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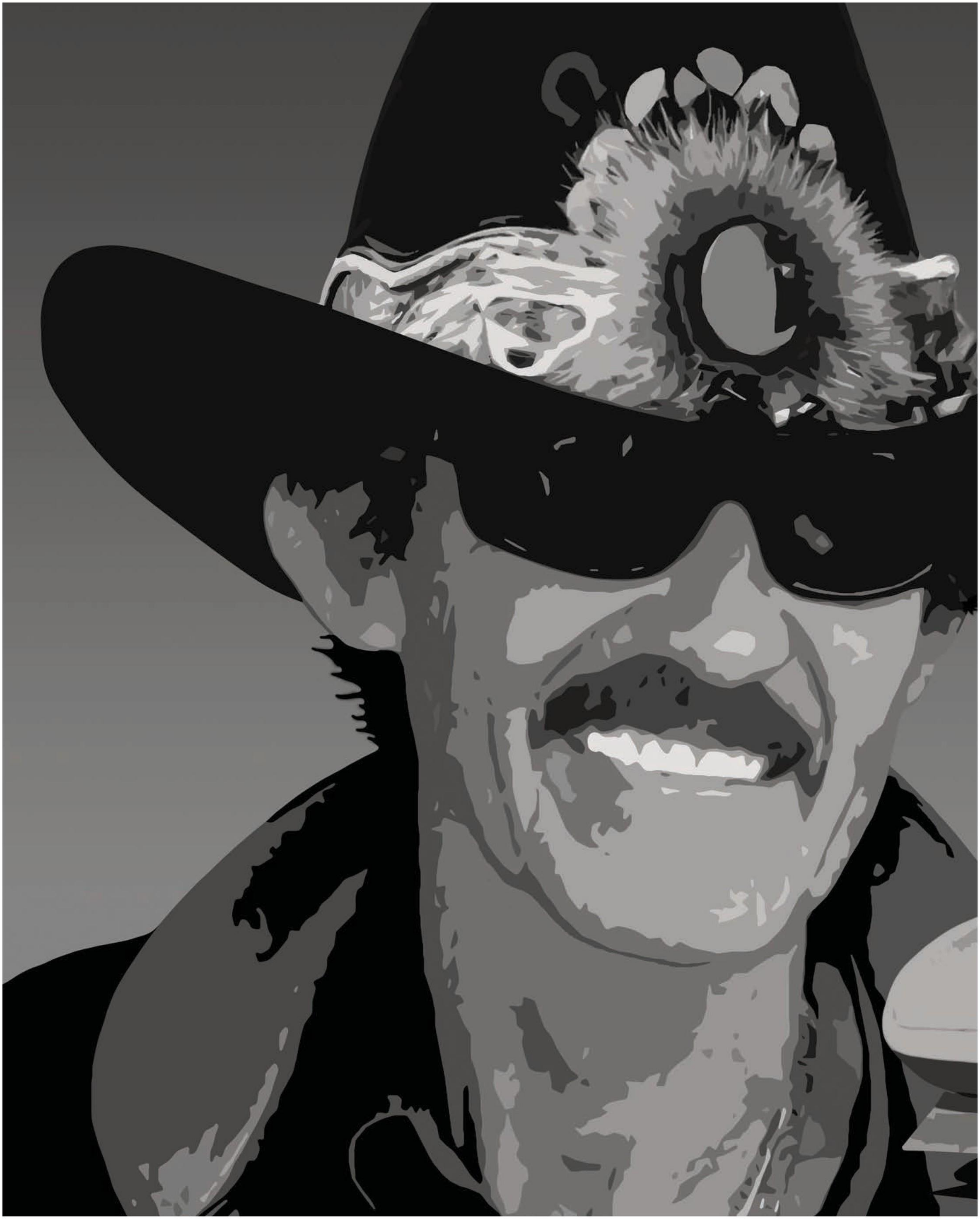
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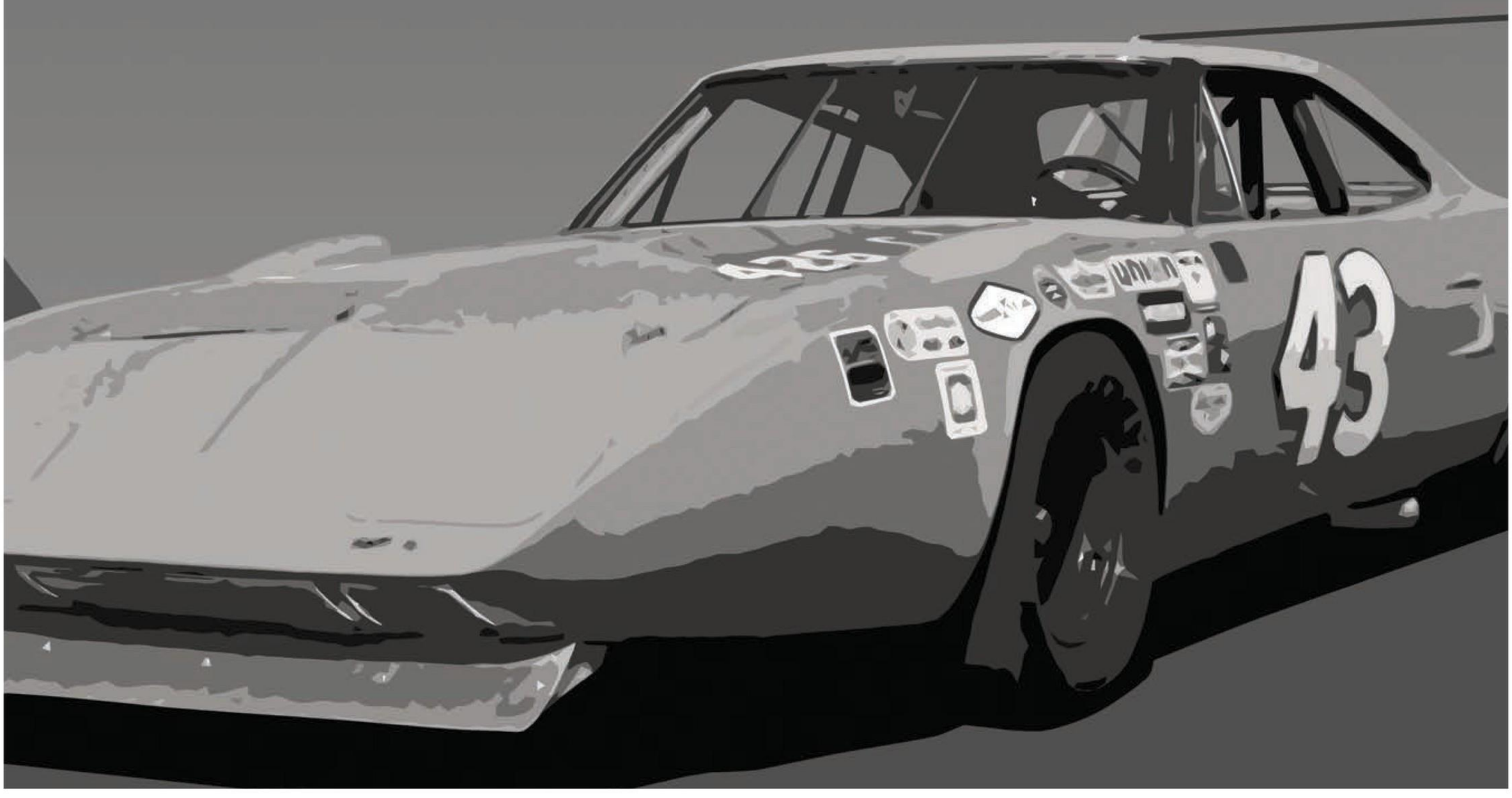
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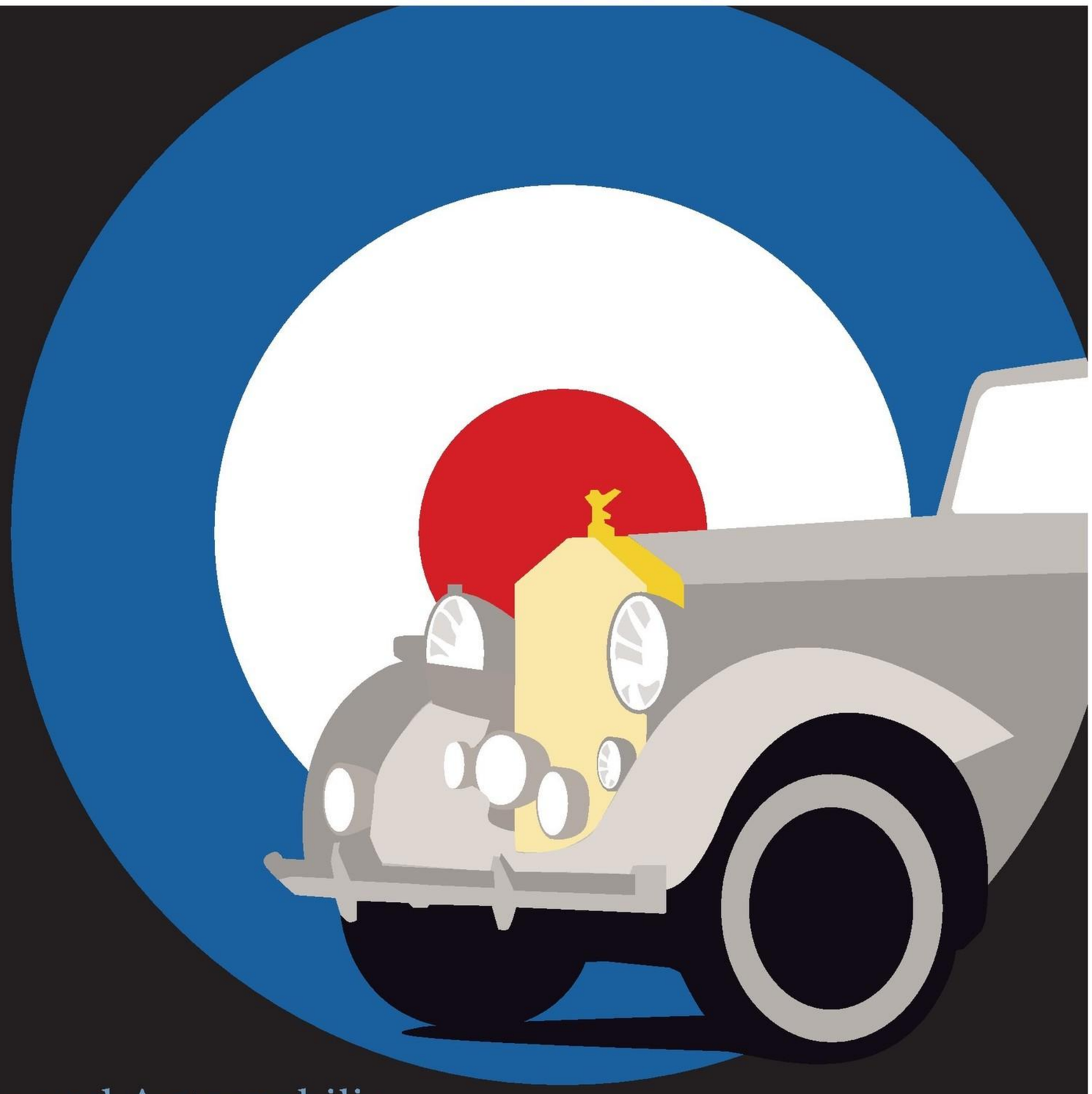
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Cover image: Marc Wright

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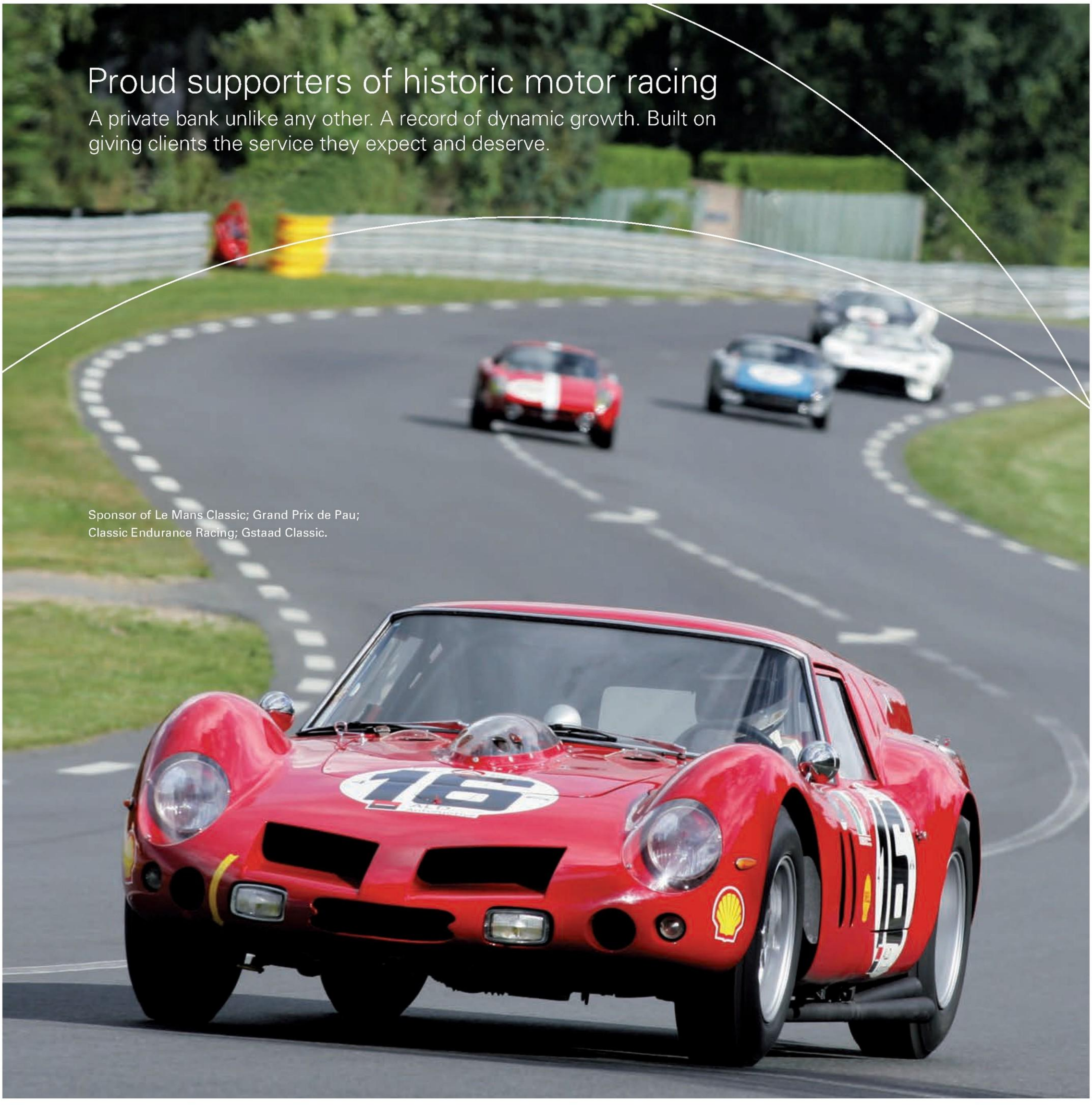
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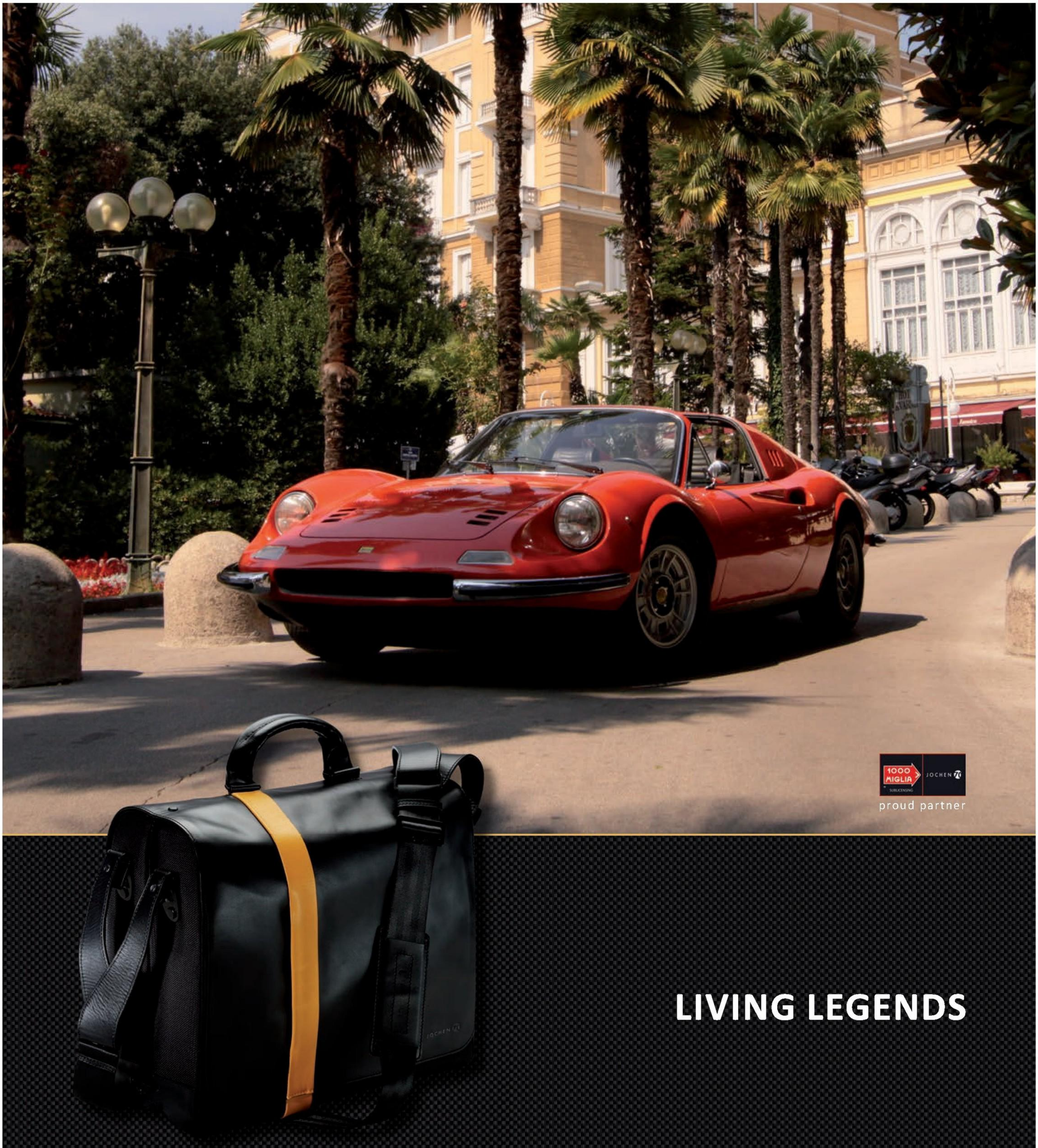
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More than just a name

Johnny Herbert describes Lotus as "Britain's Ferrari", and he's spot on. Both were founded by charismatic, driven, temperamental men who somehow encapsulated the traits of their respective nations and held fast to a shared vision: to build stylish, quick sports cars designed to be driven hard. But for both Colin Chapman and Enzo Ferrari, one overriding passion enshrined their legacies: racing. It always came first.

Ferrari survived its Old Man's death, eventually morphing into an organised racing machine unrecognisable from Enzo's days. Team Lotus wasn't so lucky. Formula 1 finally lost the much-diminished Lotus in 1994, but for many the true 'Team' died with its Old Man in December 1982.

Now Lotus is back on the grid, funded by Malaysian ringgit, but still operational from a base in rural Norfolk. No one is pretending this is Team Lotus, and we've already made clear our reservations at the use of the name, but we decided to ask those most closely associated with Chapman's team to find out what they thought. Would they approve? You'll find out within our 21-page salute to Lotus which starts on page 39.

