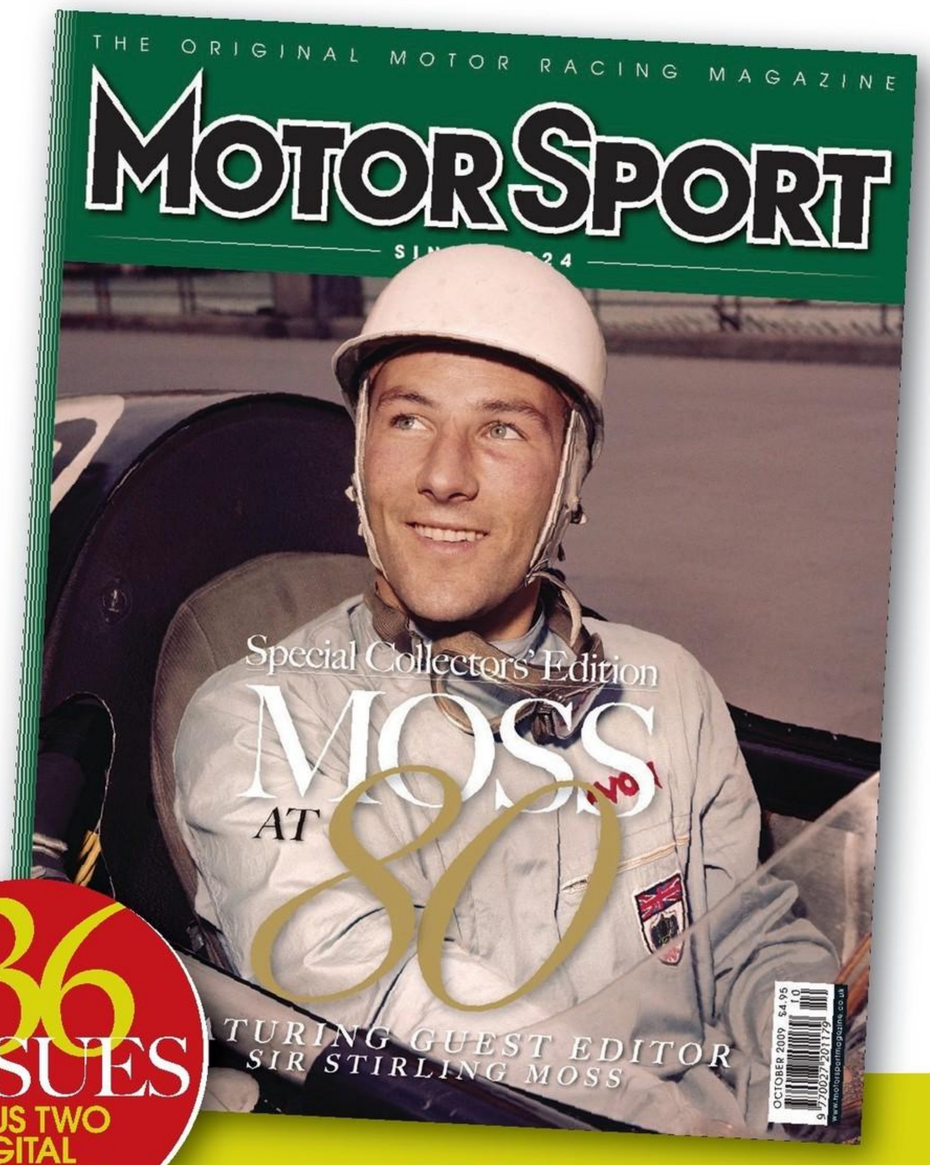
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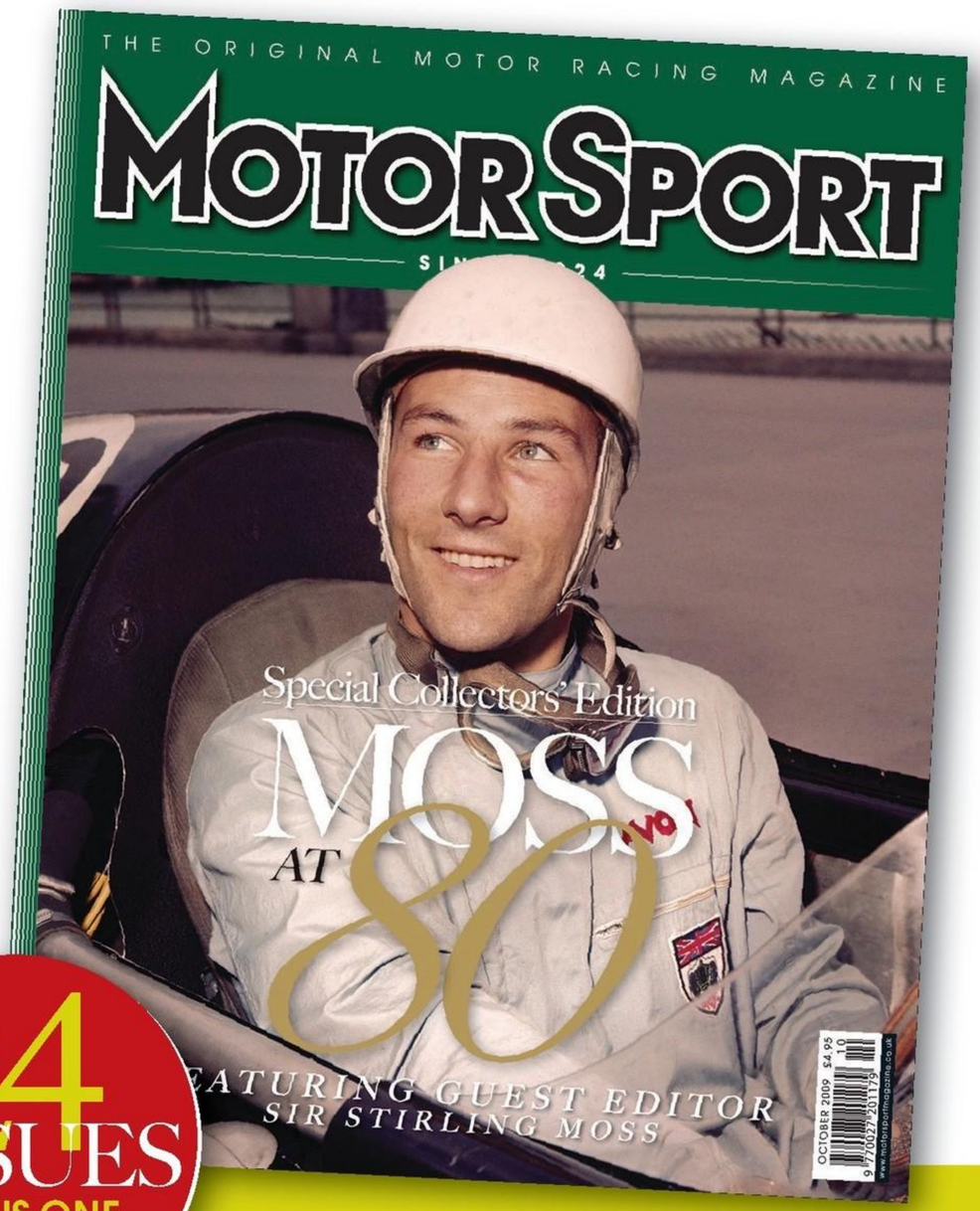
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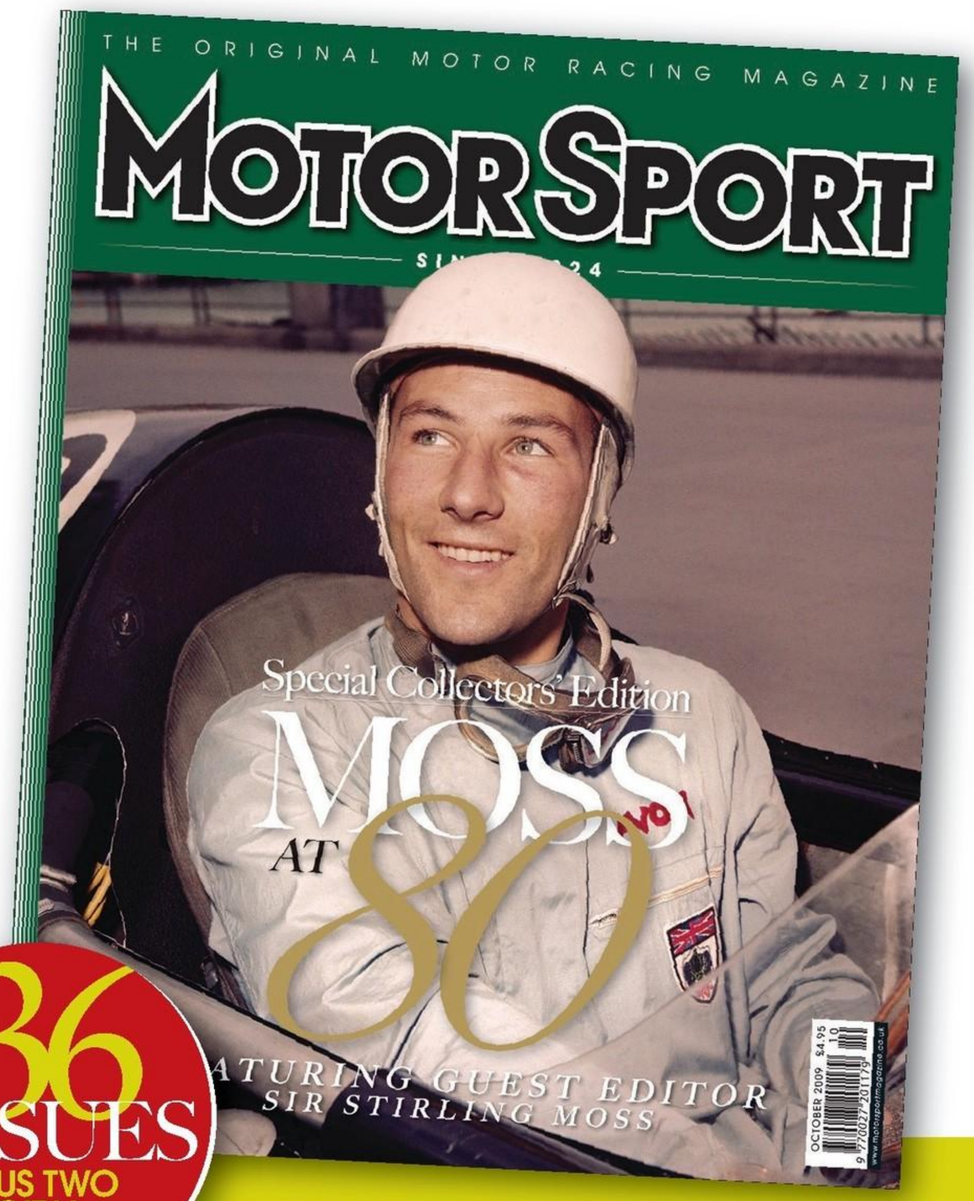
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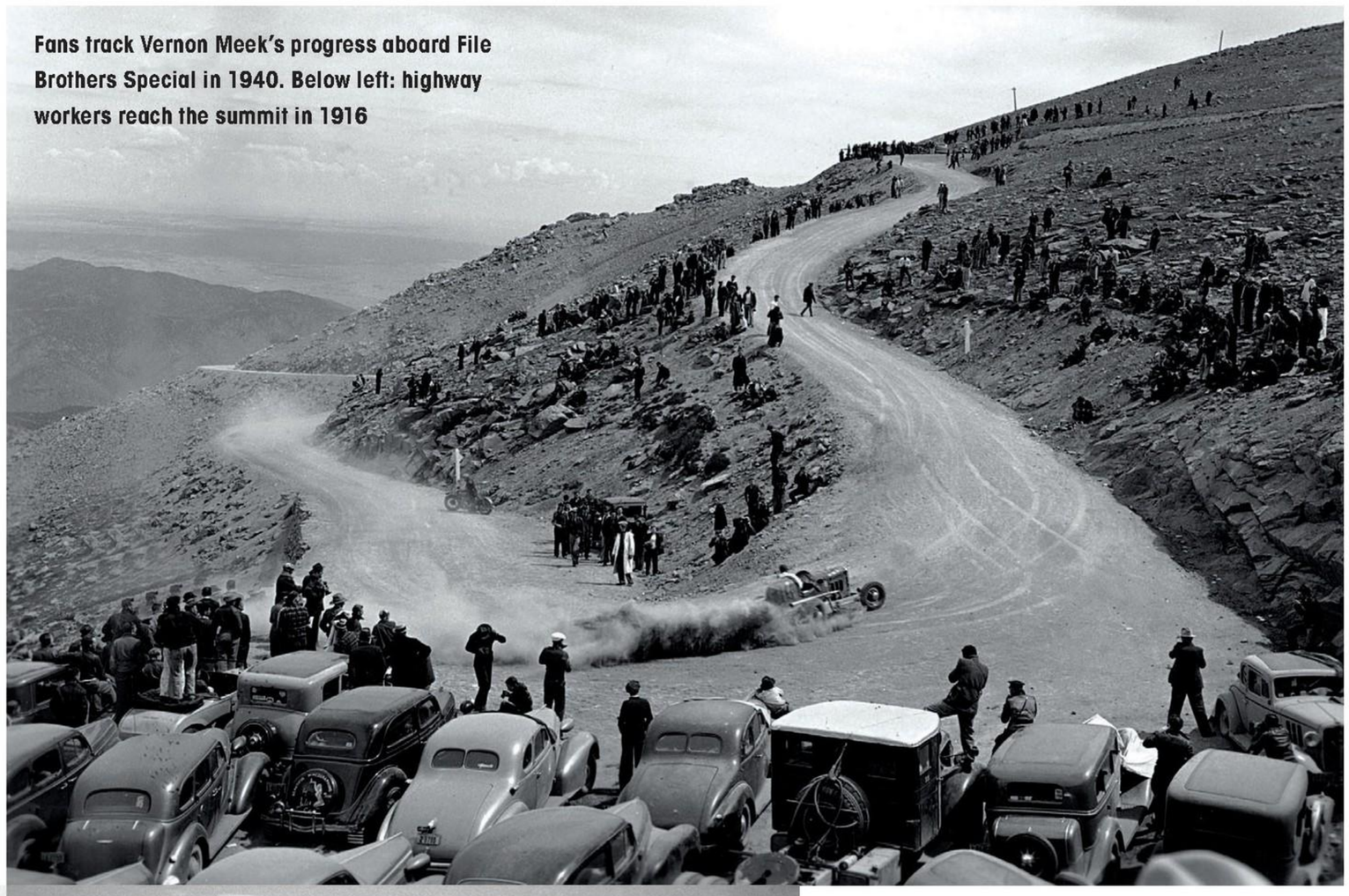
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It is almost certain that Tajima will return, less so Ford. Grönholm would like to put what they learnt this year to good use and the US launch of the new Fiesta is in 2010, so maybe this year was just a high-profile recce.

After that, who knows?

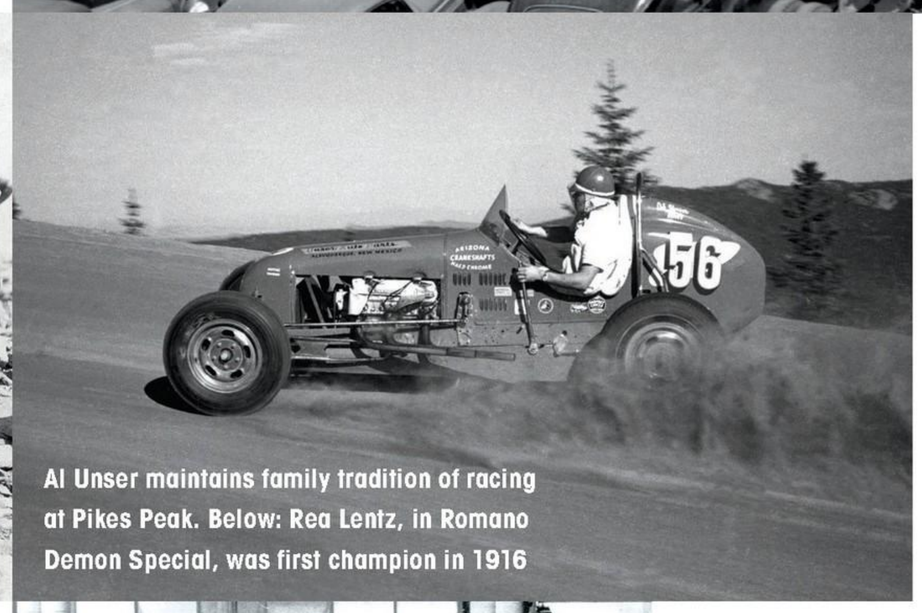
Pikes Peak Hillclimb is the second oldest motor race in the United States. It first ran in 1916 and the only surviving event to pre-date it is the Indianapolis 500. The origins of the race represent the type of spirit that created so many great motor sport events: 'now that we've built the road, let's race on it!'. But the story could be about to come to an end.

Trouble began when one of the US's powerful environmental lobbies won a fight to get the road paved on the grounds that the erosion from it is polluting the local water supply. The litigation ended in 1999 with the instruction that the road must be completely paved by 2012. This will of course change the nature of the course and the type of car that suits it.



Fans track Vernon Meek's progress aboard File Brothers Special in 1940. Below left: highway workers reach the summit in 1916





Al Unser maintains family tradition of racing at Pikes Peak. Below: Rea Lentz, in Romano Demon Special, was first champion in 1916



Bob Gillis, chairman of the Pikes Peak Board of Directors, refutes that the work will end the event, stating that "it is here to stay and in 13 years we will celebrate our Centennial" (it hasn't run every year since 1916). Race director Phil Layton sees a completely paved road opening up the race to all sorts of new categories of car, including CART, SCCA and even Formula 1. This would be a quantum leap in terms of the current entry, which is made up of eight car classes and nine for motorcycles, sidecars and quads.

Loyalty to the race is high among competitors and most are of the opinion that you drive according to the risks. Others remember when Mario Andretti turned up with his Hawk Indycar in the late '60s before any of the course was paved, raised the ride height and ran it up the mountain. Doug Mockett, a regular historic F1 competitor in the US, reckons it would be easy to get a group of those cars together for the race. The casualties of the paved road will be the few people who find their vehicle is no longer suitable or cannot be easily adapted.

All this sounds like madness to many of the enthusiasts and observers who have been coming to the race over the years. When could you ever rely on racing drivers 'driving according to the conditions'? And spectator control could become totally unworkable. There were some near-misses this year on the asphalt sections because, with the drop-offs, sometimes the only place you can watch is roadside. On the other hand, people tend to stay further back on the gravel sections to avoid flying stones from the cars.

There are of course options. Some cars could be untimed, as happens at the Goodwood Festival of Speed. Or the course could be divided into sections to allow better crowd control, faster safety intervention and possibly more than one run for competitors on each section. The question is whether the same approach to the organisation and promotion of the event will allow it to survive the planned development of the mountain course.

There is a consensus that 'more of the same won't do' and the organisers' current approach is going to require a serious overhaul. The event remains charming in its informality – no competition licence required – and accessibility for fans, who can mingle in the woodland picnic area that serves as a paddock. But the length and inaccessibility of parts of the course do compromise safety. There are very few marshalling posts and a trip up the hill by a safety car is a one-off event as, once up there, it has to wait for everyone to finish unless there is a serious incident. This type of thing might not cause concern among bikers and rally competitors, but it is certainly not what racers are used to and, given recent safety-related events in the racing world, it could prejudice the future of the event.

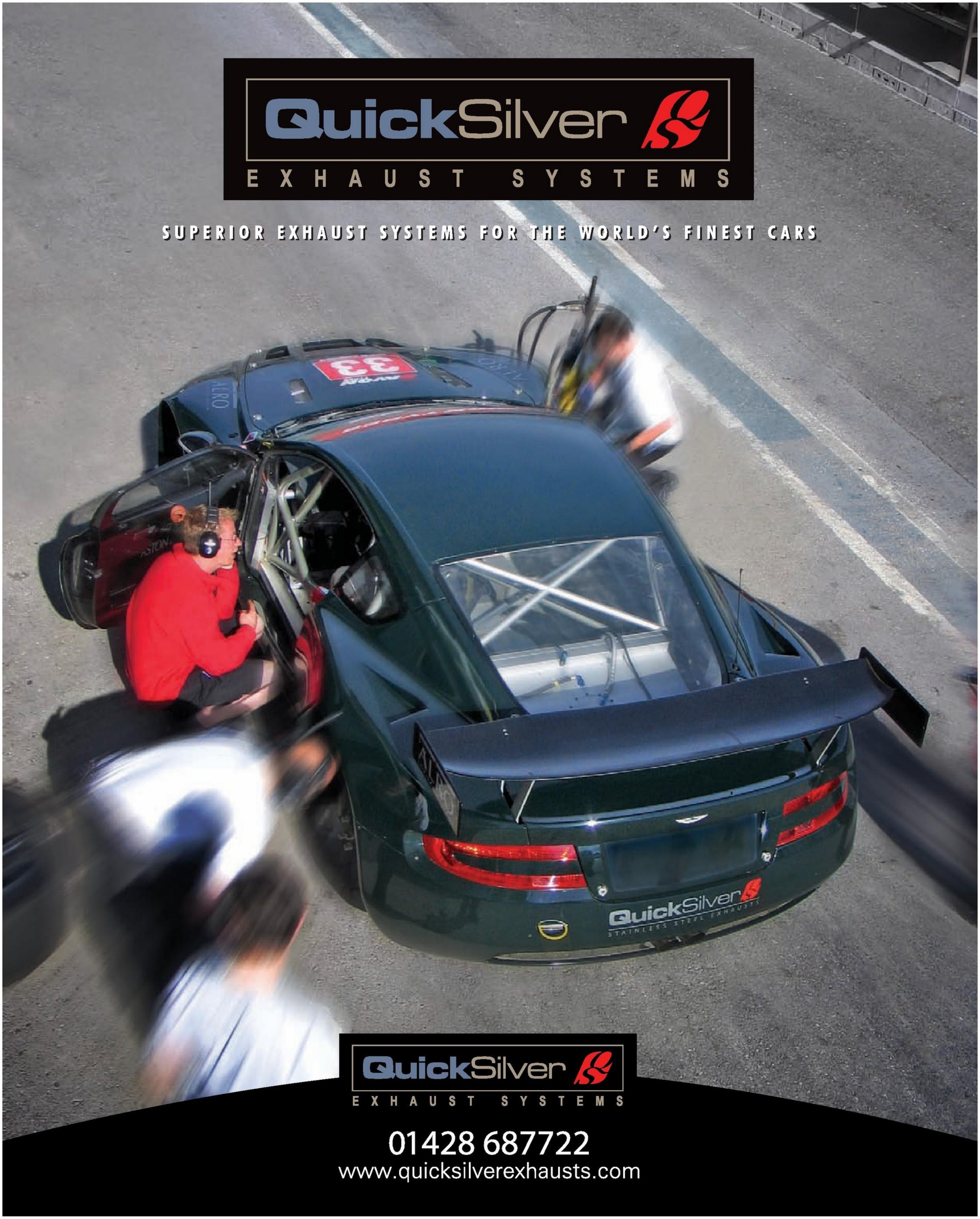
Whatever, it looks like we're enjoying the last days of the great Pikes Peak Hillclimb as we've known it. Change is around the corner. Ⓜ

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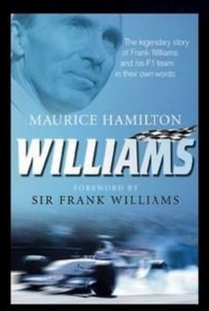
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14B FOR BULLY

In Maurice Hamilton's new book, *Williams*, a host of characters tell the story of this great team. Here, they recall a dominant year for Mansell and the FW14B



WILLIAMS
BY MAURICE HAMILTON

Published by Ebury Press
ISBN 9780091932671/9780091932688,
£20, www.rbooks.co.uk

If ever a car was made for Nigel Mansell, it was the Williams FW14B. Patrick Head joined Adrian Newey to explore the benefits of active suspension, despite previous torrid experiences with such systems, in order to gain a performance advantage over McLaren. A simple concept, active suspension offered control of the cars' ride height, which in turn allowed the engineers to optimise the aerodynamics. The FW14B was actually a stop-gap while the team researched active suspension during the heat of battle, but such was the car's immediate dominance it remained in service throughout the season.

Mansell's strength allowed him to bully the car, and he put down an impressive marker by winning the first five races of the 1992 season. By the Hungarian GP in August the World Championship was his. But away from the track, Renault and Elf were pushing for Alain Prost to join the team for 1993, leading an unsettled Mansell to dramatically announce his retirement in a press conference at Monza.

Instead, he would head for pastures new in American Indycar racing for '93. But Nigel's turbulent association with Williams was not yet over. »»»



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PATRICK HEAD

"Nigel was outstanding in 1992, quite brilliant. The active-ride FW14B was a massive step forward for us, but it was difficult. It was changing all the time according to the software so it didn't necessarily give the feedback in real time. It told the driver, 'Don't worry. I've got the grip – you're okay.' So you have to know that, later in the corner, it would sort itself out and the grip would be there. Riccardo [Patrese] didn't like that whereas Nigel would just say, 'I know the grip will be there.' Bang. Total self-confidence.

"I wouldn't say we developed the car much during the year; it was mostly about keeping it reliable because it was quite a complex car. It was something I anguished over. I knew we had a very good car, and I thought it quite possible that even with the FW14 developed, we could win the championship without active ride. We were always able to go back to a conventional car if we had to, but while the active ride was proving itself reliable and quicker, that's what we stuck with."

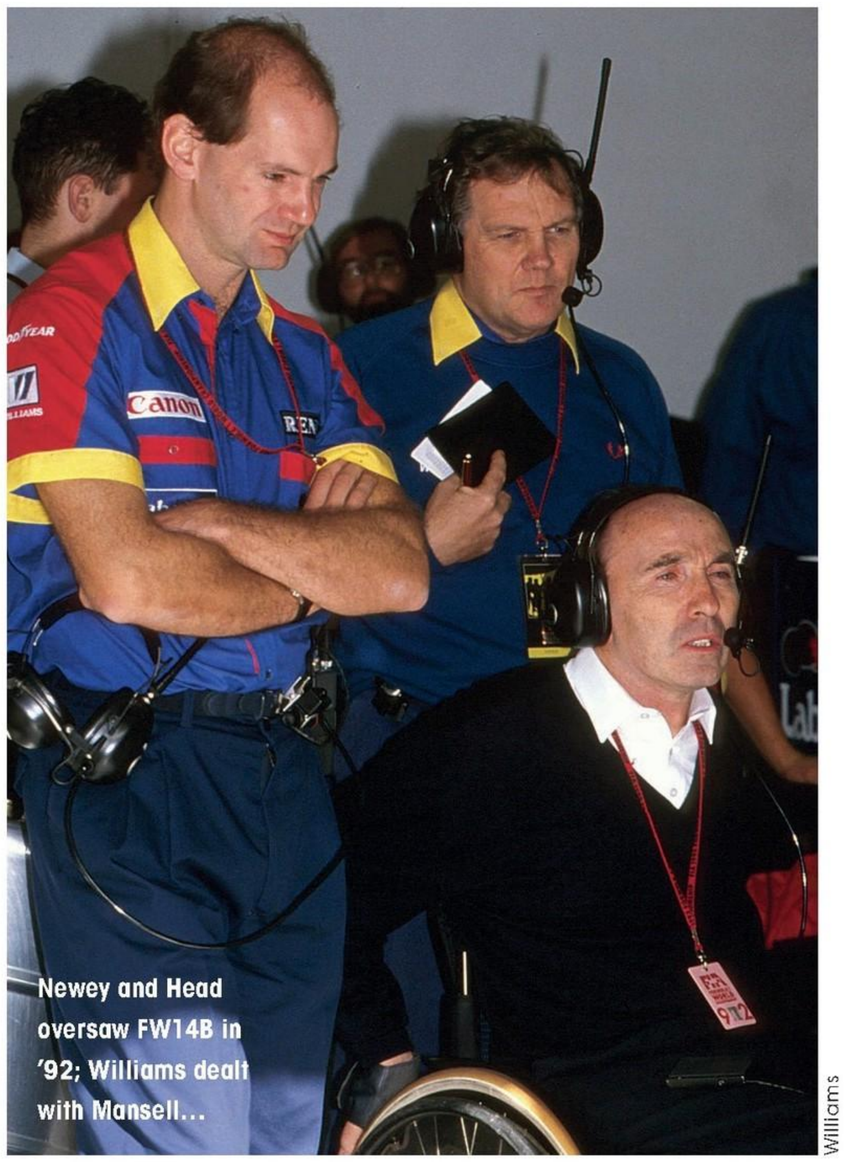
ADRIAN NEWEY

"The active suspension was a three-legged system that AP [Automotive Products] had developed for road cars. It was a very simple system which offered good ride height control and therefore allowed us to optimise the aerodynamics. As a spring and damper suspension, however, the vehicle dynamics of the suspension were actually very poor, and that was its weakness. But we were able to develop aerodynamics which, combined with the ride height control we had, gave us huge amounts of downforce.

"We realised in the wind tunnel that if we lowered the rear and raised the front, you could stall the diffuser and that reduced the drag of the car significantly. So we put a button on the steering wheel which the drivers could push once they were on the straight. The button lowered the rear, raised the front. I can't remember the figure but that would give them something like an extra 10kph. It was a great system, an aerodynamicist's dream in terms of what we could then develop.

"At the last test of the winter there was a failure in the system. It wasn't serious, but Nigel was very worried and wanted to run the passive car in the first race in South Africa. We said we believed we could get it reliable, and we also believed that we needed the performance it offered, otherwise we were going to be beaten. We started with the active system, and it was as good as gold. It was very robust and gave us no problems as well as offering the performance advantage. Plus there was the fact that McLaren had got themselves completely and utterly lost trying to run V10 cars and V12 cars. In truth, they went backwards over the winter, and we went forwards.

"The 1992 season was the easiest I've ever had in motor racing, without a doubt. It was very interesting between the drivers. In 1991, while Nigel was generally the quicker of the two, on his day Riccardo could beat Nigel. In 1992 the active car was perfect for Nigel because, first of all, it was before we had power steering and, because of the amount of downforce it had, the steering loads were very high. Nigel had this tremendous upper-body strength, so he could cope with the steering loads. And because the suspension system was quite crude, the car used to move around and give all sorts of slightly funny signals to the driver. Going into the corner, if the rear started to move in a slightly Citroën 2CV-like way, Riccardo's understandable reaction was to lift off the throttle, whereas Nigel had this total belief in himself and his ability to control the car, so he would keep his foot on it. By carrying this speed, he'd keep up the downforce and through the corner the car would go.



