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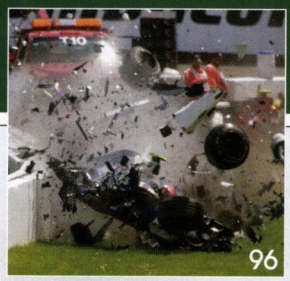
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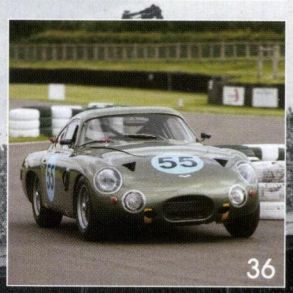
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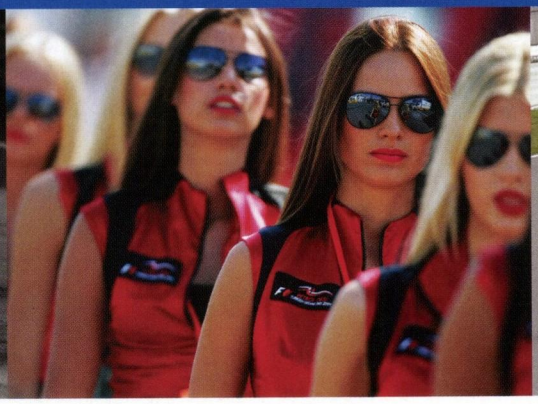
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EIGHTY-FOURTH YEAR OF PUBLICATION

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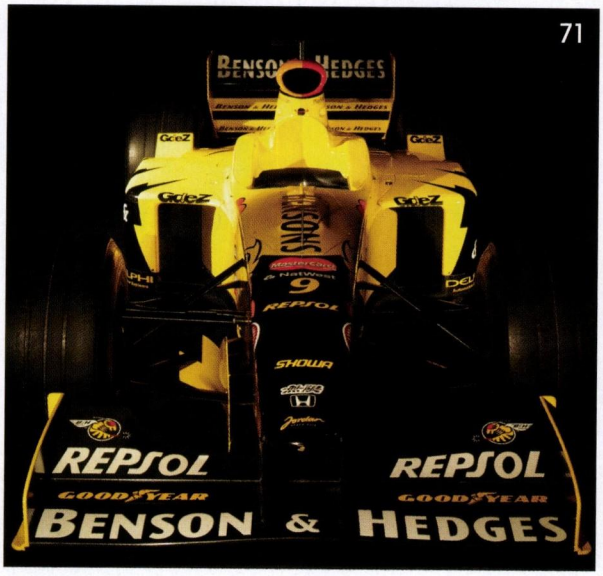
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DOUG NYE
The renowned motor racing historian rejoins *Motor Sport* after a long absence – he worked on the magazine 40 years ago when Bill Boddy was still in the office. His new column is a sideways look at motorsport. Doug is the author of countless motorsport books and is adviser to the Goodwood organisation.



SIMON TAYLOR
Writer, historian, TV commentator and keen historic racing stalwart, Taylor contributes our 'Lunch with...' article each month, in which he invites inspirational and influential figures to sit down for a spot of lunch and talk. This issue it's the turn of former rally co-driver, Prodrive, Aston Martin and F1 tycoon David Richards.



TONY BROOKS
With Stirling Moss, the first Briton to win a British GP in a British car. A versatile all-rounder with a light, fluid driving style, Brooks is a modest man whose achievements often go unremarked. Here he describes in his own words that eventful day at Aintree which began Britain's motor racing pre-eminence.

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Editorial



The greater good

Any time there is a scandal, innocents get dragged in. From cash for peerages to the industrial espionage in F1, people who have done nothing wrong and have nothing to hide are tainted not by specific accusations that can be robustly defended, but by inferred associations that cannot. The unconscionable actions of the few pull down the many with them.

In the industry that is F1 even outsiders, be they sponsors, suppliers or simply enthusiasts like you and me, end up being lowered by it all. Like everyone other than those directly involved, I know very little of what did or did not transpire between McLaren, Ferrari and their respective staff. But I suspect a lot did, and even now I have become less sure of the ethics of a number of people who may well turn out to be entirely innocent.

In theory, all such people are entitled to emerge from such an unfortunate episode without a stain on their character. In practice, many will not be looked at in the same way again. That damage will last longer than any short-term performance advantage.

My most profound hope in this and any future case is that no team can be shown to have benefited, for the actions of an individual are easily dealt with by comparison. Even if an individual with access to illicit information told no one else and never intended to use the information, once it was in his head how could he be sure that knowledge in no way coloured his actions?

But if a team could be shown to have derived benefit from such information, even if it has done so unwittingly and in all innocence, what is to be done? Do you punish a team for a crime only one of its members committed? I'm afraid I think you do.

There is a greater good here, and that is to send out a message so strong that others are deterred from doing the same. The allegations do not concern a team seeing how hard they can butt up against the rulebook before it bends, for that is rightly part of life at the cutting edge. But if now or in the future any team can be shown to have derived any illegal advantage at the direct expense of another, the FIA should come down on them with full force.

Andrew Frankel

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Motor Sport magazine is printed in England



Gold Cup F2 races will awaken memories of Ronnie Peterson in his March 722

LAT

GOLD FEVER IN CHESHIRE

Bank holiday classic weekend brings Formula 2 back to Oulton Park

Oulton Park's major Gold Cup meeting on August 26/27 will recreate the days when F2 was the highly competitive feeder to grand prix racing, with the only UK visit for the European Historic F2 Trophy.

"We hope to get over 20 F2 cars on the grid," says HSCC boss Grahame White. As well as regular F2 runners for the two races, White hopes to encourage drivers from the Classic Racing Car Championship onto the grid of 1600cc and 2-litre F2 cars of the late 1960s and '70s.

Another draw is a two-driver enduro for Motor Racing Legends Pre-War Sports Cars, while a pair of races for 2-litre sports cars repeats the successful pilot of 2006. In addition a contingent of 1-litre F3 'screamers' from France will compete for the Peter Hanson Memorial Trophy, and there's a 40min Pre-66 Saloon event. As well as 18 races, Group B rally cars will be performing on the rally school stage near the paddock. Advance tickets from £16; for details visit: www.motorsportvision.co.uk



Among prime lots in the Ecclestone sale is a rare Mercedes SSKL

Ecclestone to sell part of collection

Formula 1 impresario Bernie Ecclestone has long been known to harbour a massive collection of cars, both racers and road cars, but its content has in general remained a closely guarded secret.

We might soon find out the extent of his passion when Ecclestone sells part of his collection at an auction hosted by RM at Battersea Park, London, on October 31.

Already confirmed for sale is a trio of Mercedes road cars, each expected to fetch at least a million dollars. They include a 1928 SSK, a sought-after 1931 SSKL and a 540 Special Roadster from 1937. The 46 lots also include Rolls-Royces, Ferraris, Cadillacs and Jaguars, as well as a various American cars of the 1930s. The sole racer is a 1987 Jaguar XJR 8/9, while more prosaic lots include a 1989 Austin Mini and a 1971 VW Beetle.

For more details: www.rmauctions.com



Après Paris ... Le Wembley

After three highly successful years based in the Stade de France in Paris, Fredrik Johnsson is bringing the Race of Champions to the new Wembley Stadium this December. An annual indoor competition fest between racing and rally drivers, most of them World Champions, it regularly pulls crowds of 50,000 and is watched by 186 million television viewers. There is a variety of vehicles for the stars to drive on a specially prepared tarmac track which will be laid inside the stadium. At the launch in June, David Coulthard drove a Red Bull RB3 on the perimeter track and confirmed his entry, as did fellow Scot Colin McRae. The great news is that Michael Schumacher will also be competing alongside Jenson Button and Andy Priaulx while there was a positive hint that Lewis Hamilton might be persuaded to join in the fun come December 16.

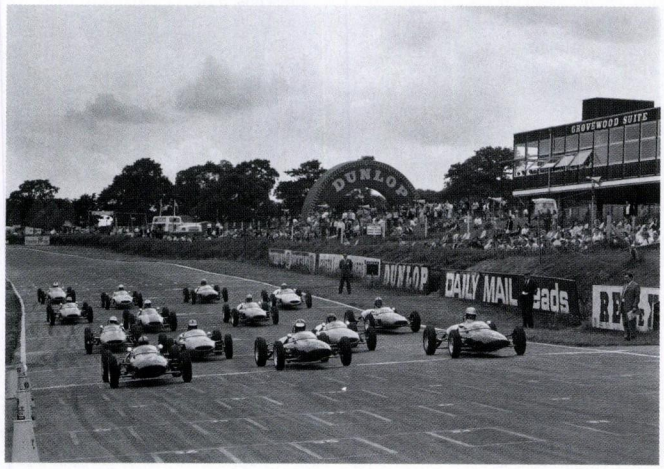


LAT

"Rusty" Sytner wins twice

Frank Sytner scored a double victory in the historic sports car races that supported the British Grand Prix at Silverstone. From a capacity 44-strong grid of cars from the 1950s and 1960s, Sytner's Lola T70 Mk3B proved fastest despite a stern challenge from the similar car of Nigel Hulme.

"I had to work quite hard for that," admitted Sytner. "I'm a bit rusty, but I soon got back into the swing of it." Fastest of the 1950s cars in both races was the Cooper Monaco driven by Graeme Dodd.



LAT

Forty years of Formula Ford

The 40th anniversary of the first Formula Ford race was marked during the HSCC's Historic Festival meeting at Brands Hatch in early July. It was on July 2, 1967 that the category ran its first race, and the first-ever winner Ray Allen was part of the celebration as he performed some demonstration laps in a Lotus 51, similar to the car he raced 40 years earlier.

Also involved in both events was Grahame White, chief executive of the HSCC, who was clerk of the course for the 1967 event.



A Vanwall in your wallet

Royal Mail is celebrating the 50th anniversary of the Stirling Moss and Tony Brooks grand prix victory at Aintree with an issue of six motor racing stamps honouring British drivers.

Two First Class designs feature Moss in his Vanwall and Graham Hill in a BRM P57, while others show Jim Clark (Lotus 25), Jackie Stewart (Tyrrell 006), James Hunt (McLaren M23) and Nigel Mansell (Williams FW11). Mark Blundell (above) hosted the launch

To get the striking overhead views, real cars were photographed from a special rig and the drivers then inserted digitally.

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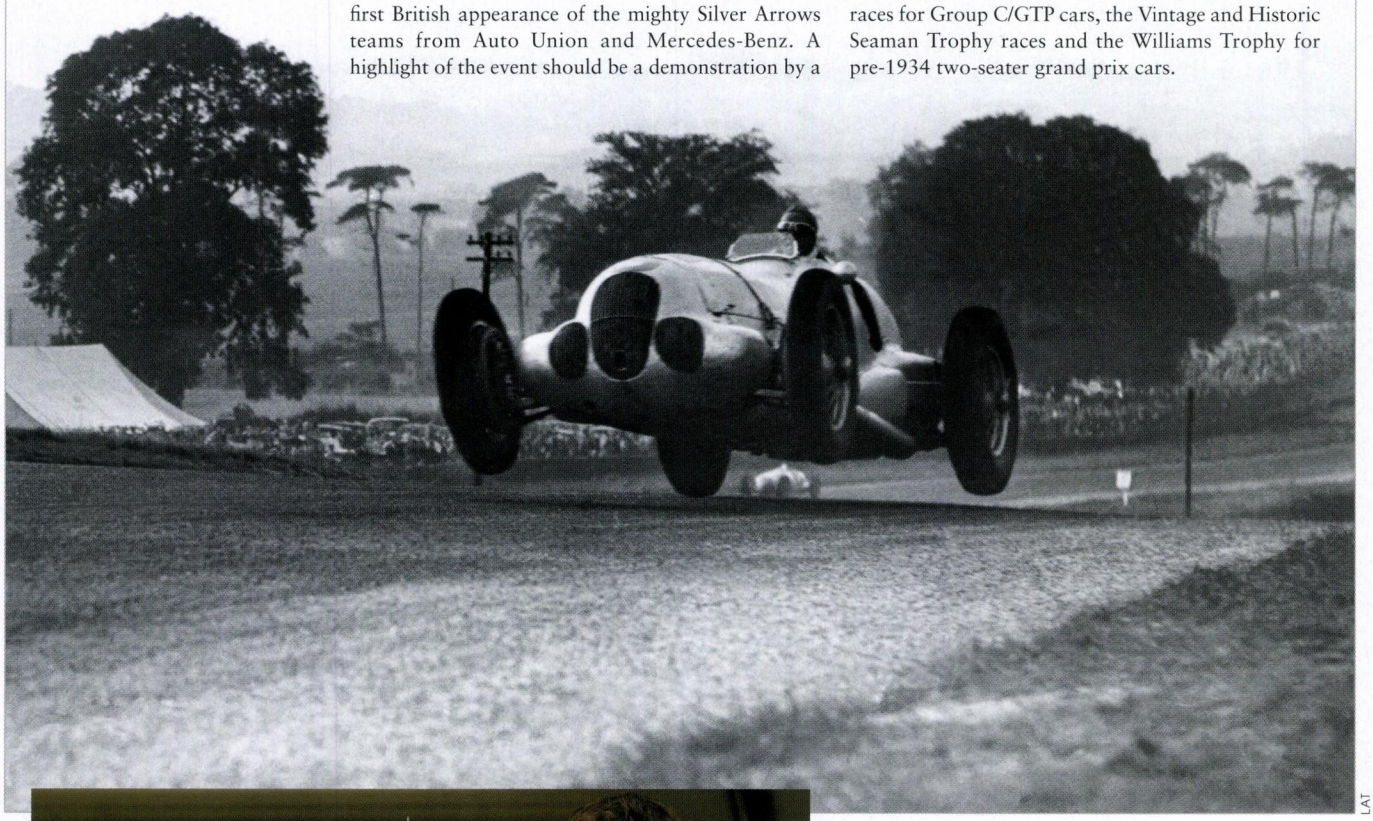
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Silver anniversary for See Red at Donington

A celebration of the 1937 British Grand Prix at Donington Park will be the headline feature of the VSCC's SeeRed meeting at the Leicestershire circuit on September 15 and 16.

Billed as a 'Silver Edition' of SeeRed, the meeting will run two weeks before the 70th anniversary of the first British appearance of the mighty Silver Arrows teams from Auto Union and Mercedes-Benz. A highlight of the event should be a demonstration by a Mercedes W125 (pictured below on Donington's Melbourne loop in 1937) from the factory.

"We had a W125 at Donington in 1999, but this is quite a coup for us to have one here to mark the 70th anniversary of the 1937 race," said Mike Stripe of the Vintage Sports-Car Club. Other highlights include races for Group C/GTP cars, the Vintage and Historic Seaman Trophy races and the Williams Trophy for pre-1934 two-seater grand prix cars.

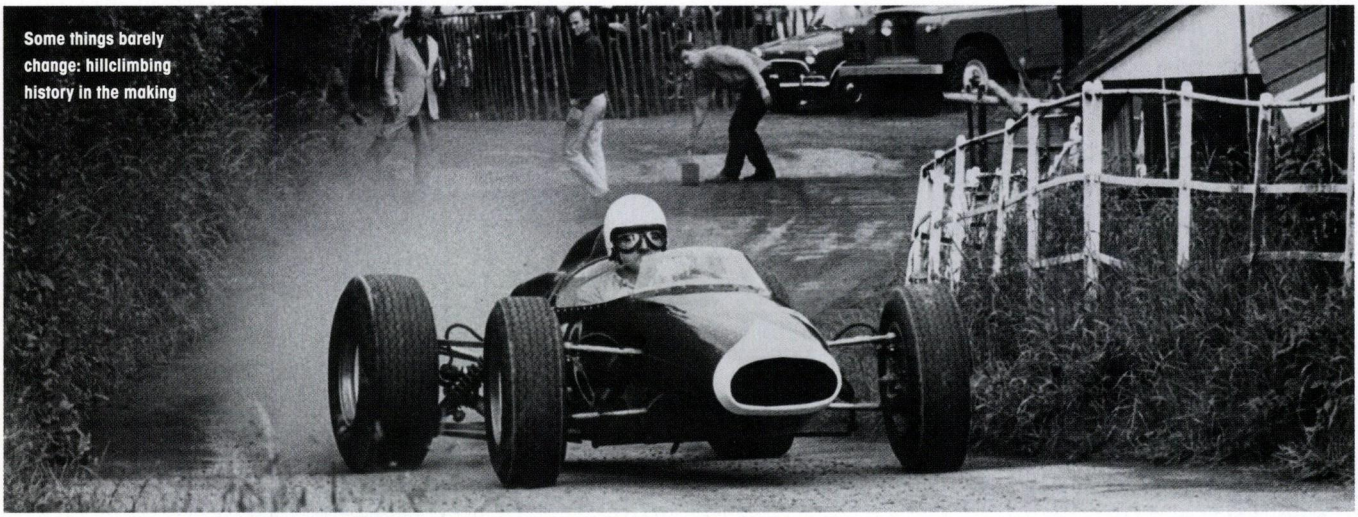


LAT



SOMETHING TO SMILE ABOUT FOR BUTTON

Jenson Button has received the Hawthorn Memorial Trophy for his F1 performances with Honda in 2006. Given in memory of Britain's first World Champion Mike Hawthorn, the trophy is awarded annually by the BRDC to the most successful British or Commonwealth driver in F1. Button received the award from Colin Hilton of the MSA at Silverstone before the British GP.



Some things barely change: hillclimbing history in the making

LAT

CLIMBERS CELEBRATE AT SHELSLEY WALSH

Sixty years of the British Hillclimb Championship will be celebrated at Shelsley Walsh on August 19, when up to eight former champions and cars from the 60-year history of the championship will be in action.

After practice runs on Friday and a regular round of the British Championship round on Saturday, Sunday will be given over to an entry of about 140 cars telling the story of the championship.

Classes for cars up to 1947, 1967, 1987 and 2007 will be included, along with approximately 20 pre-war cars to demonstrate the lead-up to the creation of the championship for the 1947 season.

The earliest of the champions competing will be Tony Marsh, who took the first of his six titles in 1955. He will campaign the Marsh Special that took him to three titles in the 1960s. Other former hillclimb champions competing include Martyn Griffiths, Roy Lane, David Franklin and Ray Rowan.



LAT

Williams in action at Silverstone during this year's GP meeting



Golden moment

Barrie 'Whizzo' Williams is celebrating 50 years of competition this summer, having held his first competition licence in 1957.

His first event was a hillclimb at Prescott in 1957 and his first race was in a Morris Minor at Rufforth three years later. He has competed continuously ever since and now, aged 68, remains one of Britain's most popular racers of historic cars.

"I'll carry on racing as long as my health allows. It's my way of life," said Williams.

Vanderbilt revisited

The fourth annual celebration of the Vanderbilt Cup races will take place at the Nassau County Museum of Art in Roslyn, New York on September 16. The event, which commemorates the first international races in America, which started in 1904 on dirt roads east of New York, includes timed exhibition runs as well as a concours d'élégance and an auction.

Watching brief

A new website allows enthusiasts to select from 550 short motoring and racing films, which are then put on DVD and sent by mail. Footage dates from the 1904 Vanderbilt Cup, and covers Indy, grands prix, LSR runs and hillclimbs to saloon cars in a Moscow street race, with non-racing films too. Each film costs 99p, with a minimum £20 total. Visit: www.auto-history.tv

Rally spectacular

Rallyday at Castle Combe on September 22 will feature World Rally teams, Rallycross and historic GpB cars as well as the latest Aston Martin rally car. There will be displays and demonstrations, a rally stage, circuit action, simulators and rides for the public, the event also includes star rally names. Tickets: £15, or £10 in advance through www.rallyday.com

NEWS IN BRIEF

A special award in memory of Charles Golding, the 2002 BHRC champion, will be made to the highest-placed finisher in the MSA British Historic Rally Championship in a self-prepared car.

Race Retro 2008, the Historic Motorsport Show, will take place at Stoneleigh Park from March 14-16 next year, after a new three-year agreement was reached between the organisers and the venue.

The 2008 Tour Auto Lussac will run from April 15-19. The event will start in Paris and finish on the Mediterranean coast, with Osca as next year's featured marque.

David Williams, the former manager of the late World Rally Champion Richard Burns, was the dominant winner of the 10,000-mile Peking-Paris Challenge at the wheel of his 1938 Chevrolet coupé.

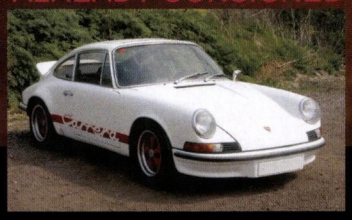
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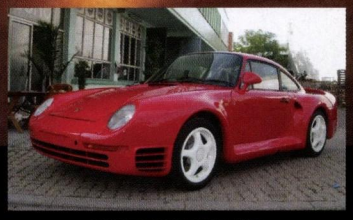
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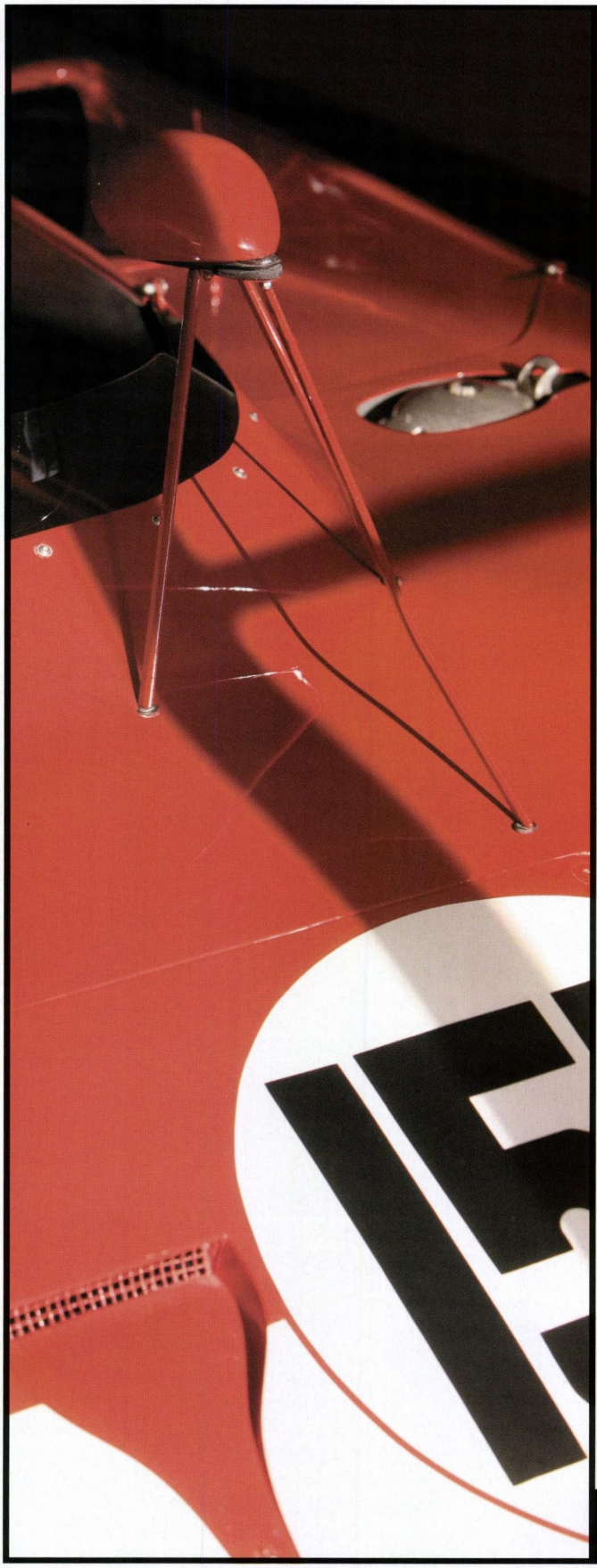
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DIARY

- **AUG 4 CASTLE COMBE**
  CCRC/HSCC race meeting
  www.hscc.org.uk
- **AUG 4 SILVERSTONE**
  Bentley Drivers' Club races
  www.bdcl.co.uk
- **AUG 5 EPYNT RANGES, WALES**
  MSA British Historic Rally Championship
  www.breconmotorclub.co.uk
- **AUG 4/5 PRESCOTT**
  Vintage Sports Car Club hillclimb
  www.vscc.co.uk
- **AUG 11 OULTON PARK**
  Classic Sports Car Club races
  www.motorsportvision.co.uk
- **AUG 11/12 NURBURGRING (D)**
  AvD Oldtimer GP
  www.nuerburgring.de
- **AUG 12 MALLORY PARK**
  Vintage Sports Car Club races
  www.vscc.co.uk
- **AUG 16-19 LAGUNA SECA (USA)**
  Rolex Monterey Classic
  www.montereyhistoric.com
- **AUG 18/19 SHELSLEY WALSH**
  60 years of British hillclimbing
  www.shelsley-walsh.co.uk
- **AUG 25/26 SILVERSTONE**
  Classic Sports Car Club races
  www.silverstone.co.uk
- **AUG 26/27 OULTON PARK**
  HSCC Gold Cup
  www.motorsportvision.co.uk
- **AUG 31/SEP 2 GOODWOOD**
  Circuit Revival Meeting
  www.goodwood.co.uk
- **SEP 4-6 BRANDS HATCH (START)**
  Tour Britannia
  www.tourbritannia.com
- **SEP 8/9 FLANDERS (B)**
  MSA British Historic Rally C'ship
  www.omloopvanvlaanderen.be
- **SEP 8-14 NORWAY**
  19th Classic Marathon
  www.classicrally.org.uk
- **SEP 15 BRANDS HATCH**
  Historic Sports Car Club races
  www.motorsportvision.co.uk
- **SEP 15 OULTON PARK**
  Aston Martin Owners' Club races
  www.motorsportvision.co.uk
- **SEP 15/16 DONINGTON PARK**
  VSCC See Red race meeting
  www.vscc.co.uk
- **SEP 15/16 ANGOULÊME (F)**
  Circuit des Remparts
  www.themastersseries.com



Tour of beauty

A record 76 cars will contest the third Tour Britannia when the classic race and rally tour starts from Brands Hatch on Tuesday, September 4. Two dozen will contest the regularity event and 52 will be in the competitive event, which includes timed special stages at Brooklands on the opening day.

Races at Donington Park, Mallory Park and Oulton Park are included on days two and three. John Grant (Chevron B16) and Gareth Burnett (Ford GT40) are among the leading entries, while Moscow-based Irishman Paul McMorran will drive a rare Crosslé 7S (below) in what is likely to be its competition debut as it was first built as a road car with a coupé body and a 4.2-litre Oldsmobile engine. The other 7S models built by John Crosslé were open sports-racing cars.

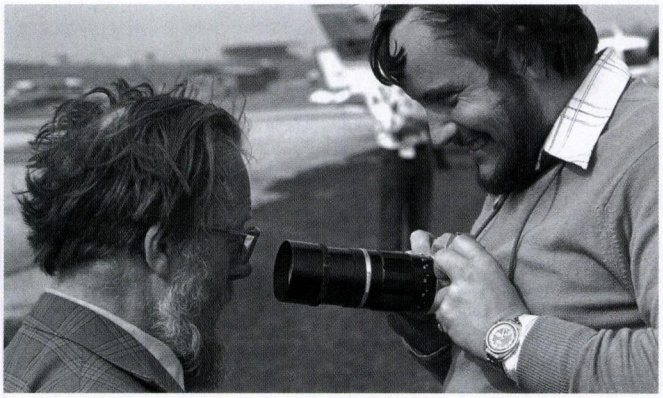
"It was built as a quick road car but it's really a racing car for the road," says marque enthusiast McMorran.



STIRLING EFFORTS MERIT AWARD FROM TOM

Sir Stirling Moss has been presented with the Tom Wheatcroft Trophy. The award is Donington Park owner Wheatcroft's personal tribute and he and 2006 winner Jürgen Hubbert of Mercedes-Benz handed it to Moss as he climbed from a Mercedes 300SLR after a demonstration run at the Goodwood Festival of Speed.





Our latest columnist Doug Nye swaps notes with *Motor Sport*'s famous former Continental Correspondent Jenks, whose vast archive will inform Doug's monthly miscellany. See p122



Pub's racing theme

Jack Fairman's garage premises in Horley, Surrey, have been converted into a pub bearing the driver's name.

Fairman competed in 13 grands prix as well as sports car races, winning the 1959 Nürburgring 1000km with Stirling Moss.

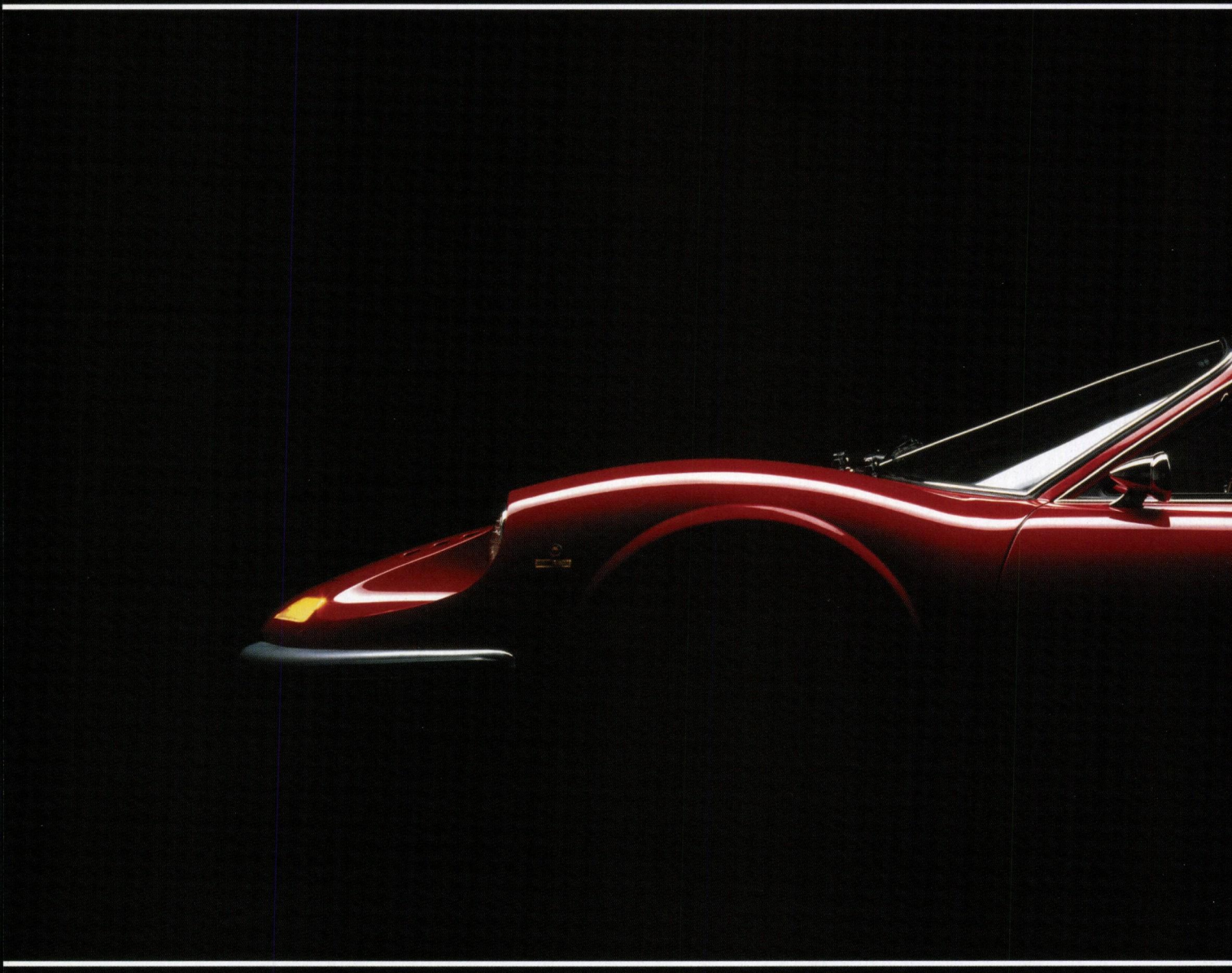

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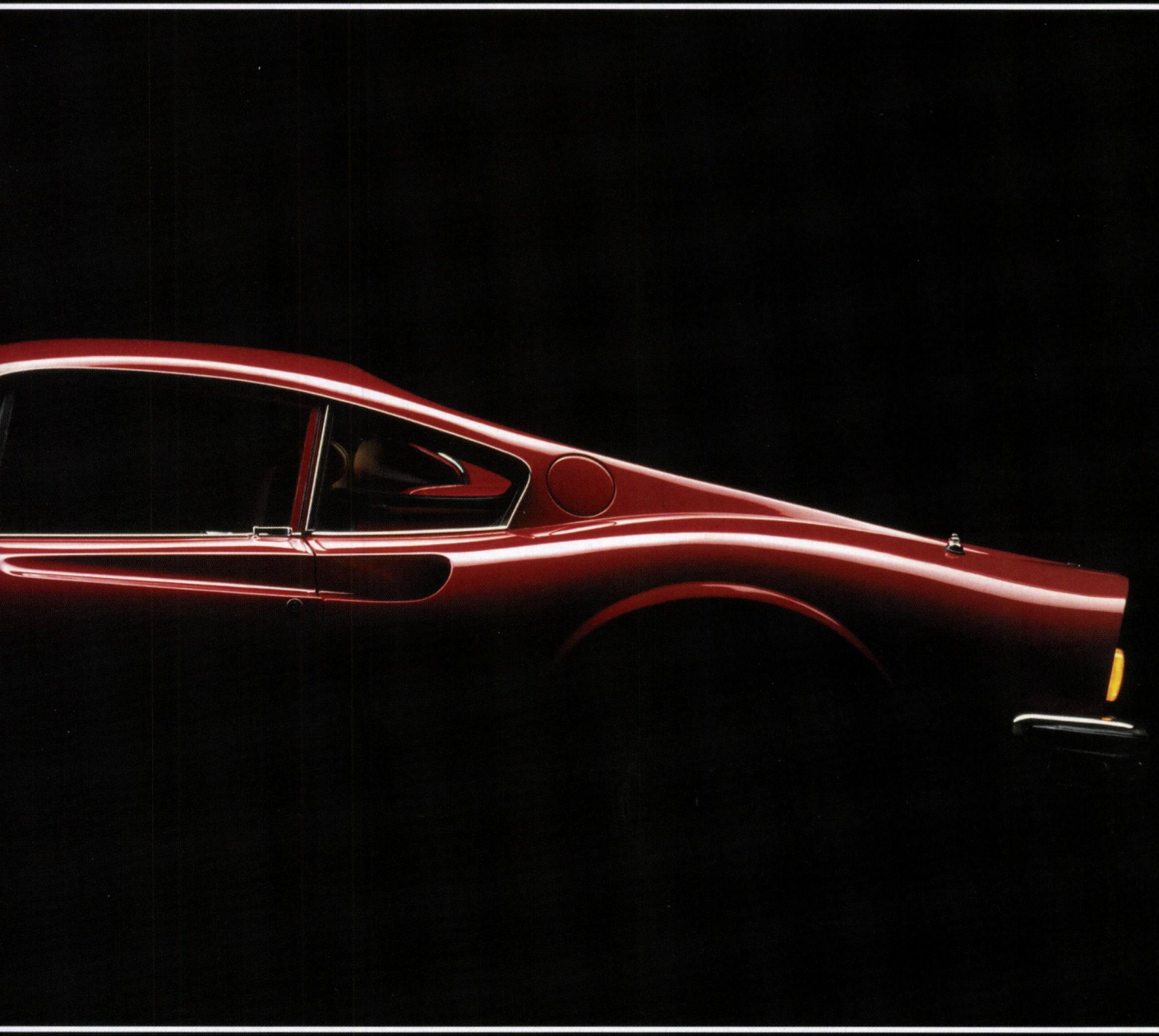


The fuel consumption figures for the Clio Renaultsport 197 F1 Team R27 in mpg (l/100km): Urban 23.1 (12.2), Extra Urban 39.8 (7.1), Combined 31.7 (8.9). The CO_2 emissions (g/km) 199. RENAULT recommends elf

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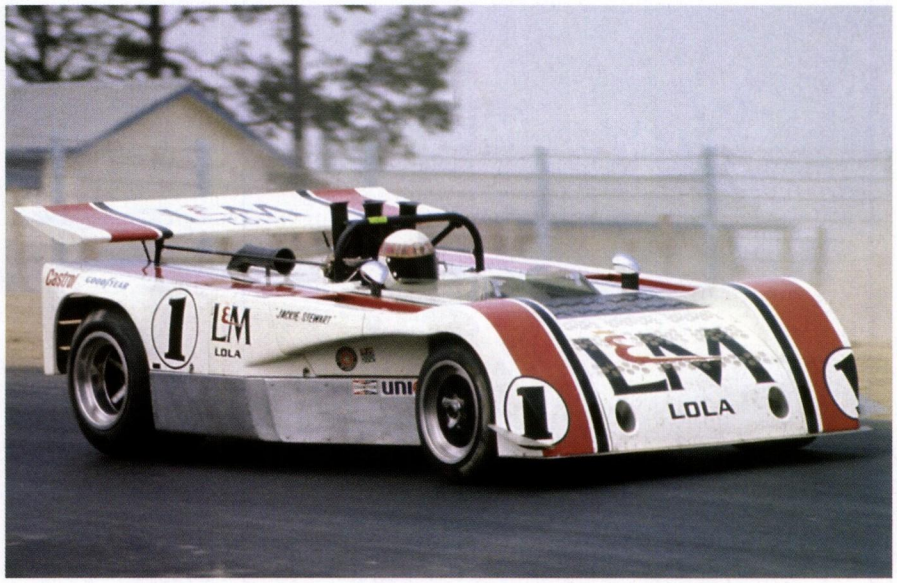
plus - Porsche 906, ex-Stewart Lola, shortnose D-type and Cobra



Ex-Hopkirk/Mäkinen Cooper S up at Bonhams, Goodwood



Porsche 906 is expected to fetch around £400,000



Ex-Jackie Stewart Can-Am Lola T260 will be auctioned by Bonhams & Butterfields in August

Bonhams' had a record sale at their Goodwood Festival of Speed auction on June 22. A 1932 Alfa Romeo 8C-2300 Spider fetched £1.4 million, while Sir Henry Segrave's personal photography and film collection achieved £41,000. The National Motor Museum Trust, Beaulieu, secured the family collection where it will join Sir Henry's Land Speed Record cars, the 1,000hp Sunbeam and 'Golden Arrow'.

For its Goodwood Revival sale on Friday August 31, Bonhams has the ex-Paddy Hopkirk 1966 Austin Mini Cooper S, GRX 5D. This 'came fourth' on the controversial 1966 Monte Carlo Rally – the works cars finished first, second and fourth but were disqualified, along with Roger Clark's Cortina, for a headlight infringement that allowed Pauli Toivonen's Citroën DS21 to claim first place. Timo Mäkinen then drove GRX 5D on the 1966 Tulip Rally. The following year, modified by the works to Mk 2 specification, the car won the Circuit of Ireland rally with Hopkirk at the wheel again. It is expected to fetch £70,000-£80,000.

Also included is Lord March's 1960 Lola-Climax Mk1 sports racer, estimated from £90,000-£100,000, and a 1929 Isotta Fraschini Tipo 8A Sport Landaulette by Castagna, estimated at £200,000-£250,000.

RM's Monterey sports and classic car auction on August 17 and 18 features a 1966 Shelby 427 Cobra (estimated at £355,000-£405,000) with a 485bhp, 427 cu in overhead valve V8 engine with four-speed manual transmission. Chassis number CSX 3181 was invoiced to Shelby American on 11/18/1965 and shipped to Los Angeles. Work Order No 18088; "Build 427 Street Cobra" was opened 1/12/1966 and closed on 3/4/1966.

At Bonhams & Butterfields' Quail Lodge sale in California on August 18 a 1971 Can-Am Lola-Chevrolet T260 is a star lot. This car, »»



Estimate for Lord March's Lola Mk1 is £90,000-£100,000



Shortnose Jaguar D-Type will be at Quail Lodge



Shelby Cobra from 1966 boasts a 485bhp engine

originally run by US Lola importer Carl Haas's team, was built for Jackie Stewart to contest the 1971 Can-Am series. The Scot put the T260 on pole in its first race, at Mosport Park, and went on to win at Ste Jovite, set fastest lap at Atlanta, took another pole position at Watkins Glen, won again at Mid-Ohio and came second at Edmonton and Laguna Seca, but he was beaten into third place in the championship standings by McLaren's Peter Revson and Denny Hulme. It is estimated at £115,000-£135,000.

Also at Quail Lodge is the 1956 'Shortnose' Jaguar D-type, chassis number XKD553. This gently patinated, tastefully restored Jaguar was based on the original works cars that were only narrowly beaten into second place at Le Mans in 1954 by the V12 Ferraris. An Ecurie Ecosse 'Shortnose' won at Le Mans in 1956, with works 'Longnose' developments triumphing in 1955 and 1957. The D-type's success led to the production of a number of 'Shortnose' D-types for 'approved' customers, of which XKD553 is one. It is estimated at £875,000-£1,100,000.

The Coys auction during the Oldtimer Grand Prix on August 11 at the Nürburgring includes a 1966 Lola T70 MkII Spyder, which is estimated to fetch £200,000-£250,000. It is one of 35 T70 MkII Spyders produced and has a 5.7-litre Chevrolet V8 engine and Hewland LG600 transaxle, and comes ready to race with a comprehensive spares package, FIA papers and FSA Technical Passport.

Coys also has a 1966 Porsche 906, estimated at £370,000-£405,000. Chassis number 906-111 made its debut in the 1966 Targa Florio then went on to win its class at Le Mans. The next year it won the European Hillclimb Championship.

AROUND THE DEALERS

Interesting competition cars currently for sale here and abroad



PORSCHE 962

Originally supplied to Nova Engineering in Japan with chassis 132 in 1988, this car won Japanese Prototype Sports car Championship in 1988 driven by Hideki Okada and Stanley Dickens. It continued in service in Japan through '89 and '90, driven by Akihiko Nakaya, Harald Grohs and Volker Weidler, during which time the chassis was changed twice by Porsche at Weissach (to 151 and then 171). It's now in 1990 works specification. For prices please contact Jan Luehn Tel: +32 2 53 94 620.



ASTON MARTIN GP CAR

This 1925 Aston Martin 16-valve GP car was supplied new to Land Speed Record hero Captain George Eyston, who raced it in the JCC 200 mile race at Brooklands in 1925 and later the 1926 British grand prix also held at Brooklands. It was sold to its current Japanese owner in the 1980s. From Coys. Tel: 0208 614 7888. Price on application.



ARROWS A3

This 1980 Arrows grand prix car chassis no A3-3 was Riccardo Patrese's mount for 1980 and 1981, first in Warsteiner then Ragno livery. It took pole and almost won the '81 Long Beach GP. It was decommissioned by Arrows and recently has undergone a full restoration. From Duncan Hamilton & Co Ltd, Tel: 01256 765000. Price on application.



BLUE CROWN SPECIAL

Designed by Leo Goosen, the father of the Offy engine, this car has the only six-cylinder that Fred Offenhauser built. The car ran in the Indy 500 five times from 1939-1947. It was the first car at Indy with disc brakes. It appeared at the Goodwood Festival in 2004. From Don McReynolds, Tel: +1 520 241 5586 or racecar@Southwest-Valuations.com. $386,000.

SALESROOM CORRESPONDENT – LOUISA SKIPPER Our new page highlighting all that's best in salesrooms and private collections today. Contact: louisa.skipper@motorsportmagazine.co.uk Tel: 020 7349 3185

AUCTION DIARY

AUGUST 11 Coys, Oldtimer Grand Prix, Nürburgring, Germany. *Tel: 020 8614 7888*

AUGUST 15/19 Blackhawk, automobiles, retro auto, Pebble Beach, California. *Tel: +1 925 736 3444*

AUGUST 16 Christies, exceptional motor cars at the Monterey Jet Center, California. *Tel: +1 212 636 2000*

AUGUST 17 Bonhams and Butterfields, important collectors' motor cars, fine jewellery and watches, Quail Lodge Carmel, California. *Tel: 020 7468 5801/ +1 (415) 391 4000*

AUGUST 17/18 RM Auctions, sports and classic cars, Portola Plaza center, Monterey, California. *Tel: + 1 519 352 4575*

AUGUST 18/19 Gooding & Company, unique collections of Rolls-Royce and Ferrari, Pebble Beach, California. *Tel: + 1 310 899 1960*

AUGUST 31 Bonhams, sports, competition and collectors' motor cars, F1 memorabilia, automobilia and models, Goodwood Revival, Chichester. *Tel: 020 7468 5801*

SEPTEMBER 8 Bonhams, Summer vintage Beaulieu autojumble, collectors' motor cars, motorcycles and automobilia, National Motor Museum, Hampshire. *Tel: 020 7468 5801*

SEPTEMBER 9 Coys, Porsche Club GB meeting, Ragley Hall, Warwicks. *Tel: 020 8614 7888*

SEPTEMBER 11 Barons, British heritage and classic cars, Sandown Park, Surrey. *Tel: 0238 066 8413*

SEPTEMBER 15 Oldtimer Galerie, classic cars, Toffen, Switzerland. *Tel: + 41 (0) 31 819 6161*

SEPTEMBER 16 Bonhams & Goodman, collectors' cars and collectables, Melbourne, Australia. *Tel: +61 (0) 3 8530 3900*

OCTOBER 2 BCA, sale of vintage classic and collectors motor vehicles, Blackbushe. *Tel: 01252 878 555*

OCTOBER 6/10 The Sports Car Auction Company, classic sports cars, Geneva, Switzerland. *Tel: +41 31 812 1373*

OCTOBER 9/10 H&H, automobilia and cars, The Imperial War Museum, Duxford. *Tel: 01925 730 630*

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1956 Bentley S1 Park Ward Continental

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1924 Rolls Royce 20 HP DHC by Barker

GLK9 came off test in December 1924 and was delivered in March 1925 to the Stour Valley Motor Co. Ltd. of Stourbridge for their customer, J.Child Hill. The coupe cabriolet coachwork by Barker & Co. coachbuilders Ltd is perhaps the most elegant in this style with a particularly slim hood line ensuring a light interior. A most practical and well appointed vintage motor car in generally excellent condition eligible for the many touring events organised by the RREC and the 20HP Register.



1946 Bentley Mk. VI Drophead Coupe

Originally built for the British market, this car was subsequently shipped to the United States of America on the wishes of the then owner. Repatriated relatively recently, this splendid example then spent time with one of the foremost classic and modern restorers in London. Whilst there has not been time to get the car registered in Britain, all duties have been paid at the port of entry. The list of works is impressive, and included in the comprehensive restoration were reconditioned brakes and a fully serviced engine. The interior has been re-trimmed completely with new Wilton carpets, seats and door panels have new leather, there is a new hood and all the wood has been stripped, sanded down and re-varnished. Externally, the paint is new, finished in a period grey offset by the re-chromed brightwork. Complete with a full year's MoT test certificate, this well presented Bentley deserves further consideration.

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Letters

AN OPEN SECRET

Sir,

While not doubting Jackie Oliver's abilities, I have to take issue with his memory in crediting Colin Chapman with originating the idea of a wing bearing directly onto suspension uprights.

When Jim Hall's Chaparral 2Es appeared at Bridgehampton on September 16, 1966 they came with fully developed hydraulically actuated wings acting on the rear uprights. On July 30 the following year, Hall's 2F won the BOAC 500 at Brands Hatch. Despite Chaparral's legendary security, everybody was able to share in the secrets of the 2F when Shell featured a 2F cutaway by James Allington in its advertisements and gave away the drawing as a free poster!

Chapman would also have admired the rear-set radiators, self-adjusting downforce nose and semi-automatic 'box, but he would have had the satisfaction that his Elite had helped inspire the Chaparral glassfibre chassis tub which had started out four years earlier fitted with the complete suspension from a Lotus 24.

Richard Falconer, Painswick, Glos.

EMMO AT THE CREASE

Sir,

I am pleased to say that I can throw some light on the date and place of the photograph (June issue) depicting Henri Pescarolo, looking pretty much like a cricketer, and Jackie Stewart, not looking like one, as I played in that very game.

The occasion was a charity match between Lord Brabourne's XI and a Grand Prix Drivers' XI on the day after the 1972 British Grand Prix at Brands Hatch, July 16, at his Lordship's private ground, Mersham-le-Hatch, on the A20 south of Ashford. How times change. Who can imagine the current crop of Formula 1 drivers staying another night without payment to play a mysterious foreign game which few of them would have understood?

At that time I was secretary of the GPDA. This qualified me to turn out for the drivers' team, and, as the only experienced cricketer in sight, to become arguably the tallest wicket-keeper in the history of the game.

A few memories of that game live on in the mind. Emerson Fittipaldi, on being invited to 'bowl', marched back some 30 yards, turned, tore in and threw the ball as hard as he could. After his first delivery I was forced to stand a very long way back to take the ball head-high. He could literally have killed someone.

Ken Tyrrell was one of the umpires. One of the opposition's batsmen had spent a long time at the crease. Between overs Ken whispered to me, "If you stand up, take the ball cleanly and whip off the bails, I'll give him out even if he's not." Two balls later he did just that. Fittipaldi was not the bowler.

It was a very hot day. Later, when we were batting, I had made about 40, a few off the bowling of Dick Richardson – the former England batsman – when I turned to Ken and muttered, "I'm exhausted. I must try to get out." As good as his word, he did the same for me.

The legendary Raymond Baxter was commentating. Although he was to make his name with *Tomorrow's World* and motor racing commentaries, his knowledge of cricket did not match up to that of his chosen subjects. After text-book cover drives and square cuts over the loudspeaker would come the words, "another boundary to Nick Syrett, an unorthodox stroke". I could have murdered him.

The winner of the 1972 British GP? 'Chucker' Fittipaldi. I forget who won the cricket match!

Nicholas Syrett, Putney, London

FASCINATION WITHOUT THE FROTH

Sir,

I would just like to say how impressed I am with this month's magazine. What a fascinating article about David Piper, who I was fortunate enough to chat to at the 2006 Goodwood Revival. I was also pleased to see a healthy dose of the Lotus marque featured; with the impressive 2-Eleven, Type 78, Lotus Elite and Mario Andretti. It's a real pleasure reading this magazine – the in-depth articles, down to earth way it's written and the immense knowledge from your writers. It's so refreshing after the headline-grabbing froth one reads in other classic car magazines. Please keep it up.

Mark Blanchard, Shiplake, Henley-on-Thames

JIM FIXED IT FOR ME

Sir,

Further to Jeff Jackson's letter in the August edition of the magazine, I was lucky enough to meet Jim Hall at the Goodwood Festival of Speed last weekend. Although I had read the Vic Elford interview in *Motor Sport* I was a bit star-struck over the chance to speak to such an influential and radical designer, and asked him about what inspired him to make the Chaparral fan car. It was the first question that popped into my head, probably because we were standing next to the car at the time!

He confirmed the story about a young boy sending him some drawings and described the design he was sent as being a futuristic-looking car with a propeller mounted centrally on the top to push it into the ground. He said that got him thinking about using a fan, but under the car to create a hovercraft in reverse.

One thing in particular I'll always remember about meeting him is that when I said how much I admired his cars he seemed genuinely pleased. I thought it was lovely that such an important designer would be like that, and that he would take the time to speak to a total stranger. A brilliant designer and a fine gentleman with it.

Martin Moore, West Sussex

WHERE HAVE ALL THE WHEATCROFTS GONE?