So does the Lotus name still resonate in Grand Prix racing in the 21st Century? Logically, you'd have to question it. For younger generations, the heyday of Team Lotus is not even a memory. It is 32 years since Mario Andretti delivered Team's last World Championship, in the landmark Type 79 tested in this issue and featured on our cover. Thereafter, Lotus's fortunes fell into decline. The Ayrton Senna years showed signs of a revival, but after three seasons and six victories, he took himself and Honda to McLaren, a team with which he really could deliver on his potential. Lotus's status as a frontline team went with him.

Yet despite all this, Lotus does still matter. The images of Jimmy in a Type 25, Graham in a Gold Leaf 49, Ronnie and Emerson in a John Player Special 72, Mario in a 79 – they are seared into the very fabric of F1. Time has not diminished the importance of Lotus. If anything, in the days of teams called Red Bull and Virgin, its return means more than ever. That is why Tony Fernandes and Mike Gascoyne must not fail. That is why Lotus F1 Racing is the most significant of the four new teams joining the grid in Bahrain, and they carry our best wishes with them as a new era begins.

It's only a name? Don't you believe it.

Speaking of names, Ross Brawn let slip an interesting fact in the run-up to the launch of Mercedes GP. Apparently, the registered company number has survived the team's many guises, through the years of BAR, Honda and Brawn GP, all the way back to its days as… Tyrrell. Therefore, he can cheekily claim that Mercedes GP is the fourth oldest F1 team on the grid after Ferrari, Lotus and McLaren – make that third if you refuse to count the new Lotus as anything to do with the old one!

The livery of the first true Silver Arrow since 1955 is a pleasing nod to the past (see page 12). But Brawn and Michael Schumacher won't spend much time looking back this year. Schuey's competitive urge can never be underestimated. He wants that eighth world title, and if he makes it, surely it would be his greatest. But after three years of reflection on his career, will Michael do anything it takes to get it, like he used to? In his absence, F1 has changed. Like Niki Lauda before him, Schumacher will have to adapt to the evolutions within his old, familiar domain. We can't wait to see what will happen.

Damien Smith, Editor

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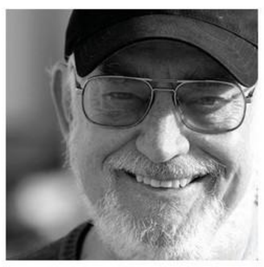
Andrew Frankel

It was cold, damp and foggy, but when we rang Andrew to ask how the shoot was going he sounded jubilant. "Of course everything's wonderful. I've just driven a Lotus 79!" Even for a man who has already driven some of the great racing cars, this one meant a lot. He had other reasons to be cheerful. From the freezing fog of Hethel, he was jetting off to Portugal for his next assignment…



Gordon Cruickshank

There was a time when a copy of *Motor Sport* was the only way GC could share in the joys and despairs of the Broadspeed team as it wrangled a race car out of a luxury coupé. A trip to Silverstone to finally see and hear one of the brawny XJCs in the flesh and on song was long overdue compensation. Now he's wondering how a set of those wheelarches would look on his Mark 2 Jag…



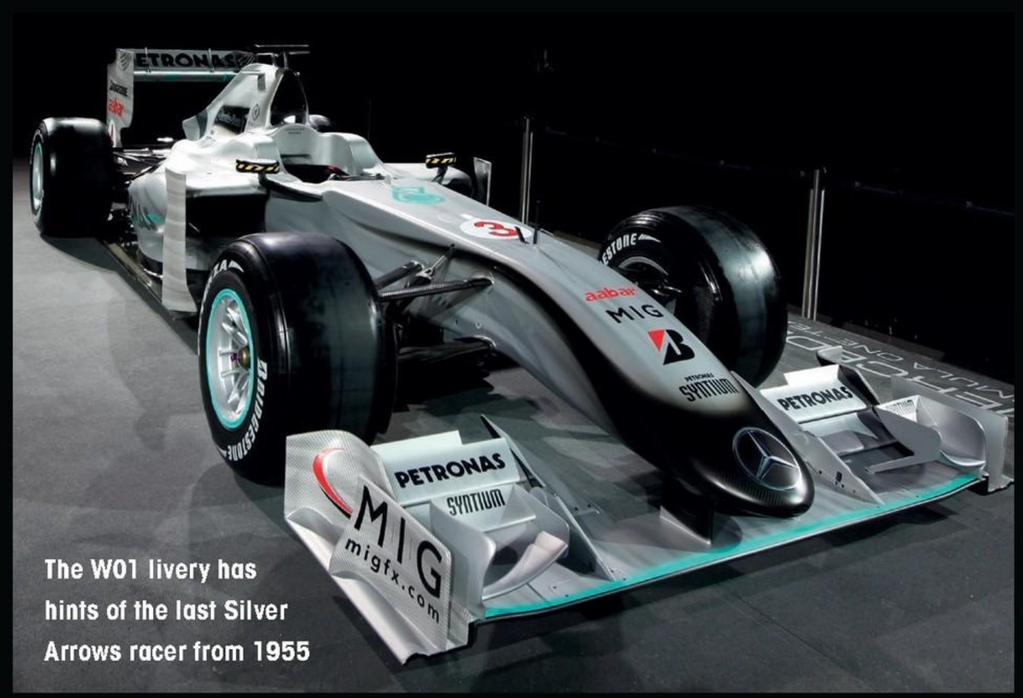
Gordon Kirby

If you think Knockhill is a long way away from anywhere, spare a thought for our American correspondent. He racks up air miles like the rest of us collect Nectar points at Sainsbury's. But before he caught yet another plane, this time to Daytona for the classic 24-hour race, a chance to sit down with Parnelli Jones, one of the legends of US racing, was just too good to miss.



Adam Cooper

It may be off-season as far as watching Grands Prix is concerned, but right now the people in the industry are flat-out finishing their new cars. And while they're attempting to preserve their latest secrets, Adam is trying to extract them for the benefit of our readers… But in between spying raids, Adam got some valuable time with the old hands behind the brand-new Virgin team.



The W01 livery has hints of the last Silver Arrows racer from 1955

Schuey excited by Silver Arrows

THE NEW SILVER ARROWS ERA BEGAN officially when the former BAR, Honda and Brawn team was rebranded as Mercedes GP Petronas in Stuttgart on January 25. A week later in Jerez a Mercedes Formula 1 car was due to take to the track in an official capacity for the first time since the 1955 Italian GP, when Juan Manuel Fangio, Stirling Moss, Karl Kling and Piero Taruffi gave the W154 its final race outing.

In a nod to history the race numbers on the nose of the new W01 are red on a white background. The main livery hints at the birth of the Silver Arrows legend at the Nürburgring in 1934, when the white paint of Germany was allegedly scraped off the W25 to reduce weight, revealing the silver aluminium below. On the current version carbon-fibre black is revealed beneath the silver.

"I'm really excited, as you can imagine," said Michael Schumacher (below). "It's something important, to see the combination that I'm now joining into. And basically that's the reason why I accepted this offer, because Mercedes was the one to initiate my F1 debut, and now I'm able to return to Mercedes, hopefully with good results, and be able to give back something.

"In 2010 with this great combination of Ross Brawn, Mercedes GP and the experience that I've got we can only aim for one target – that is winning the championship. That is very easy to say, and very hard to do. But that's why we have three years in front of us, and our target is finally to achieve it."

Like Ferrari, McLaren and Red Bull, Mercedes heads into the 2010 season with a theoretically equal driver pairing, but with one man clearly expected to establish his dominance.

Schumacher gave a reminder of his ability to exploit every possible advantage when he got his comeback underway early with three days at Jerez driving the 2011 GP2 development car on behalf of the series organisers. Although wet weather cut his mileage the opportunistic outing gave the German veteran a chance to put his neck to the test in a quick single-seater.

"What I've seen already is the determination Michael has, and the passion he has for the sport," said Brawn. "It's all there, it's all back again. In fact, perhaps even more passion than he was enjoying when he stopped – because there was a reason why he stopped, and what I see now is tremendous enthusiasm. It's going to be a fantastic asset for our team and our people to be working with him. He's very special."

Intriguingly, the ages of the two Mercedes drivers bear an uncanny reflection of 1955. When Fangio started his second season with Mercedes he was 43, while team new boy Moss was 25. Schumacher and Nico Rosberg are currently 41 and 24 respectively. And just like Stirling, Rosberg is still looking for his first win. Brawn is adamant that it's a combination that will work.

"We see a huge talent with Nico. He's very fast, (with the) same level of dedication as Michael. They're going to make a fantastic partnership, because he'll learn so much from Michael.

"There will be the raw talent of Nico, which in a driver of his age will still need some development. It's an exciting pairing. They are obviously going to want to beat each other, but we want to build a team where they want to help each other as well and bring the team forward and do the things they need to do for the team." *Adam Cooper*



All images LAT

Briatore/FIA row rolls on

QUESTIONS OVER THE GOVERNANCE of the sport have been raised by Flavio Briatore's successful challenge of the World Motor Sport Council's decision to give him a lifetime ban over the Singapore 'crash-gate' affair.

France's Tribunal de Grande Instance ruled in favour of the former Renault boss, saying that as he was not a licence holder, the FIA had no authority to ban him – which is why the original judgement instead threatened to take away the licences of any teams, drivers and even events associated with him. The court also supported Briatore's assertion that he had been targeted by the then-FIA president Max Mosley.

The ruling was awkward for his successor Jean Todt, who wants to kick-start a new era. He can't let the matter drop because of the precedent it sets for challenges to the FIA's authority.

After consulting with its legal team the FIA appealed the ruling, which also applied to former Renault engineering boss Pat Symonds' five-year ban. It has stressed that the WMSC's guilty verdict still stands. But the FIA has agreed that drivers associated with Briatore's management firm would be given 2010 superlicences, pending the appeal.

Sauber drive to de la Rosa

PEDRO DE LA ROSA HAS JOINED ROOKIE Kamui Kobayashi at Sauber, after seven years as a McLaren test driver.

The Spaniard, who turns 38 in February, has not had a full-time race drive since his last season with Jaguar in 2002. He made nine Grand Prix starts with McLaren, the last at Brazil in 2006.

De La Rosa had been linked with Campos Meta since the Spanish outfit's inception, but had expressed concern about the team's financial position. Ferrari tester Giancarlo Fisichella had also been linked to the Sauber seat.

Peter Sauber said de la Rosa's McLaren knowledge will pay dividends: "We as a team stand to gain from his experience, and the same goes for young Kamui. I don't expect either of them to disappoint in 2010."

IN BRIEF

■ Former Renault tester José María López has signed for US F1. The Argentine won the 2003 World Series by Renault title, and then raced in F3000 and GP2. Since '07 he has dominated his native touring car series. US F1 has also hired Indycar veteran John Anderson as its team manager. The 64-year-old has worked for many leading teams including Forsythe, Foyt, Galles, PacWest and Andretti Green.

■ McLaren's Martin Whitmarsh has replaced Luca di Montezemolo as chairman of FOTA, but Ferrari will still have a strong voice in the organisation as team principal Stefano Domenicali has become vice-chairman. Red Bull's Christian Horner is chairman of its Sporting Regulations Working Group, while Ross Brawn retains his role on the technical side.



■ Eric Boullier is the new team principal of Renault F1, taking over from 'caretaker' Bob Bell. The 36-year-old (left) was previously involved with the French A1GP and DAMS GP2 teams, and used to run driver management company Gravity. The latter is owned by new Renault F1 shareholder, Genii Capital Group.

■ Father and son management team David and Steve Robertson have signed Formula BMW Europe champion Felipe Nasr, beating competition from Red Bull. The Brazilian, 17, is only the third driver the Robertsons have had a direct involvement with after World Champions Jenson Button and Kimi Räikkönen. He will drive for their Double R team in British F3.

■ Scuderia Toro Rosso has finally confirmed that Jamie Alguersuari will stay with the team this season. The Spaniard became the youngest F1 driver in history when he replaced Sébastien Bourdais last August. Without any testing he did little to impress, but Red Bull is giving him another chance.

■ In the New Year honours Ross Brawn was awarded an OBE for his services to motor sport and Jenson Button received an MBE for his performance in 2009. Brawn has helped to win eight drivers' and eight constructors' titles over 30 years in F1.

Alonso: no rift with Massa

FERNANDO ALONSO HAS PLAYED down the widely-held view that Ferrari might have trouble juggling the needs of its two Latin drivers this year.

Alonso insists that he gets on well with Felipe Massa, and that they have much in common.



"Felipe is a great team-mate," said the double World Champion (on right, with Ferrari tester Giancarlo Fisichella and Massa). "First of all, because he's a Latin character like me, and he's speaking Italian with me, the communication is fluid. Also Felipe has been in Ferrari for four or five years, and this is important for me. When you arrive to a new team it's important that your team-mate is not also new, because you can be a bit lost with the technical people etc. With the experience he has, he can help me."

Alonso says he is relishing his new role: "To be honest I've been answering questions about Ferrari and Alonso for three or four years, and now finally I'm here. In 2010 everybody is expecting a lot from us. We're ready for the challenge. We know that we are one of the favourites. We respect everybody, but we will do our best."

Team budgets crash as the recession bites F1

FORMULA 1 TEAM BUDGETS DROPPED by more than 10 per cent in the tough economic climate of 2009, according to research in the new edition of *Formula Money*, the annual data guide to the business of F1.

The average team budget fell to $271.6 million, compared to $302.8m in the previous year, while total budgets plummeted from $3.1bn to $2.7bn as some of the biggest spenders withdrew from F1. On the sponsorship front, Baugur, Credit Suisse, Dell and ING all quit during the last year and this contributed to an 8.5 per cent drop in sponsorship and supplier deals from $895.75m down to $819.55m.

ESTIMATED BUDGETS OF TEAMS IN 2009

TEAM	TOTAL
McLaren	$483.85m
Toyota	$411.35m
Ferrari	$370.75m
Renault	$346.6m
BMW	$334.85m
Red Bull	$200m
Brawn	$162.75m
Toro Rosso	$160.4m
Williams	$123.75m
Force India	$120.25m
TOTAL	**$2,714.55m**

Source: Formula Money

However, it was the manufacturer cutbacks that hit teams the worst. Team owner spending plummeted 30 per cent from $1.6bn to $1.1bn as the car makers looked to reduce costs, but it was still the biggest source of revenue for the teams at 41 per cent of the total. This situation is likely to change in 2010 as the car makers are replaced by smaller teams on significantly lower budgets.

Formula Money also estimates that McLaren was the team with the biggest available resources in 2009 at $483.85m, which included $225m from Mercedes and $159m in sponsorship. Toyota contributed more to its team than any other car maker at $255m, but smaller takings in terms of sponsorship and prize money meant that it had only the second biggest budget after McLaren at $411.35m. Ferrari had the third biggest budget at $370.75m and also drew the biggest sponsorship haul at $208m.

Brawn's budget was only the seventh largest and, at some $162.75m, was just over a third of McLaren's, although the World Champion team benefited from substantial spending on the car in 2008 when Honda was still on board. Even in '09, the car maker spent $100m on the team as part of the process of severing its Formula 1 involvement.

Christian Sylt and Caroline Reid

Nigel Roebuck



REFLECTIONS
– Schumacher is returning to a very different F1
– Why Brundle has been revitalised by the Beeb
– A 'short-cut' to solving the lack of overtaking...

So... he's back.

You think about it now, about that Saturday afternoon at the Hungaroring, and you conclude that had Rubens Barrichello's Brawn not shed a spring, which injured Felipe Massa, we would almost certainly never have seen Michael Schumacher race a Grand Prix car again. But... events, dear boy...

Initially the news of Massa's condition was not good, but he came through the brief critical period, and soon the doctors were saying he would not only recover, but also – eyesight prevailing – race again.

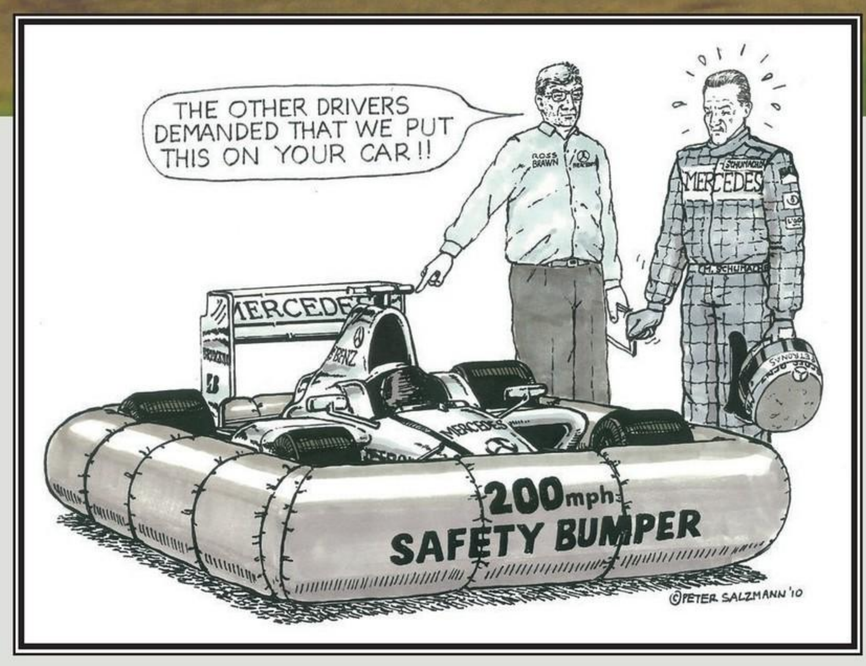
As the good word emerged about Felipe's condition there was of course enormous celebration in the paddock, most of all at Ferrari where he is dearly loved. As soon as it became clear that he would indeed be fit for the start of the 2010 season, Luca di Montezemolo announced that there would be a car for him, and that meant the exit door for Kimi Räikkönen, for Ferrari had already committed to running Fernando Alonso.

This did not, however, solve the short-term problem of finding a driver for the balance of the year, and di Montezemolo lost no time in broaching the subject with Schumacher, who was still on the Ferrari books in the role of 'consultant' or some such nebulous title.

Initially Michael declined Luca's invitation, but within a very few minutes allowed himself to be talked around, and thus the bombshell news went out to the world: Schumacher would partner Räikkönen at Valencia and beyond.

Few had believed that Michael would accept an offer to come back, but the more one thought about it the more it made sense that he would be able to justify it to himself.

Jerez 1997 and all that. Will Schumacher be different this time around?



For one thing, he was coming to the aid of the team with which he had been synonymous for 15 years; for another, he was standing in for his pal Massa; for another yet, it was merely temporary, in a Ferrari which could not be expected to produce miracles; last, he had been bored out of his mind for a long time.

For a brief moment Formula 1 was agog, but soon there came another statement from Schumacher, sorrowful this time: after testing an obsolete Ferrari at Mugello, he had concluded that a neck injury, sustained in a Superbike test earlier in the year, made a comeback impossible. In Valencia he duly – sadly – turned up in his normal 'advisory' role.

Into the first turn at Mugello there is a notorious bump, and Michael said that when he went over it on his very first lap he knew immediately, wincingly, he was in trouble. For the rest of the day, he had to drive round the bump, and you can't go racing like that.

The maddening thing was that the neck injury was gradually coming right – but too gradually to allow him to race an F1 car at that time. If the racing world was disappointed, Michael himself was mortified, for this opportunity to return, even only temporarily, had reawakened – if such a thing were necessary – all his competitive juices. After all, he had never wanted to retire in the first place.

Recently I listened again to the tape of that press conference in September 2006. A few minutes earlier, Schumacher had won the Italian Grand Prix for the umpteenth time, but now he was saying that he had raced at Monza for the last time, that he had decided at Indianapolis, two months earlier, to retire at season's end.

In fact, we knew what was coming, for the instant the race concluded Ferrari people dashed into the press room and began giving out releases confirming Schumacher's retirement – and Räikkönen's arrival. »»

Williams F1

Nigel Roebuck

As Michael spoke, we noted tears in his eyes at one point, and were bound to wonder if he were going or being pushed. While it seemed unfathomable that the best driver in the world might have been faced with a *fait accompli*, a situation *obliging* him to quit, there had been rumours to that effect for some time.

Schumacher was closing on his 38th birthday, and Ferrari – in particular di Montezemolo – could hardly be blamed for considering the team's future. There would, after all, come a time when Michael would take his leave, when Ferrari would need another superstar ready to replace him. Hence, in the summer of 2005, agreement was reached for Räikkönen to move there in '07.