Newey and Head oversaw FW14B in '92; Williams dealt with Mansell...

Williams

"Nigel would just say, 'I know the grip will be there.' Bang. Total self-confidence"

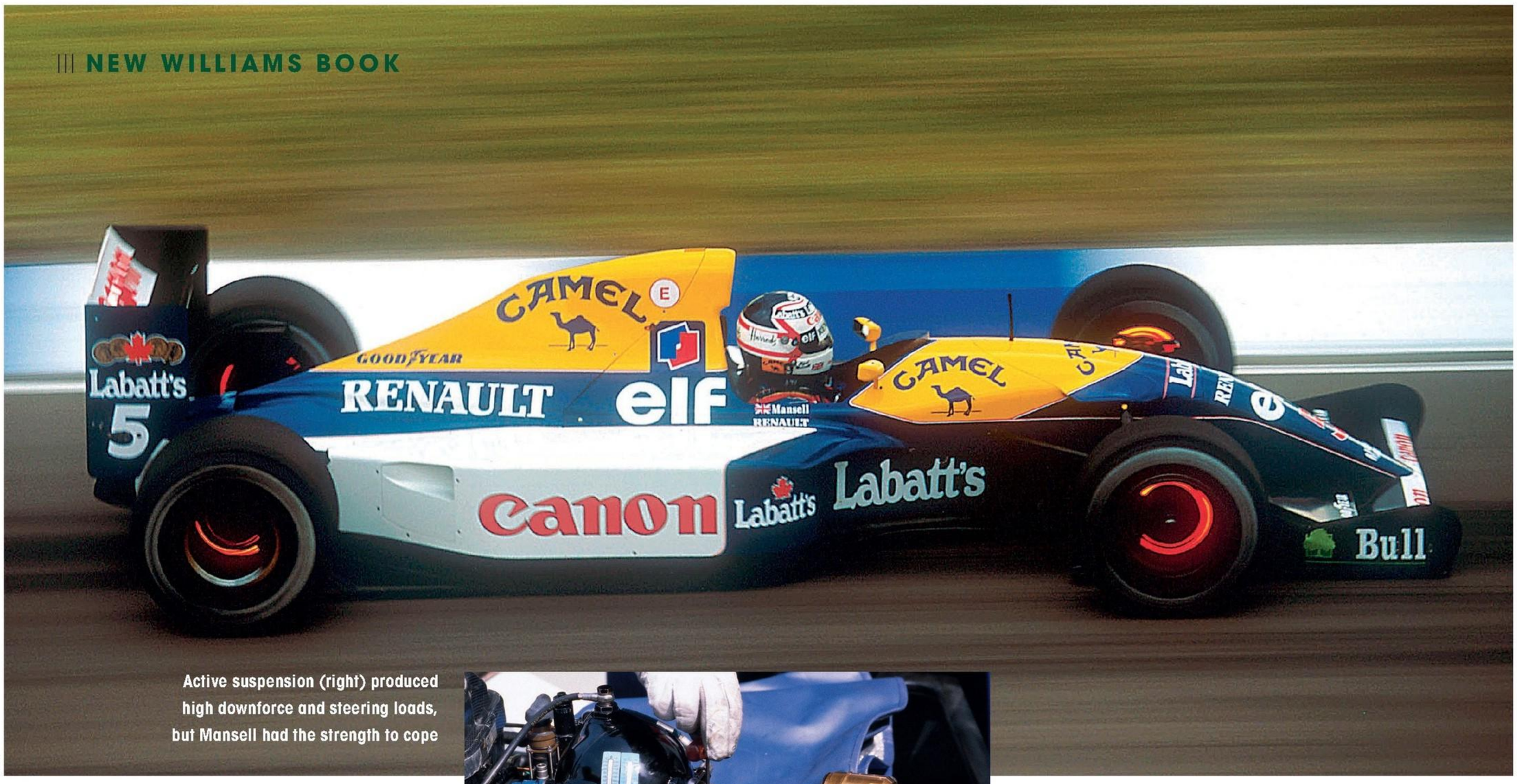
PATRICK HEAD

"But Nigel was very clever as well. He realised that his principal rival for the championship was going to be Riccardo and that he'd better set about destroying him from the outset. He did that very effectively in one simple move. Riccardo had been training very hard through the winter in order to get his weight down and get himself really fit. I think that was the first year we had the driver weigh-ins. Nigel, who never appeared to take gym work seriously and wasn't too careful about his diet, set about dehydrating himself for a couple of days. Then he stripped everything out of his overalls, took all the lining out and removed the lining from his helmet. At the weigh-in, he managed to come in about half a kilo under Riccardo, who was mentally destroyed by this.

"At Monza in 1991 Nigel had been very quick and very good at jumping the chicanes, so Patrick asked him what his secret was because Riccardo seemed to be struggling. The 1991 car had a cockpit chassis structure that came over the top of the steering wheel. Nigel said, 'Well, what I do is, I jam my knuckles against the inside of the cockpit. Then, when I jump the chicane, the steering wheel can't move.' So Patrick duly went back to Riccardo and told him what he had to do. Riccardo went out and came back after one lap with blood all leaking through his gloves! Nigel was very good at winding people up.

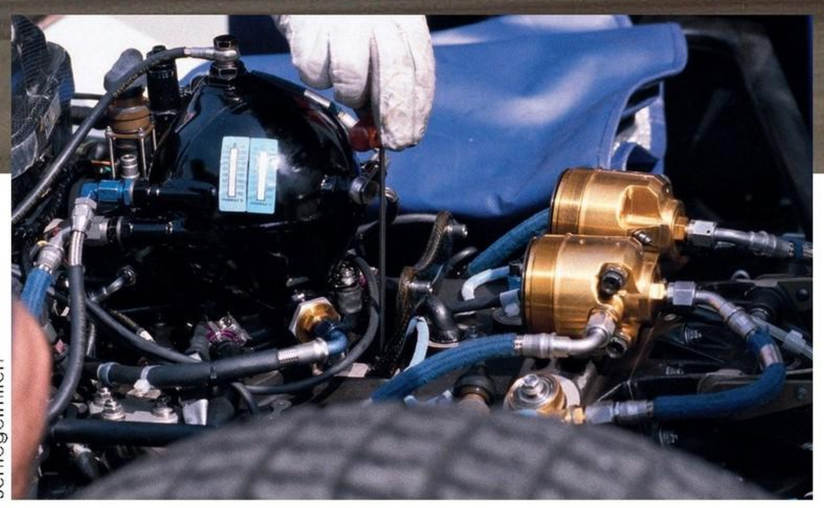
"Nigel had a very close relationship with David Brown, his race engineer. We didn't have a huge amount in the way of data recording in those days. But we did have three knobs in the cockpit which were for low-speed front ride-height, high-speed front ride-height and rear ride-height. The drivers could use these to adjust the handling of the car during the race. Nigel would go out, adjust it to what he wanted and then, on his in lap, change all the settings. Those settings would go down on the set-up sheet. Riccardo would duly try and copy Nigel's settings, which of course were hopelessly off. David was in on the act but kept his mouth shut. So there were all these little wind-ups going on, which to be fair to Nigel was clever of him. He had sussed that his main rival was Riccardo and he needed to go about outsmarting him.

"When it became evident that Frank had signed Prost and in the process had allowed a contract that put Nigel out of a drive, I felt it was wrong. What that did mean was, when we started talking about extending my contract, I asked that I should be involved in major policy decisions including driver choice, recognising that of course Frank and »»



LAT

Active suspension (right) produced high downforce and steering loads, but Mansell had the strength to cope



Schlegelmilch

Patrick could outvote me ultimately. But I wanted to be in a position to put my tuppence in. So I re-signed in 1993 for one year. But in the middle of '93 Ferrari basically couldn't get their active car to work at all, so miraculously the FIA decided to ban active suspension."

RICCARDO PATRESE

"I was an Italian driver but I had worked with English teams before. Frank had worked a lot with foreign drivers and he could understand my Latin attitude. I think one of the reasons I stayed so long in Williams – five years – was because the relationship with the mechanics and the engineers and everyone was fantastic. One of my characteristics is that I'm a driver who always wants to look after the enthusiasm and wants the best morale of the team. It is important that if you want the results you always have to have a nice atmosphere and everyone motivated. The driver needs to be motivated because, in the end, he is the man who is going to get the result through a lot of hard work. I loved the team and the team loved me. I finished second in the drivers' championship. Okay, every driver likes to be champion, but you can't have everything you want in life.

"Nigel and I are very good friends, but to work with him can be hard because, as you know, he likes to have all the attention for himself. He was a fantastic driver and he deserved to win the championship in 1992. He was a little bit quicker than I was. Working with Nigel went very well but I have to say that for me the most important thing was the best interest of the team. Nigel wanted to have everything for himself."

IAN ANDERSON (CHIEF MECHANIC)

"From a technical point of view, that car was unbelievably impressive. It had active ride, which I know a lot of people had on their cars later on, but I don't think anyone made it work as well. It had a power-shift gearbox, hydraulically operated throttles and ABS. To make it reliable was very impressive. Of course, Nigel will tell you it's all down to the driver. We did have the theory that we ought to put straps under the car. When Nigel asked what we did that for, we would say, 'Well, if it breaks, you can carry it across the line.'"

NIGEL MANSELL

"I had two very good years in 1991 and 1992. There were a few problems with the semi-automatic gearbox, otherwise we could have really challenged for the championship in 1991. It was tricky in 1992 because Frank was trying to replace me, but fortunately I had a good strong contract, otherwise I'd never have won the championship. I wasn't afforded the same opportunity to do it again in 1993 because they wanted a French driver and a French-engined car to win the championship."

PETER WINDSOR (TEAM MANAGER)

"The bottom line was Nigel was annoyed that Frank had signed Prost. The only way he was going to stay was if he got twice the amount of money Prost was getting. I don't think Nigel was in the mood to spend three months negotiating. He was World Champion and wanted an instant response from Frank. He wasn't going to get it because Frank never gave in that quickly. He wasn't being mean. He was trying to do the best job for himself and his company. There were a lot of people fanning the flames. To me, it was simple: Nigel wanted the money and Frank was either going to pay it or he wasn't. He did offer it in the end, and I don't understand why Nigel didn't accept that late offer and stay. Okay, you could argue that Frank was asking for trouble by bringing Prost into the team, but I think he genuinely felt that Mansell and Prost were the best driver combination for 1993, and from Renault's point of view it was the right thing to do. If Frank had made the final offer a couple of months before, the deal would've been done."

FRANK WILLIAMS

"Put simply, I think it was a matter of two hard-headed idiots who couldn't make a deal, couldn't communicate at the right time. It's still my firm opinion that if Nigel hadn't had that press conference in Monza, announcing what I thought was a grossly premature decision to retire, by Monday evening or so – away from the track – both of us would've calmed down. He'd have been away from his sycophantic followers, who were advising him badly in my opinion, and we'd probably have made a deal."

WIN



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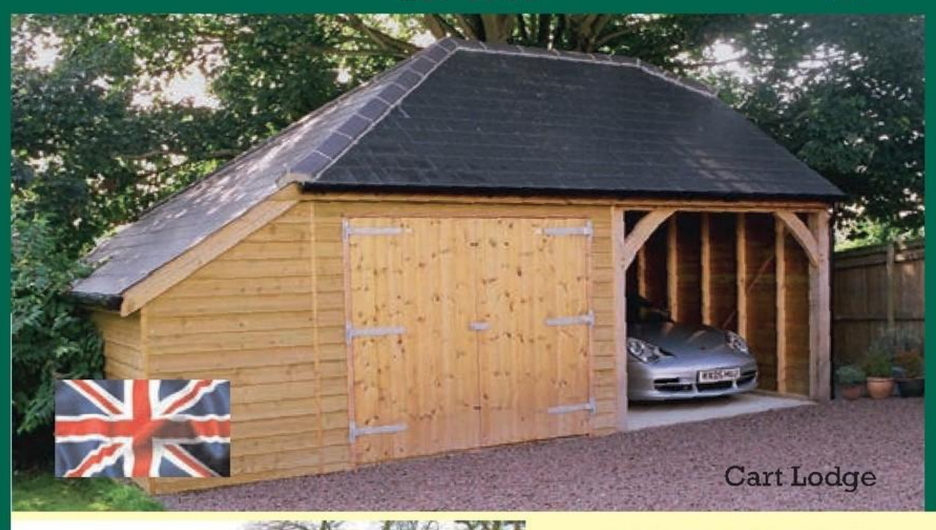
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New sprint bid for Crystal Palace

Historic racing from the final meeting at Crystal Palace in '72

LAT

RACING CARS WILL RETURN to the famous Crystal Palace circuit in May 2010 if organisers can secure the funding for work on the track surface and safety barriers.

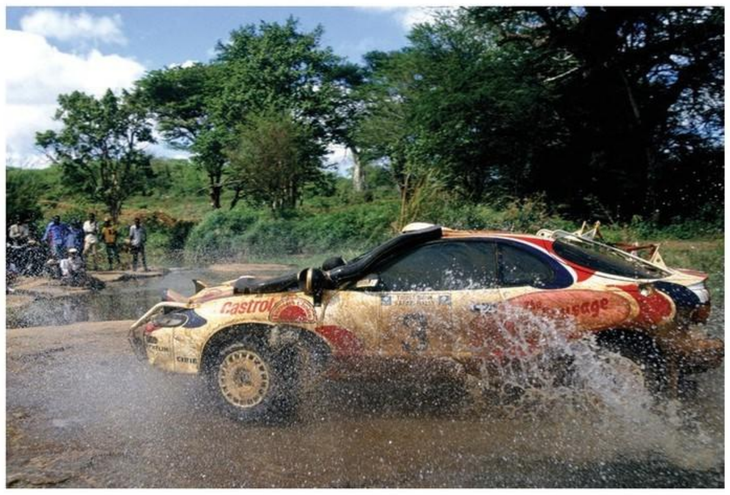
Providing backing can be found, Sevenoaks and District Motor Club will organise a sprint event on the weekend of May 30/31, with both historic and modern racing cars, including classes for alternative fuel and electric vehicles.

The club last ran a series of speed events at the venue in the late 1990s, using sections of the original race track, but those events stopped in 2000 to make way for a London Borough of Bromley millennium project. Then in 2006 the club was approached by the London Development Agency to once again run motor sport in the park.

"The plans are all in place and we are ready to go; we now need to raise the funds to pay for repair work to the track surface and the building of safety barriers," said a spokesman for the club. One section of the proposed track needs surface repairs, although the entire 1.39-mile track, which opened in April 1937 and closed for racing in September 1972, is no longer available.

The plan is to make the event a family day out in the heart of South London, taking the park back to its 35-year racing heritage while supporting local charities.

The track, built in the gardens of the now vanished Crystal Palace, was popular for its proximity to London and hosted major race meetings including rounds of the European F2 Championship.



LAT

Duncan for Safari Classic

FORMER SAFARI RALLY WINNER and multiple Kenyan National champion Ian Duncan has entered this year's East African Safari Classic Rally in a 1967 Ford Mustang.

Duncan, who won the Safari in a Toyota in 1994 when it was a round of the World Rally Championship (left), will join 45 other crews for the event which will cover a marathon 2500 miles through Kenya and Tanzania from November 22-December 1.

Duncan drove the 5-litre Mustang on the '07 event but retired from third place with gearbox failure. "I'm really looking forward to driving the Mustang which will be much better prepared as we've learnt a lot about the car. It should give me all the things I love in rallying in one event," said the four-time Kenyan rally champion.

Also confirmed for the Safari is British driver Steve Perez in a Datsun 260Z, returning to the event on which he broke his neck in 2007.

Race Retro to honour Alfa

ALFA ROMEO WILL BE THE FEATURED marque for the 2010 edition of Race Retro, the international historic motor sport show. The event will be held from March 12-14 retaining the same venue of Stoneleigh Park in Warwickshire.

Event organiser Live Promotions will showcase Alfa Romeo in the marque's centenary year, with Hall 4 dedicated to period models. Other features will include a tribute to the rallying career of Peugeot and an extended live rally stage.

The H&H Classic and Historic auction, which achieved almost £1 million in 2009, will be repeated.

IN BRIEF

■ The 2010 New Zealand Silver Fern Rally will run from November 14-20, starting in Christchurch and covering 650 stage miles. The later date is designed to fit in with historic race meetings, while to encourage more European entries the rally will feature historic classes as well as categories for modern two-wheel-drive cars.

■ The Classic Rally Association has unveiled a full calendar for 2010, topped by the Classic Marathon (June 19-25) and the Rally of the Tests (November 1-6). The season starts with the 20th Winter Challenge on January 31, which returns after a two-year break. New events include a rally on the Isle of Man in March and September's Mountain Challenge.

■ Amanda Hadfield, wife of historic racer Simon, made her race debut in the Historic Formula Ford 1600 event at Mallory Park in August. Amanda drove a Merlyn Mk20 from Simon's stable, but was denied a result when the race was abandoned due to accidents (see p104). "I've always fancied having a go and I might do a few more races," she said.

■ The Ford Sierra RS500 driven by Manuel Reuter to second in the 1987 German Touring Car Championship returned to the track for the first time in two decades when Ted Williams raced it in the David Leslie Memorial event at the Silverstone Classic. Williams has owned the car for 15 years.

■ Bobby Rahal raced his new Chevron B16 continuation car to fifth place in the World Sportscar Masters race at the Silverstone Classic. The car, from Kelvin Jones at Chevron Cars Ltd, was finished two days before the event.

■ The Kop Hill Climb on September 26/27 has confirmed an entry of 200 historic cars, including a 1921 A3 Aston Martin and a 1922 Cubitt. Paddy Hopkirk will open the hill at 10am and entry is £5. For details go to www.kophillclimb.org.uk

■ The Caravelle Mk2 Formula Junior had its first race since 1961 when Callum Macleod drove it at Rockingham in July. Car owner Roger Utley was hurt in a crash at Brands Hatch on Easter Monday '61, and the car hadn't raced since. It was rebuilt by Mike O'Brien's Speedsport team.

Historic Racing News



Whittaker's Elden cartwheeled at Mallory Park, but she walked away (below)

Trio recovering from Formula Ford smash

Andy Newman

THREE DRIVERS WENT TO HOSPITAL AFTER two major accidents in the Historic Formula Ford 1600 Championship round at Mallory Park. Title contenders Westie Mitchell and Amanda Whittaker were both detained in hospital, while Portuguese racer Diogo Ferrao was released the same evening.

The first accident happened as the pack charged through Gerards on the opening lap when Whittaker's Elden Mk8 clipped the rear end of Mitchell's Merlyn Mk20. "Westie missed a gear on the exit. This locked up the rear of the car and pitched it sideways," said Whittaker. Contact with the Merlyn left Whittaker with a damaged radiator and nosecone, which pointed skywards. Ferrao – also in a Merlyn – hit Mitchell and they both speared heavily into the barriers.



As the pack completed the opening lap the red flags came out and, with her vision partially obscured, Whittaker hit the back of David Wild's Lola as the leaders braked past the pits. The Elden cartwheeled down the track and the Durham woman's crash helmet hit the track as it flipped. Fortunately, Whittaker was able to scramble clear of the wreck.

Mitchell spent over a week in hospital being treated for a back injury, while Whittaker was soon released with bruising. Her car was destroyed in the accident in August. "I wish Westie and Diogo a speedy recovery and look forward to battling with them again," said Whittaker.

Clark's Lotus 25 to return to racing

THE LOTUS 25 WHICH JIM CLARK drove to seven Grand Prix victories on his way to winning the 1963 World Championship will race for the first time in decades this summer after selling for close to US $1 million last year.

Chassis R4 was the most successful of the seven 25s built in 1962/63 and has a continuous history, although it is not thought to have raced since 1970 and has spent most of the intervening years in New Zealand and Australia.

Previously owned by the late John Dawson-Damer, R4 now belongs to Australian John Bowers and is being tended by Classic Team Lotus. "The owner wants to see the car race in Europe," said CTL's Clive Chapman. "Hopefully it will run at Goodwood and then at Monaco next year."

Clark won the '63 Oulton Park Gold Cup in the car and, if engine issues are resolved, it could run at Oulton again at the end of August.

BRDC launches new website

THE BRITISH RACING DRIVERS' CLUB has revamped its website, with improved news and information for both members and non-members.

As well as driver profiles, the new site will detail the success of BRDC members in international racing as well as offering up-to-date standings in the club's Gold and Silver Star awards. "We are developing our interactive relationship with our members and the wider motor sport community," said secretary Stuart Pringle.

Enthusiasts can now purchase prints from the BRDC photographic archive through the website, with prices ranging from £6 to £330. Details are available at brdc.co.uk

Tour of Flanders is turning 50

THE 50th RUNNING OF THE TOUR OF Flanders Rally will be celebrated by the Autoclub Midden Vlaanderen on September 11-13, starting with a 10-mile special stage on the Friday evening.

Breaking with recent tradition, the Belgian rally will visit host town Roeselare for an overnight halt on Friday. The rally will restart from outside the city hall on Saturday for two full days of special stages on closed public roads.

The historic rally is once again the penultimate round of the MSA British Historic Rally Championship, as well as being a round of the Belgian historic championship.

HISTORIC RACING DIARY

SEP 5/6 DONINGTON PARK VSCC, See Red meeting. Admission £12
www.vscc.co.uk

SEP 6 CADWELL PARK, Classic Sports Car Club race meeting. Admission £12
www.motorsportvision.co.uk

SEP 7-9 TOUR BRITANNIA, the classic race and rally tour
www.tourbritannia.com

SEP 11-13 FLANDERS (B), Tour of Flanders Historic Rally
www.omloopvanvlaanderen.be

SEP 12 BRANDS HATCH, Historic Sports Car Club race meeting. Admission £12
www.motorsportvision.co.uk

SEP 12/13 SILVERSTONE, Classic Endurance race supporting the Le Mans Series. Admission £25
www.silverstone.co.uk

SEP 12 THRUXTON, Aston Martin Owners' Club race meeting. Admission £12
www.barc.net

SEP 18-20 GOODWOOD CIRCUIT, Revival Meeting. Admission £33 (Fri), £48 (Sat/Sun) in advance only
www.goodwood.co.uk

SEP 19/20 ANGOULÊME (F), Circuit des Remparts race meeting
www.circuit-des-remparts.com

SEP 26 PICKERING, final round of the MSA British Historic Rally Championship
www.rallyyorkshire.co.uk

SEP 25-27 SPA-FRANCORCHAMPS (B), Classic Six Hours meeting
www.motorclassic.com

SEP 25-27 NÜRBURGRING (D), the Eifelrennen historic meeting. Admission 38 euros
www.nuerburgring.de

SEP 26/27 LOTON PARK, VSCC hillclimb. Admission £10
www.vscc.co.uk



Talbot team cars reunited

THE BENTLEY DRIVERS' CLUB staged the biggest gathering of Talbot team cars since the 1930s at its recent Silverstone meeting, including five of the seven cars raced and all four 1931 cars.

"It was a great opportunity to get the cars together," said John Ruston, owner of one of the '31 Talbots. His car was joined by those owned by Adrian van der Kroft, Chris Lunn and Nick Pellett, while Ruston's 1934 car was also in action.

All the cars were prepared by Gareth Burnett and will next be together at Classic Le Mans in 2010, joined by the 1934 Talbot of Michael Strasoldo.

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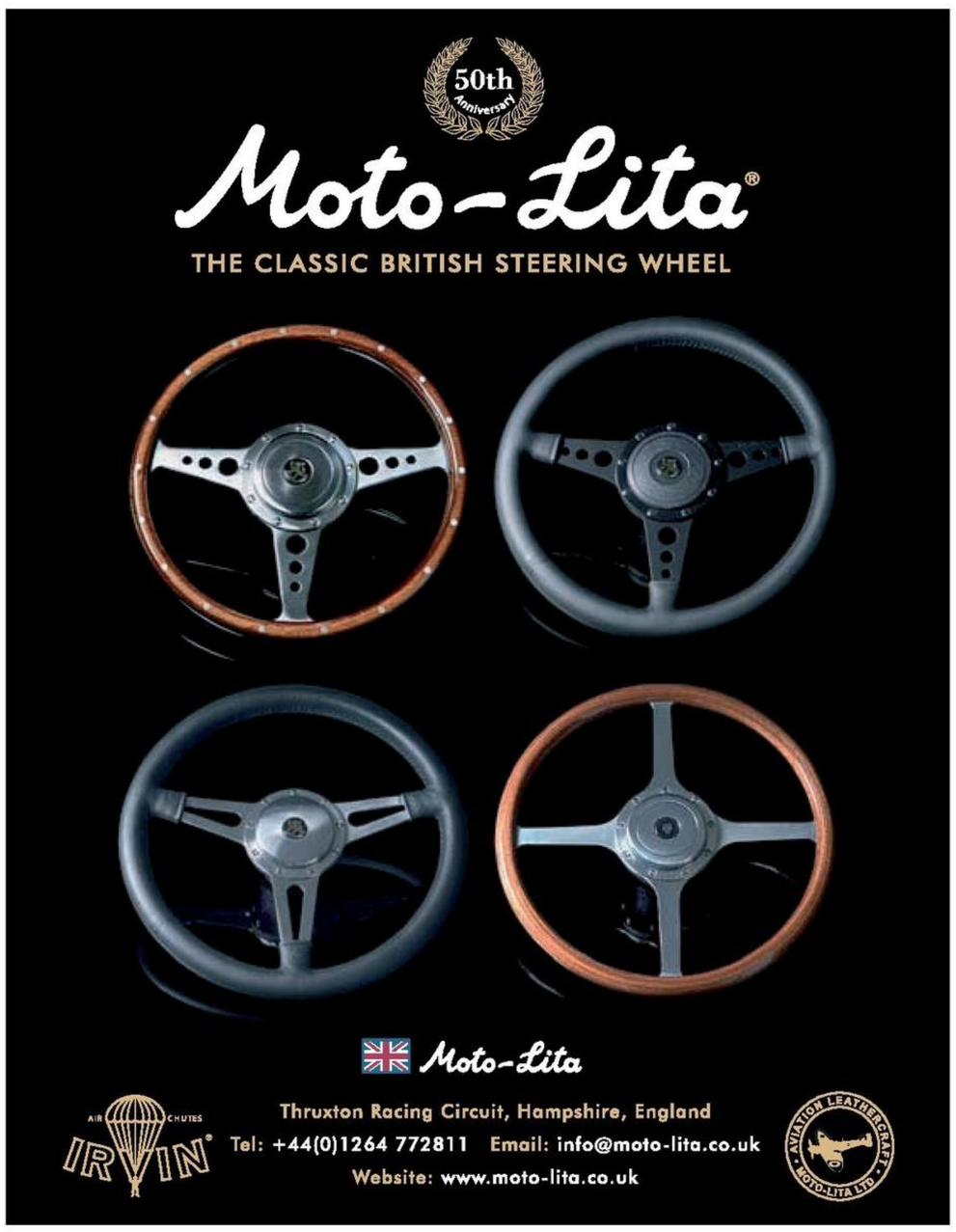
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PORSCHES ON PARADE

The Monterey Historics festival paid tribute to Porsche this year with racing at Laguna Seca. Fittingly, Brian Redman was among the winners

BY GORDON KIRBY

No fewer than 400 cars competed in this year's 36th annual Monterey Historics at Laguna Seca. Ticket sales at the track were up 40 per cent over last year and there was a large crowd on Saturday in particular. The nearby concours and auctions at Pebble Beach on the coast and Quail Hollow in Carmel Valley were equally popular.

Porsche was the featured marque this year and Laguna Seca was brimming with Porsches of all types, including the only works Formula 1 cars raced in 1961-62 when Dan Gurney was the number one driver. On track a fantastic collection of 906s, 908s, 911s, 917s, 935s, 956s and 962s took part in 15 10-lap races spread over the Saturday and Sunday.

Driving the Collier Museum's Gulf-liveried 1971 Porsche 908/3, Brian Redman won Saturday's race for late-1964 to '71 FIA World Championship sports cars. Redman started third but on the opening lap he whistled past Derek Bell's ailing Gulf 917K – losing oil pressure fast and about to blow up – and then passed polesitter Gijs van Lennep after the Dutchman ran wide in the fast right-hander going into the uphill section that leads to the Corkscrew. "He bobbled a bit in turn four," said Brian. "I don't know if he braked too late or missed a gear. I was able to slot inside and pull away."

Despite making a couple of mistakes Redman was able to hold off Bruce Canepa's Gulf 917K. "I missed a shift coming out of the last turn," shrugged Brian. "I think I may have hurt the engine a little because it lost a few revs and [Bruce] got very close.

"A few laps later, coming down the hill from the Corkscrew, there were two 911s I was anxious to get by. The 911 on the right went to the right, which is the normal line, and there was room between them. I shot in there and as I did there was a tremendous bang on my left rear as the guy on my left turned to go right. He probably never saw me. I got sideways and caught it but the collision had broken the left-rear wheel. So I was extremely lucky to finish."

Other notable winners included: Jan Voboril's 1924 Ford T Barber-Warnock in the pre-1940 race; Paddine Dowling's 1934 ERA B-Type in 1925-49 racing and sports cars; Bill Perrone's 1955 Porsche 550 Spyder in 1948-55 under 1500cc sports and GT cars; Frank Zucchi's 1960 Pirhana in 1955-61 under 2-litre sports/racers; Rob Walton's 1958 Scarab Mk1 in 1955-61 over 2-litre sports racers; Mark Hotchkis's 1986 Porsche 962 in 1981-90 FIA manufacturers' championship and IMSA GTP cars; Jamey Mazzotta's 1973 Lola T294 in 1971-76 FIA manufacturers' championship cars; John Harden's 1963 Huffaker Genie in 1959-66 sports racers; Terry Gough's 1965 Corvette in 1963-67 over 2.5-litre GT cars; Craig Bennett's 1970 McLaren M8B in the 1966-74 Can-Am race; and Australia's Rusty French in his 1979 Porsche 935 in 1973-80 IMSA GT, GTX and All-American GT cars.