Sir,

I should like to congratulate Simon Taylor on a truly fascinating *Lunch with...* article in the August edition. Where have all the Tom Wheatcrofts gone? A shining example to all as to the merits of hard work and determination. Thanks again Simon, and to you all for a fine magazine.

Alex Tomlinson, Cleveleys, Lancashire

TEENAGE KICKS

Sir,

Thank you for your wonderful feature on DFVs, which brought back a host of great memories.

In 1982, while waiting to go to university, I wrote to every major racing team to ask for work experience. Few bothered to reply, but my father was astonished to take a telephone call a few days later from Keith Duckworth himself, inviting me to an interview. I barely survived it, because Mr Pratt (the personnel manager) and Mr Duckworth gave me a grilling in a small, hot room with all the windows closed, smoking incessantly. I felt sick for hours afterwards.

My gap year with the company had its ups and downs, because no one really knew what to do with me. The highlights included being trusted to dynamometer test F1 engines completely unsupervised (would a 17-year-old do that today?), and acting as Mr Duckworth's personal odd-job boy, which meant a lot of time spent in conversation with the great man himself (in his smoky office with his ash-tray the size of a dustbin lid). This genius taught me more about engineering than Cambridge University ▶▶▶

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Together with a host of other vehicles to inspire the collector, Lagondas have brought us great success in recent auctions. This delightful 1936 LG45 Tourer has continued the trend, selling for £88,000 in our June Buxton sale.

Entries for our next sale are now invited
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managed over the next three years. I also spent some time making brackets for the seat in Mike Costin's glider!

I remembered clearly lots of details when prompted by your stories of different projects, including the Lanchester balance shafts for the DFL: they made big dents in the test-house walls when they broke off! Also, Mario Illien bringing us a cuckoo clock from Switzerland for the test-house, and his crate of champagne for when the DFY cracked 530bhp – it was never opened!

One of Mr Duckworth's special secret projects was the 'stuffocharger' – a supercharger with no moving parts, like a static Comprex or a two-stroke exhaust system. This was developed on a supercharged BDA which kept breaking the nose of its crank. I suggested a solution (an outrigger bearing) to Paul Morgan, then a project engineer, who dismissed it as stupid. This didn't stop him from presenting it to Mr Duckworth as his idea! It worked perfectly.

When the special DFY was built for Tyrrell, it was put together by a team of top development fitters working into the night ; two did a cylinder head each, another one the bottom end. I did a few minor jobs like polishing the ends of the valve springs, but when I looked at the job sheet afterwards I found that the fitters had generously named me as one of the engine builders. It meant a lot to me, and I could tell everyone that I helped to build the last DFV to win a GP!

After my stint at university I returned to Cosworth, but it wasn't the same. Mr Duckworth had been marginalised, and Mr Morgan and Mr Illien had gone. There were layers of clueless management getting in everyone's way. I left soon afterwards to go freelance, and remain so today. After you have worked for Keith Duckworth, it's difficult to find the necessary respect to work for anyone else.

Ian Cramp, Coventry



YOU WERE THERE

Inspired by David Tremayne's masterful *The Lost Generation*, Paul Mitchell dug out several pics of '70s stars who were cut down in their prime. "As a racing enthusiast and photographer in the 1970s and '80s, my recollection is of close and unpredictable racing on some remarkable circuits. Access to pits and paddocks was easy but sadly so many of the drivers I photographed, from Tom Pryce to Tony Brise, Ronnie Peterson to Gilles Villeneuve, are, as David Tremayne might put it, 'gone but not forgotten'.

"This shot shows the Shadow team's awning at Brands for the '74 British GP." It was driver Tom Pryce's first season in F1, the former FAtlantic star making his debut in Belgium for Token. For this, his fourth GP start, he finished eighth.

WE NEED YOUR PHOTOGRAPHS We like to receive readers' photos, whether GPs or club races. If you have some gems, and anecdotes to share, send them in. We will return your photos after use but suggest that you hold on to any negatives.

CHAPMAN FOXED

Sir,

Congratulations on an excellent feature on the DFV and Lotus 49 in the July issue.

The piece with Jackie Oliver in particular was so enjoyable as he was there when all the development was taking place and he still doesn't look any older! The mention of the suspected rear wing failure at Rouen in 1968 led me to dig out my video of the BBC's excellent series The Power & the Glory. In one memorable episode, 'The Revolutionaries', covering the Cooper and Lotus era, some period film footage features the incident, and Jackie discusses it. It still brings a smile to my face seeing Colin Chapman telling Bruce McLaren and his mechanics they had "better have a look and see if there's any cracks in your bellhousing," as Colin thought this was the cause of the crash.

Chris Carroll, South Shields, Tyne & Wear

FROM RUSSIA WITH LOVE

Sir,

Sometimes a magazine just hits the spot! I'm sitting in northern Russia reading the August 2007 mag and I find an article by Dario Franchitti talking about his Indy 500 win and his dedication to that racing legend Jim Clark. Well done, Dario – it is a well-deserved win.

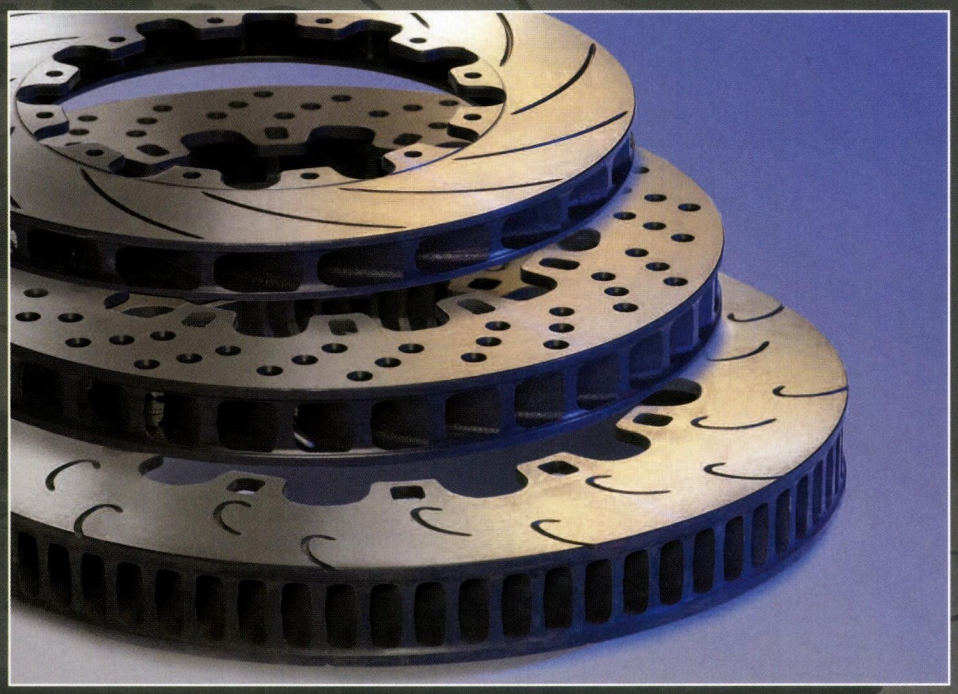
Moving on, there's a piece about my personal hero, Graham Hill, by one of the nicest guys in motorsport, Henri Pescarolo. Now I start to get emotional because none other than Sir Stirling Moss is talking about Lewis Hamilton and reflecting my views exactly! He's a star.

Then you bring back so many more memories with Ralph Bellamy and the glorious Lotus 78, a car so far ahead of its rivals it was untrue. The 79 was prettier but what if the Historic GP racers do what Ralph suggests and put the 79 rear end on a 78?

It doesn't stop there. You've got Mario Andretti talking about his time(s) with Lotus and 'chats' with Colin Chapman. Got to say I'm enjoying the interview with Jacques Villeneuve, too: I don't think I'll be buying his CD, though. Thank you for stirring so many great memories.

Peter Mallett, Leighton Buzzard, Beds.


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BACK IN THE HOT SEAT

Porsche speedster

While contemplating the future of the British GP, the former F1 ace tackled Silverstone with a roof over his head

I wasn't really interested in doing the Porsche Supercup race at the British Grand Prix meeting because I'm not really a tin-top man and have always been an open-wheeler racer. I really enjoyed doing the Grand Prix Masters races and I'm really disappointed that it's not carrying on at the moment.

But then I thought, 'Hey, why not?' Since I did the Grand Prix Masters I've had this fire inside me that those races lit up in me again so, when Porsche invited me to drive at Silverstone, I decided to test the car and make a decision from there. So I flew to Weissach and drove the car on the test track. I was completely blown away by it because I thought the Porsche would be all understeer, then oversteer in the fast corners and not really very nice to drive. But I was very surprised to find it was responsive and had some of the characteristics of a single-seater. It was fantastic to drive: good brakes, nice gearbox, plenty of torque and it turned in quite nicely, so on the spur of the moment I decided to do it. Then, when I was driving back to the airport, I thought, 'What the **** am I doing this for?' But you know, I'm glad I did it and I'm happy it was dry because I'd never driven it in the wet.

There are a lot of good drivers out there in the Supercup, and many of them know these cars inside out, so I knew it was an uphill battle but one I wanted to fight. After I retired from racing, I never really thought about driving again. I was getting on with my businesses, but then when Grand Prix Masters came along I was amazed, impressed and staggered by my commitment in a racecar. I realised that I had never actually grown up and was the same stupid kid I was 30 years ago; I've just got much greyer.

> "I realised I'd never grown up and was still the same stupid kid I was 30 years ago; I've just got much greyer"

Switching myself back on was really easy. I'm very competitive and was quickly trying to find an edge – that unfair advantage, if you like – for the Porsche Supercup race. I'm that way in all of my life whether at home or in business. Whatever it is, it's my nature.

I was very aware that the race was not play-time. These cars are doing 180mph on the Hangar Straight and there's no way you can treat them like some little bumper car. Also, there are drivers out there with you who are going for titles – their careers depend on it – so you need to be respectful, be aware of that. But once you get out there you forget all that. You get the red mist, and I was pissed off not to be up there in the top 10. That was the goal I'd set myself.

I'd like to say some things about the future of the British Grand Prix at Silverstone. Before I joined the BRDC board I thought, 'Hang on, why doesn't everyone complain about Montreal where the pit facilities are crap, the paddock area is a mess of tents, but nobody is asking them to spend £60 million on upgrading the place?' Now, having worked as a BRDC member, I think to myself: 'Is the Grand Prix important to Silverstone?' Yes, it is.

But at any price? The answer is no. There is a figure that we can afford and it's important that we don't go over that figure. It's also important that we have just one person negotiating with Bernie Ecclestone and that he has the full support of the members. That person is Neil England and he's the right man for the job. More than that, we have an excellent President in Damon Hill. So now we have a structure in place, we have our master plan, and I believe we will satisfy Bernie's requirements for an upgraded Grand Prix circuit.

Remember, I raced for Bernie [at Brabham] in '86, and I got to know him a little bit. What I do know about him is that first of all he is a racer. It's a misconception if you think he doesn't love motor racing. He might say he doesn't, but he does. Look, does he want the British Grand Prix to stay at Silverstone? Yes, I think he does. But is he the best negotiator in the world? Yes, he is, by a million per cent but he hasn't pulled the wool over my eyes, nor Damon's, and we know the sort of guy he is. He's the cleverest man I know and we will have to be up very, very early in the morning to negotiate with him on his level. As long as you understand all that, you can do business, especially now that Neil England doesn't have to refer back to the BRDC members every time he makes a decision. We are in much better shape than in previous years, when I think there was a bit of a personality clash between Ecclestone and Sir Jackie Stewart. What we have to do now is get our house in order and go to Bernie with a deal that works for all of us.

Finally, let me say something about Lewis Hamilton. Will he save the British Grand Prix? No, not at all costs, but he will help with the momentum of keeping the race on the calendar. What he's done this season is outrageous – fantastic, stunning, brilliant. People say his moves round the outside of Alonso and Massa earlier in the year could have turned to s**t. But they didn't and maybe we are looking at a very young Senna, or Prost, or Stewart, or Mansell here – a mixture of all of them. He's got balls, he's got aggression, he's got charisma and he's got polish, which McLaren love of course.

He's a racer and has personality: go to a press conference and who do you want to listen to, Räikkönen or Hamilton? Sorry, there's just no comparison. What he's done in the first half of the season is simply unbelievable.

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Mark Hughes



FORMULA ONE

Growing up quickly

Does experience still matter? Drivers such as Hamilton are seasoned racers by the time they graduate to F1

Lewis Hamilton leads the world championship in his rookie season. Sebastian Vettel, at 19 years old, scores a point on his F1 debut. It's got some people saying that there's no gravitas to F1 any more, that experience doesn't count for what it used to.

Except it's not really quite like that. Hamilton is now in his 14th season of racing, having started at eight years old in karts. In his decade of kart racing he will have contested around 450-500 races – from all places on the grid, as grid position for the heats are invariably randomly allocated. Plenty of time and opportunity to build up the fabulous racecraft he's now applying in F1. In the latter years of his karting career he was driving for a works manufacturer, leading a programme, being the point of focus and determining the direction of development, core skills in F1.

After karting, his rise through the junior car racing categories was steady but not phenomenal: two seasons of Formula Renault, two in F3 and a season of GP2 – a total of around 90 races. They showed that his very obvious talent in karting translated into cars. Some drivers find it tough to make the transition, cannot adapt from a device that feels like an extension of your spinal column to something that feels like a bus by comparison, cannot get used to the lower levels of mechanical grip in the very junior car categories. But everything else learned in those hundreds of kart races - those multiple thousands of overtaking and defensive manoeuvres, the honing of translating changes in inner ear balance to the dynamics of the vehicle, the psychology of racing – they all still apply. They form a huge, hard-won database that takes years to acquire.

> "In terms of experience, Jim Clark was a full decade and more than 400 races behind Lewis Hamilton"

When Jim Clark made his F1 debut in the 1960 Dutch Grand Prix, he'd done 124 previous events including sprints, trials and the occasional hillclimb. Actual circuit races numbered just 90. When he climbed into his Lotus 18 and drove onto that Zandvoort grid, it was just 18 months after his first try of a single-seater of any sort. His total racing experience stretched back no more than four years. In terms of experience, Clark was a full decade and more than 400 races behind Lewis. And that's before we talk about the F1 simulator, on which Hamilton had logged thousands of hours before he ever tried the real thing.

Clark wasn't really an exception either. Virtually none of the F1 stars of the '60s and '70s had as much racing experience behind them as Hamilton when they sat on their first grand prix grid. Furthermore, although Vettel's eighth place in the USA Grand Prix made him the youngest points scorer in the championship's history, having teenagers show well in F1 is not a new phenomenon – as anyone who recalls Ricardo Rodríguez's front row debut at Monza 1961 for Ferrari will understand. It's also a fair bet that had the teenage Chris Amon climbed into a car as competitive relative to the competition as Vettel's BMW, rather than the privateer Lotus he campaigned, then he too would have scored points. The prospect of the teenage Mike Thackwell in a competitive F1 car in 1980 rather than the third Tyrrell he tried is also one of those great motor racing what-ifs.

In terms of F1 driver ability at a young age we're not seeing anything unprecedented here. What is different is that these guys are getting the chance to come straight in with top teams. That's the real reason for their early success. And that goes back to the manufacturer junior driver programmes that are now hoovering up talent in the lower categories, and helping them develop. A guy like Robert Kubica from a relatively humble background – in a country out of the motor racing mainstream – would never have made it to F1 just 10 years ago. Hamilton has raced against Kubica for much of his career and reckons him 'a future world champion'. Had he been born a decade earlier Kubica would likely have been working in his father's little print shop in Poland rather than pounding around the F1 tracks of the world.

So rather than bemoaning the fact that F1 drivers, like policeman, are getting younger, traditionalists should be celebrating the fact that we are therefore likely to see an overall greater depth of ability on the F1 grids.

It's true that F1 cars of today, with their fantastic precision and traction control to scoop up excesses, are easier to drive than most F1 cars of yesteryear. That makes it easier to quickly reach a standard of competence. But that has no bearing on how far you can then stretch the limits. That still has everything to do with pure ability – and experience.

Hamilton's performances aren't so much confirmation that F1 is too easy – although it probably is; rather, they are a barometer of an exceptional talent. Rewind back to 1984 and Ayrton Senna's graduation to F1 with the underdog Toleman team. Just like Hamilton, Senna had years and years of karting experience behind him. Just like Hamilton, he had the ability to operate at the very front of F1 immediately. Had Senna graduated with McLaren in '84, and had a winter's preparation like Hamilton has just had, then do not be in any doubt that he would have been giving team-mate Alain Prost just as big a headache as Hamilton is now giving to Fernando Alonso.

Rex Features

Andrew Frankel



WEIGHT WATCHERS

Numbing down

The latest strain of BMW M3 is faster than previous editions. A pity then that's it's nowhere near as involving...

I wonder how long it is going to take before the world wakes up to the fact that speed doesn't matter any more. It used to: if you owned an Alvis 12/70 before the last war, the fact that it would cruise all day at 60mph was incredibly important: while that speed was a mere 20mph faster than your neighbour's average affordable car of the era would cruise, it meant you would travel as far in two hours as he would in three. Today, if you held a race from Calais to Cannes between a Bugatti Veyron and a diesel-powered Ford Focus, my money would be on the Ford making it to the Med first. The additional speed at which you could safely drive the Bugatti without risking life or liberty would not make up for the time spent sitting in service stations while the Ford gently bumbled south at an easy 100mph, sipping diesel like it was communion wine.

Besides, who would confuse fast with fun? A month or so ago I found myself in a very great hurry to get home from Colditz Castle (don't ask) which happens to be so deep into the former East Germany that Prague is not materially further away. Armed with a Jaguar XKR, and blessed by the hours of darkness and a deserted *autobahn* network, I was able to travel across the country at light aircraft velocity, and while I enjoyed the discipline and focus needed to drive safely at such speeds, I still wouldn't describe it as actively fun.

Fun in a car is feel. Speed can play a part, because its accrual and disposal place forces on your body you can feel in the form of longitudinal or lateral acceleration, but make pure velocity your primary objective when designing a car and you'll create more problems than you solve. The faster you go, the more the importance of power increases and the influence of weight diminishes. A Caterham CSR260 has under half the power but more than double the power to weight ratio of a Bentley Continental Flying Spur and struggles to hit 150mph; by contrast, 200mph is easy in the Bentley. The pursuit of high speed encourages cars to be heavy. Yes, you can point to the McLaren F1 and its 1164kg kerb weight, but ask Gordon Murray what his priorities for the car were and if a high top speed is even on the list, I'll eat this magazine.

> "On paper it barely makes a mistake. But the feel needed to make a great driver's car is not all there"

Above all, Murray wanted, and got, a car that was light. He knew that low mass helps not simply with acceleration, deceleration and the generation of lateral G, but also that unless a car is light, that crucial interface between man and machine – that thing I call feel – would be lost. Nothing blunts feel more than weight.

And that, in essence, is the problem with the otherwise very impressive BMW M3. Despite BMW's genuine efforts to minimise its kerb weight (its 4-litre 420bhp V8 motor actually weighs 15kg less than the 3.2-litre 343bhp straight-six it replaces), as with every successive generation of M3 its weight has crept up. It now weighs 1655kg – or slightly more than a long-wheelbase Jaguar XJ limousine. All that power means that it's quick in a straight line (0-62mph in 4.8sec) while the chassis engineers at BMW's M department have ensured that it will lap the Nordschleife in 8min dead. All that's been lost is the precious interaction between man and machine.

On paper, it barely makes a mistake. It rides beautifully, grips tenaciously and slides with reassuring progression. The V8 will scream at you from 8300rpm or it will let you quietly amble along without impatience. There's room in the back and the boot, too, so it would make a perfect everyday car for the vast bulk of those who will queue up to spend £50,655 on one when deliveries start next month. And I'd not blame them at all, for it is a very, very good car.

But the feel needed to make a great driver's car is not all there. The steering is very precise but not exactly communicative, and the same can be said for the chassis. The brakes are exceptionally powerful, but the pedal is difficult to modulate. Even the engine, despite its overwhelming firepower, is less smooth and characterful than the straight-six from the old M3 it replaces.

I don't doubt that it will appeal to more people than ever before. BMW knows its customers better than most manufacturers, and while I bang on about feel and response, it will know that most will find raw data that's easily understood in the pub an altogether more compelling argument in its favour.

But the truth is that despite the fact that this car now has more than twice the power of the original M3 of 1986, if you gave me the choice, over a decent road, I'd not think twice before getting in the older car. The fact is, it weighs nearly half a tonne less than this M3 and there is nothing even the finest brains in Munich can do to disguise it. Every turn of the wheel would be more pleasurable, and the fact that it was taking longer to cover the ground would count entirely in its favour: more time to enjoy the ride, less chance of running into traffic.

However good this new M3 is, and it is very good, I know in my heart that had they made it quicker by making it lighter rather than more powerful, it would have been better still. In these heavily legislated days, adding horsepower is child's play compared to losing weight, but, if the magic is not to be lost, that is what must now happen – not just at BMW, but with all those who profess to make sporting cars for enthusiast drivers.

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Crisis management

Few drivers have ever been as popular in the Formula 1 pitlane as Gerhard Berger. But it was against a backdrop of personal drama that he reminded all of his class at Hockenheim in 1997

When Alex Wurz first appeared in Formula 1 at the 1997 Canadian Grand Prix, he didn't set the world on fire, but at his next race, at Magny-Cours, he qualified seventh – ahead of Benetton team-mate Jean Alesi – and we duly took note. At Silverstone a fortnight later, he finished third, behind Jacques Villeneuve and Alesi, and it seemed we had a star in the wings.

Ten years on, Wurz is back in F1 with Williams, but only after a prolonged spell as a test driver; his is one of those careers which never delivered on all that initial promise. To make the podium in only your third grand prix is not commonplace, even in a world coming to terms with Lewis Hamilton, and Alex must wonder quite how it all slipped away.



Berger had been ill, dropped by Benetton for the following season and was grieving for the loss of his father when he arrived at Hockenheim. In the race he was mighty

Ten years ago he got his chance with Benetton because Alesi's regular team-mate Gerhard Berger was not well enough to race. For more than a year the Austrian had been feeling less than completely healthy, always short of energy, and diagnosing his problem took a long time. Finally, it was traced to his sinuses, and it was obvious that surgery would be necessary.

At the beginning of 1996, Berger had contracted pneumonia, and his doctors concluded that his problems had stemmed from that. "It was very difficult to be sure where it all started," Gerhard said, "but actually I think it was in my teeth.

"When you drive an F1 car a lot, you know, your teeth – up and down – quite often hit each other, and this can crack them. After a while you develop an infection under the teeth, and in my case this infection went up into the sinus. I'd already had it quite a while – this was why I often felt so weak, so short of power in '96, but I didn't know what it was. At the beginning of '97, after the race in Argentina, I got a bad dose of 'flu and then everything just exploded. At the next three races – Imola, Monaco and Barcelona – I was on heavy antibiotics, which make you feel lousy, and I was struggling.

"Antibiotics make you soft. When you're on them, and you try to go running, you can feel it in your bones – you're weak, and not as sharp as you should be. Your fitness goes to hell.

"The doctors were concerned about my doing the next race in Canada, and said maybe it would be better to stop for a while and fix the problem properly. But if you're a racing driver you think you can get over anything, and I didn't want to miss races."

Prior to travelling up to Montreal, Berger went to New York to do some publicity work for Benetton, but the seven-hour flight had affected him badly. "We were in Benetton's new store on Fifth Avenue and I felt terrible – *really* terrible. I saw more doctors there and it was clear I'd be mad to race in Canada."

So it was that Berger returned to Europe and as Wurz's three-race opportunity with Benetton began, Gerhard underwent the first of three operations. At once he began to feel better, although progress was less speedy than he expected.

"I missed Montreal, but I was half-ready to race again at Magny-Cours, but Flavio (Briatore) said, 'No, you shouldn't race – you haven't tested there', so... Then I wanted to do Silverstone, but again he said no – I think he was very happy to have Wurz in the car. My relationship with Flavio had always been good, but that summer it really changed. I always really enjoyed working with Pat Symonds – a great, great, guy – but the atmosphere in the team changed a lot. Jean (Alesi) had decided he hated Flavio, and they were hardly speaking to each other. There's no way that a team can be successful in that atmosphere – there's a big human side involved in sport, too."

In Berger's enforced absence, all sorts of stories began to circulate about 'what was really wrong with him'. His state of health, some insisted, was much worse than we were being led to believe, just as had been the case with Gunnar Nilsson 20 years before. On that occasion the rumours had been true – Nilsson died of cancer at 28, little more than a year after

winning his first grand prix – and many spoke darkly of Berger's problems. Some even murmured that he had AIDS.

"Of course all that stuff really upset people around me," said Gerhard, "but what can you do? A lot of political stirring was done at that time, and some journalists jumped into it, saying, 'Oh, we don't really know what's the matter with Berger, but this infection sounds very strange...' They made everything sound very sinister, but it was clear what I had: I had a sinus problem."

Whatever, Berger made up his mind that, come what may, he was going to drive at Hockenheim, the scene of his last grand prix victory – for Ferrari – three years earlier.

What Gerhard went through at that stage of his life would have broken most men. On July 8, a few days before the British Grand Prix, he flew to England for a meeting with Benetton, and there it became clear that he would not be in the team the following year: Wurz, as Gerhard suspected, had already been pencilled in. Back he went to Monaco, and the following day his beloved father was killed in a light aircraft accident.

When Patrick Tambay won for Ferrari at Imola in 1983, thereby in some way avenging the race 'stolen' from his friend Gilles Villeneuve the previous year, he said afterwards that throughout the race it had seemed almost as if the late Gilles were with him in the car. Whatever, he said, he felt some kind of force at work that day; something with him, not of him.

Grieving at the loss of his father, but feeling more healthy than for a very long time, Berger went to Hockenheim in a very special frame of mind. On the Thursday, he called a press conference. No, he wasn't sure about his future plans, he said, but that if he were to continue in Formula 1, it would have to be in a competitive car. As for money... well, he had already made his money so that didn't really come into it any more. He would definitely not, he said, be continuing with Benetton, and for the first time made it clear that his relationship with Briatore – which was once very friendly – was now well below room temperature.

Next day he was fifth-fastest in practice, and said that driving again felt good. On Saturday – in front of a crowd roaring for local hero Michael Schumacher – he took pole position. When that happened, the press room erupted into applause.

Martin Brundle, too, was exultant, thrilled at what Gerhard had done. A one-time Benetton refugee himself, he said: "You need a clean driving style here to get through those chicanes properly, without messing up the lap. But more than anything else, Gerhard is on the pole because this place is all about late braking, and he's still the bravest of the lot..."

Berger had a lot of scores to settle that weekend. "First there was my father's death – it was very difficult for me to accept what had happened and I wanted so much to dedicate a victory to him.



Mpics/pa

"What Gerhard went through would have broken most men but he was going to drive"

"Second, the f*****g bastards in the F1 world – you get sick, and they forget everything you did in the previous 10 or 12 years. I said to myself, 'Right, 'I'm going to show you all in Hockenheim...'"

'Show', as you might imagine, was not *quite* the word Gerhard used.

Come Sunday, Berger's Benetton took the lead at the start, and – save for a few laps, when he made his one stop for fuel and tyres – was never headed. The fact that Schumacher and Mika Häkkinen, the two leading lights of the season, were second and third served only to heighten his joy.

Ours, too. When he arrived at the press conference that afternoon, Gerhard's reception was overwhelming. This was a well-loved man in the paddock, and everyone knew what he had recently been through and overcome.

"That was the optimum point in my career," he said, and he says it to this day, 10 years on.

Hockenheim, while the best victory of his life, was also his last. As expected, Berger retired from driving at the end of the 1997 season, but he was competitive to the last, finishing his final race in fourth place, close behind the McLarens and Villeneuve's World Championship-winning Williams.

"I felt I was getting worn out," he said. "I don't know if it was because of the sinus thing, or just because I'd been doing F1 for 15 years! It was taking me longer to recover from a race, but what really made a difference was the training – which was what I hadn't been able to do.

"There was a lot of bad stuff in my final season but still I can remember it very well because of Hockenheim: I wanted that win, I *needed* it..."

What said everything about Berger was the obvious pleasure rivals took in his success that day. As he waved to the crowds on his slowing-down lap, Damon Hill pulled alongside and waved in salute, in part perhaps because he was remembering the previous year's race when he had won only after Gerhard had blown up 10 miles from the end.



GLORIOUS AMBITION

Aston Martin's Project cars were intended to return the company to the forefront of GT racing. We drove a recreation of 214 at its spiritual home, Goodwood

BY ANDREW FRANKEL

Sometimes things just don't turn out as they should. If you had been in the grandstands at Le Mans one lap into the 24-hour race of 1962, you'd have had every reason to believe you were witnessing the birth of a new and glorious era for British sports car racing in general and one of its most revered marques in particular. For out of the chicane, past the pits and into the curve that led to the bridge came Graham Hill's Aston Martin with the rest of the field – Ferraris, Maseratis, Porsches, the lot – nowhere.



Ian Fraser

It was not to be. Although there was one shaft of light at the end of the dark tunnel that is the story of the Aston Martin Project cars, the general thrust of this tale is that which seems so often to define the British approach to sporting endeavour, one that ends with that all too familiar ache for what might have been and even what should have been, rather than what actually was.

Hill was driving Aston Martin DP212, a nomenclature that followed standard Design Project prototype naming policy at Aston Martin. Known alternatively as Project 212, the car was an experimental toe-dip back into the murky waters of racing abandoned after the world sports car championship and Le Mans win three years earlier and prompted by the knowledge that racing at the weekend helps you sell in the week.

John Wyer, coming to the end of a 13-year stint at Aston Martin, said in Chris Nixon's *Racing With the David Brown Aston Martins*: "We built the Project cars under pressure from our dealers, particularly our man in France. He was very anxious for us to go back to Le Mans and many other dealers around the world felt that a successful racing programme – even a limited one – would make it much easier to sell Aston Martins."

Project 212 was, in essence, a heavily modified DB4GT, fitted with a de Dion rear axle and, as the regs permitted, an engine bored out to four litres. But for all its power (quoted outputs vary between 310 and 345bhp), even the skill of Hill and co-driver Richie Ginther could not hold the lead at Le Mans for long. Something was far from right with the aerodynamics, causing significant rear end lift on the Mulsanne straight; and while it held onto second place for some time, a cracked oil pipe put it out for good with three-quarters of the race still to run.

But it had done enough, just, to suggest

that there might be a way to take the fight to Ferrari's 250GTOs, which had become the dominant force in GT racing. For 1963, three more Project cars were built, two DP214s to run in the production class and a single DP215 prototype. Although all three possessed broadly similar bodywork, these later cars presented a more concerted effort to catapult Aston Martin back to the forefront of long-distance racing. The 214s and 215 had lighter box-section chassis as well as longer and lower bodywork with kicked up, abbreviated tails to keep air from tumbling under the back of the car. They were forced to abandon the 212's de Dion rear end for the 214s because of the GT class regulations, while the 215 boasted a dry-sump engine and a DBR1-based transaxle that was great in theory but, in the end, was to prove its undoing.

They duly appeared at Le Mans for 1963 with Wyer at least sure "that all three cars were perfectly capable of winning the race". The cars went well in practice, becoming the first to be timed at over 300kph on the Mulsanne but, once more, race day would not work out as planned. Both 214s had been fitted with cast rather than forged pistons. Bruce McLaren, sharing with Innes Ireland, led the GT class until piston failure at 60 laps while the second car, driven by Jo Schlesser and William Kimberley, worked its way up to third overall before its pistons wilted, 10 hours in. The 215, for which so much had been hoped, didn't even make the third hour before the transaxle failed, despite the skilled and sensitive hands of Phil Hill and Lucien Bianchi at the wheel.

Schlesser tried again with 215 at Reims, but the transaxle meant he kept missing gears and eventually bent the valves. Things looked briefly better when Innes Ireland put a 214 on pole for the Tourist Trophy at Goodwood but, as he put it: "I thought I had the race in the bag, but the bloody scrutineers made us run on narrow rims which destroyed the Aston's handling." The pictures of Innes in various comically lurid drifts and slides suggest he might be right. At least the 215 finished this race, coming seventh after one too many spins.

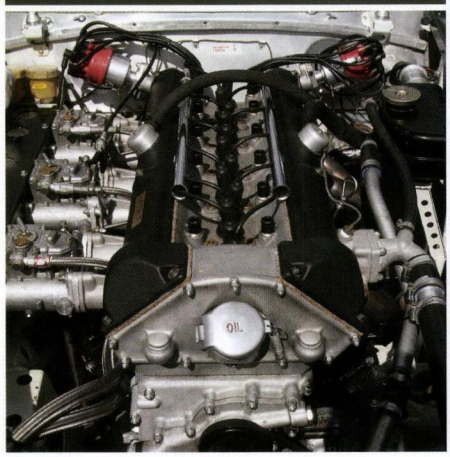
Top: Project 214's finest hour, when Roy Salvadori beat the might of Ferrari at Monza in 1963 due to its superior top speed. Lucien Bianchi was third in the second 214

And then came Monza, or more precisely the Coppa Inter-Europa three-hour race before the Italian Grand Prix. Both 214s lined up against no fewer than eight 250GTOs and a brace of E-types. Wyer was leaving Aston Martin at the end of the season and it was the last chance for the Project













LAT

cars to do what they'd promised and beat the Ferraris. And, at last, one of them did.

Bianchi came home an almost unnoticed third because of the battle at the front between Mike Parkes' GTO and the lead 214, driven by Roy Salvadori, whose wonderfully varied career is celebrated at this year's Goodwood Revival. Despite racing Ferraris, Lolas, Coopers, Astons and Connaughts at grand prix level and winning Le Mans in 1959, this is the race he claims as his greatest. For the entire second half after the mid-point pitstops, Parkes, a Monza specialist, and Salvadori were locked in such a titanic struggle that, according to Roy: "For lap after lap just tenths of a second separated us and the excited Italian crowd must have thought we were taking it in turns to lead past the pits." Salvadori also had the crowd on his side, it having been erroneously announced that he was Italian.

The Ferrari had better acceleration, the Aston a higher top speed, so Parkes would overtake out of the slower corners, only for Salvadori to come past on the straights. It took a back-marker to break Parkes' tow and resolve the race in Aston's favour. But that was it. Wyer left and the cars were sold. The project was over.

Forty-something years later, I'm being strapped into a Project 214 in the Goodwood pit lane. Yet it is neither of the cars that raced in period but, instead, a painstaking recreation of the original that allows its owner Wolfgang Friedrichs to race it hard without fear of damaging irreplaceable history. He does this so that Project 212, which he also owns, is preserved for really important events such as the Goodwood TT and Le Mans.

> "Acceleration is of the relentless variety. Predictably, the noise is magnificent"

Unlike some cars that come to *Motor Sport* for track testing, this 214 is not a museum piece, but a hard-edged, highly developed racer that's been on the podium for the last three Spa 6-Hours races, winning outright in 2005. It's perhaps a little quicker than the original but only because modern technology has liberated more reliable power from its twin-cam, straight-six motor – about 380bhp, according to Friedrichs. But while the cockpit of, say, a racing DB4GT Zagato is clearly related to that of the road car, the environment of the 214 is purely for competition purposes.

The engine fires at once with that familiar Aston bark and, at noise-restricted Goodwood at least, it's quieter than you'd think. You'd expect an achingly heavy clutch, but the throttle is hefty, too. What's more, the steering wheel is some distance away, forcing me to drive with my arms near straight. I suspect this test is going to become quite physical.

After one lap to learn how it all works, I squirt it out of the chicane in third and am at once impressed not just by the sheer power, but its accessibility. There appears to be fat wads of torque everywhere and while the engine is apparently entirely safe to 7000rpm, there seems no point at all straying beyond 6000rpm. With an all-up weight of about a tonne, acceleration is of the relentless variety. It pulls 6000rpm in top down the back straight at Goodwood with space to spare on gearing tailored to give a top speed in excess of 160mph. Predictably, the noise is magnificent.

Given the age of its design and the location of its engine, you'd not expect it to sniff out apexes like a bloodhound chasing a scent, but it flicks into corners like something altogether lighter and younger. It's not dainty but as David Clark, who shares the car with Friedrichs, says: "It's a car without any vices. You can just get in and go hard."

He's right. You have to be smooth with it, particularly when braking in something other than a straight line, and become acclimatised to the heavy controls, but once you do you can break the back loose with confidence and drive it on the throttle as its maker intended. The stiff throttle makes heel and toe downchanges – which are essential to avoid locking the back axle – more difficult than they should be but otherwise it feels ▶▶▶



Left: the Aston Martin Project 214 had a lighter box-section chassis than the earlier 212. This painstaking recreation's straight-six engine develops about 380bhp



LAT

DP215 was the only Project car to use a DBR1-based transaxle. Phil Hill and Lucien Bianchi crewed it at Le Mans in 1963, but the transaxle failed after only three hours of racing

sufficiently reassuring to encourage a modest level of commitment through the corners, even after only six or seven laps of Goodwood.

Whether the original 214s were like that or whether Colin Blower Motorsport has further refined the handling characteristics is another matter. Michael Salmon has probably spent more time racing Project Aston Martins than anyone else alive and ran both 214s in 1964 after they'd been sold by the works, before becoming a serial winner of historic races in Project 212 in the '70s. "I always reckoned the 214s were slightly quicker than 212, but trickier to drive, particularly when it was wet when the de Dion axle gave 212 a distinct advantage," he says.

In a 214 at the International Trophy at a soaking Silverstone in 1964, Salmon broke the GT lap record in practice in one of the 214s, headed the field through Copse, lost it at vast speed at Maggots and "led the field, travelling backwards, all the way to Becketts". He rejoined in 27th yet finished second, only six seconds shy of Graham Hill's 1964-spec Maranello GTO.

Tragedy then struck when Salmon and Brian Hetreed took the 214s to the Nürburgring for the 1000Km race at the end of May. There was a thunderstorm in practice, Hetreed lost control and, as was too frequently the case at that track, it cost him his life.

That accident halved the 214 population. While it has been suggested elsewhere that parts of the car were salvaged and even that the wreck was rebuilt, Salmon's is just one of several authoritative voices that maintains the car was destroyed, and he should know. Certainly Clark and Friedrichs are particular about making no claim to the historical identity of that 214.

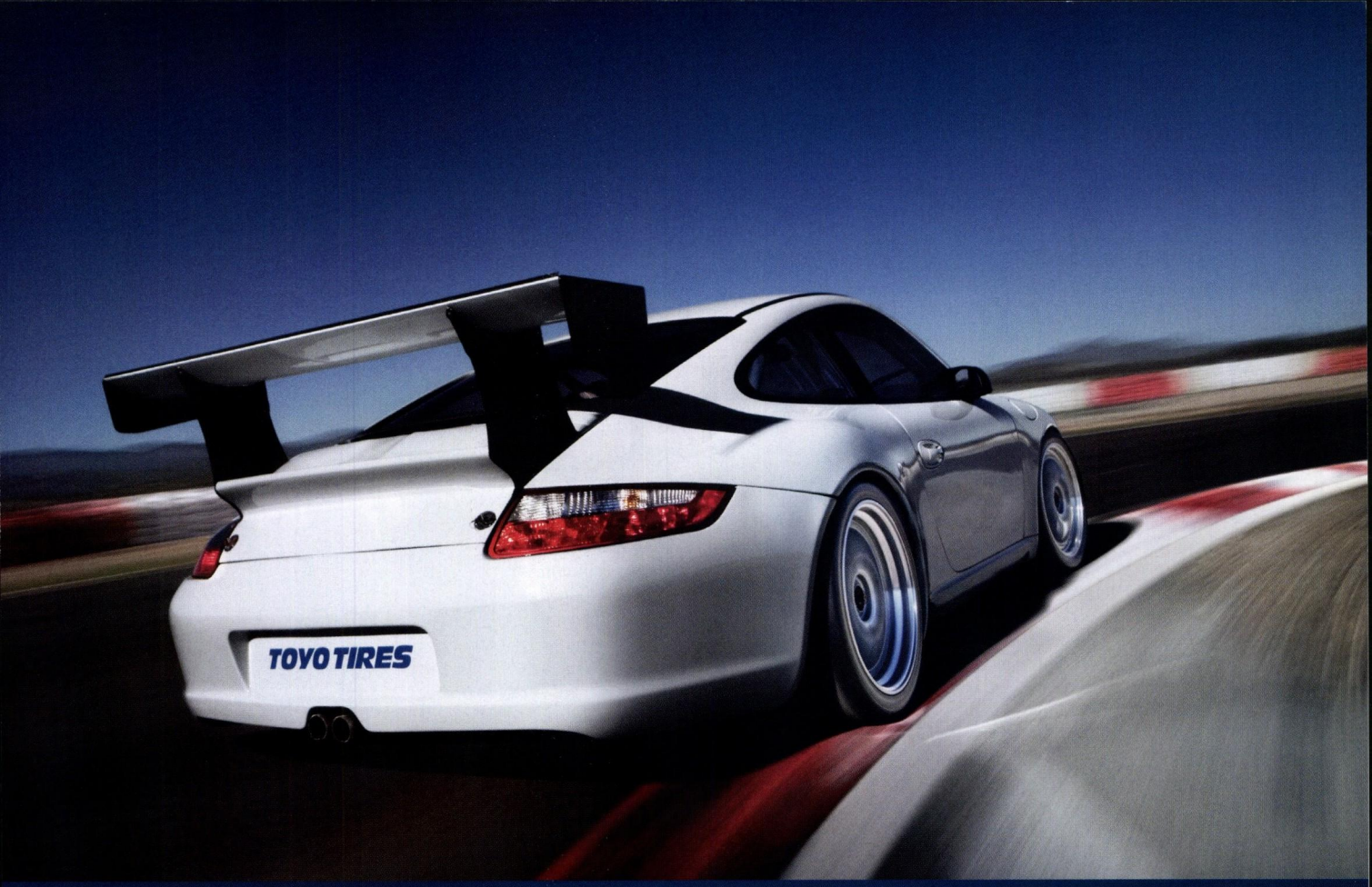
"Fact is, it beat the finest GT car of its era – the Ferrari 250GTO – on its own turf"



The surviving 214, the Coppa Inter-Europa winner, now resides in Simon Draper's collection, while 215 is in the hands of Genesis manager and historic racing stalwart Tony Smith. As mentioned previously, 212 is in Friedrichs' care and still raced to this day.

It's very easy to knock the Aston Project cars. Call it another example of the too-little-too-late approach peculiar to a surprising number of Aston-badged endeavours over the years and you could be thought more cruel than unfair. Yes, had the 214s' pistons been forged rather than cast, they might have won Le Mans or at least their class. But they weren't and they didn't. In racing you cannot live in the what-if world.

Even so, I think we can now afford to think more kindly of these cars that have been adding a dash of colour, a sense of occasion and no small measure of speed and beauty to grids for more than 40 years. Fact is, on the only occasion when one did not succumb to mechanical malady or sheer bad luck, it beat the finest GT car of its era on its own turf. It was not just John Wyer's last race at Aston Martin but would prove to be the last by a true works Aston for more than 25 years. It must have meant a lot, not least that the Project cars could go out as they had come in: leading from the front. Ⓜ



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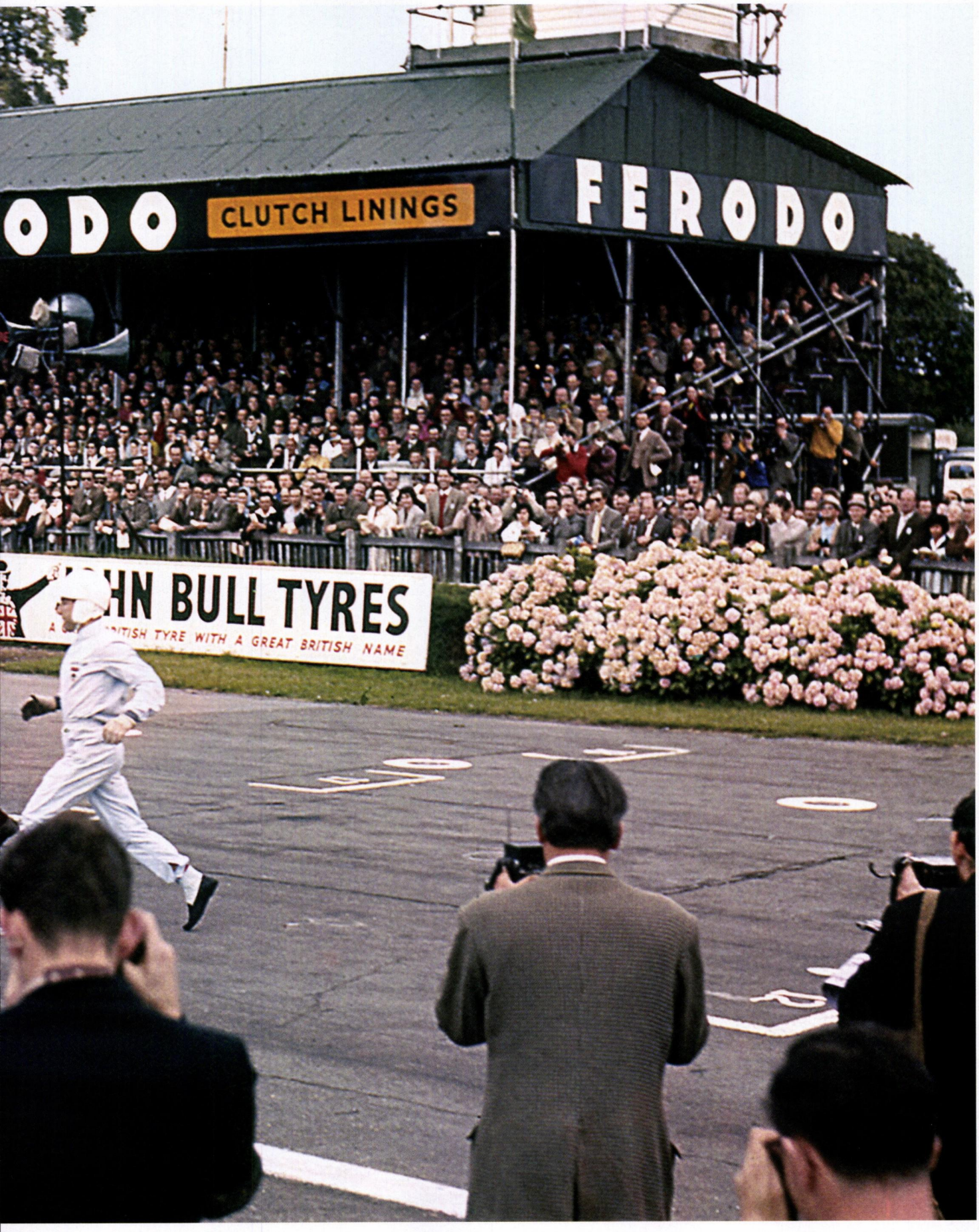


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Moss (foreground) and Roy Salvadori head the sprint in 1960; they will dispute the lead for 45min


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The Ferrari 250GTO
has become synonymous with the Goodwood TT race

1963: Graham Hill's winning GTO heads Innes Ireland's Aston 214, with Mike Parkes' GTO next

Klemantaski collection



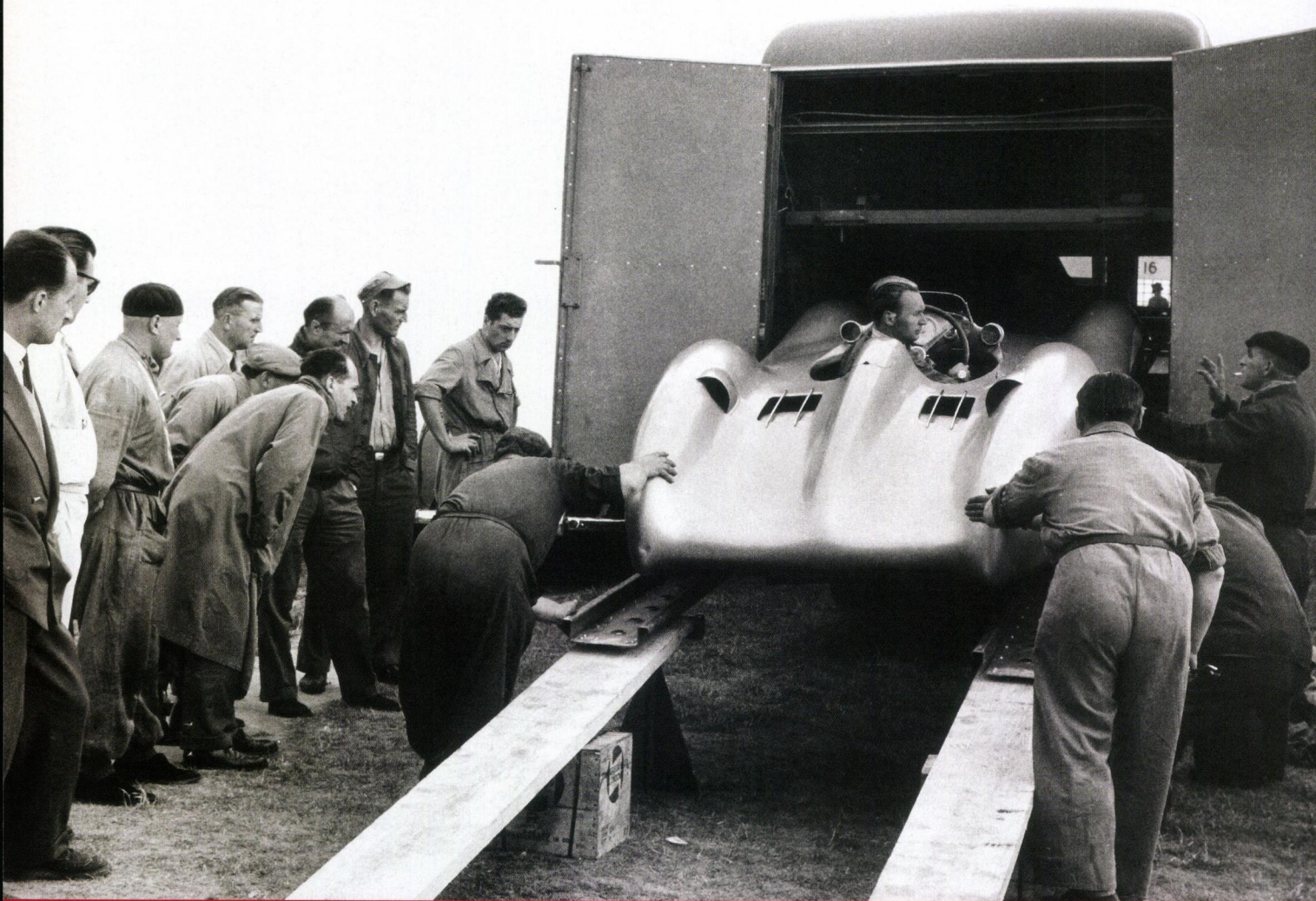
1964: Hill slides into the Maranello Ferrari 330P to add another TT win; it will be the last Goodwood TT

Michael Cooper

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IAN FRASER

THE RIGHT STUFF

The annual Revival is justifiably promoted as a magical step back in time. In case you've never been, here's why

BY ROBERT STRIDE

The important thing about the Goodwood Revival is to get the point, and understand what Lord March is trying to do with this extraordinary event. It is not a historic motor racing meeting, it is an eclectic collection of happenings designed to entertain, to bring a bit of fun into our lives.

Yes, there is racing and there are historic cars, but there aren't any anoraks. Yes, the racing is serious, but the man who owns the circuit – and much of the surrounding countryside – takes exception to those who don't play the game. The name of this game is to entertain the people who pay to watch and to take us all back to a time when – you've heard this before – men were men and racing was racing.