Quite when Schumacher became aware of this is not known. What is known, however, is that for some little time di Montezemolo had resented his influence in the vetting of potential team-mates. Throughout his career, Michael had been happy to have good drivers alongside him, but never any who might be considered a potential threat.

It always struck me as oddly insecure, and Bernie Ecclestone concurred. "The cars were so good," Bernie said, "that the only person who could beat Michael was someone else in a Ferrari, and when that person wasn't *allowed* to beat him – and, worse than that, was riding shotgun in case somebody could get near him – people didn't have the respect for him that they might have done. I'd say to him, 'It wouldn't matter who was in the other car – you'd beat him', but we'll never know, will we?"

At all events, Schumacher was not prepared to have Räikkönen as his team-mate, which is ironic, because the evidence is that he would have dominated him – as, more often than not, did Massa. Most of all, perhaps, Michael was upset because he had not been *consulted*.

Whatever, if he duly left the stage, he remained in the wings. Part of his 'consultancy' role involved testing, and whenever asked to drive he accepted with alacrity – and invariably at least matched the times of the regular drivers. The spirit still burned bright.

At the races, though, it was a different thing. He gave an informal press conference at Barcelona in '07, and the tone of it was disinterested, even faintly bad-tempered. This was not the role for which life had prepared him.

He continued to come to the races, doing what he could to help Massa, but rarely seemed to smile. I remember walking through a paddock somewhere at the end of a practice session, noting a figure in Ferrari clothing walking back to the motorhome, quite alone, not a photographer in sight. Life had changed a very great deal for the seven-time World Champion.

All the way through his 'retirement', Schumacher continued to compete in whatever events came his way – the Race of Champions, German Superbikes, karting – so very clearly the need to race had not been quenched. Hence, should we have been surprised that he acceded to di Montezemolo's request that he stand in for Massa?

Even by normal F1 driver standards, Michael's level of competitiveness is extreme. Long ago, during his Benetton years, he drove me round Silverstone in an Escort Cosworth on a monsoon day, and reminded me that ordinary mortals have no clue as to what a car can be made to do. Out at the same time, also in a Cosworth, was Johnny Herbert, his team-mate of the time, and what struck me was Michael's *need* to catch and pass him, even in these playful circumstances. Once he'd done it, he started chatting again.

"Did you enjoy that?" he grinned, as we came in. I nodded assent. "Well," he said, "imagine what it's like in F1 cars – when we *mean* it…"

Quite.

Fast-forward to the autumn of 2009, and we find Schumacher ever more mindful of the way of life he had left behind. The opportunity to compete again may have arisen by chance, but it awakened in Michael something that had never been truly dormant, anyway.

Ferrari, with Alonso and Massa signed for 2010, asked the FIA about the possibility of running a third car (entered under a different team), but got a firm no, and that looked to be that for Schumacher – until Jenson Button visited McLaren, and decided he very much liked what he saw. As soon as his signing was announced, we began to speculate about his replacement at Mercedes, née Brawn. Be in no doubt about the overwhelming significance of Ross Brawn, perhaps the only man Michael has ever revered.

Schumacher, too, had been a Mercedes man before, a member of the sports car team almost 20 years earlier. Once he was into F1, competing against them, Mercedes people would routinely say they weren't greatly concerned, suggesting that in Germany a win by Schumacher was a win by Schumacher, a loss the fault of his team. But while that may have been true, to a



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Schumacher signed for Mercedes, then got busy training in a GP2 car (above)

point, no one doubted they would have killed to have the Three-Pointed Star on Michael's helmet. Of such things are marketing dreams made.

Soon after the deal was announced, I called Mario Andretti, and began by reminding him that long ago he'd told me of his belief that comebacks were a mistake.

"Mmm, well, hang on Nigel, that depends on when you leave and why. I was 54 when I left Indycars, and once I'd quit it would have been stupid and non-productive for me to come back. But look at Niki [Lauda], and what he did – came back at 33 or whatever, and won another championship. Now you think about Michael, retiring at the age that he did – not even 40, still in splendid physical condition, and so on. To come back in those circumstances… I mean, all *day*! You'd be itching to do it, right?

"What's more, he's coming back with Ross, who's been so instrumental in the success of his career – I mean, why wouldn't you do it? OK, the naysayers will say he has so much to lose, but you know what? He knows the potential negatives – but, most of all, he loves racing, loves *driving*, just like I did. Remember the emotion in the guy's face whenever he won a race?

"You're right that he never seemed happy just coming to the races with Ferrari – he was bored, he had too much energy left, too much still to give, and I understand that.

"In motor racing the only thing that ever stimulated me was driving. I was a team owner for one year, 1968, and I didn't like it – at all! It just tied me down. I never looked at Colin Chapman or Roger Penske or any of those guys and thought, 'I want to be like him'. Never. I just wanted to be a driver, and I think Michael's exactly the same. I hope he goes out there and kicks butt – and I've no doubt that he will. Apart from anything else, his coming back will be *phenomenal* for Formula 1."

Jackie Stewart I expected to be more circumspect than Andretti. I was wrong.

"I can only compare Michael with myself," Jackie said. "That's the only way you can do it. And since I retired, I've not had one day of regret – not one. In April 1973 I decided I was going to retire, come what may. I took Ken [Tyrrell] and Walter Hayes to lunch, and told them, but said I would finish that season. I wanted them to know so they could plan ahead, but only them – I never even told [my wife] Helen, because I didn't want her mentally counting down the races through the season.

> "It's the most competition Michael has ever faced"

"For me, it was unquestionably the right decision, and it didn't take any edge off my driving at all – I won my third World Championship. The end of the season was sad, obviously, because François [Cevert] was killed, but that had nothing to do with my decision, although a lot of people believed it had.

"I was absolutely *ready* to retire, that's my point – and I don't think Michael was. Something was going on at Ferrari at that time – they thought they had to move him on, and they convinced him it would be a good time to retire. It was clearly wrong – why the hell would he have gone racing Superbikes in Germany? It just wasn't out of his system – it's still in his blood, in the way that it's still in Stirling's blood. Stirling never *wanted* to retire – it was forced on him by the consequences of his accident.

"I think Michael made the wrong decision in 2006, and was not really ready for retirement. Yes, he's 41, but the bug is still there, and I think he can still do it – I don't think the age thing will be a problem. Whether he can do it for 70-odd laps, and for race after race, with the Alonsos and the Vettels and the Hamiltons and the Buttons and Massas and Webbers… that's perhaps another thing. There's a *very* good group in F1 right now, the best for a long time, and certainly the most competitive pack Michael has ever faced.

"I personally don't rate him with some of the great drivers from the past, because he made far too many mistakes, and because he had this flaw we all know about – parking the car at Rascasse at the end of Monaco qualifying, the Villeneuve thing at Jerez, the Hill thing at Adelaide… But he had an absolutely magnificent career first time round, and I think his comeback is a huge shot in the arm for F1."

Be in no doubt. In Italy, perhaps not surprisingly, the *tifosi* are not too thrilled about it – on the Ferrari website many erstwhile fans branded Michael a 'traitor', and he may well face a hostile reception when he gets to Monza in September. But everywhere else the news has been rapturously received, and many, myself included, are savouring the prospects for the coming season more than for a long time. As JYS points out, there are many *really* good F1 drivers at the moment.

One of them, of course, is Sebastian Vettel, and that raises an interesting point in itself, for Schumacher has never before had to confront another superstar from his own country.

Other things will be different, too. A few years ago, during their Ferrari days, Brawn attributed much of Schumacher's success to the fact that he *worked* harder than his rivals: "You can say to him, 'Have a couple of weeks off, Michael', between the races, and you'll get a phone call after a few days: 'How's the testing going? Any chance of trying it?' And he'll be down immediately! With some drivers, you've got to give them a schedule for the whole year, and pick out the days they're going to go testing – and then if you change it, it's, 'Oh, I've made my holiday plans' or whatever. My reaction to that sort of thing has always been, 'Look, mate, this is your job', but there's never any need for it with Michael. He never gets tired of testing – in fact, he loves it…"



Daimler Benz

Nigel Roebuck

Now, though, we are into the age of austerity, and testing is confined to eight days, all before the start of the season. This is something Schumacher will regret more than most.

I have to admit, too, to a certain curiosity as to how Michael, with his… muscular attitude towards anyone presuming to try and pass him, will get along with the authorities in this day and age. It may be only three and a half years since he last raced a Grand Prix car, but in that time the 'nanny state' mentality has greatly intensified – in F1, as in life. Over time race stewards were generally given to looking the other way when it came to Schumacher and his excesses, but this time around it might be different – and if it isn't, such as Alonso and Hamilton and Webber are going to want to know why.

To Knightsbridge for lunch with Martin Brundle in a favourite Italian restaurant, where every member of the staff is – of course – an F1 fan. Almost before we had taken our seats, the *maître d'* wanted to know what Brundle thought about Michael Schumacher's comeback: he himself was delighted, he said. "Even though he won't be in a Ferrari?" enquired Martin, surprised. "I don't care!" came the retort. "Maybe Ferrari won too much, anyway. All that matters is that Schumacher's coming back to F1 – we need some more excitement…"

A bottle of Amarone was ordered, and we chatted about Michael. "Everyone's saying he's going to wreck his reputation," Brundle said, "but will he? I don't think he will, actually. If he isn't quite what he was, I think he'll be forgiven. He's been away for a bit, he's 41 years old, and he's coming back mainly because he misses motor racing – not for the big dollar.

"Perhaps he's changed a bit," Martin mused. "Did you see that the other day he said he regretted the Villeneuve thing at Jerez? All the strokes and tricks he pulled… But then that's part of him, and you can't have one without the other, can you?"

I thought of Schumacher's role at Indianapolis in 2005, when Michelin got it disastrously wrong for once, its tyres proving incapable of coping with the final, banked 'oval' turn. Various solutions were sought, the most sensible being the insertion of a chicane before the corner; all the drivers signed their agreement – save Michael, who was unwilling to upset Max Mosley, knowing the FIA president to be agin the idea.

Thus, only six cars – the Ferraris, the Jordans, the Minardis, all on Bridgestones – started the race, and Schumacher duly won it after a scrap with team-mate Barrichello. Swathes of race fans left the Speedway vowing never to attend another F1 race.

"That really was one of the blackest days in the sport's recent history, wasn't it?" said Brundle. "The night before the race I remember asking David [Coulthard] what was happening. 'We're racing,' he said. The drivers all left the track on Saturday night, thinking they were going to race, and even on Sunday morning some of them still weren't prepared to accept that they couldn't.

"Jean [Todt] was a major mover in not agreeing to a chicane, too – but I can forgive him that, because he had his Ferrari hat on, and Ferrari were fine with their Bridgestones. Still, though, it was one of the most dreadful days for F1 that I've ever seen. And it was completely self-inflicted.

"Oddly enough, it then turned out to be a great race between the Ferraris – and even on a day like that Michael still had to f*** Rubens! In normal circumstances Bridgestone couldn't get near Michelin that year, so that was the only possible victory he was going to have – and there was no way he was going to lose it…"

Most in the paddock had long felt that Michelin was appallingly treated by the powers-that-be. As Brundle said, "It really wasn't very smart to humiliate Michelin on a global stage like that – especially if we get to the middle of this year, and we still haven't found a replacement for Bridgestone. If a new supplier hasn't been found by then, the teams won't have the data for the tyre they'll be using – so how the hell are they going to design their 2011 cars? To me that's the biggest peril F1 faces right now."





Four new teams arrive this year, and there have been suggestions of a two-tier F1, but Brundle suspects that at least one of the debutants will cause a surprise or two.

"One thing I've learned is never to underestimate anybody in this business – and I learned that from Mario [Andretti], believe it or not. He will have no idea of that – he hardly knows me.

"When I did the IROC thing, I won races and I was going really well – and Carl Haas started talking to me about going Indycar racing. We were in the paddock at Michigan – and Mario was sitting nearby, listening. I thought, 'Why would Mario Andretti give a toss about me talking to Haas?' He was right onto it – of course this was 1990, when both he and his son were driving for Newman/Haas. I thought, 'That's interesting. I'm a nobody – yet Mario is still



Brundle must sometimes tread delicately on his grid walks. Left: getting a shock on Rally GB...

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plugged in...' He wasn't going to miss a trick – he wanted to know *exactly* what was going on."

Brundle reckoned he should have been more like that in his driving career – should have been more assertive, not least with senior figures among the sponsors. "I always used to think, 'Oh, he's a bit famous – I'll stay away from him, I'll speak when I'm spoken to', and that was completely the wrong thing to do. Gerhard [Berger] was the best at that – man, did he work the system! I should have learned that a long time ago.

"I know we all laugh about Kimi [Räikkönen], about how he doesn't talk and all that, but if he was winning every race we'd forgive him for it. If he wasn't, though, and he wasn't ticking the other boxes either, then it's a different matter. Racing purists may hate that, but I'm afraid that's the way it is. And that's why Kimi's out of it. What a waste..."

Good for rallying, though, I said. Martin agreed, adding that he considered the top rally drivers to be the most complete drivers in motor sport.

"When I did Rally GB, in 1999, I was testing in Wales, and Sainz and Auriol were in the other two works Toyotas. We were practising on a special stage, maybe 15 miles long, and by the end of the day I was within half a second a mile of the other two – and I was bloody impressed with myself! [Co-driver] Arne Hertz was impressed, everyone was impressed. But that's what I do – I go over the same bit of ground and make it better, find the limits, that sort of thing.

"Anyway, we got to the first stage, where it was misty and raining hard – and I was *15 seconds* a mile slower! OK, the other two had done it a few times in earlier years, and this was my first time, but... Jesus! They're talking about 'flat here' and 'flat there' – 120mph over a blind crest in *fog* sort of thing – and I'm thinking, 'I can't see where I'm going...' And it was then that I realised those guys have a skill that we – racing drivers – don't have to employ any more. You might recce the stage in daylight and run it in the dark, or recce it in snow and run it on ice – and then you've got one shot, whatever the conditions...

"Whenever Sébastien Loeb wins the Race of Champions thing, or jumps in a Toro Rosso or a Le Mans car and goes quickly, I am *not* surprised in the slightest, believe me. Those guys have a talent we just don't know about – like the MotoGP riders in the wet. And it feels a lot faster than it looks on TV, I can tell you..."

Speaking of TV, I wanted to know, how had Brundle enjoyed his first season of working with the BBC?

"I *love* working for the BBC," he said immediately. "It's rejuvenated me. When it changed from ITV to the BBC, I really wasn't sure I was going to do it. But now, looking back, I can't understand why. Maybe it's because I'm a Norfolk boy – I don't like change. I'd had a dozen years at ITV, and thought that perhaps this was a chance to have a third career.



"It was one of the most dreadful days for F1"

"I won't hear a word said against my old ITV crew, but the BBC has a multi-media platform that's impressive beyond belief – I mean, some of our audience figures are 90 per cent up! Nine zero. There are no adverts, so it's an open goal to beat that, isn't it? And when you think about radio, digital terrestrial TV, the website, the iPlayer, the forums, the news channels... I've done F1 features on radio stations that I didn't even know existed!"

What has impressed Brundle perhaps more than anything else about working for the Beeb is the time and energy and creativity put into promoting its F1 programmes. More than at ITV?

"Oh, 10 times more. I'm *deeply* impressed by the BBC and how they do their sport. They just go for it – the red button is another example of it, the post-race chat when the normal broadcast has finished. We get three times more people watching on the red button than football or rugby do. We'll get to talk to Rubens or Jenson – whoever turns up – for five or seven minutes. The pressure's off, and we can really chat.

"I've had *much* more interaction with the bosses at the BBC in one year than I had with the ITV guys in 12 years. I was kind of ready to give it up, and head off to do something else, but I'm so glad I didn't – I'm really enjoying it."

Still there were times last season, I said, when Brundle seemed to be far from enjoying it. On one particular occasion, indeed, when we were having lunch at McLaren, Martin appeared disenchanted with the whole sport.

"Yeah, I remember that," he said. "It was the middle of the Mosley-FOTA thing, and I was depressed – that's the word. Guys like us have a passion for racing, don't we? We have a responsibility to tell the truth, to be honest. If I sugar-coated everything the audience would switch off, just dismiss me – and rightly so. You've got to tell it the way it is, and that means that sometimes you piss off Bernie or a team or a driver, and then they won't talk to you – won't even look you in the eye. You must have had that countless times, and so have I.

"I've noticed that, unfortunately, only the negative stuff ever seems to get back to them, and that's one thing I really hate about this business. The good things you say are just glossed over – they're expected. But say something spiky – and they hate you for it!

"I think this is something I'm coping with better these days. I have an immense understanding of and respect for what the drivers do – I know how hard it is, »»

Nigel Roebuck

and I know how I would be if someone like me rocked up on the grid with a camera crew just as I'm getting ready to race.

"We have to work with these guys, and they're very sensitive and I understand that. So you've got this juggling act of being true and honest about what's going on, and how you feel about it, and yet maintaining relationships to a point where you can go and talk to them on the grid or in the paddock.

"I'll admit I've no idea where I'm at with Lewis. I think I've been a great supporter of his, but I feel like Dracula turning up at a blood donor session when I walk up to him on the grid – and I think, 'Why is that?'. I mean, it's only lately I've been *allowed* to approach him on the grid! It's really weird, and I find the whole thing massively uncomfortable, to be honest. I know what it's like on the other side of the fence, so it is necessary to juggle it a bit – but in the end my primary responsibility is to the fans watching on TV. If they ever think I'm bullshitting, I'm done for, and I need to stop.

"Having a strong opinion about something doesn't always sit comfortably with some people. Bernie tolerates it, but Max couldn't. But if I resent the way all the positive things you say are glossed over, taken for granted, and only the negative stuff gets mentioned, I'm not crying about how hard it is for me, or anything like that, because it's the best job in the world…"

Formula 1 ventured to the United States for the first time in December 1959, and it's fair to say that the drivers were unimpressed by the circuit – Sebring – chosen for the settling of a World Championship between Jack Brabham, Tony Brooks and Stirling Moss.

I have an LP of the race, originally released by the long-defunct Riverside Records, and it stands as a remarkable document of the period, unlikely, I would venture, to get an airing at a GPDA meeting any time soon.

What did Brabham think of the track? Jack was dry as you like: "Well, it's the first time I've raced at Sebring. I heard a lot of stories about it before I came here – but it's not as bad as all that…"

Brooks, who had more than once competed in the 12 Hours, knew what to expect. "I'm glad to see the United States come into European-style Grand Prix racing," he said, "but Sebring is an airfield circuit, and therefore a bit artificial. I prefer the road-type circuits." What – with trees and brick walls? "Yes, that's right…"

Moss, who had also many times raced a sports car at Sebring, was rather more overt in his comments. "I like it here, because it's another World Championship race, but as a circuit it lacks a little character, because it's an aerodrome circuit, and this is a general feeling among the Grand Prix drivers.

"They've cut down a lot of trees at the Esses," Stirling went on, "and I'm sorry to see it, because, let's face it, this is a World Championship race, and it would be better if it were run on a proper road circuit. The nearer we can keep it to looking like a road the better it is – and to us roads signify trees and telegraph poles and ditches and banks and houses and brick walls and kerbstones. We haven't got any of those here…"

Not testing enough, then. Or dangerous. And there were other snippets, too, indicative of a somewhat different time. Four Ferraris were entered, and Phil Hill was asked if they were identical. "Two are," replied Hill, "but another one has a longer wheelbase, and the fourth car is 42 kilos lighter…"

Just a bit of paring here and there.

It had been confidently expected that the title protagonists would line up first, second and third on the grid, and Moss duly took pole position with Brabham alongside him. As for Brooks, it looked as if his Ferrari would also be on the front row – but then the organisers discovered a time for Harry Schell which they found difficult to believe, it being several seconds faster than any of his other laps and third quickest overall.

This really did seem… unlikely. Through 1959 Schell had driven for BRM, but the team declined to make the trip across the water, and the Franco-American journeyman therefore privately entered a Cooper-Climax under the banner of Ecurie Bleue.

How had his miraculous time been achieved? Well, it went like this. In the course of practice – they didn't call it 'qualifying' in those days – Schell came up behind the tardy Connaught of Bob Said, who failed to notice the Cooper in his mirrors and chopped across its bows. That being so, Schell took to the grass, continued straight on and then rejoined the track, having omitted to go through a corner or two. Taken a short-cut, in other words, admittedly by force of circumstance.