Eric Sawyer

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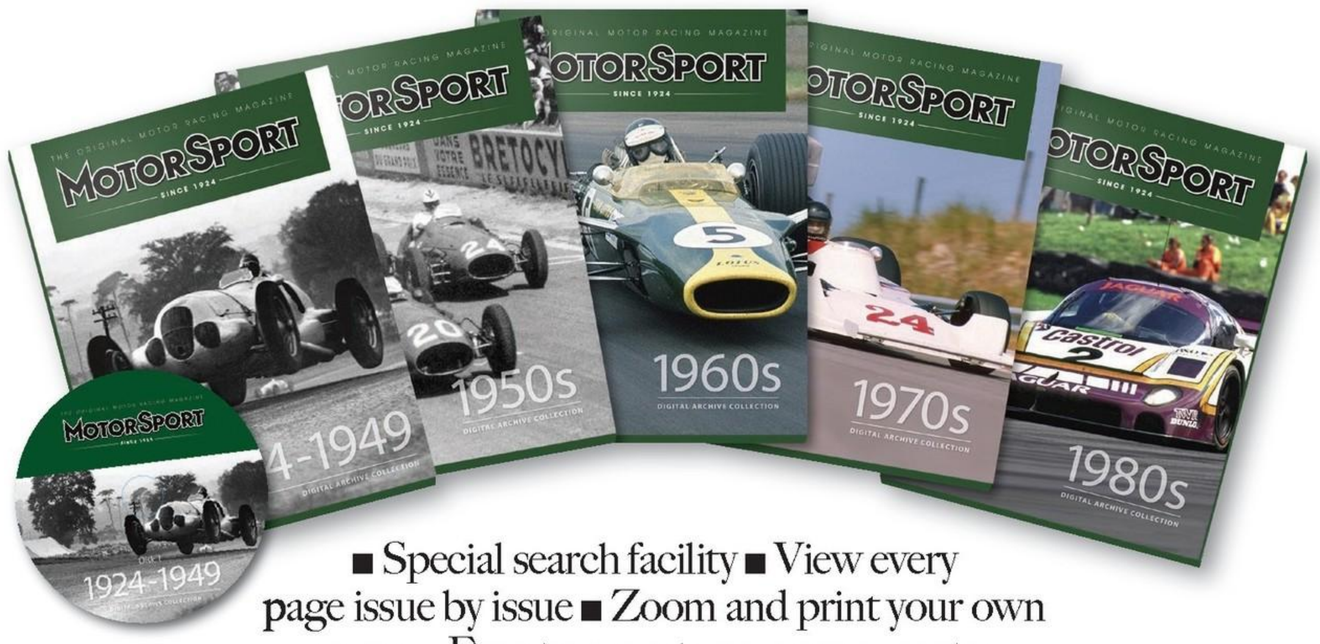
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MASTERS SHOW THEIR CLASS

Bobby Rahal was fifth in B16 in WSM race

A thrilling World Sportscar Masters battle and a wealth of other track action helped this year's Silverstone Classic live up to its name

BY PAUL LAWRENCE

Though under a new management regime, the 2009 Silverstone Classic built on the good work of the previous year to deliver a full-on weekend of historic and classic racing, supplemented by a dizzying array of off-track activities.

With a recorded crowd of 65,000 for the weekend, the event continued its climb back towards the 100,000 attendances of the 1990s before it was squandered during Silverstone's dark era under the control of Octagon.

There was much to enjoy this time around, with a typically mammoth race programme running across more than 12 hours on Saturday and nine hours on Sunday. Only an inappropriate Mini race spoilt a top quality line-up.

Star billing rightly remained with the 90-minute World Sportscar Masters race on Saturday evening and it was a stunning 44-car field that poured through Woodcote for the rolling start at 7.45pm. The action was relentless and the sight of historic racing maestros Simon Hadfield and Martin Stretton gunning their respective Lola T70 Mk3Bs side by side through Woodcote at 130mph was nothing short of sensational.

Eventually, the T70 of Jon Minshaw and Stretton fell foul of a fire extinguisher regulation during the pitstop and picked up a drive-through penalty, and it was the Nick Linney/Hadfield car that won as darkness fell. "I just had to keep pushing flat out all the time," said Linney, who drove a fine race to back up Hadfield's opening salvo.

A massive oil slick that pitched Nick Whale's McLaren M1 into the pitwall interrupted the WSM race and caused a long safety car period. And it was oil that was the talking point of the Woodcote Trophy, when Peter Neumark's Jaguar D-type blew its engine at Becketts. Million-pound cars went all ways, but thankfully there was no major damage and it was relative youngsters Gavin Pickering and Spencer Marsh who guided their D-type to victory over the Maserati 250S of Marc Devis and Anthony Reid.

Notable single-seater winners included teenager Mick Lyons who twice blitzed the Grand Prix Masters field in his Hesketh 308C. Meanwhile, the prolific Roger Wills scored a first major HGPCA victory at the wheel of his Cooper T51. Enrico Spaggiari won the second race in his T53 after Wills rotated, then recovered to second.

"I just love driving these cars," said Group C victor Chris Buncombe after guiding his Jaguar XJR9 to victory in the opening race. But Andy Purdie turned the tables on day two once his Nissan RC90K was back to full fitness.

With around 600 cars in action, the Silverstone Classic was a monster affair. But it was an overall success and the prospects for the weekend of July 23-25 2010 look even better. Ⓜ

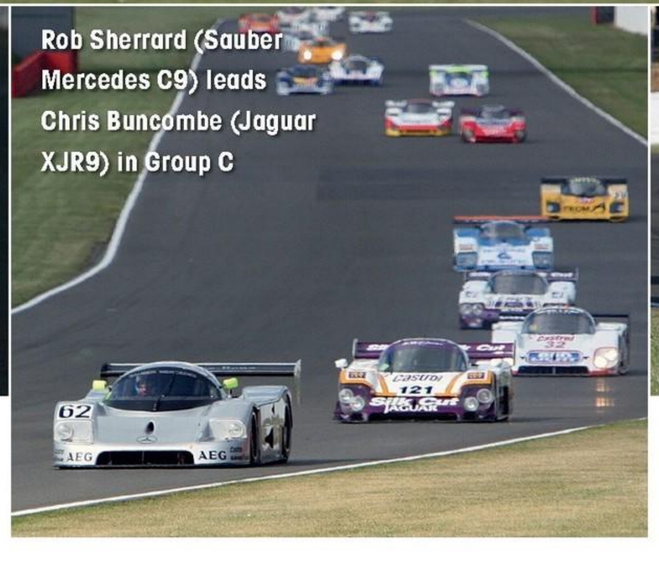


Jon Minshaw/Martin Stretton took E-type to Gentleman Drivers win



Chevron B8 lights up track in WSM

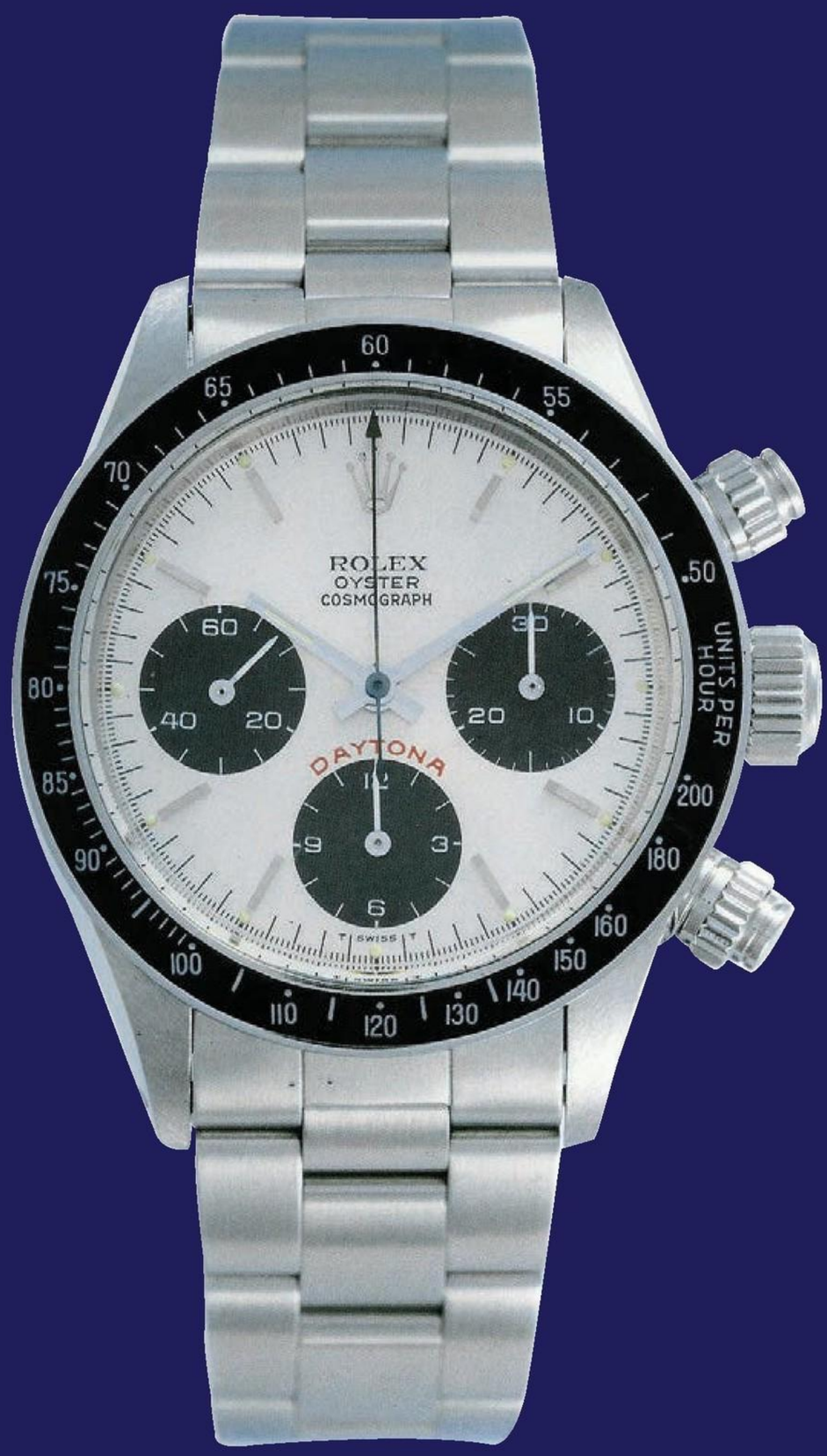
Paul Lawrence



Rob Sherrard (Sauber Mercedes C9) leads Chris Buncombe (Jaguar XJR9) in Group C



Richard Robinson's XK120 was a DNF in Production Jaguars



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Derek Hill in his father Phil's C-type at RM's Monterey sale

Darin Schnabel

Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– RM AUCTIONS –

Although total sales for RM's Monterey auction exceeded £20.8 million and 80 per cent of the lots sold, some of the 'star' cars failed to reach their estimates and change hands. The 1931 Miller V16 and the 1927 Miller 91 Rear Drive which we featured in the August issue reached only £336,372 (estimate: £370-610,000) and £232,447 (£250-400,000) respectively, while the 1968 Le Mans Chevrolet Corvette L88 Coupé and 1953 Ferrari 166MM Spider Scaglietti (both featured in the September issue) also failed to find new homes.

The ex-Phil Hill Jaguar C-type did sell, however, going for over £1.5m. These results are still unofficial, as *Motor Sport* went to press before any post-auction sales could be taken into account.

A 1950 Aston Martin DB2 Team Car – which is on the market for the first time in 53 years and has both Le Mans and Mille Miglia history – and a rare 1928 Rolls-Royce Phantom 1 'Jarvis Torpedo' have already been confirmed for RM Auctions' 'Automobiles of London' event on October 28. For a full preview of the sale see next month's magazine.

–MECUM–

Mecum can claim the accolade of 'most expensive car sold during the Monterey week' after the 1965 Shelby Daytona Cobra Coupé (chassis CSX 2601) went for £4,451,598.

– GOODING & COMPANY –

Gooding and Company had plenty of lots with competition history, many of which sold well. Although the ex-Chris Amon/Pedro Rodríguez 1969 Ferrari 312 did not find a new home, the 1967 Gurney Eagle Mk III sold for £134,678 and the 1960 Chevrolet Corvette 'Race Rat' Coupé went for £379,614.

– BONHAMS & BUTTERFIELDS –

While Bonhams also hosted a strong sale of cars, many of the lots which were expected to fetch large sums failed to reach their estimate.

The most publicised of these was no doubt the ex-works Hans Stuck 1939 Auto Union 'D-Type' V12 which reached a high bid of £3,977,610 but went no further.

Other important cars that suffered the same fate included the 1937 Bugatti Type 57S Coupé (high bid of £3.1m), the ex-George Follmer 1967 Vollstedt-Ford (£55,086) and the 1952 SIATA 208CS Berlinetta (£734,408).

Many bidders were keen to point out that the world was still in a recession and suggested that some of the estimates were just too high.

On a lighter note, some machinery did manage to bring cheering news for those selling: the ex-Sebring 1953 Porsche Roadster sold for an impressive £322,803 while the ex-works Sir Jack Brabham 1961 Cooper Climax T55 'Slimline' went for £130,970. »»»

FORTHCOMING AUCTIONS

■ **SEPTEMBER 5 WORLDWIDE GROUP,** Auburn Auction, Auburn, Indiana, USA *Tel: 001 800 990 6789*

■ **SEPTEMBER 8 BARONS** British Heritage, Classic and Collectors' Cars, Esher Hall, Sandown Park, Surrey *Tel: 02380 668413*

■ **SEPTEMBER 11/12 BONHAMS AND BUTTERFIELDS** America's Car Museum Sale, Tacoma, Washington, USA *Tel: 001 415 861 7500*

■ **SEPTEMBER 12 BONHAMS** Collectors' Motor Cars, Motorcycles and Automobilia, National Motor Museum at Beaulieu, Hampshire *Tel: 020 7447 7447*

■ **SEPTEMBER 12 OLDTIMER GALERIE** No-limit auction, Toffen, Switzerland *Tel: +41 (0) 318 196 161*

■ **SEPTEMBER 15/16 H&H SALES LTD** Collectors' Cars, Motorcycles and Automobilia, The Pavilion Gardens, Derbyshire *Tel: 08458 334455*

■ **SEPTEMBER 18 BONHAMS** Collectors' Motor Cars, Motorcycles and Automobilia, Goodwood Revival, Sussex *Tel: 020 7447 7447*

■ **SEPTEMBER 19 COYS** Inaugural United States sale, Houston Reliant Centre, Houston, Texas *Tel: 020 8614 7888*

■ **SEPTEMBER 19 OLDTIMER GALERIE** No-limit Auction, Toffen, Switzerland *Tel: 0041 (0) 31 819 6161*

■ **SEPTEMBER 23 BRIGHTWELLS** Classic Cars and Automobilia, Easters Court, Leominster, Herefordshire *Tel: 01568 611122*

■ **SEPTEMBER 24 DORSET VINTAGE AND CLASSIC AUCTION** Classic Cars and Related Automobilia, The Gartell Light Railway, Somerset *Tel: 01963 363353*

■ **SEPTEMBER 26 BONHAMS** Fine Vintage and Collectors' Motorcars, Reims, France *Tel: 020 7447 7447*

■ **SEPTEMBER 26 BONHAMS AND BUTTERFIELDS** Vintage New England Cars and Automobilia, Brookline, Massachusetts, USA *Tel: 001 415 861 7500*

■ **SEPTEMBER 26 RM AUCTIONS** Classic Cars, Peterson Automotive Museum, Los Angeles, USA *Tel: 001 519 352 4575*

■ **OCTOBER 3 COYS** Classic Collectors' Cars and Related Automobilia, Ascot, Berkshire *Tel: 020 8614 7888*

■ **OCTOBER 7-10 BARRETT-JACKSON** Las Vegas Auction, Mandalay Bay Resort and Casino, Nevada, USA *Tel: 001 480 663 6255*

■ **OCTOBER 9 RM AUCTIONS** Vintage Motor Cars of Hershey, Pennsylvania, USA *Tel: 001 519 352 4574*

Cars for Sale

– BONHAMS –

Items from Brawn GP, including Jenson Button's 2006 Honda RA106, fetched £300,000 at Bonhams' July sale at the Silverstone Classic, while several Jaguar Heritage Trust cars went for £261,000. Also in July the sale of the Ward Brothers' Reserve Collection reached in excess of £2m, including an 1896 Benz Victoria which went for £221,500. Bonhams has now signed up to internet site Twitter. The auction house will be 'tweeting' press releases, links to its online catalogues and articles from its magazine. Find them at www.twitter.com/bonhams1793.

– ROLLS-ROYCE MUSEUM –

Hans-Günther Zach is selling his Rolls-Royce museum which comprises 24 Rolls-Royces, three Bentleys and 50 pieces of antique furniture. Bids are being taken now until September 15 and offers of over 5m euros are being invited. The collection includes the 'Star of India', a 1934 Phantom II 40/50 HP Continental All-Weather Convertible for the Maharaja of Rajkot.

Please contact Mr Zach on zach@hg-zach.de or 0049 (0) 6108 73282.



– H&H SALES LTD –

The Cheshire-based auction house set a new world auction record price in its July 22 sale with a 1961 AC Ace 2.6 which went for £209,000 – the most expensive car of its kind ever sold. The ex-London Motor Show car (above) sailed past its estimate of £140-180,000 and takes H&H's sales for the year up to £4.5 million. The July auction grossed more than £1.1m.

– COYS –

Coys is expanding its operations into the United States with the sale of a private collection of cars in Texas. The auction, which will include more than 230 vehicles, takes place on September 19.

Around the dealers

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AUCTION RESULTS

JULY 18 BONHAMS
- 1896 Benz 5hp Victoria £221,500
- 1899 Panhard-Levassor Type M2F 6hp Wagonette £122,500

JULY 22 H&H SALES LTD
- 1961 AC Ace 2.6 (1961 London Motor Show Car) £209,000
- 1926 Bugatti Type 23 'Brescia Modifié' £148,500

JULY 25 BONHAMS



- Ex-Jenson Button 2006 Honda RA106 £46,600
- Ex-Button 2004 BAR-Honda 006 £31,050
- Ex-Rubens Barrichello Honda RA106 £23,575
- Ex-Jacques Villeneuve/Olivier Panis 2001 BAR-Honda 003 £62,000
- Ex-Button/Villeneuve/Takuma Sato 2003 BAR-Honda 005 £14,375

AUGUST 1 RM AUCTIONS
- 1935 Auburn 851SC Boattail Speedster £278,700
- 1971 Dodge Challenger Indy 500 Pace Car Convertible £15,200

AUGUST 7-9 COYS
- 1987 Porsche Kremer Kenwood 962 £444,980
- 1976 Ralt RT1 £22,391

AUGUST 14 BONHAMS AND BUTTERFIELDS
- Ex-works, Sir Jack Brabham 1961 Cooper Climax T55 'Slimline' £130,970
- Ex-Sebring 12 Hours 1953 Porsche Roadster £322,803
- 1933 Duesenberg Model J Torpedo Convertible Victoria £879,759

AUGUST 14/15 RM AUCTIONS



- 1955 Aston Martin DB3S £1,210,612
- Ex-Phil Hill 1952 Jaguar C-type £1,546,893
- 1935 Duesenberg Model SJ £874,000
- 1973 Ferrari 365 GTB/4 Daytona Spider £537,914

AUGUST 16 GOODING AND COMPANY
- 1958 Ferrari 250 GT LWB California Spider £1,652,875
- 1967 Gurney Eagle Mk III £134,678
- 1966 Gerhardt-Offy £70,406
- 1964 Dean Van Lines Roadster £141,424
- 1985 Lola T900 Indy Car £57,243
- 1960 Corvette 'Race Rat' Coupé £379,614
- 1954 Ferrari 500 Mondial Series 1 £857,193
- 1962 Ferrari 250 GT SWB California Spider £2,847,107
- 1954 Aston Martin DB2/4 Competition Spider £581,917

FOR FULL AUCTION LISTINGS AND RESULTS VISIT www.motorsportmagazine.co.uk

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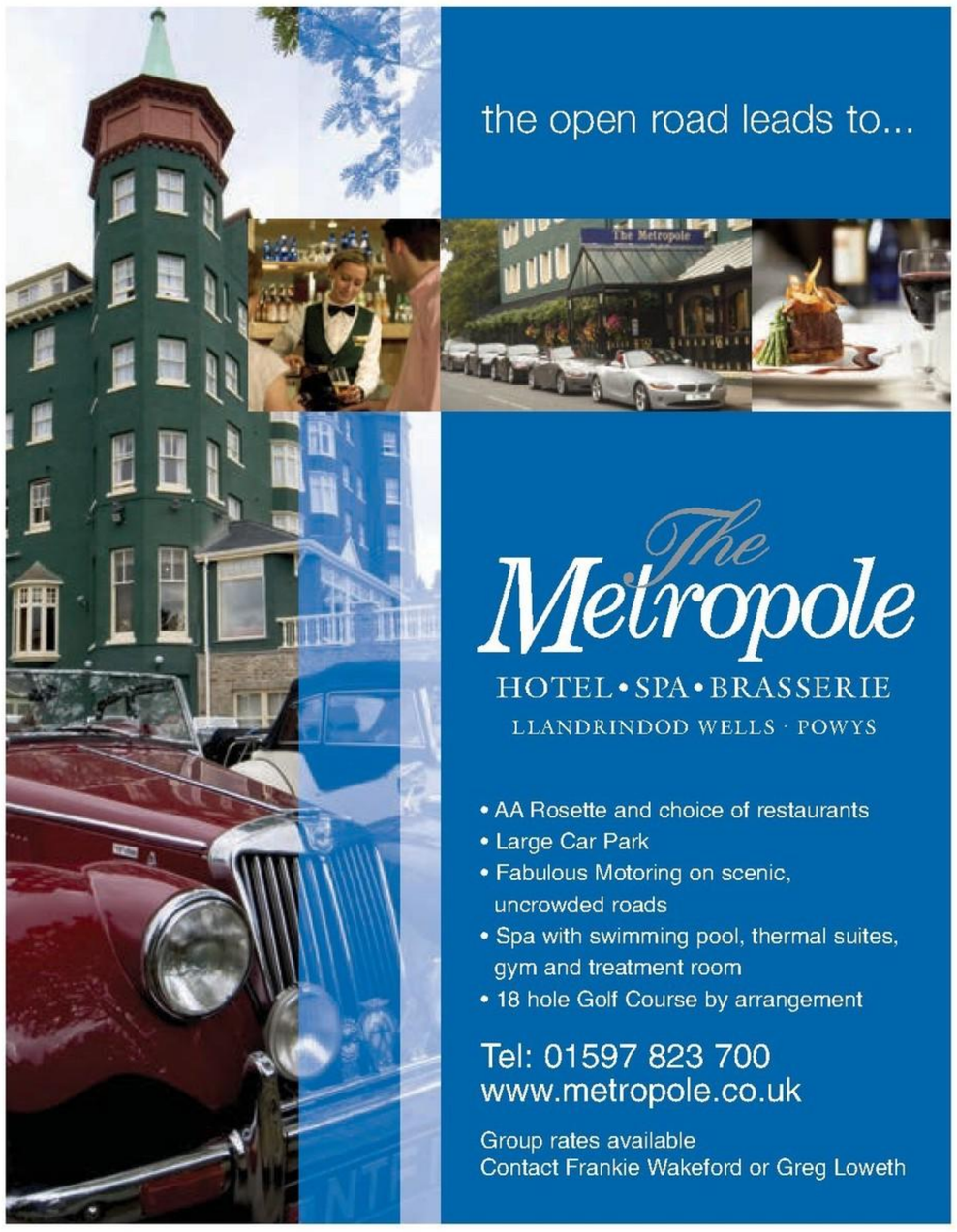
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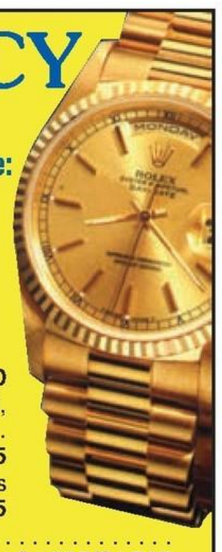
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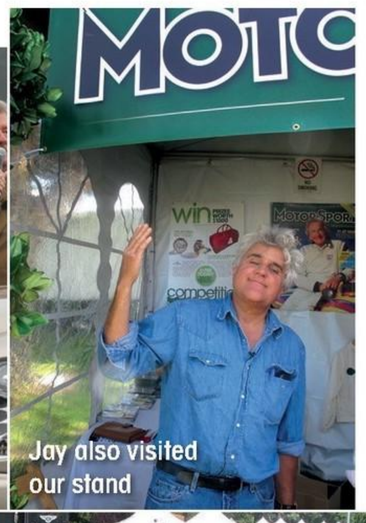
Louisa Skipper's DIARY



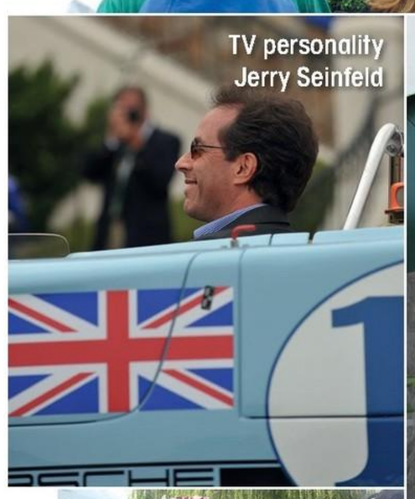
Jon Shirley's 1957 Ferrari 250 Testa Rossa was best in show at Carmel



Arnold Schwarzenegger and Jay Leno as auctioneers



Jay also visited our stand



TV personality Jerry Seinfeld



Guest editor Sir Stirling Moss at our stand



Brian Redman and Murray Smith



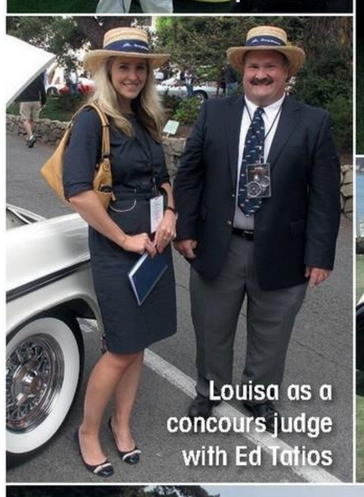
Bobby Rahal and *Motor Sport* MD Juliet Parker



Bob Lee's Alfa Romeo 8C 2900B took top honour at Quail Lodge



Derek Bell fields questions



Louisa as a concours judge with Ed Tatios



Simon and Pearl Taylor in their Derby Bentley



The new Bentley Mulsanne on show at Pebble Beach

PERFECTION ON THE PENINSULA

The historic festival on the Monterey Peninsula began with the Carmel-by-the-Sea Concours and concluded at the Pebble Beach Concours d'Elegance, with so much packed in between.

Over 200 rare historic cars lined up in Carmel, where I was an honorary judge. Jon Shirley's 1957 Ferrari 250 Testa Rossa won best in show.

Gordon McCall's annual Motorworks Revival party kicked off a week of stylish functions, featuring Morgan, Porsche and Rolls Royce. Meanwhile, at the Quail Lodge Motoring Gathering, *Motor Sport's* stand drew a crowd when Sir Stirling Moss, who would be driving a Lola Mk1 at the Laguna Seca race meeting, came by to say hello. We also presented Derek Bell with a *Motor Sport* jacket at the event which celebrated 50 years of the Daytona Motor Speedway and 30 years of the BMW M1.

Motor Sport then attended the Rolex drivers' dinner, where David Donohue was honoured for his Daytona 24 Hours victory earlier this year.

Bentley was the featured marque at the Pebble Beach Concours d'Elegance. TV's Jay Leno led an exciting charity auction with Arnold Schwarzenegger for one of *The Terminator* star's leather jackets, which raised over $30,000. Robert M Lee won his second concours award of the week, with his 1937 Horch 853. His Alfa Romeo 8C 2900B had also claimed the honours at Quail Lodge.

Jaguar XK120

The quintessential Jaguar – it looked the part, it had the performance and it spawned the C and D-types. Needless to say, the XK120's legacy lives on

BY RICHARD HESELTINE



Time spent away from racing clearly hasn't blunted his competitive edge. National racing legend Dave Coyne, the man who yo-yoed between junior formulae for much of the 1980s, was a surprise entry for July's Silverstone Classic. A surprise in that the 50-something should be enjoying his comeback aboard a Jaguar XK120 (right) rather than a more customary single-seater. But there he was, making what had been a road car until four weeks prior to the race go faster than ever seemed feasible. Right up until the point it caught fire. But as our hero emerged from the self-immolating classic, he was all smiles. "It's a lot faster than you might think, and you have to work at it that much more than with a modern car, but it's great fun!"



"You have to work at the XK120, but it's great fun!"

DAVE COYNE

Which just about sums up the Jaguar XK120. The fact that there was a stand-alone XK race at the meeting is equally illuminating. Whether it was storming an Alpine rally stage in the 1950s or a ModSports 10-lap clubbie in the '70s, this charming throwback has been a motor sport constant since its inception more than 60 years ago. The XK120 remains the quintessential post-war British sports car.

As we all know by rote, the XK Open Two-Seater Super Sports (as it was called originally) caused a seismic impact when ushered in at the 1948 Earls Court Motor Show. The world's media launched into a sea of purple gush, eulogising over its beauty and the promise of its other-worldly performance. Yet marque principal William Lyons didn't foresee the car having a future – the XK was a rolling laboratory, a test bed, after all. It wasn't intended for volume production, yet demand for Jaguar's brave new baby was such that the penny number coachbuilt approach just wasn't going to cut it. After the first 239 cars had been completed, the hand-beaten aluminium bodies (over laminated ash frames) made way for pressed-steel items (with ally doors, bonnet and bootlid skin). And even then, demand outstripped supply by a considerable margin.

All of which is easily explicable. Priced at a mere £998, there was nothing approaching its specification or performance – all-alloy double-overhead cam in-line 'six'; the '120' part of the nomenclature intended to signify ultimate velocity – for the money. For the same outlay, you could own a Lea-Francis 14hp Sports, which for all its virtues somehow didn't have quite the same allure. The XK was swanky, sexy and elegant, all at the same time.

And the Jaguar really was a stylistic triumph. Beauty arbiters routinely cite the XK120 as being one of the greatest feats of automotive artistry ever perpetrated, and yet it would be fair to say that the outline wasn't entirely original. Certainly Lyons had a great eye, but he wasn't a designer. Not really. By most accounts he couldn't draw particularly well, and like most of the greats worked principally by instinct, often being partnered by a young apprentice draughtsman while fashioning full-scale ideas until he was absolutely satisfied.

The future knight's real talent was his ability to strip-mine the good bits from other cars and then improve upon them, this magpie approach being all too obvious with the XK: the silhouette bore more than a passing resemblance to the Touring-bodied BMW 328s that ran in the 1940 Mille Miglia. Not that a single line was directly cribbed, you understand, just processed and refined. With an engine that by itself was a work of art, an aircraft-like cabin and motor launch-esque windscreen, there was nothing else quite like it. Thing is, Lyons apparently rustled up the XK120 outline in just a fortnight: no committees or customer clinics for him.