Nowhere else can you enjoy such a theatrical, passionate and perfect presentation of how it used to be. When the cars are racing, the Spitfires are in the air and the sun shines on all those pretty frocks, the atmosphere is intoxicating.

A host of motorsport greats will be at this year's Revival, and some will be racing. There will be a tribute to Roy Salvadori, a man never given the recognition he deserves and who came up with the immortal line: "Give me Goodwood on a summer's day and you can forget the rest of the world" – a sentiment still used in the event publicity. And this despite the fact that Roy suffered burns in the famous Goodwood pitlane fire of 1959 when he helped Aston Martin take the sports car world championship that season. Roy will be there, as will Sir Jack Brabham, Sir Jackie Stewart, Sir Stirling Moss (who will race a Lotus Cortina in the St Mary's Trophy), Tony Brooks, Jochen Mass and Gerhard Berger.

On track, picture great names from rallying, grand prix racing, sports and touring cars – former BMC works driver Rauno Aaltonen in a Mini Cooper S, former BRM grand prix racer Richard Attwood in a BRM P261, as well as appearances from Derek Bell, Henri Pescarolo, Brian Redman, Johnny Herbert, Jackie Oliver, Rupert Keegan, Vitantonio Liuzzi, Jean-Marc Gounon, Marc Surer, Stéphane Sarrazin, Desiré Wilson, David Piper, Sir John Whitmore, Andy Rouse, Anthony Reid, David Leslie and many more, including entertainers/amateur racers like Rowan Atkinson and Nick Mason. Latest news from the corridors of Goodwood House is that Jacky Ickx will demonstrate a DFV-engined F1 car and that Superbike star Troy Corser has been tempted to take the fight to regular winner Wayne Gardner in the bike races.

Upwards of 20 DFV-powered cars will take to the track as the Revival celebrates 40 years of the Cosworth engine which arrived in grand prix racing only a few months after Goodwood was closed for racing in 1966. Entries include the Lotus 49, for which the DFV was originally conceived.

The Fordwater Trophy has a new look, now a race for production-based sports and GT cars such as the Ferrari 500 TRC, Maserati 200S and Porsche 718 RSK. The crowd's favourite race, the St Mary's Trophy, is back to the 1960s this year with a mighty battle between big American Galaxies and Falcons and the more nimble Mini Coopers and Lotus Cortinas. Then there's the glamour and spectacle of the RAC TT Celebration, featured on the preceding pages.

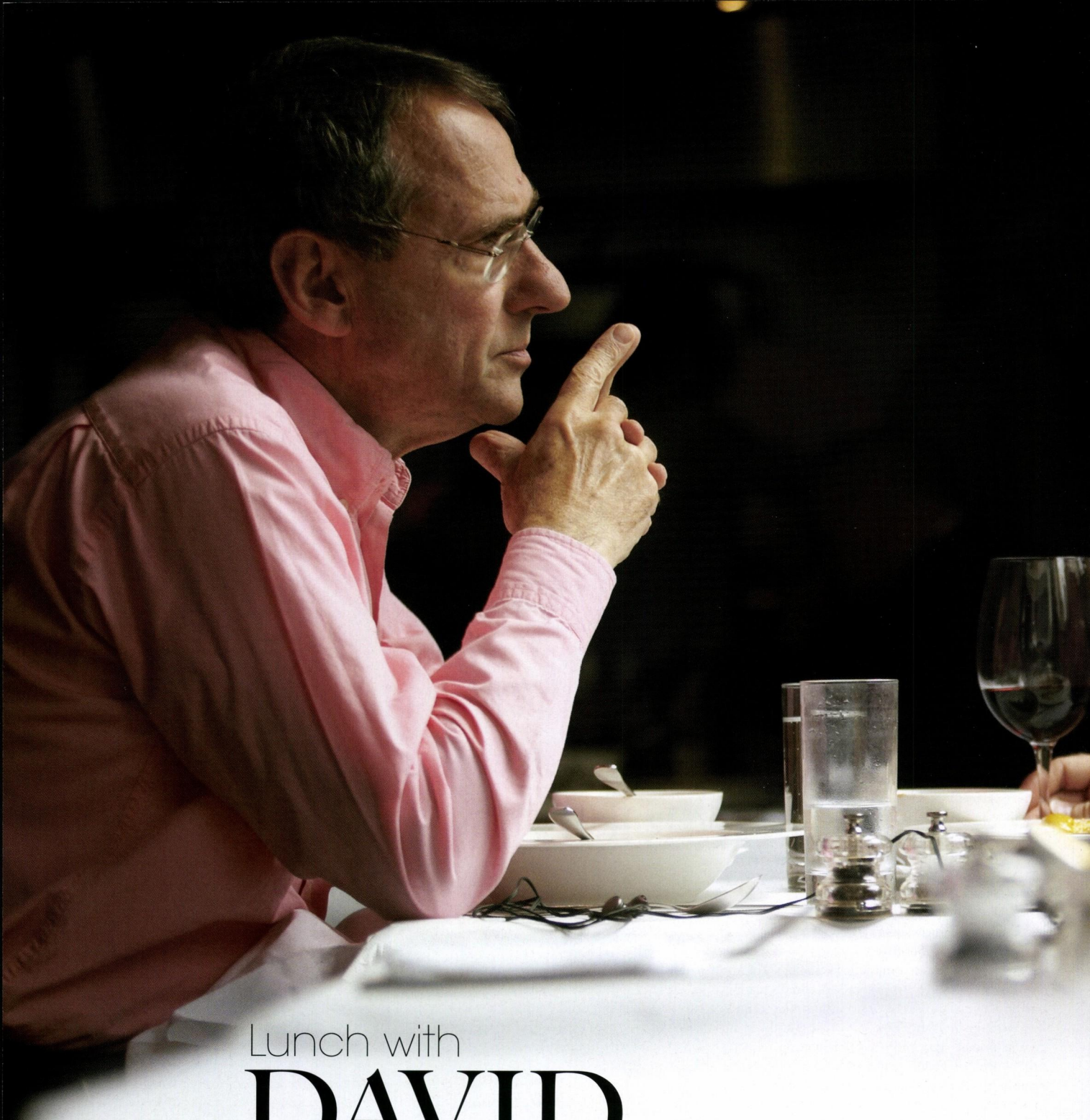
Star-spotters and autograph hunters will have a field day, as ever. No need to poke your pen and paper through wire fences, this is Goodwood so just loiter in the paddock, especially before and after the St Mary's and TT races.

The Chichester Cup for Formula Junior cars usually provides plenty of excitement; this year it is for rear-engined cars with drum brakes last seen at the 2004 Revival. At the other end of the scale the Brooklands Trophy, in this centenary year for the circuit where it all began, features pre-war sports cars of the type that raced in the Brooklands Double 12 and BRDC 500 endurance events. When Lord March's grandfather Freddie March, himself a winner of the Double 12, opened the Goodwood circuit in 1948 he wanted to re-capture the spirit of Brooklands; the Revival would surely meet with his approval.

Some say that the air displays alone are worth the price of admission. To see Spitfires, Mustangs and Hurricanes at low level is a thrilling experience. The aerobatics at dusk on the Saturday, and the lone Spitfire high in the sky early each morning, never fail to send a shiver down the spine. Combine this with the roar of engines and the glamour of 1950s and '60s fashions and you revel in what is justifiably promoted as a magical step back in time.

Some key changes to the races, then, to refresh the format after nearly a decade, and some big names to mix it with the likes of Peter Hardman, Barrie Williams, Frank Sytner, Tony Dron and Tiff Needell, all of whom can be relied upon to play the game up to, but not beyond, its limits.

The Goodwood Revival takes place from August 31 to September 2. Tickets from 01243 755055 or www.goodwood.co.uk. See us at the Motor Sport *stand behind the Chicane grandstand.*



Lunch with DAVID RICHARDS

BY SIMON TAYLOR

The multi-faceted motorsports tycoon discusses his rallying background, a laid-back management style, Aston Martin, helicopters and entry to F1



Howard Simmons

You see David Richards everywhere. Go to just about any significant motor sporting event – the Le Mans 24 Hours, a distant grand prix, an overseas world championship rally, the Goodwood Festival of Speed – and there he is, smiling and relaxed, chatting easily with the Bernies and the Rons, looking like he has all the time in the world.

Yet this is a man who controls one of the largest, and most versatile, motorsports companies in the world. And an iconic supercar manufacturer. And a web of companies stretching from the USA to the Far East and Australia, responsible for the livelihoods of over 3000 people. At Le Mans he's watching the Prodrive Aston Martin DBR9 sweep to victory in GT1. At a grand prix you know he's wheeling and dealing, putting together the building blocks of Prodrive's entry into F1. He's on a far-flung rally special stage while the works Subaru rally team, which Prodrive has run for 18 seasons now, continues its renaissance. At Goodwood he ducks out of the Drivers' Club for an hour on an unnamed errand, which turns out to be a quick trip to Chichester to check on the classic Sunbeam yacht he's having built to satisfy a sudden yen for ocean racing. He never stops, yet he never seems busy. Clearly he has mastered the arts of management and delegation.

A diet of 19-hour days sits easily on David Richards' shoulders. He is a motorsports enthusiast, but his over-riding philosophy is that a team has to show a profit to stay in racing

"People say that I'm a good delegator, but I'm just lazy. I'm not very good at detail – I can do detail if I have to, and when we were preparing the Aston Martin transaction I did have to get right into the minutiae. But it's not my skill-set. What matters is the structure you build, »»



LAT

meetings. I get five or six hours' sleep every night. I can operate on that all week, but by Friday I'm ready for the weekend. Then I'll be at race meetings or rallies somewhere, but I'm not directly hands-on with any of that these days, so I try to get two nights of eight hours' sleep, and then I'm bushy-tailed for the new Monday.

"I couldn't do it without my helicopter. I love flying, helicopter and fixed wing. I keep a Learjet 45 at Coventry Airport; that gets me to the Middle East, or to the States with one stop. But I just love flying my Eurocopter. On my birthday recently I was at the Acropolis Rally, so I had breakfast in Greece. But the Astons were testing the same day at Le Mans, so we flew there and had lunch in France. We called in at home in Warwickshire and had tea with the kids, and then flew on up to Scotland and had dinner with some friends on the Ecosse Tour."

the strategy you put together, the goals you aim for. You should never try to manage too many people, because you won't do it well enough. So I have just 10 people reporting directly to me."

David's choice of restaurant is smart yet relaxed, too: the Enterprise in London's Walton Street, an elegantly converted corner pub. He arrives promptly, on foot under an umbrella against the rain. He's walked from a nearby board meeting for ISC, another of his companies, which owns the TV rights to the World Rally Championship. He greets the staff like old friends – wherever you go, David always seems to have friends – and orders no-nonsense sausage and mash with a glass of Shiraz.

He has houses in Warwickshire, Knightsbridge and Cornwall. So if he's lazy, what's his normal working day? "I'm usually in my study by 5am, reading paperwork, reacting to correspondence, dictating e-mails, catching up on stuff. This morning it was 4.30am. I like absolute silence: I'm slightly dyslexic, and have real concentration problems if there's any noise.

"My secretary actually lives in Scotland. I dictate e-mails to her digitally, and she does all my filing on computer. That'll be winging round so that when the girls get into the office they can sort what comes from that. By 7am Karen, my wife, wanders in with a cup of tea. Then it's off in the Vanquish to Prodrive (beside the M40 at Banbury) or Gaydon (where Aston Martin is), or to my office in London, or to meetings somewhere else. Much of my day consists of



Top: winning the World Rally Championship with Ari Vatenen in a works Ford in 1981. Right: celebrating Jenson Button's second podium, Bahrain, 2004. Button tried to leave BAR for Williams that year – Richards won that battle, too

This highly-charged existence is a long way from the forests of North Wales, where David's love affair with cars and motorsport began. The RAC Rally used to come through Clocaenog Forest above his home. "When I was 13 I would herd my three younger brothers into the forest as far as the nearest corner, and we'd watch every car come through, from the first to the last. When I was old enough I borrowed my mother's car to do some club rallies myself, but I put it backwards through a hedge." So he tried co-driving, and found he was very good at it, winning the 1975 *Autosport* Championship partnering Tony Drummond. When his accountancy articles were done he turned professional, co-driving with the likes of Andy Dawson and Tony Pond, and by 1977 he was tackling the European Championship with Billy Coleman in a Lancia Stratos. Then came three years for Ford with Ari Vatenen, which culminated in winning the 1981 World Championship.

"A co-driver needs a very specific set of skills. First, you have to give up all responsibility for getting the car around the next corner. That's the driver's problem. You just have to feed him the information he needs to do it, and have faith that he'll fulfil his side while you fulfil yours. You have to be extraordinarily calm, obviously, and you have to be a good organiser. But primarily your job is to cut the driver off from all problems so he can concentrate on driving as fast as he can. You're the bridge between the driver and the outside world: you deal with the team and the organisers to make sure everything happens. You have to be a psychologist as well, sense what your driver is thinking, know when to push him and when not to, when to give a bollocking and when not to. Today it's called having emotional intelligence. Lots of good lessons there for later life.

"It's ironic that the runner-up to us in that 1981 World Championship was the Talbot of Guy Fréquelin – and sitting alongside him was one Jean Todt. Now Jean's running Ferrari, so he's put the lessons of co-driving to good use.

"When Ari and I were rallying it was a pretty tough relationship. We were both young, both under pressure, both pushing, and not always in the same direction. He is an extraordinary man. He came from a very religious background, a little Finnish farming community near the Russian border, and when he was a young boy he was in a car crash, and he saw his father die. He got to be World Champion, then he nearly died in that terrible accident in Argentina in 1985. He went through the most horrifying health and psychological problems, and came back to win the Paris-Dakar three times. He has huge strength of character. Now he's a Euro MP, and he's one of my closest friends."



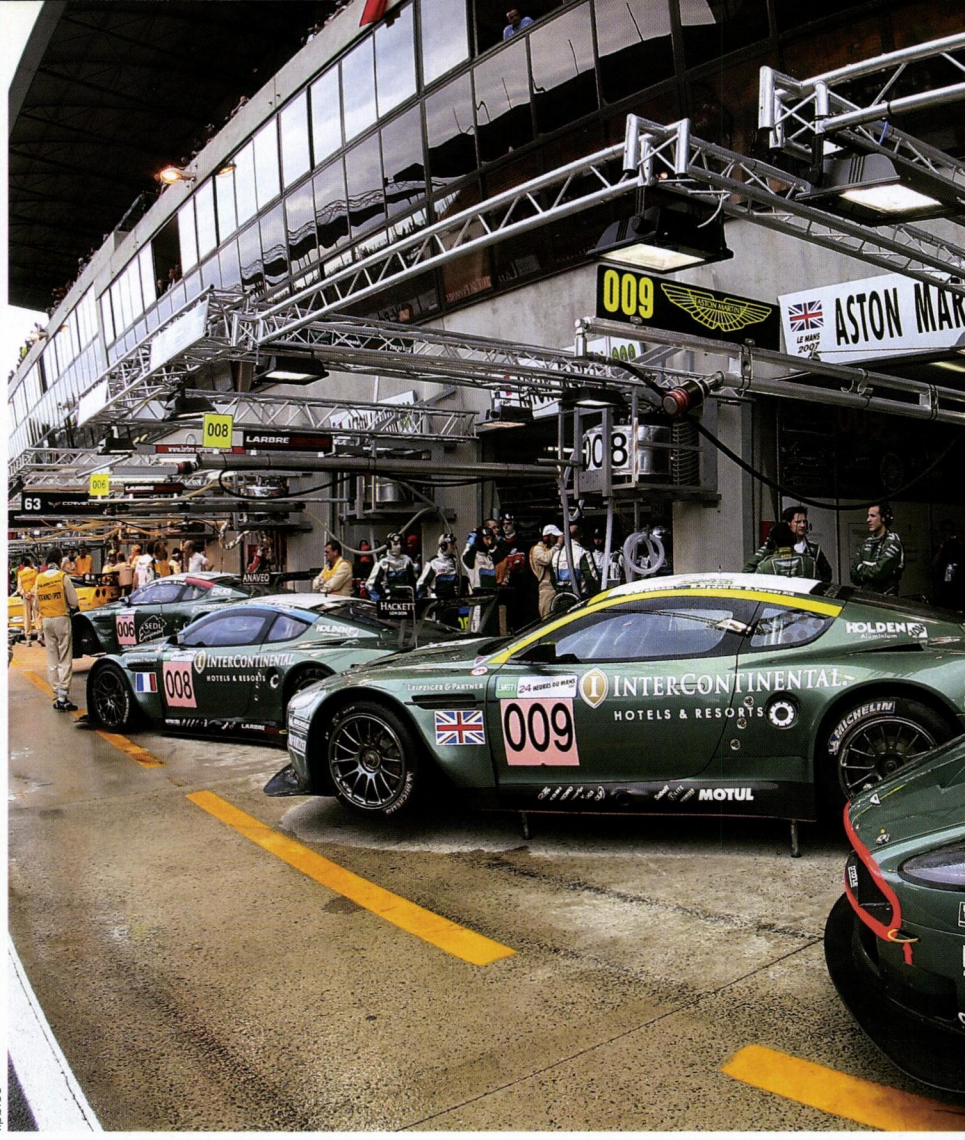
Sutton

David retired from rallying in 1982, and Prodrive was born in some outbuildings behind his house near Bicester. In its early days it consisted of 14 people. "Half of them still work with us, and the other half are still friends. David Lapworth joined in 1984 from Peugeot Talbot, and today he's Technical Director. I'm the amateur engineer, he's the real one. He has this lovely ability to crystallise complex situations into simple solutions."

Then came premises at Silverstone, before a dedicated site was developed beside the M40 outside Banbury. From then on, the company's growth was prodigious. There had been rally programmes for Porsche and for MG with the Metro 6R4, but in 1990 Prodrive began a relationship with Subaru that produced a string of World Rally Championship titles, and continues to this day. In circuit racing there were touring car programmes for BMW, Alfa Romeo, Honda and Ford, and in GT racing the Ferrari 550GT project taught lessons which bore fruit in the development of the Aston Martin DBR9.

David's close relationship with Subaru's rally sponsor, British American Tobacco, led to his first taste of Formula 1. "BAT asked me what I thought was the preferred route for them to enter F1. I told them they should buy an existing team, and I thought Benetton was the right one to buy. But Benetton were not keen to sell at the time, and in the end BAT went for a greenfield start-up, and set up BAR around Jacques Villeneuve and his manager Craig Pollock.

"Then I had a call from Bernie Ecclestone, who said, 'I know the Benetton thing didn't turn out the way you thought, but you should fly down to Treviso and have a chat with them, because they want you to run the team.' There'd been a parting of the ways between the ▶▶▶



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The Prodrive-developed Aston Martin DBR9s in front of the Le Mans pits in June this year. David Brabham, Darren Turner and Rickard Rydell took victory in the GT1 category, which Richards sees as a vitally important result for the Aston brand

Benetton family and Flavio Briatore. So I spent 1998 doing Formula 1 with Benetton.

"It was a transition period for them. Michael Schumacher and Ross Brawn had gone to Ferrari, and they weren't sure whether they wanted to sell the team or retain it. I told them they had one of two choices. In most things in life, I find, there are usually only two choices. One route was for them to invest sensibly in the team, get it working and go forward. The other was to sell. I didn't think there were any options in between. I put together a plan for both routes, but they didn't accept my view and wanted to carry on as they were. If you have a key difference of opinion with the management of a company, you should leave. So I did – and within a couple of years they sold the team to Renault."

That Benetton season hadn't been easy, but it taught David a lot about the ways of Formula 1. Meanwhile BAR's first three seasons were almost laughably unsuccessful. BAT not only had a very poor return for its investment; it also had costs which were out of control. Towards the end of 2001 the company asked David to take over, and he found himself back in F1 for the 2002 season.

"We went in and gave ourselves 90 days to appraise everything. We put together a five-year plan, and we were set three very clear objectives by BAT. First, they wanted us to stop the business haemorrhaging money. They'd never had a stable budget, and they were constantly being asked to invest more. Second, they wanted some results in return for that investment. And third, with tobacco advertising now doomed, they wanted to sell the business.

"I took in a team of people from Prodrive, kept some people who were already there, got rid of others. Formula 1 is a war, with battles and armies. It's as close as you can get in modern times to the mediaeval concept of going off on the Crusades. You lock yourself down, you focus on the task, and you don't see the outside world from March to November. In a situation like that, leadership is critical. The team around you have to believe in you. In the First World War, when somebody said 'We're going over the top' they had to believe in him, they had to do it. That's what happens in F1. I'm not suggesting it's not scientific and it's not technical, but it's still about leadership. You have to mould some extremely clever and ultra-competitive people into one cohesive unit with one goal, and point them in the right direction.

> "Have I got a big ego? Of course I have. It takes the form of wanting to be a winner, not a loser"

"I suppose we were our own worst enemy at BAR, because we delivered on the five-year plan in three years. We came up with a capped annual budget very quickly, and we stuck to it. In the third season we had 11 podiums in 18 races, we finished second to Ferrari in the Constructors' Championship... and the team was successfully sold to Honda. I firmly believe to this day that if we'd been given a free hand to carry on those two extra years, we could have been in the frame to progress even further. I'd have preferred to say to Honda, buy the business and let us finish the job for you. But they bought the team; they had the right to do what they wanted with it."

It was said at the time that Honda's top management viewed Richards as too much of a maverick, and that he wouldn't have fitted in with their corporate culture. "That may have been true, but you do question why certain cultures succeed in Formula 1 and others don't. Toyota are world leaders in road car production, yet they've found F1 hard. I admire the Japanese culture enormously: it's succeeded so well in so many commercial arenas. But in a fast-moving environment, where you have to think on your feet, you can't have consensus management. It doesn't work. You have to have total accountability. Collective accountability works well in a lot of businesses, but not in motor racing. The culture we happen to be born



into will make an enormous difference to our attitudes to life, and that's why the British are so fantastic at motor sport. They have the ingenuity, the creativity, the adaptability that wins."

David had his share of driver problems at BAR. He inherited Jacques Villeneuve, who became increasingly disillusioned and quit before the final race of 2003. "It was a very testing relationship with Jacques, and it was a source of regret to me that I could never bridge that gap and resolve it. He's voiced very openly a tainted opinion of me, but he never allowed me the opportunity to prove otherwise. I have no problem with how a driver behaves if at the same time he respects the people around him, and delivers the goods. You can always work with people who deliver."

Meanwhile Jenson Button had a magnificent 2004, scoring points in 16 of the 18 rounds, including 10 podiums. He finished third in the World Drivers' Championship behind Ferrari-borne Schumacher and Barrichello. But in August his manager announced that he would be leaving BAR for Williams. No doubt they underestimated the toughness with which Richards, convinced that Button was still under contract, would fight to keep him. The affair that became known as 'Buttongate' was eventually resolved in Richards' favour by the Contracts Recognition Board. Today, three seasons later, Button is still driving for Honda.

"I was personally disappointed by what happened with Jenson. It's very difficult for young drivers working their way into F1. They need people around them to advise them, but he was getting bad advice. Clearly I hadn't allowed him to build up enough confidence in me, but sometimes in life you have to stand up for things. The guys had put their life and soul into getting him the results he'd had that season. It's about the interests of the team itself, and on those occasions it's your job to defend your people."

When Richards left BAR he was asked when he'd be back in F1. He stoutly maintained he wouldn't, and was quoted as saying: "To have your own F1 team you need either to be a major car manufacturer or a crazed multi-billionaire, and I am neither." And now David is setting up Prodrive F1, which will operate with customer chassis and engines and is due on the grid for the 2008 Australian GP in seventh months' time.

"I couldn't be doing it without a significant change in the F1 rules, which opened the door to customer cars. From 2008 you don't have to own the intellectual property: you can buy cars from another team, and access all their technology and manufacturing. It changes the business model. This has to be right – not just for us, but also for the sport, for the audience. It will give more entry points into F1, allow more Lewis Hamiltons to come through.

"We have an agreement with a partner team in place" – widely assumed to be McLaren – "but it's not a signed contract yet. We've still got some of the financial details to fill in. One of three companies we're talking to will be the team title sponsor, and as for the drivers I've got one certainty in my mind, the other I'm not sure. It's all coming together."

At a time when F1 team sizes have grown to dizzy heights, with some of the smaller teams employing over 400 people and Ferrari running on nearly 1000, David's Prodrive team will be astonishingly small. "We'll run it with 64 people. That's the only way the business model works. It'll be far easier to establish a small team and have a bond with everybody, like things used to be in the early days of Lotus, or Williams, or March.

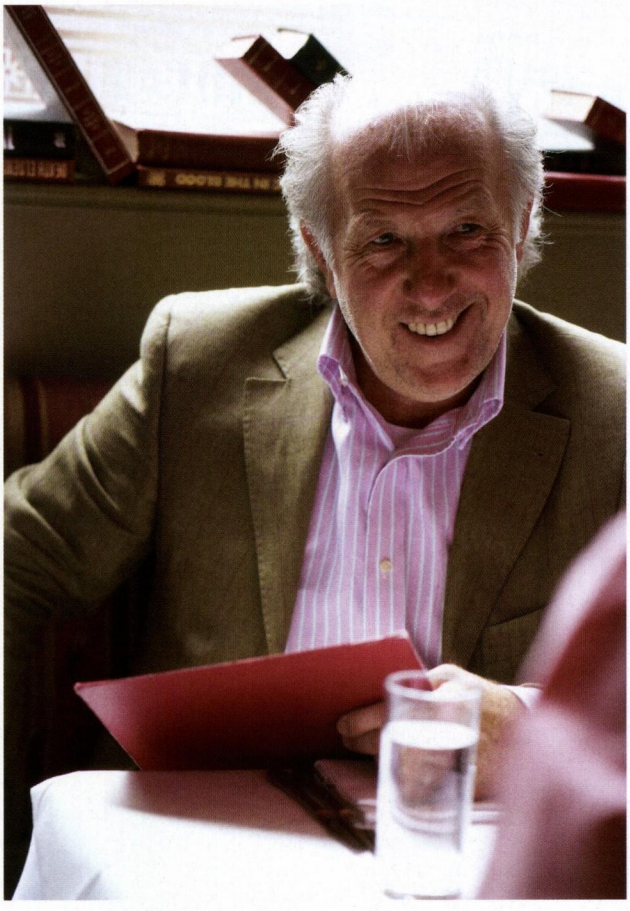
"Setting up Prodrive in F1 hasn't been a personal decision, it's been a business decision. People misunderstand me and think I'm not a motor racing enthusiast, dismiss me as an opportunist. That's not the case at all. I am a passionate enthusiast. But I know that, above everything else, if it doesn't work commercially it doesn't work at all. If you win a race on Sunday and you run out of money on Monday, you're not racing any more. I put commercial expediency above all else. It's a discipline we've enshrined into our organisation from the word go. That's why, after 24 years, we're still here.

"Motor racing, and I suppose sport generally, has a lot of big egos. It has to. Anyone who believes they can be No 1 in the world at anything has to be single-minded and focused, and may well be dismissive of those who work to support them. But for me there are three elements to a great driver. The first, obviously, is innate talent. The second is the ability and the desire to work very hard. And the third is the capacity to build a team around you. When you combine all three – which is rare – you become exceptional. Michael Schumacher had all three.

"Have I got a big ego? Of course I have. I try to hide it but I can't get away from it. It takes the form of wanting to be a winner, not a loser. A lot of my drive comes from the fear of losing. The sports psychology books tell you that the real tipping point is getting the balance

right between the fear of failure, where you play safe, and the confidence to push for success, where you take risks.

"But I never wanted to call Prodrive something like David Richards Ltd. Personality cults have no place in corporate organisations. If a company is just about an individual, it will be limited by the capabilities of that individual, and it's very hard to evolve and move on to the next stage. It's impossible for someone to grow a business by thinking he can do it all himself. I've always had a far broader view of how I wanted the business and its culture to evolve."



Howard Simmons

People working at Prodrive have said there's a palpable difference in atmosphere in the place between when Richards is there and when he is not. "If that's true, then I clearly haven't delegated well enough, or explained things to people well enough. It's a skill I will keep learning better and better. The only thing you can do is become better at handing over responsibilities, better at giving people the freedom to develop themselves. With the F1 team I won't be sitting on the pit-wall. I won't even go to all the grands prix. I'd seek to avoid that. If you've got the right team in place, I just don't see that it would be necessary for me to be there all the time."

"If a company is just about an individual it will be limited by the capabilities of that individual"

Yet F1 teams, I point out, seem to operate best with one charismatic leader – McLaren's Ron Dennis, Williams' Frank, Renault's Flav. I admit that Ferrari is perhaps the exception. "Then your argument is defeated. Look at the way Luca de Montezemolo runs Ferrari. Why can't that be the model for our own team?

"But I do think the top people in F1 are just extraordinary. Look what Bernie's achieved with the whole circus. What an extraordinary politician Max Mosley is. How Ron has built that empire from nothing. Look at Flavio's skills in selling and showmanship. Look at Frank and the problems he's overcome."

Last year Ford let it be known that it would consider selling its entire Aston Martin operation. Richards saw this as another opportunity. Having raised £479 million from Kuwaiti and American investors, his consortium completed the deal in March of this year. Ulrich Bez, Aston's CEO since 2000, continues in the role. David is chairman: so did he invest any of his own money?

"We agreed not to divulge the details of how the deal was structured, but suffice it to say I have a significant shareholding in the business. My job is to ensure that the shareholders are well-informed, Uli gets the support and investment he needs, and we present a united face to the world. Provided the profits are there, the other directors should be happy to let Uli and me get on with it. Aston Martin is a strong brand, and in the future we will move on from just building cars and develop other ideas. It's still evolving, and I don't want to give you my personal view until we've got the consensus of the board, but let's make an analogy with the Virgin brand. When I was a teenager I bought records from Richard Branson's retail stores. A decade later I was buying air tickets from him. Now, if I want to, I can buy a pension fund from him. If you stand for something that's sound and sensible, people will extend their loyalty to you.

"We couldn't do that with Prodrive, because it's not a public brand. It's a business-to-business company, working with Subaru, Ford (we run their touring car team in Australia), Mazda. We have a Toyota factory in Australia, too. We can walk into the boardroom of most car companies around the world and they will know us: we've worked for many of them, and I hope we'll work for a lot more in the future. But I doubt if anyone in this restaurant has heard of Prodrive. The intention is that Prodrive F1 should change that."

David Richards is still working to finalise the details of Prodrive's entry into Formula 1. It will be the first of the new generation of customer teams permitted by the 2008 regulations

In all the deals over the past 20 years or more, which are the ones that with 20/20 hindsight he would rather not have done? David's answer is typically unspecific and good-humoured: "You know, I'm very fortunate in my ability to forget quickly. When anything has gone wrong, I can honestly say I've taken more out of it in experience gained than I've lost. In everything, I'm a total optimist. I only remember the sunny days."

With that, David Richards takes his umbrella and goes out into the torrential July rain looking, as always, like a man at ease with himself and his frenetic world. His laid-back style of management is rare in the autocratic milieux of motor sport, but in rallying, in touring cars, in GT racing, in production car development, it has succeeded. Now his F1 deal has to be finalised. The modern era's first customer team will add another facet to the sport, and another strand to his complex life. He's confident it will bring more sunny days, and few forgettable wet ones.



















The result is that I left home in Hampton, Middx, and was strolling through the circuit gates 15 minutes shy of two hours later. Already this makes the day far more enjoyable. We have seats Q46 and 47 in Stand C at Stowe, but because the journey was so easy and I had factored in the possibility of queuing we've got three hours until the start of the Grand Prix. We will not be bored. First, there's the Porsche Super Cup race and then there'll be some traditional neck-craning for the Red Arrows.

We need a bit of time because not only has Frankel excluded me from the world of canapés and lah-di-dah spectators, he's also set me a couple of challenges. Here they are, in no particular order of difficulty: I have to touch a genuine F1 car; get the autograph of someone famous; see Lewis Hamilton; join the track invasion if he wins; witness a genuine overtaking manoeuvre that isn't on the first lap and finally, watch the race from three different and worthwhile vantage points.

How does he expect me to touch a genuine F1 car when I can't even get to the middle of the circuit with my £199 ticket? Ditto see Hamilton. On the other four I will do my best, but not the track invasion because I don't approve of that sort of behaviour and don't want to run the risk of being spotted on telly taking part in tribal rites of passage. Neither do I want to get run down by a Toyota F1 car.

By some colossal fluke it is not raining and doesn't look as though it will do so. And Hamilton is on pole, so what more can we want? Our plan, from the entrance at Abbey where we have arrived from the field where we parked the car, is to walk around to Stowe via Copse and the various commercial stands behind the pits.

Does it ever pass, this feeling of excitement when one enters an active racing circuit? It hasn't for me, even when I'm not racing myself. The place is packed – Lewismania no doubt. That said, the crowd appears not to be especially partisan. All the competing teams seem to have generous support.

Left: view from inside not always great... Above: Ronnie still adored; fans' ingenuity helps sightlines compared to sitting in stands; TV screen a plus – if you bring binoculars

Toyota has a stand on which is an F1 show car; I doubt if Frankel will accept this as a genuine F1 car but I touch it anyway. Then I see a sign up behind the stand counter saying 'Driver Appearance Ralf Schumacher 10.25'. Curse, it is 10.55. Had I not queued for a 99 Flake I would have been able to bag an autograph of someone famous. Red Bull has a stand, too, also with a show car on it but not, alas, any signs promising the appearance of a driver. You can see why Ferrari makes more money selling merchandise than it does from selling road cars. There are at least two official retail outlets here.

One of the greatest additions to the world of F1 in decades is the BMW Sauber F1 Team Pit Lane Park. The idea is to give fans a sniff of what F1 is all about. Proper F1 cars are ➤➤➤

brought out and doughnutted around (this year by Nigel Mansell, no less) and there are various informative displays and interactive events. It's quite brilliant and it's totally free. You even get a VIP-like pass to hang around your neck.

In one area they've set up a wheel-changing competition. Okay, Frankel, the car is not a genuine F1 car but the wheel and hub is and I've just changed a wheel in 9.5sec. Put me in your pit crew and you will lose the race, but as far as I'm concerned I touched a bit of F1 machinery, so that's one off the list. Then just as we're about to leave I spot English rugby star and Zara Phillips' boyfriend Mike Tindall. He'll do. Two down.

So am I having fun yet? Very much so, and even more when the Red Arrows do their stuff. Concorde, a Spitfire, a Jaguar D-Type and the Red Arrows make me feel incredibly patriotic.

It seems as though everyone else is having a nice time, too, even the ones who aren't already into their eighth can of lager. On our way to Stowe I sport three fans sporting Ronnie Peterson 'Superswede' T-shirts. Must be Swedes themselves, which they turn out to be. After chatting about Mad Ronald (as Hailwood called him) for a few minutes the lads asked, no doubt spotting the grey, if I'd ever seen Ronnie in action. You see, the perfect 'Yeeesss, I was there' moment; but unfortunately I never did see Peterson drive. Just a few years too early for someone with a non-enthusiast dad.

Our stand looks perfectly placed for some action. Our tickets would have given us roving access for Friday and Saturday as well as this grandstand seat. Not cheap – but then neither is Glastonbury and I've heard that the overtaking there is not easy. On seat 48 to my left is a chap called John, who is very tall and wearing a sun hat. His view is rather better than those sitting directly behind him. Like me, he has been stirred out of his sofa by the brilliance of Hamilton. And he too admits that 'he wanted to be there to witness a little bit of history'.

Warm-up lap, and then another as Massa stalls on the line. What does that feel like? I stalled on the start line at the Brighton Speed Trials one year and felt so silly that I felt like jumping into the sea and swimming to the Azores. The good news is that we'll see him tearing through the pack. They're all through the first corner safely and Hamilton is in front.







Top: Goodwin grabs an autograph from rugby player Mike Tindall. Middle: listening in to team talk in the BMW Pit Lane Park. Bottom: 9.5sec to change a wheel? Sack him...

"Hamilton will finish third. It feels like an anti-climax. What happens when he finishes fourth?"

Wild cheering. A few laps later and it becomes obvious that I have left two very important items at home. First, a pair of binoculars. There is a TV screen in front of us but I can't read the leaders from it. And I have very good eyesight. Second, a small radio and earpiece because I can't hear Bob Constanduros' commentary. Many spectators have foam ear defenders crammed into their shell-likes, which is not a bad idea if you don't want to spend the next week in the office hearing only a 2.4-litre V8 at 19,000rpm. On the other hand...

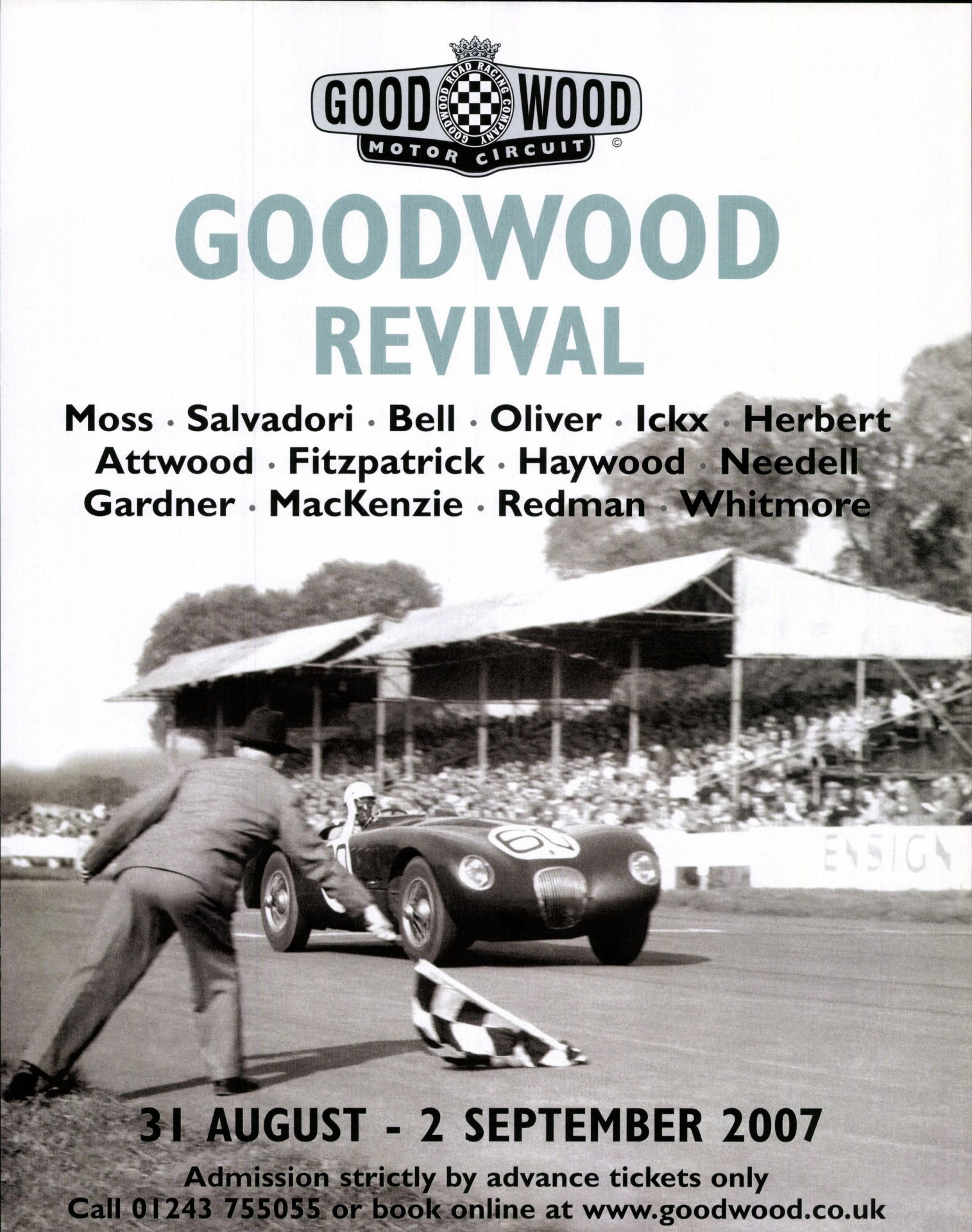
At around the first pitstop when Hamilton jumps the gun to make the first visible mistake in his F1 career and gives himself a mountain to climb, we leave our seats for a stroll. I don't think these uncovered stands are worth spending the extra money on. I don't want to spend the whole race in one place even without today's challenge of finding three different viewing places. So we start walking back towards Copse where, if we time it right, we will watch the final laps of the race.

Last year I went to the MotoGP race at Donington. Like Murray Walker, my first love is motorcycle racing. MotoGP in the flesh, however, is a bit disappointing. You get more drama on the telly. Formula 1 is different. Television doesn't capture anywhere near the full ferocity of a Formula 1 car at its limit. We walk past an ambulance station and gateway just down from Stowe. Peering through a gap in the fence I get an incredible view of the cars going into Stowe. This is the trick with F1. To appreciate fully what these cars are doing you need to view a snapshot as if looking through a camera and find an angle. The speed at which the cars – all of them – change direction is quite incredible. And the more you walk around the circuit the more of these snapshots you find. They're incredible through Becketts, for example. The only snag is that I feel myself getting further and further from knowing what's happening in the race, especially as since the field is now totally spread out it's impossible to catch even a word from Bob.

As we reach Copse we're down to the last couple of laps. No place at Silverstone better shows the incredible downforce of these cars. They come straight at you and then dive right. Hamilton will finish third. Incredible; it feels like an anti-climax. What happens when he finishes fourth? He won't know where he's supposed to go. There's no track invasion, thank God, so that's another of Mr Frankel's challenges I've failed to meet.

No matter, what he also instructed me to do was to have a good time and I've certainly done that. There has only been one negative and that was watching our photographer being told to f*** off by a group of drunken youths who then threw a bottle of water at him. There is, sadly, a small number of people for whom the British Grand Prix is just another excuse to get drunk and behave badly.

Another negative might have been an almighty queue to get out. After all, the massive crowd arrives at different times but departs as one. Even so, it took only about 40 minutes to get out of the car park, and then it was plain sailing down the A43 to the M40. The only hitch on the trip home was a jam on the M25. Not even Bernie could fix that. Ⓜ


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SHARE DELIGHT

50 years ago, Vanwall achieved the first all-British Formula 1 victory, in the British GP. The win was shared by Stirling Moss and his team-mate – who tells us exclusively about that day

BY TONY BROOKS

Those last 10 laps were exhausting. I was checking the rev counter, listening anxiously to the engine's note, changing gear with exaggerated care, braking a little earlier and giving the cars I was lapping a generous berth. The body aches after a tough grand prix but I was most conscious of my neck, not my Le Mans injuries, even though this was July 20, 1957, long before downforce and phenomenal cornering forces.

My car was leading the British Grand Prix and I was all but physically in the cockpit of the leading Vanwall with Stirling Moss in those closing laps – but frustratingly I was in the pits while he finished the job, my neck stiff with straining to view Vanwall number 20 as it exited Aintree's Tatt's corner on each lap, flashed by the pits and disappeared into Waterway corner to the right. Two of the three Vanwalls had already retired; reliability was not the car's strong point at that stage of its development.

There was therefore every reason for the palpable tension in the pits and grandstands as Stirling reeled off the final laps to ultimately achieve the first World Championship Grand Prix win by a British car and drivers, building on Connaught's victory at Syracuse in 1955, a non-championship grand prix, the first all-British grand prix win for 31 years and the first hurdle in the country's drive towards eventual grand prix dominance. [The author is too modest to add that this too was his victory – Ed]

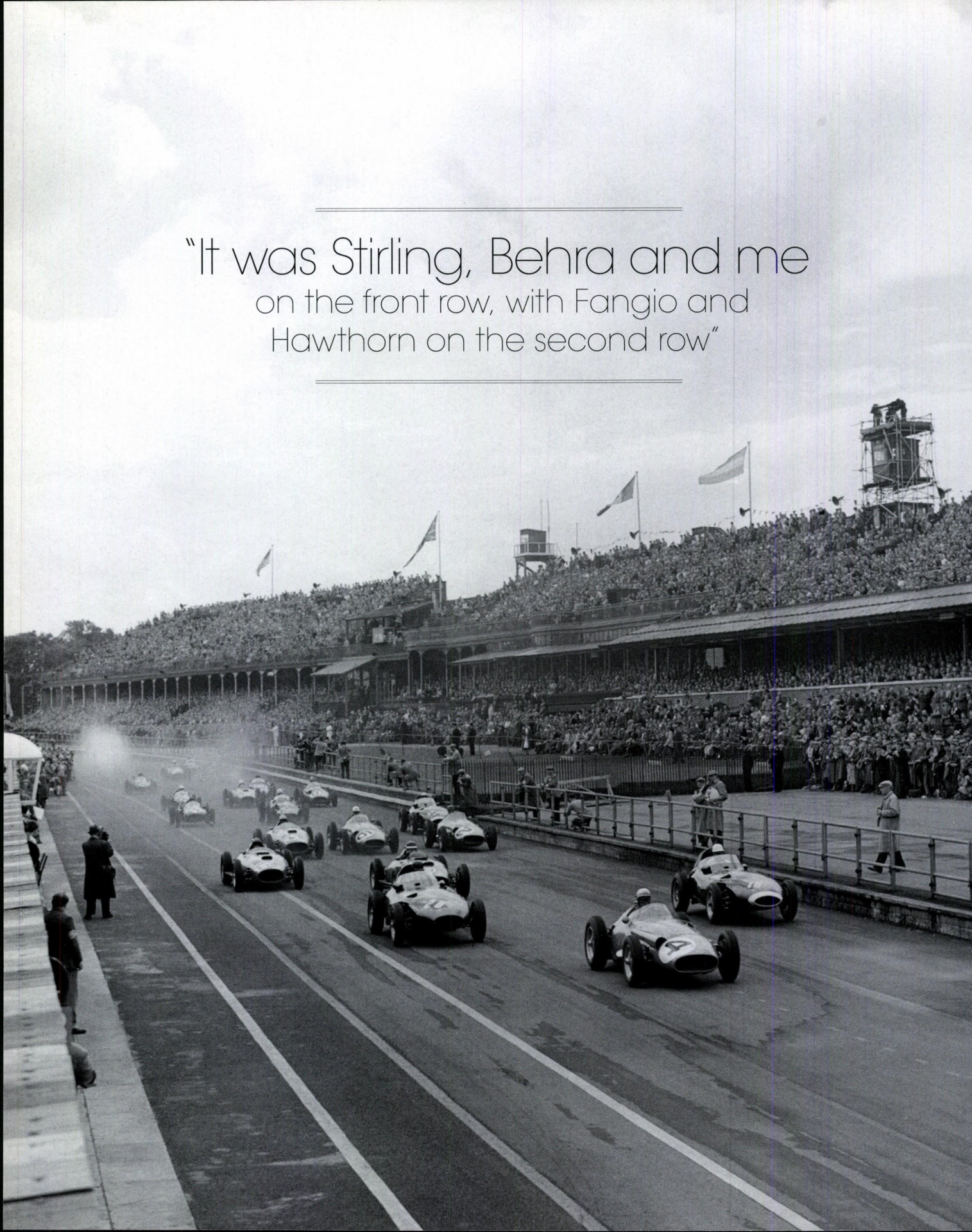
The background to the Aintree win has not been told. The story really began at Le Mans less than four weeks before. I was sharing an Aston Martin DBR1 with Noel Cunningham Reid and he brought the car into the pits in the middle of the night with the gearlever stuck in fourth. I had experienced the same problem at Spa earlier in the season but managed to free the lever and win the race. As we were lying second at the time I fancied my chances of a repeat performance; the alternative was to continue for another 12 hours, steadily dropping down the field.

I nursed the car out of the pits, slipping the clutch as little as possible, conscious of the time we were losing to the leader and anxious – too anxious – to see if I could free the lever. Under the Dunlop bridge, through ➤➤➤



Top: the Aintree programme, with profiles of Moss and Brooks. Right: an aching Brooks hauls himself out as Moss prepares to take over his Vanwall

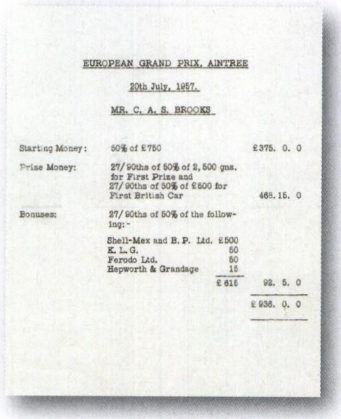

Vanwall



"It was Stirling, Behra and me
on the front row, with Fangio and
Hawthorn on the second row"

the left and right esses, then the short straight to Tertre Rouge, which was the first opportunity to have a go. I loaded the gearbox with hard on-and-off acceleration in second gear and, looking down, I synchronised trying to pull the lever out of gear with the de-loading of the 'box.

It was not successful, but now there was a bigger problem to deal with – I had passed my braking point! That was my first mistake. My second was trying to make it round the corner rather than hit the sand bank head on and perhaps try a 'Masten Gregory', leaping out of the car just before the impact. I put the very responsive Aston into a four-wheel drift to slow it down somewhat and managed to get it onto a reasonable line for the corner. The trouble was that the momentum was still such that the car was going to run about 10ft wide on the exit, and the sandbank tapered to the very edge of the road.



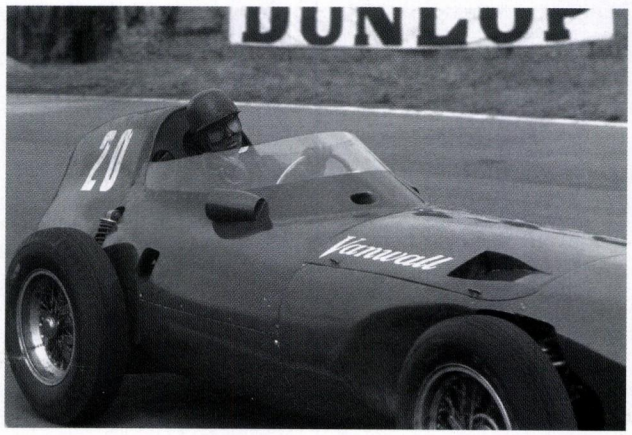
EUROPEAN GRAND PRIX, AINTREE

20th July, 1957.

MR. C. A. S. BROOKS

Starting Money:	50% of £750	£375. 0. 0
Prize Money:	27/90ths of 50% of 2,500 gns. for First Prize and 27/90ths of 50% of £600 for First British Car	468. 15. 0
Bonuses:	27/90ths of 50% of the following:-	
	Shell-Mex and B. P. Ltd. £500	
	K. L. G. 50	
	Ferodo Ltd. 50	
	Hepworth & Grandage 16	
	£ 616	92. 5. 0
		£ 936. 0. 0

Vanwall team paperwork from the event shows just how carefully the prize, sponsor and starting monies were divided between drivers. This statement concerns Tony Brooks, seen below during the race before pitting



The Aston was never designed with the Dakar Rally in mind so it ran along and up the bank, didn't know quite what to do at the top and flipped over, trapping me underneath. The half of the car I was under was sticking into the road, well past the apex of the corner, just on the exit line, and would have been out of sight of the oncoming cars, even in daylight. The smell of petrol suggested that the options were either a cremation or a simple run-over incident. I had been party to a pretty good BRM burn-out job at Silverstone in the 1956 British Grand Prix – the car recognising its serious shortcomings and doing the decent thing – but I was in an unconscious, disinterested state beside the inferno at the time.

Consideration of the possibilities was momentarily dismissed by the Aston pressing down on me, and the thought that I had proved to my satisfaction that it was indeed a heavy car, as team-mates had been known to mumble about, but I was quickly forced to focus on the sound of fast-approaching cars.