Now, 50 years on, it is proposed that short-cuts become an intrinsic feature of Grand Prix racing. Moreover, it is January 20 as I write, and not April 1.

One never quite knows, when it comes to Bernie Ecclestone and radical ideas about F1, what to take seriously and what not. As history shows, Bernie is not above floating provocative opinions during still periods in our sport, simply to get racing into the papers, but on occasion he apparently means what he says.

Twelve months ago he was obsessed with the awarding of Olympic-style medals to the first three finishers in a Grand Prix; at the end of the season, the driver with the most gold medals would automatically be named as World Champion.

> "I'd heard stories about Sebring – it's not that bad"
>
> JACK BRABHAM

In a perfect world one would always wish to see the World Champion win more races than anyone else, but to eliminate all else from the reckoning seemed a touch over the top, and most in the paddock thought Ecclestone's plan more than a touch loopy. Not long before the opening race, the FIA announced that it would not, after all, be adopted in 2009 – but added that it had merely been postponed.

That, of course, was during the latter stages of Max Mosley's protracted presidency; one trusts that Jean Todt will be less inclined automatically to do Bernie's



Schell (19) unexpectedly joined Brabham (8) and Moss (7) on the front row for the '59 US GP

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bidding, and that the medals idea, for one, will remain quietly at rest.

So to the latest madcap scheme. During a visit to the annual Ferrari/Ducati media event in Madonna di Campiglio, Ecclestone declared that he would like to introduce a short-cut at each circuit, with each driver allowed to use it five times in the course of a race.

This, Bernie suggested, would mean that a car wouldn't get stuck behind a slower one, and the idea had come up, he said, because the FIA's Overtaking Working Group seemed not to be getting very far in its efforts to facilitate passing.

I find it funny, in a way, that the powers-that-be have lately become obsessed with the lack of overtaking in F1 – it is as if this is a recent phenomenon, of which they have only just become aware. For countless years some of us have suggested that to call F1 'motor racing' bordered on a breach of the Trades Description Act, and more than once it has been murmured that I shouldn't rock the boat.

During the times of plenty, when F1 was more wealthy – and perhaps more fashionable – than it is today, there was a feeling that the lack of *racing* didn't really matter. Look at the crowds, study the budgets, feel the width…

Now it's a little different. Just as it is these days possible for politicians to discuss immigration without being instantly denigrated as racists, so there are increasing numbers of F1 people prepared to face up to the fact that, when it comes to *exciting* its fans, the sport has long come up short. Silly amounts of money were being tossed away on 24/7 wind tunnels, whose sole aim was to improve aerodynamic efficiency – and, in turn, make overtaking even more desperate, even more likely to end in contact. Throw in a new generation of 'health and safety' stewards, dishing out penalties like Gordon Brown at a private pensions party, and the picture was complete.

"I find MotoGP exciting," Stirling Moss said not long ago, "and F1 interesting…"

Time and again we made this point to Mosley, and our lack of success was evident on one especially notorious occasion, when Max said he considered a Grand Prix rather in terms of a chess match – the strategy was endlessly fascinating, he thought, and perhaps the key word was 'endlessly'.

Of late, though, there has been a change in attitude, perhaps spurred by declining Grand Prix crowds. The powers-that-be have at last become aware that 'The Show' needs spicing up, as Flavio Briatore alone suggested for years. To that end the Overtaking Working Group was set up, and if it has so far failed to yield the desired result, its very existence is at least an acknowledgement that a problem exists.

If Grand Prix racing is to remain a proud sport, though, and one true to its heritage, it is more than desirable – it is *vital* – that its problems should not be solved by contrived means, and this is where Briatore, by his own admission as far from a racing purist as you will find, sometimes went too far. "Change it to two short races – that way you get two starts and two finishes," he said to me once. But when I said that was fine for the minor leagues, but not for something calling itself 'Grand Prix racing', I could see from his expression that I'd lost him.

So now we've got to short-cuts on race circuits – think of the effect of that on conventional overtaking moves. 'I didn't want to risk trying to pass – I was waiting for the stops' has became familiar through the era of refuelling. But that, mercifully, has at last been concluded, to be replaced perhaps by, 'I didn't want to risk trying to pass him – I used the short-cut…'

I'll confess that when first I heard of it I assumed the idea to be no more than a headline-grabbing scam, but an insider tells me otherwise. Apparently the idea came up first in connection with Monaco (where overtaking, in the normal course of events, is admittedly as good as impossible), and then took wings in the minds of some. It reminds me rather of Mosley's barmy notion of having every driver compete in every car in the course of a season.

Whatever, the very fact that someone has even thought of something as off-the-wall as short-cuts on race tracks 'to allow changes of order to take place' is an indictment of the path F1 has been allowed to follow for way too long.

Then again, as Mosley suggested more than once, maybe I'm too much of a purist. Maybe Harry Schell was simply ahead of his time. Ⓜ

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



Lotus eyes Indy and Le Mans

LAT

LOTUS IS PAVING THE WAY for a return to the Indianapolis 500 and an entry into the LMP1 class of the Le Mans 24 Hours.

Although details are yet to be decided, the motor sport team, headed by ex-Ferrari racing manager Claudio Berro, recently made its ambitions clear.

"We are looking at two studies at the moment," he told *Motor Sport*. "One is for an Indy racing programme in America and another is for a Le Mans LMP1 challenge. It's clear that Indycar is a little bit more advanced as a study, but if we want to compete in 2010 we'll need to decide very soon.

"The Le Mans programme is a long-term study because there will be new rules in 2011 and maybe then it will be interesting for us to compete."

If the Indycar campaign goes ahead, the team must run with the single-specification Dallara chassis powered by a Honda engine – a world away from Colin Chapman's revolutionary approach in the 1960s which culminated with Jim Clark's Indy 500 victory in 1965 (above). The company last planned a return to the 500 with the 96T Indycar for the 1985 CART season, although this was banned before ever setting tyre on track.

"We know that the rules are fixed with Indycar at the moment," added Berro. "We would use an engine from Honda – and there's already a nice historic link there [from Formula 1] – and we'd use some experience from America. With nine races on normal tracks and eight on ovals, it is not just for oval specialists. Our group is not a specialist on ovals, but I think we know a few things about racing on normal tracks."

Berro is not underestimating the financial backing required for a full-scale LMP1 challenge, but he is keen to enter the series with hybrid technology. "It is a very expensive project, and to win Le Mans you need a strong team, which I don't think would be a big problem to build up," he said. "You also need a strong car with advanced technology, especially in the engine bay if you want to race a hybrid. It's a challenge not only for the motor sport division, but for all of the Lotus Group."





Citroën

Räikkönen enjoys first Citroën test

KIMI RAIKKONEN TRIED THE CITROEN C4 WRC for the first time on a private gravel test track in France in January. The 2007 Formula 1 champion is set to compete in the World Rally Championship this season with the Citroën Junior Team.

"It was good to try out a few different things," said Räikkönen (left, with co-driver Kaj Lindström). "I was interested to see how the car reacted when you changed some of the settings."

Prototypes may get F1-style fins

THE SHARK FINS THAT HAVE BECOME commonplace in Formula 1 over the past two seasons look set to become mandatory on Le Mans prototypes.

A central fin is being investigated as a means of preventing prototypes from becoming airborne if they snap sideways. The idea is the result of an aerodynamic study commissioned by the FIA in the wake of a series of aerial accidents during the first half of 2005.

FIA technical consultant Peter Wright explained that the fin would "increase yaw stability if the car gets out of shape", adding: "The effect of the fin will be to keep the car on the road."

The idea was discussed by the manufacturers and constructors at the end of January. It was decided that fins should not be introduced until 2011, but the final rules are not expected to be finalised until the end of February.

€1m for winner of Superleague



LAT

A €5 MILLION PRIZE fund has been announced for the Superleague Formula, the one-make single-seater series that pitches teams branded as football clubs against each other.

What Superleague bosses are describing as "the biggest prize fund in European motor sport" will include €1m for the end-of-season champion and €100,000 for the winner of the Superfinal at each double-header round.

The 12-round Superleague will visit Brands Hatch on July 31/August 1.

Road America wins NASCAR slot

NASCAR IS RETURNING TO ROAD America after an absence of 44 years.

Rounds of the second-tier Nationwide and World Truck series will take place at the famous road course in Wisconsin on June 19. They have replaced races set for the Milwaukee oval.

The only previous NASCAR event at the Elkhart Lake venue, a top-tier Cup race, was won by Tim Flock in 1956.

IN BRIEF

■ The works-backed Jaguar XKR GT2 built by the RSR squad has completed 2000 test miles, team boss Paul Gentilozzi has revealed. Marc Goossens, who drove the car on its ALMS debut last year, will share the lead XKR with two-time Grand-Am champion Scott Pruett at seven rounds.

■ The CRS Racing Ferrari team is moving to the Le Mans Series from the FIA GT Championship. Andrew Kirkaldy and Tim Mullen will share the lead 430 GT, with Phil Quaife, Pierre Ehret and a third undisclosed driver in the other.

■ Marino Franchitti will race for Highcroft Racing in the three ALMS enduros at Sebring, Laguna Seca and Petit Le Mans. The Scot will share the HPD/Acura ARX-01c with team regulars David Brabham and Simon Pagenaud.

■ The VW Golf GTI will return to the British Touring Car Championship after an absence of more than 20 years in 2010. Shaun Hollamby's AmD Technik team will run the car.

■ MotorSport Vision has unveiled a £100,000 scholarship prize towards an F2 seat for the winner of Formula Palmer Audi. The biggest prize in British motor sport means an F2 season will cost the winner just £185,000. The top six finishers will also get an F2 test.

■ The winner of this year's Jim Russell Racing Drivers' School series will receive a fully-funded F2 drive. The famous school runs a stable of Lola F3s powered by a turbocharged Mitsubishi engine.

■ Tony Scott Andrews has taken over from Graham Stoker as chairman of the Motor Sports Council. Stoker stood down after becoming FIA deputy president for sport. Scott Andrews is also president of the Classic Touring Car Racing Club.



■ Ed Rahal, a cousin of Bobby Rahal's father Mike, has died aged 85. In the '50s Rahal (left) raced a D-type Jaguar and a factory AC-Bristol, which he drove in the 1959 Sebring 12 Hours.

■ Bill Scott, one of the USA's best Formula Super Vee and Formula Vee drivers, has died aged 71. He won the 1968 European and '69 American FVee titles, and the 1970 FVee world title.



VW

Sainz triumphs in closely-fought Dakar

CARLOS SAINZ HAS ADDED VICTORY IN THE BLUE-RIBAND DAKAR RALLY TO HIS TWO World Rally Championship titles.

The Spaniard and co-driver Lucas Cruz (above) narrowly beat Volkswagen team-mate Nasser Al-Attiyah by 2min 12sec. It was the first time two Spaniards have won the automobile category in the endurance event.

Sainz won two of the 14 stages on his way to victory, but never had an insurmountable lead with Al-Attiyah pushing him right to the end.

Sainz first contested the Dakar in 2006 with VW, winning four stages and finishing 11th. In 2009 he won seven stages but crashed out while leading. Since pairing up with Cruz last year Sainz has also won the Rallye de Sertões and the Silk Way Rally.

WTCC boss positive despite SEAT loss

A RAFT OF NEW MANUFACTURERS are evaluating joining the World Touring Car Championship when new regulations come into force in 2011, according to series boss Marcello Lotti.

The Italian made the statement in the wake of SEAT's withdrawal from the WTCC in January and amid rumours that Lada could quit the series this year. He insisted that the "product was safe" for the future.

Lotti said that a new 1.6-litre turbo-charged engine formula would "give opportunities for new manufacturers to come in and others to come back". SEAT is known to be evaluating its Exeo model and, said Lotti, "it's no secret we're talking to Subaru".

Other manufacturers looking at the WTCC include Ford, which is developing a 1.6-litre powerplant for its world rally programme. Lotti is also known to have had meetings with Toyota and Honda's South American division.

The official reason for SEAT's withdrawal after winning the WTCC with the Leon TDI in 2008 and '09 is so that it can focus on customer cars, but it is believed that management changes precipitated the move. Its decision, made before the end of last season, follows a downscaling of BMW's WTCC assault from five factory cars to two.

Reigning champion Gabriele Tarquini looks set to race a turbodiesel SEAT this year. The Spanish SUNRED Engineering squad, which is based next to SEAT Sport, is understood to be forming a new team to run the Italian with support from factory engineers.

Capacity entry for new FIA GT1 series

THE NEW-FOR-2010 FIA GT1 WORLD Championship became a reality on the publication of a capacity 24-car entry list for the series in January.

Series boss Stephane Ratel described the entry of 12 two-car teams split between six marques as "a dream come true". He said the entry for this year's 10-date series on four continents had exceeded his expectations.

"I thought I would end up with 20 cars and five brands because I was committed to refusing one-car teams and any brand with just two cars," he said. "It was a risk, but 24 cars proves that you don't need factory teams."

Two teams new to circuit racing were on the entry list when it was published.

A new British squad, Sumo Power GT, will run a pair of Nissan GT-Rs in place of Gigawave Motorsport, which closed its doors before Christmas. Triple H Hegersport, run by former works touring car driver Altfrid Heger, will field a pair of Maserati MC12s alongside Michael Bartels' Vitaphone Racing squad.

And Audi DTM squad Phoenix has reunited with Dutch entrant Carsport after a year's break to run a pair of Chevrolet Corvette C6.Rs.

The Motor Sport Month

Low-cost Chevron racer revealed

THE FIRST ALL-NEW CHEVRON RACING CAR FOR 32 YEARS is set to hit the tracks this year.

Chevron Racing Cars has launched the GR8, a mid-engined competition coupé with a Cosworth YD 2-litre engine. A one-make series has been created for the car, but it will also be eligible for the British GT Championship and Britcar.

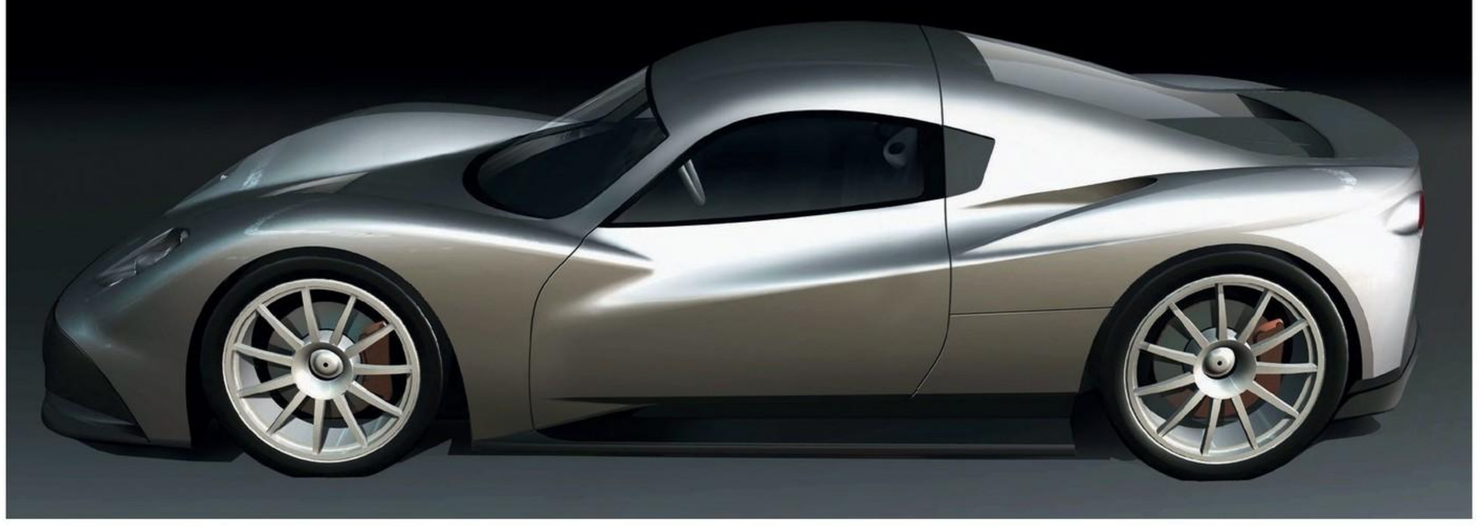
The cars are designed to provide a low-cost racing series and are priced at £49,500 plus VAT. Costs can be further reduced by running two drivers, as all the meetings in the GR8 Challenge include this option.

"Our concept has been to produce a car appropriate to the belt-tightening era," said Helen Bashford-Malkie, director of Chevron Racing Cars.

Ray Grimes, the sporting director for the series and a Ferrari chief instructor for the past 10 years, is keen to fill a hole in the market. "The GR8 championship is for gentlemen racers, not so much for pro-drivers, semi-pros or instructors," he said. "Lots of people are looking for Porsche or Ferrari performance, but they don't want to be racing against young hotshoes who are trying to make a career for themselves, or racers who'll fire into the side of them just to try and get past. I think many of the gentlemen racers are getting disillusioned by competing against these guys."

Twenty cars will be built, with three already sold. Expansion outside Britain for 2011 is planned, with franchised championships in countries such as Sweden, Italy, America and the United Arab Emirates.

Chevron founder Derek Bennett died in a hang-glider accident in 1978, which effectively brought the company's heyday to an end.



Hirvonen's Fiesta takes IRC opener

FORD WRC STAR MIKKO HIRVONEN gave the M-Sport team's Fiesta S2000 a convincing debut victory on the Monte Carlo Rally in January.

The Finn beat the Skoda Fabia S2000 of Juho Hänninen by nearly two minutes on the Intercontinental Rally Challenge season opener. It also marked a first IRC win for tyre supplier Pirelli.

Britons Guy Wilks and Kris Meeke had mixed fortunes. Reigning IRC champion Meeke ran second but retired his Peugeot 206 after crashing on a patch of black ice. Wilks drove solidly to finish sixth in his Skoda Fabia.

Indy teams plan 2012 prototype

MOST OF THE INDYCAR TEAM OWNERS – Chip Ganassi, Roger Penske, Michael Andretti, John Barnes, Tony George, Kevin Kalkhoven, Dennis Reinbold and Keith Wiggins – have formed a company called Delta Wing to design and build a prototype Indycar for 2012.

Former Lola designer Ben Bowlby's brief is to produce a smaller, lighter, more raceable four-cylinder turbo car.

"All the owners agree that we need innovation back at Indianapolis," said Bowlby. "We want to give the IRL an innovative, creative option. We believe this can attract a renewed interest from car and engine manufacturers."

Dallara, Swift and Panoz will all bid to build the new Indycar, due to sell for $140,000. At this stage Honda is the only confirmed IRL engine builder for 2012.

Donington could re-open mid-year

RACING MAY RESTART AT DONINGTON Park by the middle of 2010, says Kevin Wheatcroft, son of late circuit reviver Tom, signalling his desire to see the track restored to life as soon as possible.

The Wheatcroft family took back control of the venue before Christmas when Simon Gillett's DVLL concern failed. Damage done during the aborted Grand Prix development work will require around £600,000 to repair.

"I can reassure people that we are doing everything we can to get things back to normal," said Wheatcroft. "I worked with my father for many years and know what it means to everyone to ensure the track is there for the future."

Several racing organisations were negotiating for the lease as *Motor Sport* closed for press. Industry speculation suggested that the British Automobile Racing Club was a strong contender.



BRITISH F1 LEGEND NIGEL Mansell is set to race in the Le Mans 24 Hours for the first time this year. The 1992 Formula 1 World Champion has linked up with the British Beechdean squad to run a Ginetta-Zytek LMP1 with factory support in the five-round Le Mans Series and, provided it wins an entry, at the 24 Hours in June. The team's regular drivers will be Mansell's sons Greg and Leo, but their father isn't ruling out other outings in the car.



ROB BELL WILL DRIVE AN Aston Martin Vantage GT2 for JMW Motorsport in this year's European Le Mans Series and at the Le Mans 24 Hours. The Dunlop-supported team has moved from a Ferrari 430 GT2 machine to become Aston Martin Racing's official global GT2 Development Partner. Like the Ferrari last year, the car will feature in Dunlop's 2010 Le Mans Design Competition, in which members of the public can design its livery.