The XK120 (X for experimental, K the sequence of engine design designation) is hugely important in marque lore – in motor sport



J Boshier in XK120 at BARC Members Meeting, Goodwood '51. Below left: G P Denham-Cookes in '52 Scottish Rally action. Below right: first race at *Daily Express* meeting, Silverstone '49

All images LAT

history as a whole – because it put the Coventry firm on the map as an international player. Sure, Lyons' creations had tasted competition success before – witness Jack Harrop's victories for the SS100 on the 1937 and '38 RAC rallies – yet the breadth of the XK's achievement far outstripped that of even purpose-built racing machinery.

Predictably, a number of aluminium-bodied examples found their way into the motor sport fraternity, the likes of Leslie Johnson, Peter Walker, Clemente Biondetti, Tommy Wisdom and Ian Appleyard being among early adopters. The latter – Lyons' son-in-law – in particular heaped glory on the Coventry firm, famously taking an International Alpine Rally hat-trick from 1950-52 along with RAC and Tulip Rally honours in '51 aboard 'NUB120', the sixth of six pre-production cars. In sealing his third straight Alpine triumph, Appleyard also became the first ever recipient of a Coupe des Alpes en Or award. Add in Stirling Moss's triumph on the 1950 Tourist Trophy at a sodden Dundrod – on the eve of his 21st birthday – along with strong Le Mans showings (if not necessarily finishes), and the model's blue-chip status as a sports car legend was already a given.

All of which was further underlined once the fixed-head coupé variant broke cover in ➤➤➤



"I RACED ONE"

BARRIE WILLIAMS

This effervescent veteran is a confirmed XK120 fan irregardless of the weather…

"I first drove Dick Skipworth's ex-Ecurie Ecosse car – the only one of its kind left, I believe – at Donington for an XK-only race in 2004. It was like being entrusted with a Rembrandt but I remember the drum brakes were only good for two laps. It was great fun, though, and I did a lot of out-braking, if not always intentionally.

"Since then I've driven Dick's other car on quite a few occasions. It's much more standard than some of the other XKs out there and has the most wonderful character. Of course, by modern standards they're not very sophisticated, but you can surprise much more modern cars with a sorted one.

"Anyway, I suppose my best ever drive in Dick's car was the BRDC Historic Sports Car race at Silverstone in 2006. We shouldn't really have had a shot at winning as there was some really powerful kit out there; real racing cars including a Maserati 300S. But it bucketed down and I'm quite happy driving in the rain – it doesn't bother me. The car really suited the conditions and rain is always a great leveller. Well, I had the *most* fun and beat them all, with Graeme Dodd finishing second in his Cooper Monaco. Dick is still racing the car and I'd love another go."

the spring of 1951 (followed by the drop-head coupé two years later). While the world's supply of superlatives had seemingly been exhausted with the roadster, the closed edition had a different, more urbane agenda: it was an honest-to-God *gran turismo* in the truest sense. Here was a car intended for high-speed travel over epic distances in saloon-like comfort rather than for back road jollies.

A point that was hammered home in August 1952 when Leslie Johnson – who had finished fifth on the 1950 Mille Miglia in his privateer XK120 roadster – embarked on a seemingly impossible mission. Having already broken two long-distance records – averaging 107.46mph for 24 hours in 1950 with Stirling Moss, and then 131.83mph over one hour a year later – he set about averaging 100mph for an entire week. Armed with the second right-hand-drive XK120 coupé ever made, one with few modifications save for extra spotlights, a supplementary fuel tank and a two-way radio, his was a bold bid. The sometime GP driver took to the banking at L'autodrome de Linas-Montlhéry, with Moss, Jack Fairman and Bert Handley also on the roster, and together they lapped the circuit more than 12,000 times for 168 hours and achieved Johnson's goal by averaging 100.31mph. The all-British equipe left France with five new class records and also trousered a further four world records while they were at it.

So it's little wonder that the likes of Moss, Mike Hawthorn and Ian Stewart used coupés as their road transport. They were among elite company as only 152 cars stayed in Blighty with a further 2500 or so being earmarked for export. With the arrival of the plumper XK140 in 1954, the bloodline would continue, the even bigger-boned XK150 appearing in '57 and only ousted by the arrival of the E-type in '61. Though arguably better cars in some areas, the purity of line was lost as they appeared a mite more *brassy*: more bullet bras and sculptured blonde coiffage than demure sophistication if you will.

Since then, the XK has been a staple of British club racing, be it Dave Preece's Oldham & Crowther 'silhouette' car demolishing all comers for much of the '70s, or more recent epic battles throughout the order in the hugely popular Jaguar Enthusiasts' Club XK Challenge (now run alongside the Masters Racing Series). Eligible for everything from the Mille Miglia retrospective to other pan-European stand-alone meetings, the XK120 also represents one of the cheaper ways of competing at a high level internationally.

Cheaper if not necessarily cut-price, according to experienced XK racer and car builder Ian Mills of Twyford Moors: "If you were to start from scratch using a standard road car, you could easily spend £100,000 and more. The engine alone could account for £10,000. It's cheaper to buy a car that's already been done properly or just enjoy racing what you have and uprate the car as and when you can afford it. You can get 300bhp out of an XK, but even in lightly tuned form you can surprise a lot of people. You can get an XK to go very, *very* quickly indeed without making too many changes. And the weight distribution is better than on later XKs as the engine is mounted further back. It's also that bit lighter, too. Really, an XK120 a great car for hillclimbing, club racing and just enjoying yourself."

And you will enjoy an XK120. Though almost pre-war in make up, you'll be surprised at how much ground you can cover in even standard form, at the sort of speeds unthinkable in anything from the same era other than the most rarefied exotica. That the XK120's enduring straight-six would outlive the car that first bore it by more than 40 years is remarkable. That it powered everything from Le Mans winners to military hardware, world-beating saloons to powerboats, is clear evidence of the genius of those who conceived it – Claude Baily, Walter Hassan and Bill Heynes.

But more than that, Williams Lyons' capacity for understanding mass appeal without trading integrity was without equal: the XK120 had substance below the surface flash. He just didn't do formulaic box-tickers. Then there was his willingness to use motor sport as a platform for advancing the brand on the global stage. It's hard to escape the gravitational pull of the XK120's trackside legacy – without it there'd be no C or D-type. A state of affairs that is frankly too horrible to contemplate. Ⓜ

ONE TO BUY

JAGUAR XK120 – £245,000

From: JD Classics Ltd, 01621 879579 www.jdclassics.co.uk



With period Goodwood racing history, this very attractive roadster has more recently been restored and uprated by well-known specialist John May to 'touring specification'. Running a 3.8-litre engine, five-speed 'box, rack and pinion steering, disc brakes, custom-made stainless exhaust (with copper tail pipes), limited-slip diff and adjustable pedals, it's patently a road car although it would be eligible for historic events if returned to original race configuration. The car is finished in Aston Martin Racing Green with matching green leather upholstery and features a D-type-style dashboard and bucket seats. Included in the sale are period images of the car racing in the 1950s.

OTHERS TO CONSIDER



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Sturdy, much cheaper than an XK and with period rallying and Le Mans pedigree.



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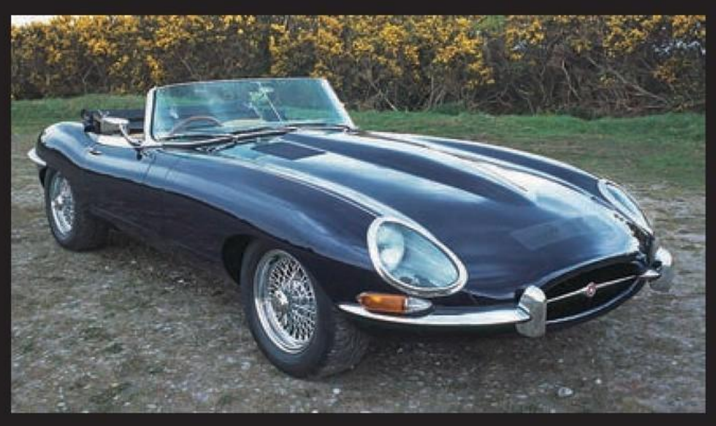
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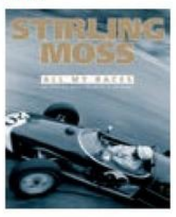
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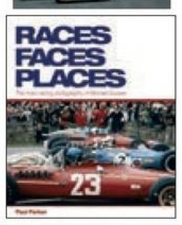
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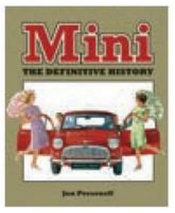
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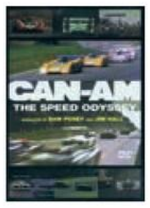
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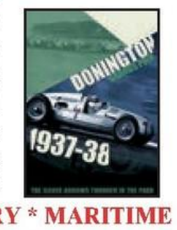
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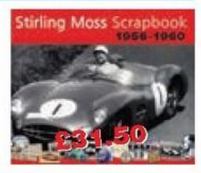












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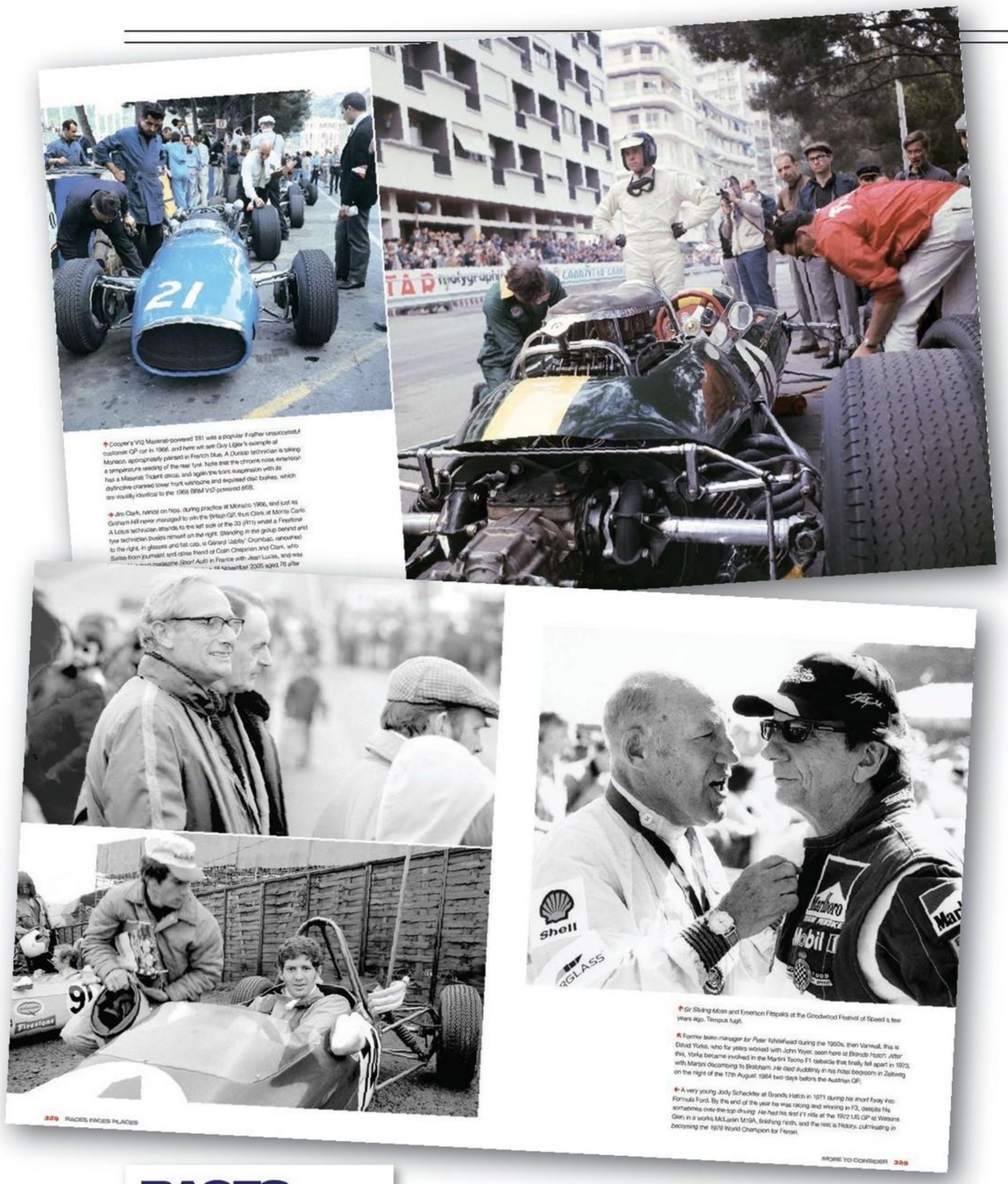
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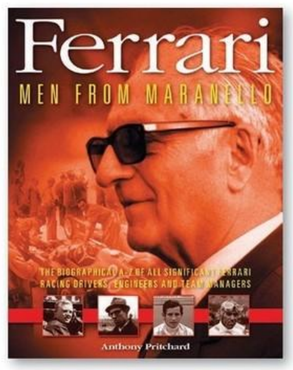
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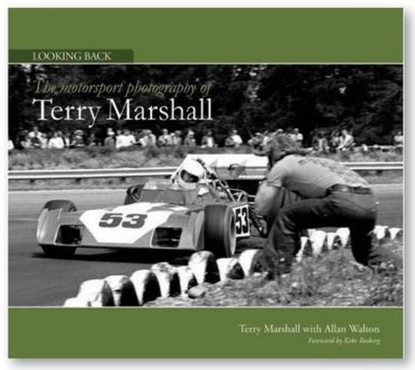
FERRARI
MEN FROM MARANELLO
ANTHONY PRITCHARD

As it says on the cover, this latest addition to the bulging Ferrari shelf offers a 'biographical A-Z of all significant Ferrari racing drivers, engineers and team managers'. But that's only part of the story.

The biographies, from Andrea de Adamich to Ugo Zagato, vary in length, but offer plenty of facts about both the familiar and obscure. It'll be a useful reference tool.

But among the nine appendices, which take up a whopping 76 pages of this 380-page book, is the real gem: an interview with Romolo Tavoni, secretary and team manager from 1957-61. Here, he talks about being punched by Jean Behra (see Nigel Roebuck's feature last month) and being sacked for criticising Enzo Ferrari's demanding wife, Laura. Pure gold. **DS**

Published by Haynes,
ISBN 978 1 84425 414 9, £35



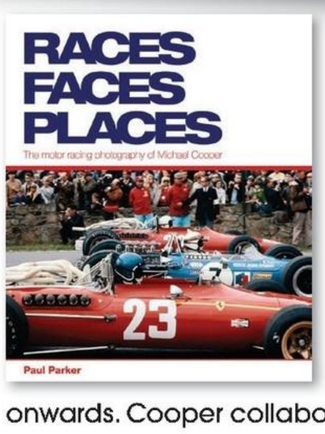
LOOKING BACK
THE MOTORSPORT PHOTOGRAPHY OF TERRY MARSHALL
TERRY MARSHALL
WITH ALLAN WALTON

This book celebrating the motor sport photography of Terry Marshall offers a wonderful black and white window into racing in New Zealand during the late 1960s and '70s.

There are contributions from Keke Rosberg, Chris Amon and Sir Jackie Stewart, but it's the variety of images in the 230-odd pages that really capture your attention. The Tasman Series, Formula 5000, Formula Pacific and '70s Tin-Top Saloon cars – they're all in there.

While some of the images are less than perfect and the subjects a little obscure if you aren't a connoisseur of New Zealand racing during this period, the book is still tremendously appealing for its ability to capture the atmosphere, people and machinery of the era. **EF**

Published by HarperCollins,
ISBN 978 1 86950 757 2, $49.99



RACES, FACES, PLACES
THE MOTOR RACING PHOTOGRAPHY OF MICHAEL COOPER
PAUL PARKER

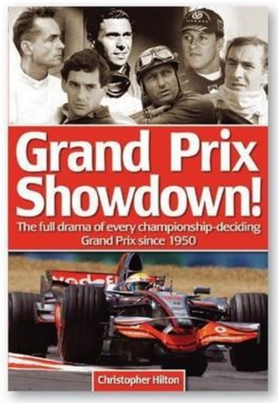
Michael Cooper, who died in 2005, was one of racing's great snappers, and this large volume offers a healthy serving of his work from the 1950s onwards. Cooper collaborated with Parker on a previous book, *Sixties Motor Racing*, so it's appropriate that the latter is in charge here. This time the angle is wider, and Parker notes that he has included shots Michael might not have approved of technically, because there's an interesting story behind them.

There are reminiscences of Cooper from people who knew him (Michael Turner recalls punching him!), but the bulk of the book is simply pictures with informative captions in which Parker combines observant detail with deadpan humour and personal tales. Who knew Masten Gregory kept a pet bush baby?

It's not just the races: because Cooper was so close to the British teams he was there during prototype testing sessions or at the various workshops while the cars were being assembled. Since everyone stayed at the same hotels he could also catch the drivers off-duty – Graham Hill filming races, Bruce and Denny gnawing chicken legs, Moss feeding his dog. And lovers of background atmosphere will enjoy shots of paddocks, transporters and anxious mechanics.

Cooper also had a career photographing celebrities, so don't be surprised to trip over Diana Dors, Roger Moore and James Garner making *Grand Prix*. The largish format gives the pictures breathing room, and repro quality is good. **GC**

Published by Haynes, ISBN 978 1 84425 508 5, £40



GRAND PRIX SHOWDOWN
THE FULL DRAMA OF EVERY CHAMPIONSHIP-DECIDING GRAND PRIX SINCE 1950
CHRISTOPHER HILTON

As the title suggests, this second edition of Hilton's work, first published in 1992, charts the story of every championship-deciding Grand Prix since 1950.

Spurred on no doubt by the quite extraordinary 2008 Brazilian GP, where Lewis Hamilton won the title on the last corner of the last race, this new work offers a thoroughly enjoyable if sometimes flowery read.

There are few details missed in the accounts of all the deciding races, but don't expect too much of a back story to the drivers' lives and careers. Having said that, if you're looking for a page-turning read which will keep you gripped and take you storming through the past 60 years of Formula 1 racing, then you'll struggle to find any better. **EF**

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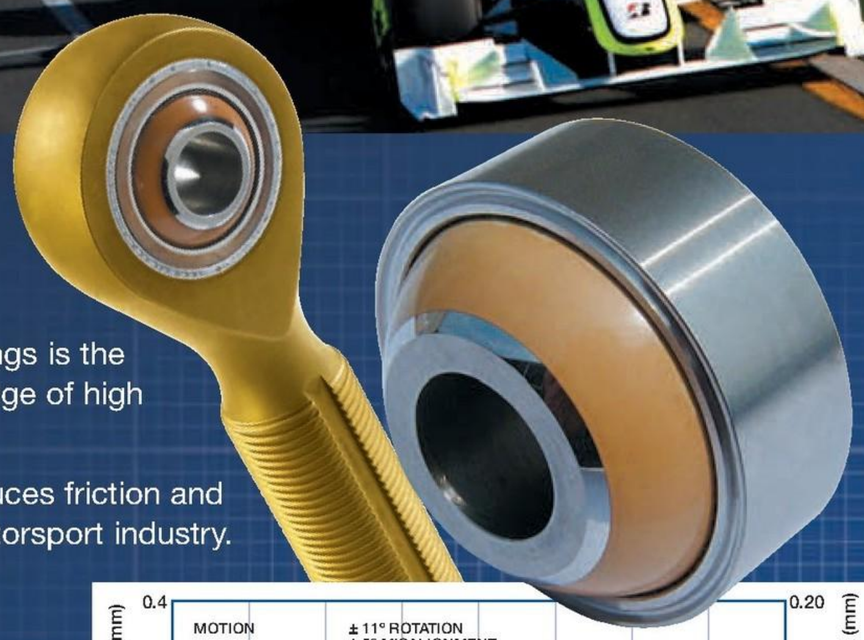
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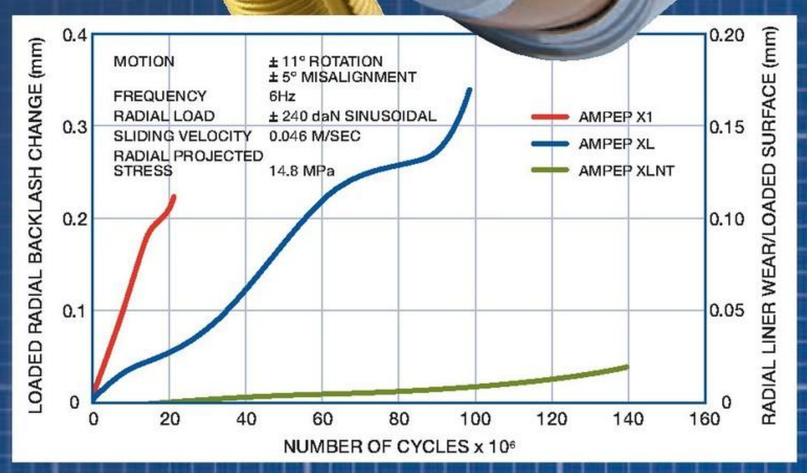
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YOU WERE THERE

This month we visit Croft in its 1970s heyday, before travelling back to the 1950s for half-litre action from Brands Hatch





1 2





3 4 5



PAUL VICKERS

Mr Vickers has taken thousands of photos at Croft, and says: "I hope to put together a book for its 50th anniversary in 2014." {1} A youthful Max Mosley watches over Helmut Kelleners' March 707, which won at 1970 International Trophy – beating a Porsche 917! {2} Jim Price (left) drove DFVW to third in Special Saloons at '81 Easter meeting. {3} Gerry Marshall (pointing) swaps notes with Doug Niven (in blue) after 1970 saloon race. Marshall's Viva beat Niven's Ford Escort Twin Cam by 1.6sec. {4} Dave Walker, in works F3 Lotus 69, meets some fans in '71, before {5} joining front row for F3 final with Ulf Svensson (Brabham BT35) and Barrie Maskell (Chevron B18). {6} Jim Crawford used Toleman TG280B to lower Croft lap record to 58.9sec shortly before the track closed in '81.

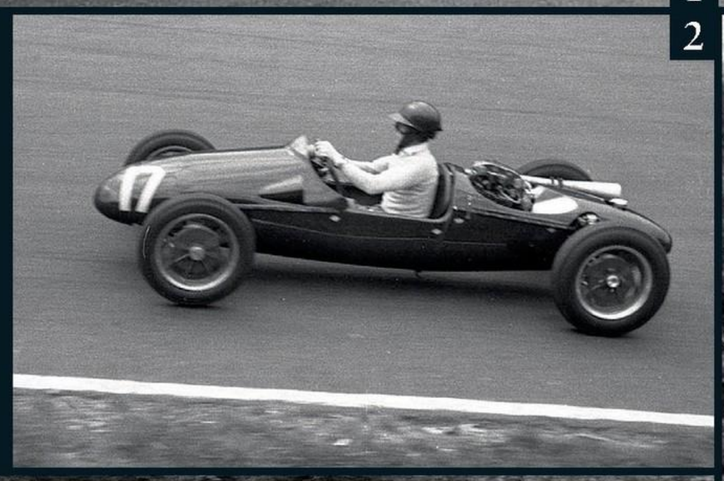


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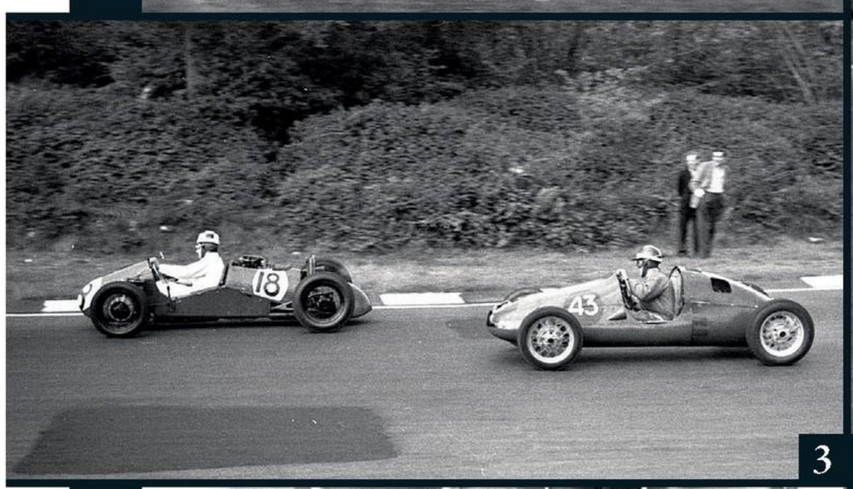
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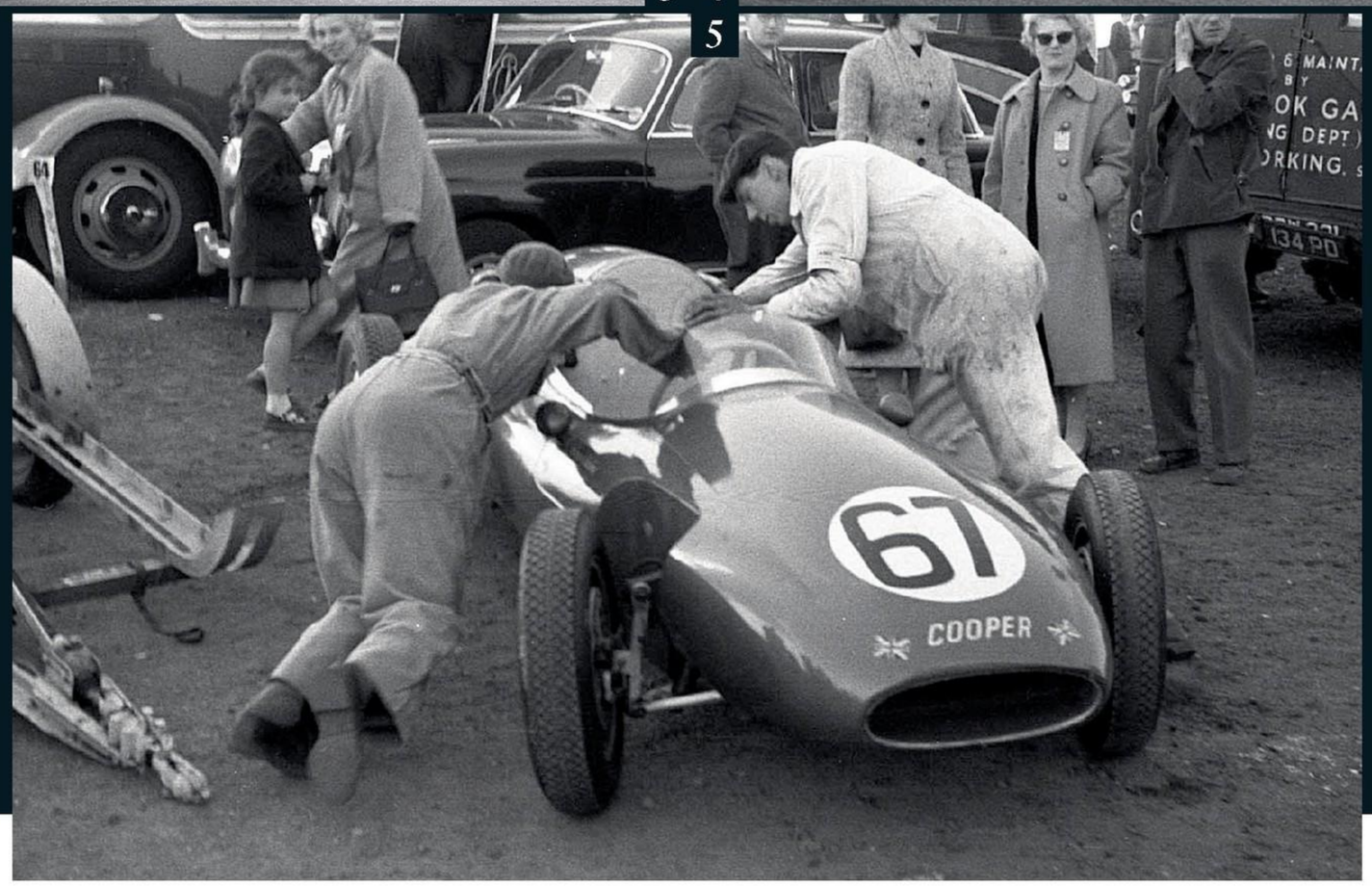
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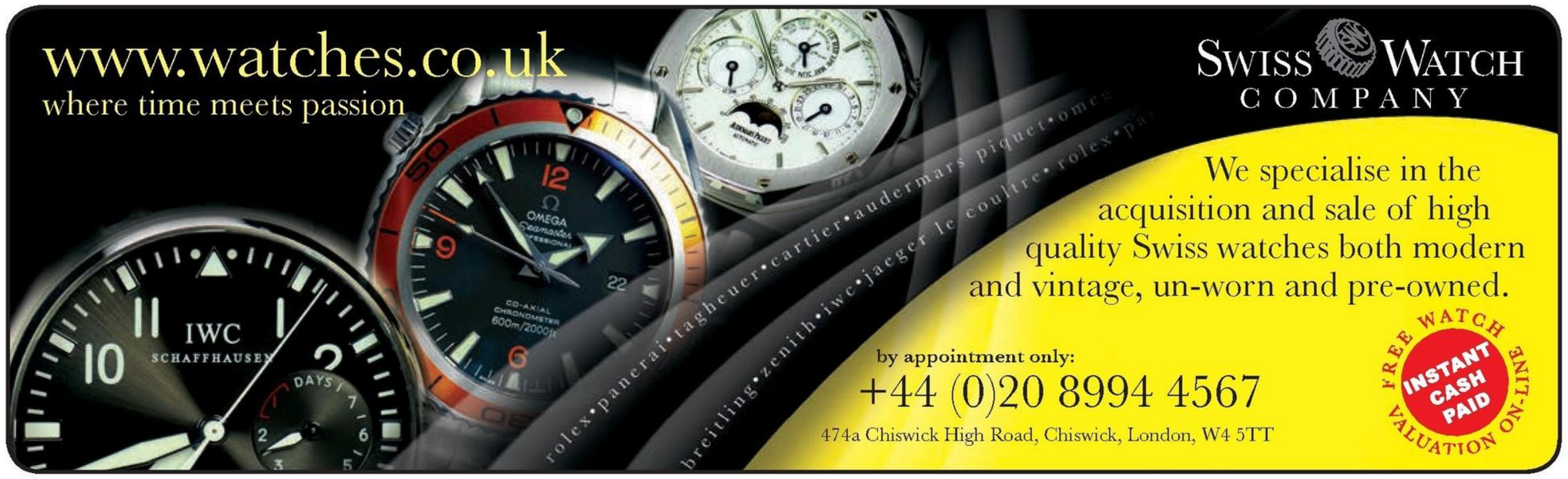


3 4 5



KEN TAYLOR

Mr Taylor is critical of his own efforts – he says "I learned early on it was cheaper and better to go and buy *Motor Sport* and get real photos!" But we liked these shots from a meeting at a tree-lined Brands Hatch in May 1957. "The lack of crowds allowed me to move around a bit," Ken recalls. {1} & {4} A gaggle of 500s sprint up from Paddock Hill Bend through Druids. {2} TH Shaddick took his Cooper-Norton to second in one of the heats. {3} BA Howard's Comet-Norton (18) leads M Trackman's JBS-JAP. {5} George Wickens won an F2 heat and the final in 1.5-litre Cooper.