The first one round the corner was a Porsche, fortunately driven by Umberto Maglioli, always an able and considerate driver, who somehow managed to maintain a tighter exit line than normal, striking the Aston's tail with sufficient impact to knock it up and aside and set me free. The survival instinct overwhelmed everything and despite my shock I nevertheless managed to drag myself up the sandbank to safety and finished in the arms of a track official, who seemed as surprised and stunned as me. I shall be eternally grateful to Umberto and apologetic for the fact that my stupidity caused his retirement. Sadly he died a few years ago.

I spent time in the Le Mans hospital before David Brown arranged for me to be flown back to England in his private aircraft. I hadn't broken any bones but suffered severe lacerations and contusions on my arms, back and legs, with a hole in my thigh that could hold a tennis ball. I was confined to bed at home until a week before the Aintree event, and drove a car for the first time when I set out to attend the Thursday practice session in the family's Ford.

Although I was not fit to race I managed to talk my way through the perfunctory verbal medical 'examination' as I could stand and do a good impression of walking normally. My team-mates were Stirling Moss and Stewart Lewis-Evans, and clearly Vanwall had a better chance of success if it started three rather than two cars, as reliability was not its strongest point. Stirling tried my car as was normal practice, recording a lap time of 2min 1.4sec, and I managed 2min 0.4sec, equalling the lap record but two-tenths behind Stirling's pole time in a 'new' car, his original one being relegated to the spare.

The few feet of sorbo rubber wrapped around the seat and myself handled the pain briefly, but the race distance of 90-laps (270 miles) over three hours at a competitive speed was quite another matter, so it was agreed before the race that Stirling or Stewart would take over my car in the event of theirs giving trouble. I was nevertheless very pleased to have had the opportunity to demonstrate that my argument with the sandbank had not detracted from my driving performance, the accident being due to stupidity rather than a judgemental error, although a sharp reminder that motor racing was indeed very dangerous in those days.

Race day Saturday dawned wet, very windy and miserable; even the spectators in Aintree's rather fine grandstand could not hide from the elements, but it relented and by the time we had lined up on the grid the circuit had dried out.

It was Stirling, Jean Behra (Maserati) and me on the front row, Jean having recorded the same practice time before me, with Fangio (Maserati) and Hawthorn (Lancia-Ferrari) on the second row. Lewis Evans, Schell (Maserati) and Collins (Lancia-Ferrari) were on the third row with Trintingnant and Musso (both Lancia-Ferraris) on the fourth. Row five was Menditeguy (Maserati), Leston (BRM) and Brabham (Cooper). Salvadori (Cooper), Fairman (BRM), Bonnier (Maserati), Gerard (Cooper-Bristol) and Ivor Bueb (Maserati) completed the field.

Behra made an excellent start, leading Stirling and me into Waterway corner, but Stirling squeezed by on braking into the long right-hand corner leading to the straight and at the end of the first lap it was Moss, Behra, Brooks. Hawthorn then started pressing me and we swapped places for a few laps, the Vanwall's reluctance to hang the tail out being a disadvantage on the slow infield corners but the car gripped well out of the long corner into the straight, where I was able to regain the advantage. Then Musso closed on me but he was pressing too hard and had a bit of a moment, dropping back and being passed by Lewis Evans and Fangio.

Stirling edged away from Behra and was 7.5sec ahead by lap 10, stretching it to 9sec by lap 20, but then things began to go very wrong. Unbeknown to me Stirling's car had developed a misfire and he pitted on lap 21 to investigate. In desperation the mechanics ripped off the magneto earth wire and he rejoined the race in seventh, but the engine was no better so he pitted again after the next lap.

It was time for plan B. I was still in touch with the leaders in fifth, and on an agreed signal I brought my car in and Stirling took over on the 26th lap. The pit stop was slow because the only way into the enveloping Vanwall cockpit was by standing on the rear wheel and stepping over the screen. I was aching all over so the change-over was a performance to behold. This and the time lost in coming into and out of the pits meant that Stirling rejoined the race in ninth position.

If there was anything that I wanted to do less than to resume the race in Stirling's car »»

LAT

I couldn't think of it at the time, but engines have been known to go back on song as inexplicably as they can go off – and as the whole point of me starting the race was to give Vanwall a better chance with three cars, I asked the mechanics to lift me into his car. I circulated for a few laps but the misfire steadily got worse and it became clear that the only possible outcome from persevering would be an expensive engine repair. However, I was able to retire from the race feeling that I had done my best, but regretting even more my Le Mans idiocy.



LAT

Tony Brooks and Stirling Moss share the rapturous reception of the Aintree crowd as they collect Britain's first world championship grand prix trophy

By lap 35 Stirling had passed Menditéguy, then Fangio, and Stuart was also going very well, passing Collins into third place. Stirling was driving at ten-tenths, breaking the lap record several times but at 45 laps, half distance, he was still a minute behind Behra who had not put a wheel out of place and had a 9sec advantage on Hawthorn, who was 20 seconds ahead of Stuart. Then came Collins, who was a further 21 seconds back, and about to be overtaken by Stirling.

On lap 49 Fangio retired with broken valvegear and Collins went out with a water leak on lap 53, only to take over Trintingnant's Lancia-Ferrari, which had been unable to get the better of Salvadori's Cooper; it was obviously not to his liking for Peter handed it back after three laps!

By lap 69 Behra was 22 seconds ahead of Hawthorn, who had Stuart and Stirling breathing down his neck. Behra had a press-on-regardless attitude and expected the maximum out of his car, sometimes a little more, which may or may not have had something to do with the explosion that took place inside his Maserati engine. There were barely recognisable engine bits on the track and while Mike ought perhaps to have spotted them, he didn't, paying the price with a punctured left rear tyre. Stuart swept gloriously into the lead only to have Stirling take it off him before he could savour the plaudits of passing the pits and grandstand at the head of the field.

Vanwalls first and second! Lapping at a very comfortable 2 minutes 10 seconds with Musso almost a lap behind, the spectators couldn't keep their seats, straining to watch the cars around every foot of the viewable part of the track together with everybody in the Vanwall pits. It was indeed too good to last. On lap 73 Stirling passed the pits alone and poor Stuart had stopped on the other side of the circuit. A ball joint on the throttle linkage had come adrift but he managed to do a temporary repair and bring the Vanwall to the pits without its bonnet for a more permanent fix on lap 80.

Stirling was one and a half minutes ahead of Musso, who was a minute ahead of Hawthorn who had rejoined the race with a new wheel and tyre. It seemed to be a comfortable position, which is exactly the sort of circumstance when a driver begins to worry about all the things that can go wrong and can lose concentration.

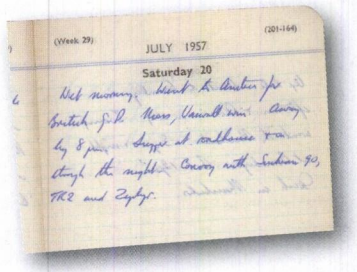
Stirling was taking no chances, however. On lap 79 he took a precautionary top-up of 10 gallons of fuel and still had 40 seconds in hand when he rejoined the race, chased by Musso, Hawthorn and Trintignant.

Those last 10 laps! The spectators were beside themselves. They had paid for seats they hardly used and when Stirling at last took the chequered flag after what seemed an interminable 25 minutes the stands erupted and the crowds were jumping up and down all round the circuit, any remaining English reserve having been totally forgotten. Stirling had barely completed his lap of honour before the crowds flooded onto the circuit and the car and driver disappeared under a mass of humanity.

It was pandemonium in the Vanwall pits, with mutual congratulations and unrestrained expressions of joy, including the normally rather sombre team manager, David Yorke. Even Tony Vandervell allowed himself what looked to all intents and purposes to be his version of a jig!

I somehow managed to gingerly struggle through the crowd enveloping the Vanwall to reach Stirling to congratulate him on his fine drive and we both joined a very proud Tony Vandervell, the architect of it all, to share our joy before the three of us eventually managed to make our way through the enthusiastic crowd to the podium for the presentation.

Optimistic though we were for the future, I don't believe that any one of us imagined that we would next year win six World Championship grands prix and the first Constructors' World Championship for Vanwall.



DIARY

DSJ ON...

Denis Jenkinson, our Continental Correspondent, was at Aintree

The English motor-racing scene suffers from a split personality just as the French one does, for whereas France alternates between Rouen and Reims for its Grande Epreuve, England alternates between Silverstone and Aintree. This year it was the turn of the Northern circuit to hold the British Grand Prix and, for what it is worth, it was also given the title of the European Grand Prix, which is given to one of the World Championship races by the FIA and allows the organisers to pretend their event is the most important of the season. In actual fact all World Championship events carry equal status.

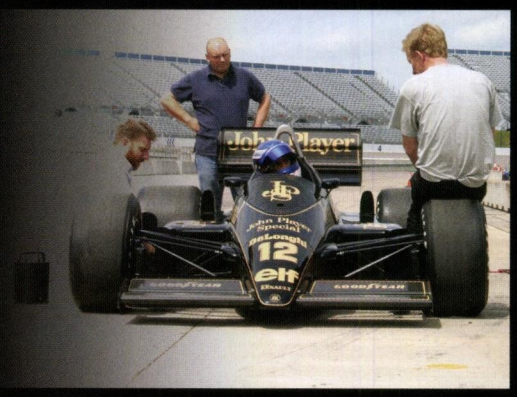
The morning of race day, Saturday, July 20, saw rain and wind lashing the Aintree Stadium and the mechanics huddled in the transporters, while cars sat silently under waterproof sheets, and the outlook was grey and gloomy. However around lunch-time the rain stopped, a wind dried the track very quickly, and by 2pm, when the cars assembled on the grid, conditions were not too bad. It was a fine sight to see the Vanwalls of Moss and Brooks on the front row of the grid.

At the end of the 21st lap Moss went by with an unmistakable falter in the engine note of his car and Behra was only 7½ sec. behind. The next lap Vanwall hopes sank for Moss headed for the pits, thinking that the magneto switch might be faulty. The trouble was, however, more serious, and at the end of the next lap Moss stopped again. Brooks was flagged to come in and hand his car to Moss, for he had made it clear that he did not think he could keep going for the whole 90 laps but would do his best to keep his Vanwall "nicely on the boil" in case one of his team-mates should need it. That need now arose and Moss took over on lap 26, starting off in ninth position.

With a feeling of relief that could be felt all round the circuit, Moss crossed the line to win the first Grande Epreuve for Vanwall, a happening that was bound to come sooner or later, and it was very fitting that the climax of all Mr Vandervell's efforts should be achieved in the British Grand Prix.



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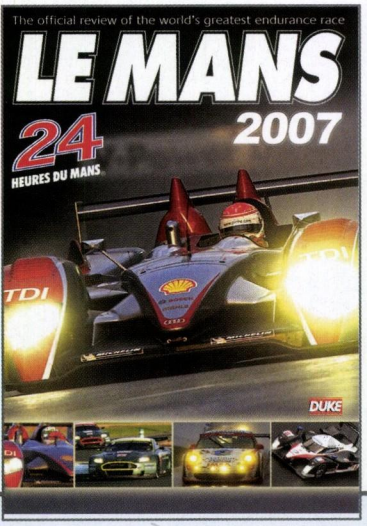


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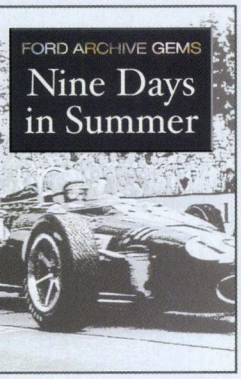
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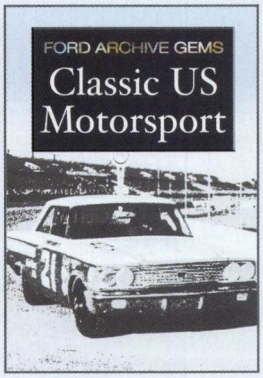
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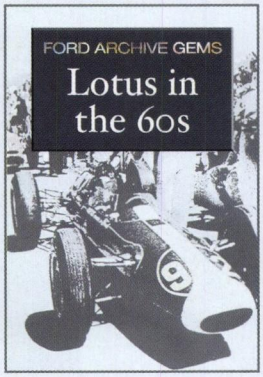
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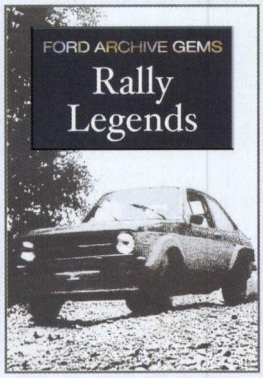
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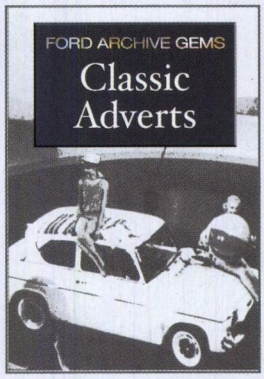
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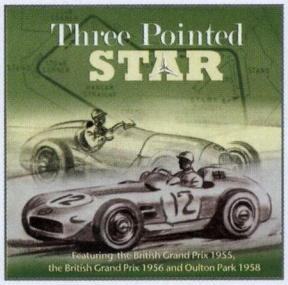


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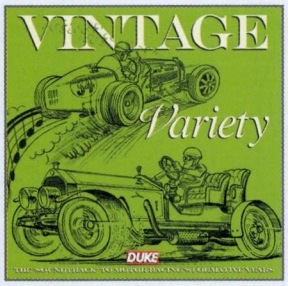


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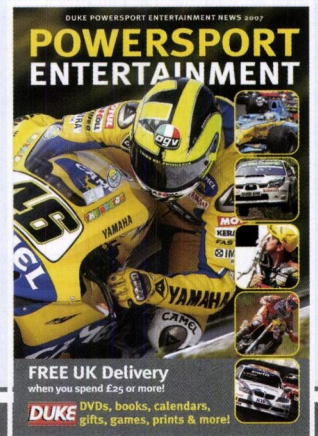
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PROFILE

JORDAN 198



After promising much in pre-season testing, the 198 failed to match expectations – until this chassis carried Damon Hill to Jordan's debut grand prix victory at a sodden Spa

TECH SPEC – JORDAN 198 CHASSIS 03

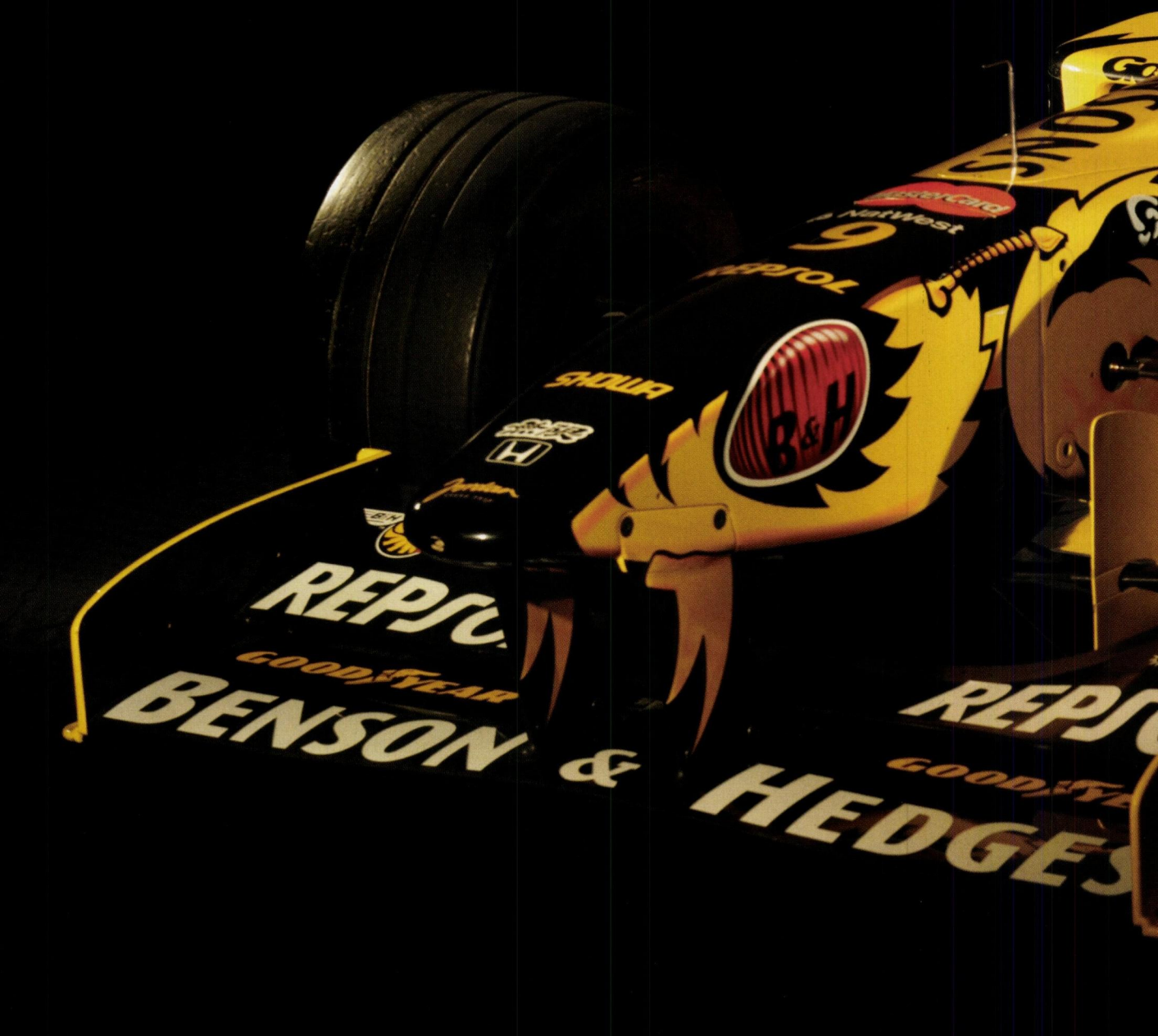


CHASSIS
Carbon-fibre and honeycomb composite structure
Front suspension unequal length double wishbones, pushrod-operated rockers
Rear suspension unequal length double wishbones, pushrod-operated rockers
Wheels OZ 13 inch front and rear
Tyres Goodyear (three grooves front, four grooves rear)

ENGINE
Configuration Mugen-Honda MF-301 HC, 70-degree V10
Capacity 2999cc
Induction naturally aspirated
Valvegear four valves per cyl
Power 725bhp @ 15,000rpm

TRANSMISSION
Gearbox Jordan six-speed longitudinal semi-automatic

DIMENSIONS
Wheelbase 2900mm (at launch)
Length 4400mm
Width 1800mm
Height 950mm
Weight 600kg (including driver, oil and coolant)
Front track 1500mm
Rear track 1418mm




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Collection. It is a far cry from the high emotions, d ultimate joy of what went on in its that wet day in Belgium in 1998 when ordan's maiden Formula 1 victory.

uld never imagine this striking black w car, with the trademark Buzzin' n its nose, bore witness to that truly e moment near the end of that 44-lap Hill pushed the radio button on his heel to deliver team boss Eddie Jordan tum about not being forced to race e Ralf Schumacher.

I am going to put something to you I think you better listen to this," Hill t over the team radio, speaking loudly d be heard over the roar of his Mugen-gine.

ace, if we do race, we could end up with So it is up to u have got to . If we don't other then we pportunity to and second." nessage was is 13th race in , Hill and the team finally the verge of kthrough win. And the man in the lesperate for his first victory since his ing 1996 campaign, was not willing to hrough his fingers because of a possible vith his closing team-mate.

l, the path that had led Hill and chassis moment had been unpredictable and From pre-season optimism, to despair, ting and then ultimate joy, the car had in 1998.

8 had been unveiled amid much fanfare yal Albert Hall in January that year, predictable sound bites from a team take its maiden victory.

s then technical director Gary Anderson in charge of the design process and had reat deal of effort in trying to produce iendly car. F1 was switching to grooved year, and the belief was that Hill and her's form would be helped dramatically t comfortable in the cockpit.

8 was an evolution on the concept of timeframe involved and a certain amount of language difficulties.

"In the previous seven years Jordan had changed engine supplier four times," he explains. "Starting a new car with a new engine is always a huge learning curve and the earlier you know about the engine and have access to it for design purposes the better. We had the Honda later than usual and did not get the details until October 1997.

"Apart from the engineering, there were also the difficulties of starting again with personnel, and culture differences to get your head around. French and Japanese are different, not to mention the Irish/English at Jordan."

Early testing of the 198 had gone well, though. The car's first proper run at Barcelona in Spain had been labelled by Hill as the "best first test I've ever experienced". He had adapted well to the car, even experimenting with left-foot braking, and the team was buoyant that the car could indeed be a serious challenger for victory.

> "Jordan had changed engine supplier four times. A new car with a new engine is always a challenge"

But the initial joy of that preliminary session was tempered over the following few tests as the team began more detailed set-up work, and started running alongside their rivals' definitive 1998 machines.

Hill complained of understeer problems; for a while the 198 did not seem well suited to the development Goodyear tyres that were being produced, and the reality of their switch of engine partners hit home. Although they were not saying in public, the early specification Mugen-Honda was not a match for the previous year's Peugeot.

Anderson takes up the story: "Aerodynamically we felt the car was good, but in back-to-back studies with the data we had of the Peugeot, we knew there was a power differential between the Honda and the Peugeot.

not been a problem, but the ultimate pace was not there.

That much was proved in the following race at Interlagos, where team boss Jordan's 50th birthday celebrations brought little to smile about on the track. Ralf Schumacher spun off on the first lap of the race, while Hill, describing the event as one of the "least enjoyable" of his career, struggled to finish 10th before a post-race disqualification for being underweight.

It was clear that work was needed to improve the car – although revised Goodyears and new side wings for the Argentinian Grand Prix made little difference as the points still failed to materialise.

Behind the scenes, the reality of Jordan's situation was beginning to hit home. Although minor revisions appeared regularly, such as new aero parts and a revised airbox at Imola, back at the factory Anderson and his technical team began a thorough evaluation of the chassis and aerodynamic package to try to get to the bottom of their problems.

"We researched things a little deeper, with some interesting findings," says Anderson, who set about planning a major package overhaul for the British Grand Prix in July.

In the meantime, the wheelbase had been lengthened for the start of the European season. This had been achieved by fitting swept-forward wishbones, and it left Hill feeling much more confident in 198/3 – able to push much deeper into the corners.

But the inconsistencies continued, from Hill lapping slower than Minardi at Monaco to running second just a few weeks later in Canada. Anderson took action on the engine front, too. He was not happy with where Mugen-Honda stood compared to the opposition. And prior to Monaco, where a disastrous weekend on the back ofmoredisappointment

Damon Hill leads team-mate Ralf Schumacher around a rain-sodden Spa. Having avoided the first lap mêlée, the Brit got the jump on the German and held on to the flag



Bernard Asset

were aware of the facts they reacted immediately in a very positive way. They were able to produce a competitive package just before the British Grand Prix."

The Anderson Japan trip did not tell the full story of the fight to make 198 competitive, though. Anderson was devoted with a passion to turning it into a winner, but found himself fighting against management factions at Jordan who were looking for a scapegoat for the season's failures.

Anderson's trip to Japan, for example, was against management wishes, because of their fears that it would upset Honda bosses.

The fact that Anderson needed to fight his corner hurt. This was the man who had been there from Jordan's first step in F1, had helped the squad on the path to the front and was now being doubted by those above him. Yes, the team may have failed to score any points until the British Grand Prix, but Anderson felt he deserved to be backed a little more than he had been.

Hill was elated after taking his 22nd – and Jordan's first – F1 win at Spa in '98, team-mate Ralf Schumacher rather less so. The German remains convinced he should have won



And although the much heralded aero and engine improvements at Silverstone yielded the team's first point of the year, when Ralf Schumacher took sixth from the back of the grid (having failed the FIA cockpit exit time in the revised car and thereby losing his qualifying time), Anderson had already decided several weeks before that this would be his last race with the team.

But while he turned his back, an upswing in form for the remainder of the season had been set. "The package was now able to be developed and the drivers understood it better," says Anderson of the state in which he left the team and the car.

At Hockenheim the 198/3 finally took its own first points of the year. Another major step from Mugen-Honda was much welcome, and the 198 was always better in low-downforce specification than in high-downforce trim. Hill finished fourth, only 7.1 seconds behind the winner.

An increasingly buoyant Jordan, now being led on the technical front by Mike Gascoyne following Anderson's departure, briefly considered an even longer wheelbase version of the car prior to the Hungarian Grand Prix, but this was abandoned because it made the turn-in to corners poor.

Gascoyne then focused on improvements to the 198's aerodynamics, specifically to the front of the car. "Aerodynamically the car suffered from understeer," he explains. "The front wing didn't really work and that was something which we were able to identify very quickly. We changed the front wing flap and got it so the drivers could balance the car. That was a big step forward."

> "Far from Spa, the emotions were flowing hard for Anderson. 'I was in my lounge watching the race on TV.' "

Hill's fourth place at the high-downforce Hungaroring was encouraging and better was to come at Spa-Francorchamps. Hill put his 198/3 third on the grid, finally feeling that the car developments and engine improvements (Mugen-Honda had delivered another performance step-up for this race) had given him a car capable of fighting at the front.

He stayed out of trouble at the first start, aborted after a huge pile-up on the run down to Eau Rouge, but got it perfectly right at the second start as he leapfrogged both the McLarens ahead of him to lead into the first corner.

After a brief Safety Car period, called to allow the clear-up of Mika Häkkinen's stricken car at the first corner, Hill lost the lead to Michael Schumacher. And unfortunately, with his car set up for drier conditions, he could do nothing to keep in touch with the lead Ferrari.

Schumacher was able to pull up to three seconds a lap clear, but came unstuck when he hit the back of Coulthard's McLaren in the spray – handing Hill the lead from team-mate Ralf.

Having seen his lead eroded by his team-mate, in part caused by a broken wheel rim on his second set of tyres, Hill was not willing to see his chance – and Jordan's – wiped away by a possible collision between himself and his team-mate. The request for team orders was made, and was duly accepted. Hill and Schumacher took the 1-2.

Far away from Spa, the emotions were flowing hard for Anderson, too.

"I was sitting in my lounge with some close friends watching the race on TV. I knew the car was good, I knew it could win.

"Andy Stevenson [the team manager] rang me from the circuit after the race on his mobile and he passed the 'phone around to the other lads. I was touched that they understood how much of me went into what happened that day and included me in the win. No one else rang me. It was a very emotional time for me and not easy to talk about even now."

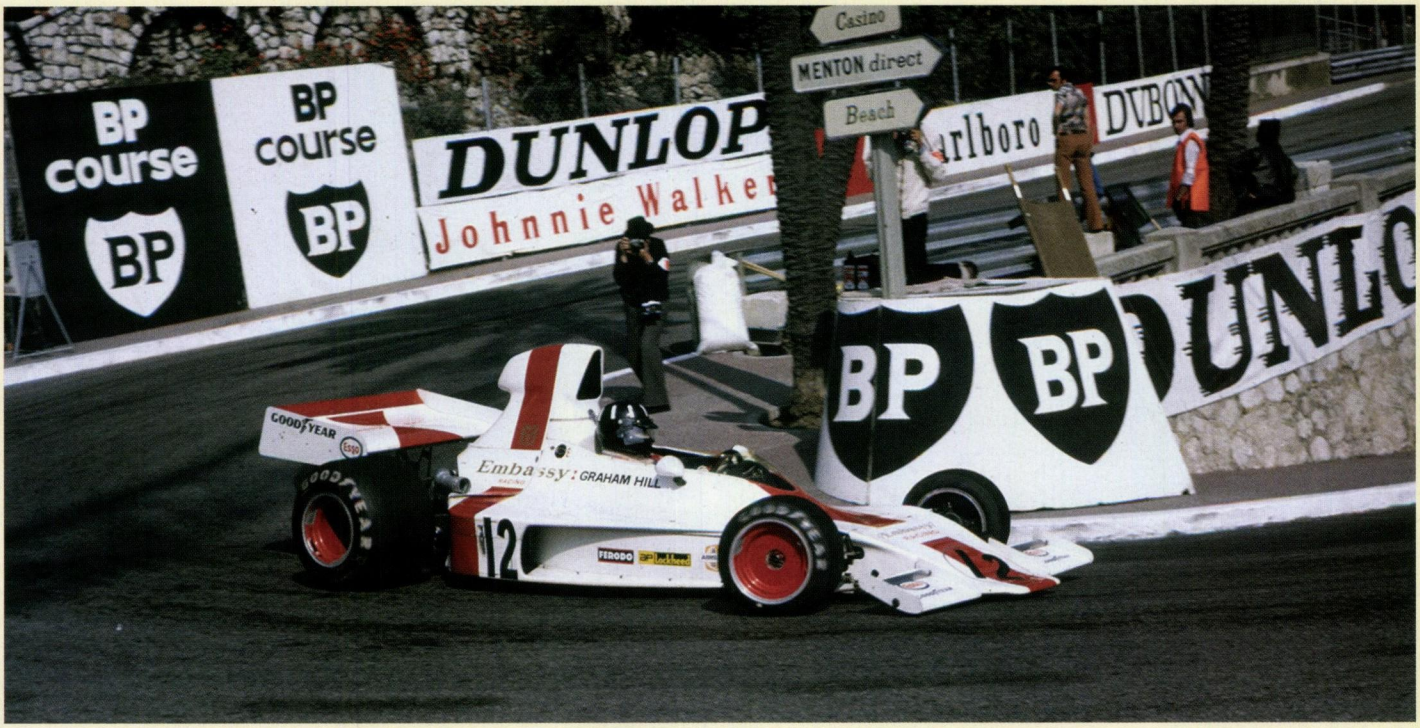
Back at Spa, the team also realised how lucky Hill had been. Gascoyne explains: "He had an electrical problem. We had to get him to jump out before the start and we discovered after the race that we didn't plug the battery back in. So the car ran the whole race off the alternator. That is risky, especially in the wet with tight hairpins. If the alternator output drops the car is going to stop."

Following the Spa success, the 198/3 had two more outings. Hill took sixth place with it at Monza, before a frustrating ninth place at the European Grand Prix.

After that, the car returned to Jordan's factory where for a while it took pride of place in reception. It was loaned out to the Donington Collection in December 2002, where it has remained ever since. Testament to a remarkable afternoon in the Ardennes.

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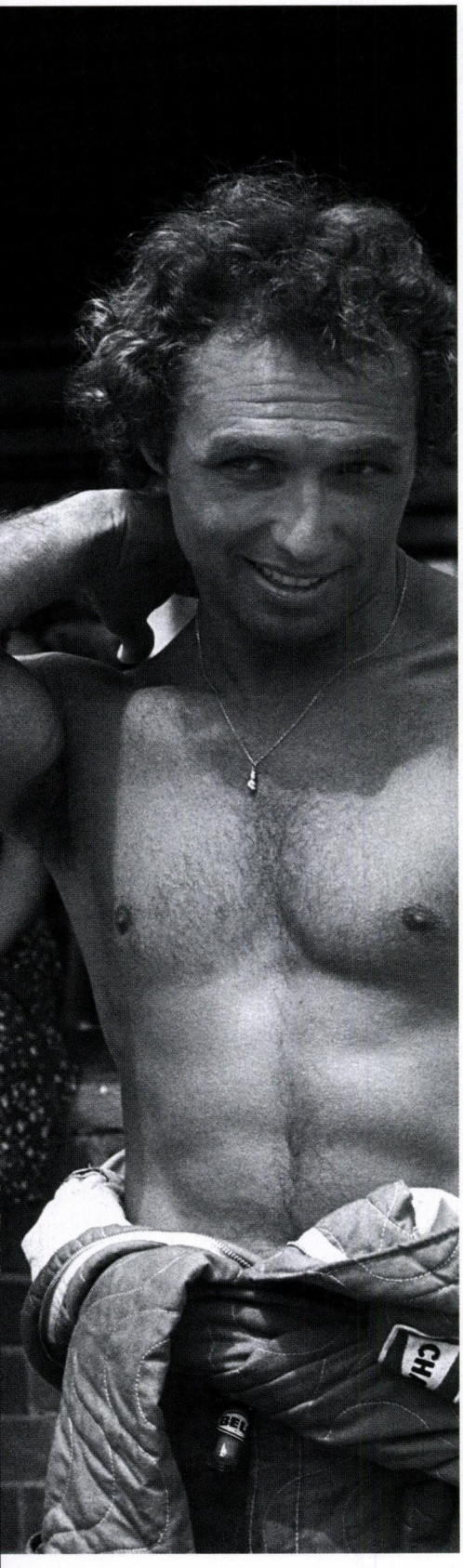
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MASS ON HUNT

BY ROB WIDDOWS

Rivals in Formula 3, Jochen Mass and James Hunt forged a fruitful bond during their two years together at McLaren

The mantelpiece at his home in Monaco has been creaking, these past years, under the weight of invitations to appear at what the Germans call 'old timer' events all over the world. Now 60, this engaging and popular old timer is busier than ever, racing and demonstrating a huge range of classic racing cars, particularly for the Mercedes-Benz museum. Hermann the German, a moniker given to him by his mechanics at McLaren, is just one clue as to the affection that has followed this man throughout his long career.

It was at McLaren, of course, that Jochen Mass spent two seasons as team-mate to James Hunt, after a year alongside Emerson Fittipaldi. But the relationship began many years earlier.

"I knew James from our Formula 3 days," Jochen recalls with a smile. "We fooled around together in London a lot in those days, so we knew each other well by the time he came to McLaren in 1976. He was always crashing in F3, you remember, and I replaced him in the March team, which is funny when you consider what happened later when he came to McLaren and won the world championship.

"Anyway, he matured a lot as a driver after that, did some Formula 2, and when he came from Hesketh in '76 he had won a grand prix. He was a much more solid driver, quite outstanding in fact. He had much more confidence, more maturity about him."

Mass is one of those racing drivers who is comfortable with himself, knows his own abilities and looks you in the eye. There's no shuffling around the facts, not a hint of rose tint between him and history. "Look," he says, "you are judged by your performance against your team-mate so he is your team enemy, your opposition, so if he's quicker in the same car there's no excuses left. When James came from Hesketh he was used to a one-car team, getting his own way, and I had just come to grips with Emerson Fittipaldi the year before so it was a difficult time for me. I'd started to snuggle up to Emerson's pace when he left and I was chucked in with James. It was a difficult pill to swallow.

"I realised what was coming but I didn't get too bothered about it. I just thought time would tell, and we'll see what happens. Maybe I should have been harder, a bit tougher, but I learnt about that later in my career. Formula 1 has always been the same; you can look at Prost and Senna at McLaren, and now with Alonso and Hamilton – there comes a point when the

During Hunt's '76 title campaign, the Brit was ably backed up by Mass. Here they're pictured at year's South African GP at Kyalami where Hunt was second, Jochen third



Schlegelmilch

Mass tails his team-mate at Jarama in 1976, the year of Hunt's world title. The German says Hunt and he had a mutual respect – James trusted Jochen to back him up at Fuji

team has to make a choice about which driver will get the best support."

In 1976 it quickly became evident that Hunt was benefiting from the best equipment. "He had all the skills, and he was very quick, no doubt," says Jochen, "and he was younger than me. But it was a confusing time for me because I knew I was quick, I had this natural talent and so I could not understand why he was faster than me over a lap. I followed him in the corners and I saw no reason why he should be any faster. You end up screwing around with the car, making changes and in the end I got uptight and I was irked by this situation.

"In those days the Cosworth guys were always developing the engines and trying new ideas, and there weren't enough of the best engines to go round. It was the same with all the teams: Andretti and Scheckter had better engines than their team-mates and so it was with McLaren.

"James and Emerson were very different but they both covered their cards, never gave away any secrets, while I was more open, thinking – you know – whoever is quicker is quicker."

Just as open and honest today, Jochen talks about the talent that took Hunt to his championship that year. "He was a masterful driver and he always used the car to the best effect whatever the circumstances. He was very precise, very quick and totally focused on the job. James was a pleasure to watch, very masterful in the car, very brave, and maybe I was more laid back. I only learnt much later that the team had given him the best equipment, that he had the best engines. And, yes, it was an English team with an English driver so there was the national chauvinism but that is normal, except in the case of Michael Schumacher at Ferrari."

> "James was very precise, very quick and totally focused. He was a pleasure to watch, very masterful and very brave"

Jochen's ego is firmly under control, but the history books show that on his day his pure natural ability saw him on the pace of his illustrious team-mate. And his bravery was never in doubt, memorably at the Nürburgring with its roller-coaster dips and crests, and at Paul Ricard, where the mile-long Mistral straight was followed by a deep breath into the awesomely fast right-hander at Signes.

"Yes, I could match him sometimes," smiles Jochen, "especially at Le Castellet, but James was very committed, very strong and when he was within sight of the championship he became very intense and hyped up. He got so uptight he used to pee up against the fence before the start, in front of the spectators. But he trusted me to back him up in the last race at Fuji. We had a mutual respect, and I could have passed him that day. But we were team-mates and I wanted to help McLaren to win the title. Frustrating. But you learn to swallow these pills in life."

At the end of 1977 Mass was replaced by Patrick Tambay, but he and James kept in touch. "One story exemplifies the man and the Seventies," he grins. "At the Spanish Grand Prix in '76 we went to lunch with King Juan Carlos. He kept cheetahs and asked if we'd like to see them. James' girlfriend 'Hottie' went in first and the cheetah clawed down her skirt to reveal an early version of a string thong. James yelled 'Aren't you glad you're wearing your knickers today?' The King laughed loudly but Queen Sophia was not so amused. James was a wild man.

"We did some crazy things; lots of girls. I think he remained a wild man all his life: he never calmed down completely. There was a reckless streak in him that came between him and his own well-being. He could be very rude, very coarse and he was sometimes oblivious to tact. For him it was playful but it could be hurtful and the effect it had on people seemed to elude him. And I never understood the pop star image, the superstar thing when he was world champion; that was a waste of time. He was, though, a masterful racing driver."

While Hunt became world champion, Mass went on to make his name in sports car racing. Both men were always on the podium when it came to having fun.

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FORD RS200

The Group B supercar was full of promise, but events overtook it and the entire class was canned before it fulfilled its potential

BY KEITH HOWARD



McKlein

After its long period of success rallying the Escort, Ford was slow to absorb the significance of four-wheel drive and Group B. So when it belatedly decided, in the wake of axing the promising but wrong-era 1700T, that it would have to embrace Group B after all, it was playing catch-up.

The car it built – the RS200 – might have atoned for its late arrival had it been able to progress to the 600bhp-plus Evo version before a series of fatal rally accidents forced motorsport's governing body FISA to ban Group B at the end of 1986. Overtaken by events, it instead became a tantalising motorsport 'what if?'

By recruiting Tony Southgate – who talks about designing the RS200 below – Ford succeeded, albeit a little reluctantly, in melding traditional rally car elements with strong motifs from circuit racing. It was just the recipe needed to carry the fight to Peugeot and Lancia.

ORIGINS

"I wasn't a rally man, it had been all Group C and Formula 1 for me," says Southgate. "I got involved because I had a year's contract with Ford and had spent about six months of it designing the C100 Mk3 Le Mans car, which never raced. It was a good car but Ford cancelled the project overnight – a political decision. A few weeks later [Ford competition boss] Stuart Turner asked me whether I'd fancy designing a Group B rally car. He was asking several others to submit designs as well and whoever won would collaborate with the rally department at Boreham to build the car. They wanted it in two weeks and they would pay me £5000. I said OK.

Stig Blomqvist's RS200 led the Acropolis in 1986, but crashed out. Top left: rally dept insisted on steel subframes. Top: racing design origins are clear on bare tub

"My design was influenced by my circuit racing past. It used a monocoque aluminium structure with the engine and gearbox in the middle to get something close to 50:50 weight distribution. Boreham's proposal was basically a Sierra with tubular subframes – what you'd expect. They gave me the job and told me to create a compromise design acceptable to [rally engineer] John Wheeler and to Boreham."

CULTURE CLASH

"It was a struggle in some ways because Ford has its own way of doing things. They literally had a design bible – an impressive book about six inches thick – which showed you how to design any part of a car the Ford way. It had parts costs in it, too, mostly in pence and to three or four decimal places! I wasn't obliged to use the design guide but they wanted me to use as many Ford parts as possible to save on cost. I used 118 parts from the Sierra – doors, with about six inches chopped off, windscreen, and lots of smaller components.

"My original design didn't allow the car to be worked on that easily in the field. If you smashed the suspension, for instance, you'd be out because there were no steel subframes. Wishbones were attached to engine castings. Boreham didn't like that and put me into a rally car as a passenger to demonstrate the punishment they take. After three laps of an off-road track at Chobham I was shot. Quite an eye-opener.

"Boreham thought my aluminium honeycomb structure was way out. They didn't believe that it would be anywhere near strong enough. So I made sill boxes in honeycomb and spot-welded steel and squashed them both in a press. The honeycomb structure was about 20 times stronger, as I knew it would be. They were worried about repairs in the field but I said they wouldn't be repairing the monocoque unless the car was already a write-off. They accepted that."

TRANSMISSION

"From the outset, John wanted the gearbox at the front for good access and weight distribution. The problem with that was you had to have two driveshafts, one to the gearbox and another back to the rear wheels. It was early days for carbon driveshafts so I was worried about weight and the potential for vibration. But that's what Boreham wanted.

"They also stipulated that the gearbox had to be replaceable in nine minutes. The transmission, including propshafts, had to be dropped beneath the car to achieve this, but I wasn't keen on an open transmission tunnel for structural reasons. So I designed a quickly removable panel to hold it all together. Whether they used it I don't know, but the fixing points were there."

SUSPENSION

"The design had to accommodate tarmac use as well as on gravel, so I incorporated two sets of inner suspension pick-ups, so that the ride height could be raised two inches for off-road use. The suspension had eight inches total wheel travel front and rear, and twin dampers on each corner, which seemed a good idea for better reliability, increased capacity and improved cooling.

"I didn't like all the tubular structure for the suspension mountings because it was heavy. But the rally engineers insisted because it was cheap and easy to repair. It was all in mild steel so it could be bashed and welded in the field. They also wanted the car to use one bolt size – 12mm, which is enormous. So nearly all the bolts were that size, to make it easy for the mechanics. But it didn't do a lot for the weight.

"I went off to Jaguar once the design work was complete. But of all the cars I've done, the RS200 was one of the most interesting."



LAT

TURBO CHARGERS

The pairing of Gilles Villeneuve and Eddie Cheever was exactly the spark a lacklustre World Championship of Makes required

BY DAVID PHILIPS

The World Championship of Makes in 1977 was a rather disjointed affair, consisting of nine events including classics such as the 24 Hours of Daytona, the 1000Km of Nürburgring and Brands Hatch and the Six Hours of Watkins Glen. Conspicuous by its absence was the 24 Hours of Le Mans, the Automobile Club de l'Ouest choosing to go its own way on a rules package that encouraged 'pure' sports cars in contrast to the 'silhouette' racers favoured by the Makes Championship.

Yet the season still produced its share of memories, especially the Canadian round at Mosport, where a pair of young lions put a Falz Racing BMW 320i turbo on the podium: Gilles Villeneuve and Eddie Cheever, the former fresh from his F1 debut with McLaren at the British Grand Prix and the latter en route to second place in the European F2 championship in a Ralt-BMW entered by Ron Dennis.

At the sharp end of the Mosport grid was the Porsche factory's lone 935/2 (2 as in twin turbos) piloted by Ickx and Manfred Schurti on pole in 1min 20.123sec, two seconds quicker than the fastest of the single-turbo 'customer' 935s driven by George Follmer and Brett Lunger. The second row featured a BMW North America 320 turbo driven by David Hobbs and Ronnie Peterson and the controversial Porsche 935 of Peter Gregg and 'guest' driver Bob Wollek – controversial because the fifth fastest qualifier, Canadian Ludwig Heimrath, was involved in a running battle all season with Gregg over the legality of its bodywork.

Cheever and Villeneuve were 11th after suffering a broken driveshaft in qualifying. The two chargers had been more focused on beating one another than playing the dutiful team-mates in practice, as Cheever, then a member of BMW's junior team with Marc Surer and Manfred Winkelhock, relates.

"I had never raced at Mosport, but Villeneuve knew the place like the back of his hand," he says. "And the car was not exactly fun to drive. It had a big turbo – you had to accelerate on Monday to get something to happen on Thursday.

> "We only cared about being quicker than the other guy"

"Nevertheless, after I got to know the place, we really went at it. Neither of us really gave a s*** about the race. We only cared about being quicker than the other guy. It was great because I would do the fastest time I thought I could do, then they would put Villeneuve in and he'd go better, then I'd go better, and so forth."

The race turned out to be a battle of attrition, with early leaders Ickx/Schurti retiring with a blown head gasket after an hour, the Follmer/Lunger Porsche succumbing to a broken valve rocker and the Hobbs/Peterson BMW slowed by fuel system gremlins and an unquenchable thirst for oil. Into the breach came the Gregg/Wollek 934 with Heimrath and Paul Miller second, and the Falz BMW third, its drivers evidently putting their rivalry aside.

"Believe it or not, the car was running so well I had to take my foot off the gas on the straights and then still deal with that turbo lag in the corners," says Cheever.

What's more, an exhaust leak dumped noxious gasses into the closed cockpit – not for the first time, as Surer was nearly overcome by fumes in the same car at the Nürburgring. Like the Swiss, though, Villeneuve made it to the finish – only to pass out on the third step of the podium.

It should have been the second step, for Heimrath lodged another protest against Gregg's car. The protest (heard by the Canadian Automobile Sports Car Club rather than the Sports Car Club of America, which had sanctioned previous Trans-Am events in which the wrangle had developed) was upheld and the Gregg/Wollek car was disqualified. Gregg appealed and it wasn't until several months later that Heimrath's victory – and second place for the Cheever/Villeneuve BMW – was confirmed.

By then, of course, events had pushed the Mosport race into the background. Villeneuve had signed a Formula 1 contract with Ferrari and Cheever was recuperating from a massive crash at Vallelunga, one that had a lasting impact on the careers of both of BMW's Mosport chargers, to say nothing of F1 history.

"I was invited to test for Ferrari that summer," said Cheever. "After I tested for Ferrari, I raced that orange BMW at Vallelunga. On the second lap I crashed and broke my hand and my shoulder, and that almost put an end to everything. I lost the Ferrari contract as a result. There was an Italian journalist who used to work with Ferrari all the time – he was *Il Commendatore*'s guy – who invited Villeneuve to test and he got the drive."

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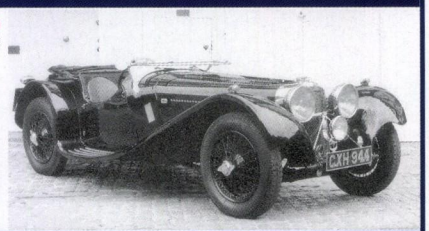
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1935 Jaguar SS100 2 ½ Litre
This, the earliest SS100 extant was exhibited at both the Scottish and London Motor Shows. Following the war the car was placed in storage for 30 years, to be found by Jack Tattersal in 1971, who was to restore and enjoy her for the next 21 years until it passed to only its 3rd owner in 1992! A highly significant SS100.



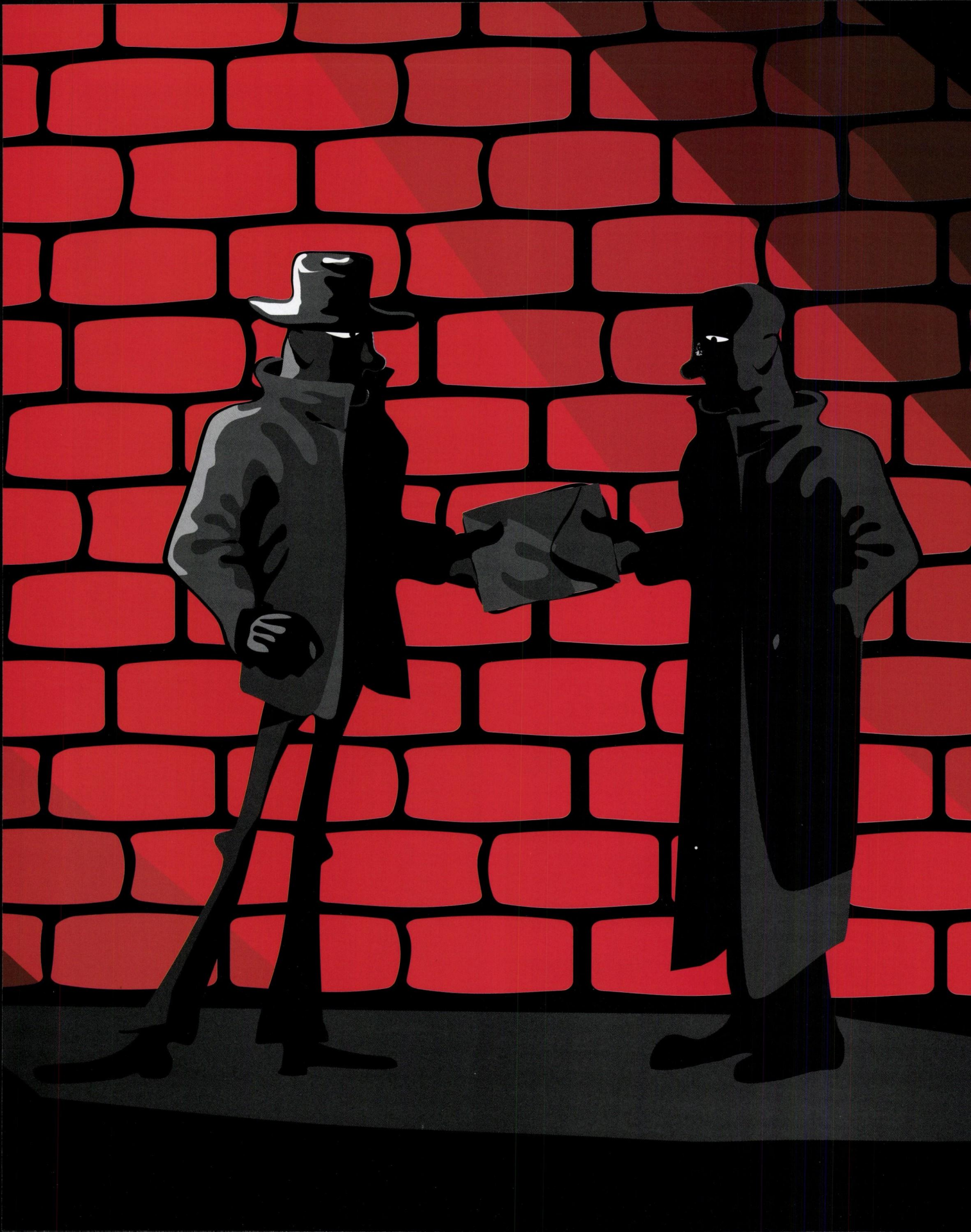
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SPY STORIES

Espionage is big news in F1 right now, but it's also old news. Ideas, designs, even complete cars, have been 'borrowed' since racing began

BY ADAM COOPER

Grand prix racing has been rocked in recent weeks by the dramatic controversy surrounding former Ferrari man Nigel Stepney and McLaren chief designer Mike Coughlan. The full story has yet to emerge, but the fact Coughlan had some 780 pages of Maranello documentation in his home is not in doubt. What he did with that information, or was planning to do with it, is not entirely clear.

Of course, 'borrowing' ideas from the opposition as a short cut to making a car go faster is nothing new. It has just taken different forms over the decades. In the early years, it usually wasn't too hard for a manufacturer to get hold of an example of a rival's car and find out what made it work, not least because racing often involved customer cars.