Obituary

Pete King MBE

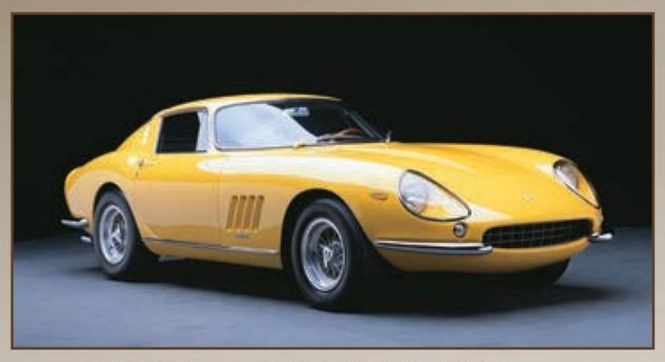
PETE KING, THE ONE-TIME SAXOPHONE player who managed Ronnie Scott's famous jazz club for almost 50 years, had a less well-known passion for motor racing. King, who has died aged 80, competed in a handful of European Touring Car Championship races in the 1970s and was persuaded by Brands Hatch boss John Webb to sponsor a series of production car races at the Kent circuit. He was also briefly involved in the management of Johnny Herbert.

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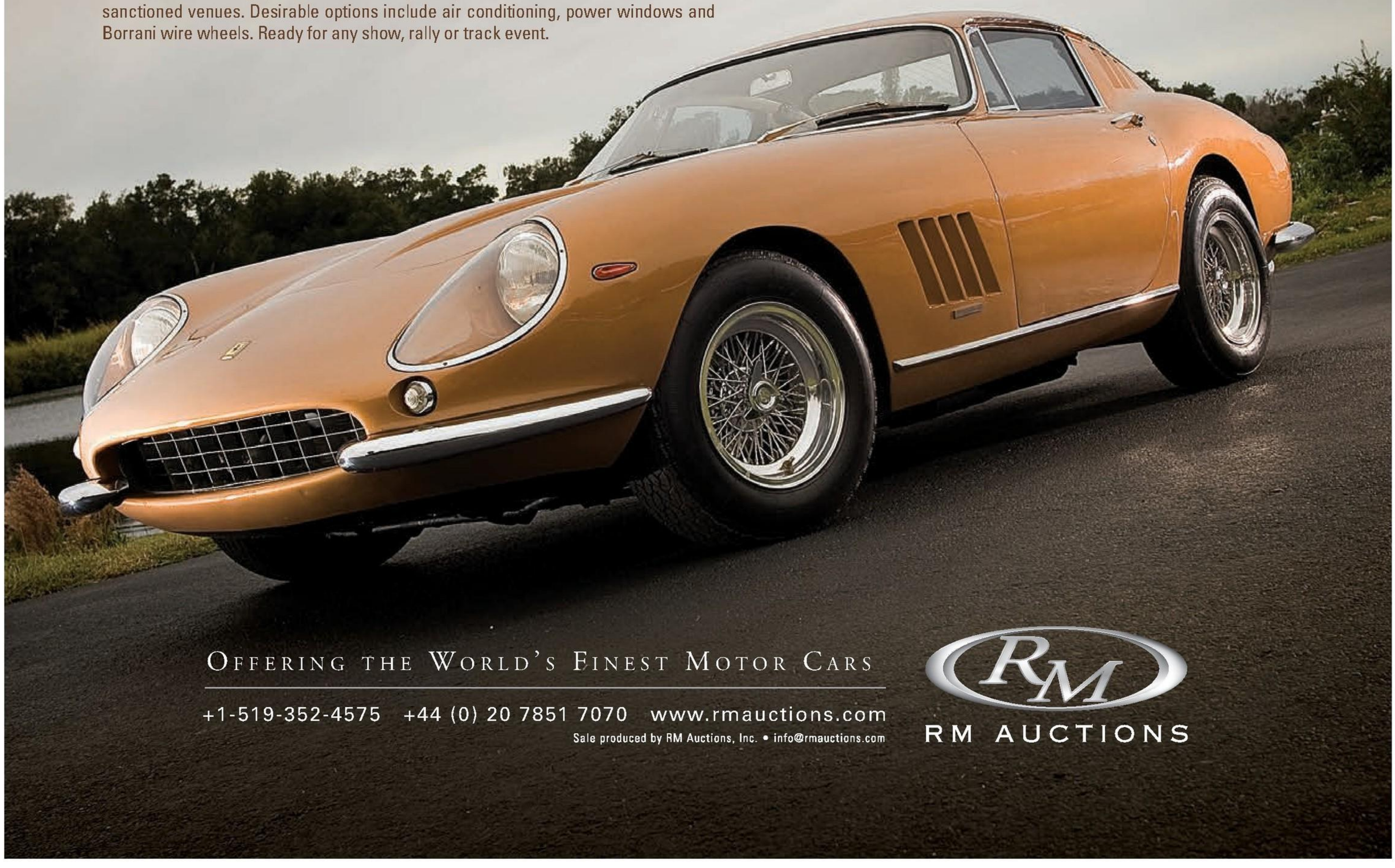
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RACING LIFE



LAT

DOING BUSINESS WITH BMW

THIS MONTH I WANT TO TELL YOU MORE ABOUT MY WORK with BMW North America. My company – Rahal Letterman Racing, which I own along with television host David Letterman – has been working with BMW in the American Le Mans Series and this year we go into our second season with the GT2 M3 (above). It's an interesting car and we did pretty well in our first year, which is always a challenge with a new car and the development that goes with that.

I guess everybody associates me with Indycar racing and Formula 1 with Jaguar, but my racing goes way back to when it was mainly with sports cars. For seven years before my rookie season in Indycars I was doing sports cars in America and Europe, trying to work my way towards F1. I was racing Porsche 935s and I won the Daytona 24 Hours with Brian Redman (great guy, great driver) in 1981, so there was a lot of history before we did a deal with BMW for the ALMS.

With Rahal Letterman Racing, it was important for us as a company to spread our interests. To be reliant on Indycar racing was risky in case we lost sponsorship – and of course that's exactly what happened. We were prepared to withstand that loss because of the nature of the relationship we'd nurtured with BMW, which goes back to 2006, so there was a long gestation period before we ran the GT2 M3 in 2008. We'd been racing a Porsche RSR to get to know the ALMS and that gave us an insight into the way the championship works before we went out there with the BMW.

The M3 is a big car and it's not a pure-bred GT2 racer like the Porsche 997 and Ferrari F430. So far it has only been allowed to run in America and Asia, not at the Le Mans 24 Hours itself. I did hear that BMW wants to take the car to Le Mans with the Schnitzer team, but they would have to get it homologated first. And that's much more than just a bolt-on job, as we know from looking at it ourselves. We'd love to race there but it would obviously be much more economical for BMW to get the car approved in Europe and run it with a team like Schnitzer. We haven't heard much about the plan but my assumption is that they do intend to homologate it. But I think the changes will be substantial, it would be very different from the ALMS specification, and all I know is that they're working on it.

Interestingly, we race on Dunlop tyres in the ALMS while everyone else is on Michelins, which are the 'gold standard', if you like. So it's been hard work to develop the tyres as well as improve the car. But Dunlop has done a great job and we've had better and better tyres from them – the great thing is we have tyres that are made specifically for the BMW and we have been able to work hand in hand with Dunlop to optimise the whole package.

I should say that I'm a BMW dealer too, here in Pennsylvania, and I'm not so surprised that they have pulled out of Formula 1 racing. North America is the biggest market for BMW but F1 just doesn't resonate here like it does elsewhere in the world – and when a company is losing a lot of money in a year they have to look at the reality. A big company like that can lose money so rapidly, and it's like turning round a supertanker, so when the financial guy looks at the outgoings and sees a racing programme that costs maybe $400 million a year, well, he doesn't really have any choice…

It's not a decision anybody wants to take, but for the sake of the company and its obligations to its shareholders it's one that has to be made. And I'm sure that's how Honda and Toyota felt, and I guess Renault is feeling that way too. You can always get back into racing, but racing has to contribute to the bottom line – it's much more than just an image.

See you next month. It's going to be a busy year…

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TRUSTY LANDIE BEATS 911...

DON'T ASK HOW, BUT I MANAGED TO WANGLE MYSELF A 911 over Christmas, and jolly excited I was about it too. GT3 aside, it was my favourite: a Carrera 2S with three pedals and two half-shafts. It even bore the 'OPR 911' number plate which, along with '911 HUL', Porsche has been using on its press cars since I was a kid.

On the day it arrived I parked it outside my house and went inside to plan all those wonderful adventures we were going to have together. Then it started to snow. Within an hour the 911 was buried (see above) and now, nearly a month later, and because the only time the temperature rose above zero it resulted in even more snow, it's still there. Porsche should have had it back on the first working day of the new year, but I doubt that even Stig Blomqvist could get it down my drive, let alone the mile or so to a gritted road; so there it has sat, unused and immobile.

Instead my daily transport is one of few designs still available today that pre-dates the 911. These days and in normal weather you don't see too many old Land-Rovers, even in a backwater like this corner of Wales, but it appears they are still around, kept lurking in sheds, waiting for a moment like this to shine. And shine they do: mine has no electronics, no diff-locks, no ability to vary the torque split – all it has is the most basic four-wheel drive imaginable, a load of ground clearance and very good tyres. Virgin snow a foot deep concerns it not at all.

But you should see what the weather's doing to all those so-called 'soft roaders' round here. Partly because of the way they're marketed and partly because in mainstream and, particularly, broadcast journalism cars with four-wheel drive are lumped into the same category, people assume this facility gives them some kind of immunity to the elements. They hear a local radio station reporting that at a certain tricky spot 'only four-wheel drives are getting through' and leap into their Honda CR-Vs and Audi Q5s thinking this statement somehow applies to them, when what was actually being referred to were specialist and properly equipped off-road vehicles.

The problem with these cod off-roaders is not that they're useless in bad conditions, it's just that they're not as good as they make you think they are. A modern torque-apportioning four-wheel-drive system can do a very good job of masking just how treacherous are conditions under your tyres, a fact you discover only when you have to stop in a hurry and can't, or need to turn into a tight corner and don't. I've been driving a Peugeot 4007 recently that allows you to switch between two- and four-wheel drive, and unless conditions are really bad, I've found it preferable to stay in front-drive and be left under no illusions about the amount of grip underfoot.

Of course the real answer is winter tyres but I think we'll need a few more winters like this before they become even popular, let alone mandatory as they are in some European states at this time of year. The last time I drove on them was in a mid-engined RenaultSport Clio, a car that might figure quite high up anyone's list of vehicles to be avoided in snow. But on mud and snow tyres it was fine: best of all, and unlike four-wheel drive, these tyres improved traction, cornering and braking ability equally, so you always knew how much grip there was.

In the end, and as is so often the case, it's all about having the right tool for the job, and it's hard to think of any conditions where any of these soft-roaders could be so described. You're better off by far just having a normal car and, if you're worried about these still rare severe weather events, buy a spare set of wheel rims clothed in M+S tyres. Better still, if you've got a shed and a spare £1500, chuck an old Landie in it. In weather like we've had, I'd not be in anything else.



The 40 year shine

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Mat Oxley

MOTO GP



Honda Racing

HONDA'S BETE NOIRE

HONDA IS HAVING A TOUGH TIME IN MOTOGP THESE DAYS. The world's biggest motorcycle manufacturer has won just seven races in the past three seasons, while Yamaha and Ducati have won 45 between them. But Honda has known darker days in bike racing. In the late '70s the company decreed that its engineers must vanquish the dominant two-stroke Grand Prix bikes with a hi-tech four-stroke because Soichiro Honda hated stinky two-strokes. The company had no idea how much humiliation it would suffer as a result of Honda-san's prejudices.

The two-stroke is hard to beat because it fires twice as often, so Honda assigned a group of brilliant young engineers to the project, led by Takeo Fukui, later Honda Motor president. This was their chance to run riot with technical innovation.

The NR500 (NR for 'New Racer') was rampantly revolutionary or wilfully unconventional, depending on your viewpoint: four oval pistons, eight valves, two sparking plugs and two connecting rods per cylinder. The idea of the oval pistons (in fact shaped like an athletics track) was to increase valve area, so the V4 would work rather like a V8. Ultra-high engine speeds would further reduce the four-stroke's handicap. The NR (above) revved past 20,000rpm, while the best two-strokes made 11,000. There was even talk of cooling the hard-working engine with liquid nitrogen.

The NR missed the start of the 1979 World Championship, arriving five months late at Silverstone, where one bike failed to qualify and the other made the back of the grid. Over-the-counter two-strokes were faster. Journalists dubbed the bike the 'Nearly Ready'.

It would be hard to imagine a more ignominious debut. Yet things hardly got any better through the next three seasons during which Honda threw more and more money at the bike without the reward of a single point. Thus the NR became the 'Never Ready'.

The NR's problems were manifold – it was slow, fragile and intractable. "The engine would run to 21,000rpm," recalls Briton Mick Grant, who spent two anguished years developing the bike. "The biggest problem came when you shut off; with no flywheel and that massive rpm, the back wheel would chatter even in fifth gear, so you were always on the clutch. It hopped around so much I couldn't see a thing, everything was in triplicate! That's where the idea for the slipper clutch came from."

NR chassis technology was as radical as engine design. The bike had a monocoque frame, almost unheard of in bike racing, and smaller-than-usual 16in wheels, for which Dunlop and Michelin had to create a new range of tyres. The aluminium monocoque made maintenance a nightmare – it had to be split to change spark plugs or re-jet the carburettors – and it cracked frequently.

Day-to-day maintenance meant more torment. "We had two teams at races," says Gerald Davison, Honda's NR team manager. "One that worked at the track during the day and another that worked, in secret, rebuilding the engines."

Eventually, the NR's recalcitrance made some Honda engineers ill and others slightly mad. During one heart-to-heart with chief engineer Shoichiro Irimajiri in Japan, Davison suggested the NR design team needed to seek inspiration from another source.

"Half joking, I said he should send the NR people to a temple to reflect on what they were trying to do. The next day he did just that! A fleet of minibuses took 40 of us to a Buddhist temple, and we also took some bits of the bike that would receive blessings. We arrived at this beautiful place, up a forest-clad mountain, with dancing girls and music. It was pretty spectacular."

The blessings did no good but Honda refuses to consider the NR a failure because the project expanded its fund of knowledge. In particular, the NR taught Honda about carbon brakes, cam gear trains, ultra-high-rpm motors and the back-torque limiter. Much of this know-how was later applied to road and race machines, including Honda's hugely successful Formula 1 engines.

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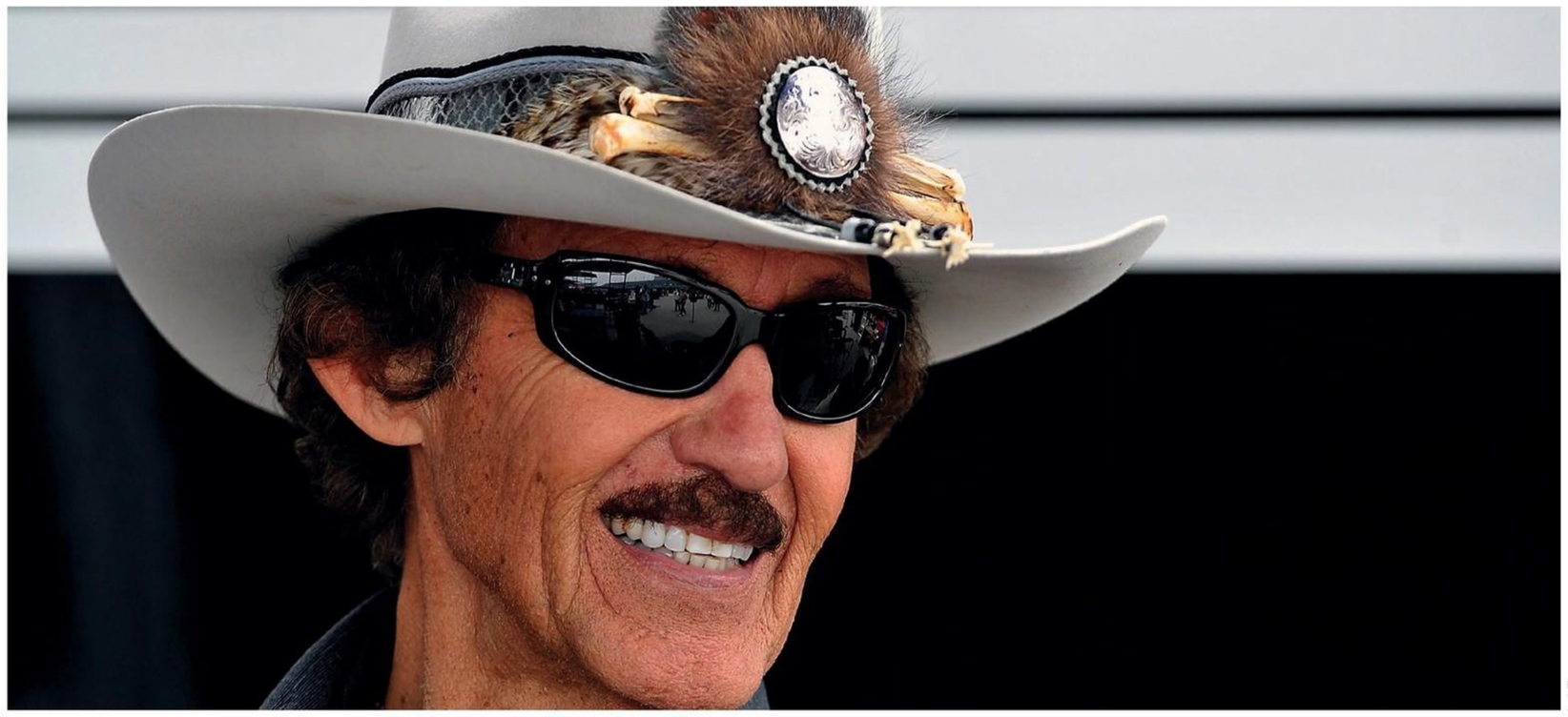
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Gordon Kirby

THE US SCENE



LAT

THE KING OF DAYTONA

HE'S BEEN RETIRED FOR 17 YEARS NOW, BUT RICHARD PETTY is still the king of NASCAR. Petty's 200 victories rank him in a class of his own, with almost twice as many as second-placed David Pearson (105) and four times the current NASCAR champion, Jimmie Johnson. Seven NASCAR championships also adorn the king's crown, equalled only by the late Dale Earnhardt. And, of course, Petty is the only man to have won the Daytona 500 seven times.

"When you win, you win, no matter what the circumstances," says Petty. "Three or four of them we just flat won, and there were two or three where we were just in the right place under the right circumstances to win the race. But then there were three or four others where we had the best car and something happened and we didn't win.

"I look at it my whole career as it kinda averaged itself out. We had good and bad races. We had good and bad luck, and we wound up doing pretty good. That's the way racing works and that's the way life works, too."

Petty, now 72, was one of the first men to master running the high groove at Daytona, up close to the wall all the way around the high-banked superspeedway.

"One of the things that got me in the habit of running real high at Daytona was in 1960 when we had a little Plymouth with pretty much a stock engine in it," he recalls. "The Pontiac, Ford and Chevrolet guys had a lot of racing stuff under their hoods and our car didn't have any horsepower. So you had to keep it wound up. If I ran low it would bog down. So I ran high and kept the rpm up, and I learned that's what it took for me and my car to get around the race track the quickest.

"Later when we had as much or more horsepower as anybody else it was still, for me, the easiest and quickest way around the track. I also felt that if anything happened to the car, if you blew a tyre or something, you were so close to the wall that you didn't have a chance to get a running start at it. So I always felt safer running high than I did low. It just became a habit."

Petty scored his first Daytona 500 victory in 1964 with Chrysler's new 'hemi-head' V8, before becoming the first two-time winner in 1966. There were no limits on horsepower in those days and power skyrocketed through the '60s and '70s.

"As the horsepower went up," Petty notes, "Goodyear usually came with a little bit better tyre to make up the difference and we had another year's experience of making the car handle. Daytona was a wide-open track most of the time, but only the winners could run wide open. The guys who ran fourth or fifth could maybe do that for a few laps, but then the tyres would go away. So it wound up being not only a horsepower track but also a handling track. If you could run wide open and they couldn't, you could make it work to your advantage."