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Doug Nye



Moss outdrove and outfoxed his rivals in Rob Walker's Cooper-Climax at Buenos Aires in '58

LAT

STIRLING'S FINEST DRIVE? AYE!

Britain's favourite racer overcame gearbox woes and a scratched cornea to score the first major win for a rear-engined car

As Stirling Moss's 80th birthday is upon us (upon him?) spare a thought for one of his exploits which I feel is too often submerged by tales of his derring-do in the Mille Miglia, or in Formula 1 at Monaco and the Nürburgring. The one he seems to downplay as a great personal driving performance – and yet which had immense historical significance – is his win in Rob Walker's little 1960cc Cooper-Climax in the 1958 Argentine Grand Prix.

This is the race which had been added indecently late to that year's World Championship calendar, and for which Stirl's contracted team patron, Tony Vandervell, refused to make any Vanwall entries. His reasoning was that the FIA had accepted the race too late. His people were also deep in the process of converting their engines from burning methanol fuel mix to using AvGas as required by the new year's regulations, and that at such short notice the cost and simple 'embuggerance' of shipping his cars some 10,000 miles south to Buenos Aires was unacceptable.



GP Library

Moss nurses injured eye as then-wife Katie chats to Horace Gould

Consequently our hero found himself without an Argentine GP drive, until Rob Walker offered his freshly-enlarged little Cooper-Climax. Stirl sought and received Old Man Vandervell's blessing to drive it in Vanwall's absence, and by racing non-stop in contrast to Ferrari's mid-race refuel and tyre change, Moss scored the first-ever Formula 1 World Championship Grand Prix victory for a car mounting its engine behind the driver.

Stirl's drive that day was an epic of tactical ingenuity and tyre-managing delicacy of touch. But there were only 12 starters, and he lay third in the opening laps until the little Cooper's gearbox jammed in second. "I did almost a complete lap like that... I was just about to pull into the pits when suddenly it freed... one of the luckiest breaks I ever experienced, a virtual miracle. The clutch had broken and there was an interlock system which was only opened by putting out the clutch. When the clutch broke the car was locked into second gear but somehow – by sheer providence – a stone had flown up and jammed under this mechanism and opened it for me. It was incredibly lucky."

Stirling regained third place, passed Mike Hawthorn's Ferrari for second and when Fangio's Maserati stopped to refuel the blue Cooper took the lead. Fangio then lost pace which eased the pressure on Stirl and his Continental tyres which Rob Walker had opted to use instead of Dunlop, "because they were not playing ball on success bonuses and I thought this would gee them up..."

Stirl recalled: "To lull the opposition, my mechanic Alf Francis made a great display of preparing fresh tyres for me in the pits. But of course any stop with our bolt-on wheels would have killed any chance we had of winning..."

Ferrari's finest thought so too, and sat back to await the inevitable Cooper stop. But it never came. Stirl instead could see the white canvas showing through his diminishing tyre treads as the rubber scuffed away, but he drove on – seeking the oiliest parts of the track to limit wear but tensed all the time for a half-expected tyre burst. That didn't happen either, and

he ultimately won by 2.7 seconds, from Luigi Musso's Ferrari 246.

It had been an epic, but what makes it even more special is the fact that the Walker team that weekend in Buenos Aires was tiny – just four people: Moss, his then-new first wife Katie, Alf Francis and Australian second mechanic Tim Wall. And that was it. Walker was on the end of a telephone, 10,000 miles away. And what's more, first practice had ended for them when the Cooper's gearbox drain plug had fallen out. The Citroën-based 'box was already the Cooper's Achilles heel without running it dry. Then later that day Stirl and Katie were larking about when she accidentally stuck her finger in his eye, and the nail scraped 4mm off his cornea. "It hurt like hell!" A local doctor patched him up, but on the Saturday he drove only three more practice laps, finding his vision badly blurred. The doc assured him it would be five days or more before his vision was back to normal – yet next day he won the Grand Prix. Some blokes make history – the rest of us just read about it.

The interesting sidelights here are that Tony Vandervell had made it plain that he would protest the Argentine GP's late inclusion in the 1958 World Championship calendar, challenging its status as scoring championship points. Once Stirling and Cooper had won the race, The Old Man withdrew the protest. Whether he would he have done so had the winner been Hawthorn, or another Ferrari driver, is an interesting question. One to which the answer could have meant defeat for Vanwall in the Formula 1 Constructors' Championship, which it ultimately won. With Cooper's help...



GP Library

A show of strength from today's GP cars

The appallingly tragic death of young Henry Surtees, and within days the injury suffered by Felipe Massa, have concentrated renewed attention on motor racing safety. One can appreciate the notion that even such freakish events as these should demand examination to avoid a repeat, but for many there's the feeling that all highly-kinetic sports are by definition dangerous, and that not every risk can possibly be erased. But one can only marvel at the enormous strides that have been made in protecting racing drivers from injury.

In the 2001 Belgian GP when Luciano Burti's Prost speared into a tyre wall head-on at something like 140mph everyone expected the very worst. Yet the front end of the car survived remarkably intact and the Brazilian emerged without serious injury, though the recommendation that he sit out the rest of the season put paid to his frontline career. Similarly, the front end of Massa's Ferrari F60 survived its c120mph head-on impact in Hungary scraped and battered, each front suspension plucked back but preserving its driver without further substantial injury.



LAT

In 2001 Burti's Prost survived high-speed impact; in '27 de Courcelles' Guyot Speciale disintegrated

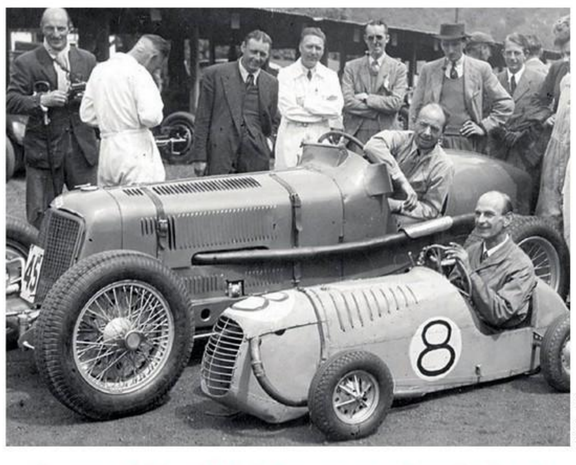
Spooling back through time, one finds the most devastating race incidents which totally destroyed cars and killed drivers at much lower speeds. Inevitably one is not comparing like with like, for there can be no parity between a direct hit upon a tree in the 1920s or '30s and rocketing into a relatively yielding four-deep tyre wall in the 2000s.

Way back in 1927 a Formule Libre race was run in support of that year's Grand Prix de l'ACF on the wonderful artificial road circuit at Montlhéry. Gerard de Courcelles, who won the 1925 Le Mans race, ran out of luck that day. He lost control of his ex-Indianapolis Guyot Speciale and hit a tree. He was killed instantly by the impact and the vehicle just disintegrated around him. Its channel-section frame was torn apart, twisted and bowed, engine here, gearbox there, body panels fluttering and bouncing to earth many metres away. The accident was entirely unsurviveable. But at that time it was a question of "Aah well, poor old Bertie – Gumbledon, set one less place for dinner"... and life – and the exposure to sudden, violent death – went on.

One car designer who made a little go a long way...

When it comes to comparing and contrasting racing car designs of differing periods I have just come across an interesting photograph of two hugely contrasting cars in the paddock – I believe – at Shelsley Walsh hillclimb. Sitting there, side by side, are Raymond Mays in the traditional Old English Upright ERA with its channel-frame chassis, high seating position and hefty proportions, and that unsung pioneer of at least partially monocoque chassis construction and lightweight racing car design, Laurie Bond in his minuscule Bond 500.

Bond's little Rudge-engined B-Type sprint car had made its debut at Shelsley Walsh in June 1947 but was wrecked there in the September meeting. The Type C Bond-JAP 500 then emerged for 1948, sporting his own aluminium stressed-skin monocoque fuselage, ritzy alloy wheels – modelled upon aircraft tail-wheel design – front-wheel drive and inboard front brakes. Of course Bond's name became much more widely known as a manufacturer of low-cost three-wheeler road cars.



GP Library

Raymond Mays' ERA towers over Laurie Bond and his Bond 500 at Shelsley Walsh

When I started work for *Motor Racing* magazine at Brands Hatch in '63, another publication produced by the Knightsbridge group there was the Bond Owner's Club magazine. I spent many happy moments sub-editing text supplied by – as I recall – club luminaries, a Mr Len Bint and his wife Win Bint. Many a club run wound up into the Pennines, highlighted by a stop for tea and scones at the Bide-Away Café (I might be making this up) where "...our happy group basked in the luxurious warmth of the two-bar electric fire". It was a heart-warming window upon a world otherwise completely unknown to me. My folks didn't own a car. Which is why they came to fascinate me. »»»

Doug Nye

Vollstedt's day in the sun with Jimmy

Our item last month about Jimmy Clark's 1965 Indy 500-winning Lotus 38 prompted such interest I was taken aback. At least it's not just me, Clive Chapman and the outstanding team of blokes who built and campaigned the car who are interested. But there's another Ford V8-engined Indycar which Jimmy drove in period: the Vollstedt-Ford, one of two sister cars built for 1967 by USAC constructor Rolla Vollstedt.

He had been a youthful street racer in Oregon in 1937 when he worked for a local speed shop. After wartime service he bought his first 'race car' in 1947, and as early as 1963 he built his first rear-engined Indycar à la 1961 Cooper-Climax. By 1967 he'd sold his pair of '66 model monocoque-chassised cars – à la Lotus 38 this time – to Jim Robbins and built wider tubs, providing improved accessibility to the four-cam Ford V8. He reverted from inboard front suspension to outboard, and as he recalls in his book *From Track Roadsters to Indy Cars: The Rolla Vollstedt Story*, "California Metal Shaping again shaped the outer skins of the monocoque off the same wooden bucks of the previous year with the exception of adding one inch so the tub would end up one inch wider overall". Ford's price for the four-cam engine was apparently $15,000 "even though they cost $50,000 each to produce". Ford backing helped finagle Clark into the 'Bryant Heating & Cooling' Vollstedt for the Rex Mays 300 road race at Riverside, the finale to that year's USAC National Championship on November 26.



Vollstedt had Ford to thank for Clark's appearance in his car at Riverside in '67

Dave Friedman

This was Dan Gurney's home circuit, and his 5-litre stock block-engined Eagle took pole… from Clark in the lemon-yellow Vollstedt – not previously a front-runner. Vollstedt: "During qualifying I asked Jimmy if we should 'tip the can' a little more (add more nitro-methane fuel) so we could sit on pole. He said 'Don't worry. I'll handle them in the race'. And he did."

Here was a midfield car being made to shine by a genius. John Surtees also made his Indycar debut in John Mecom's Lola T90, wearing Bowes Seal Fast livery. John and Bobby Unser filled row two of the grid, AJFoyt and Mario Andretti row three. In the race, Gurney and Clark took off like scalded cats, Dan leading until lap 24 when he ran wide. But a lap later Jimmy was in the pits. He'd missed a gear and the V8's valves were bent. Surtees was sidelined by magneto trouble and Gurney won, after a tremendous duel with Andretti and Unser. George Follmer was sixth in the second '67 Vollstedt – while one report declared Clark had driven the Vollstedt "…faster than was thought capable by a mortal man". Indeed.

McLaren's mechanics were skating on thin ice with Mayer...

Regular readers may recall the item we ran on the South African Airways 747 which had to be withdrawn from service for its pressurisation and air conditioning systems to be cleaned out and rebuilt following a Formula 1 team pillow fight which had clogged them with flock and feathers. McLaren mechanic 'Dublo' Hornby recalls the incident well. It was actually on a flight to Watkins Glen, he says, followed by tricky negotiations with various hire companies to secure transport for the weekend since "you racey folks" had established such a bad record for serial swimming pool parking, and for returning what had been near-new, low-mileage cars totally clapped out and with their tyres bald…

Evidently the McLaren lads set up shop at the Glen ahead of team chief Teddy Mayer's arrival. Teddy himself then encountered the same difficulty in securing a rental car – he'd already been apprised of South African Airways' outrage at the state of its 747's 'environmental systems' upon arrival in the Land of the Free, and that 'the bill' was non-negotiable. Generally speaking, 'The Wiener's' already notoriously short fuse was positively sizzling…

Meanwhile, at The Glen, the United States GP was about to be run at a time when a new triumph of high technology had just emerged. That's right; this was the beginning of the skateboard craze. The mechanics had found a shop selling them and of course almost every one of them had bought a board. Outside the workshop in which they were based there was a long sloping drive, and inevitably – this was F1 so none of these chaps was at all competitive – they had begun skateboard-racing one another.



LAT

Skateboarding mechanics weren't likely to lighten the mood of an already-irritated Teddy Mayer

So imagine the scene. Teddy Mayer – highly cheesed off, running late, already spoiling for a fight – sweeps round the blind corner leading onto the driveway in his very cheap, very downmarket and very irritating hire car. This time his team mechanics have gone too far. He's going to discipline every last damned one of them. If they don't like it, they can take their cards straight away, seek a job elsewhere, and find their own way home.

And as he sweeps round the blind corner onto that sloping driveway, does he find his boys hard at work preparing their cars? No he doesn't. He finds a couple of them hurtling towards him at breakneck speed, screaming with maniacal laughter, on skateboards. Within a second or two that's another dent in the hire car. As 'Dublo' recalls: "Teddy just went BERSERK!".

One can't quite picture the likes of Alf Francis, or Adelmo Marchetti, or Guerino Bertocchi skateboarding, and I'm pretty sure they won't have sympathised. In many ways the life of a 1970s racing mechanic was very different from his forebears'.

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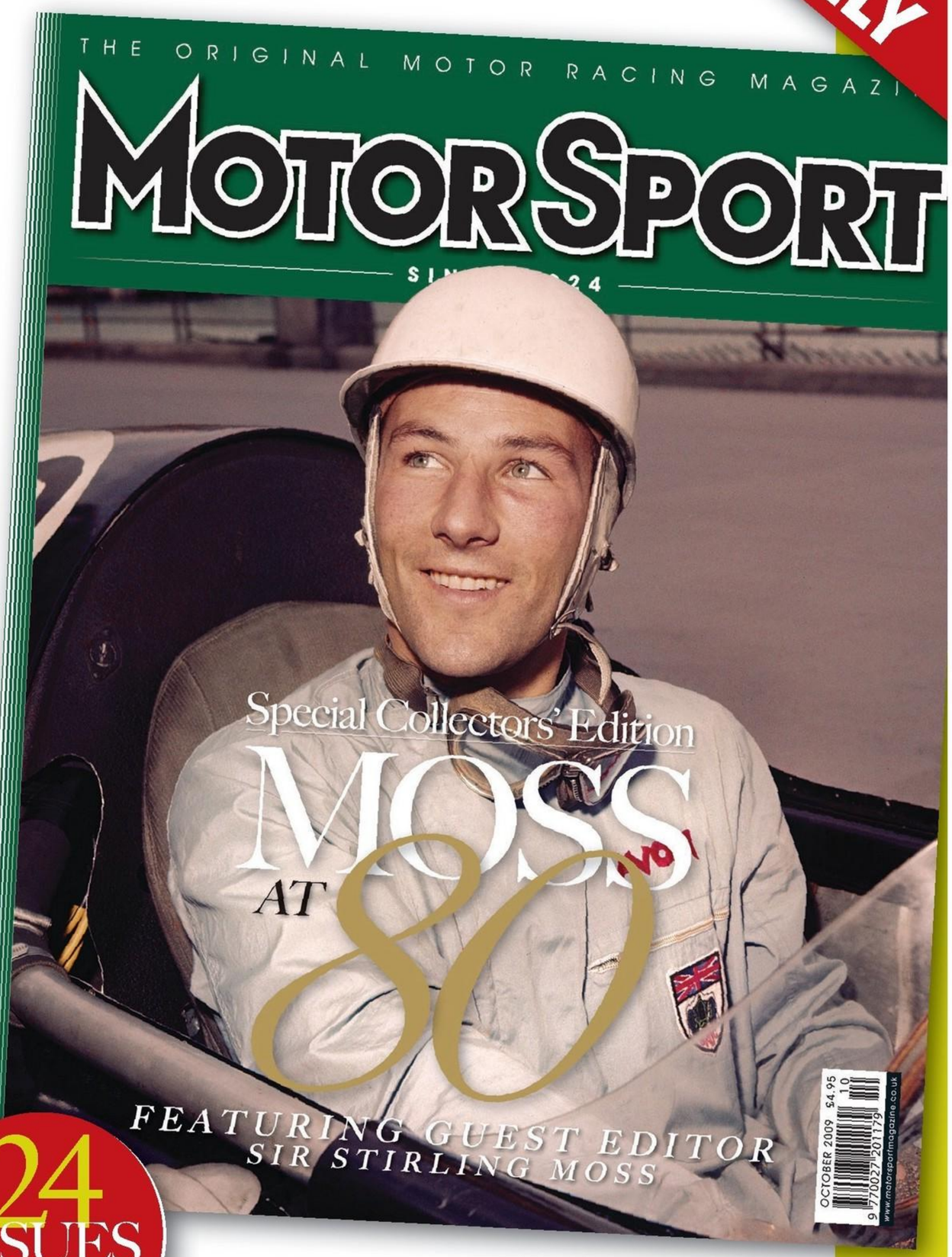
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Hann in his modified Lanchester – 'Softly-Catch-Monkey' – at 1924 August Bank Holiday meeting

LAT

HANN'S SOLO EFFORTS

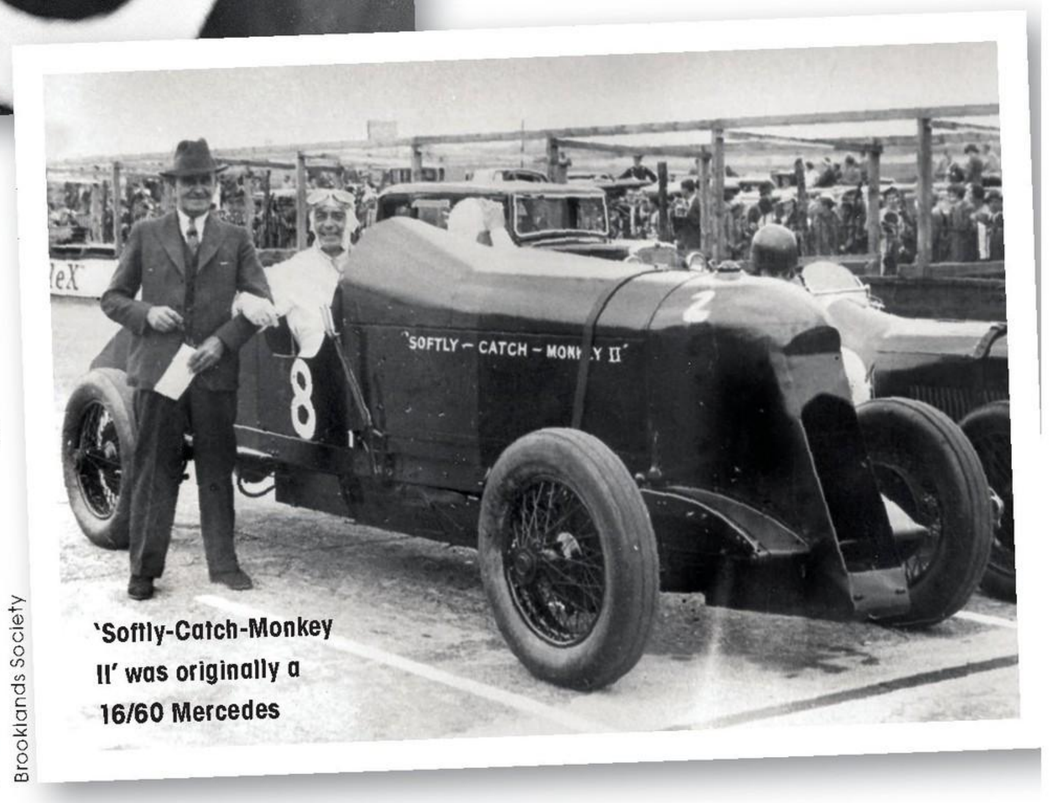
Brooklands racer Tommy Hann's self-made specials weren't quite the race winners he boasted about

In 1932 Tommy Hann announced that he was making a return to motor racing so I went to interview him. I was shown into a vast office in which sat his secretary, and then into an even bigger room occupied by Hann. On the walls were large framed pictures of the cars he had once raced. Pointing to them he implied that these were advanced and successful racing cars of his design which had many race victories, not realising that I was aware they depicted two cars which Hann had driven, appropriate to the varied entries that entertained the spectators in Brooklands handicaps, but hardly ones of top-class race-winning calibre.

Soon after my interview I was asked if I knew where he was as he had not paid the rent for the premises he had hired!

A closed cockpit was not liked by the BARC as restricting driver visibility. When Hann had revealed such a car back in 1911 the officials had watched him assemble it and then refused to let it race! In 1922 Hann produced a car at Brooklands based on a 3334cc Lanchester Type 25 sold by Fay Compton's family after its landaulette body had been transferred to a new Type 38 Lanchester. Hann endowed this with an enclosed cockpit body and named it 'Hoieh-Wayaryeh-Gointoo'. He lapped Brooklands at 72.81mph to 76.30mph, then at 76.39mph. Finding the enclosed cockpit very noisy and too warm inside, Hann replaced this with a rather handsome open two-seater body by 1923 and named it 'Softly-Catch-Monkey'. It was driven for Hann by Tony Bellingham-Smith, who took a first and third place at Brooklands with a best lap of 80.59mph.

For his final racing in 1924 Hann drove his No5 'Handy Andy' at Brooklands with no success. This car was based on one of the 1911 3-litre Coupe des Voiturettes Delage cars with which Paul Bablot won the Coupe de *l'Auto* at 54.80mph, with high-set valves necessitating a nearside exhaust pipe higher than the side of the cockpit. Bellingham-Smith in the old Lanchester secured a first place with a fastest lap of 79.9mph. All these cars were in vertical

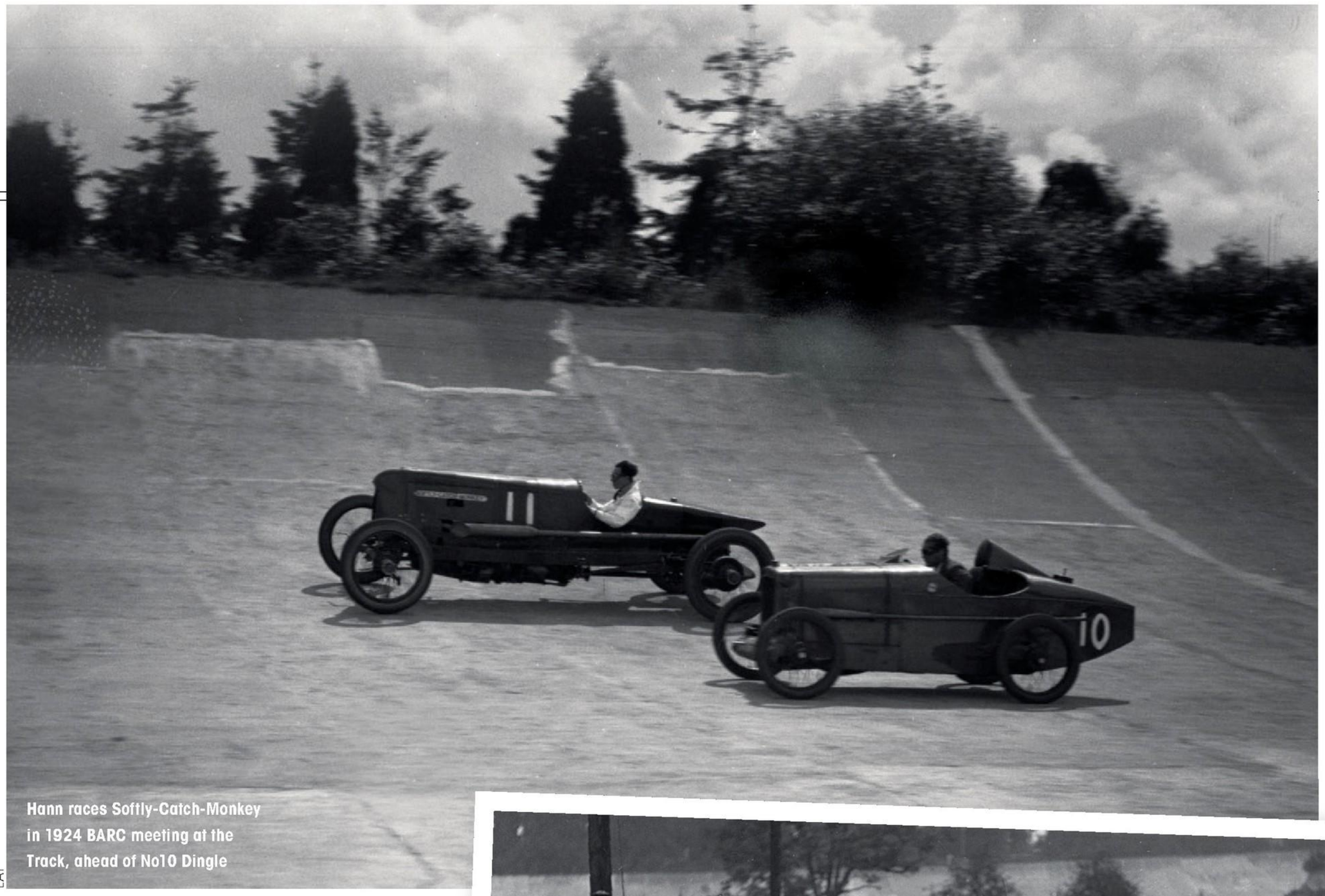


'Softly-Catch-Monkey II' was originally a 16/60 Mercedes

Brooklands Society

orange and black stripes. I believe the BARC charged two guineas to permit car nicknames.

After my 1932 interview I left without any idea what occupied Hann, except that he had a picture of a small boat in which he implied that from 1924 he had been away sailing, before returning to motor racing, when he contacted me again. This return took the form of the acquisition of a 1926 supercharged 3.2-litre 16/60 Mercedes, which he took to a small garage in London to have the coupé body removed and a two-seater racing body and



Hann races Softly-Catch-Monkey in 1924 BARC meeting at the Track, ahead of No10 Dingle

LAT

radiator cowl made for it. He was residing in London and contrived to tow this large car to Brooklands behind a tiny 7.5hp Citroën. Always keen to associate myself with motor racing I went to the Track to help Hann with this improbable car, painted, of course, in his old colours.

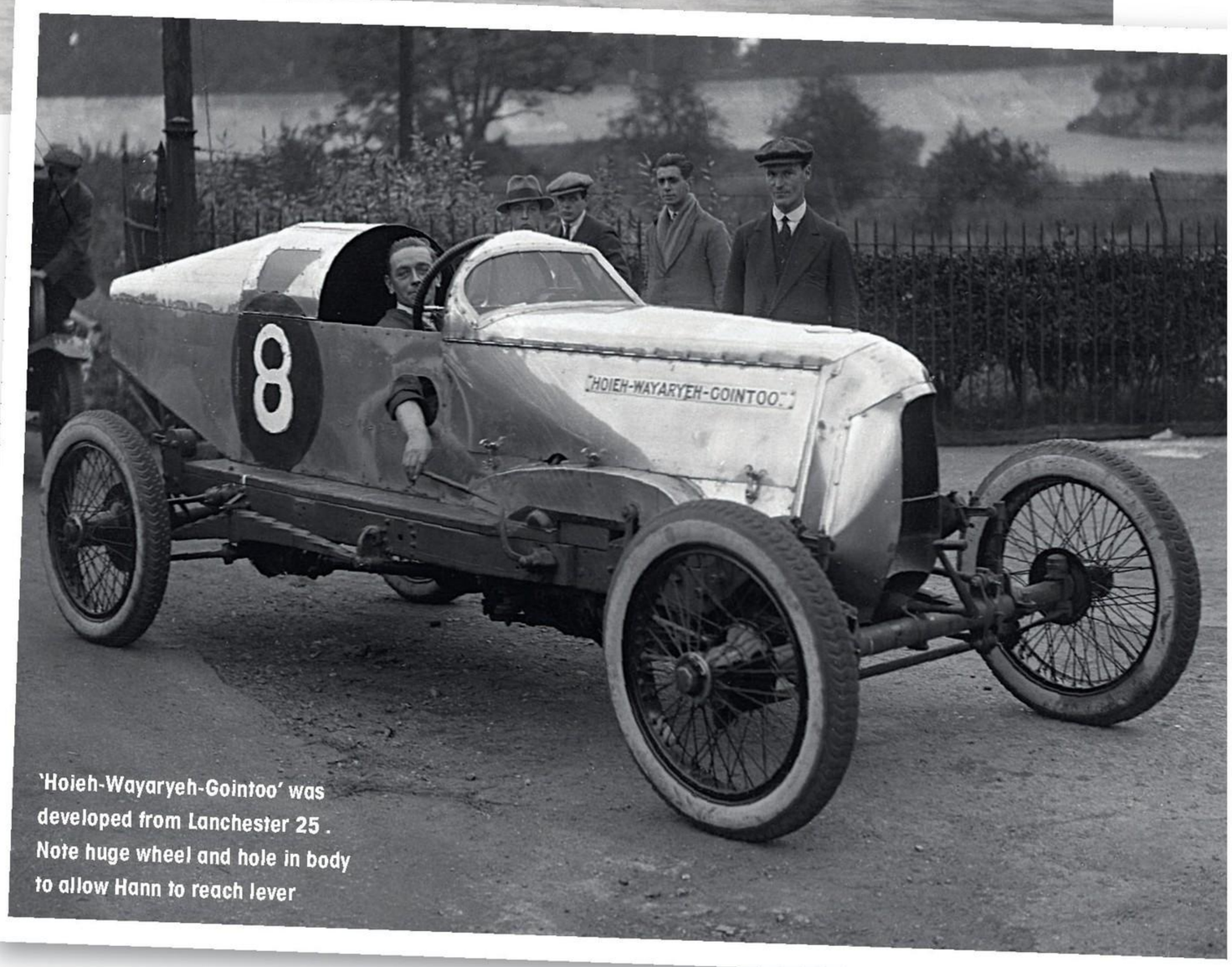
"Softly-Catch-Monkey II's 60-gallon fuel tank had been a water cistern"

There were a number of obvious shortcomings, such as the supercharger drawing air from under the bonnet so that the inlet manifold became abnormally hot. Also the exhaust pipe melted the grease in the water pump so that it leaked, and much heat was transferred to the cockpit.