The most famous early example concerns Sunbeam, whose 1914 model was a copy of the previous year's Peugeot. There are two different stories as to how that happened. The more glamorous tale has it that racer Dario Resta was sent on a promotional tour of the UK with the French car, and stopped off to see Sunbeam boss Louis Coatalen. While they dined, Sunbeam mechanics stripped and measured the Peugeot. The less exciting version is that Coatalen simply bought a Peugeot after the 1913 Coupe de *l'Auto*, in order to see what made it tick.

The outbreak of WWI put a different value on information gleaned from motorsport. Legend has it that Rolls-Royce acquired and copied a Mercedes grand prix engine, and thus both German and British aircraft ended up using similar technology, though the story is disputed.

Ironically it was Mercedes who would later move the goalposts as far as maintaining secrecy was concerned. When the W25 arrived on the scene the team wasn't keen on giving away much information, and the suspension was enclosed – not purely for aerodynamic gain. Through the years, the chances of any interested parties buying, dismantling and copying one of the Silver Arrows were slim at best...

However, the process became rather easier after WWII when the Allies conducted their report into Mercedes and Auto Union technology. Information – including drawings – was made available to BRM, and the British car's original gearbox was effectively a straight copy. In 1948 Raymond Mays even attempted to import one of the surviving German cars from its resting place in Czechoslovakia in order to take a closer look. He managed to attract government assistance in his quest, but in the end the silver machine remained stranded.

> "Years after the fact Harvey Postlethwaite admitted that he had once led a Ferrari raiding party to size up the Williams FW07"

What do you do if you can't get hold of drawings? As in the Sunbeam days, get the tape measure out. History is full of stories of team personnel being caught out while examining cars that were not theirs, usually late in the evenings, or perhaps when a spare chassis has been left on its own under an awning during a practice session or race.

Tyrrell designer Maurice Philippe was once found taking a close look at the Lotus 79 – it may not have been a coincidence that the 009 he subsequently designed looked like a blue Lotus, while the Williams FW07 was clearly a direct inspiration for the Tyrrell 010 of 1980.

The FW07 was also involved in one of the most celebrated espionage stories. At the Osterreichring in 1979 then Lotus team manager Peter Collins was caught measuring specific suspension components.

"Basically Colin Chapman and Mario Andretti ordered to me to go and measure the Williams," says Collins today. "Chapman was a guy you didn't say no to, and it was my first year in F1. So I went and did it, at a time when there weren't a lot of people around. Frank and Patrick were incensed, but Chapman had had it happen to him many times."

Years after the fact, Harvey Postlethwaite admitted that he had also once led a night-time Ferrari raiding party on the Williams pit garage at Hockenheim, in order to size up the FW07. At Spa in 1986 another high-profile Ferrari designer was found examining that year's Williams-Honda. And so it goes on...

Photographs have always provided teams with useful information. For example, a media colleague recalls visiting Team Lotus HQ Ketteringham Hall in the 1980s, when Lotus and Williams both used Honda engines. When being shown round he was surprised to see an almost life-sized picture of a Williams sidepod profile stuck on the wall in the drawing office. When he was shown in, there were some startled looks from the draughtsmen who were studying it.

Sometimes technical folk can't resist getting their own pictures. Around 10 years ago a Ferrari aerodynamic specialist was taking photos of cars in the pitlane at a Barcelona test. He was dressed in civvies, and not a familiar face at the tracks, but somebody spotted and severely embarrassed him. »»

Life became difficult once he was outed, so at the following year's Australian GP he simply obtained a team paddock pass for his rather more anonymous brother-in-law. The latter spent the days before the race poking his long lens into other people's pit garages while looking every inch the Aussie race fan. Later I bumped into the Ferrari guy in the paddock as he was merrily leafing through piles of colour prints.

It was strange that he felt the need to do his own thing, because for years Ferrari – like everyone else – had its own system in place. All teams employ freelance photographers to take PR shots of their own cars and drivers, and it's long been understood that such contracts also involve supplying pictures of rival machines, often straight from their winter launches or shakedown tests.

It's not unusual for a photographer to get a request direct from the technical staff on a race weekend – can you get some shots of so-and-so's new brake ducts? In the digital age images can be received and studied instantly at the track and back at the factory.

The knowledge that everyone is at it has created a degree of paranoia in the pit lane, and teams know that the guys crowded around the front of their garage are not only working for magazines or newspapers.

Until recently there were ever more ridiculous attempts to block access with screens that were pulled in front of the garage, completely ruining the view for folk in the grandstands opposite, or on pit walkabouts. Items such as front wings were covered by special shrouds until the cars actually drove off. The madness reached a peak at Monaco, where until recently there were no pit garages. Instead teams began erecting temporary tent-like structures in the pit lane to shield the cars from prying eyes or lenses.

In the end the FIA decreed that it had gone too far, and any kind of covering was banned in mid-2003 on safety grounds. Coincidentally, in the era of *parc fermé* restrictions after qualifying, some degree of openness was essential. Now the only time mechanics can obstruct a view is when they are working on a crashed car. Alas the screens (and paranoia) remain in place at tests.

Much of this is really about gamesmanship. Of course, the serious legal issue is not spy photography, but the intellectual property that technical staff can take with them when they change teams. The most infamous and blatant example came at the end of 1977, when Jackie Oliver led a breakaway from the Shadow team under the Arrows name.

Designer Tony Southgate and his number two Dave Wass brought the drawings of their forthcoming DN9 with them, and since time was short they were used to produce the Arrows FA1. The two cars were to all intents and purposes identical, and peeved Shadow boss Don Nichols launched a lawsuit.

Arrows knew that defeat was likely, but the strategy bought vital time. The team lost in the High Court in August, but by then Southgate had already penned a totally new car, the A1, which hit the track the day after the decision.

This notorious case was unusual in that the entire team management decamped as one, and Southgate was just part of this group. It's a very different set of circumstances when an individual moves teams in search a bigger pay cheque and/or more responsibility, and illegally takes drawings or information with him. It has happened over the decades, of course, and allegedly some very big names have been involved, but documented cases are rare.

"We certainly take it very seriously," says Patrick Head. "And certainly everyone who comes to us is informed that what goes on at Williams is the property of Williams and is private information, and not to be transferred. In terms of security systems the factory has 24/7 security guards. Every now and then the odd search of a car is done when it goes in or out."

> "I've interviewed people who have hinted they have information, and I take that as a very negative trait"
>
> Mike Gascoyne, Spyker

The digital age has opened up a new can of worms for teams. These days someone with the right access could in theory save all the drawings for this year's car onto a memory stick the size of a cigarette lighter, or even an innocuous looking device such as an MP3 player.

It's not quite that easy, because Big Brother is watching. Teams have sophisticated computer networks which tell them what items have been viewed, printed or saved by a particular individual. It's not that alarm bells suddenly ring and uniformed men rush in – it's more a question of creating a deterrent, as the trail is always there for future examination if any suspicions should arise.

"We have a lot of measures that alert us if someone is taking information," says Renault's Pat Symonds. "So we can stop it. We know exactly who's accessing what and what they're doing. But ultimately, we rely on trust."

And that's a word that comes up again and again when talking to the sport's top technical gurus. All confirm that if a potential recruit suggests he can bring hard information from elsewhere, the interview is pretty much over.

"Basically, it almost guarantees that they are not going to get a job," agrees Head. "Because you know that if they say that to you, they will also be saying that to their next employer."

"I've interviewed people who have hinted that they have information," says Spyker's Mike Gascoyne. "And I take that as a very negative trait. Why would you employ someone like that? The implication is that's exactly what they're going to do to you when they leave."

In some instances it's even made clear in legal terms. That is true for Toyota, where a recent legal case involving some ex-Ferrari employees caused some embarrassment all round.

"It's absolutely made clear in our contract," explains team boss John Howett. "They agree they will not do anything that's incorrect, they will not bring any information or drawings, they bring only their own personal skills."

"What you carry in your head is fair game," says Red Bull's Adrian Newey. "And that's it. In the electronic age it's difficult to stop someone actually walking away with stuff, but it is possible to police seeing what they've done, and one hopes that is a deterrent to stop people from walking away with it. Because then it's into court and all the rest of it."

Coughlan's dossier was apparently wide-ranging, covering areas such as internal processes and organisation. But how valuable is detailed information on a car to another team? Not very, according to Symonds: "You hire people because of their knowledge and experience, and what's in their head is actually what counts. Having a complete set of drawings for a Ferrari, and not knowing how it works, is actually not terribly useful. What you want are clever people."

And, by definition, if you're taking your inspiration from someone else, you are probably always going to be behind.

"It's quite a good adage that if you're following, you're never going to lead," says Head, whose ideas have so often been copied in the past. "Generally people who have that mentality are never actually going to be anything but followers..."



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THE FIGHTER

With a particular disdain for fear, Dave Purley was the bravest of the brave and proved it by surviving a truly horrific F1 shunt

BY ROB WIDDOWS

No racing driver has ever survived such a big accident. And it's unlikely that a grand prix car will ever again be allowed to run flat out into an earth bank faced with unforgiving railway sleepers.

When David Purley crashed at Silverstone in practice for the British Grand Prix, nobody thought he could have survived. The car went from 108mph to a horrifyingly violent halt in just over half a metre, engineers later calculating that the driver had been subjected to deceleration of 179.8g. No human being had ever survived that kind of force.

But Purley was a very fit man, a former paratrooper, and he did not know the meaning of defeat. As English as Elgar, as British as the Union Jacks that adorned his racing cars, he would have had Pomp and Circumstance on his iPod had such a device existed. As it was, he shouted the banzai call of the paras inside his helmet, especially when keeping his right foot planted where other mortals feared to tread. The phrase 'balls to the wall' was invented for him. He was proud to be what he called one of the last of the late-brakers.

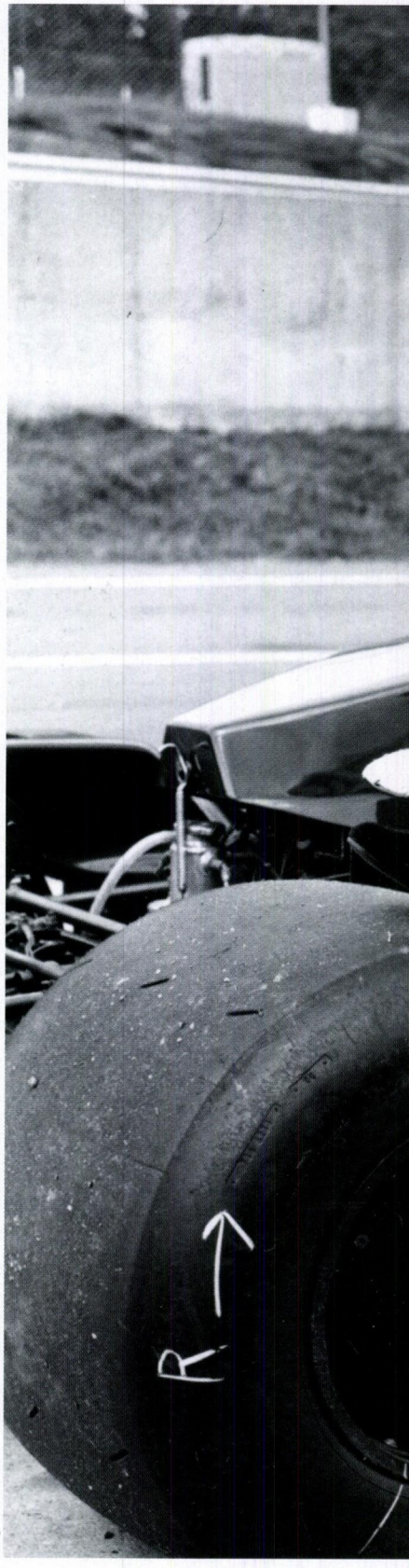
On the morning of Friday July 14, 1977, his little team from Bognor Regis, funded by his father's LEC refrigerator business, was ready for action. First they had to qualify for a grid position, up against all the big guns of the time. Silverstone in 1977 was all about James Hunt and John Watson, but David Purley was not about to be left out of the limelight. The privateers were determined to show their home crowd what they could do. Further along the pitlane a young French-Canadian, making his debut in a McLaren, was out to make an impression as well.

Mike Earle, who ran the team with military precision, is unlikely ever to forget the events of the next few hours. Going into qualifying he had no particular worries, except that they didn't have a spare car to fall back on in the event of any mechanical failures. There was a second car, back in the workshops at the LEC factory, but there were only eight people in the team and they simply ran out of time to get it ready for Silverstone. On top of this, they were building their own DFV engines, and money was getting tight.

"Otherwise it was a pretty normal day," remembers Mike, now in the executive suit, a big wheel in sports cars and guiding the career of the youngest ever F3 driver, 16-year-old Max Chilton, "but, you know, it was the British Grand Prix and we all wanted to do the best job we could. The circuit in those days was all about bravery and Brave Dave, as we called him, had plenty of that. So we thought we were in with a chance, felt we could get a result."

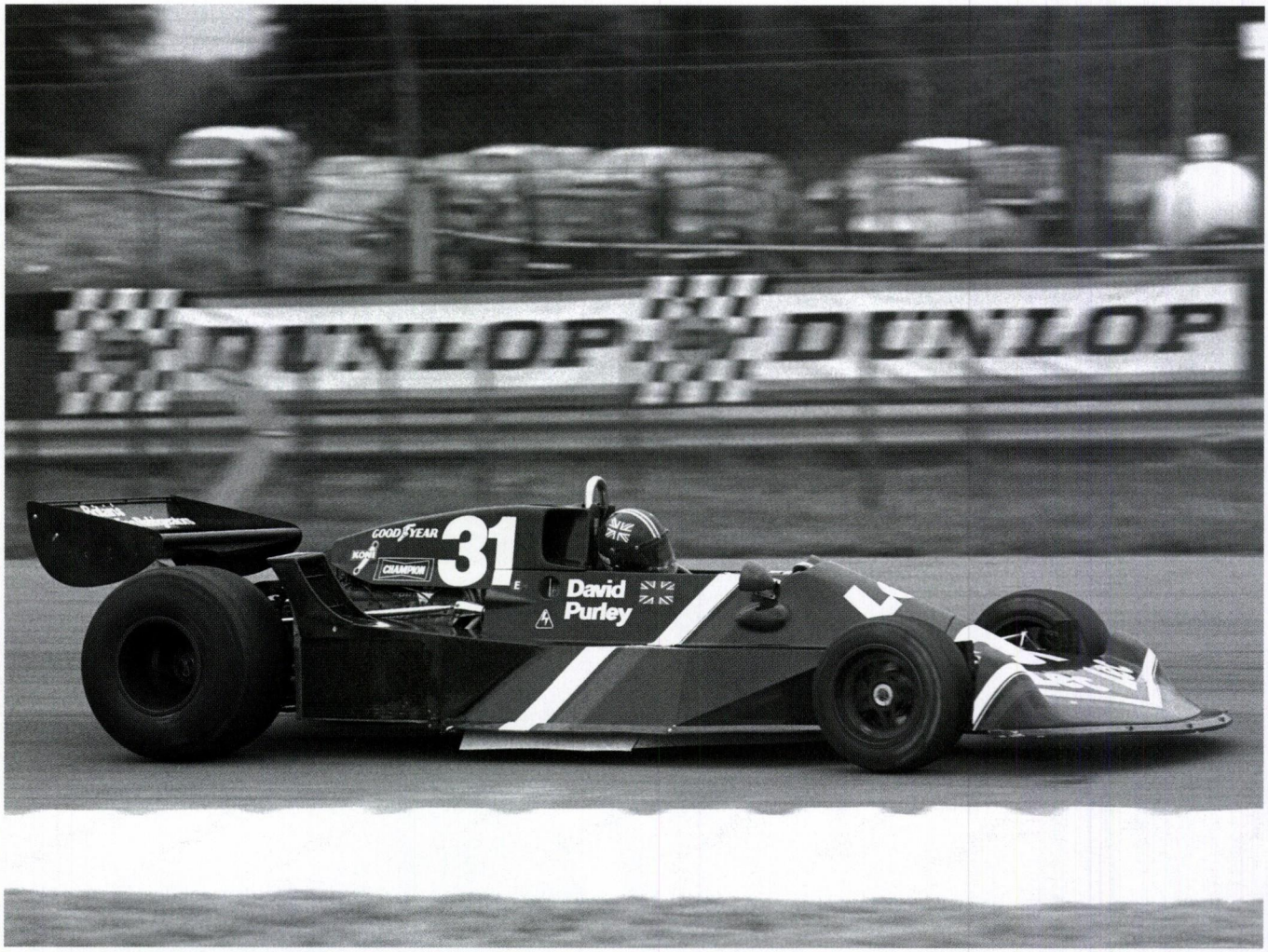
Brave Dave. Having caught the racing bug from neighbour Derek Bell, Purley showed instant form in an AC Cobra in '68. Within 10 years, he was in F1, having starred in Formula 3 and Gp 8

In the first session, running a new engine, they ran into what seemed a fairly small problem. A fuel hose was touching part of the engine and was getting too hot. Eventually it split and a »»



Images: LAT





Above: Purley's LEC CRP1 during first practice for the 1977 British GP. In the second pre-qualifying session, the throttle stuck open on the approach to Becketts at some 9000rpm

small fire started in the engine bay, Purley pulling off to have it put out by the marshals. In the two hours between sessions there wasn't time to change the DFV, so they set about cleaning up the mess left by the extinguishers.

"I knew that not having the spare car would come to bite us, and it did," says Mike Earle. "So we vacuumed out the engine bay, cleaned everything up, checked it all over and put a new nose on for the second session. What we didn't know then was that the extinguisher powder and the leaking fuel had solidified into a kind of cement inside the throttle slides. The DFV throttle mechanism used a clever system of ball bearings and rollers in the slides, with springs at either end. The powder had got into the little channels under the slides, mixed with fuel and turned into a thick, gloopy sort of paste. Nobody had ever come across this problem before; we were totally unaware of it. David wasn't really interested in what was going on anyway; he just wanted to know when the car would be ready to go out again."

The second qualifying session that July afternoon went well in the early laps. It was warm and dry, the car was on song and the new nose was working well. Purley was running in the top 12, the times steadily coming down, when suddenly he failed to come past the pits. No big deal, perhaps, but then the session was red-flagged and Brian Henton came in and stopped by the LEC pit.

"Brian said: 'He's off at Becketts and it's a big one.' That's the first we knew," remembers Mike. "So we ran to race control and they told us David was trapped in the car. Greg Field, our chief mechanic, grabbed his toolbox and we jumped in the car to get round to Becketts.

There were emergency vehicles and fire engines everywhere. We got out, ran round to where he was and Greg said, 'Bloody hell!' He fell straight down on the ground in shock. I could see that the car had been shortened by about two feet and then I saw that the front and rear bars were almost jammed together with David wedged between them, so they couldn't get his helmet off. I wasn't in shock, that came later; I just said to the doctor: 'What do we do?'"

The next 40 minutes saved the life of David Purley. Doctors and marshals worked, quickly and calmly, to stabilise the driver and extricate him from the mangled remains of the LEC.

The strength and integrity of Mike Pilbeam's chassis had probably saved Purley from being killed on impact with the bank. The car was compressed, almost bent in half, by the sheer forces of the accident but Purley, although in bad shape, was going to survive.

"The doctor told me to keep him interested, to keep him talking," says Mike. This is clearly a sombre memory even now. "I just talked at him, anything to keep him awake. In a strange way, it was funny, we started an argument.

'The throttle stuck open,' David said.

'Bollocks, you made a mistake.'

'Bloody throttle stuck open.'

'You lost it, I saw the skid marks,' I responded.

'Bollocks,' he said. 'How bad is the car?'

'Pretty bad.'

'Will it be ready for Saturday?'

'If you are, yes!' I said."

By now Greg Field and the LEC mechanics were working to dismantle the car, using power hacksaws to remove the rear roll-over bar and the steering rack, which had been pushed back onto the top of the tub. There was banter with the driver they loved, the man who was their hero. They had to keep him talking while the doctors waited to lift him free.

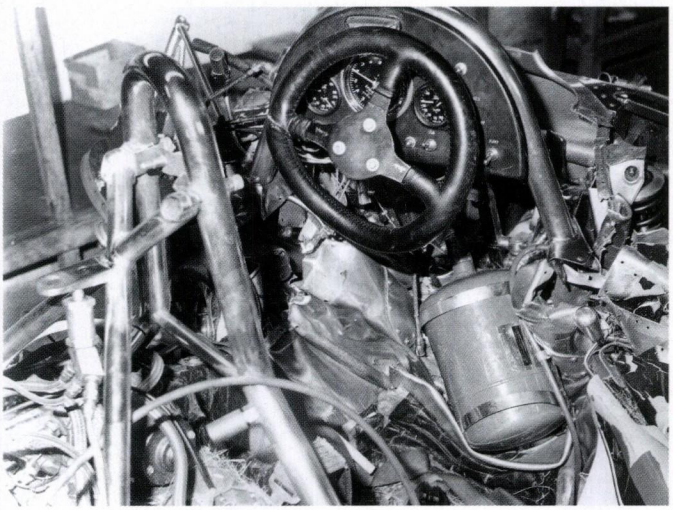
"You screwed up our weekend," Earle said to Purley. "We were looking forward to the British Grand Prix, weren't we lads?" "Yeah, you've ****** up our weekend," they said, gritting their teeth.

After a phenomenal effort by the marshals and medics, Purley was taken by ambulance to Northampton General Hospital. Mike Earle went with him. By now he was getting concerned about his driver's condition. And he had every reason.

"I couldn't look at his legs, they were like a child's guy. Truthfully, I just couldn't look at them, they were such a mess. In the ambulance David tried to chat up the nurse – typical Purley, telling her she was a pretty girl, over and over. Then he suddenly went downhill, lost a huge amount of blood; he had several fractures to the pelvis, and the blood went everywhere. I was terrified," says Mike. "I thought he looked like he was going to die and I realised how badly affected I was by the whole thing. I mean, he was the team, he was everything to us. In the days afterwards I was asked to do interviews and I just couldn't do it, couldn't talk about it." Earle looks off into the distance, choked by the memory even now.

Back at Silverstone, the CRP1 had been taken away to be examined by the technical stewards, the accident investigators. They needed to know why a man of Purley's ability had gone straight on at Becketts, flat-out into the bank at virtually undiminished speed. The rev counter tell-tale was still showing 9000rpm. But dismantling the throttle slides led them to discover that the extinguisher powder, mixed with petrol, had jammed the mechanism open wide on the entry to the corner. Purley had stood on the brakes but he had nowhere to go, stopping from 108mph in less than a metre. Everybody agreed it was a miracle he had survived.

A report later recommended a new type of fire extinguisher powder be used, and plastic caps were fitted on the ends of the DFV's throttle slides to protect the moving parts from being contaminated by dust, dirt and sand.



"In the ambulance Dave tried to chat up the nurse – typical Purley, telling her that she was pretty. Then he suddenly went downhill"

"Mike Pilbeam's car was very strong," adds Mike Earle. "He was an excellent engineer and we had used a very expensive system of riveting in the tub which was previously only used in the aircraft industry. These solid rivets were applied by a high-pressure gun and the result was a very strong construction. That helped in the accident, no doubts. There was no fuel spillage, that would have been disastrous."

In Northampton General Hospital David Purley was making slow and painful progress. Initial examinations revealed a mind-boggling list of injuries, the worst of which were two broken legs, 17 breaks below the knees, five above the knees, six fractures of the pelvis and several broken ribs. When his parents Charlie and Joyce came to visit there was, as so often with Earle and Purley, a moment of black humour.

"The old man came to the hospital with Joyce," Mike says, smiling now; "and he told her, in typical Charlie style, how to handle the visit. 'We don't want any tears, and don't let him see how upset you are; they say he's not looking good.' Then they walked into David's room and Charlie fainted, keeled over on the floor. A few days later he came to the workshop and told me to get the second car built up. 'That will make the boy feel better,' he said. 'He'll want to get driving again.' He was just so proud of David, told anyone who'd listen what a fantastic driver he was. He knew nothing about racing but he'd tell the paddock, 'My boy, he's bloody good, you know.'"

The traumatic events of July 14, 1977 left Purley with one leg three inches shorter than the other. He was to spend many months in hospital recovering from the initial injuries. One of his problems was that he was engaged to Gail, a striking blonde who was more than six feet tall. So something simply had to be done about those legs before the wedding.

"He had the worst dress sense of any man who ever lived," laughs Mike, warming to this part of the story. "He bought some new shoes and got a local cobbler to add three inches to the heel of one of them. Walking around, he said: 'I'm not bloody going up the aisle like this,' so I said maybe he should shorten the other leg. 'Piss off,' he replied, 'she's six feet and one inch tall.' That was when he decided to go and see a Belgian surgeon who had a technique for re-forming the legs to an equal length."

Brave Dave spent six gruelling months in that Belgian hospital experiencing unthinkable – and constant – levels of pain. Most men would have failed this test of fortitude, but not this particular one.

"It was," Mike Earle explains, "an extraordinary process and very, very painful. The surgeon first re-broke the leg, then stretched it with plates and screws, and let it re-calcify. Then he did it again, breaking, stretching and allowing the bones to re-calcify. It was a revolutionary process and could only be ▶▶▶



'The Rabbit' heads 'the Rat' in the '77 Belgian GP, having qualified 20th. The Austrian thought he'd been held up by the Brit in the wet and afterwards likened Purley to a bunny...

carried out on the toughest, fittest kind of person. But David went through it, went to war on it, came out, got married to Gail and got back in a racing car."

The little team from Bognor took the newly-built CRP2 to Goodwood. It was to be a private day, nobody there but his mates. "He hated testing at the best of times," laughs Mike, "but he wanted to see if he still had it. So he did an installation lap, came in, and I told him that if he beat his best time at Goodwood then he could stop. Out he went and within three laps he was on it. His seventh lap was quicker than anything he'd done there. When he saw the pit board he didn't bother with a slow-down lap, he just slammed the brakes on, did a U-turn into the pit road and parked it. I said: 'What the hell are you doing?' He looked at me: 'You said if I went quicker, I could stop, so I'm stopping.' And that was that."

Well, not quite. Purley raced the new CRP2 in 1979 but ground effects were beginning to bite and the car was not on the grand prix pace. So they put it away and bought a Shadow to have a crack at the national-level Aurora F1 series. A top-six finish at Snetterton closed Purley's career.

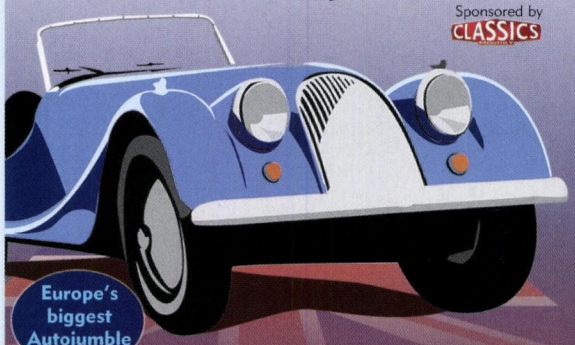
Mike Earle recalls the day: "He raced well, he really did, and I told him so when he came in. But he didn't get out of the car, just sat there. Then he asked me to push him round the back of the pits to the truck. 'I can't get out, Mike,' he said. 'My legs are killing me and I don't want to look like a plonker.' And that's when he decided to quit."

> "He just loved to race. He would have raced his wheelchair. But he didn't take much interest in the racing business, never read the mags"

David Purley was born 20 years too late; he should have been racing with the Innes Irelands of this world. He loved to race, he loved his little team – they called him the ex-parrotshooter. It was like being back in the army, taking on the world together. "He didn't really take much interest in the whole racing business, never read the weekly mags," explains Mike. "I mean he just loved to race, anybody, anywhere: he would have raced his wheelchair. When we led the grand prix at Zolder in the rain in '77, holding out on a drying track while the rest stopped for slicks, he asked me afterwards: 'Who was that bloody bloke in the red car with the red helmet, like a rabbit up my chuff?' I told him, that was Niki Lauda in the Ferrari..."

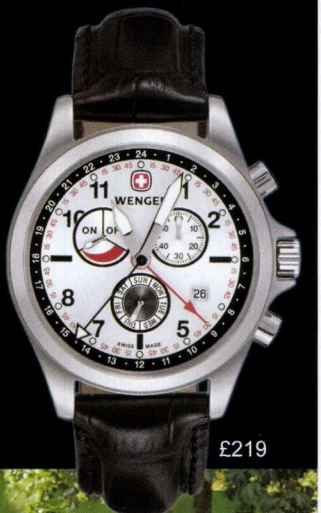
Earle's team found it tough getting sponsorship, too. "Yes, well, that was because he used to ask the sponsors to send a cab to meet us off his private plane from Bognor... His idea of a good sponsor deal was to put his local Bistro Vino sticker on his helmet in return for 40 free dinners."

As more and more Purley tales come to life, some not suitable here, we are weeping with laughter. And that's just how the man would have wanted it to be. The day he died, in July 1985, flying aerobatics over Bognor beach, was a black day. We simply thought the bloke would live for ever. And in some ways he has.

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CRASH & LEARN

When creating a modern F1 car, designers major as much on safety as speed. Robert Kubica is one who's thankful they do...

BY ROB WIDDOWS

Grand prix racing will never be utterly safe. But the fact that more people die falling from horses than they do in racing cars is in part an indication of the major improvements that we have seen in racing car construction over the last three decades.

When David Purley crashed at Silverstone in 1977 he was lucky to survive, his extreme fitness and mental strength playing a significant part in the immediate aftermath of such a huge accident. When Robert Kubica crashed in Montreal in June he survived thanks to a quantum leap in the way that grand prix cars are now designed and constructed.

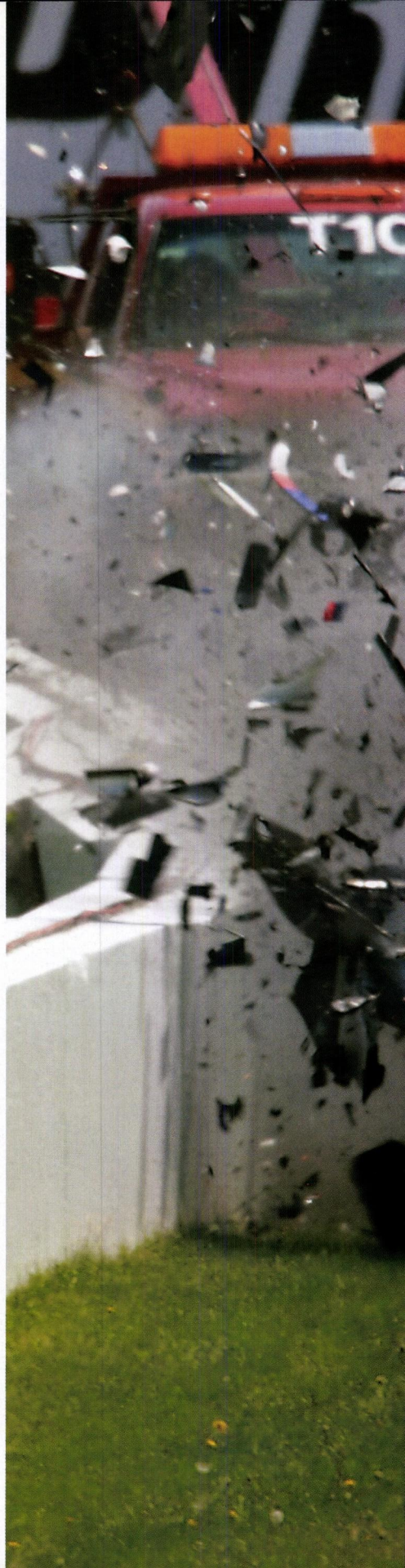
There is always an element of luck, but nobody would dispute that the measures taken by the FIA and the Grand Prix Drivers' Association in the years between the Purley and the Kubica incidents have made the sport enormously safer. When Mike Pilbeam, a highly respected engineer, designed Purley's LEC CRP1, he was working with what are today considered to be fairly agricultural materials, a 'car made of tin' as it's now described. When BMW-Sauber technical director Willi Rampf started on the current BMW F107 he was in a different world, working with carbon-fibre and within the confines of the FIA's crash test requirements, which have been steadily refined over the years.

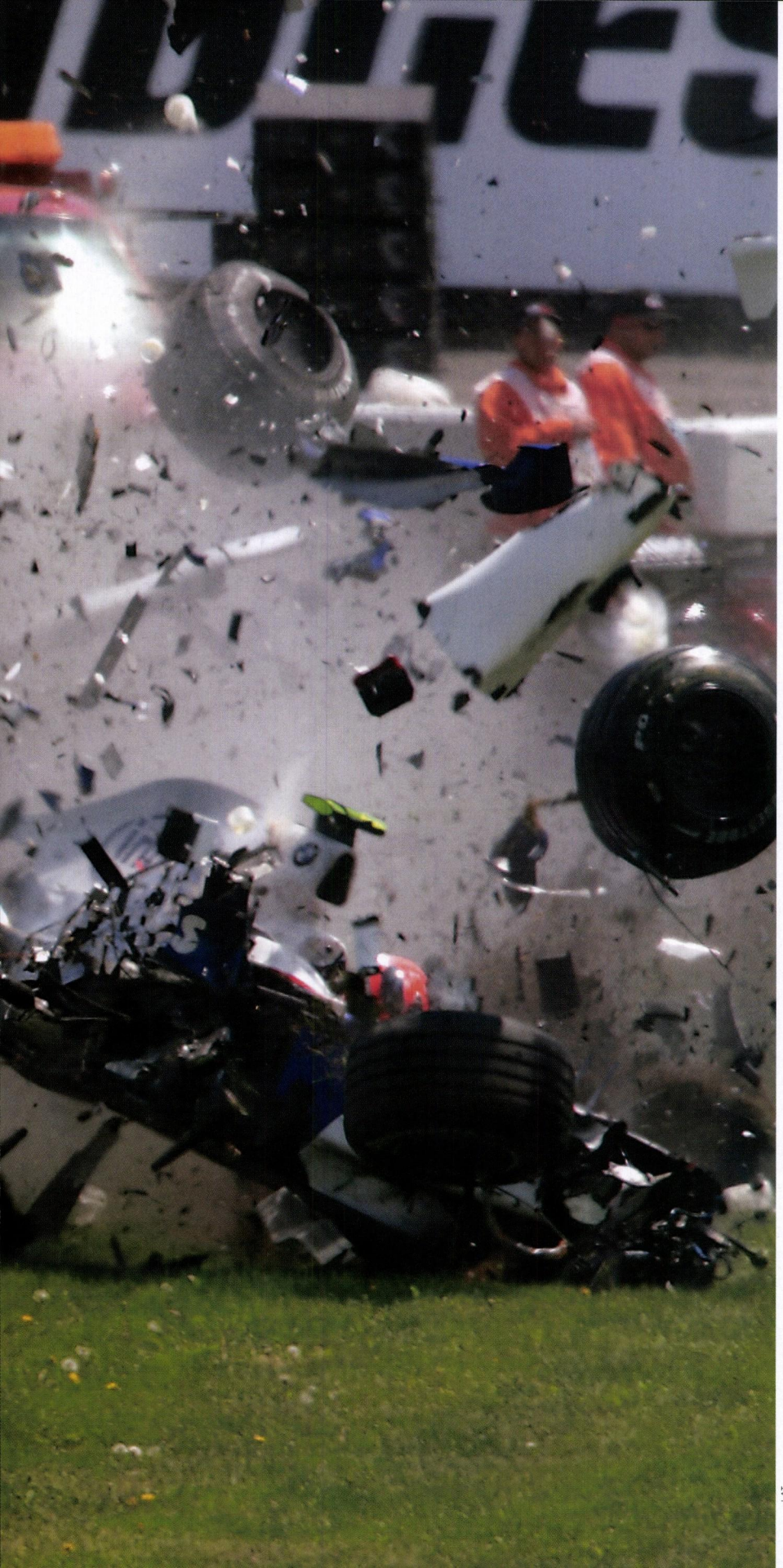
Purley's team manager Mike Earle feared the worst when he saw his driver slumped in the wreckage (page 94). There was a fleeting moment of doubt for Rampf in the team garage at Montreal, too. "He did not move in the cockpit, so I was quite concerned. Anything could have happened, you know, but we heard very quickly that he was stable. So it was a big relief, yes."

According to analysis by the FIA, the g-force at the front of Kubica's car was 75g and at the rear 28g. "In an accident like that you can never be confident, or comfortable, that the driver will be unhurt," admits Rampf, "because this is something you cannot ever simulate and there are so many different factors, and forces, involved. For example, how much energy has the nose section taken away? How much energy has the chassis absorbed? At what angle has the car hit the wall – was it 90 degrees, or 30 degrees, or sideways? All these factors are so important for the end result of such a crash. You cannot ever say that a certain angle of impact is the safest: if the car hits head-on then a lot of the energy will be used up by the nose section but then it will also disperse into the chassis, so it can be better if there is a slight angle so that the car bounces out of the wall and slides away from the point of impact."

> "He did not move but we heard that he was stable so it was a big relief"

Grand prix car designers and engineers will always have ultimate speed and performance as their priorities, working as close to the edge as possible, and weight is the enemy. But the FIA, using data from previous accidents, has drawn up a robust set of rules with which all manufacturers must comply if they are to





LAT

produce a car that will pass the mandatory crash-test examination of its integrity.

"We do not work as closely to the limits as we could if there is something we can do to improve the safety beyond even the FIA's strict regulations," says Rampf, "and we will make any small developments we can to ensure the safety of our drivers. We are not saving the last 100 grams when it comes to safety. For example, when we look at local stiffness, or even the global stiffness, of the chassis we are already ahead of the FIA requirements with this car. We pay particular attention to the importance of the nose structure as this is the front crash structure, and so you build it to make sure you are safely within the regulations. This is the same with the chassis itself and the suspension – so we are well above the safety requirements in these areas."

Kubica's crash was as severe as it was spectacular. On impact, the g-force at the front was 75g and at the rear 28g, showing how the crush structure absorbed energy

It is not simply the integrity of the car that has seen such major improvements since the dark days of the 1960s and '70s. New technologies have allowed designers to place their drivers in a safety cell uncluttered by solid objects that can break loose on impact. When Purley crashed in 1977 he was sitting on top of the fire extinguisher bottle and surrounded by fuel tanks. Mercifully there was no fire, but the extinguisher came up underneath him as the chassis crumpled, causing terrible damage to his pelvis. Then there is the HANS device, a head and neck restraint that is now mandatory in grand prix racing.

"Yes, the HANS device plays an important part in an accident," says Rampf. "It ensures that the head and the neck are very well supported, these parts of the body being very exposed to the g-forces of a crash. In Montreal Robert suffered some concussion but he had no injuries to his neck or head, and no headaches, nothing. So HANS did its job there."

There is always more to learn about safety, and BMW has been analysing the chassis of Kubica's F107. "We will not use that chassis again," explains Rampf, "but we have done some investigation and simulations to see if the failure mode was exactly as we had predicted. And we will do some further analysis to improve our crash simulation programmes, to assess whether we can do more to make the chassis even stiffer, even safer for the driver.



After the first impact Kubica's BMW careered across the track – good for energy dissipation but a major risk to the head and neck before the arrival of the HANS device

"There is always something we can learn and in a very heavy crash like this one there are loads on the chassis which are very difficult to calculate. For example, the car has crashed very heavily at the front end but maybe there is a small crack somewhere else, maybe towards the back, and you never see that immediately. From this data you can make some small modification and make sure it does not happen again. Since Montreal we have made some small corrections, some small overlaps in the construction to improve the process even further."

Remarkably, the BMW engine survived almost intact. "Yes, the engine went back to the factory and it was in a state where we could run it on a dyno," reveals Rampf. "But the biggest improvement we have seen, by far, is in the structure of the chassis, the monocoque where the driver sits. In this case, the tub did not collapse at all and everything around the driver was in correct shape and there was no damage that could have created problems for his legs or for his body."

There are those who joke about the days when sex was safe and motor racing was dangerous. This is no longer funny – there would be so many more of our heroes alive today if only we had known then what we know today. Motor racing will never be free from danger but thanks to pioneering work by Jackie Stewart and the GPDA, along with some tough talking from the FIA, today's drivers have a markedly better chance of enjoying a happy retirement.



INTERVIEW

ROBERT KUBICA

What did the young Pole think about – during and after – his spectacular crash during the Canadian Grand Prix?

"I have absolutely no fear at all of driving, no nightmares, no problems getting into a race car," says Robert Kubica, less than four weeks after surviving possibly the most spectacular crash in F1 history. The words of a sporting genius or a lunatic? Surely the experience must have had some impact on his day-to-day life?

"I don't think my driving has changed since the accident. If you think that at Magny-Cours I qualified well and finished fourth, it's obvious that I'm the same as before. I don't have any bad things going through my mind when I'm driving – I can keep my levels of concentration where they're meant to be and I'm not scared at all, despite what happened."

> "There is no time to think while you are crashing. You're just there for the ride"

Had he been prepared by months of rigorous training for such an eventuality? Were his lightning-quick reactions responsible for his remarkable survival?

"There is no training for anything like that," he concedes, "and when it happens, you know that you're just there for the ride. When I crashed, there was no point trying to do anything – I couldn't steer because the front wheels left the ground and the impact destroyed the front section of the car, so all I could do was hang on and hope for the best. There is no time to think while you are crashing and there's no room to move inside an F1 car. If I'm mid-collision there's nothing I can do except wait to see what happens at the end."

Early reports suggesting he had sprained an ankle and sustained concussion were, he says, false. "As soon as the car came to a standstill I checked that I could move my limbs and straight away I knew I was okay. In fact, most of the emergency team that came to my rescue were standing around with nothing to do. I had some pain in my ankle, which lasted for three or four days, because the impact was basically channelled through that foot, as I'm tall for this sport (6ft) and my body fills the cockpit so much.

"It can't have been easy for my fans, especially my family, who would have seen this happen live on television. They would have been fearing the worst and because all the radios and monitoring systems had been destroyed in the crash, I could not contact the team and nobody except me knew that I was actually okay."

He thinks the head and neck safety (HANS) harness was the biggest factor in his survival, yet BMW's safety-first approach to engineering that resulted in such an immensely strong safety cell cannot be played down. "Ten years ago and I would have been instantly killed," he admits. But when asked if today's safety-led designs encourage recklessness on the track due to a feeling of invincibility on the part of some drivers, he quickly dispels such a notion. "The whole point of racing in Formula 1 is to be the fastest – it's always been that way. It's just that the FIA has been pushing for safer cars and fortunately it has had its way. The fact I was walking about a few hours after my crash proves it was right to make those demands."

He says he's well aware of the safety advancements that have been made over the years and doesn't take modern technology for granted. "Even though I wasn't an avid follower of F1 for a long time (until his arrival in the sport, Poland had little interest in it), in my training these things are often discussed. I'm grateful to still be here but now I just want to race again and take first place on the podium. If I'd had my own way I'd have been racing at Indianapolis..."

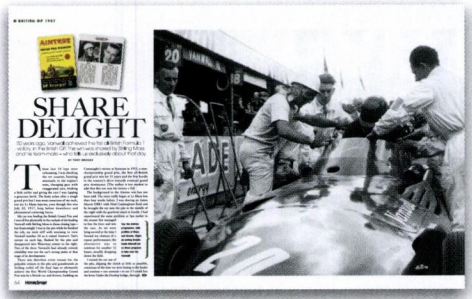
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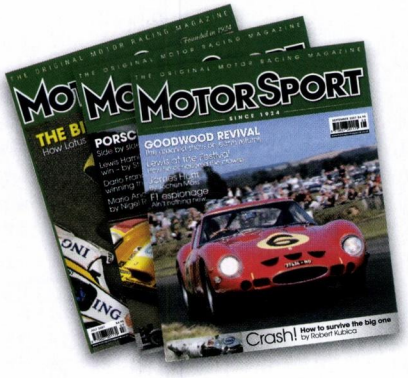
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VINTAGE PORTO

McLarens, BRMs and GT40s raced amid memories of Porto's 1960s grands prix as racing heroes of yesteryear looked on

BY ROB WIDDOWS

The sky is blue, not a cloud. The sun is slowly baking the city. The Atlantic ocean is rolling lazily ashore in a light breeze. Squawking seagulls swoop down in search of discarded picnics. The gentlemen, and some racers, are in town for the Grande Prémio Histórico do Porto. A ripple of excited chatter moves through the grandstand. Even the crane driver, perhaps sensing imminent wreckage, puts down his newspaper.

Then suddenly, wham, wump, a blue Ford GT40 roars into sight between the concrete walls, turning sharp left onto the Avenida da Boavista. A deft stroke of opposite lock as the power comes in and the car is away, growling smartly up through the gears, over the crest of a hill and on towards the city centre, flat chat.

That was Ray Bellm, more racer than gentleman, at the Castello de Queijo corners, on his way to pole for the Sports Racing Masters race, a contest he won with ease.

Call me old fashioned, but it's nice to hear a manual gearbox, to see a powerful car sliding round the truncated Circuito da Boavista. Now a two-and-a-half-mile dash between concrete and guardrail, this once majestic road circuit staged grands prix in 1958 and 1960.

There are treasured memories for those who were there, Stirling Moss beating Mike Hawthorn by five minutes in '58, the Vanwall and the Ferrari Dino the only two cars not lapped at the finish. Two years later Jack Brabham led home a Cooper 1-2 , beating team-mate Bruce McLaren by nearly a minute, with Jim Clark almost another minute down the road in third with his Lotus 18. That year John Surtees, teamed with Clark at Lotus in his first year of car racing, started from pole. He led for 24 laps, and took fastest lap, but he too was bitten by the Boavista.

"I had the edge on everybody that day in Porto," Surtees recalls, "and I had a big lead by half-distance. Then I made a mistake where I needed to be very smooth with that Lotus 18. Stirling Moss had just come out of the pits, I pulled out to pass him, got a wheel in the tram lines, lost it, clipped a kerb and that was that."

Top: Warburton's Alfa TZ gets the blue flag. Above right: BRM P261 lines up HGPCA group. Right: Verdon-Roe's M26 (3) and friends in paddock. Far right: Majzub's Sadler MkIII leads

Gone is the long, fast left-hander that led onto the main straight, away from the ocean and up into the tree-lined avenues and narrow streets of this beautiful old city in northern Portugal. Many a great driver has tripped up on the ➤➤➤

Jim Houlgrave


TURISMO DE
PORTUGAL
TURISMO DE
PORTUGAL


COPERSUCAR
Marlboro
TEXACO
Marlboro


JOGOS





Front row from left: Tim Schenken, Nanni Galli, Tony Brooks, Maria Teresa de Filippis, Derek Bell. Back row from left: Jochen Mass, Reine Wisell, Henry Taylor, Vern Schuppan, Peter Westbury, Mario Cabral, Tim Parnell, Nino Vaccarella, Mike MacDowell, David Piper, Howden Ganley, Teddy Pilette

ROLLING BACK THE YEARS

A distinguished group of *anciens pilotes* gathered at Porto

Celebrating their club's 45th anniversary at the Grande Prémio Histórico do Porto, an illustrious gang of *anciens pilotes* including Maria Teresa de Filippis, Derek Bell, Richard Attwood, Jochen Mass, Nino Vaccarella, Tim Schenken, Howden Ganley and David Piper took a close interest. The old masters were taken on a leisurely trip up the River Douro which flows through the hills above the old city of Porto. Wine from the planalto vineyards was in abundant supply so steps were taken to ensure that they all returned safely. "An ambulance followed us on the coach journey," laughs Liz Piper, wife of veteran racer David, "and on the riverboat they had all the kit including an electric shock machine for heart attacks. You have to consider the combined ages of the *pilotes* comes to 1116. The oldest is 87 and the youngest is 60." Nobody wanted to admit to being the oldest, but Mass was happy to be the youngest.

tram lines, slid wide on the cobbles, as the cars scrabbled for grip around a seven-kilometre lap. Tony Brooks was there in August 1958, the Vanwall not ideally suited to the environment.

"You had to be very precise with the Vanwall," he recalls, half a century later, "especially as the road was still wet at the start of that race. It was a very challenging track, very fast in places, with trees and lamp posts everywhere. You had to make sure you crossed the tram lines at an angle or they would have taken you all the way to the tram depot. You could take a breather on the long straight, check the oil and water temperatures, and just keep the car in a straight line. My only fear was finding oil on the road round a blind corner, otherwise I stayed within what I knew was my natural ability. It was a great occasion, with a very passionate crowd, though sadly I retired that year when a tram line caught me out. Hawthorn did the same but he got going again because he was on a downhill section and the marshals pushed him. That was all a bit controversial, I remember." Brooks returned to Porto in 1960 with Cooper and finished fifth, just ahead of Innes Ireland for Lotus. There was controversy that year, too, when Moss was disqualified from fifth place after driving the wrong way round the circuit following a spin.

The Chris Chiles Sr/Paul Ingram AC Cobra leads as a gaggle of Gentleman Drivers competitors thread their way through the streets on Porto's Circuito Boavista

In the 1960s Derek Bell made the trek with his little Formula 3 team. "Yes, it was a fantastic experience," he grins. "We drove down from Sussex, across all those dusty Spanish plains, with the car on a trailer. And we couldn't believe the circuit, all these narrow streets and it was miles round. Some of it was absolutely flat out, not that interesting in an F3 car, but the twisty bits grabbed your attention and it was very bumpy, much worse than it is now. It was a great adventure – we didn't go to many places away from the usual European circuits so we had a lot of fun. Now I'm back here as an old pilot."

Bell was standing by to drive a Formula 1 Tecno this year, as one of the invited '*anciens pilotes*' – yes, I know, it doesn't seem possible. But when the rains came on the Sunday it was decided that, with only slick tyres available, this might not be such a great plan.

Former works BRM driver Richard Attwood, another of the old pilots, was racing his beautiful P261 in the HGPCA race for pre-66 Grand Prix cars. "You must not get off-line, it's narrow and there's a lot of concrete," he says, "and we want to keep the car in one piece. But once I learnt the circuit I was fine, just like anywhere else. I'm not



Ray Bellm and his Ford GT40 head for victory in the Sports Racing Masters race. Chris Jolly's Cooper Monaco (16) leads the pursuing throng

as brave as I was on a track like this but it's fun and we'll all be wanting the same piece of road as it's very slippery away from the proper line."

Downtown Porto is, broadly speaking, not unlike Macau, or Long Beach, a blend of commercial harbour and tourist beaches. The circuit, too, in its truncated form, compares with the vaguely claustrophobic feel of Macau and, like Pau, has its fair share of blind corners and unsettling cambers. The run-off areas are vertical and constructed from concrete. Martin Stretton, racing a Jaguar E-type, did not seem to have taken this on board, raising a cheer with some glorious power slides and hanging the Jag's tail out to within a whisker of the barriers.

Those brave enough to venture forth in a Formula 1 car contested the Grand Prix Masters, Bobby Verdon-Roe standing out from the rest and taking pole in his McLaren M26. Steve Allen in his Fittipaldi F5A gave it everything in pursuit of BV-R while Rodrigo Gallego in a March 761 chased them hard all the way. The Schryver family came away with trophies and smiles, father Michael and son William keeping Rod Jolley on his toes in two exciting HGPCA races for pre-61 and pre-66 Grand Prix cars. Schryver Senior won both races with Jolley second in one and William Schryver second in the other. Portuguese pride was given a lift by Rodrigo Gallego and the Albuquerque clan who typify the passion for motor racing that exists in the northern part of their country. Football, of course, remains the favourite sport but promoter Francisco 'Chico' Santos, a Ford works rally driver and touring car champion, says there's a big future for historic events in Portugal.