Team-mate Pete Hamilton won at Daytona in 1970 before Petty claimed victory in 1971, '73 and '74. He scored his sixth victory in 1979 and added a final win two years later. As well as being fast, Petty's cars were always beautifully prepared and presented.

"We took the time to do a little extra," he says. "I think we started the trend that the more time you spend on the car the better it's going to be. Back in those days we used to have only one car and we'd spend a whole winter working on getting it ready for Daytona. We'd put on the decals and then we'd put clear plastic on the outside. (I don't know) whether it made it better or not, (but) it made it look good! I think at that time our crowd probably took more pride in their race cars than a lot of the competition."

Without doubt, the king and his team established many of the standards on which NASCAR's success was founded. They're lucky to still have him fully committed to the sport.

Letters

I'll have the Fag Ash Soup...

Sir,

Your mention of Mike Doodson being JPS Lotus press officer (February issue) reminds me that at the French GP at Clermont-Ferrand Nick Brittan (working for STP) and me (for Gulf) had found this amazing restaurant with rooms attached. We were having a drink in the lounge when 'Dood' arrived to book a table in the restaurant for a group of John Player heavies. We asked Madame if we could have some blank menus, on which Nick wrote some revised dishes which started with Fag Ash Soup, and went through the courses like that to a dire message at the end saying 'Smoking is Dangerous to your Health'.

Nick and I were hosting a few of the Fleet Street guys to dinner alongside Dood's table and he asked if we would host the early JPS guests while he collected others from the airport. Which of course we did, and asked Madame to provide them with drinks. Dood arrived in a fluster with the JPS guys after half an hour or so, and Madame distributed the menus. She gave Dood the original 'proper' menu, but the other JPS guys had our doctored menus. We sat in suspense as Dood read his menu, comfortable that he had saved the situation for his first PR dinner, while the rest of his guests grappled with the fact that this was either a joke or a piss-take, and should they be appalled or amused?

Eventually they went for the latter. When Dood discovered what Nick and I had done it took a while for him to think that it was as funny as we did. Our Fleet Streeters thought the whole thing was a hoot. As did we. But that's the way we had a good time in those F1 days. It sure as hell doesn't happen like that now.

Eoin Young, Christchurch, New Zealand

Mansell signs for *Motor Sport*!

Sir,

Simon Taylor's lunchtime interview with Nigel Mansell in the December issue brought back a special memory of meeting Nigel at a Honda dealer function in Adelaide just before the 1985 Australian Grand Prix. Nigel had just arrived from South Africa following his second Grand Prix win, and when I told him he had made the front cover of *Motor Sport* he asked me to show it to him.

As he read the write-up of his great win over Senna in the European GP at Brands Hatch for his first F1 victory, I could not help thinking what a special moment I was sharing with him. That autographed issue of *Motor Sport* has a very special place in my library. Keep up the great work. *Motor Sport* is still the Bible of our great sport, even in this far-off land.

Bill Atherton, Melbourne, Australia

Bond Bug vs bus

Sir,

I was saddened to read of John Britten's passing in your last issue. John was my first real mentor – I was 20 years old and he hired me to sell sports cars under the management of Chris Alford (now a well-known racer and long-time BRDC member, as was John).

Of the many cars John drove, and one not mentioned, was the futuristic Bond Bug. An unlikely contender I know, but from time to time John was commissioned to review new cars for a magazine and I remember three incidents, two of which involved me as a passenger. John was recording his road test commentary into a Dictaphone when he was challenged to a traffic light Grand Prix by some Johnny-come-lately in another car. "I can't believe I've just been burned off by a bloke in a bog-standard Vauxhall Viva!" he recorded. Perhaps angered by this embarrassment, he proceeded to speed along Barnet High Street and saw an opportunity to squeeze up the inside of a Routemaster bus as it started to pull in to a crowded bus stop. With an unaccustomed failure of timing, we ended up sandwiched between the bus and the shelter. I don't remember what damage was incurred, but there were several heated exchanges between John, the bus driver and some of the waiting passengers. This occasion serves to illustrate John's ever-competitive nature. The following weekend he rolled the Bond Bug as he attempted a one-point turn along Silverstone's main straight between races!

Despite this, John was a very successful racer in both Spridgets and Morgans, and his influence was what took me into karting and beyond. My passion for fast cars was most definitely kindled during these years and I will forever remember him with affection.

Colin Newbold, Tunbridge Wells, Kent

LETTERS TO THE EDITOR

Write to: Motor Sport, 38 Chelsea Wharf,
15 Lots Road, London SW10 0QJ
or e-mail: editorial@motorsportmagazine.co.uk

(Please include your full name and postal area)

The Freiburg Grand Prix

Sir,

It was a pleasure to read Ed Foster's feature on one of the most significant hillclimb venues ever, Freiburg-Schauinsland (January issue). What a pity that real racing has been axed there under the cloak of environmental protection by certain political groups. Nowadays, a historic event is held every other year as a regularity test rather than a speed event, where public attendance is restricted to 5000 visitors. A far cry from the masses watching the 'Bergrekord' in its heyday.

Those you quote as "some who understand the road's importance" are considered a nuisance by many. From an average motorist's point of view, bikers trying to take corners at ever-increasing speed are often only a hair's breadth away from losing adhesion. This has happened from time to time with fatal results, and this is why the Schauinsland is closed to motorbikes every weekend after 8pm on Friday. Just go to Horben any Friday between 6-8pm. You might think the German GP for motorbikes is on.

Peter Hoffmann, Aachen, Germany

Hang on lads, I've got an idea...

Sir,

Your interesting article on the Freiburg-Schauinsland hillclimb stirred the memory. In 1957 I stayed in Freiburg on a school trip (my mother phoned our hotel to tell me that my hero Archie Scott Brown had won the British Empire Trophy!) and we were taken up the never-ending hill in a coach. The road was covered in snow, and part-way up a Goggomobil had taken a hairpin too enthusiastically and was perched, *Italian Job*-style, over the edge of a substantial drop with the petrified driver unable to escape. We boys wanted to perform a heroic rescue, but the coach driver refused to stop. I imagine some kinder soul eventually came to his aid...

John Hindle, Penshurst, Kent

High-speed art movement

Sir,

I'd like to offer my huge thanks to Mat Oxley for his article on Futurism and the role it played in pre-World War II Italy (December issue). Reading about a movement that had passed me by at school has led to a firing of interest in the subject, and indeed a better understanding of why the Italians are like they are.

More from Mat, please!

Adam Bennett, Auckland, New Zealand

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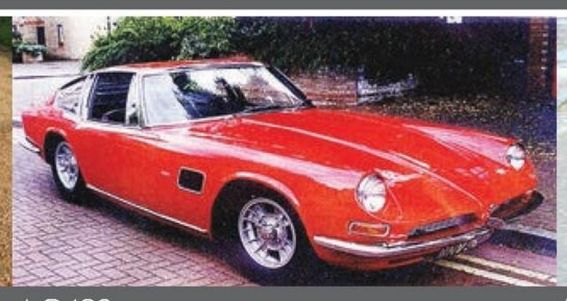
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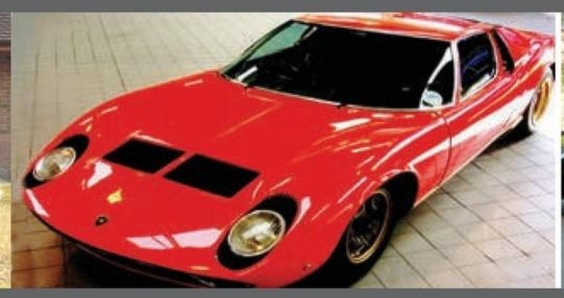
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Letters

Aurora and amour

Sir,

The Lunch With… Desiré Wilson (February issue) was a fascinating personal story and, as with any sporting history, even more meaningful when you feel a small connection to it.

Growing up near Mallory Park, from the age of 14 I made full use of a season ticket to take in every car meeting, ranging from the 750 Motor Club, to Gordon Spice Capris, Gerry Marshall in his Snoop-droop Firenza and, at one point (if I recall correctly), a brief return to racing by Stirling Moss in an Audi 80! But an extra level of glamour came to town with the arrival of Desiré and the rest of the Aurora F1 circus. It's difficult to forget standing just six feet from the track on the exit to the hairpin as the F1 cars accelerated to flat out from a near-standing start – I don't think my ears have been the same since but it formed a life-long love of racing.

Gavin Cawood, Keynsham, Avon

A rich Poole of talent

Sir,

I was pleased to see the word Penske on February's cover, as Indycar machines are too often regarded as being unsophisticated compared to an F1 car. During the 22 years I ran Penske Cars I lost count of the times I was asked about the differences: my response was to liken one to a horse for flat racing, the other to a jumper – essentially the same animal but with very different objectives and function. In the 1990s a Champ Car would frequently reach 250mph, often running three-abreast just inches apart with no run-off area. Accidents were frequent and horrific, so the cars had to be built to withstand such eventuality if the driver was to have any chance of survival. In 2000 Gil de Ferran, driving a Penske-Reynard, set the world closed-course speed record at 241.428mph.

Champ Cars were once the equal in every respect of any F1 car of that time, none more so than the pure-bred Penske, designed and built in Poole by Penske Cars Ltd. This little company set the standard by which all others should be judged, and from 1973 to 2006 it designed, built or extensively redesigned cars that won a Grand Prix, 12 national championships, 13 Indy 500s and 115 races. It saw the rise and fall of March, Reynard and many other suitors during this period, and provided all the support for Team Penske, one of the most successful teams in the sport's history.

I do take issue with Patrick Morgan's comment that the featured PC26 arrived as a basic tub, with scrap wishbones and some bodywork. Not so. At the end of 1995 this chassis was returned to Poole and converted into a show car, pristine in every respect. For us this was a hallmark car, being the last totally designed and built by Penske, and once its show car career finished it was put to one side. For several years it resided in my garage as I had every intention of owning it myself. However, with the closure of Penske Cars and limited space for my toys, I offered it to Patrick as I knew his love of Penske machinery would ensure its protection. I also made available another Penske chassis that had languished in Brooklands Museum, and this was indeed a pile of unloved pieces, so perhaps his memory has lapsed in this respect!

Andrew Frankel's test is a fitting tribute to a remarkable car and an outstanding group of individuals who, over 33 years, combined their talents at Penske Cars Ltd.

To conclude, I politely remind Patrick Morgan that he promised me a drive of the PC26, to fulfil an ambition. After 46 years of building cars for others to drive, I need to feel the thrill Andrew portrayed so well. Patrick, I'm waiting!

Nick Goozée, Maiden Newton, Dorset

Nuvolari picture pointers

Sir,

Thanks for a great February issue. Let me just draw your attention to page 85 and the pictures there. The large one on top (number one) does indeed show Hans Stuck in an Auto Union Type C, but the year is 1937 and the track Tripoli, not Barcelona. The streamlined Mercs on page 86 raced at the AVUS in 1937, the first year with the newly-built high-speed banked north curve in place. No 37 is Lang's winning car, whereas 36 was driven by von Brauchitsch.

Thomas M Imhof, Dixbäume, Essen, Germany

KEEP IN TOUCH

The *Motor Sport* website is fast becoming one of *the* places to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to www.motorsportmagazine.co.uk and tell our writers exactly what you think! Also, don't forget that if you have any images which would be suitable for our You Were There feature in the magazine, please send them to the office (address on p34).

A schoolmate remembered

Sir,

Your correspondent asked about Bill Pinckney's death (Letters, February). He died, I understand, flying his Rallye Tobago in Scotland in 1990.

He farmed in Warwickshire and was married to Evelyn (since remarried). Apparently he had taken some pork to friends in Oban in exchange for some lobster. Before leaving for home he was taking his friends for a short pleasure trip.

The Air Accident report, so far as I remember, suggested that the length of the airstrip, the wet grass and additional passenger weight were all contributory factors preventing his aircraft from becoming fully airborne. The undercarriage caught a fence and caused the aircraft to flip over and catch fire. All sadly perished.

Bill and I were inseparable mates at school in the early '50s and we kept in touch on and off until his untimely death.

He raced a Lotus 11, then in Formula Junior with a Lotus 22. He competed with David Hobbs in the 'Mecha-Matic' Lotus Elite, as Rupert Lloyd Thomas wrote. I believe he also raced a Jaguar 3.4 in Historic saloons with another mate, Bob Meacham.

Bill was a larger-than-life character, very charismatic, full of fun and a joy to be with. He loved his family, enjoyed his cars, loved flying and flew solo to South Africa to visit his daughter Sarah, and on another occasion flew to India in his little single-engined Rallye.

Michael White, Heage, Derbyshire

Button zoom

Sir,

I have fallen on hard times of late, with the result that I surely must be the only white van delivery driver in London with a subscription to *Motor Sport*. Today (Christmas Eve), I chuckled at a white Mercedes-Benz C63 AMG which had just been pulled over by the police in Kensington Church Street for a rather enthusiastic take-off. The driver's door opened and who should hop out but our newly-crowned British F1 Champion, Mr J Button. The only person more surprised than me was the poor policeman, who was clearly flustered and confused. What could he have said? "Who do you think you are, Stirling Moss? Oh…"

I did think of taking a picture and trying to sell it to some ghastly tabloid, but I thought no, that's a bit naff. Just tell your fellow enthusiasts at *Motor Sport* and leave it at that.

Aldo Mansi, London N8

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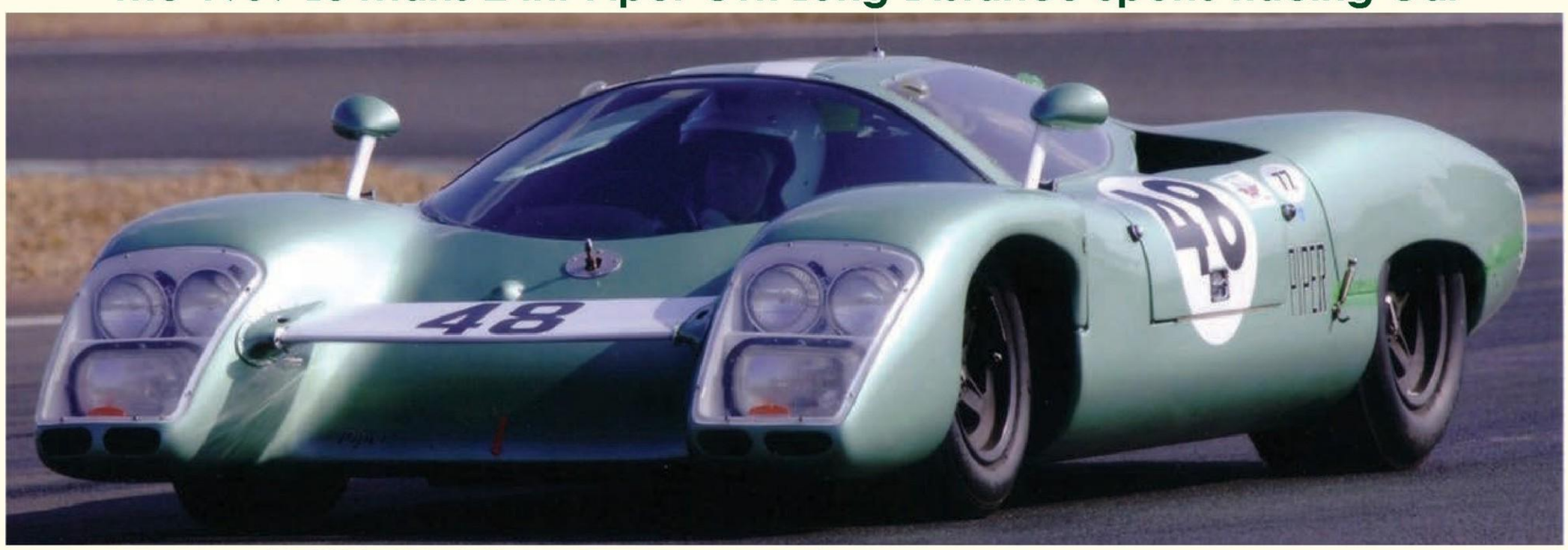
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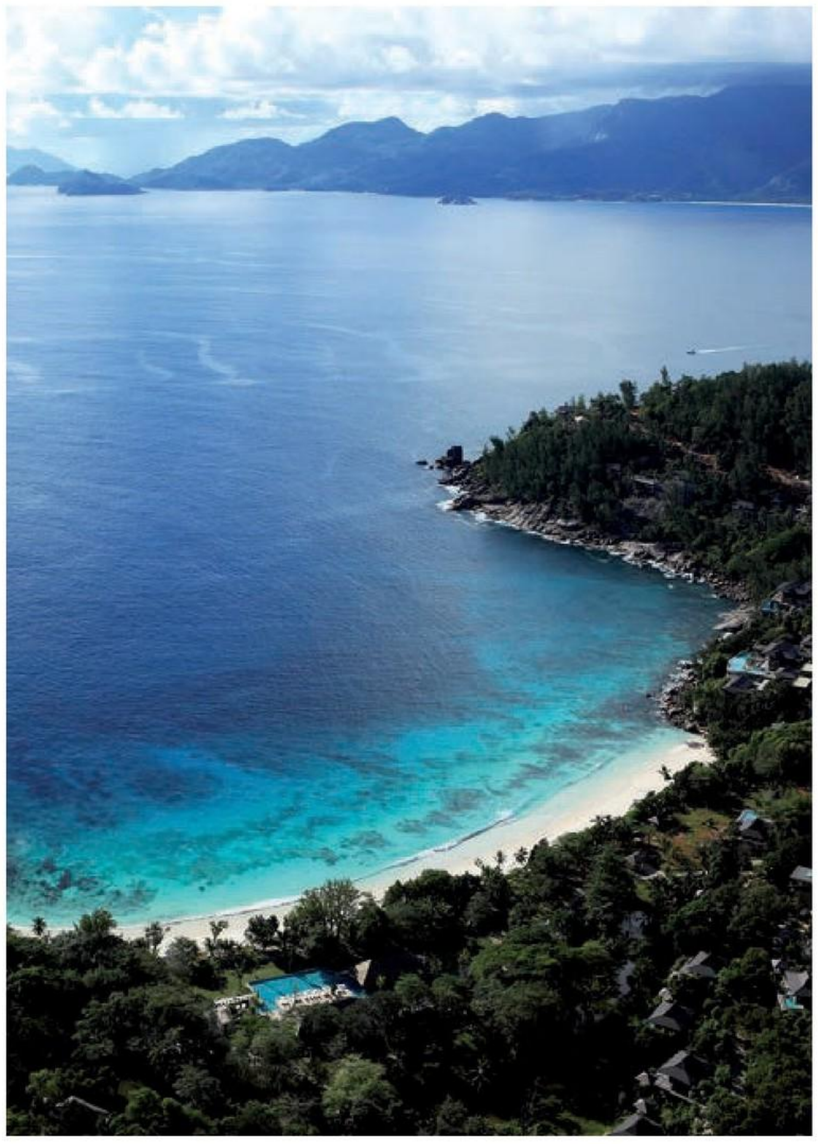
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LOTUS

BRITAIN'S OWN FERRARI

Lotus is returning to F1 after 16 years. In this 21-page special we talk to the new team about why the name matters, and ask those who knew Chapman's Lotus what it meant to them

40 FAVOURITE MOMENTS
BY NIGEL ROEBUCK

48 F1 NEW BEGINNINGS
BY ROB WIDDOWS

50 VOICES OF TEAM LOTUS
BY PAUL FEARNLEY

58 LOTUS 79 TRACK TEST
BY ANDREW FRANKEL

LOTUS

BRITAIN'S OWN FERRARI

WE GO BACK A LONG WAY...