This did not stop Hann entering for the 1934 BRDC 500-mile race. He prepared for this by fitting out 'Softly-Catch-Monkey II' with a 60-gallon fuel tank which I think had been a domestic water cistern, and a spare oil tank under the scuttle which allowed oil to be fed to the sump if required. I helped to black-lead the front axle, and other minor items were added including the car's name and dazzle paint.

I rode with Hann round Brooklands and the best lap I timed was 70.64mph. Alas, competitors in the '500' had to qualify with a lap of at least 100mph. Hann was bitterly disappointed. The garage which had his Mercedes told me he had left with the girl typist and the office furniture!

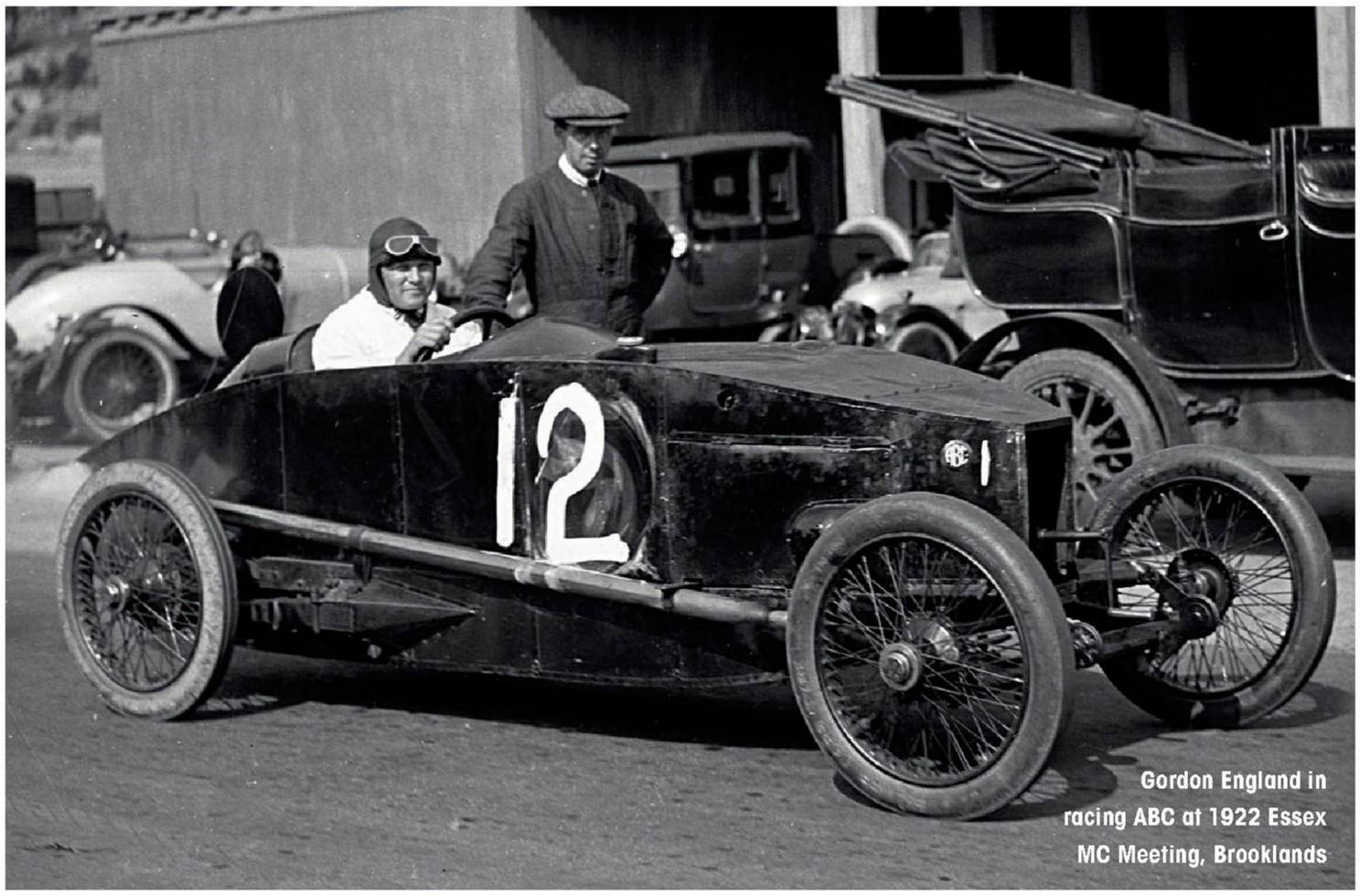
Hann later committed suicide in a Bayswater boarding house. Poor Tommy Hann.



'Hoieh-Wayaryeh-Gointoo' was developed from Lanchester 25. Note huge wheel and hole in body to allow Hann to reach lever

LAT

Bill Boddy



Gordon England in racing ABC at 1922 Essex MC Meeting, Brooklands

LAT

It paid to study your ABC...

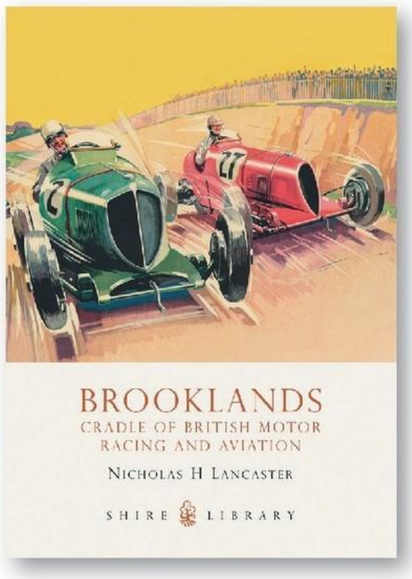
I have been asked what was my first car. It was an ABC, found in a breaker's yard for a fiver. In the 1920s these cars, designed by Granville Bradshaw, with 1200cc flat-twin air-cooled overhead valve engines, were good performers and raced at Brooklands.

But my find was far from new. For some reason it had twin carburettors, but on the inlet manifold, not one for each cylinder. A snag with all ABCs was that the fuel filler was on the dummy radiator so might be topped up with water in error.

The oil pump was not working on my car, but for a run to Prescott a friend rigged up a funnel and periodically fed this with Castrol, which worked. The gearchange was vertical, lever down for first and second, up for higher gears. Not conversant with it, I was in reverse for our push-start which set us on fire at the petrol station. Not popular, Tom Lush and I set off and all went well until I was passed by an Austin saloon with children in the back who put their tongues out at us. I accelerated uphill to shouts from Tom not to be a fool. With a loud bang the ABC put a conrod out; I recall the smoking rollers running down the hill…

We coasted to a closed garage where Tom removed the crippled engine and put it on the back seat covered with a coat. When the garage opened we said we had trouble. They opened the ABC's bonnet and actually looked up the road for our engine. Not amused, they refused us attention and we had to leave our stricken motor at another garage.

They were fun days alright.



Brooklands

Cradle of British Motor Racing and Aviation by Nicholas H Lancaster

As an excellent introduction to the history of the famous Surrey racing track and aerodrome this Shire publication describes very effectively this important and fascinating subject, with a wonderful selection of illustrations. One shot of the Track's instigator, Hugh Locke-King, with his wife Ethel and their favourite poodle is new to me.

For those who do not have my *Brooklands – the Complete Motor Racing History* (MRP, 2001), which is still selling well, this new little work is an effective if temporary substitute guide to the celebrated Track and aerodrome from 1907 to 1939.

Published by Shire Publications, ISBN 978 07478707070, £5.99



LAT

The first steam races

As a schoolboy I read not only the car magazines but also *Commercial Motor* and *Motor Transport*, so I was aware of the steam wagons and traction engines which were seen frequently on the roads of the 1920s and earlier. Today there are innumerable traction engine rallies to enjoy. It started after two traction engine owners staged a friendly race between their engines, which I attended.

Now such events have cheerfully multiplied, and *Steaming*, the magazine of the National Traction Engine Trust, records it all, a magazine the equal of the best one-make car club journals, competently edited for so long by Roger West. The front cover of the current issue depicts the colourful Sentinel DG6 wagon once used by Lyons Tea, now restored.

I twice went on steamers in the annual London to Brighton Commercial Vehicle Runs. In 1963 I had a comfortable ride in the cab of Broughton's (above), which took 3hr 5min, while in 1970 I went on a 1916 Foden wagon. As the cab was full I sat on a pile of coal behind, getting smuts from the chimney in my eyes. The five-tonner did another trouble-free run.

Pre-war Track cars honoured

The Brooklands Society has introduced a new trophy for the best performance by a car which has competed pre-war at the Track. It was awarded at this year's VSCC Shelsley Walsh hillclimb to Mark Brett driving the Ballamy Ford V8 special built for HCSSymonds in 1937 and raced in '38. Similar awards were made at the VSCC's Prescott hillclimb and at Donington.

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Race Results

FIA FORMULA 1 WORLD CHAMPIONSHIP

AUSTRALIA
MELBOURNE – MARCH 29

1	Jenson Button	*Brawn GP*
2	Rubens Barrichello	*Brawn GP*
3	Jarno Trulli	*Toyota*
4	Timo Glock	*Toyota*
5	Fernando Alonso	*Renault*
6	Nico Rosberg	*Williams*
7	Sebastien Buemi	*Toro Rosso*
8	Sébastien Bourdais	*Toro Rosso*

Fastest lap: *Nico Rosberg*
Pole: *Jenson Button*

MALAYSIA
KUALA LUMPUR – APRIL 5

1	Jenson Button	*Brawn GP*
2	Nick Heidfeld	*BMW Sauber*
3	Timo Glock	*Toyota*
4	Jarno Trulli	*Toyota*
5	Rubens Barrichello	*Brawn GP*
6	Mark Webber	*Red Bull*
7	Lewis Hamilton	*McLaren*
8	Nico Rosberg	*Williams*

Fastest lap: *Jenson Button*
Pole: *Jenson Button*

CHINA
SHANGHAI – APRIL 19

1	Sebastian Vettel	*Red Bull*
2	Mark Webber	*Red Bull*
3	Jenson Button	*Brawn GP*
4	Rubens Barrichello	*Brawn GP*
5	Heikki Kovalainen	*McLaren*
6	Lewis Hamilton	*McLaren*
7	Timo Glock	*Toyota*
8	Sebastien Buemi	*Toro Rosso*

Fastest lap: *Rubens Barrichello*
Pole: *Sebastian Vettel*

BAHRAIN
SAKHIR – APRIL 26

1	Jenson Button	*Brawn GP*
2	Sebastian Vettel	*Red Bull*
3	Jarno Trulli	*Toyota*
4	Lewis Hamilton	*McLaren*
5	Rubens Barrichello	*Brawn GP*
6	Kimi Räikkönen	*Ferrari*
7	Timo Glock	*Toyota*
8	Fernando Alonso	*Renault*

Fastest lap: *Jarno Trulli*
Pole: *Jarno Trulli*

SPAIN
CATALUNYA – MAY 10

1	Jenson Button	*Brawn GP*
2	Rubens Barrichello	*Brawn GP*
3	Mark Webber	*Red Bull*
4	Sebastian Vettel	*Red Bull*
5	Fernando Alonso	*Renault*
6	Felipe Massa	*Ferrari*
7	Nick Heidfeld	*BMW Sauber*
8	Nico Rosberg	*Williams*

Fastest lap: *Rubens Barrichello*
Pole: *Jenson Button*

MONACO
MONTE CARLO – MAY 24

1	Jenson Button	*Brawn GP*
2	Rubens Barrichello	*Brawn GP*
3	Kimi Räikkönen	*Ferrari*
4	Felipe Massa	*Ferrari*
5	Mark Webber	*Red Bull*
6	Nico Rosberg	*Williams*
7	Fernando Alonso	*Renault*
8	Sébastien Bourdais	*Toro Rosso*

Fastest lap: *Felipe Massa*
Pole: *Jenson Button*

TURKEY
ISTANBUL – JUNE 7

1	Jenson Button	*Brawn GP*
2	Mark Webber	*Red Bull*
3	Sebastian Vettel	*Red Bull*
4	Jarno Trulli	*Toyota*
5	Nico Rosberg	*Williams*
6	Felipe Massa	*Ferrari*
7	Robert Kubica	*BMW Sauber*
8	Timo Glock	*Toyota*

Fastest lap: *Jenson Button*
Pole: *Sebastian Vettel*

GREAT BRITAIN
SILVERSTONE – JUNE 21

1	Sebastian Vettel	*Red Bull*
2	Mark Webber	*Red Bull*
3	Rubens Barrichello	*Brawn GP*
4	Felipe Massa	*Ferrari*
5	Nico Rosberg	*Williams*
6	Jenson Button	*Brawn GP*
7	Jarno Trulli	*Toyota*
8	Kimi Räikkönen	*Ferrari*

Fastest lap: *Sebastian Vettel*
Pole: *Sebastian Vettel*

GERMANY
NÜRBURGRING – JULY 12

1	Mark Webber	*Red Bull*
2	Sebastian Vettel	*Red Bull*
3	Felipe Massa	*Ferrari*
4	Nico Rosberg	*Williams*
5	Jenson Button	*Brawn GP*
6	Rubens Barrichello	*Brawn GP*
7	Fernando Alonso	*Renault*
8	Heikki Kovalainen	*McLaren*

Fastest lap: *Fernando Alonso*
Pole: *Mark Webber*

HUNGARY
BUDAPEST – JULY 26

1	Lewis Hamilton	*McLaren*
2	Kimi Räikkönen	*Ferrari*
3	Mark Webber	*Red Bull*
4	Nico Rosberg	*Williams*
5	Heikki Kovalainen	*McLaren*
6	Timo Glock	*Toyota*
7	Jenson Button	*Brawn GP*
8	Jarno Trulli	*Toyota*

Fastest lap: *Mark Webber*
Pole: *Fernando Alonso*

EUROPE
VALENCIA – AUGUST 23

1		
2		
3		
4		
5		
6		
7		
8		

Fastest lap:
Pole:

BELGIUM
SPA – AUGUST 30

1		
2		
3		
4		
5		
6		
7		
8		

Fastest lap:
Pole:

ITALY
MONZA – SEPTEMBER 13

1		
2		
3		
4		
5		
6		
7		
8		

Fastest lap:
Pole:

SINGAPORE
SINGAPORE – SEPTEMBER 27

1		
2		
3		
4		
5		
6		
7		
8		

Fastest lap:
Pole:

JAPAN
SUZUKA – OCTOBER 4

1		
2		
3		
4		
5		
6		
7		
8		

Fastest lap:
Pole:

BRAZIL
SÃO PAULO – OCTOBER 18

1		
2		
3		
4		
5		
6		
7		
8		

Fastest lap:
Pole:

ABU DHABI
YAS MARINA – NOVEMBER 1

1		
2		
3		
4		
5		
6		
7		
8		

Fastest lap:
Pole:

DRIVER STANDINGS

1	Jenson Button	*70*
2	Mark Webber	*51.5*
3	Sebastian Vettel	*47*
4	Rubens Barrichello	*44*
5	Nico Rosberg	*25.5*
6	Jarno Trulli	*22.5*
7	Felipe Massa	*22*
8	Lewis Hamilton	*19*
9	Kimi Räikkönen	*18*
10	Timo Glock	*16*
11	Fernando Alonso	*13*
12	Heikki Kovalainen	*9*
13	Nick Heidfeld	*6*
14	Sebastien Buemi	*3*
15	Robert Kubica	*2*

MANUFACTURER STANDINGS

1	Brawn GP	*114*
2	Red Bull	*98.5*
3	Ferrari	*40*
4	Toyota	*38.5*
5	McLaren	*28*
6	Williams	*25.5*

FIA WORLD RALLY CHAMPIONSHIP

IRELAND
JANUARY 30-FEBRUARY 1

1	Sébastien Loeb	*Citroën*
2	Dani Sordo	*Citroën*
3	Mikko Hirvonen	*Ford*
4	Henning Solberg	*Ford*
5	Chris Atkinson	*Citroën*
6	Sébastien Ogier	*Citroën*

NORWAY
FEBRUARY 13-15

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Jari-Matti Latvala	*Ford*
4	Henning Solberg	*Ford*
5	Dani Sordo	*Citroën*
6	Petter Solberg	*Citroën*

CYPRUS
MARCH 13-15

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Petter Solberg	*Citroën*
4	Dani Sordo	*Citroën*
5	Matthew Wilson	*Ford*
6	Conrad Rautenbach	*Citroën*

PORTUGAL
APRIL 2-5

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Dani Sordo	*Citroën*
4	Petter Solberg	*Citroën*
5	Henning Solberg	*Ford*
6	Mads Østberg	*Subaru*

ARGENTINA
APRIL 24-26

1	Sébastien Loeb	*Citroën*
2	Dani Sordo	*Citroën*
3	Henning Solberg	*Ford*
4	Federico Villagra	*Ford*
5	Matthew Wilson	*Ford*
6	Jari-Matti Latvala	*Ford*

ITALY
MAY 22-24

1	Jari-Matti Latvala	*Ford*
2	Mikko Hirvonen	*Ford*
3	Petter Solberg	*Citroën*
4	Sébastien Loeb	*Citroën*
5	Evgeny Novikov	*Citroën*
6	Matthew Wilson	*Ford*

GREECE
JUNE 12-14

1	Mikko Hirvonen	*Ford*
2	Sébastien Ogier	*Citroën*
3	Jari-Matti Latvala	*Ford*
4	Federico Villagra	*Ford*
5	Conrad Rautenbach	*Citroën*
6	Khalid Al Qassimi	*Ford*

POLAND
JUNE 26-28

1	Mikko Hirvonen	*Ford*
2	Dani Sordo	*Citroën*
3	Henning Solberg	*Ford*
4	Petter Solberg	*Citroën*
5	Matthew Wilson	*Ford*
6	Krzysztof Holowczyc	*Ford*

FINLAND
JULY 31-AUGUST 2

1	Mikko Hirvonen	*Ford*
2	Sébastien Loeb	*Citroën*
3	Jari-Matti Latvala	*Ford*
4	Dani Sordo	*Citroën*
5	Matti Rantanen	*Ford*
6	Sébastien Ogier	*Citroën*

AUSTRALIA
SEPTEMBER 4-6

1		
2		
3		
4		
5		
6		

SPAIN
OCTOBER 2-4

1		
2		
3		
4		
5		
6		

GREAT BRITAIN
OCTOBER 23-25

1		
2		
3		
4		
5		
6		

WRC DRIVER STANDINGS

1	Mikko Hirvonen	*68*
2	Sébastien Loeb	*65*
3	Dani Sordo	*44*
4	Jari-Matti Latvala	*31*
5	Henning Solberg	*27*

MANUFACTURER STANDINGS

1	Citroën Total WRT	*119*
2	BP-Ford WRT	*105*
3	Stobart Ford Rally	*64*

PWRC DRIVER STANDINGS

1	Armindo Araújo	*37*
2	Nasser Al-Attiyah	*31*
3	Patrik Sandell	*28*

JWRC DRIVER STANDINGS

1	Martin Prokop	*46*
2	Michal Kosciuszko	*42*
3	Aaron Burkart	*35*

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13e RALLYE MONTE-CARLO HISTORIQUE
28 JANVIER
3 FEVRIER 2010



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Race Results

FIM MOTOGP CHAMPIONSHIP

QATAR
LOSAIL – APRIL 12

1	Casey Stoner	*Ducati*
2	Valentino Rossi	*Yamaha*
3	Jorge Lorenzo	*Yamaha*
4	Colin Edwards	*Yamaha*
5	Andrea Dovizioso	*Honda*
6	Alex De Angelis	*Honda*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

JAPAN
MOTEGI – APRIL 26

1	Jorge Lorenzo	*Yamaha*
2	Valentino Rossi	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Casey Stoner	*Ducati*
5	Andrea Dovizioso	*Honda*
6	Marco Melandri	*Kawasaki*

Fastest lap: *Jorge Lorenzo*
Pole: *Valentino Rossi*

SPAIN
JEREZ – MAY 3

1	Valentino Rossi	*Yamaha*
2	Dani Pedrosa	*Honda*
3	Casey Stoner	*Ducati*
4	Randy De Puniet	*Honda*
5	Marco Melandri	*Kawasaki*
6	Loris Capirossi	*Suzuki*

Fastest lap: *Valentino Rossi*
Pole: *Jorge Lorenzo*

FRANCE
LE MANS – MAY 17

1	Jorge Lorenzo	*Yamaha*
2	Marco Melandri	*Kawasaki*
3	Dani Pedrosa	*Honda*
4	Andrea Dovizioso	*Honda*
5	Casey Stoner	*Ducati*
6	Chris Vermeulen	*Suzuki*

Fastest lap: *Dani Pedrosa*
Pole: *Dani Pedrosa*

ITALY
MUGELLO – MAY 31

1	Casey Stoner	*Ducati*
2	Jorge Lorenzo	*Yamaha*
3	Valentino Rossi	*Yamaha*
4	Andrea Dovizioso	*Honda*
5	Loris Capirossi	*Suzuki*
6	Colin Edwards	*Yamaha*

Fastest lap: *Valentino Rossi*
Pole: *Jorge Lorenzo*

SPAIN
CATALUNYA – JUN 14

1	Valentino Rossi	*Yamaha*
2	Jorge Lorenzo	*Yamaha*
3	Casey Stoner	*Ducati*
4	Andrea Dovizioso	*Honda*
5	Loris Capirossi	*Suzuki*
6	Dani Pedrosa	*Honda*

Fastest lap: Casey Stoner
Pole: Jorge Lorenzo

NETHERLANDS
ASSEN – JUNE 27

1	Valentino Rossi	*Yamaha*
2	Jorge Lorenzo	*Yamaha*
3	Casey Stoner	*Ducati*
4	Colin Edwards	*Yamaha*
5	Chris Vermeulen	*Suzuki*
6	James Toseland	*Yamaha*

Fastest lap: *Valentino Rossi*
Pole: *Valentino Rossi*

UNITED STATES
LAGUNA SECA – JUL 5

1	Dani Pedrosa	*Honda*
2	Valentino Rossi	*Yamaha*
3	Jorge Lorenzo	*Yamaha*
4	Casey Stoner	*Ducati*
5	Nicky Hayden	*Ducati*
6	Toni Elias	*Honda*

Fastest lap: *Dani Pedrosa*
Pole: *Jorge Lorenzo*

GERMANY
SACHSENRING – JUL 19

1	Valentino Rossi	*Yamaha*
2	Jorge Lorenzo	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Casey Stoner	*Ducati*
5	Alex De Angelis	*Honda*
6	Toni Elias	*Honda*

Fastest lap: *Dani Pedrosa*
Pole: *Valentino Rossi*

GREAT BRITAIN
DONINGTON – JULY 26

1	Andrea Dovizioso	*Honda*
2	Colin Edwards	*Yamaha*
3	Randy De Puniet	*Honda*
4	Alex De Angelis	*Honda*
5	Valentino Rossi	*Yamaha*
6	James Toseland	*Yamaha*

Fastest lap: *Jorge Lorenzo*
Pole: *Valentino Rossi*

CZ REPUBLIC
BRNO – AUGUST 16

1	Valentino Rossi	*Yamaha*
2	Dani Pedrosa	*Honda*
3	Toni Elias	*Honda*
4	Andrea Dovizioso	*Honda*
5	Loris Capirossi	*Suzuki*
6	Nicky Hayden	*Ducati*

Fastest lap: *Jorge Lorenzo*
Pole: *Valentino Rossi*

UNITED STATES
INDIANAPOLIS – AUG 30

1		
2		
3		
4		
5		
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Fastest lap:
Pole:

SAN MARINO
MISANO – SEP 6

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

HUNGARY
BALATONRING – SEP 20

1		
2		
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6		

Fastest lap:
Pole:

PORTUGAL
ESTORIL – OCT 4

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

AUSTRALIA
PHILIP ISLAND – OCT 18

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

MALAYSIA
SEPANG – OCTOBER 25

1		
2		
3		
4		
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6		

Fastest lap:
Pole:

SPAIN
VALENCIA – NOV 8

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

RIDER STANDINGS

1	Valentino Rossi	*212*
2	Jorge Lorenzo	*162*
3	Casey Stoner	*150*
4	Dani Pedrosa	*135*
5	Colin Edwards	*112*
6	Andrea Dovizioso	*107*
7	Randy De Puniet	*80*
8	Marco Melandri	*79*
9	Loris Capirossi	*77*
10	Chris Vermeulen	*72*

TEAM STANDINGS

1	Fiat Yamaha	*374*
2	Repsol Honda	*242*
3	Ducati Marlboro	*207*
4	Monster Yamaha	*174*
5	Rizla Suzuki	*149*
6	Honda Gresini	*131*

FIA WORLD TOURING CAR CHAMPIONSHIP

BRAZIL
CURITIBA – MARCH 8

Race 1

1	Yvan Muller	*SEAT*
2	Jordi Gené	*SEAT*
3	Rickard Rydell	*SEAT*
4	Gabriele Tarquini	*SEAT*
5	Nicola Larini	*Chevrolet*
6	Augusto Farfus	*BMW*

Race 2

1	Gabriele Tarquini	*SEAT*
2	Rickard Rydell	*SEAT*
3	Jordi Gené	*SEAT*
4	Yvan Muller	*SEAT*
5	Jörg Müller	*BMW*
6	Augusto Farfus	*BMW*

MEXICO
PUEBLA – MARCH 22

Race 1

1	Rickard Rydell	*SEAT*
2	Augusto Farfus	*BMW*
3	Andy Priaulx	*BMW*
4	Yvan Muller	*SEAT*
5	Jörg Müller	*BMW*
6	Gabriele Tarquini	*SEAT*

Race 2

1	Yvan Muller	*SEAT*
2	Andy Priaulx	*BMW*
3	Rickard Rydell	*SEAT*
4	Augusto Farfus	*BMW*
5	Sergio Hernández	*BMW*
6	Alex Zanardi	*BMW*

MOROCCO
MARRAKECH – MAY 3

Race 1

1	Rob Huff	*Chevrolet*
2	Gabriele Tarquini	*SEAT*
3	Jordi Gené	*SEAT*
4	Yvan Muller	*SEAT*
5	Tiago Monteiro	*SEAT*
6	Nicola Larini	*Chevrolet*

Race 2

1	Nicola Larini	*Chevrolet*
2	Yvan Muller	*SEAT*
3	Rob Huff	*Chevrolet*
4	Jörg Müller	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Augusto Farfus	*BMW*

FRANCE
PAU – MAY 17

Race 1

1	Rob Huff	*Chevrolet*
2	Augusto Farfus	*BMW*
3	Jörg Müller	*BMW*
4	Andy Priaulx	*BMW*
5	Sergio Hernández	*BMW*
6	Félix Porteiro	*BMW*

Race 2

1	Alain Menu	*Chevrolet*
2	Augusto Farfus	*BMW*
3	Rob Huff	*Chevrolet*
4	Andy Priaulx	*BMW*
5	Alex Zanardi	*BMW*
6	Gabriele Tarquini	*SEAT*

SPAIN
VALENCIA – MAY 31

Race 1

1	Yvan Muller	*SEAT*
2	Tiago Monteiro	*SEAT*
3	Gabriele Tarquini	*SEAT*
4	Augusto Farfus	*BMW*
5	Andy Priaulx	*BMW*
6	Jörg Müller	*BMW*

Race 2

1	Augusto Farfus	*BMW*
2	Jörg Müller	*BMW*
3	Gabriele Tarquini	*SEAT*
4	Andy Priaulx	*BMW*
5	Alex Zanardi	*BMW*
6	Sergio Hernández	*BMW*

CZ REPUBLIC
BRNO – JUNE 21

Race 1

1	Alex Zanardi	*BMW*
2	Jörg Müller	*BMW*
3	Gabriele Tarquini	*SEAT*
4	Rickard Rydell	*SEAT*
5	Sergio Hernández	*BMW*
6	Tiago Monteiro	*SEAT*

Race 2

1	Sergio Hernández	*BMW*
2	Yvan Muller	*SEAT*
3	Tiago Monteiro	*SEAT*
4	Félix Porteiro	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Rickard Rydell	*SEAT*

PORTUGAL
PORTO – JULY 5

Race 1

1	Gabriele Tarquini	*SEAT*
2	Rob Huff	*Chevrolet*
3	Yvan Muller	*SEAT*
4	Tiago Monteiro	*SEAT*
5	Nicola Larini	*Chevrolet*
6	Jordi Gené	*SEAT*

Race 2

1	Augusto Farfus	*BMW*
2	Yvan Muller	*SEAT*
3	Rickard Rydell	*SEAT*
4	Jordi Gené	*SEAT*
5	Tiago Monteiro	*SEAT*
6	Rob Huff	*Chevrolet*

GREAT BRITAIN
BRANDS HATCH – JULY 19

Race 1

1	Alain Menu	*Chevrolet*
2	Rob Huff	*Chevrolet*
3	Andy Priaulx	*BMW*
4	Gabriele Tarquini	*SEAT*
5	Rickard Rydell	*SEAT*
6	Jörg Müller	*BMW*

Race 2

1	Augusto Farfus	*BMW*
2	Jörg Müller	*BMW*
3	Gabriele Tarquini	*SEAT*
4	Rickard Rydell	*SEAT*
5	Andy Priaulx	*BMW*
6	Rob Huff	*Chevrolet*

GERMANY
OSCHERSLEBEN – SEP 6

Race 1

1		
2		
3		
4		
5		
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Race 2

1		
2		
3		
4		
5		
6		

ITALY
IMOLA – SEPTEMBER 20

Race 1

1		
2		
3		
4		
5		
6		

Race 2

1		
2		
3		
4		
5		
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JAPAN
OKAYAMA – NOV 1