"When I was rallying the fans came to the forests in the night, thousands of them, to watch the cars and now we have another huge crowd here this weekend. Pedro Lamy is still a national hero, there's Tiago Monteiro, and now Filipe Albuquerque is winning in the Renault World Series. Now, with support from the mayor of Porto Rui Rio, we are able to stage international meetings which bring tourism and income to these places. The future is very exciting."

If you are looking for an excuse to visit this beautiful part of Portugal then the Grande Prémio Histórico do Porto is the perfect solution. Sitting by the ocean, watching the cars hurtle down the Avenida da Boavista, you find yourself slipping back in time. Here comes Brabham, sideways on the cobbled streets, followed by McLaren, then into sight comes Clark, and von Trips in the Ferrari. They raced, between the houses and across the tram lines, for over two hours in the August heat, the smallest mistake spelling disaster. Now that must have been something.

GRANDE PRÉMIO HISTÓRICO DO PORTO RACE RESULTS

GENTLEMEN AND HGPCA SPORTS CARS
1. Gary Pearson/ Nigel Webb — Jaguar E-type
2. Manuel Mello Breyner/ Miguel Amaral — AC Cobra
3. Jeremy Welch/ Andrew Mason — Austin Healey

GRAND PRIX MASTERS
1. Bobby Verdon-Roe — McLaren M26
2. Steve Allen — Fittipaldi F5A
3. Rodrigo Gallego — March 761

HGPCA F1 PRE-1966

RACE ONE
1. Michael Schryver — Lotus 18
2. Rod Jolley — Cooper T45/51
3. Will Schryver — Lotus 27

RACE TWO
1. Michael Schryver — Lotus 18
2. Will Schryver — Lotus 27
3. Rod Jolley — Cooper T45/51

LURANI FORMULA JUNIOR CARS
1. Martin Walford — Lotus 22
2. Mark Linstone — Elva 200
3. Duncan Rabagliati — Alexis HF1

PRE-WAR MOTOR RACING LEGENDS
1. David Freeman/ Russel Busst — Aston Martin 2 litre
2. Rodrigo Gallego/ Mário Araujo Cabral — BMW 328
3. Peter Ferichel/ John Dutton — MG K1/K3

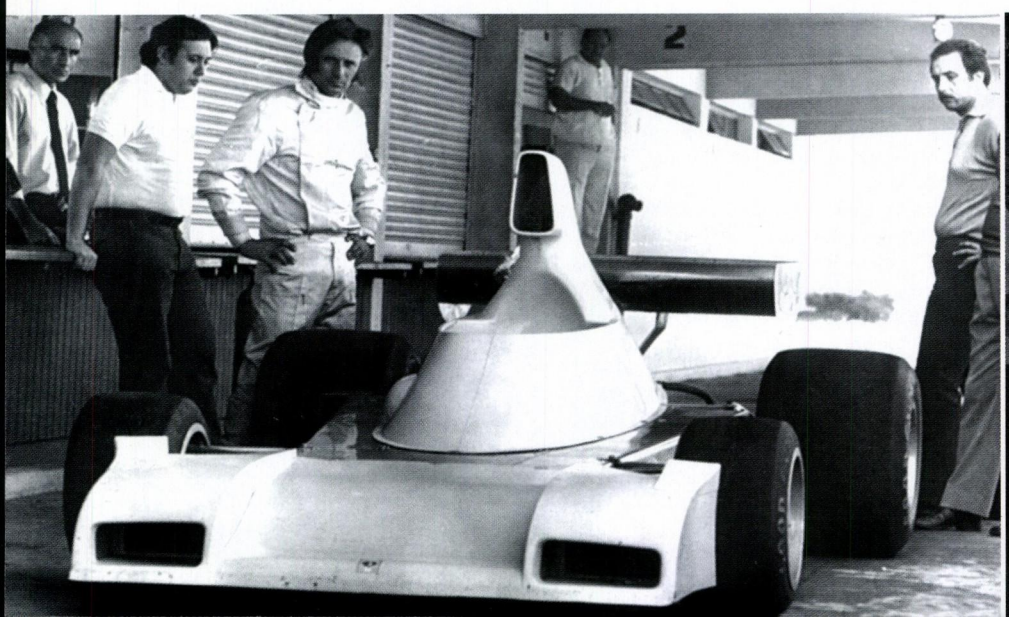
SPORTS RACING MASTERS
1. Ray Bellm — Ford GT40
2. Marc Devis — Lola T70 Mk1
3. Marshall Bailey — Lola T70 MkII

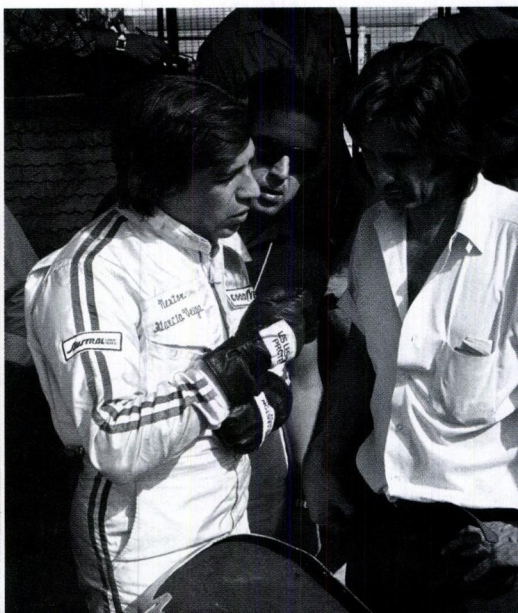
WORLD SPORTS MASTERS
1. Miguel Amaral — Porsche 917
2. Richard Meins — Lola T70 MkIIIB
3. Anthony Hancock/ David Cooke — Lotus 23

FORZA ARGENTINA

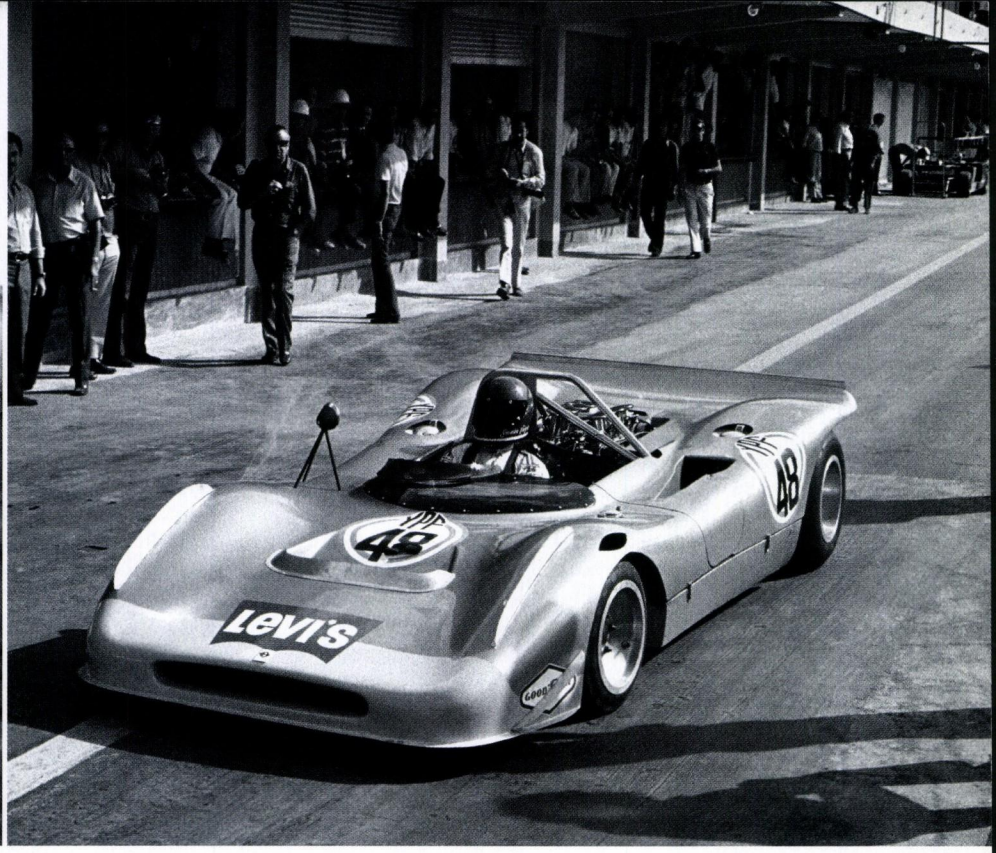
BY TONY WATSON

After designing and building a 3-litre V8 racing engine in less than a year, Oreste Berta dreamed of his self-built F1 car starting a grand prix. Dauntless isn't the word for him...









At Buenos Aires in 1975, the Copersucar of Wilson Fittipaldi became the first Formula One car designed and built in South America to start a grand prix. Indeed, his marque remains that continent's only GP representative. But it had a direct rival on the entry list for that race: Oreste Berta's LR1.

Working out of his La Fortaleza premises near Córdoba in central Argentina, Berta had surprised visiting teams with the performance of his Cosworth-engined Group 5 Sports-Prototype in the 1970 Temporada rounds at Buenos Aires and at the Nürburgring 1000Km, but a lack of sponsorship ended the car's brief competition life. Undaunted, Berta started work on his own 3-litre V8 and was dyno-testing the prototype less than a year later.

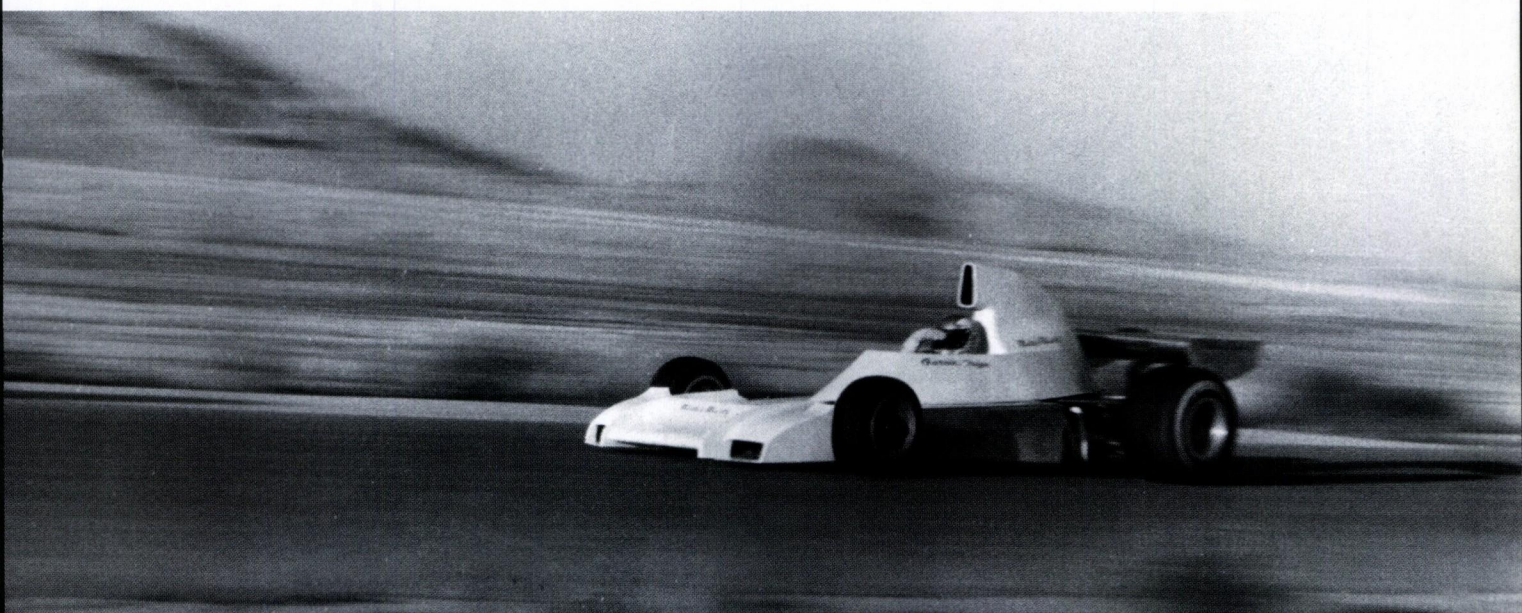
It was at this point that the Peralta Ramos family, owner of the local *La Razón* newspaper, ended its financial support, leaving Berta short of funds, raw materials and components but not of spirit – or hope, in the shape of eight orders for his V8. But this is when his troubles started.

"The prototype was perfect," says Berta. "Between dynamometer and on-track testing we did 60 hours of testing with no trouble. But when we started to run in the [other] engines they would break after a short time on the dyno.

"The cylinder heads were correct in terms of hardness, but not thermically. The people who did the casting made a change [they eliminated one of the water-cooling channels to the ➤➤➤

Clockwise from top left: Rick Mears in the F5000 Berta-Chevrolet at Riverside; engine and car designer Oreste Berta; the LR sports car of Néstor García Veiga and Luis Rubin di Palma in 1972; Veiga testing the Berta F5000 at Willow Springs; Veiga and Berta during the 1972 Buenos Aires 1000Km race; the Berta LR1 Formula 1 prototype at Buenos Aires

Tony Watson/LAT/Grand Prix Photo



valve seats] without telling us. We lost about half a year before we discovered the cause."

The difficulties were not only technical, reveals Berta: "There was a promise from the country's authorities to finance those first eight engines: $300,000. I only collected $5000. My business was at stake, and had not some friends helped me out I would have lost everything."

Still undaunted, Berta continued developing several engines and in June 1972 Emilio Bertolini planted an evolution of the LR sports car – powered by the constructor's V8 – on pole for the first round of the Sudam sports-prototype series at Buenos Aires, despite the European machinery entered by visiting Brazilian drivers. However, a lengthy delay caused the engine to boil on the grid. Three months later, car and engine again showed promise when Ángel Monguzzi lined up on the second row for the Interlagos 500Km, but a fuel-line vapour lock caused its retirement.

At this point, thoughts turned to a Berta single-seater. "[Argentinian businessman] Francisco Mir phoned me from Seattle early one morning [in 1973]," says Berta. "He asked if we could design and build a Formula 5000 car; he'd pay for the materials and then we'd ship it to the States." Berta quickly built a monocoque, attached the engine as a stressed member and used a computer to aid suspension design. "He [Mir] sent us a Chevrolet engine and we mated this to the Hewland DG300 gearbox from the LR sports car, and freighted the nearly complete car. At that time in Argentina there were none of the lightweight, aeronautical-type fittings and materials we needed, so we had to complete that part at Mir's workshop. We tested the car at Willow Springs, with [Argentinian] Néstor García Veiga at the wheel. His best lap was the second-fastest set by that type of car during that season."

Unfortunately, Berta and Mir did not see eye to eye and Oreste returned home to La Fortaleza to take stock. "One day [in late 1974], after we had brought the chassis back from the States, I said to myself, 'Right, now I'm going to install my own V8, adapt the chassis and suspension and build a Formula 1 car.'

"The big problem was that we were so short of money. Several companies had said they were going to give us a hand, and the government also seemed interested, but we never received much support." Even so, he went ahead, convinced that the much-needed finance would materialise when people saw the finished car.

A month later, with the V8 fitted as a stressed member of the chassis and changes to the suspension incorporated, the car was ready to be tested – only a fortnight before the weekend of the 1975 Argentinian Grand Prix (January 11/12). "We started the car to check the systems and towed it [440 miles] to Buenos Aires. We were using tyres left over from the previous year's GP, and after eight or 10 laps we were about 2sec off the fastest qualifying times of 1973. First I did some laps, then García Veiga got down to between 1min 12 and 1min 14sec. The chassis was sensitive to set-up changes and we managed to sort it out quite well, but then Néstor came in and said, 'The oil temperature's high, the engine seems to be tightening.' We needed new con-rod bearings, but our funds had really dried up by then." The Fittipaldi brothers offered the loan of a Cosworth DFV but, wary of potentially large repair bills, Berta, perhaps finally daunted, refused their kindness.

> "Right, I'm going to install my own V8, adapt the chassis and suspension and build a Formula 1 car"

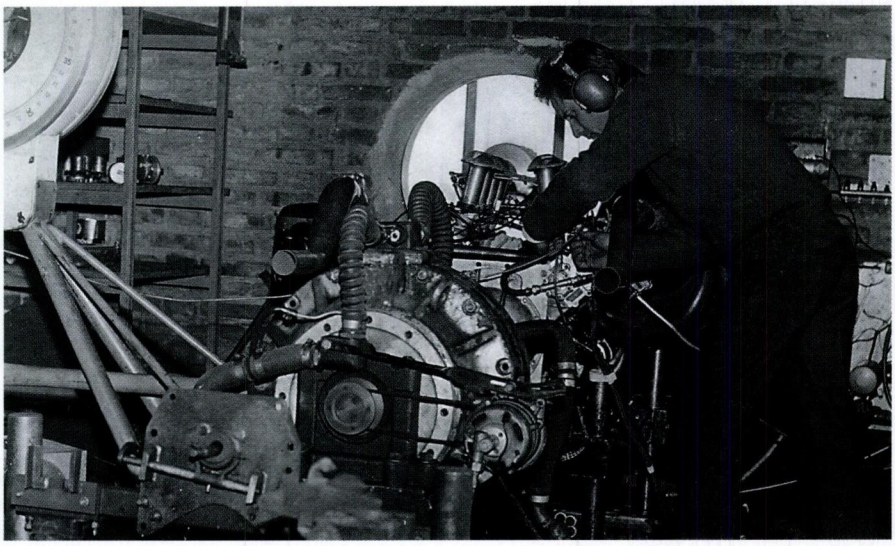
On the Monday prior to the GP there came a surprise, in the shape of local racing fan Arturo Scalise. "Mr Scalise invited me to a meeting at his house in Buenos Aires," says Berta. "He told me he had decided to offer the money to purchase a Cosworth engine for my car." One of the visiting team owners had told Scalise that an engine could be flown out four days before the race. It was tempting – but the timing was too tight. "I realised this new opportunity would only lead to disappointment," admits Berta.

That, however, was not the end of the LR1. "Bill Simpson saw it and asked if it could be reassembled for F5000 in the States," says Berta. It could. Simpson practised the car at Long Beach, where a broken halfshaft made it a non-starter. Being used to ovals, he wanted someone with experience of road courses for the next round, which is why Berta's countryman Rubén Luis Di Palma was called up at the last moment for the Monterey GP at Laguna Seca on October 12. He qualified 28th, 5.5sec slower than Mario Andretti's Lola T332 on pole, but again the car failed to make the start.

"I returned to Argentina – someone had to look after the workshop," continues Berta. "But before that we heard through Bill of a young driver, Rick Mears; Bill felt he was going to be very good." In February 1976 Mears drove the Berta in a non-title event at Riverside, claiming pole position – and led until a spin took him out. And that was the end of this versatile chassis' competition life.

Three decades after coming so close to getting his self-built car on to a GP grid, Berta says: "It was a moment when technologically our country was not that far behind the rest of the world in designing and constructing racing cars. But then the technological gap grew and grew. What I learnt in those years, however, proved valuable for the rest of my working life."

And with multiple national championships in single-seaters, tin-tops and rallying, Berta has been Argentina's most successful constructor/tuner/preparer ever since.



Oreste Berta dyno-tests his self-built V8 F1 engine. The prototype ran for 60 hours without fault but the eight customer engines had problems caused by a change in the casting

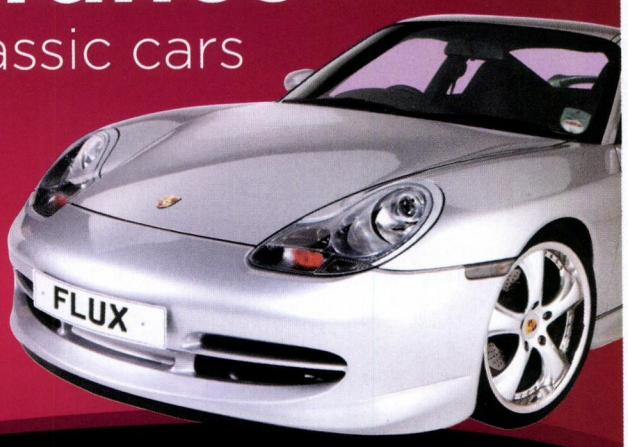
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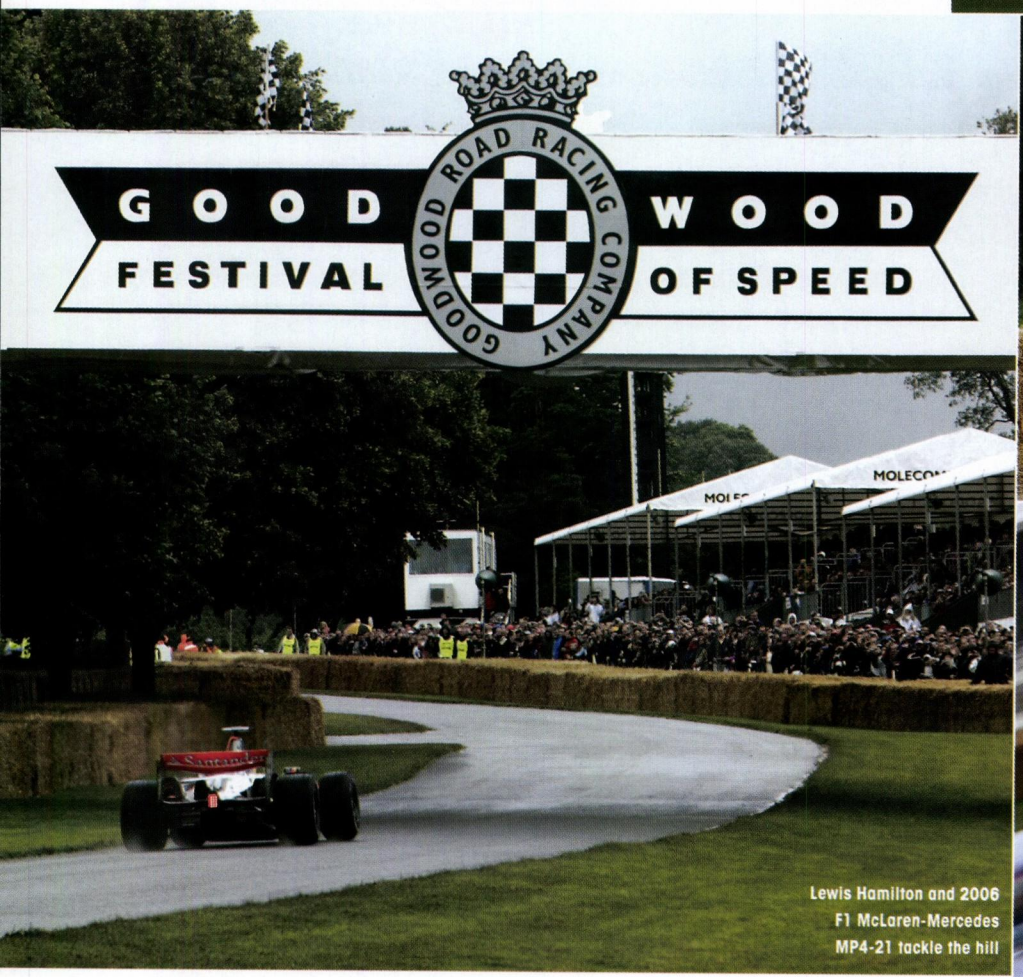




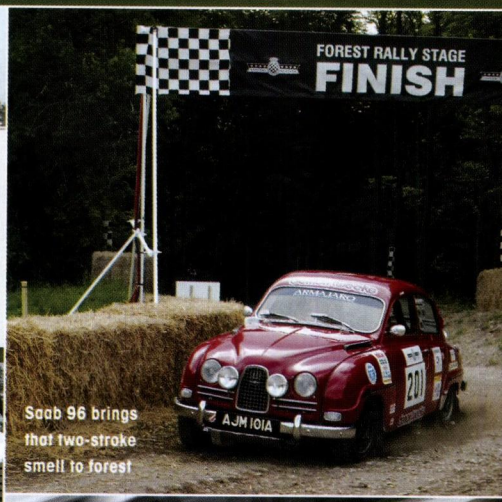
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Goodwood Festival

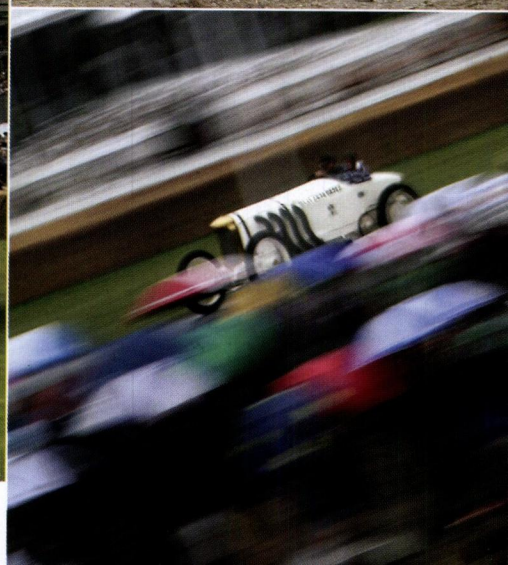
From legendary Brooklands cars to rally greats and current Formula 1 heroes, via classic bikes, Silver Arrows and so much more, Goodwood's eclectic mix delivered another brilliant show for thousands of enthusiasts, who braved the rain and thronged to pay tribute to World Championship leader Lewis Hamilton



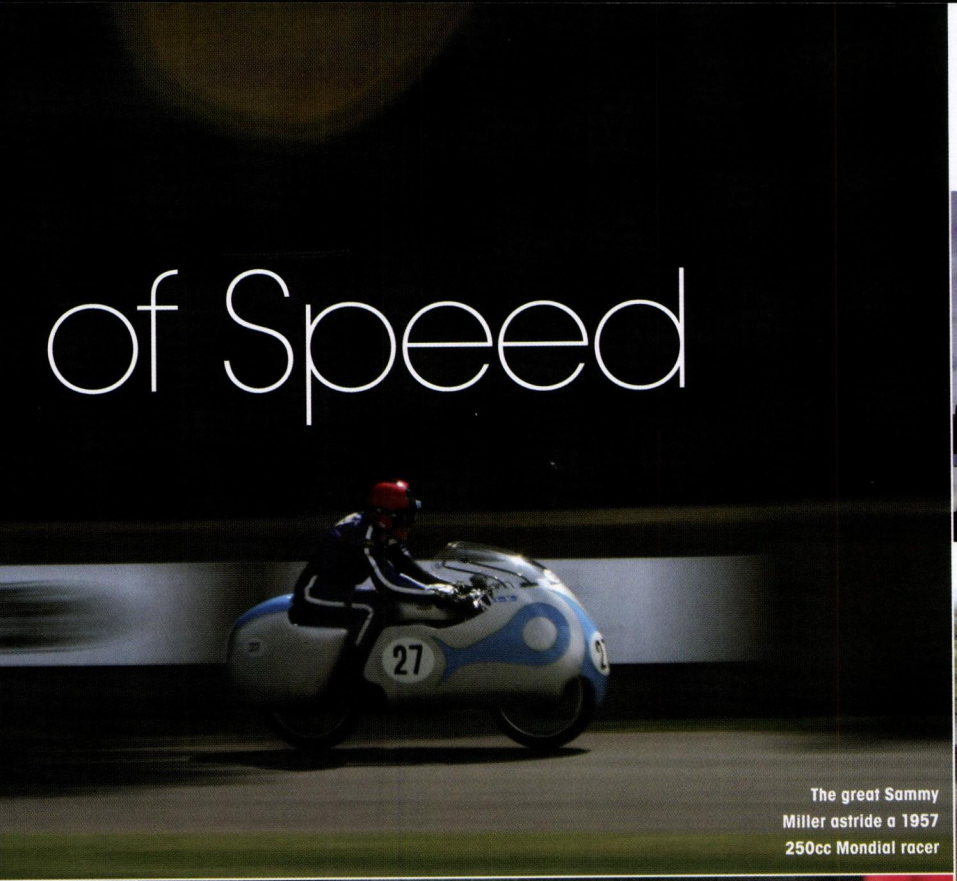
Lewis Hamilton and 2006 F1 McLaren-Mercedes MP4-21 tackle the hill



Saab 96 brings that two-stroke smell to forest



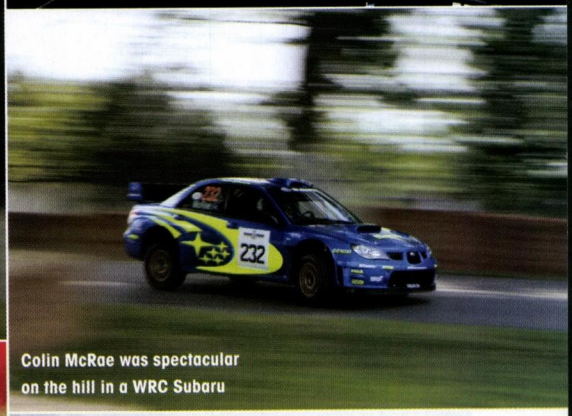
# of Speed



The great Sammy Miller astride a 1957 250cc Mondial racer



Despite the brollies, the Red Arrows were dramatic as ever



Colin McRae was spectacular on the hill in a WRC Subaru

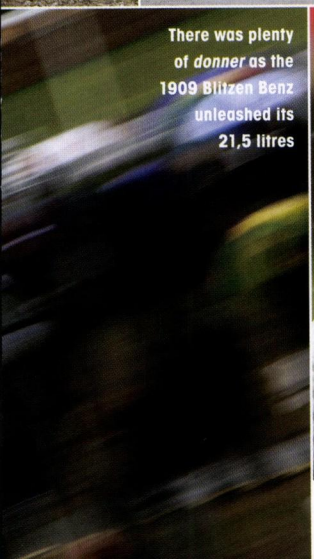




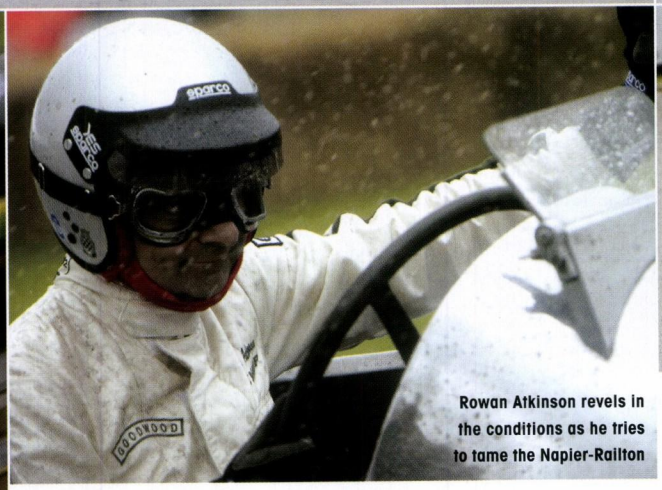
Jackie Stewart lets rip in the Lola-Ford T90 he drove at Indy 40 years ago



Pike's Peak winner Paul Dallanbach in 750bhp special



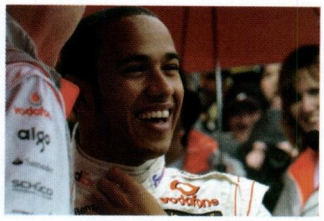
There was plenty of *donner* as the 1909 Blitzen Benz unleashed its 21,5 litres



Rowan Atkinson revels in the conditions as he tries to tame the Napier-Railton



V16 Auto Union in twin-wheel hillclimb spec



INTERVIEW

LEWIS HAMILTON

He's been to the Festival of Speed before, but this time Britain's new grand prix star was the main attraction. He had a great time, and so did the fans

Lewis Hamilton was just 15 years old when he first went to the Goodwood Festival of Speed. In the summer of 2000 he stood behind the straw bales and watched the cars go up the hill, dreaming that one day he would be out on the track in a Formula 1 car, preferably a McLaren.

This year he arrived by helicopter from his home in Hertfordshire, dropping into Lord March's garden out of a leaden sky and sheltering in Goodwood House before changing into his racesuit and appearing on the grand balcony overlooking the park. Thousands of fans had been waiting for this moment, sheltering under umbrellas to catch a glimpse of the sport's new hero.

Giving up one of his precious few free Sundays, Lewis had made it clear that he was coming to see his fans, to acknowledge their support after his two dramatic wins in Montreal and Indianapolis. Seven years down the road he was returning to Goodwood as a McLaren driver and the world championship leader. And the reception was tumultuous.

After a briefing from race engineer Steve Hallam, who's been looking after McLaren at the Festival of Speed ever since the team brought F1 cars to the event, Lewis at least knew which way the road went and how the 2006 car had been set up for the narrow, bumpy blast to the top of the Sussex Downs.

"I didn't really know what to expect," he said after his first run up the hill, "but it was an amazing experience and I really enjoyed it. It was great to see so many fans coming to support me and when I went out onto the balcony of Goodwood House I just couldn't believe how many people there were, waving and cheering. It was incredible. The fans were great, really cool."

Lewis was not there to court the media; after just one interview for the public address system, he preferred to engage with the crowd. "You cool? You alright?" he called to them, with a big smile. A huge cheer went up, fans pushed forward for an autograph.

"I drove last year's car, which I'd never driven before, so it was more a lap of honour than a drive in anger. I had to be careful," he smiles, "but I put on a show for the fans. It was great to turn off the traction control, do some big wheelspins up the hill, wave to all the fans and see them waving back. I did two runs in the rain and it was great.

"When I was here before I remember seeing a driver – I shouldn't really mention his name – crash Alain Prost's McLaren when he spun into the bales on the way to the start line and broke the car. That was one of my favourite cars so I never really forgave him after that. And some of the F1 drivers brushed past me when I asked for their autographs so I remember that and now I try hard to sign as many as I can. But it's just not possible to get round to everybody."

> "I just couldn't believe how many people there were. The fans were great, really cool"

Between his runs on the hill Lewis spent time with his father and brother, and talking to his own heroes. "Yes, fantastic, people like Sir Stirling Moss and Sir Jackie Stewart; they're just amazing people for me to look up to and they always have some words of wisdom for me. That's a privilege, you know.

"When I was 10 years old and I'd just won my first British kart championship I started to meet the F1 drivers and some of them just ignored me, never looked me in the eye," he recalled, "so I decided then that if, or when, I ever got into F1 I would always look the kids straight in the eye when they came up to me for an autograph. Now I just feel privileged to be where I am and see all the young kids who've come to support me.

There were a great many starry-eyed lads (and fathers) in the Goodwood crowd who wanted a word with Lewis, calling out his name time and time again. "Everyone asks me what advice I would give a youngster who wants to get to the top," he says, "and it's simple – never, ever give up, under any circumstances. It doesn't have to be in racing, it's the same in whatever you do. Even if the going gets tough, don't give up. If I'm in a race and I'm at the back or something's gone wrong, I always keep pushing, pushing. And make sure you get everyone's phone numbers!"

Steve Rider from ITV F1 asked him how he was coping with all the pressure, all the attention both on and off the track. "At the moment it's quite easy for me. I'm just a normal guy," he smiled, "and I try to stay normal, do the same things I always used to. I've got such a great family when I'm at home. They keep me grounded, keep me real, away from the track, but I am struggling a bit now when I'm out in London with people coming up to me. But I've got my close friends, the friends I've always had, and we went out to the cinema last night. It's OK for me, really. When I'm at the track, at the races, I get in the car, try and do a solid job, do the best job I can. I don't have any problem keeping motivated."

At the top of the Goodwood hill, Lewis climbed out of the car and signed as many autographs as he could. "I can't get round to all of you but I'll do my best to get to as many of you as I can," he called out. Another huge cheer rose up from the rain-soaked faithful. They love him and it's not hard to see why. They hope he will come back and see them when he's the world champion.

Lewis Hamilton was speaking to Rob Widdows


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Rolls-Royce
THE SUN
RAC

Race Results

FIA FORMULA 1 WORLD CHAMPIONSHIP

AUSTRALIA
MELBOURNE – MARCH 18

1	Kimi Räikkönen	*Ferrari*
2	F Alonso	*McLaren-Mercedes*
3	L Hamilton	*McLaren-Mercedes*
4	Nick Heidfeld	*BMW*
5	Giancarlo Fisichella	*Renault*
6	Felipe Massa	*Ferrari*
7	Nico Rosberg	*Williams-Toyota*
8	Ralf Schumacher	*Toyota*

MALAYSIA
KUALA LUMPUR – APRIL 8

1	F Alonso	*McLaren-Mercedes*
2	L Hamilton	*McLaren-Mercedes*
3	Kimi Räikkönen	*Ferrari*
4	Nick Heidfeld	*BMW*
5	Felipe Massa	*Ferrari*
6	Giancarlo Fisichella	*Renault*
7	Jarno Trulli	*Toyota*
8	Heikki Kovalainen	*Renault*

BAHRAIN
BAHRAIN – APRIL 15

1	Felipe Massa	*Ferrari*
2	L Hamilton	*McLaren-Mercedes*
3	Kimi Räikkönen	*Ferrari*
4	Nick Heidfeld	*BMW*
5	F Alonso	*McLaren-Mercedes*
6	Robert Kubica	*BMW*
7	Jarno Trulli	*Toyota*
8	Giancarlo Fisichella	*Renault*

SPAIN
BARCELONA – MAY 13

1	Felipe Massa	*Ferrari*
2	L Hamilton	*McLaren-Mercedes*
3	F Alonso	*McLaren-Mercedes*
4	Robert Kubica	*BMW*
5	D Coulthard	*Red Bull-Renault*
6	Nico Rosberg	*Williams-Toyota*
7	Heikki Kovalainen	*Renault*
8	Takuma Sato	*Super Aguri-Honda*

MONACO
MONTE CARLO – MAY 27

1	F Alonso	*McLaren-Mercedes*
2	L Hamilton	*McLaren-Mercedes*
3	Felipe Massa	*Ferrari*
4	Giancarlo Fisichella	*Renault*
5	Robert Kubica	*BMW*
6	Nick Heidfeld	*BMW*
7	Alexander Wurz	*Williams-Toyota*
8	Kimi Räikkönen	*Ferrari*

CANADA
MONTREAL – JUNE 10

1	L Hamilton	*McLaren-Mercedes*
2	Nick Heidfeld	*BMW*
3	Alexander Wurz	*Williams-Toyota*
4	Heikki Kovalainen	*Renault*
5	Kimi Räikkönen	*Ferrari*
6	Takuma Sato	*Super Aguri-Honda*
7	F Alonso	*McLaren-Mercedes*
8	Ralf Schumacher	*Toyota*

UNITED STATES
INDIANAPOLIS – JUNE 17

1	L Hamilton	*McLaren-Mercedes*
2	F Alonso	*McLaren-Mercedes*
3	Felipe Massa	*Ferrari*
4	Kimi Räikkönen	*Ferrari*
5	Heikki Kovalainen	*Renault*
6	Jarno Trulli	*Toyota*
7	Mark Webber	*Red Bull-Renault*
8	Sebastian Vettel	*BMW*

FRANCE
MAGNY-COURS – JUNE 17

1	Kimi Räikkönen	*Ferrari*
2	Felipe Massa	*Ferrari*
3	L Hamilton	*McLaren-Mercedes*
4	Robert Kubica	*BMW*
5	Nick Heidfeld	*BMW*
6	Giancarlo Fisichella	*Renault*
7	F Alonso	*McLaren-Mercedes*
8	Jenson Button	*Honda*

GREAT BRITAIN
SILVERSTONE – JULY 8

1	Kimi Räikkönen	*Ferrari*
2	F Alonso	*McLaren-Mercedes*
3	L Hamilton	*McLaren-Mercedes*
4	Robert Kubica	*BMW*
5	Felipe Massa	*Ferrari*
6	Nick Heidfeld	*BMW*
7	Heikki Kovalainen	*Renault*
8	Giancarlo Fisichella	*Renault*

EUROPE
NÜRBURGRING – JULY 22

1	F Alonso	*McLaren-Mercedes*
2	Felipe Massa	*Ferrari*
3	Mark Webber	*Red Bull-Renault*
4	Alexander Wurz	*Williams-Toyota*
5	D Coulthard	*Red Bull-Renault*
6	Nick Heidfeld	*BMW*
7	Robert Kubica	*BMW*
8	Heikki Kovalainen	*Renault*

HUNGARY
BUDAPEST – 5 AUGUST

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TURKEY
ISTANBUL – 26 AUGUST

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ITALY
MONZA – 9 SEPTEMBER

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BELGIUM
SPA – 16 SEPTEMBER

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JAPAN
FUJI – 30 SEPTEMBER

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CHINA
SHANGHAI – 7 OCTOBER

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BRAZIL
SAO PAULO – 21 OCTOBER

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DRIVER STANDINGS

1	Lewis Hamilton	*70*
2	Fernando Alonso	*68*
3	Kimi Räikkönen	*59*
4	Felipe Massa	*52*
5	Nick Heidfeld	*36*
6	Robert Kubica	*24*

MANUFACTURER STANDINGS

1	McLaren-Mercedes	*138*
2	Ferrari	*111*
3	BMW	*61*
4	Renault	*32*
5	Williams-Toyota	*18*
6	Toyota	*16*

LE MANS 24 HOURS
JUNE 16-17

1	Biela/Pirro/Werner	*Audi R10*
2	Lamy/Sarrazin/Bourdais	*Peugeot 908*
3	Collard/Boullion/Dumas	*Pescarolo 01*
4	Barbosa/Hall/Short	*Pescarolo 01*
5	Brabham/Rydell/Turner	*Aston Martin DBR9*
6	O'Donnell/Magnussen/Fellows	*Chevrolet Corvette C6*
7	Bouchut/Gollin/Elgaard	*Aston Martin DBR9*
8	Charouz/Mucke/Yoong	*Lola B07/17*
9	Enge/Herbert/Kox	*Aston Martin DBR9*
10	Groppi/Prost/Belloc	*Saleen S7-R*

INDY 500
MAY 27

1	Dario Franchitti	*Dallara*
2	Scott Dixon	*Dallara*
3	Helio Castroneves	*Dallara*
4	Sam Hornish Jr.	*Dallara*
5	Ryan Briscoe	*Dallara*
6	Scott Sharp	*Dallara*
7	Tomas Scheckter	*Dallara*
8	Danica Patrick	*Dallara*
9	Davey Hamilton	*Dallara*
10	Vitor Meira	*Dallara*

FIA WORLD RALLY CHAMPIONSHIP

MONTE CARLO
JANUARY 15-21

1	Sebastien Loeb	*Citroën*
2	Dani Sordo	*Citroën*
3	Marcus Grönholm	*Ford*
4	Chris Atkinson	*Subaru*
5	Mikko Hirvonen	*Ford*
6	Petter Solberg	*Subaru*
7	Toni Gardemeister	*Skoda*
8	Jan Kopecky	*Skoda*

SWEDEN
FEBRUARY 9-11

1	Marcus Grönholm	*Ford*
2	Sebastien Loeb	*Citroën*
3	Mikko Hirvonen	*Ford*
4	Henning Solberg	*Ford*
5	Daniel Carlsson	*Citroën*
6	Toni Gardemeister	*Skoda*
7	Manfred Stohl	*Citroën*
8	Chris Atkinson	*Subaru*

NORWAY
FEBRUARY 16-18

1	Mikko Hirvonen	*Ford*
2	Marcus Grönholm	*Ford*
3	Henning Solberg	*Ford*
4	Petter Solberg	*Subaru*
5	Jari-Matti Latvala	*Ford*
6	Gigi Galli	*Citroën*
7	Daniel Carlsson	*Citroën*
8	Jan Kopecky	*Skoda*

MEXICO
MARCH 9-11

1	Sebastien Loeb	*Citroën*
2	Marcus Grönholm	*Ford*
3	Mikko Hirvonen	*Ford*
4	Dani Sordo	*Citroën*
5	Chris Atkinson	*Subaru*
6	Manfred Stohl	*Citroën*
7	Jari-Matti Latvala	*Ford*
8	Matthew Wilson	*Ford*

PORTUGAL
MAR 30 - APRIL 1

1	Sebastien Loeb	*Citroën*
2	Marcus Grönholm	*Ford*
3	Mikko Hirvonen	*Ford*
4	Petter Solberg	*Subaru*
5	Dani Sordo	*Citroën*
6	Jari-Matti Latvala	*Ford*
7	Daniel Carlsson	*Citroën*
8	Gigi Galli	*Citroën*

ARGENTINA
MAY 3-6

1	Sebastien Loeb	*Citroën*
2	Marcus Grönholm	*Ford*
3	Mikko Hirvonen	*Ford*
4	Jari-Matti Latvala	*Ford*
5	Henning Solberg	*Ford*
6	Dani Sordo	*Citroën*
7	Chris Atkinson	*Subaru*
8	Manfred Stohl	*Citroën*

ITALY
MAY 18-20

1	Marcus Grönholm	*Ford*
2	Mikko Hirvonen	*Ford*
3	Dani Sordo	*Citroën*
4	Henning Solberg	*Ford*
5	Petter Solberg	*Subaru*
6	Toni Gardemeister	*Skoda*
7	Manfred Stohl	*Citroën*
8	Juho Hanninen	*Mitsubishi*

GREECE
JUNE 1-3

1	Marcus Grönholm	*Ford*
2	Sebastien Loeb	*Citroën*
3	Petter Solberg	*Subaru*
4	Mikko Hirvonen	*Ford*
5	Henning Solberg	*Ford*
6	Chris Atkinson	*Subaru*
7	Jan Kopecky	*Skoda*
8	Manfred Stohl	*Citroën*

FINLAND
3-5 AUGUST

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GERMANY
17-19 AUGUST

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NEW ZEALAND
30 AUG-02 SEPTEMBER

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SPAIN
5-7 OCTOBER

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FRANCE
12-14 OCTOBER

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JAPAN
25-28 OCTOBER

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IRELAND
16-18 NOVEMBER

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GREAT BRITAIN
30 NOV-2 DEC

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DRIVER STANDINGS

1	Marcus Grönholm	*65*
2	Sebastien Loeb	*56*
3	Mikko Hirvonen	*49*
4	Dani Sordo	*28*
5	Petter Solberg	*26*
6	Henning Solberg	*24*

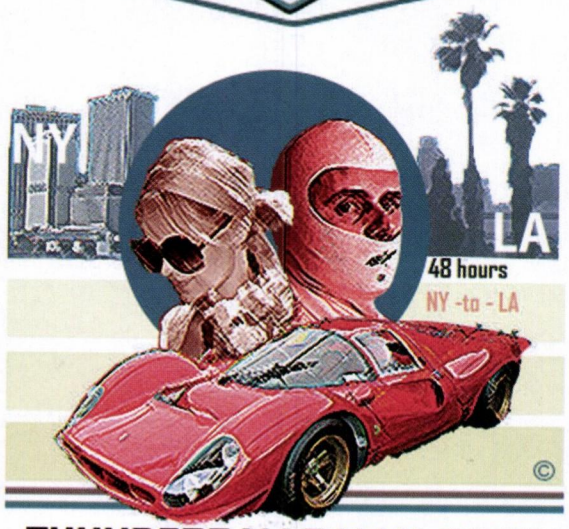
MANUFACTURER STANDINGS

1	BP-Ford	*114*
2	Citroën Total	*86*
3	Subaru	*43*
4	Stobart M-Sport Ford	*41*
5	Kronos Citroën	*27*
6	Munchi's Ford	*1*

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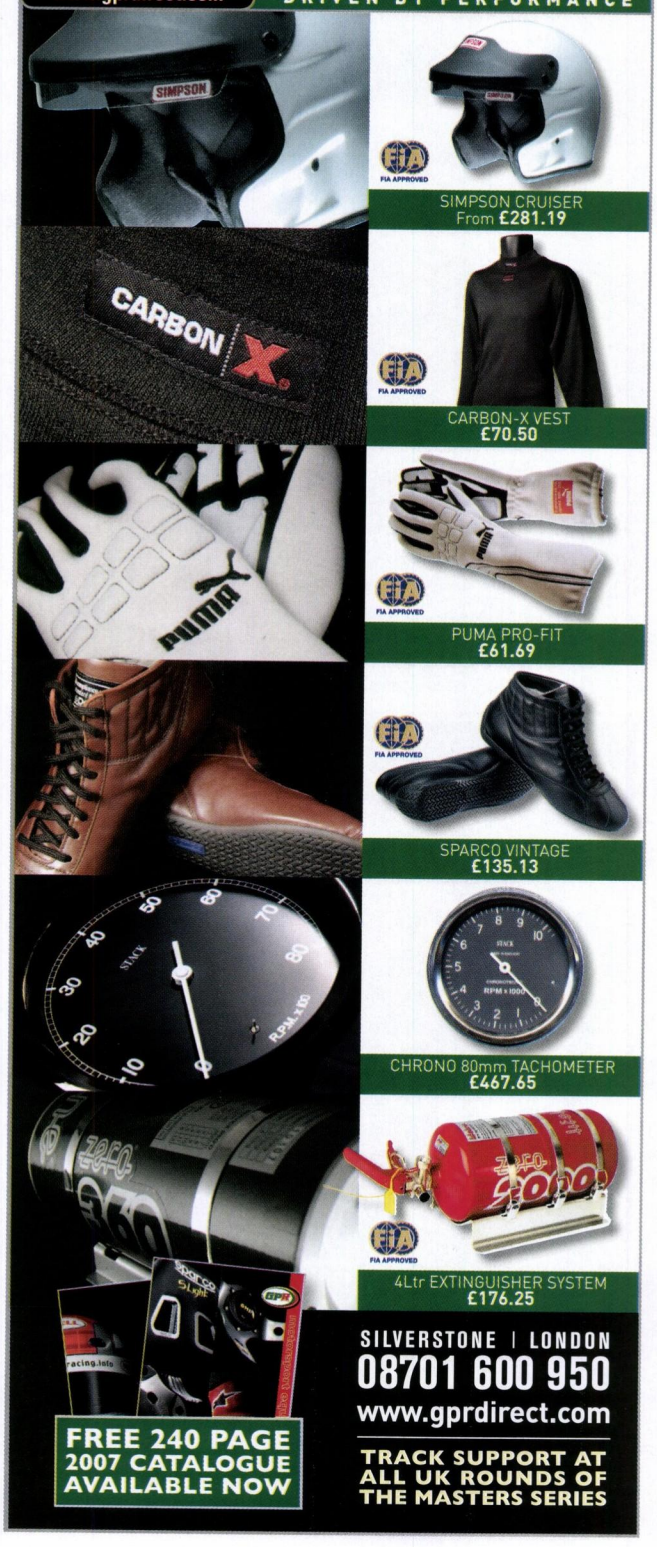
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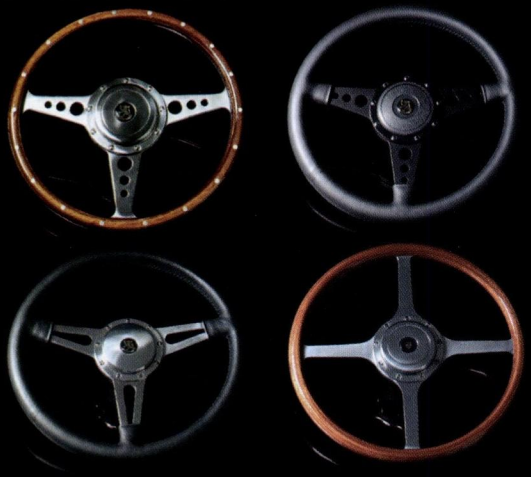
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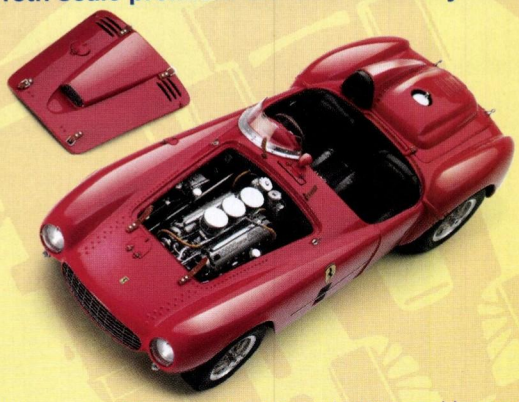
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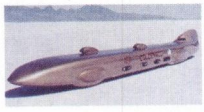
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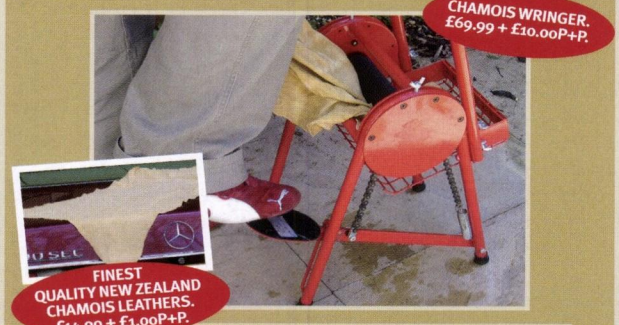
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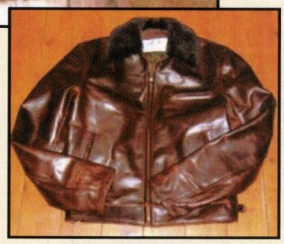
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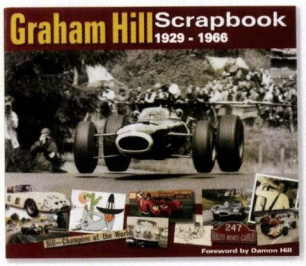




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PHILIP PORTER

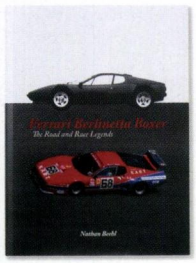
A fascinating collection of photographs and memorabilia charting the charismatic Hill's life up to his triumph at the Indianapolis 500. Using Hill family scrapbooks, Porter assembles a year-by-year collage of Graham's rise from penniless mechanic to F1 world champion, its snapshot and picture-heavy style effortlessly capturing the period and Graham's prominent role within it.