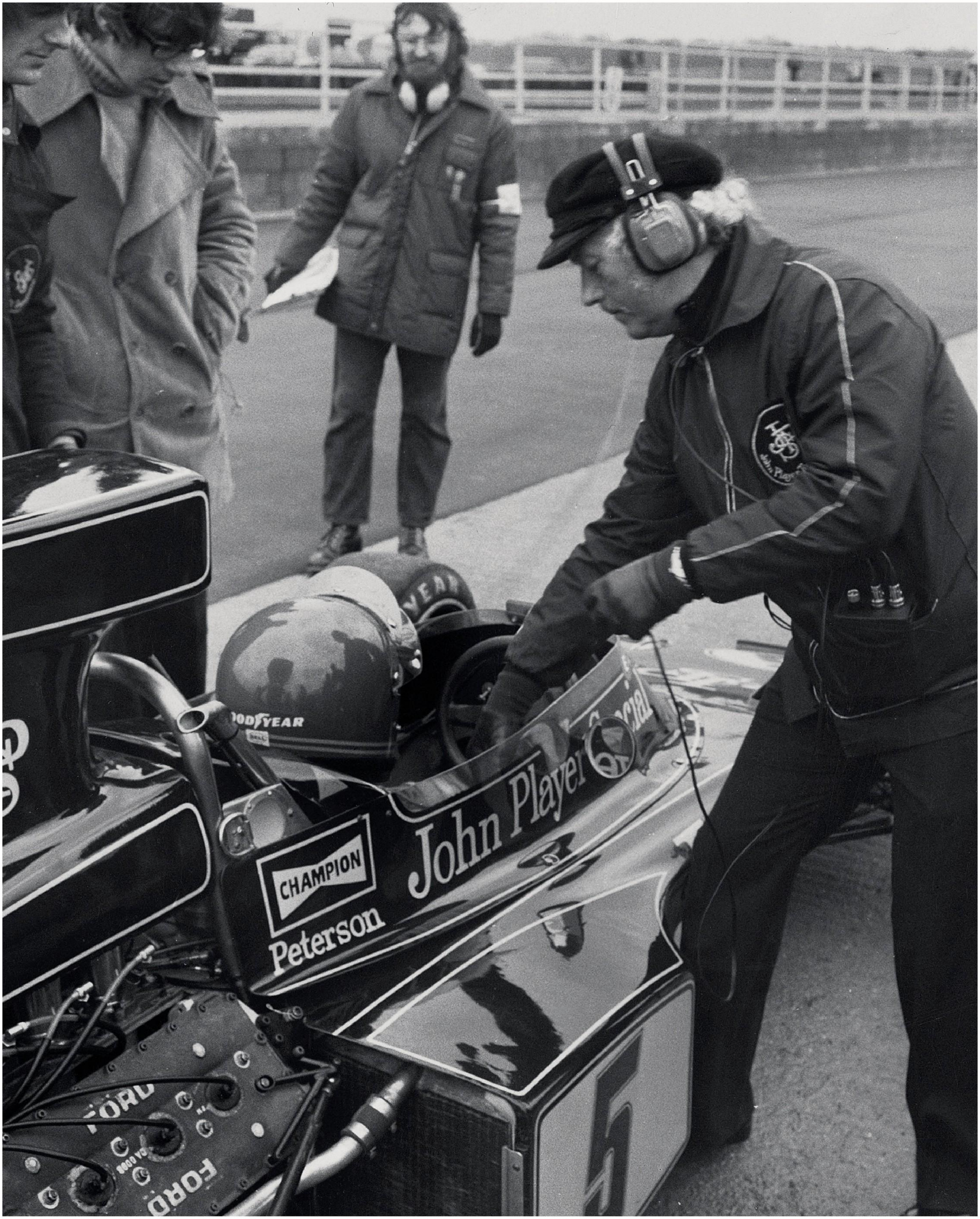
From spectating as a fan to reporting on Grands Prix, our Editor-in-Chief had a lengthy association with Team Lotus

BY NIGEL ROEBUCK



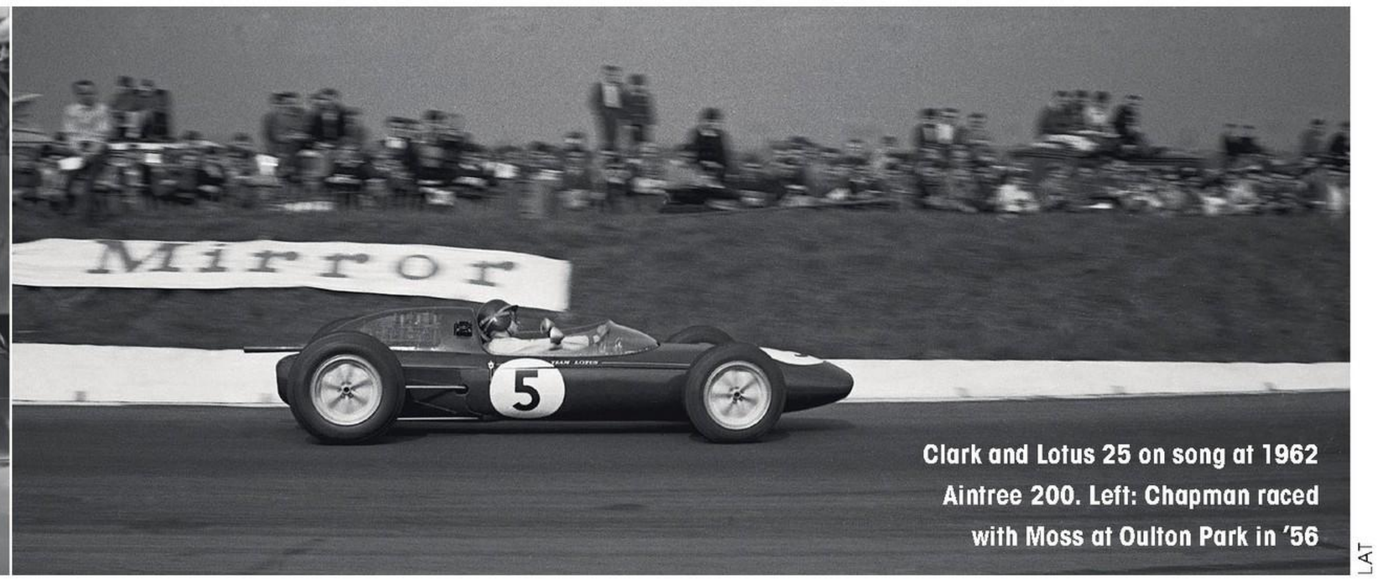


LAT


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LOTUS
BRITAIN'S OWN FERRARI





Clark and Lotus 25 on song at 1962 Aintree 200. Left: Chapman raced with Moss at Oulton Park in '56

LAT

The name of Lotus, absent since 1994, returns to Formula 1 this year, and if that name is all it shares with its legendary forbear still I think it something to celebrate, not least because Jarno Trulli and Heikki Kovalainen, good men both, have survived the shake-ups of the winter past.

Lotus. The name just belongs, doesn't it? And when I think about it now, quite a part of my life has been bound up with it. Moss, Clark, Hill, Rindt, Fittipaldi, Peterson, Andretti, Senna… I saw all of these, and more, win at the wheel of a Lotus, but even now, nearly 30 years after his death, mention of the marque first brings to mind the man who founded it.

In his leaner moments, Colin Chapman, pencil moustache and all, bore a passing resemblance to David Niven, and when he was in the right mood his manner, too, could remind you of the movie star. As a raconteur – humour drier than dry – he could mesmerise.

Not that he was always like that. Chapman was perhaps the most complex individual I have known in motor racing, capable of childlike rages, dignified stoicism, and all points between. If ever a man believed attack the first form of defence, it was he.

I found this out early in my journalistic career. Back in 1971 I had an Elan – in fact, I drove it to Barcelona for the first race I ever covered. Something of an act of faith this, for normally I hesitated to tackle long journeys in the car. Sleeping by the side of a country road, Rotoflex coupling sheared, could do that to you.

On this occasion, though, the car ran like a watch, and when an Elan was behaving properly you could forgive it anything – why else would I have replaced the first with another, the second with a third? It was like having a sulky, irresistibly gorgeous girlfriend, the very kind your mother warned you about, thereby guaranteeing you never stopped looking for them.

At one stage I became fretful about the oil consumption of the Elan's twin-cam engine, and – knowing no better – thought to broach the subject with Chapman.

"Of *course* it uses oil!" he responded at once. "What d'you think's lubricating it? What you need to worry about," he added, darkly, "is an engine that *doesn't* use oil…" I think I finished up apologising to him.

As well as being the greatest innovator this sport has known, Chapman was a driver of considerable ability, an English Uhlenhaut. As Bernie Ecclestone (very much a kindred spirit) put it: "Chunky was the best designer, and he was as quick as half the guys who ever drove for him…"

> "Chapman was perhaps the most complex individual I have known in motor racing"

So he was. Probably my earliest Lotus memory is of the 1956 British Empire Trophy at Oulton Park, of Chapman fighting with Stirling Moss and Mike Hawthorn. When you speak of Chapman, of course, in the same beat you must speak of Clark. Never, in his eight seasons as a Grand Prix driver, did Jimmy race other than a Lotus.

Oddly enough, though, whenever I think of Clark – picture him in my mind – he is not at a Grand Prix, or in Gasoline Alley, or anything of the kind. Instead, it is Saturday, April 11 1964, and he is at Oulton Park.

At the time I was preparing to go back to school for my final term, but some racing dates fell happily – British fans were extraordinarily well served in those days. The following weekend I watched Jimmy race his brand-new Lotus 33 in the Aintree 200, but this meeting at Oulton was merely a 'national' affair.

For all that, there in the paddock was Clark, on this chilly day wearing a button-up cardigan over his pale blue Dunlop overalls. He was smiling and good-humoured, just standing around, stamping his feet to keep warm, chatting and signing autographs. A woman offered him tea from her Thermos, and it was gratefully accepted. And this was the reigning World Champion, one who had run away with the 1963 Grand Prix season and finished second in the Indianapolis 500 at his first attempt.

Another world, was it not?

Jimmy had been due to give the fearsome Lotus 30 sports car its first race at Oulton, but the car wasn't ready (a state of affairs which was never materially to change), and so at the last minute it was decided he should race an obsolete 19, entered by privateer George Pitt, who was only too willing to stand aside for the master. And Clark, of course, dominated the Oulton Park Trophy.

Earlier Jimmy had won the saloon car race in a works Lotus Cortina, and his hat-trick came with victory in the GT event, at the wheel of Ian Walker's Elan. Just another day in the life of a World Champion, but one I have never forgotten, not least because it defined for me how a great man can behave.

It is no more than inevitable that so many of my Lotus memories should be wedded to Jim Clark. I saw him win the Aintree 200 in 1962 in the revolutionary Lotus 25, and watched him finish third in the same race a year later after taking over the car of Trevor Taylor (the last time, I believe, a car changed hands in an F1 race), making up half a minute on Graham Hill's winning BRM, and setting a lap record which was to stand for all time.

I was there, too, at Silverstone in 1965 when Jimmy won the British Grand Prix, coasting through Woodcote in the late laps, trying to save an engine with disappearing oil pressure. Two years later, now in the Cosworth-powered 49, he won again, this time without problem.

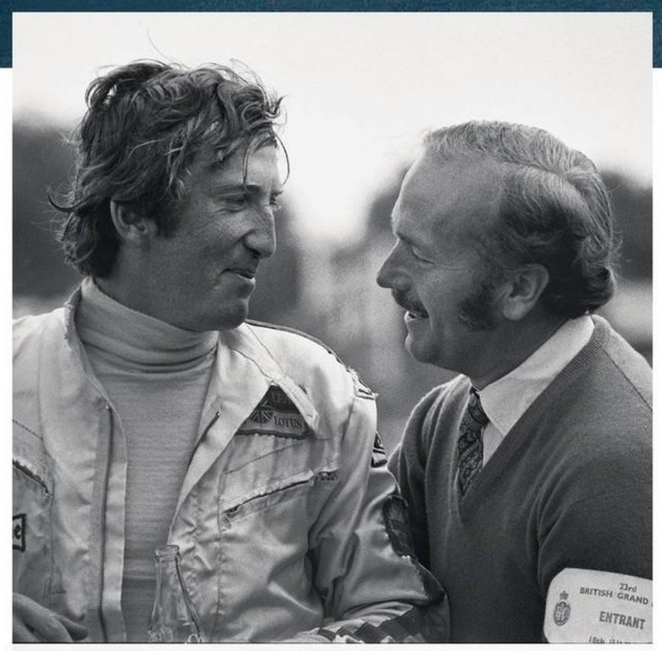
Rindt's late charge in the Lotus 49 at Monaco 1970 led to a memorable win

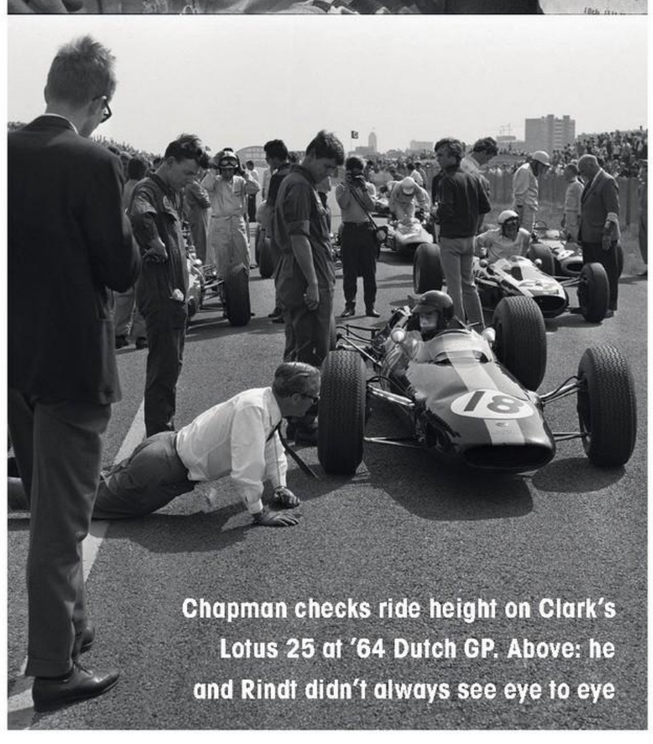
A while ago I saw in an auction somewhere a handwritten letter from Clark to Andrew Ferguson, the Lotus team manager, in that summer of '67. Jimmy had taken to commuting from Paris (where he was spending a year in tax exile) to the European races in his yellow Elan, and the car – surprise! – was not without its foibles, which its owner detailed at some length. Then there was a PS, asking Ferguson if he'd give *The Green Man* a ring, to see if a room could be found for him over the British Grand Prix weekend. As I said, another world.

It was to be the last time Clark raced in Britain – indeed the last day on which he set foot in the land – for his tax exile status allowed only a handful of days here, and ended ironically the very week of his death, at Hockenheim the following spring.

A decade later, it was still difficult for Chapman to accept his loss. "For me," he said, "Jimmy will always be the best. In time someone else will come along, and everyone'll hail him as the greatest. But not me. Once or twice Jimmy came close to retiring, and I had mixed feelings: the idea of racing without him was almost unthinkable, but at the same time I desperately didn't want him to hurt himself."

This was a side of Chapman I had never seen before, nor ever would again. We were in his office at Ketteringham Hall, and at one point he almost broke down. When his secretary brought in tea he turned away, pretending to look for something. "Jimmy had more effect on me than anyone else I've known," he said. "Racing changed for me after 1968."





Chapman checks ride height on Clark's Lotus 25 at '64 Dutch GP. Above: he and Rindt didn't always see eye to eye

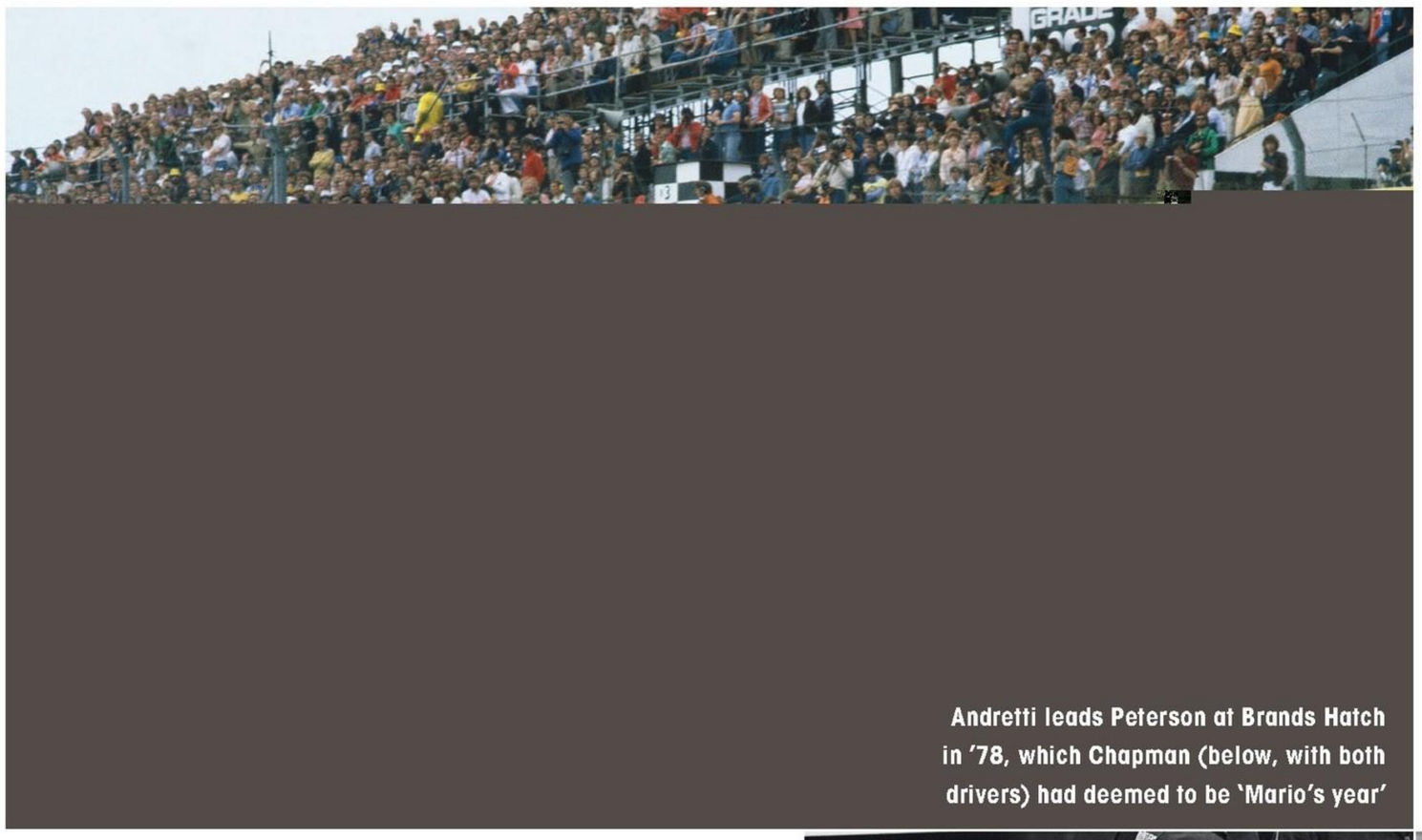
LAT

That may have been so, but the desire for success remained. That same year Graham Hill won the World Championship in a Lotus, and for 1969 he was joined in the team by Jochen Rindt, a driver with whom Chapman had many a spat, but one whose genius he found irresistible.

I have written before of the '69 British Grand Prix, of the race-long scrap between Rindt's Lotus 49 and Jackie Stewart's Matra, but another race at Silverstone that year – the *Daily Express* International Trophy – made as great an impression on me.

Team Lotus did not so much as arrive for Friday practice, and the following day there was rain. Finally it stopped, and on a still slippery track Rindt went out to try and salvage something: through the old Woodcote he was travelling at a different sort of speed from anyone else, and somehow turned in a lap good for the third row of the grid.

On Sunday there was more rain, and this time it didn't abate. When the race started Rindt – electrics soaked – had a severe misfire and went swiftly towards the back, but after a few laps the DFV chimed in again, and then Jochen went motor racing. Within five laps, in *appalling* »»



Andretti leads Peterson at Brands Hatch in '78, which Chapman (below, with both drivers) had deemed to be 'Mario's year'

conditions, he had made up five places, after which he passed Stewart, Piers Courage and Jacky Ickx so that only Jack Brabham was ahead, almost half a minute up the road with 20 laps to go. At the finish Brabham was still a couple of seconds ahead, so this wasn't a Lotus victory, but Rindt's drive was one for the ages.