Race 1

1		
2		
3		
4		
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6		

Race 2

1		
2		
3		
4		
5		
6		

MACAU
MACAU – NOV 22

Race 1

1		
2		
3		
4		
5		
6		

Race 2

1		
2		
3		
4		
5		
6		

DRIVER STANDINGS

1	Yvan Muller	*82*
2	Gabriele Tarquini	*77*
3	Augusto Farfus	*76*
4	Rickard Rydell	*55*
5	Rob Huff	*54*
6	Jörg Müller	*53*
7	Andy Priaulx	*48*
8	Tiago Monteiro	*34*
9	Jordi Gené	*32*
10	Sergio Hernández	*29*

MANUFACTURER STANDINGS

1	SEAT	*211*
2	BMW	*201*
3	Chevrolet	*147*
4	Lada	*59*

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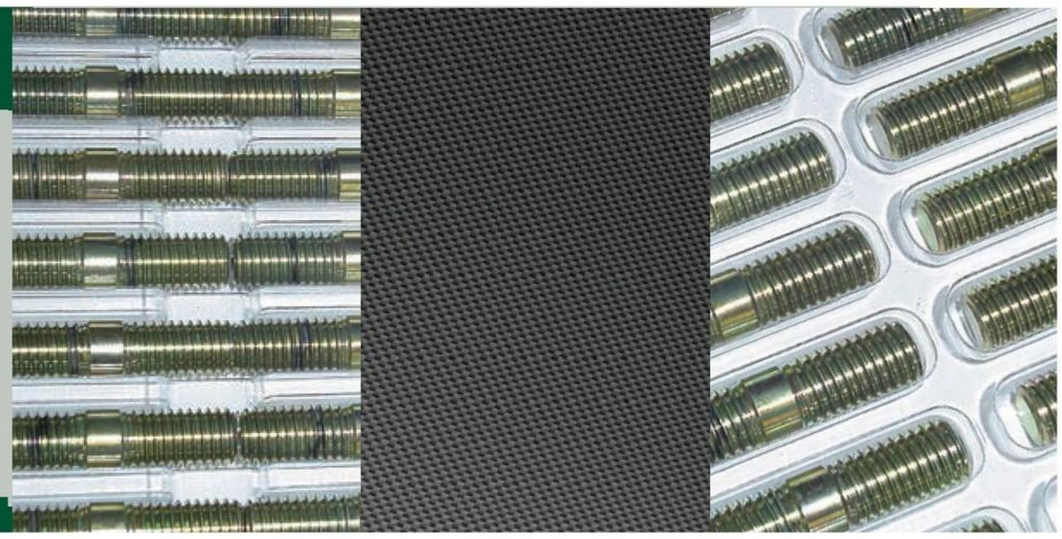
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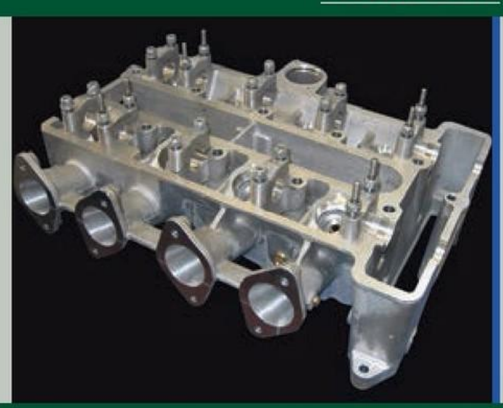


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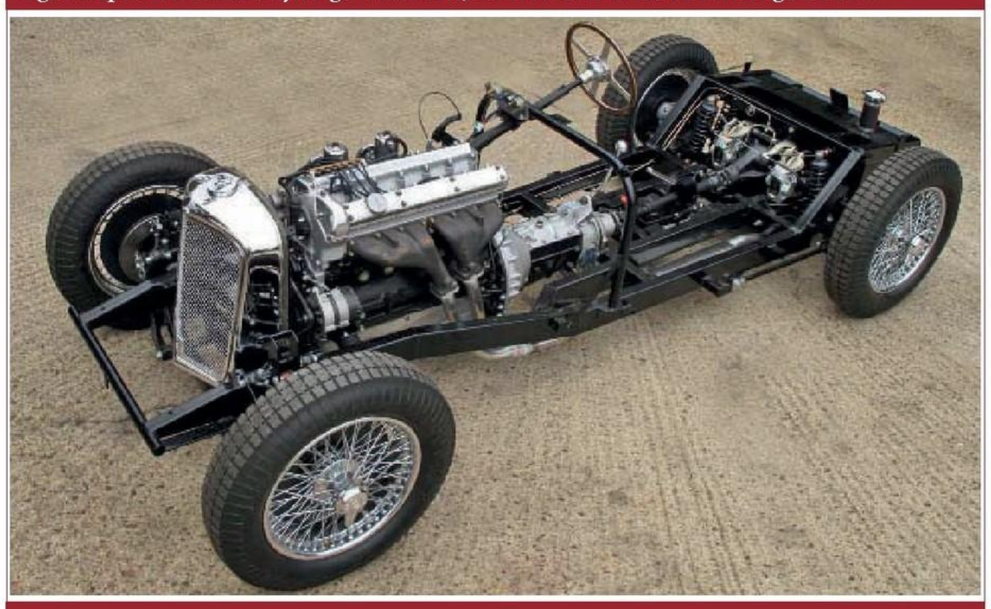
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Indigo Blue with matching wheels fitted with Blockley high performance tyres. Claret red Connolly leather interior. Matching Wilton carpets. Very handsome and in as new condition. Historic registration and cherished number included. Very low mileage. Jaguar XJ 4.2 litre engine, fully reconditioned by VSE, twin SU HIF carburettors on polished inlet manifold, balanced engine internals, stainless exhaust system lightened flywheel, diaphragm spring clutch, Jaguar manual 4 speed and overdrive gearbox, Salisbury differential. Fully independent and adjustable suspension. Folding windscreen, aeroscreens, windwings, heater, seat belts, full weathergear in black mohair including sidescreens, luggage rack, rear fog light and reversing light. Exportable and ready to go with MOT, road tax and works 12 month guarantee.



White with red wheels fitted with Blockley high performance tyres. Red Connolly leather interior and matching Wilton carpets. Striking appearance and much admired. Fitted with original pattern Lucas QK 596 headlights and a central spotlight. Historic registration and cherished number included. Under 4000 miles. Jaguar XJ 4.2 litre engine, fully reconditioned by VSE twin 2" SU carburettors on polished inlets, balanced engine internals, lightened flywheel, diaphram spring clutch, fitted special stainless 6 branch manifold and twin pipe exhaust system. Jaguar 4 speed manual gearbox with overdrive, Salisbury differential. Fully independent and adjustable suspension, folding windscreen, aeroscreens, windwings, heater, seat belts, full weathergear in black mohair including sidescreens, luggage rack, rear fog light and reversing light. Exportable and ready to go with MOT, road tax and works 12 month guarantee.



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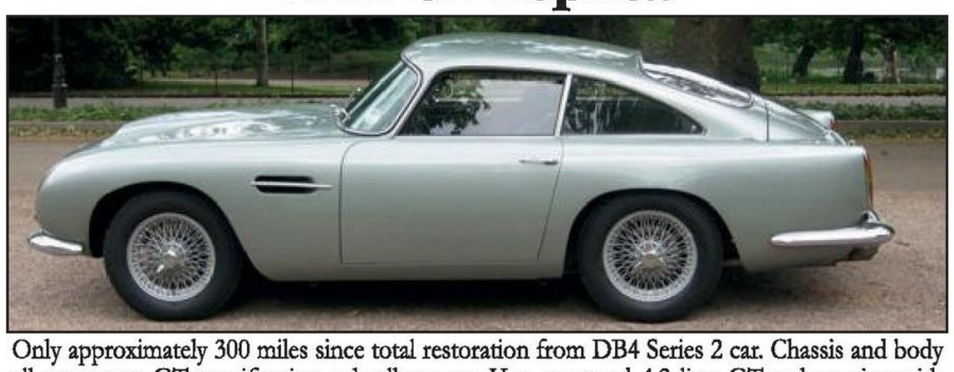
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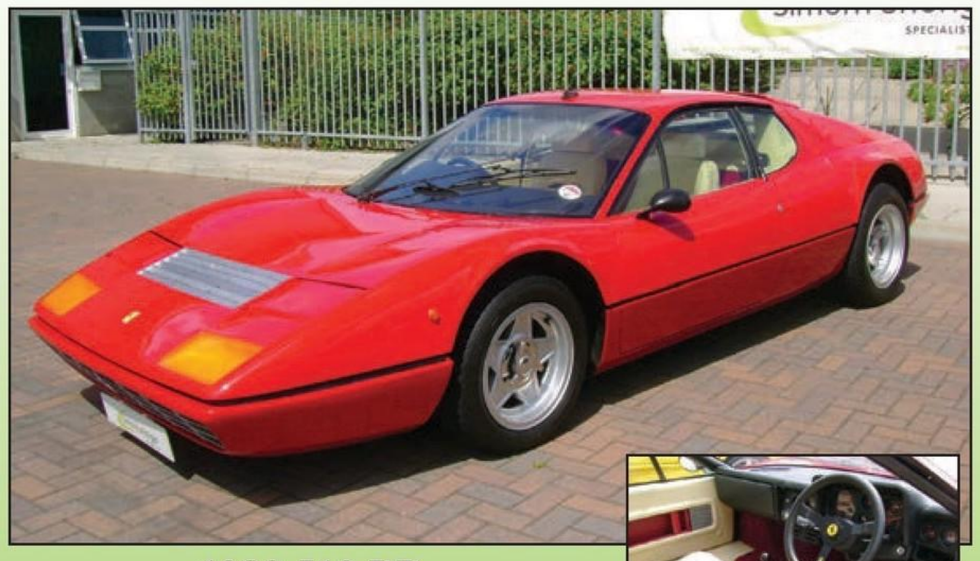
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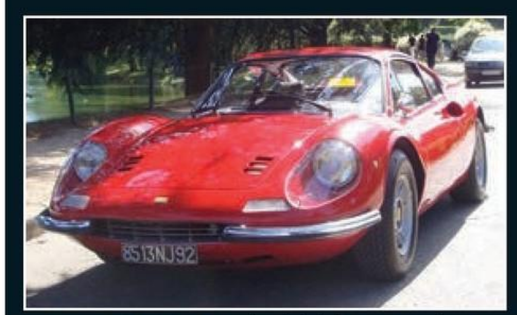
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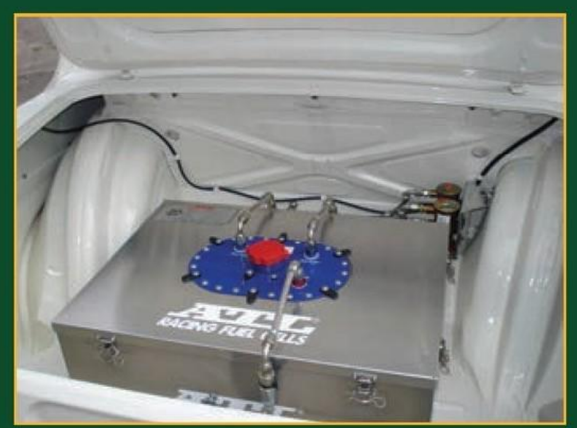


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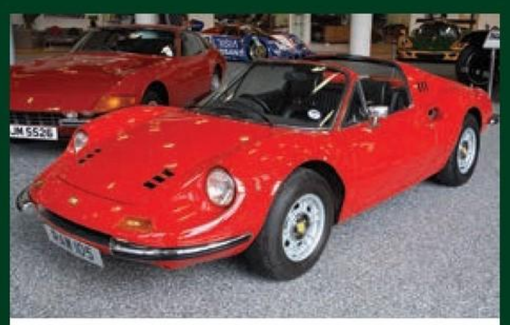
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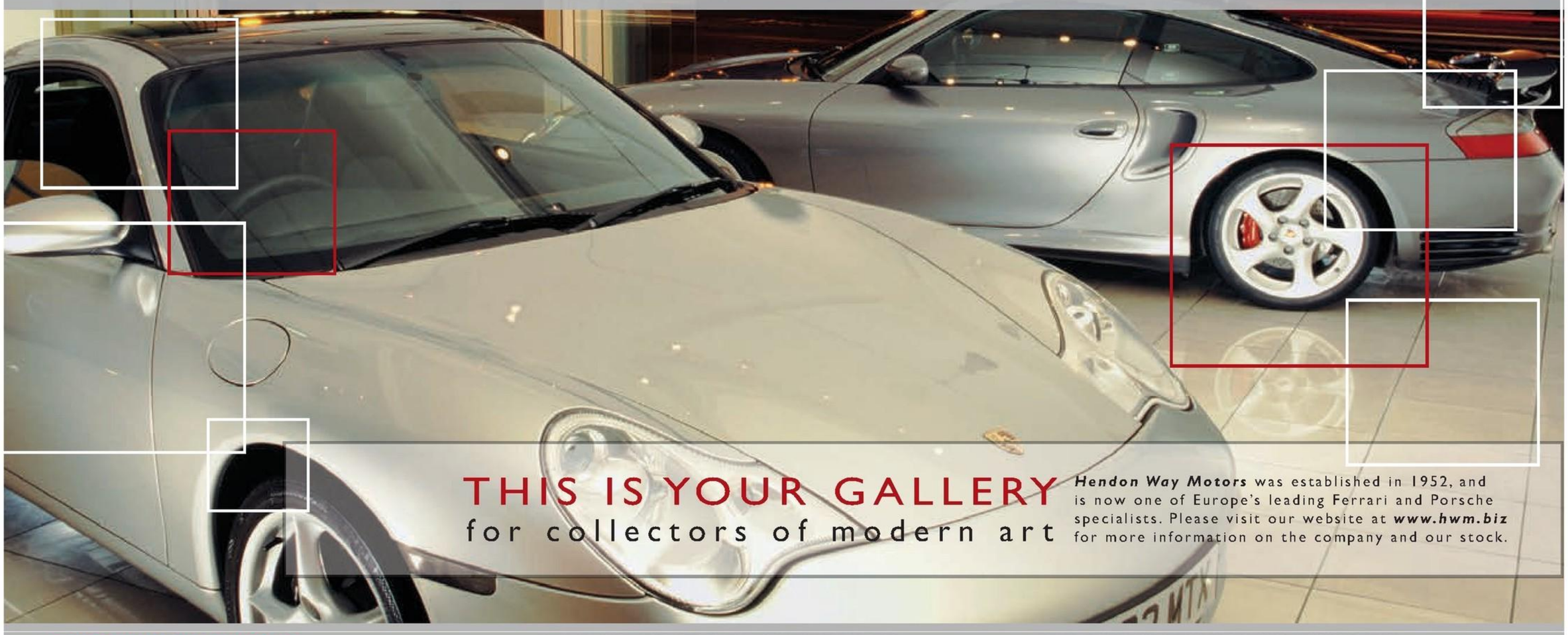
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Full black leather interior, Porsche Stability Management System, Porsche Communication Module III, Telephone module, Sports shift, Chrono Package Plus, 3 Spoke Multi-function steering wheel, BOSE, Ipod connection, Park Assist, 19" Black Carrera S II alloys. As new

2008 PORSCHE 997 C2S MANUAL SLATE GREY 6000 MILES
Full Black leather interior, Porsche Communication Module, Porsche Stability Management System, Cruise control, BOSE sound system, CD Changer, Electric heated memory seats, Sunroof, Bi-Xenon lights, Park Assist, 19" Sports Design alloy wheels, Tracker, Full Porsche Service History

2008 PORSCHE 997 C2S MANUAL BASALT BLACK 25,000 MILES
Full Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Chrono pack, Telephone, Multifunction steering wheel, Heated sports seats, Sound package plus, Park assist, Rear wiper, Red brake Callipers, 19" Carrera Sport alloy wheels, One owner from new, Full Porsche Service History

2008 PORSCHE 997 C2 TIPTRONIC BASALT BLACK 10,000 MILES
Full black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management system, Telephone, Bose sound system, Cruise control, Heated seats, Multi CD Changer 19" Carrera Sports Alloy wheels

2005 PORSCHE 997 C2 MANUAL MIDNIGHT BLUE 29,000 MILES
Midnight Blue Metallic coachwork, Sand Beige Leather interior, Manual, Porsche Communication Module (Satellite Navigation), Porsche Stability Management system, Multifunction Steering wheel, Telephone Module, CD Changer, Sports seats, Top tinted Windscreen, Park Assist, 19" Alloy wheels, Full Porsche Service History

2005 PORSCHE 997 C2 MANUAL COUPE CARMEN RED 29000 MILES
Full dark grey leather interior, Manual, Porsche Communication Module, Porsche Stability Management System, Climate control, Computer, 19" Carrera S alloys with coloured centre crests, Rear wiper, Full Porsche Service History

PORSCHE 996 / GT3 / GT2 / TURBO / C4S / C2 / C4

2003 PORSCHE 996 GT2 MKII MANUAL BASALT BLACK 31000 MILES
Black leather interior, Climate control, Small aluminium pack, Bucket seats, Full Porsche Service History

2004 PORSCHE 996 GT3 MKII MIDNGIHT BLUE 25000 MILES
Black leather interior, Porsche Stability Management System, Professional fitted Satellite Navigation module, Cruise control, Full electric sports seats, Climate control, White dials, Xenon lights, 18" alloy wheels, Full Porsche Service History

2003 PORSCHE 996 GT3 MKII ARCTIC SILVER 12000 MILES
Black leather interior, Porsche Stability Management System, Computer, Climate control, Sports seats, Aluminium Pack, White dials, Xenon lights, 18" alloy wheels, Full Porsche Service History.

2005 PORSCHE 996 TURBO S MANUAL BASALT BLACK 19000 MILES
Black leather interior, Porsche Stability Management System, Porsche Communication Module, Telephone module, Computer, Cruise control, Bose sound system, CD changer, Electric heated memory Seats, Sunroof, Xenon lights, Park assist, Yellow dials, Carbon Pack, Small Aluminum pack, 18" Alloy Wheels, Ceramic brakes, Yellow seat belts, Full Porsche Service History

2005 PORSCHE 996 TURBO S CABRIOLET SEAL GREY 22,000 MILES
Full black leather interior, Porsche Stability management System, Porsceh Communication Module, Computer, Ceramic brakes, Small aluminium pack, Park Assist, Heated Sports seats with lumbar support, 18" Turbo GT silver alloy wheels, Full Porsche Service History

2003 PORSCHE 996 TURBO MANUAL MIDNIGHT BLUE 29,000 MILES
Grey leather interior with extended leather pack, Porsche Stability Management System, Computer, Telephone Module, Electric Sunroof, Suede roof lining, CD Changer, Electric Sports Seats, Rear wiper, BOSE Speaker upgrade, Full Porsche Service History

2003 PORSCHE 996 TURBO TIPTRONIC MIDNIGHT BLUE 28000 MILES
Black leather interior, Porsche Stability Management System, Sunroof, Telephone module, Sports seats, Aluminium pack, Xenon lights, Turbo Aero Kit, Up-rated CD Player, Full Porsche Service History

2001 PORSCHE 996 TURBO TIPTRONIC ARCTIC SILVER 35000 MILES
Grey leather Interior, Porsche Communication Module, Porsche Stability Management System, Park Assist, Cruise control. Recent double page review in classic car magazine, Full Porsche Service History

2004 PORSCHE 996 C4S MANUAL MIDNIGHT BLUE 34000 MILES
Full Metropole blue leather interior, Porsche Stability Management System, Porsche Communication Module, Telephone Module, White dials, Sports exhaust, Sports seats, BOSE, CD Changer, Small aluminium pack, Xenon lights, 18" Turbine designed alloy wheels, Rear Wiper. Full Porsche Service History

2003 PORSCHE 996 C4S MANUAL BASALT BLACK 33000 MILES
Full black leather interior, Porsche Stability Management System, Porsche Communication Module, Telephone Module, White dials, Sports exhaust, Sports seats, BOSE, CD Changer, Small aluminium pack, Xenon lights, 18" Turbo alloy wheels, Rear Wiper. Full Porsche Service History

2003 PORSCHE 996 C4S MANUAL SEAL GREY 30000 MILES
Full black leather interior, Porsche Stability Management System, Computer, White dials, Heated electric Sports seats, CD Changer, Sunroof, Xenon lights, 18" Turbo alloy wheels, Rear Wiper. Full Porsche Service History

2003 PORSCHE 996 C2 CABRIOLET TIPTRONIC MERIDIEN SILVER 18000 MILES
Full Metropole blue leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, Climate control, Full electric seats, CD Player, Porsche Sound pack, Park assist, 18" alloy wheels, Full Porsche Service History

2001 PORSHCE 996 C2 COUPE MANUAL SLATE GREY 37000 MILES
Full black leather interior, Porsche Stability Management System, Onboard computer, Cruise control, Sports seats, 6 CD Changer, Porsche Sound Package, 18" Turbo alloy wheels, Full Porsche Service History

PORSCHE 993 / TURBO / C2S / C4S / C2 / C4 / TARGA

1998 PORSCHE 993 TURBO 4 S SPEC OCEAN BLUE 40000 MILES
Marble grey leather interior, Porsche Communication Module, Turbo S 430 BHP factory engine and coachwork upgrade, White dials, Sunroof, Full Porsche Service History.

1995 PORSCHE 993 TURBO 4 MIDNIGHT BLUE 42000 MILES
Marble Grey leather interior, Cruise control, White dials, Sunroof, Sport seats, Sports exhaust, Full Porsche Service History.

1998 PORSCHE 993 C4S COUPE MANUAL MIDNIGHT BLUE 53000 MILES
Dark grey leather interior, Sports seats, Climate control, 18" Turbo alloy wheels, Full Porsche Service History.

1997 PORSCHE 993 C2S COUPE MANUAL ARCTIC SILVER 60000 MILES
Black leather interior, Sport seats, Full Turbo Aero Kit, 18" Alloy wheels, Full Porsche Service History.

1995 PORSCHE 993 C2S COUPE MANUAL OCEAN BLUE 69000 MILES
Marble Grey leather, Climate control, Sports seats, Sports exhaust, Sony Stereo, Rear wiper, 17" Alloys, Sunroof, Full Porsche Service History

1995 PORSCHE 993 C4 COUPE MANUAL IRIS BLUE 60000 MILES
Grey leather interior, Sports seats, Sunroof, Radio with one CD changer, Tracker system Immobiliser, 17" Cup Alloy wheels, Full Service History

1997 PORSCHE 993 C2 VARIORAM COUPE TIPTRONIC ARCTIC SILVER 62000 MILES
Dark grey leather interior, Climate control, Electric sports Seats, Rear wiper, 18" Turbo Alloys, Sunroof, Full Porsche Service History

1995 PORSCHE 993 C2 COUPE TIP AVENTURA GREEN 69000 MILES
Beige Leather Interior, 17" Alloys Climate, Previously owned by Porsche Club member, the condition is immaculate, Full Porsche Service History

1994 PORSCHE 993 C2 COUPE MANUAL MIDNIGHT BLUE 59000 MILES
Marble grey leather interior with blue leather dash, Sports seats, Rear wiper, Climate control, Sunroof, 17" Alloy wheels, Full Porsche Service History

1995 PORSCHE 993 CABRIOLET TIP IRIS BLUE 81000 MILES
Black leather interior, Sports Seats, 17" Alloys Climate, Full Porsche Service History

1994 PORCHE 993 CABRIOLET MANUAL AVENTURA GREEN 57000 MILES
Marble grey leather interior, Wind deflector, Stereo, Heated mirrors, CD Changer, Full Porsche Service History

PORSCHE BOXSTER
Model Types 2.5 / 2.7 / 3.2 S

2007 987 PORSCHE BOXSTER S MANUAL BASALT BLACK 2000 MILES
Black leather interior, Porsche Stability Management System, Porsche Communication Module, White dials, Heated seats, Park Assist, Xenon lights, 19" Carrera S alloys

2003 986 PORSCHE BOXSTER S MANUAL BASALT BLACK 35000 MILES
Full black leather interior, Porsche Stability Management System, Computer, Aluminium pack, Sports seats, Park assist, 18" Turbo alloy wheels, Porsche Sound System Plus, Full Porsche Service History

CAYMAN

2006 PORSCHE CAYMAN S ARCTIC SILVER 10000 MILES
Grey Leather, Porsche Stability Management System, Porsche Communication Module, Cruise, White Dials, Chrono Ceramic Breaks, 19" Alloys, Full Porsche Service History

FERRARI
Models from 1970 +

2008 FERRARI F612 SCAGLIETTI BLACK 3000 MILES
Black leather interior, Daytona electric/memory seats, Sports mode, Front and rear park assist, Satellite Navigation, CD Changer, Telephone module, BOSE, Xenons, Climate control, 19" alloys with ceramic brakes

2007 F430 SPIDER ROSSA 4000 MILES
Crema leather interior, Original Ferrari stereo with Satellite navigation, CD Changer, Carbon pack, Yellow rev counter, Launch control, Climate control, Electric Daytona seats, Bi-xenons, Yellow brake calipers, 19" alloys

2007 FERRARI F430 SPIDER F1 SCUDERIA RED 3000 MILES
Chrono Carbon Fibre Electric Seats, Bluetooth, Xenon Shields.

2004 FERRARI 360 SPIDER MANUAL NERO 11000 MILES
Nero Daytona with Black Hood, Crema Leather with Crema roll over hoops and Crema Leather Dash, Daytona seats, Yellow calipers, Navigation track tracker system, CD changer, Embossed head rests, Full Ferrari service history

2001/02 FERRARI 360 SPIDER F1 METALLIC DARK GREY 15000 MILES
Black Leather Sport Seats, Challenge Grill, 19" Alloy wheels, Xenon lights.

2002 FERRARI 360 MODENA METALLIC SILVER 12000 MILES
Black Leather, Sport Seats, Challenge Grill, 19" Alloy Wheels, Xenon lights.

1995 FERRARI 355 SPIDER GIALLO YELLOW 26000 MILES
Full black leather interior, Manual, Electric sports seats, Climate control, Sports suspension, 18" alloys, Full Ferrari Service History. Superb example that has been meticulously maintained from new

1991 FERRARI TESTAROSSA ROSSA 6000 MILES
Crema leather interior, Manual, Climate control, Electric windows, CD Changer, 18" alloys wheels, Full Ferrari Service History

1981 FERRARI 308 GTS RED 40000 MILES
Full Leather, Climate Fog Lights, First Class History, 3 Owners.

1972 FERRARI DINO 246GT WHITE 39000 MILES
Black Leather, Excellent Original Condition, 1 Original Owner, Concourse Winner.

1967 FERRARI 275 GTB/4 LHD LIGHT SILVER 65000 MILES
Black Leather, Full History, Original Tool Kit, Concourse Winner.

Other Models

2006/07 MINI COOPER S GP LIMITED EDITION MANUAL DARK GREY 800 MILES
Roof / bonnet / front apron in pure silver, contrast mirrors in chilli red, 18" alloys, DSC, floor mats in velour, John Cooper works kit / sports brakes with red callipers /sports suspension, climate, cruise, computer, Recaro, CD player, heated seats

BMW Z4 COUPE SPORT SI MANUAL CARBON BLACK 34000 MILES
Carbon Black, Full black leather interior, Cirus Aluminium centre console and dash, Climate control, M Sport steering wheel, Xenon lights, Sports electric heated memory seats, BMW Business CD Player, Auto Wash Wipe, Full BMW Service History, Brand new rear Run flat tyres. A terrific example of a rare model

2004 BMW 320 CD METALLIC RED MANUAL 68000 MILES
Red Metallic M Sport Coachwork, Full Black Suede cloth interior, Multifunction Steering wheel, Electric windows, Adjustable seats, M Sport door entry guards, Digital Radio, 18" M Sport Alloy wheels, Climate Control, Full main dealer service history, One Owner from New.

1991 AC COBRA LIGHTWEIGHT METALLIC BLACK 5000 MILES
Black Leather, 1 of 26 RHD Lightweights.

1991 AC COBRA LIGHT WEIGHT SPEED YELLOW 9000 MILES
Black Leather, 1 of 26, RHD, Lightweight's, Ex- Rod Stewart.

1967 JAGUAR E-TYPE 4.2 SERIES 1 1/2 METALLIC SILVER 55000 MILES
Black Leather, Fully Restored To Concourse Condition, Works Factory Hardtop.

1957 JAGUAR XK 150 ROADSTER
Dark blue, left-hand drive, white wall tyres, blue leather interior, thirty one years in the same ownership, restored to concours condition ten years ago, body off chassis restoration, total rebuild, superbly maintained with full service history.

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- Sump 4.5 Ltr.
- Oil pump 4.5 Ltr.
- Water pump/water pump housing 4.5 Ltr.
- Bell housing 4.5 Ltr.
- Crankshaft 4.5 Ltr.
- Conrods 4.5 Ltr.
- Camshaft 4.5 Ltr.
- Halfshaft 4.5 Ltr.
- Inlet and exhaust manifolds 4.5 Ltr.
- Timing cover 4.5 Ltr.
- Magneto drive box 4.5 Ltr.
- Fan tower 4.5 Ltr.
- Flywheel 4.5 Ltr. 2 Ltr. and 3.5 Ltr.
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- Clutch conversion 4.5 Ltr., 2 Ltr. and 3.5 Ltr.