Unlike most current top-line drivers, Hill came to the sport late. His first outing was a quartet of laps in an F3 Cooper at Brands Hatch at the age of 25 – having only just passed his driving test. How about this for a learning curve, in Hill's first race: "My plan had been to hang back at first and see what everyone did because, never having been in a race and never having seen one, I didn't know too much about it. I wanted to see what everyone did so I would get the hang of it." Priceless.

This use of Hill's own words serves to show his determination. Together with a wealth of pictorial content showing him at work and play, they provide an engrossing yet eminently accessible read for all motorsport enthusiasts, regardless of prior knowledge.

Hill aficionados will treasure the limited edition, leather-bound edition, signed by the author and Damon Hill, costing £75. Similar Scrapbooks cover Stirling Moss 1955 and 1961, and Porter's beloved Jaguar marque. **PH**

Published by Porter Press, ISBN 978-0-9550068-6-9, £34.95



FERRARI BERLINETTA BOXER

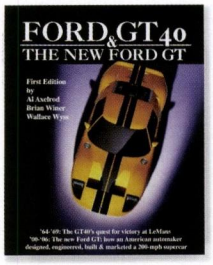
NATHAN BEEHL

First impressions aren't great – the cover design is decidedly strange – but it's the content that matters and Beehl should be congratulated on the depth of his research.

Tracing the history of these compelling flat-12 supercars, and the charismatic but not very good racing versions, there are plenty of enlightening first-hand accounts from former owners and drivers. There's even a section on restoring one, should you be brave/mad enough to tackle such a project. And while the layout is a bit amateurish, there's a wealth of never-before-seen images, most startling being those of Michael Salmon rolling Simon Phillips' BB/LM after being tripped up by a Spridget in the '81 750MC Birkett Six Hours. And we'd forgotten how cool the NART BB/LM looked – especially when be hustled through Turn 5 at Road Atlanta by Milt Minter – and how bizarre the Bellancauto car appeared with its elongated snout.

Race-by-race reports, chassis number logs – even scale models and period brochures – round off the story. The highlight for us, though, was of being reminded of the Zender, Lorenz & Rankl and Koenig Specials' BBs. We'd forgotten just how comprehensively these Ferrari-butchers soiled such pretty cars with open-top surgery or plastic addenda in the 1980s. **RH**

Published by Fiorano Publishing, £49.99 ISBN 0-9555643-0-1



FORD GT40 & THE NEW FORD GT

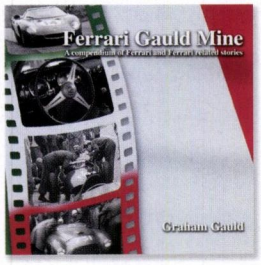
AL AXELROD/BRIAN WINER/ WALLACE WYSS

The first page we read – purely at random – featured a sidebar in which one Andrew Frankel's assertion that the first-generation GT40 was British is rubbished. The last time we checked, GT40 was designed by Eric Broadley and built in Slough…

Still, this 224-page hardback relates the (American) gospel behind this racing icon and does so succinctly. Yet the bulk of the book concerns the recent retro Ford GT. The authors should be congratulated on roping in a number of insiders to provide their reminiscences and we enjoyed the images of the rejected concepts.

That said, the design is dated and there are more than a few errors – not least those on the dust jacket. Decent value, though. **RH**

Published by Winer-Wyss Publishing, ISBN 0-9763242-0-2, £30.53

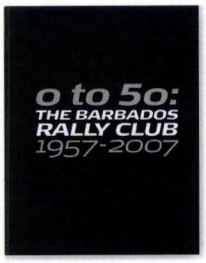


FERRARI GAULD MINE

GRAHAM GAULD

The subhead reads, 'a compendium of Ferrari and Ferrari-related stories'. And that's exactly what you get: a series of highly personal vignettes that first appeared in the Ferrari Owners' Club of America newsletter, *Prancing Horse*. So there's everything from Gauld's remembrances of Lord Selsdon – 'the other half of Luigi Chinetti's 1949 Le Mans win' – to recalling Albert Uderzo (creator of Astérix the Gaul) flogging his 512M around Mas du Clos. This engaging softback is also sprinkled with Gauld's memories of Il Commendatore and many of the Ferrari drivers he's known during a lifetime in motorsport. And not just the obvious ones: it's great to read any text dedicated to the likes of Jonathan Williams and Andrea de Adamich. Good value, too. **RH**

Published by Havelock Publishing, ISBN 0-9549167-2-7, £20



O TO 50: THE BARBADOS RALLY CLUB

ROBIN BRADFORD

A niche area, perhaps, but one definitely ripe for appraisal since the vibrant Caribbean rally scene is peppered with a host of colourful characters.

The five main chapters each cover a decade in the Club's growth from strictly amateur – but highly competitive – in the 1950s to its more recent hosting of international events and stars, including its contribution to circuit racing and hillclimbing. Each has a number of illuminating profiles of local participants, interwoven with national and local news headlines for historical perspective. Great pictures, too. **PH**

Published by Miller, ISBN 0-976-8215-60-4, £21 (www.barbadosbooks.com)

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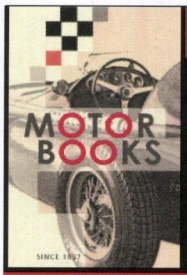
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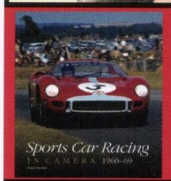
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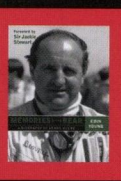
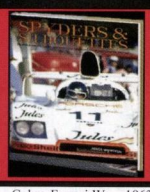
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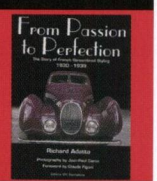


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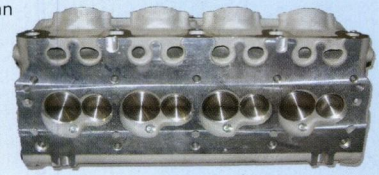
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PRODIGAL'S RETURN

A new series of racing miscellany, in which the renowned historian presents a cornucopia of the amusing, informative and occasionally downright bizarre

I never cease to be surprised by happenstance. Thirty-nine years ago I had just found a quiet moment for a word with Bill Boddy on the echoing staircase of *Motor Sport*'s editorial offices, then in Bonhill Street in the City of London. I had been his assistant for just a couple of months, but I found the place as unappetising as I did the magazine's then owner, Wesley J Tee. I thought the world of Bill – and got on like a house on fire with the magazine's Continental Correspondent, Denis Jenkinson, whom I'd known for some years. But then I told 'The Bod' I was leaving. And he replied – bless him – "Oh I'm not surprised, Doug. I thought you would – you'll do all right." And I've been unemployed (and probably unemployable) since. But it's been fun. Now here I am again – by invitation involved with *Motor Sport* once more.

These pages are really intended to become this magazine's miscellanea file. All manner of intriguing, puzzling or simply fun topics pop up which neither warrant a full feature nor qualify as hot news. What I'll try to do, however, is to offer some diversion, some rare photography and good-fun stories which any enthusiast might find worth re-telling in like-minded company.

As I write I'm still drying out after the Goodwood Festival of Speed. Tippy-toeing the Ferrari GTO up the hill on the wet Sunday afternoon I was picking my way around mud scattered by previous runners while trying to go quickly enough to ensure I wouldn't baulk Pete Hardman in the Ferrari 330P3, who was starting next and going for a time.

I saw on the TV screen beside Molecomb Corner that Pete had started, but I managed to reach the top paddock with car and pride intact, and had just switched off when he arrived. I was ambling around in the drizzle admiring the parked cars when Derek Bell appeared in most of the Gulf Mirage-DFV, minus its right-front corner, dragging its nose-splitter on the ground and literally streaming muddy water and general pond-life. Ever-fastidious Derek was strapped into its now water-filled cockpit, his normally dazzling overalls drenched in muddy slime. A soggy tuffet slithered off his helmet, and he had mud inside his visor. He looked like a sewerman who had just lost his footing. And he was beside himself with embarrassment.

But the top paddock on FoS Sunday was no place to hide. Sir Jackie Stewart was there, and so was Peter Gethin.

"Ooh Derek, I'm surprised you didn't take more care. It's wet, you know..."

"Ooh Derek – I find in the wet it's good to take a higher gear..."

Derek could only groan: "I shouldn't have got out of bed this morning," and when he saw me moving around the front of the Mirage with a camera in my hand he did a double-take before exclaiming: "Oh for ****'s sake, that's all I need: a bloody historian!"

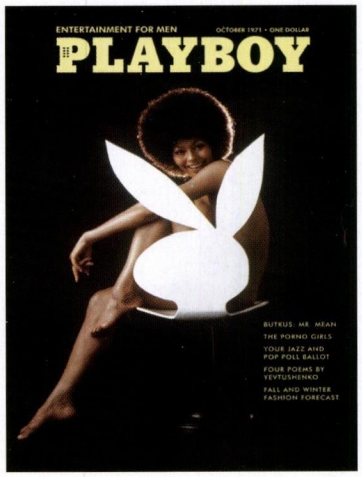
All this time, just ahead of the Mirage, Stirling Moss remained seated in the Mercedes-Benz 300SLR, gazing fixedly ahead, taking no part in the ribaldry. "Cor, boy", he said, "I'd absolutely hate it if I'd just done that and damaged the car. Professional pride, you know".

But then he thought for a moment, before admitting: "I went off on the verge down there, too. Fortunately I caught it." So now, Derek, we know who spread the mud. If it's any consolation, I think you were done-up by the Maestro.



Doug Nye

Derek Bell tries to live down his embarrassment at an off-piste excursion in the Gulf Mirage-DFV during the sodden Goodwood Festival of Speed. Both Mirage and driver are splattered in mud and water, as Peter Gethin joyfully reminds him!



Sir Jackie Stewart might have his limitations but as a public speaker he can be superb, at his formidable best when he speaks from the heart. At the recent memorial service for Judy Ganley – the immensely popular late wife of Formula 1 driver and Tiga car constructor Howden Ganley – JYS had the huge congregation in stitches, recalling his first encounter with Judy during the 1971 CanAm Championship.

A proud American, auburn-haired Judy Kondratieff was an accomplished driver – a class winner in the 1970 Sebring 12-Hours – and an excellent lap-scorer and timekeeper. Through Patty McLaren she had been co-opted into the McLaren CanAm team whose drivers at that time – after Bruce's tragic death – were Denny Hulme and Peter Revson. Jackie provided their main opposition in the Carl Haas-run Lola...

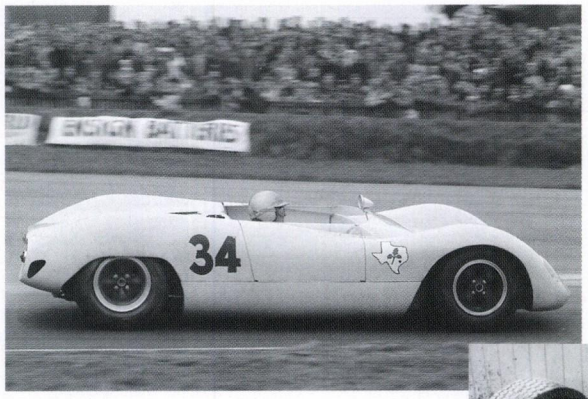
As Stewart recalled: "Of course, the racing world was very relaxed then. We all socialised together, and I think it was at Denny's suggestion that on the Sunday morning before each race we would all congregate in the McLaren motorhome, where Judy – who had a beautiful, warm, attractive voice – would give a reading.

"We'd all cram in there, I usually ended up sitting on the floor, and as the series went on word of Judy's Sunday morning readings spread, and initially unknown to us big crowds would gather around the motorhome listening to her voice through its open windows.

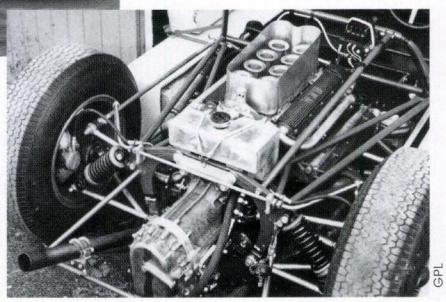
"She had a wonderful sense of humour, and occasionally she'd drop in the name of an appropriate racing driver – one of the boys – and everybody would just crack up. She'd have us in fits, and it would put us in a great mood for the race, just an hour or two later.

"Yes – for me perhaps my most appealing memory of that CanAm Championship in '71 is of Judy's Sunday morning readings from the correspondence columns of *Playboy* and the Forum pages in *Penthouse*..."

Capacity for chaos



Jack Brabham in the Team Rosebud Brabham BT8 with '2-litre' BRM V8 engine at Goodwood, Easter Monday, 1964. 'Blackie' finished third overall and won his class. The 1880cc BRM V8 is shown in situ during the same meeting


GPL

In recent years, owners of the five surviving Formula 1 BRM P261s – plus the one look-alike – have been affected by the pre-1966 Historic F1 regulation change which banned '2-litre' Tasman BRM V8 engines. The cost of the conversion from 1.9 or 2.1 litres back to below 1500cc has been staggeringly high. It involves new crankshaft, liners, rods, pistons, cams and, in some cases, major castings. When the governing authority made the change – "to level the playing field between Climax V8 users and those running BRM V8s" – the conversion cost was about £50,000. Today it's £70,000. Some owners have made the change; at least two have not. As BRM specialist restorer/preparer Rick Hall points out: "No racer will comfortably spend a ton of money to make his car go slower." Worse is that while the 2-litre BRM V8 makes the P261 a joy to drive, the 1½-litre F1 version is more peaky – less torque, less power, less flexibility and much less fun to use.

> "The conversion costs about £70,000 today. No racer will comfortably spend a ton of money to make his car go slower"

When one considers that largely old-casting BRM V8s are left facing entirely 21st century-built Climax V8s, one can understand why once-healthy and promising pre-66 F1 Historic racing tends to be – ahem – muted today. We used to have grids with Tasman cars, 2½-litre four-cylinder Climax-engined Brabhams, Coopers and Lotuses, plus the dayglo-nosed BRM V8 cigars. On most modern circuits the mixture seemed to work, and the large mixed grids were genuine crowd-pleasers.

Admittedly, the actual Tasman BRM V8s did not make their racing debut until the New Zealand GP at Pukekohe, Auckland, on January 9, 1966. While BRM works drivers Graham Hill and Jackie Stewart finished 1-2, that's decidedly not 'pre-66'.

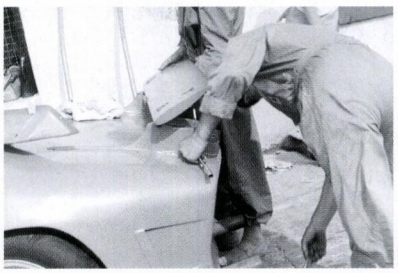
However, the first '2-litre' BRM V8 to have been raced in a 'Formula 1 car', was the 1930cc unit '6007', in Tim Parnell's Lotus 25 'R4'. Innes Ireland drove it in the Rand GP at Kyalami on December 5, 1965, finishing sixth. The race was run to the new 3-litre limit, due to take effect on New Year's Day, 1966.

A '2-litre' BRM V8 had raced even earlier in sports cars, at Goodwood on Easter Monday, March 30, 1964, with Jack Brabham, no less, giving the American Team Rosebud Brabham-BRM BT8 its debut in the Lavant Cup race. 'Blackie' finished third overall, and won his class, with BRM's prototype 1880cc 'stretch' V8 '6001' in the beautifully proportioned car.

So by the time the so-called 'Tasman' BRM engine earned its nickname, this big brother of the 1962 World Championship-winning V8 was already nearly two years old. With ever more liberal interpretations being applied elsewhere within so-called 'Historic' racing, I wonder how long it might be before Tasman and F1 heritages once more combine to attract and entertain the paying spectator? As far as I'm concerned, it can't come quickly enough. But then I don't have to pay any conversion costs...

Familiar history is in reality an often misleading and fluid thing. When I was a kid every enthusiastic schoolboy knew the bore and stroke of a 'San Remo' Maserati was 78x78mm – it's one of those things we absorbed before discovering girls.

Now take aerofoil wings applied to racing cars. Think of the pioneers and of course there were the side wings attached to the inter-war Opel RAK 2 rocket car, and the strutted wing bolted to their Porsche 550 by the May boys at the Nürburgring 1000Km of 1956, when the scrutineers told them to take it off and stop messing about! Then, apart from the side-winged 'Mad Dog' Indy car at Daytona, there's a long gap until Jim Hall's Chaparral 2E appeared with strutted wings in the CanAm Championship of 1966. Famously, that set Formula 1 minds ablaze for the increasingly risky nonsenses of '67-69.


GPL

Fledgling aerofoil: the fin-mounted wing on a Ferrari sports-prototype, Monza testing, 1962

Again, every really enthusiastic schoolboy knows all – or most – of this. But one rummages through a forgotten file of old photographs, and out slips a jaw-dropper. Here it is – a full aerofoil-section, fin-mounted rear wing with clear airflow across its upper and lower surfaces, being bolted onto a sports-prototype Ferrari unmistakably on test at Monza, probably during 1962. With its two long exhaust tailpipes, the car appears to be a V6 Dino Ferrari 196 or 246SP. The tail bodywork does in fact retain the famous Richie Ginther-inspired full-width tail spoiler used on those cars, and this is plainly the low rear-deck body design introduced for '62.

Presumably the aerofoil was an early experiment by new chief engineer Mauro Forghieri. And, presumably, if it worked the car would have become very unbalanced with the front end going light and washing out, especially through the high-speed Curva Grande or at Vialone. Having just found the photo I don't know exactly when it was taken, nor the full story. But there will surely be some unreconstructed schoolboy out there – possibly Italian and probably ex-Ferrari – who does...

GINETTA G4

Few sports cars that emerged from the 1950s specials boom have had the lasting appeal of the achingly pretty road-legal racer from Essex

BY RICHARD HESELTINE / PHOTOGRAPHY BY HOWARD SIMMONS



What it lacked in accuracy it more than made up for in repeat usage: "All roads lead to Witham," declared Ginetta's promotional spiel for year after year. Not unless you pluralise the B1389, they don't. This small Essex enclave – the factory behind the old filling station – was once the centre of the universe to a small adoring retinue, whose torch-carrying was largely down to a very special model – the giant-slaying G4. Without this achingly pretty little sports car, it's doubtful that Ginetta would have seen out the 1960s.

Famously run by the four (of five) Walklett brothers for much of its 49 years, the marque came into being off the back of the 1950s specials boom. The youngest sibling, Ivor, constructed a one-off sports car around the remains of a pre-war Wolseley Hornet; said to have resembled a Maserati 4CLT (no photos exist), it met with a sticky end after he got a bit carried away haring up the family driveway and connected with a tree stump. Retrospectively known as the Ginetta G1, it was beyond repair so Ivor and his brothers Bob, Trevers and Douglas instead pushed ahead with the G2, an altogether more conventional device in the traditional Clubmans idiom. Offered for public consumption as a sideline to their Suffolk-based structural engineering business, this Ford E93A-based machine proved a modest hit from 1958 and was superseded two years later by the G3. An unadventurous glassfibre-bodied kit car (also offered as a bare shell under the Fairlite name), it too proved briefly popular. Then came the G4.

Introduced in late 1960 and officially launched at the following January's Racing Car Show, this was an infinitely more ambitious project. Beneath the curvaceous silhouette lay a round-tube spaceframe with the central body section bonded on, complete with floor, footwells and bulkheads, the one-piece nose flipping forward for access to the 1-litre Ford pre-crossflow 'four'. Front suspension was by double wishbones and coils, the Ford Anglia rear axle located by trailing arms and an A-frame with coils.

Ivor Walklett originally pictured an aluminium monocoque of sorts for his road-going racer – barrel-sided with tubes bent around a former – with a simple drop-down door, but opted for the glassfibre body/steel chassis arrangement on the grounds of cost and practicality. The Ford engine was chosen after the previously envisaged 750cc Coventry Climax unit failed to make it into production.

Initial reaction to the G4 was overwhelmingly positive and, buoyed by good press, the brothers dropped their engineering interests to concentrate



"The Ginetta G1 met with a sticky end after Ivor got a bit carried away haring up the family driveway and connected with a tree stump"

solely on building cars. From new premises in Witham, developments came thick and fast: first a new hardtop, then the Lotus Eleven-like rear end was dropped in late '62 in favour of a more rounded style that was eight inches longer, creating more boot space. Referred to as the Series 2 – although most S1s were subsequently retro-fitted with the new tail just to add to confusion – this was an even prettier style and would remain the classic G4 look.

With a 1340cc Cosworth-tuned Ford 109E engine already on the options list, that same year also saw the arrival of the 1.5-litre Cortina GT-powered G5. Outwardly identical to the G4, its designation proved baffling to potential customers and the Walkletts alike, so was swiftly dropped in favour of G4 1500. Further revisions in time included the adoption of an Austin A40 rear axle in place of a Ford item because it was lighter and came with a larger number of final-drive ratios.

And the wins flooded in, at least at national level, with works driver Chris Meek requesting that the Walkletts develop an independent rear end to help him get the power down against the fleet Divas and Elans. Ivor devised a new arrangement that did away with the A40's failure-prone half-shafts but retained its diff with twin tubular wishbones, plus coil springs and telescopic dampers either side. It was a practical and instantly successful development, the Lotus twin-cam-engined factory G4R (R for Racing) taking eight wins and six second places during the '64 season.

Manufacture was laborious and costly, however: each chassis comprised more than 300 pieces, each individually cut and welded. From late '65, Ginetta changed to easier-to-fabricate square tubing (apart from almost all R editions, again just to add to confusion...) but still with the centre section bonded to the chassis. The internal exposed tubes were ditched, a stressed transmission tunnel now affording the additional strength.

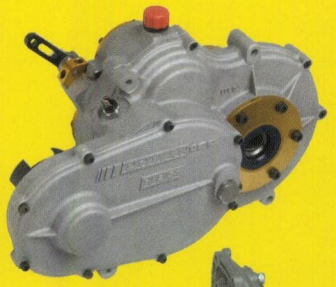
This 1964 G4 has its original chassis and centre section and is a pure road car rather than a the more common racer. The bonnet scoop is non-standard but was added in the 1960s

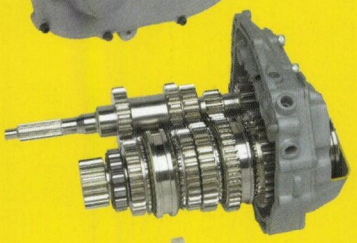
By this time, the Walklett brothers had embarked on a major expansion, Ginetta now being involved in everything from Formula 3 single-seaters (the daring G8) to luxury GTs (the tragically short-lived Ford V8-powered G10), with the G12 sports-racer proving hugely successful in the hands of Meek, Willie Green and John Burton among others. The Walkletts' focus naturally shifted away from the G4. Sales gradually started to ebb, their eventual response being the surprisingly unattractive G4 S3 that arrived in late '66 – this being a

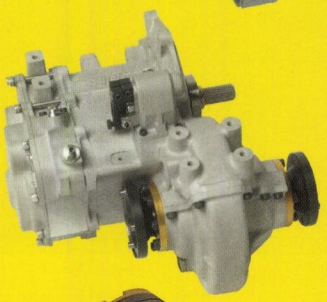
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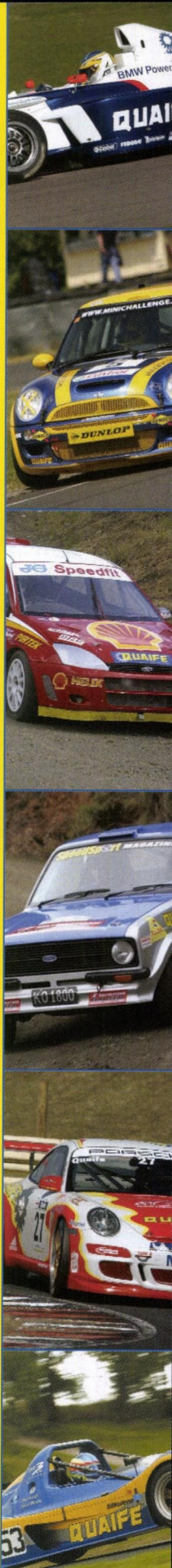
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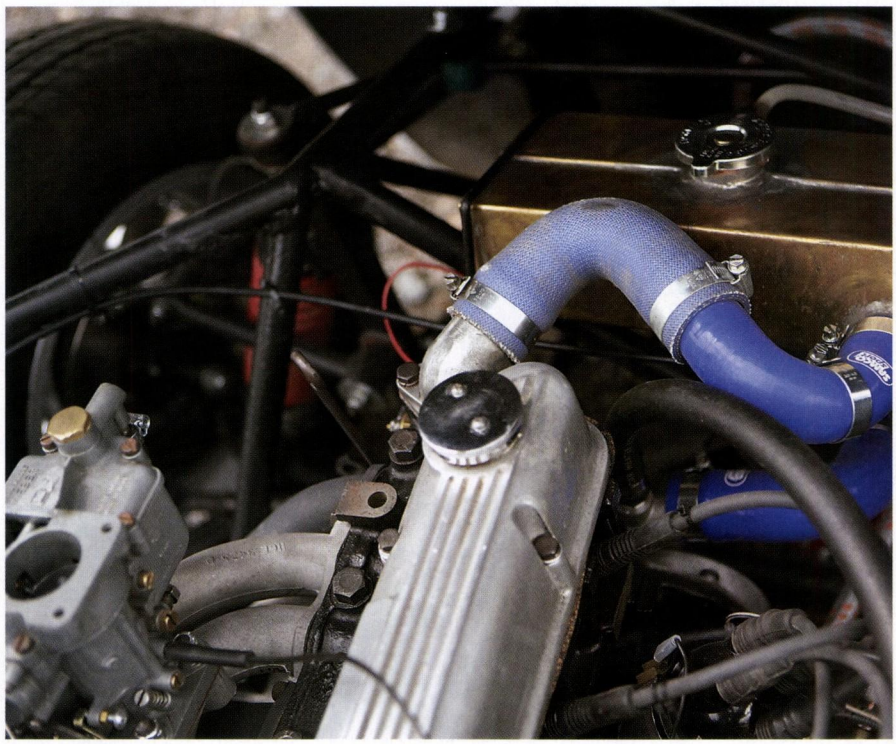
marque famed for producing pretty cars. The new strain, with Ford 'Kent' power, did away with the existing front end largely due to Construction & Use regulations: the height of the headlights was at best borderline legal. A new arrangement with exposed pop-ups in the style of the Lamborghini Miura did nothing for its looks. In 1969 the model was dropped, by which time about 700 G4s of all kinds had been made, according to the factory. Most Ginetta chassis number-crunchers refute this, claiming that the actual figure is likely to be half that.

Whatever the truth, there aren't enough to go around, according to Ginetta authority and racer Spadge Hopkins: "Demand is high relative to supply, with restoration cases selling for £5000-£12,000 depending upon specification and history. Round-tube cars command a premium because they are homologated for FIA racing in 1000cc form and they are probably lighter than the later square-tube cars. A front-running HSCC car is worth £25,000-plus, as is my own G4R, which would be more if it had a twin-cam in it. The appeal is that they are tremendous fun to drive, handle beautifully and are very forgiving and flattering on a circuit. Also, they are technically relatively simple, light and fantastic to look at."

He's not wrong, especially the last bit. More commonly seen with a curved screen and a bubble-like hardtop, it's rare to see a lid-less G4 such as this '64 example. Rarer still to find one that still has its original chassis and centre section and is a pure road car as opposed to a racer with a registration number. And it is very, very pretty. Hopkins points out original flaws such as the wonky moulding on the rear end: in period, it wasn't symmetrical (but then so few specialist sports cars of the period were). But here the flaws only reinforce the positives: it's still the prettiest Ginetta from a back catalogue which comprises very few ugly creations.

With the hardtop in place, the G4 isn't the easiest of cars to get into; here it's less of a problem, being so low that there isn't much point in even opening the doors. Inside, it's stark, all exposed chassis rails, glassfibre matting and Land Rover 'pudding spoon' door handles. Instrumentation is sparse, classic white-on-black Smiths gauges clearly laid out and legible, although the close proximity of the steering wheel and transmission tunnel, to say nothing of the close-coupled pedals, could prove a problem for taller drivers. Like Colin Chapman, Ivor Walklett tended to design cars around his ➤➤➤

"Wonky mouldings only reinforce the positives. It wasn't symmetrical, but few specialist sports sports cars of the period were"

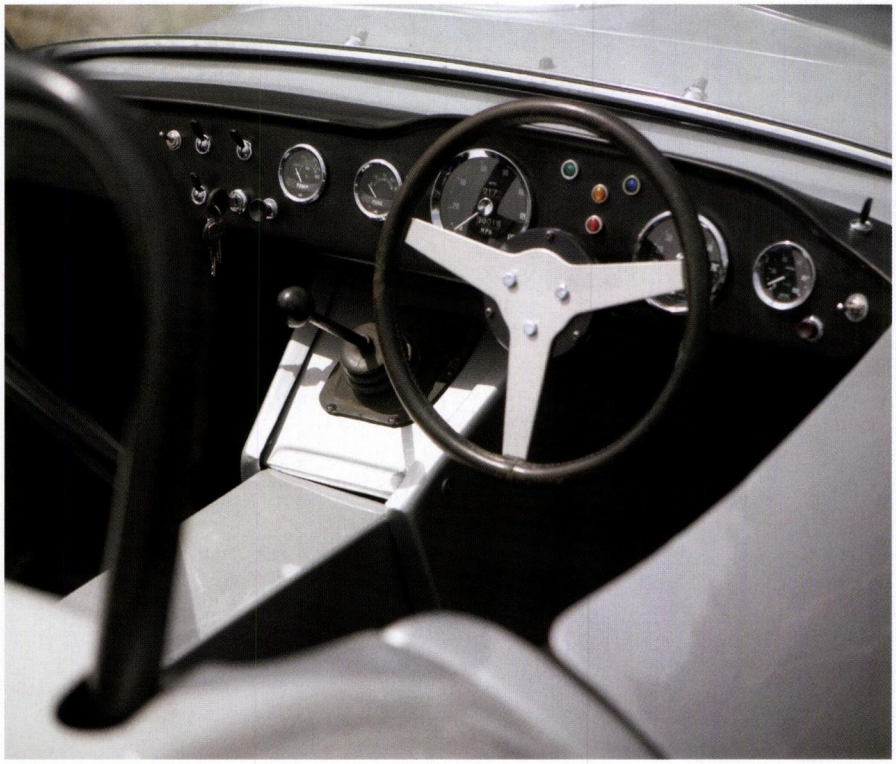


Top: First generation G4 had Lotus Eleven-like rear styling Right: as is typical of the breed, this car runs a mildly warmed-over 1498cc Ford pre-crossflow 'four' on single carb

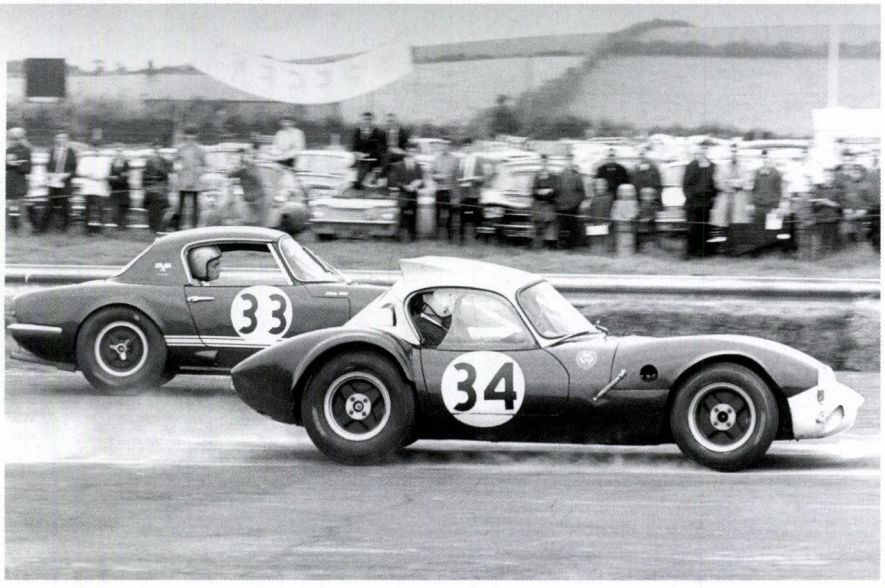
own physique, and he's not a tall chap. It's not uncomfortable, but you get the sense that you're not so much driving a G4 as wearing it.

But is it fun! With a great many other low-volume cars of this period you have to make so many allowances, gloss over myriad shortcomings, that you end up sounding like an apologist. Not so the G4, because the Walkletts – principally Ivor and technical boffin Trevers – had such an understanding of geometry and loadings: no 'chalk marks on the floor and away we go' engineering here.

Running a mildly warmed-up 1498cc Ford pre-crossflow with a downdraught Weber carb, tubular manifold and GT cam, there are none of the expected peaks and troughs in the torque curve. It's perfectly tractable, docile even, but noisy as hell, the tinnitus-inducing cacophony emanating from the side-mounted exhaust being deliciously rude as long as you're not doing panning shots in a sleepy country village (which is suddenly very awake and very angry). The gearchange – a 2000E 'box – is notch-free and easy to guide between planes while the steering, incorporating a left-hand drive Mini rack mounted upside down, is remarkably direct: no bumpsteer either, only a little vibration.



"It's perfectly tractable, docile even, the tinnitus-inducing cacophony emanating from the side exhaust being deliciously rude"



LAT

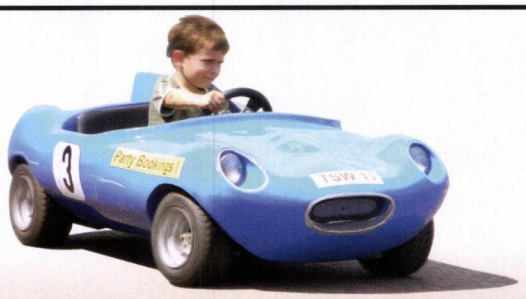
On challenging B-roads the G4 is super-nimble. You can carry an incredible amount of speed into corners without it ever threatening to do anything silly. On the flipside, it's perilously low and the seats are mounted on the floor so you're intimate with every surface imperfection. And your left leg is all too aware of heat from the transmission tunnel. A small price to pay for a car that is this entertaining.

The G4 is so much more than the sum of its proprietary parts. So much so that the Walkletts – or at least Ivor and the late Trevers – made it twice; since the mid-90s under the DARE banner. Anyone who's been to a race meeting in the UK in the last 40 years will have seen a Ginetta or DARE G4 taking home the silverware, whether in contemporary GTs, ModSports or historics: they've never been away. One even completed the '83 Himalayan Rally! The G4 has pedigree.

Above: G4 cockpit is starkly efficient and a tight fit; steering wheel is original item Left: Norman Moffett was among Ginetta stars in '60s, wedge in the hardtop being his own addition

Its fame may be of the vague recognition kind to the wider world, but it corkscrews its way into your affections in a manner unlike many better-known sports cars. It's just a pity that so few people will ever get to find out. M

Thanks to Ginetta owner John Gafford and Spadge Hopkins (www.cottageclassics.co.uk)



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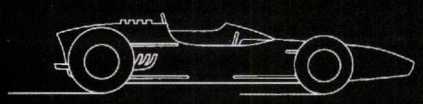
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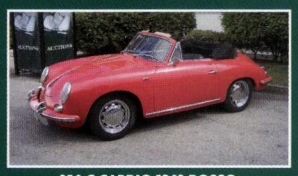
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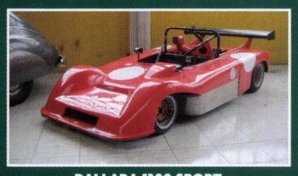
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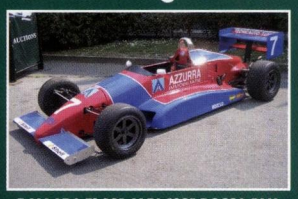

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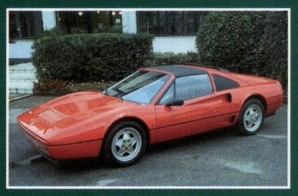
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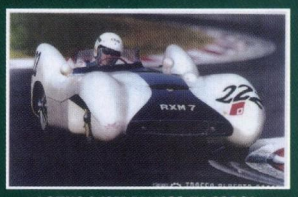

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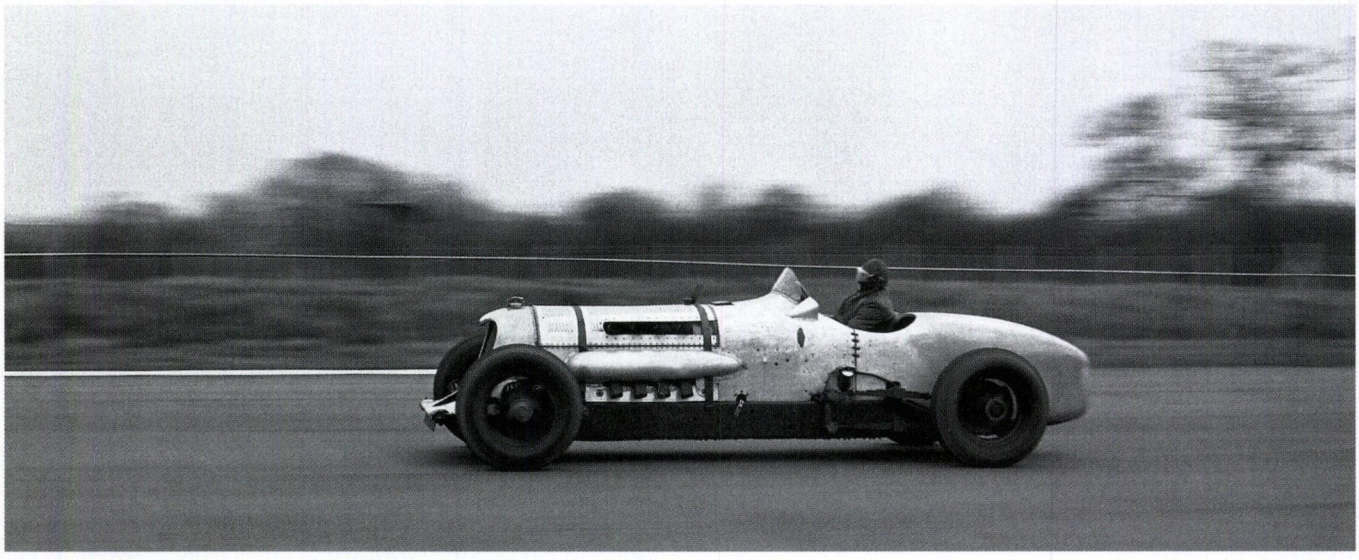

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A LAP-RECORD PAIRING

Very few people have had the privilege of driving two mighty Brooklands lap-record holders – but Bill Boddy is one

In this centenary year of Brooklands Track it is natural for journalists to want to sample the 24-litre Napier-Railton with which John Cobb set the ultimate lap-record there of 143.44mph in 1935, his outer-circuit tour taking 1min 9.44sec for 2 miles 1350 yards, or slightly more as Cobb used the top of both bankings.

Andrew English wrote of his drive in a *Daily Telegraph* Brooklands Supplement, and our own Andrew Frankel was let loose in the famous 1933 W12 lap-record car over the Brooklands bankings as they exist today. When Tony Dron tried the famous giant for *Octane* magazine on a test track, he made a point of how few people had had this privilege since the Cobb days, quoting them as Victor Gauntlet, actor Rowan Atkinson, Doug Nye, a few industry and test-drivers, and Geoff Dovey, who looks after the historic racing and record-breaking car for the Brooklands Museum which now owns it. Dron excluded me, although I too drove the N-R, at Silverstone in 1970 when it was owned by the Hon Patrick Lindsay who drove it at VSCC events.

> "I took this from the original press hand-out when the car was first shown to us in 1933"

Dron is surprised that in the first edition of my Brooklands Giants book (Haynes, ISBN 1 84425 315 5) I quoted it as having a reverse gear which Doug Nye knows to be incorrect. But I took this from the original press hand-out when the car was first shown to us in 1933, though it was not then run. It could be that this was then correct but that reverse was later eliminated, as Cobb would only require it if he overshot his pit in a long race; however, in this case his helpers would have been allowed to push the car back.

But remember that in 1920 Ernest Eldridge had been denied his Land Speed Record until his Fiat had been given a reverse gear; perhaps Reid Railton, the designer, had ensured against this odd rule still being valid when Cobb went to take world records of over 160mph for 24 hours at Utah. In fact, Cobb by then had an external electric motor to help him reverse.

To obtain the required speed and reliability, Railton used the renowned W12 Napier 'Lion' aero-engine designed by the very versatile technician A J Rowledge. It was producing 530bhp by 1933, which Andrew English and Tony Dron quote. But in fact at the Acton works it had produced 584bhp at 2300rpm on a 6:1 compression ratio before it was put into the Napier-Railton, and this wonderful long-lived power unit eventually produced 1450bhp in supercharged form.

I have also driven another Brooklands lap-record car, the Sir Henry Birkin Bentley with which he achieved this record twice, in 1930 and 1932, at 137.96mph, or 5.38sec slower then the last of Cobb's three attempts, of which the ultimate one was 0.84mph (0.41sec) better than Oliver Bertram's 1935 record speed of 142.60mph in the 8-litre Barnato-Hassan.

It was in 1973 when B M 'Rusty' Russ-Turner, who had a garage business, owned the Bentley. He had removed the two-seater body used by John Morley, and put back the proper Birkin single-seater body. The car was almost original

when I tried it, but Russ-Turner had fitted front-wheel brakes, the back axle ratio was now 3:1 as against 2.56:1 and the tyres were now 700x17 Dunlops.

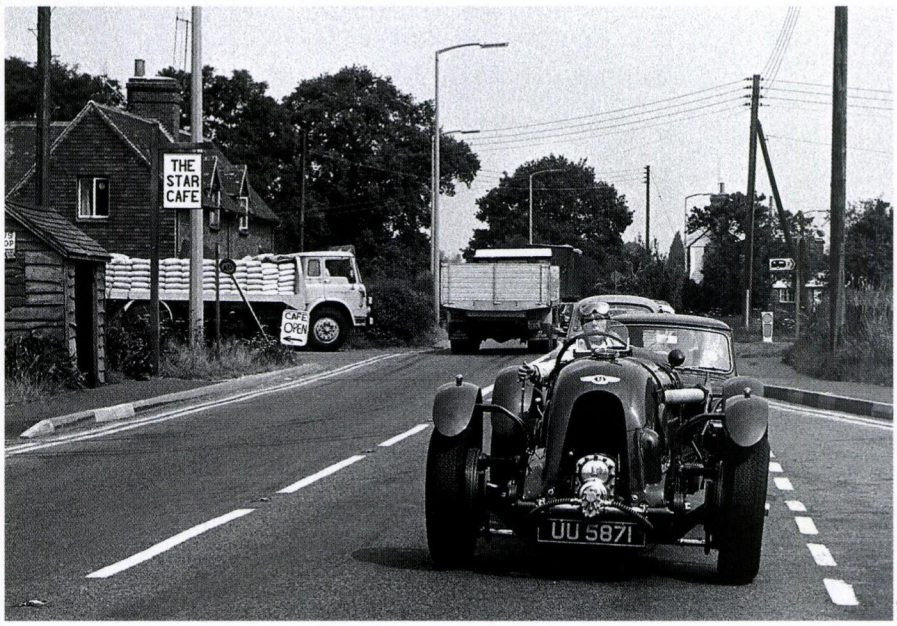
I drove up to Russ-Turner's Sussex cottage in the BMW 520i, my then *Motor Sport* company car, to find the Bentley standing on the lawn, already warmed up. I had some difficulty in getting my legs under the big steering wheel and needed a cushion behind me, although Birkin had been a slim person. All I then had to do was switch on, press the starter button and drive out onto the public road, not knowing where it went – and there were lots of public on it, many in large commercial vehicles! However, Clive Gallop had told me that he used to drive the car from the works at Welwyn where it was prepared to Brooklands, stopping on the way at the KLG depot on Kingston Hill if a plug had oiled or he wanted a new set of plugs, as this downhill road made a rolling start easy.

Taking stock of this fast Bentley, I had before me the big Jaeger rev-counter reading in 500rpm steps to 6000rpm, water and oil temperature gauges, an oil-pressure gauge reading to 100 lb/sq in, and the pressure gauge for the Villiers supercharger, fed by the two 2in SUs, calibrated 0, 3, 6, 9, and 12. Then there was the horn button, Ki-gass, the hand-throttle and the glass bowl for the oil-drip feed to the blower, plus the switch for testing the twin magnetos and an ammeter, as a starter had been installed.

I had been shown the switch to use if engine heat rose above 90deg C. So I then engaged the starter, pushed one of the two control levers on the steering wheel to advance the ignition, selected bottom gear with the external lever, let in the clutch with its short travel, and I was off on a busy road with no idea where it went.

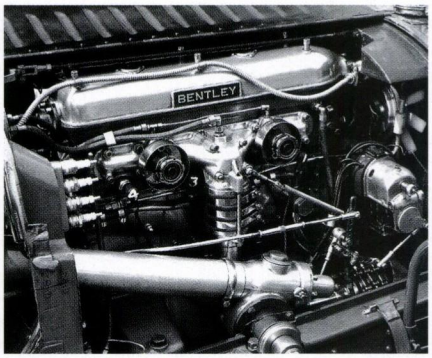
If the driving position of this 140mph car was cramped, the left-hand side of it was remote, and, as I soon discovered, contained a panel of various switches, a Smiths speedometer and a pair of spare goggles, and also that the floor accommodated a battery master switch, a brake adjustment knob, and a fire extinguisher.

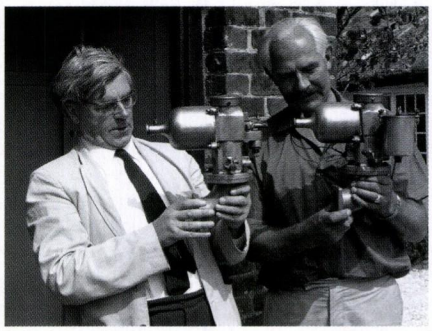
Somewhat overawed at being in charge of such an historic possession, I soon found that the brakes coped well in traffic, that the steering and ride were unexpectedly acceptable, and that the gear change for the D-type 'box invited me to use the gearbox. Indeed, only a touch of throttle was needed when double-declutching and the change from second into third gear was so easy as to encourage going into second at a roundabout for the pleasure of going back into third, and then nicely into top gear.



LAT

Opposite: WB handles the Napier-Railton in 1970. Above: three years later, Boddy takes to the road in the Birkin single-seater. Right: the Bentley's engine with its inlet blow-off valves. Below: WB and Russ-Turner with Bentley's carbs

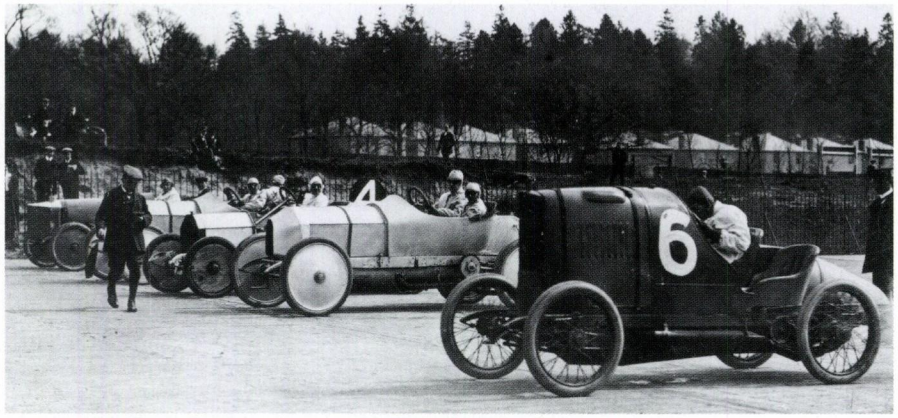




Obviously acceleration and speed were most impressive, even though I was not exceeding 3200rpm. Thus this Bentley, which attracted many glances from pedestrians, proceeded easily through the traffic. There was even a traffic jam in which I had to stop, the temperature rising to 90deg so that I switched on the fan. Russ-Turner was following in his Bentley Corniche with Michael Tee, son of *Motor Sport*'s owner, to produce the pictures. He told me that on one derestricted stretch of road I had got the Bentley up to 100mph.

I had not broken his car, so Russ-Turner now wanted me to try it at Silverstone. I went up there and Russ-Turner said he would go out to warm up the Bentley while I went to the car park to get a crash helmet, which was compulsory, that a daughter wore when parachuting. I returned to be told that the Bentley's engine had developed a leak on going out of the gate onto the circuit. I was disappointed (or relieved) but Russ-Turner than let me do some fastish laps in his 4¼-litre Derby-Bentley Special to which he had fitted a supercharger.

Today the Birkin Bentley belongs to George Daniels, and I know it could not be in the hands of a more caring owner.



BANK HOLIDAY OUTING

May I correct errors I made in my reference to the Brooklands centenary? The Napier I described as 1904 was the ex-Blake brothers 1903 car, on which I was given a brisk lap of the Track, and it was not a royal princess who asked to see a racing car in action during the 1914 Red Cross Field Day, it was the Patron, H M Queen Alexandra. Unfortunately no car or driver could be found.

Also, not of my making, may I say that the picture of a start line-up at the Track (above) was not of the 1910 Easter meeting because none of the cars carrying the number six at that meeting was of the small, long-stroke, chain-drive type shown in the foreground of the photo. I suggest the picture was taken at the 1910 August Bank Holiday meeting, when, as No6, Dr J Warren Davis in his 6.2hp Jackson averaged 45.37mph in the Private Competitors Handicap. If this inspired anyone to buy a similar car, these were made until the outbreak of WWI.

A forgotten figure

The Centenary of Brooklands Track has been effective in recalling famous personalities, cars, and events of 1907, and the whole year will still be a centenary one. However, in all this I do not recall mention of Mr Kenneth Skinner, whom Locke King made Secretary of the Brooklands Automobile Racing Club. It was considered that it should have offices in London and the address became Carlton House, Regents Street, SW.

Mr Skinner lived in a house near the outskirts of the Track; his hobby was collecting birds' eggs. Alas, the noise of racing cars was not conducive to nesting: no longer could Locke King's former Estate Manager partially devote his weekdays to searching for rare eggs! One hopes that he was provided with a first-class season ticket to London and back and that a car, or cab took him to and met him from Weybridge Station.

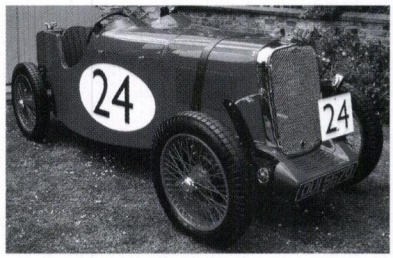
Incidentally, the unforgettable C G Grey, when he started *The Aeroplane* in 1911, had similar ideas, saying that he had taken an office above that of the Aero Club at 175 Piccadilly. When important visitors came to London they would naturally walk down Piccadilly and those who had important information to divulge to Grey could appear to be going into the Aero Club, on their way to giving some confidential information to his influential magazine.

When The Brooklands Society which I had started was able to have its annual meetings at the Track I invited Mrs Skinner to come to one of them, as she was still living in Weybridge. One of my daughters fetched her in my VW Beetle. We had never met and she asked whether I had met her late husband. "He was sometimes rather a hard man," she said, perhaps recalling his attitude to the BDC when it had hoped to revisit Brooklands after the war. I was instantly transported back, to a day when, as a schoolboy, I had gone to the BARC office with my shilling, to buy the Club's Year Book. "We don't sell them to boys," said Mr Skinner, so I had to obtain a few extra pence and buy a postal order.

The Year Books were first published in 1913, discontinued in 1914 due to the war, then resumed in 1924 until 1939 – I have them all.

RUMBLINGS

One of the most recently formed one-make clubs is for De Dion Bouton owners. Most of its members own autocars from the very early days, when De Dion Bouton made some of the best of these. At the club's Portmeirion Rally, DDB types BG, KI, Q and W were among the nine entries, plus a Lambert with a De Dion engine. The next event will be in Kent. Members' cars include two 3½ hp vis-à-vis. Nick Perrett, who owns a 1914 TT Sunbeam, the Roesch Talbot GO 54 and a rare Newton-Bennet, looks after the club magazine *DBB Motorvations*; the Secretary is Shaun Crofton of 7 Ascott Avenue, London W5 3XL.



One of the Singers driven in the LCC Relay races at Brooklands in 1933 and 1934 was that of Rex King-Clark, who bought one in 1935. It was scrapped in 1946. David Swann, the Singer OC's historian, decided to make a replica (below) of the King-Clark car, using a Singer Nine sports model which had gone to a Southsea garage a week after the 1932 Motor Show. Swann now seeks the full story of the car.

The recent cyclecar weekend has no doubt revived affection for these odd little vehicles. But when the Junior Car Club organised its 200-mile races at Brooklands from 1921 onwards it had 1500cc and 1100cc classes, and later introduced a 750cc division. It refrained from regarding the winning Salmsons or even the victorious GN as cyclecars, an error which has crept into Canning Brown's *Austin Competition History* and David Venables' Brooklands Centenary book.

Another book to celebrate Brooklands' centenary is *All The Years at Brooklands* by Gerry Belton (Centennial, ISBN 978 0 9546789 28, £29.95). This covers motorcycle racing from 1908-39 with very clear pictures in landscape format, which should please all interested in BMCRC history. There is a tribute to Le Vack to conclude this enjoyable pictorial volume, which is an extension of the earlier book by the late Dr Joseph Bayley.

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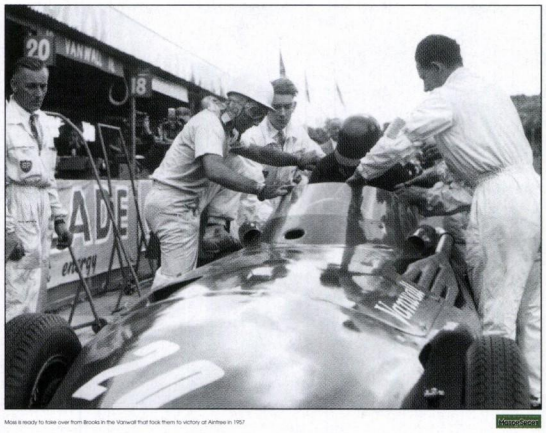
Tony Brooks

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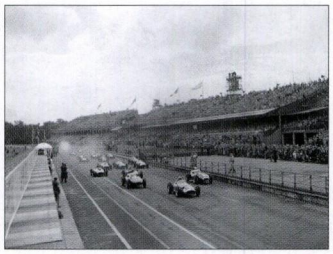
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17



Moss is ready to take over from Brooks in the Vanwall that took them to victory at Aintree in 1957

18



19



20



17 Tony Brooks, still suffering from a leg injury suffered in a crash at Le Mans less than four weeks before, hands his Vanwall over to team-mate Stirling Moss, whose own car had been hobbled by a misfire. 18 The start – the field blasts past the Aintree grandstands, Brooks (20) and Moss (18) chasing early leader Jean Behra's Maserati. 19 Brooks and Moss enjoy the plaudits of the patriotic crowd. 20 Brooks in the Vanwall before he handed it over to Moss on the 26th lap. All photographs were published in the September 2007 issue

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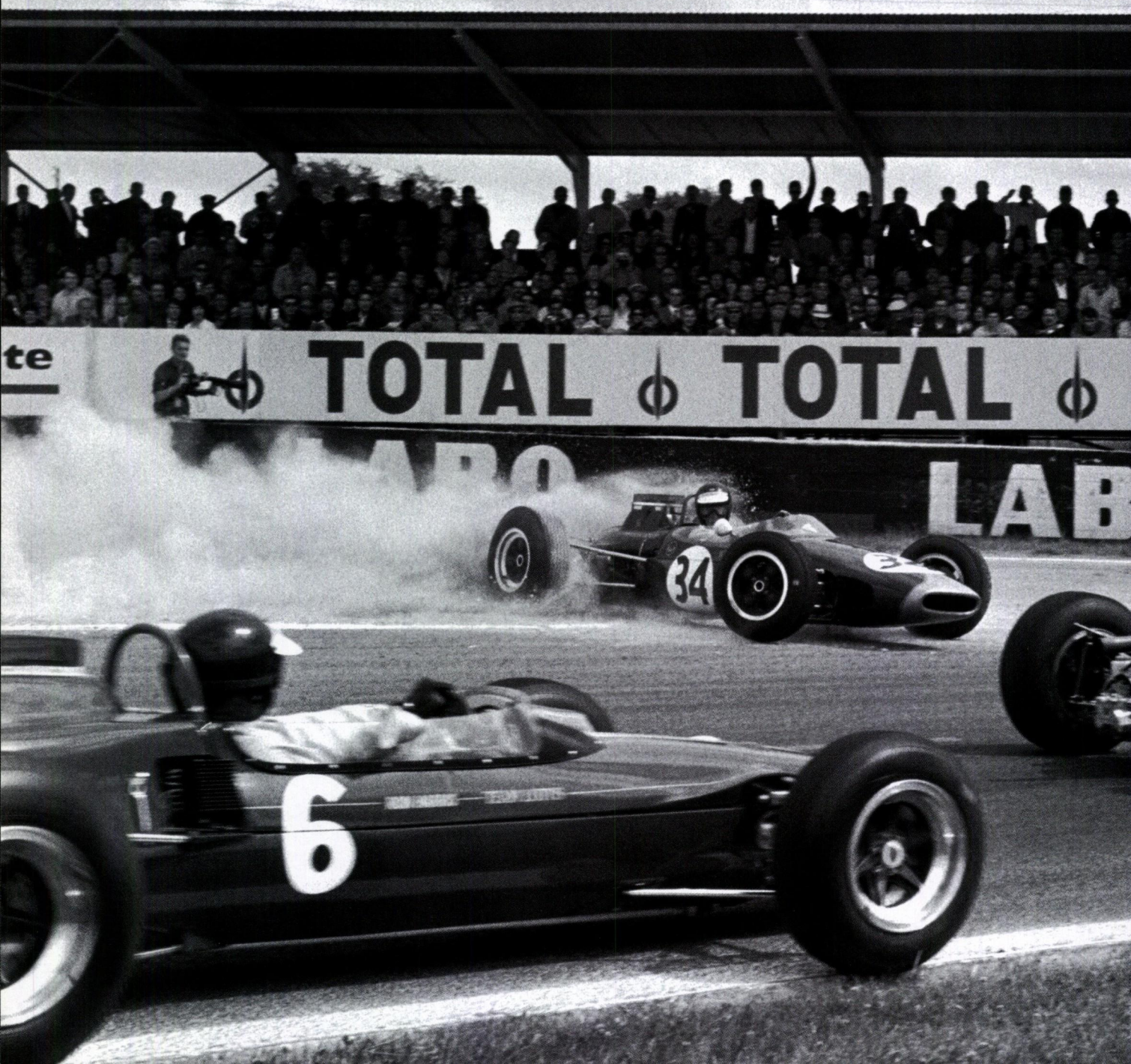
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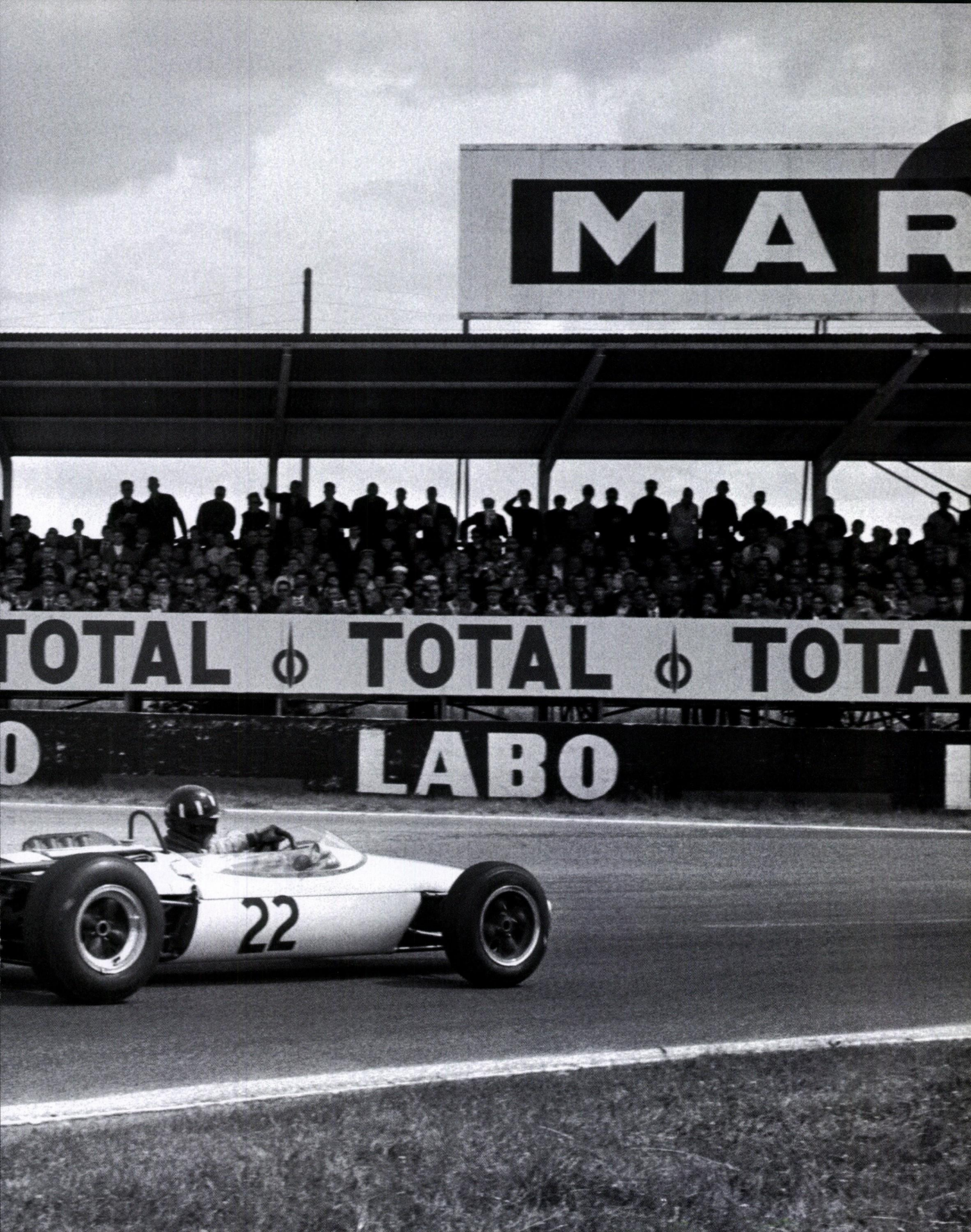
Parting Shot

Grand Prix de Reims, July 4, 1965

Jochen Rindt (34) spins his Brabham BT16-Cosworth at Thillois during the Formula 2 race, while Graham Hill (22, Brabham BT16-BRM) and Jim Clark (6, Lotus 35-Cosworth) rush through. Rindt recovered to win, with Clark third and Hill 18th after engine problems

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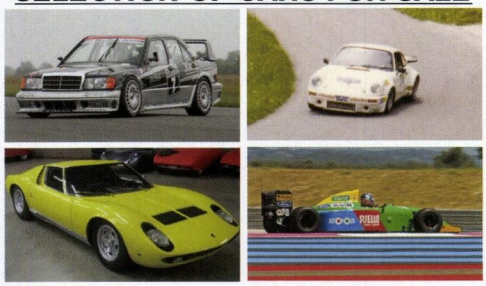
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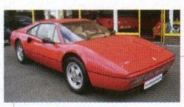
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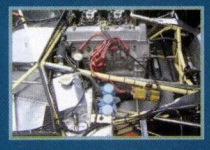


1959 Lola Mk1

Chassis number: BR-1
Engine: Coventry Climax FWE 1220cc
Brakes: Drum
Offered at: 137,500 GBP



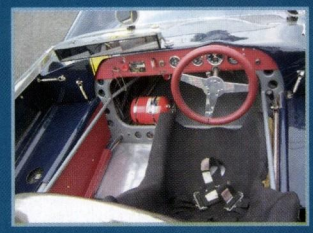




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1962 Lotus 23b

Chassis number: 23-S-79
Engine: Lotus Twin Cam 1589cc
Brakes: Disk
Offered at: 72,500 GBP







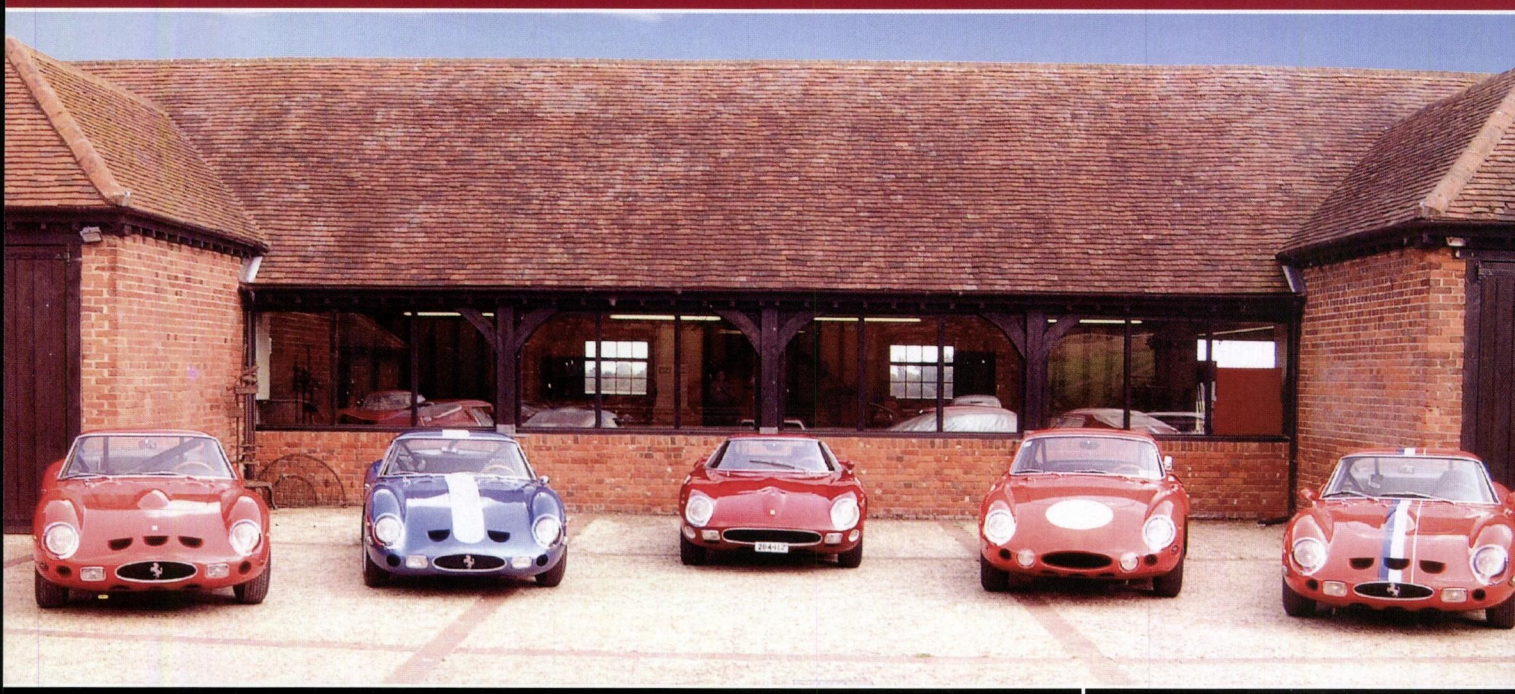
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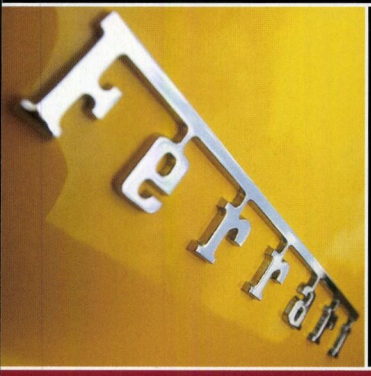
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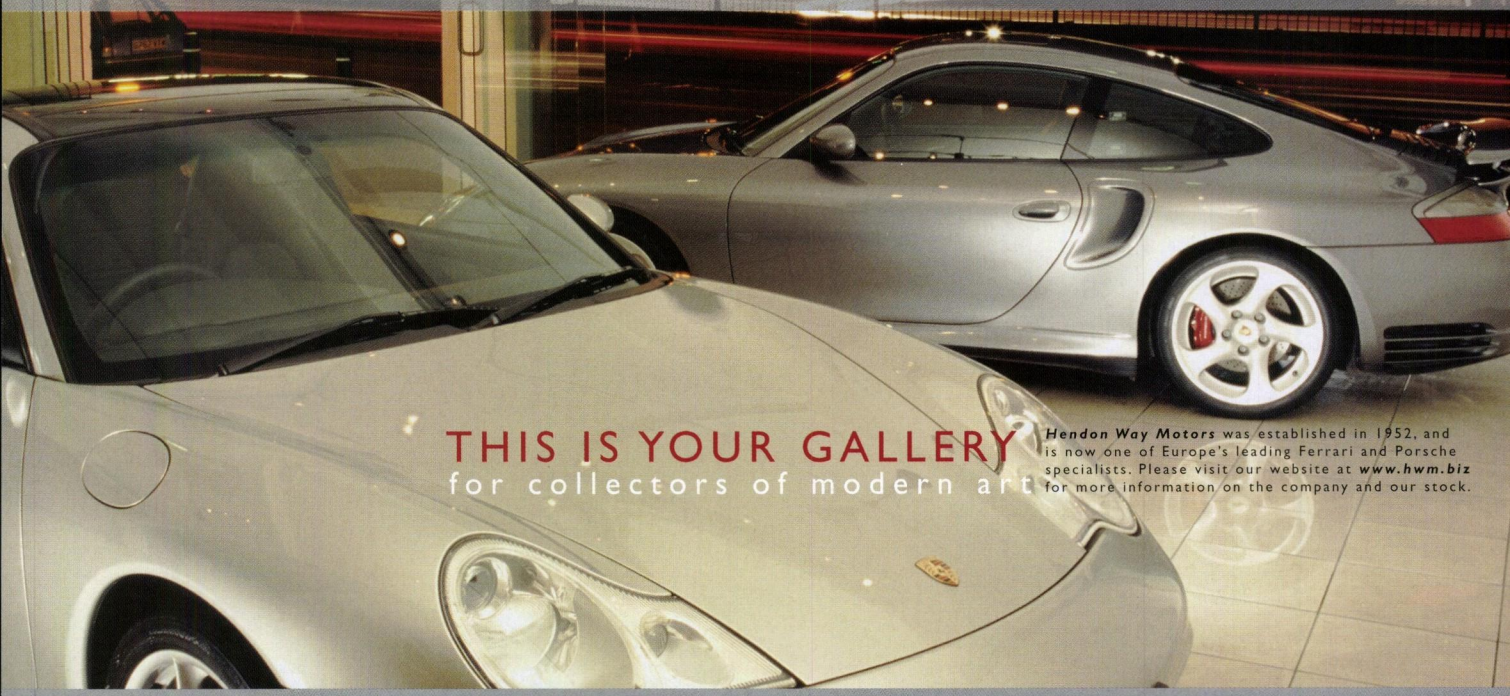


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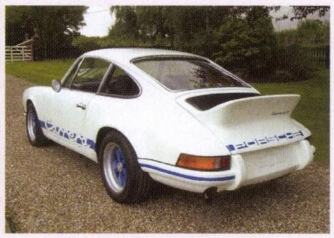
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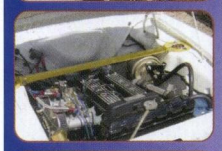
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LOTUS ELITE SE SERIES 2 - 1962 This car was the subject of many newspaper articles in January 1997 as the Elite that was abandoned at a garage in 1966 by its owner who then disappeared. The car has had some paint early in its life. It was not used for a very long time, hence its very original, time warp condition, with only 18,000 miles on the clock. . . . **£36,500**

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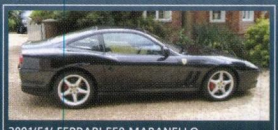
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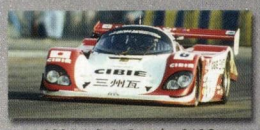
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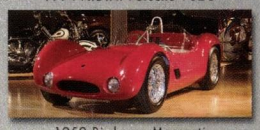
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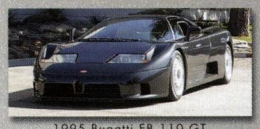
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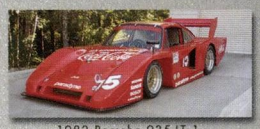
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1959 Birdcage Maserati



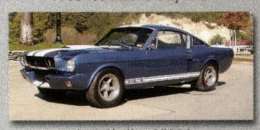
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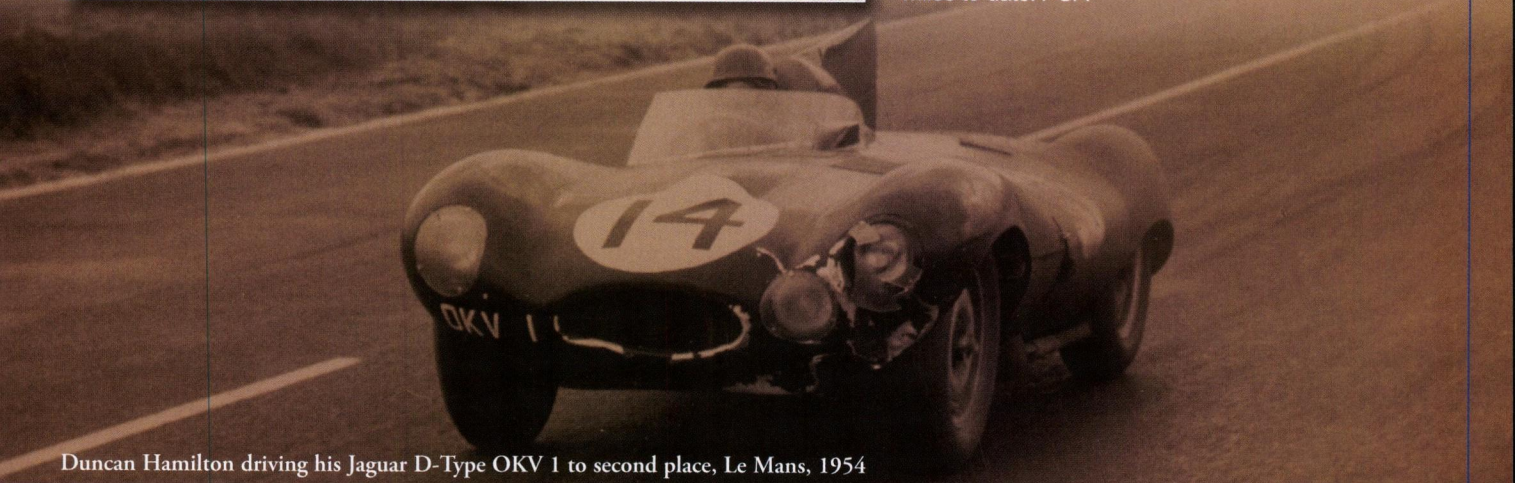
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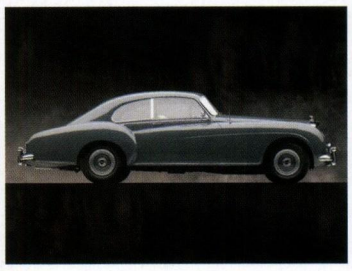
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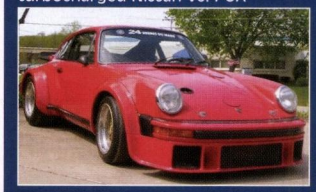
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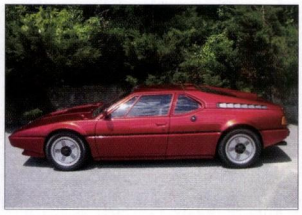
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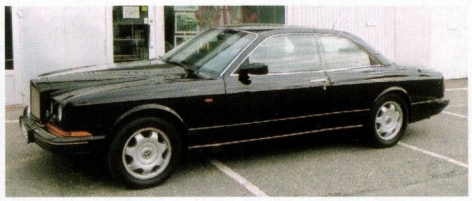
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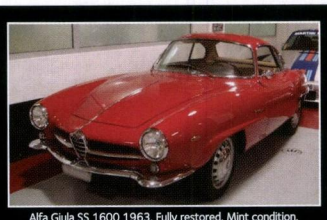
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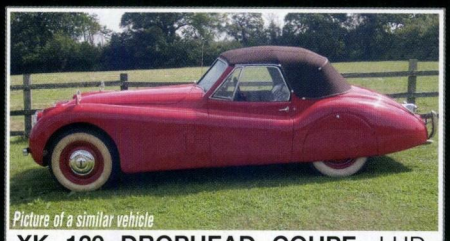
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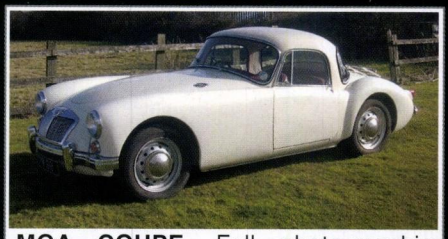
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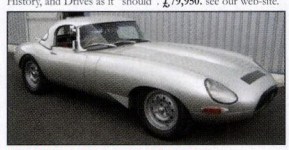
1990 ASTON MARTIN VIRAGE. Rare Manual Example, in oxford Blue with oatmeal Leather. Alloys, aircond, Full Electric Pack. 26000 Miles Only with FSH. Very rarely do they come as good as this Superb Example..... **£29,950**



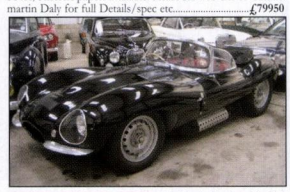
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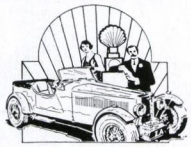
1954 BENTLEY CONTINETAL R (by ABBOTT). Manual gear-box. split-screen. Tudor Grey with Magnolia Leather, and Stone carpets. Chassis No 8. Of 8 Left in The World. First Owner The Earl Of Sefton. Restored to concours standards several years ago, this Superb Motor car, was up untill we Perchased it, On Display at The Bentley Crewe Factory. Lovely History, and Drives as it "should". **£79,950.** see our web-site.



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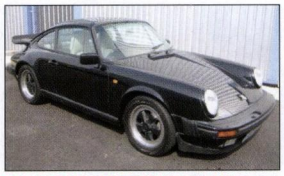


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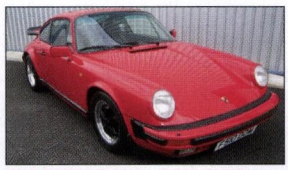
1957 JAGUAR XK150 SE. Manual/Overdrive. FHC. (RHD). Finishes In Gleaming White with Black Leather trim, CWW. Upgreaded Brakes and suspension. Matching Numbers, etc This Superb Example was Restored to Concours winning Standards by two Leading Marque specialists. The Best we have seen to date..... **£49950**



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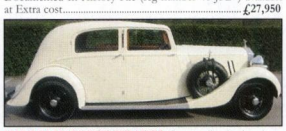
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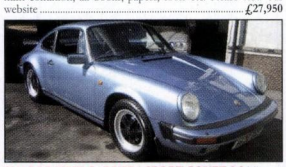
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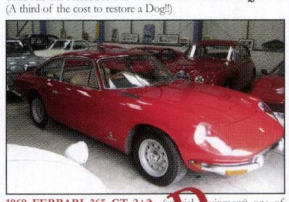
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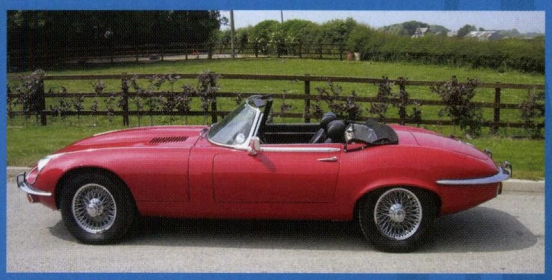
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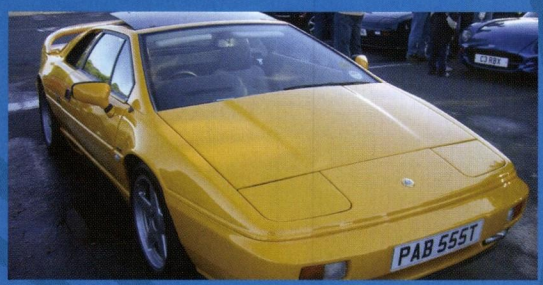
1972 E Type V12 Roadster



1965 Bentley S3



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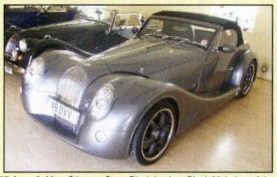
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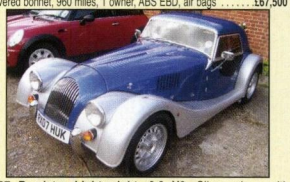
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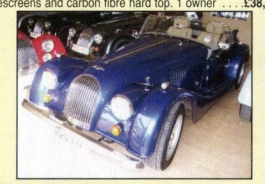
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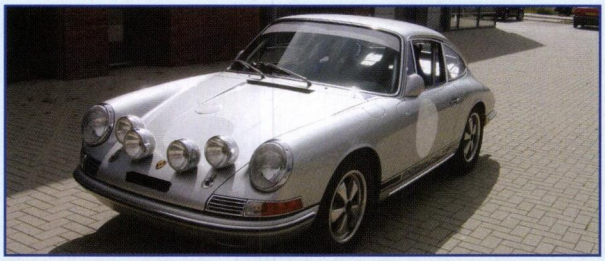
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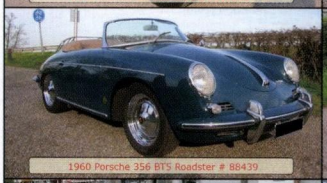
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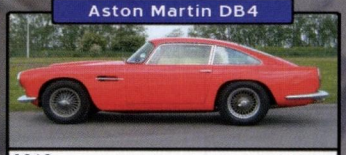
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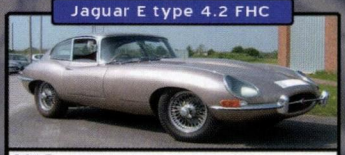
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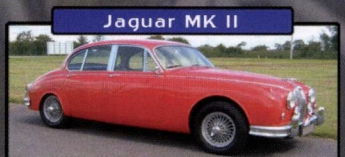
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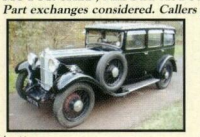
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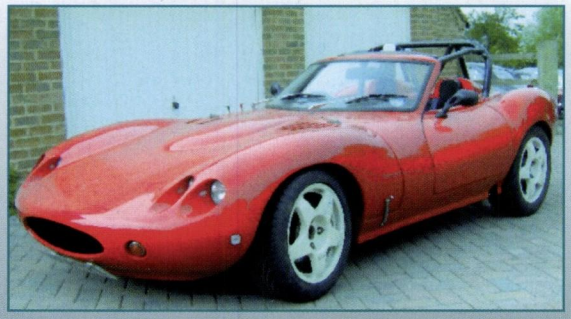






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I used to work with Ray whose favourite saying was "If nothing changes, everything will stay just as it is." He worked for the council and it was usually a comment aimed at some blindingly obvious waste of money and resources that nobody was going to change and would continue to irritate him for the foreseeable future. Mostly, however, things change. No sooner does Shouey disappear from Formula 1 than the Brits have Lewis Hamilton to cheer for. Thatcherism gives way to Blairism which gives way to Brownism. (For some reason he continues to be referred to as the dour Scot, not that the British press would a stereotype anyone). Interest rates carry on their upward climb and for a few weeks at least boats have become the preferred method to get around numerous villages around the country.

I suppose that's one of the nice things about racing and driving a vintage car, they don't go out of date. You don't have the continual upgrading to keep pace with the marketing and PR departments as they strive for product placement. The only thing that changes in the vintage world is cars get more and more expensive and their history increasingly important. Less good cars are raced and those that are raced are usually exercised somewhat less vigorously than they were thirty or forty years ago.

Still at Shelsley a couple of weeks ago there were five Bugattis competing, three of which we've built over the last fifteen years, but with the increasing scarcity of original parts I can't see that we will be building many more (unless the VSCC changes its policy). Not that we're struggling for things to do because we seem to be going through one of our periodic touring car phase; with type 46 and type 50's to be fitted with overdrive gearboxes, type 57s with wayward steering, or type 44s just suffering from neglect. To this at the moment we are adding more modern racing cars, obviously saloons which are my favourite, a Lotus 11 and an historic ex Salvadori Cooper Type 43.

It's funny how racing cars seem to get put in the back of the shed when they go wrong. Perhaps the excitement of racing them goes with the acquisition of another toy and then, when the time comes to sell them, they've sat with head gasket gone or needing the brakes doing for two or three years. We often wind up selling these kind of cars on commission because we can take the car, make it work, even race it to prove how good it is and include all of this in the commission that we take from selling the car. That's sort of how the Cooper came our way, so perhaps I will even get to race it - the first single seater I will have raced for more than twenty years. That is of course assuming it doesn't sell before I get a chance.

It has been a funny year. We're now more than half way through. The longest day has been and gone. I've got some hill climbing at Cornbury and Prescott to look forward to along with the Revival meeting and See Red with the new improved Williams Trophy event, which includes a dinner the night before. Hopefully we'll see plenty of Bugattis in the race and maybe the odd Alfa. Of course, I forgot, there's always Spa, assuming my co-pilot has recovered from his unfortunate injuries from a fall at the MOT station!

Then we enter the trials season which the Welsh. Old cars recreating a scene outside the Radnorshire Arms which has changed very little in living memory. While the cars and building don't change, new faces appear and others leave the party. Change is part of life and, as Chanute demonstrated to his court, no one can hold back the tide, but standing on a Welsh hill, with a Brescia and Model A, I can fondly remember how it was.

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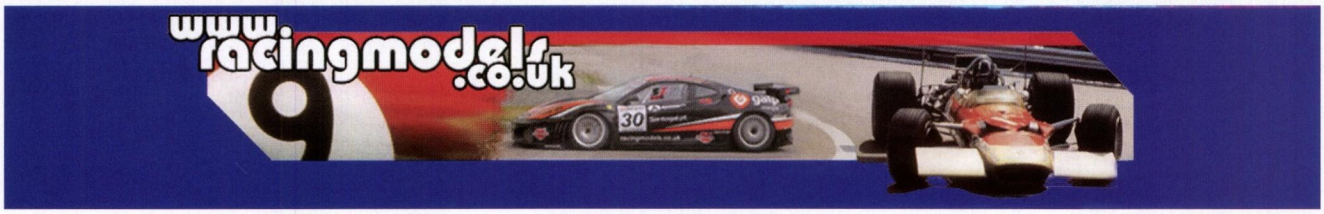
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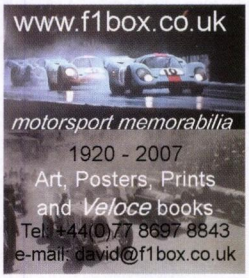
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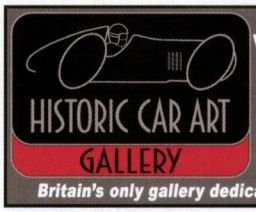


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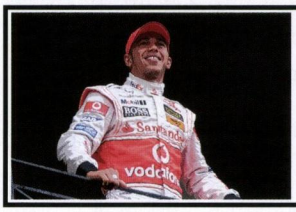
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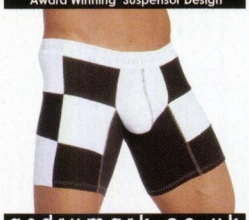
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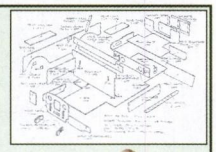
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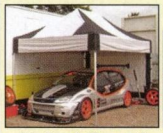
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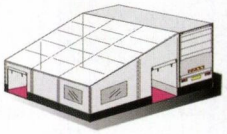
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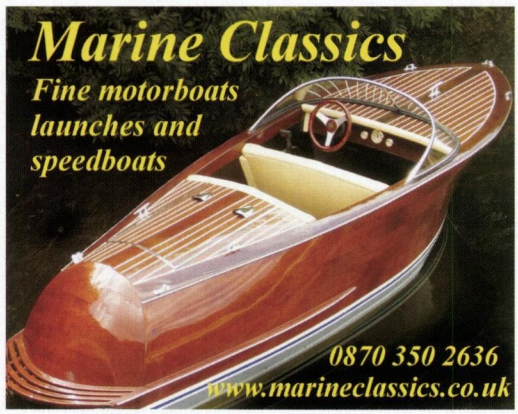
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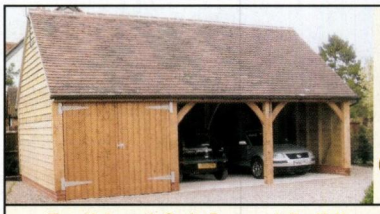
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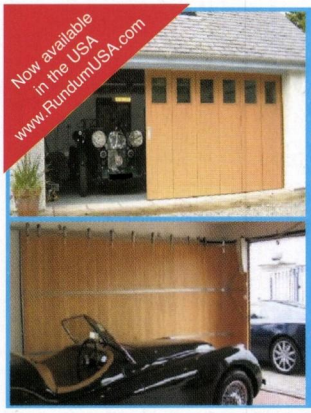
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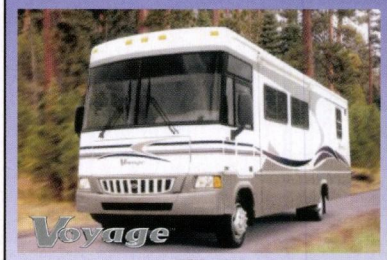
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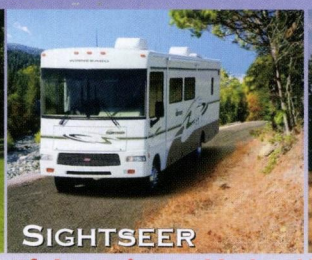
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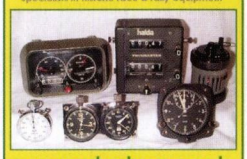
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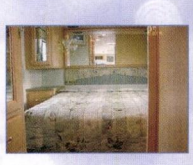


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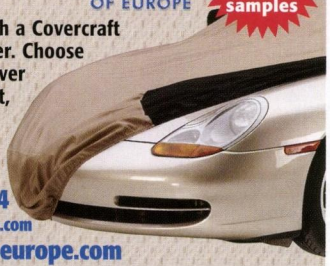


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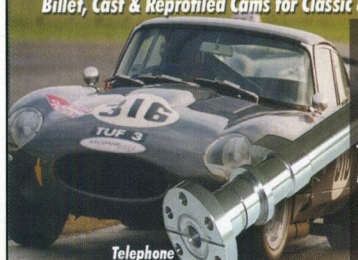


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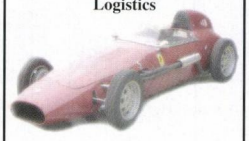
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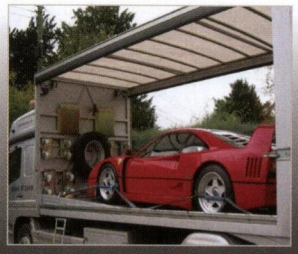

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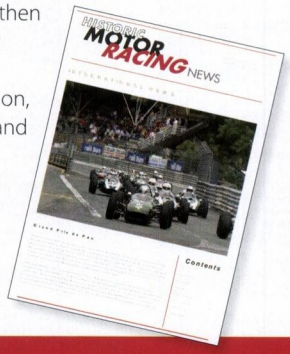
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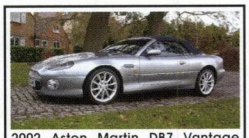




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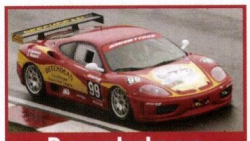




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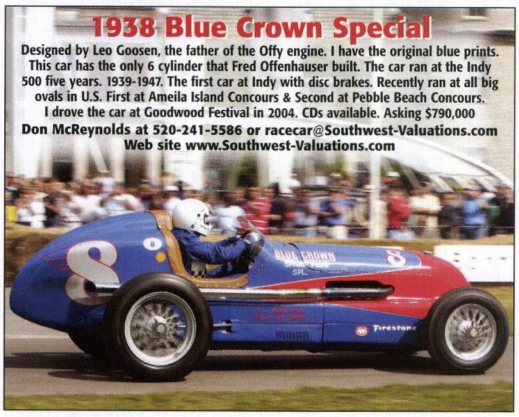
SL500 2002 Obsidian black, mint conition, 27,600m, alpaca grey leather, AMG styling/wheels, glass roof, wooden s/wheel, TV tuner, sat nav, phone, air con seats, CD changer, too many extras to list. FMBSH. £36,450. **Tel: 01249 443830**

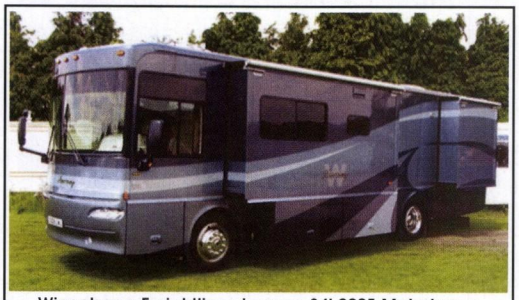
350SL 1973 Auto, black/green interior, 88,000 miles, hard and soft tops, last owner 17 years, vgc, MoT, private plate included. £7,995. **Tel: 01384 830141 (Dudley, West Midlands)**

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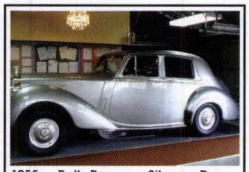


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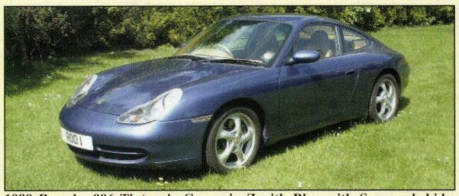
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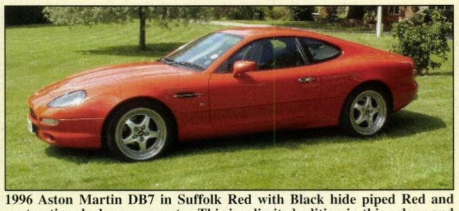
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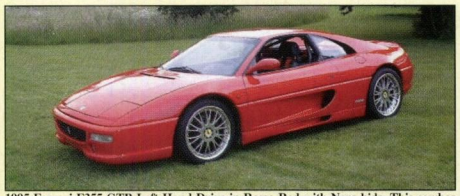
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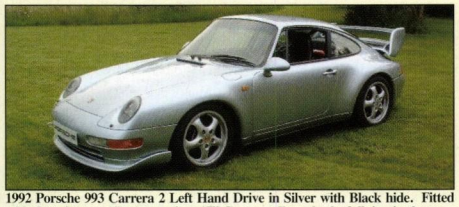
1996 Aston Martin DB7 in Suffolk Red with Black hide piped Red and contrasting dark grey carpets. This is a limited edition in this colour and comes with complete Aston Martin service history. Fitted with 18" split rim alloy wheels, air conditioning, electric heated seats and all other usual refinements. 49,000 miles £28,950



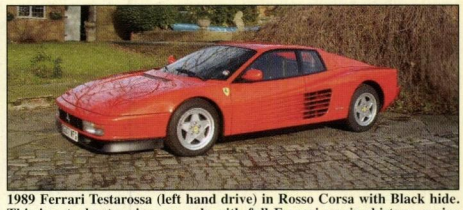
1999 Porsche Carrera 4 Cabriolet in Ocean Blue with Grey hide. Fitted with Manual transmission, on board computer, Tracker, hard top and electric soft top, electric leather seats, 6 stack CD player and 18" split rim alloy wheels. 32,000 miles, 3 owners and total Porsche history. . . £28,950



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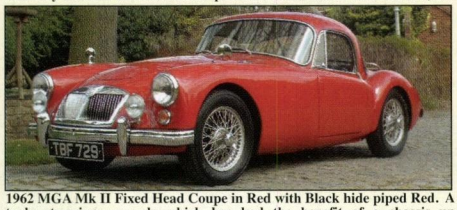
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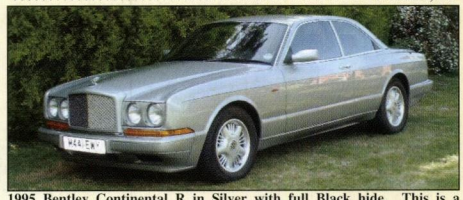
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1987 Aston Martin V8 Vantage in Suffolk Red with Magnolia hide interior. This is a beautiful example fitted with 5 speed Manual gearbox, Ronal alloy wheels and new sills by marque specialists. Excellent service history. £49,950



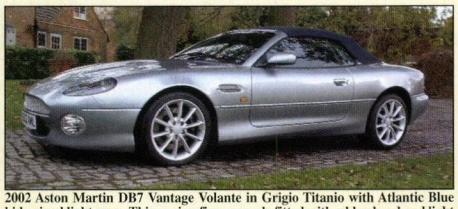
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1989 Aston Martin V8 Vantage Volante in Suffolk Red with Magolia hide piped Red. This is a beautiful example fitted with an electric cream hood and red carpets. This car has excellent service history with a 5 speed Manual gearbox and 16" Ronal wheels. It is one of the last V8 Vantages registered. Only 36,000 miles £59,950



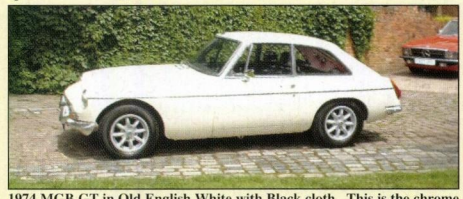
2003 Aston Martin DB7 Vantage Volante in Masons Black with Cream hide piped Black. This is a superb 2 owners car, recently serviced and with full franchise service history. Fitted with all usual refinements including automatic transmission, mesh grille, heated electric seats, alloy wheels and sports exhaust. 29,000 miles £49,950



2002 Aston Martin DB7 Vantage Volante in Grigio Titanio with Atlantic Blue hide piped light grey. This car is a fine example fitted with a blue hood and light grey Alcantara headlining and Burr walnut wood. Fitted with all usual Vantage refinements including Touchtronic transmission, sports exhaust, wide mesh front grille, Smart Nav, wind deflector and leather tonneau cover. . . . £48,950



2001 Aston Martin DB7 Vantage Volante in Mendip Blue with Parchment and Pacific hide. A very nice 3 owner example fitted with all usual refinements including automatic transmission, 18" alloy wheels, upgraded hi-fi, 6 stack CD player, heated front screen and Walnut trim. Comes with full Aston Martin service history £41,950



1974 MGB GT in Old English White with Black cloth. This is the chrome bumper model with red carpets, CD player, Minilite wheels and fitted with overdrive transmission. The car was completely rebuilt around three to four years ago and is now in fine condition and represents very good value at £7,995



1965 MGB Roadster in Signal Red (pull door handle model). This car is in very nice condition throughout and is fitted with wire wheels and overdrive. Please enquire for full specification. £6,995



1980 MGB Roadster in Black with Black trim. Fitted with Manual overdrive transmission, Ro-style wheels, wind deflector and radio cassette. Exceptionally nice example of the marque with considerable service history. Sensibly priced summer fun! £4,995

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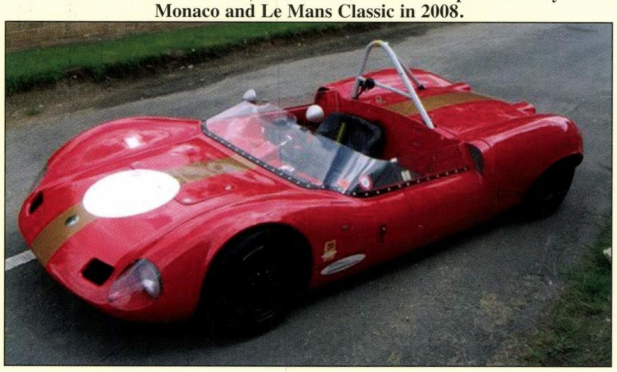
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