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1963 Porsche RS61 Dolphin
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Fresh out of restoration with Targa Florio history

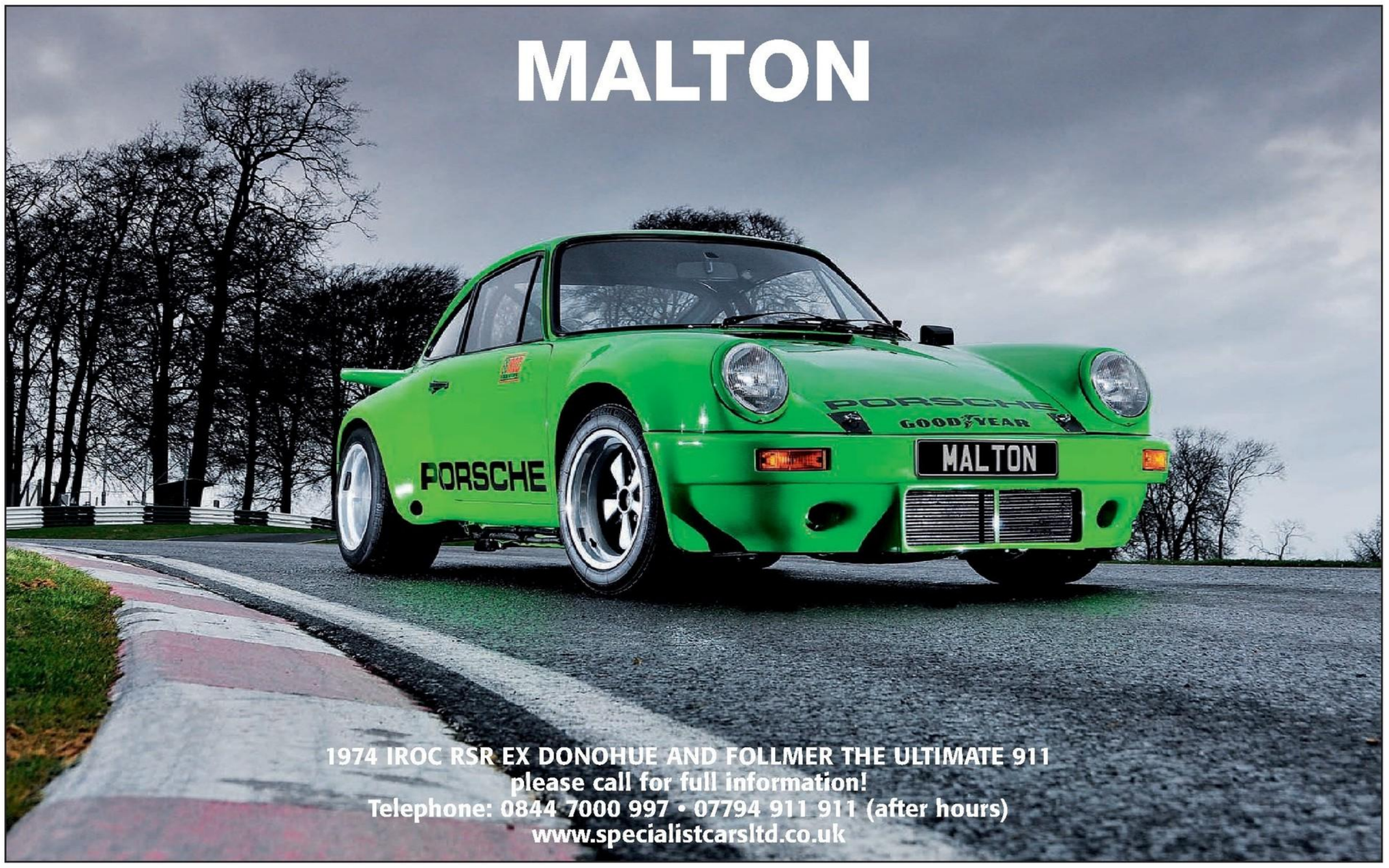
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•1964 Porsche 904 GTS, one of the best available
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•1972 March 721G, the ex-Niki Lauda car
•1972 BMW CSL, fully restored Schnitzer Group 2 car
•1974 Alfa Romeo 33TT12, a championship winning car
•1976 TOJ F201, the ex-Keke Rosberg works Formula 2 car
•1991 Benetton B191, ex-Michael Schumacher
•2000 Arrows A21 F1, ex-Pedro de la Rosa

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Black/Charcoal, Rebuilt drive line and suspension, Excellent body and interior, as quick as a TDF, MUST SEE



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(s/n: 07629)

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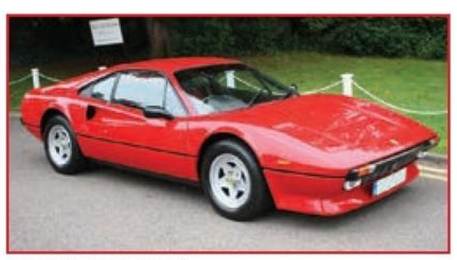
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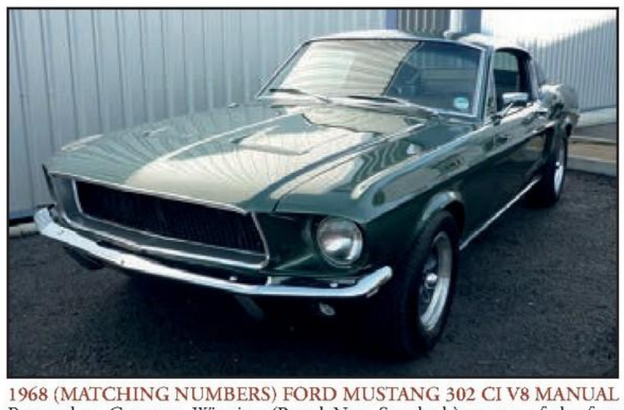
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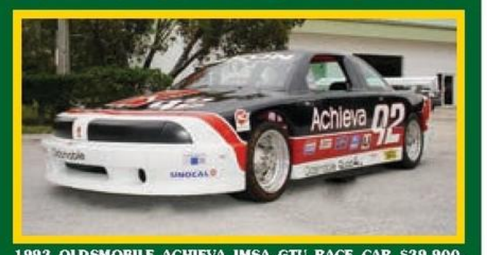
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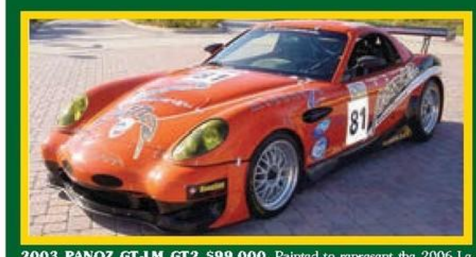
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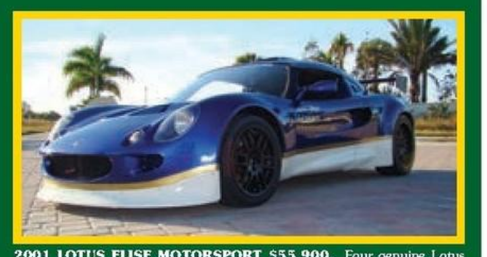
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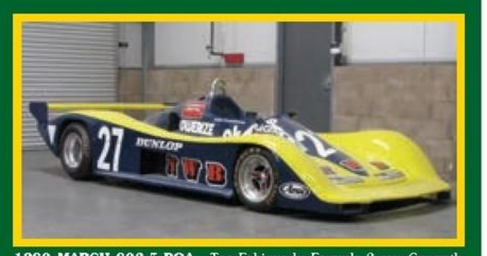
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As I walked from the helicopter to the warehouse I felt a growing anticipation of finally getting to see the Bugatti that was at the heart of all this fuss. We entered through a small personnel door into the huge space to find it almost full with a collection of boats! Mostly wood-hulled offshore racing boats, even a Ventnor hydroplane, "Do you like my toys, Tim?" Violet's husband had come in quietly behind us. I had to say I did - wooden boats could just be my next favourite thing after cars. "You are here to see the car so follow me." We walked the length of the warehouse to the far corner where a rough cover was draped over a familiar shape, quickly lifting the cover there it was; "Violet's" car.

It was every bit as good as I had been told, completely original and with the patina of a well cared for old friend, some details had been added, a lap counter for instance but not the usual billiard counter, this one was Bugatti radiator shaped with a round dial in the top and a large oblong button at it's base. The seat bases were re-covered in Leather rather than the Rexine of the seat back, under the bases the drivers seat was supported by the same extended spring base as the Targa Florio cars. I spent two hours photographing and looking at this time warp of a car. When I had finished "Lurch" the chauffeur ushered me quickly along to the golf cart parked outside the warehouse and we drove to the office administration block.

In the block we climbed two flights of stairs to the impressive office of "Violet's" husband. "Well, Tim, are you satisfied?" he sat in a large leather seat behind a huge empty desk, "Violet" sat to his left on a sofa against the wall - she looked all business in an immaculate beige suit, matching shoes with killer heels. "It's fabulous; your father looked after it impeccably." I glanced to my left, "It seems a shame to sell it." She answered coolly, "I need the money". I could see this was going to turn into a domestic if I wasn't careful and so I quickly sat and began on the business of securing the car. It was sold in three phone calls for the best part of two bar! All that was left was to arrange collection and where the money should be sent, at this point Violet stood and walked towards me with a piece of paper that had her account details. She turned to her husband "I want to go with the car to meet the new owner," his reply was spoken as if controlling the urge to shout, "that is not possible." "I'm afraid she must," my voice sounded hollow in a room filled with atmosphere so thick you could cut it with a knife. I went on, "it's Customs you see, the owner of the car has to travel with it in case we are stopped, without her it could be impounded." You could almost hear the cogs whirring, "Okay, but Petrov will take you in the Bentley."

A week later I drove to Belgium in the converted Sprinter, loaded the car and headed for Calais with a Bentley shadowing. We travel P&O normally because I like to eat in Langan's, although the last couple of times I travelled the restaurant was shut and when I did eat the Casterbridge steak was not great. On the boat we arranged to meet in Langan's, over the meal I told Petrov "Violet" would have to accompany me in the Sprinter, "Customs" I explained. Now this threw him into total confusion and the first thing he did was try to ring his boss only to get an answerphone. Minutes ticked by and we were called to the car deck. "She can rejoin you as soon as we're out of the port." Petrov, a man of few words, grunted and nodded.

We got in the Sprinter and she took out her passport and clutched it tightly, "Will we be stopped?" "I can almost guarantee it." She smiled. Leaving the boat I peeled off into the lane reserved for freight and headed up to the Customs station, we passed one line of officers and as we approached the second line it looked like we were through when the hand of a stocky man in a hi-vis came up.

I wound down the window "Where have you been, sir?" "Belgium, picking up a vintage car." "Can you open the back, sir?" It was all the usual questions until he said: "Park the van in bay 3 and could you both get out of the vehicle." They took me to one area of the building "Violet" went to another, the next six hours dragged by while I sat and waited. There was a search but I blotted that out of my memory! After six hours a young woman officer came into the room, "You'll be pleased to know we have found nothing on your vehicle." "So I can go?" "Perhaps, how did you meet your travelling companion and did you know she was travelling on a false passport?" Sixteen hours later I left the port alone to find the Bentley parked by the roadside, Petrov looked like he wanted to tear me limb from limb but a Police car just happened to stop and he left. I delivered the car and never heard any more from Violet or her husband.

A few weeks later I was in France, Mont Ventoux. The car was off on one of the 30km laps and I was in a café with a citron presse, a very attractive woman was crossing the road and I was a little surprised when she sat at my table. "I want to buy you a drink." Her voice was quiet and she had radiant skin. Now I'm no oil painting and this doesn't happen often but just as I was counting my chickens she took off her sunglasses she had the most violet eyes. "I was deported." I nodded "But I am wealthy now and in my country it was easy to straighten things out, I can't be found," she smiled broadly. "How did you know we would be stopped?" "Crimestoppers." The cars started to arrive back she put on her sunglasses gave me a kiss and melted away. **Tim**

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JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD - Battleship Grey/Red hide and carpets/Black hood, 16" chromed wide rim wire wheels, subject of a total restoration 7 years ago. Recently fitted with J.D Sport 5 speed gearbox, power steering, uprated electrics, uprated engine cooling, uprated brakes etc. Wonderful period looking example.

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JAGUAR XK 150 3.4 LITRE DROPHEAD, LHD - British Racing Green/Biege hide and carpets, black hood, 16"chromed wire wheels, subject of a total chassis off restoration 3 years ago, 2500 miles covered since, updated brakes. Superb example.

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JAGUAR MKII 3.8 LITRE SALOON, RHD - Opalescent Light Blue/Dark Blue hide and carpets, competition stainless steel wire wheels, subject of a full J.D body restoration and bare metal re-paint, full J.D engine bay bare metal re-paint and detailing. J.D engine overhaul, 5 speed J.D gearbox, J.D power steering and brakes handmade J.D stainless steel exhaust manifold, J.D front seats, full J.D interior trim including new burr walnut woodwork, re-chromed etc

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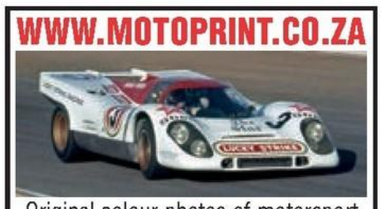
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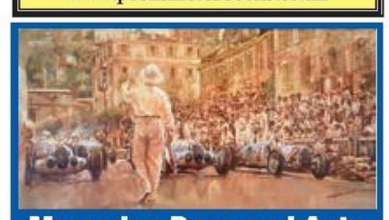
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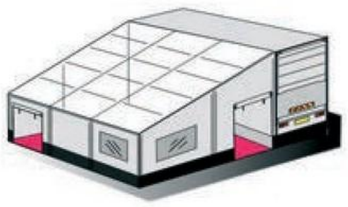
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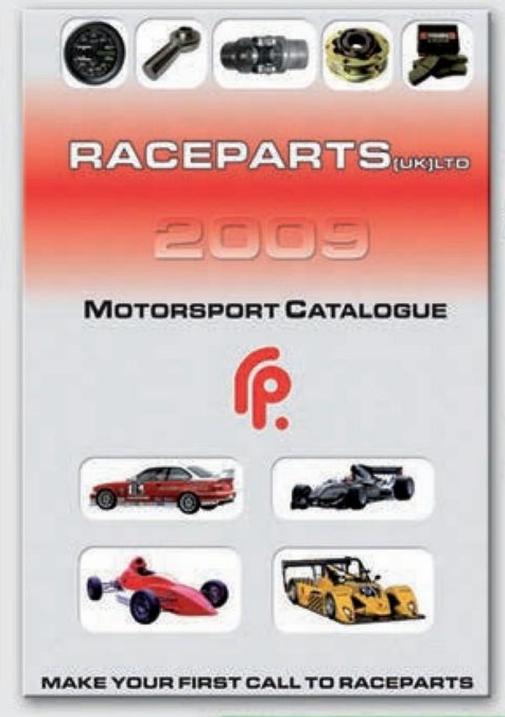
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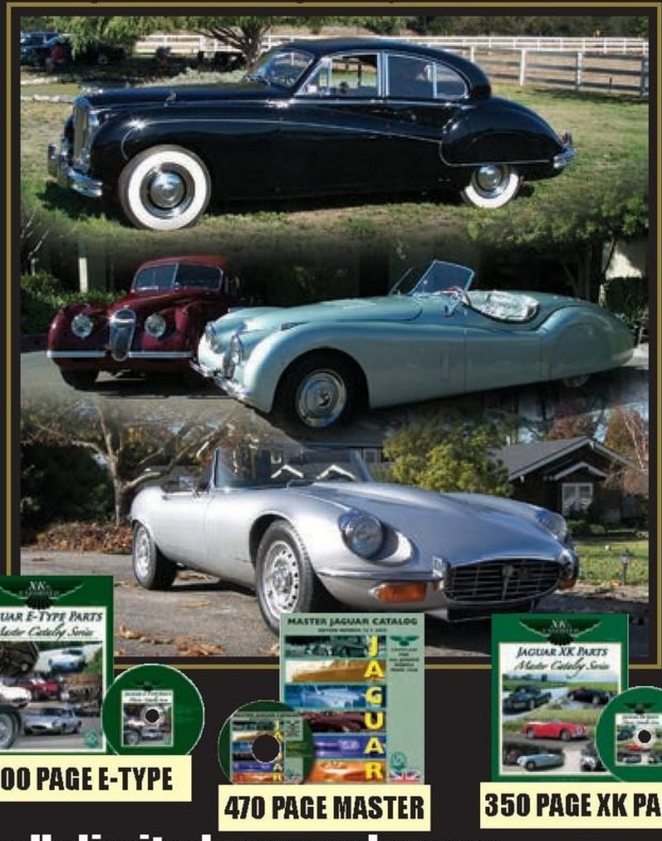
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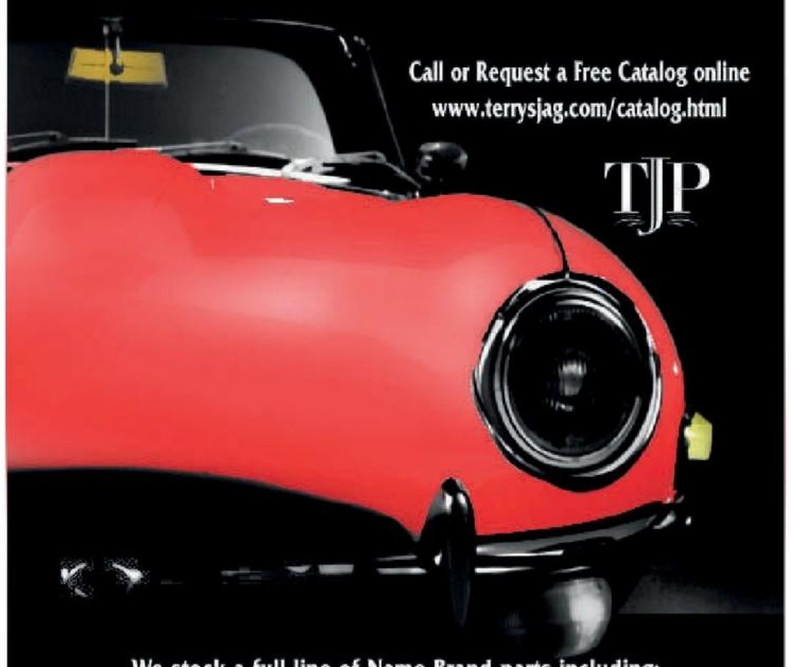
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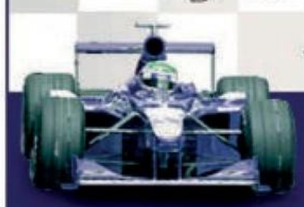


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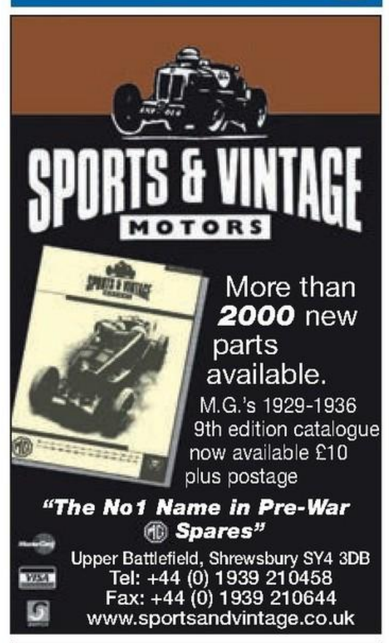
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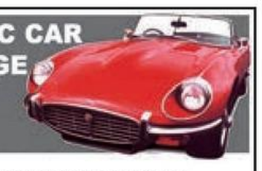
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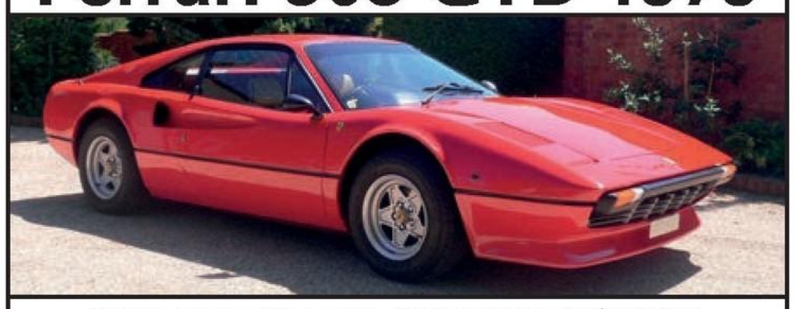
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Ferrari Boxer 512 required by private collector. Must be in mint condition. Email: **NWBCollection@yahoo.co.uk**

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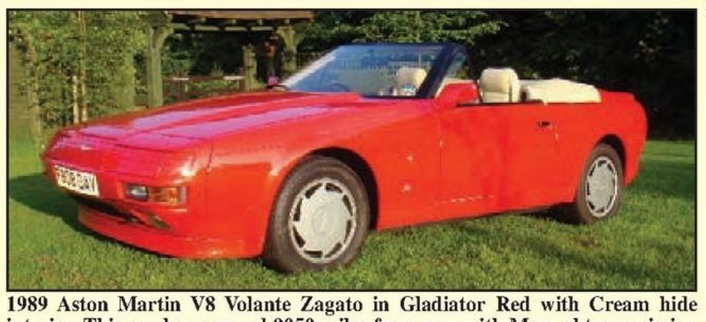
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2006 (06) Aston Martin DB9 finished in Grigio Titanio with Caspian blue hide. This is a beautiful example one owner example with a total of 45,000 miles with full service history with the supplying dealer. Totally unmarked and sensibly priced at £58,950



1989 Aston Martin V8 Volante Zagato in Gladiator Red with Cream hide interior. This car has covered 9050 miles from new with Manual transmission and has recently been serviced with invoices to show. Exterior paintwork is superb and mechanically, the car starts and runs fine. Complete service history from Newport Pagnell. Please enquire for full specification £75,000



2002 Aston Martin Vanquish 2+2 in Tungsten Silver with Charcoal hide interior. This is a fine example with main dealer history having covered only 20,000 miles. It is fitted with all usual refinements including Satellite Navigation, electric heated seats, 19" alloy wheels, paddle gearbox, power mirrors and stereo system £56,950



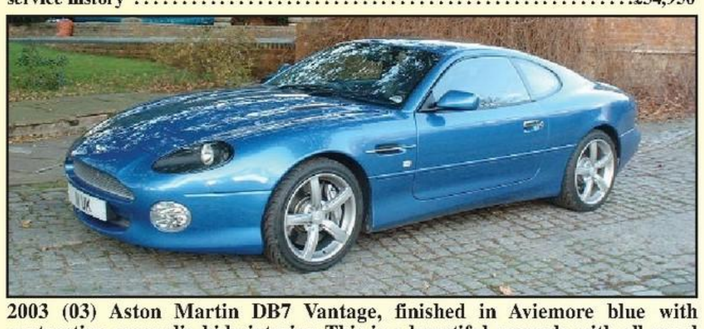
1998 Aston Martin V8 Coupe finished in Buckingham Green with contrasting pale grey hide interior piped charcoal. Supplied by us to the last owner, this car is a fine example fitted with all usual refinements including front wing vents, 6 speed Manual transmission, air conditioning, 6 spoke 18" alloy wheels, Red calipers, mesh grille, 6 stack CD player, electric windows and electric heated seats. 4 owners with complete service history £34,950



1960 Aston Martin DB4 Series II. The car has resided in Cape Town for the past 20 years and during more recent times it has been the subject to a comprehensive restoration. This work has included a back to metal repaint and the car is now finished in a burgundy of the period. The car has also been re-trimmed and this has included new leather to the seats in biscuit and the carpets and headlining have also been replaced. A DB6 5 speed gear box replaces the original 4 speed and the engine has been up-rated from 3.7 to 4.2 and carburation is now to Vantage specification. The result of these upgrades is that the car is now quicker and far more nimble than the original and a real pleasure to drive. Please enquire for further details £130,000



1991 Aston Martin Virage 5.3 Auto in Navy Blue with Beige hide interior. This is a beautiful example with excellent maintenance records including recent new catalytic convertors and exhaust system. Fitted with mesh grille and the optional 5 spoke Volante wheels £22,950



2003 (03) Aston Martin DB7 Vantage, finished in Aviemore blue with contrasting magnolia hide interior. This is a beautiful example with all usual refinements including 4 spd auto touchtronic transmission, heated electric seats, 19" alloys, full Aston service history. Library picture £34,950



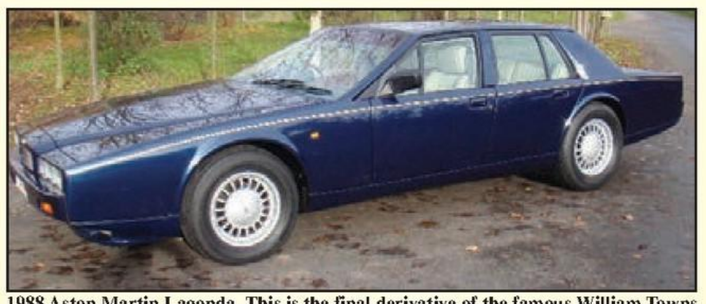
1961 Bentley Series II Mulliner Flying Spur in Rolls Royce Regal Red with Beige hide interior piped Red. This is a beautiful, regularly used, example which has been the subject of considerable maintenance and refurbishment during the last 5 years. Please call for full specification £69,950



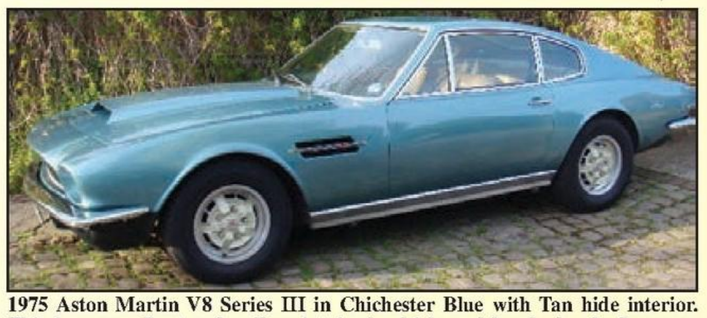
1995 Aston Martin DB7 i6 finished in Mendip Blue with contrasting magnolia hide. Sold by us to a doctor who has owned the car since 2003. fitted with automatic transmission, 18" alloys, heated electric seats, 6 stack CD, etc. Despite being 14 yrs old, the car remains in excellent condition throughout £19,950



1978 Aston Martin V8 srs III finished in Cobalt blue with oatmeal hide interior and fitted with numerous upgrades including Vantage front spoiler, driving lamps, cross spoke alloys, "S" series engine and detailed engine bay. The car is currently having new sills fitted and will be fully wax oiled. It represents extremely good value at only £29,950



1988 Aston Martin Lagonda. This is the final derivative of the famous William Towns designed Lagonda capable of carrying four passengers in comfort at speeds approaching 145mph. This beautiful example has covered only 15,000 miles and is believed to be the penultimate car. Fitted with all usual refinements including a Blaupunkt Travel Pilot navigation system. A very rare and appreciating asset. Please enquire for full details. Now very sensibly priced at £39,950



1975 Aston Martin V8 Series III in Chichester Blue with Tan hide interior. This is an excellent and well maintained vehicle and has had only 5 owners from new and comes with a comprehensive service history. Fitted with automatic transmission, electric windows, wood rim steering wheel and its original GKN alloy wheels. Please call for further details £27,950



1969 Aston Martin DB6 to vantage specification. (similar to picture) This car is part way through a total ground up restoration which will include a fully restored chassis, back to metal repaint, full re-trim, detailed engine bay, 4.2 engine upgrade with triple Webers, fully re-built suspension with handling kit. At present both exterior and trim colour can be to customers own specification. Final price by negotiation.



1966 Aston Martin DB6 Vantage in Suffolk Red with Red hide interior. This excellent, original, rust free DB6 Vantage (with matching numbers) has undergone a complete engine rebuild in our own workshop with an upgrade to 4.2 litres and an unleaded cylinder head. The car sits on chrome wire wheels, has its original 5 speed ZF gearbox, upgraded suspension and an i-pod connection. The Red interior leather is in very nice condition with new carpets having been fitted £79,950



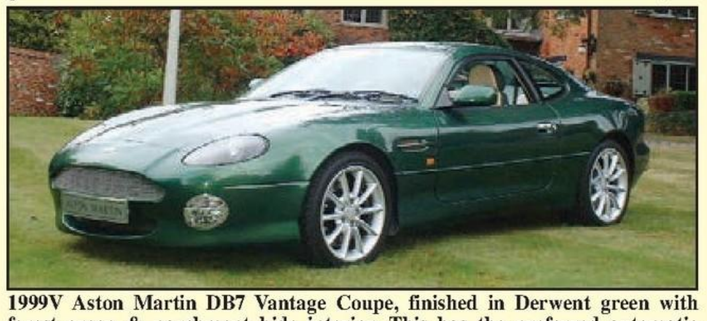
1967 Aston Martin DB6 in British Racing Green with full Black hide interior. This vehicle has just undergone a full re-paint in original British Racing Green and is a very nice example of the marquee having had recent complete refurbishment. It has also had an engine upgrade to 4.2 litres with re-trimming carried out to the front and rear seats and it has a new headlining. It is now in superb condition and represents good value at £72,950



2002 (52) Audi A4 Cabriolet Sport Cosmic Blue with light grey leather. Tiptronic gear box, cruise control, air conditioning, electric seats, blue power hood, electric mirrors, electric windows, alloy wheels, stereo system, full service history, excellent condition £10,750



1981 Triumph TR7 convertible finished in dark metallic green with contasting black hide interior 32,000 miles only, immaculate paintwork and engine bay. Comes with all invoices ever spent on the car inc, service books with every stamp up to date, this car has never been restored *or* repaired and is in mint condition. Fitted with many refinements including Kenlowe electric fan, sports exhaust, Polybush handling kit, twin K&N air filters, 4 new 14" minilites with new Pirelli tyres (original alloys available), TR8 wheel, TR8 rally spec centre locks, full and half tonneau cover, wind deflector and new Sony CD player and speakers. Sensible offers please.



1999V Aston Martin DB7 Vantage Coupe, finished in Derwent green with forest green & parchment hide interior. This has the preferred automatic transmission, 18" alloy wheels, 6 stack CD system, electric heated seats, adjustable steering column and produces 420 BHP and thus is fun to drive. It is a one owner car with excellent service history and sensibly priced at £26,950

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1970 Ferrari 365 GTB/4 'Daytona'
1939 Jaguar SS100 3½ Litre 'Works'
1952 Jaguar C Type
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1953 Jaguar C Type
XKC 039









Chassis XKC 039 was originally supplied to Peter Whitehead, whose career included winning the 1951 Le Mans at the wheel of a Jaguar C-Type as well as numerous Formula One drives with Ferrari, Cooper and Alta.

The first outing in 039 was at Goodwood in 1953 where it easily secured first place. Goodwood was quickly followed by Silverstone and a win at the 12 Hours of Hyeres, concluding its 1953 season at Lisbon. In 1954 039 moved to Australia, being repatriated by the great enthusiast and collector Peter Agg. Acquired through Fiskens in 1997 by the former manager of Ronnie Petersen, Steffan Svenby, 039 has regularly achieved success in the BRDC 50's Sports Car Championship as well as a podium finish at the Goodwood Revival.

Svenby sold 039 to none other than the hero whose success in the XK120 sowed the seeds that gave birth to the C-Type - Sir Stirling Moss. Having competed over so many years in such a number of different sports racing cars, it is telling that Sir Stirling chose this C-Type as his own personal car in which to compete.

The recent restoration highlighted that XKC 039, despite its extensive competition history, is a remarkably original example, offering an opportunity to acquire one of the most original Jaguar C-Type's in existence.



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