Then – of course – there was Monaco in 1970. Jochen *in extremis*. Disappointed by the new 72's early reluctance to shape up, Lotus had reverted to the 49 – now in its fourth season – for Monaco, and Rindt qualified a disinterested eighth. For much of the race, too, he made little impression, running behind Henri Pescarolo's Matra, but as such as Stewart and Chris Amon fell by the wayside he began to move, and with 20 laps to the flag was in second place, 15 seconds behind… Brabham.

Ten laps to go, and Jack still led by 11 seconds, but now Jochen's pace was surreal, and at the start of the final lap the gap was down to a second and change.

I was watching from the grandstand at the old *Virage des Gazometres*, the final hairpin before the pit straight, and had my camera at the ready. Through the viewfinder I saw Brabham go off line to lap Courage – and then understeer into the barrier at my feet. There was time enough just to snap Rindt at the apex. He was looking left, shaking his head in disbelief.

What Jochen had put into those final laps was evident as he stood with Grace and Rainier in the Royal Box, tears flowing. His last lap – 1min 23.2sec – was a second faster then Stewart's pole, almost *three* seconds inside his own qualifying time.

Much later – after midnight – Jochen left the Gala Ball at the Hotel de Paris and came down with his wife Nina to the Tip-Top Bar, the pair of them swinging the trophy between them. It was simple joy, and he wanted the fans to share the moment with him. Someone handed him a beer, which he swigged from the bottle. I felt I was at the centre of the world.



Four months later Rindt was killed in qualifying at Monza when 'something broke' on the Lotus 72 with which he had by then won at Zandvoort, Clermont-Ferrand, Brands Hatch and Hockenheim. Although he never knew it, Jochen was the World Champion of 1970.

Rindt's manager was one Bernie Ecclestone, back in racing after a decade away. "I remember very well," said Bernie, "that at the end of '68 we had the choice for Jochen of the Goodyear deal with Brabham, or the Firestone deal with Lotus. I said to Jochen, 'If you want to win the World Championship, you've got more chance with Lotus than with Brabham. If you want to stay alive, you've got more chance with Brabham than with Lotus.' It wasn't a bad thing to say: it was a matter of fact. And I'm not saying it now because he got killed in a Lotus. That was what the pattern was, for whatever reason: people did get killed in Lotuses. Maybe Colin took things to the edge a bit – and anyone who drove for Lotus was prepared to go along with that…"

On the last morning of his life Rindt had breakfast at the Hotel de la Ville with Team Lotus's new boy, Emerson Fittipaldi. "Jochen's accident devastated everyone in the team," said Fittipaldi, "and for the next month there was a lot of pressure. First, Colin didn't know if we were going to the States or not, but then he called me and said, 'Emerson, I'd like you to go to Watkins Glen as number one driver', and I really wasn't expecting that."

Nor, even more, was Fittipaldi expecting what happened next: remarkably, he won the US GP with the team's latest recruit, Reine Wisell, third. As when Hill won at Jarama, soon after the death of Clark, this new success for Team Lotus could not have come at a more crucial moment.

Two years later Fittipaldi won the World Championship in the now fully developed 72, which he considers the best car he ever drove. Another title could have followed in '73, but by now Emerson had been joined in the team by Ronnie Peterson, and the two took points from each other, allowing Stewart to win his third title in a Tyrrell by no means the equal of the Lotus.



Fittipaldi scored vital win for the team at Watkins Glen following Rindt's death

LAT

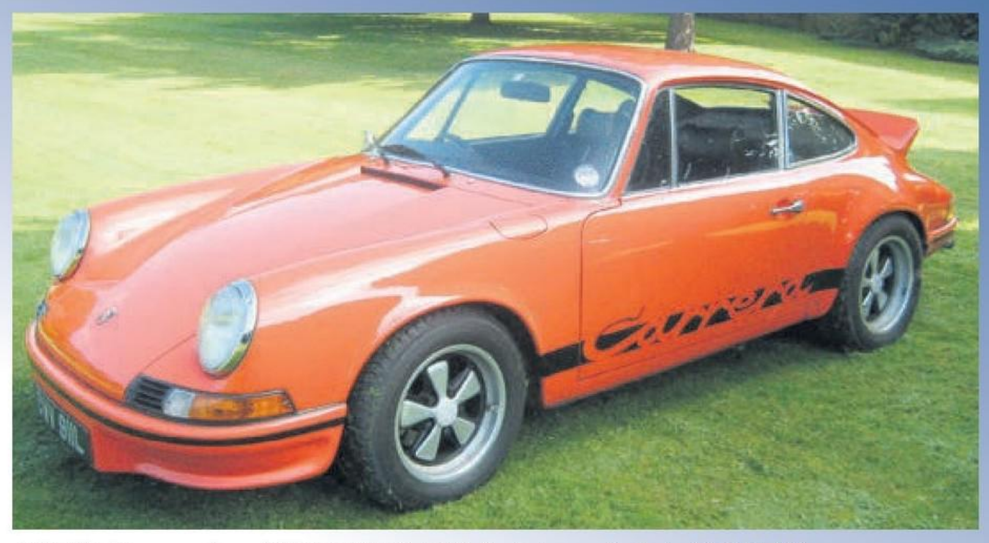
Monza was a case in point: on a day of Lotus domination, Peterson won with Fittipaldi second, and afterwards Emerson was far from amused, for victory would have kept alive his championship hopes. "Didn't you think," I asked Chapman later, "of suggesting to Ronnie that he should move over?" "No," said Colin, "what I thought was that if Emerson wanted the title enough, he'd bloody well pass him…"

The mid-70s were fallow years for the team, but matters began to improve when Chapman was at last able to persuade Mario Andretti to commit to a full-time F1 programme – it had been in his mind ever since 1968 when Mario, on his GP debut, put his 49 on pole at Watkins Glen. If Clark were irreplaceable in Chapman's mind, Andretti he considered the closest to Jimmy in terms of what he could do for Lotus.

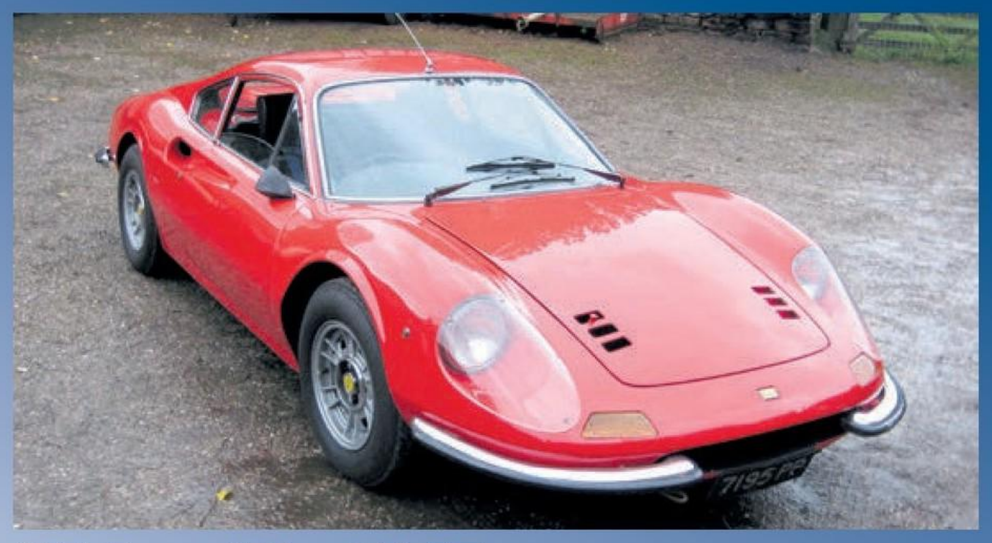
"I guess Colin and I were both experiencing a low point in our careers at that time," said Mario, "but it wasn't just that misery loves company. I'd always had faith in him, and I couldn't see him staying down indefinitely. Let's see if we can help each other, we decided. »»»

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Working with him was no trip to Paris, but you're always going to have problems with a genius, right? And a genius is what he was…"

Andretti was never under any illusions about Chapman. Like anyone who ever worked for him, he was well aware that his employment would end the day Colin spied someone he believed could do the job better. But still, like all the others, Mario wanted to be there, for he knew that when Chapman was on song, being part of Lotus – ahead of the game – was uniquely satisfying.

In 1977, at the wheel of the 78 'wing car', Mario won more Grands Prix than anyone else, but still lost the title to Niki Lauda and Ferrari. Chapman, who well knew the extent of Andretti's contribution to the Lotus revival, decreed that 1978 should be 'Mario's year'. It was. By now Lotus – alone – had moved into the 'ground-effect' era, and the 79 was not only the most beautiful British F1 car of all time, it also went round corners like nothing else. Andretti won six Grands Prix, and duly became champion.

It was Mario's tragedy that the day he achieved his life's ambition, at Monza, he also lost his closest friend in the sport. Ronnie Peterson, who had rejoined Lotus for '78, was involved in a multiple accident at the start.

I was doing a book with Andretti that year, in anticipation of his winning the title, and that Sunday evening at Monza is as poignant a memory as I have of motor racing. In the team's caravan there was Mario, unable to celebrate in the moment of his greatest triumph – until, at mid-evening, a call came through from Professor Sid Watkins at the Niguarda Hospital in Milan: Ronnie's legs were badly broken, but his vital signs were good, and all should be well. Andretti came off the phone elated, and at once opened the Moët. We drank a toast to Ronnie, and then to Mario's championship.

The next morning he went to visit his buddy, only to be met on the hospital steps by Fittipaldi: Peterson had died during the night from injuries that should never have been fatal. "Unhappily," said Mario, profoundly shocked, "motor racing is also this…" No one ever put it better.

Four years later Chapman, too, was gone, victim of a massive heart attack at the age of 54. It had been his invariable custom, when one of his cars won a race, to jump on to the track and hurl his cap in the air: he did it for the last time in August 1982, when Elio de Angelis beat Keke Rosberg by about a foot at the Osterreichring.

After 1978 Lotus successes were few, but there was something of a renaissance in '85 when Ayrton Senna was prised out of his Toleman deal and installed as de Angelis's team-mate.

It's a fact that, in his later years, Chapman – perhaps preoccupied by darkening shadows elsewhere in his life – played a less direct role in the running of Team Lotus. Had he somehow managed to sidestep the fallout from the de Lorean affair, however, Colin's interest would surely have been reinvigorated by the mercurial ways of Senna. Given their personalities, they would have fought like hell – but imagine what they might have achieved together.

Although all but six of Ayrton's 41 GP victories were scored in a McLaren, my abiding memory is of his first win, in a Lotus, at Estoril in 1985. In an era for the gods – turbocharged engines, giving 1400 horsepower in qualifying, over 1000 in the race – it was a drive for the gods.

I watched it with Denis Jenkinson, standing at the first corner in torrential rain for two hours, well aware that a new era was beginning. Jenks, cap dripping, glasses misted up, was exultant as Senna won: "It's Villeneuve all over again, isn't it? A racing driver who's ahead of his car…"

Ayrton had taken the lead at the start, and simply driven away. For a man in only his 17th Grand Prix, and in conditions unthinkable for racing today, it was a numbing performance, and the pity was that – thanks to the miserable weather and exorbitant ticket prices – so few were on hand to witness it.

Next day Senna boarded his flight back to London – and found himself sitting next to a little chap with a beard. Although Jenks maintained close links with the engineers, since the death of Gilles in '82 he had adopted a different policy towards the drivers: "Don't talk to them any more – waste of time…"



Williams F1


Senna's breakthrough win at Estoril '85. Above: de Angelis' narrow victory over Rosberg at Austria '82 was the last ever celebrated by Chapman

LAT

Hence, he and Senna had never spoken before, but Ayrton was a man who knew his history, who had long read about motor racing, and appreciated the extent of Jenks's wisdom and experience. By the time the aeroplane touched down at Heathrow, DSJ had a new hero.

Eight years later, in similar conditions, Senna won for McLaren at Donington, and many suggested it was his greatest drive. Ayrton snorted at that: "No way! I had *traction control*! OK, I didn't make any real mistakes, but the car was *so* much easier to drive. It was a good win, but compared with Estoril '85, it was nothing…"

As I watched him that day in Portugal, listened to his engine at the first turn, I was sure Senna was using at least one gear higher than usual, and asked him about it. "Of course I was!" he retorted. "Less wheelspin… easier to drive. Wasn't everyone doing that?" Well, no, actually. Colin Chapman would have loved it.

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LOTUS

BRITAIN'S OWN FERRARI



WE ARE LOTUS, WE CANNOT DRIVE ROUND AT THE BACK

The Lotus name is back in F1, and designer Mike Gascoyne and the team are not taking the new challenge lightly

BY ROB WIDDOWS



Lotus is back. A name to conjure with, if ever there was one, Lotus will return to the Grand Prix grid this year. But this is not the Lotus we all knew and loved. In fact, it's not really Lotus at all.

The money comes from Malaysia, as do the senior executives, although the team is based in Norfolk and has the very British Mike Gascoyne as its technical director.

Colin Chapman was, by common consent, one of the great constructors and his legacy is Lotus, to be remembered in all its glory. Not everyone is happy, the purists muttering that some things are best left as memories, that the name should be sacrosanct. But what matters in the end are the results.

The Malaysians have set up camp, not in Hethel, but in nearby Hingham, where the cars are taking shape at the Racing Technologies Norfolk facility. Lotus F1 is a partnership between the Malaysian government and a group of entrepreneurs which includes Proton, the owner of Lotus Cars. Proton will be promoted alongside the Formula 1 campaign.

The team principal is Tony Fernandes (left, with Gascoyne), owner of Air Asia among other things. His chief executive is Riad Asmat, and the messages emanating from both Hingham and Kuala Lumpur are upbeat. Clearly there is funding in place to ensure this new team at least upholds the name of Lotus, which suffered an ignominious final chapter in 1994 when it collapsed in a heap of debt and doubt.

"We do not pretend to be the Lotus of the past," says Fernandes, "but we are honoured to bring the name back into Grand Prix racing at the start of a new decade. We will draw on its heritage and use it to inspire and motivate us. We have achieved an enormous amount since our entry was accepted by the FIA last September, but we have a great deal more work to do before the first race in Bahrain. We expect a lot of each other and we have a long-term vision. We are ambitious, and we'd like to be the best of the new teams. We are very serious about what we're doing, and some of them may even envy us right now."

The presence of Gascoyne is seen as a coup. The designer has worked for big teams, small teams and very small teams, establishing a reputation for building highly effective racing cars. He is not afraid to speak his mind, to stand up for what he believes is right in the face of opposition from those around him. At Lotus F1 he has a chance to start from scratch, to build not only the car but also a team around his way of thinking.

"For me, as a Norfolk boy, I grew up with Lotus winning races and championships. To be involved in bringing the name back into F1 is a dream come true," says Gascoyne. "I was

always into engineering, aerodynamics and aircraft as a student, but although I had an interest in motor racing it was not my greatest desire to get into it. I didn't realise then, of course, that aerodynamics would play such an important part in my career. And Lotus was always an innovator in that area."

Last season Gascoyne parted with Force India in less than happy circumstances. At the time he spoke of his dream to sail around the world. A return to the turmoil of the F1 paddock was far from his mind, let alone an opportunity to help create a new team.

"That's true, and we still plan to take some time out in the future," he says. "I had become rather jaded with sorting out things in the team other than the engineering. One of the joys of setting up this new project is that you don't inherit any baggage and you can do everything the way you want it done. You can do it with people you know and respect, people who will do things the right way. So yes, Lotus has reawakened the challenge and drive of F1. This is a small team with a big name and F1 is changing. It needed to – over the last 10 years it had become a spending competition between the five big teams. Nobody else had a chance.

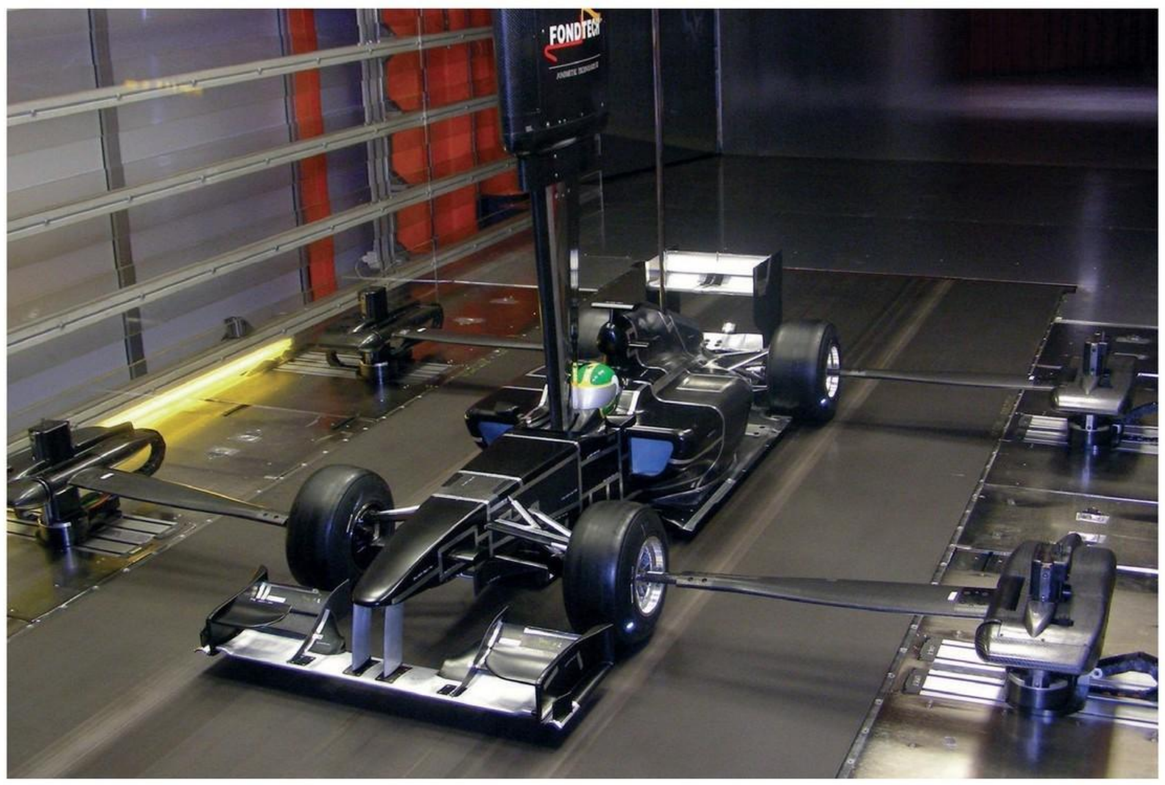
"Looking back I was probably happiest at Tyrrell, and I always used to say that Harvey (Postlethwaite) would go to his grave trying to prove that F1 was all about engineering, not spending. I hope F1 comes back to those days, when it was about the best engineering, innovation and efficiency. It's a great time to bring the Lotus name back because that's what Colin Chapman was about too."

The new car will not be radical. Gascoyne is determined, in the first year, to produce a sound car that has both speed and reliability.

"We are Lotus, we cannot drive round at the back. That will not be acceptable," he says. "We need simple, good engineering. Having the name is great but it brings certain pressure and that's how it should be. We'll be compared with the other new teams so we have to be the best of the bunch. In some ways we were dealt a rough hand because we started three months late. But we just have to get on with it.

"Tyrrell punched above its weight because it focused on the basics, with good, simple engineering. I have learnt, with the bigger teams, that they can't see the wood for the trees a lot of the time. They commit huge resources but miss out on the basics, whereas what they should do is switch those resources back to the basics and then they'd get results.

"Aerodynamics is the key and, going back to Tyrrell, we used to say that we had the same development list as Ferrari but we could only do the top three. We have to get our priorities right and focus on the key areas, or we're dead. Contrary to what many believe, we do not have a blank cheque from the Malaysian government. We are funded, for now, by Tony Fernandes and his partners, and like all successful businessmen he is astute with his finances. You don't get rich by giving designers blank cheques."



"We have to get our priorities right and focus on the key areas, or we're dead"

MIKE GASCOYNE

Many Lotus enthusiasts, especially younger ones who buy the road cars, are pleased to see the name resurrected. The Malaysians, meanwhile, are not pretending this is anything other than a 21st-century incarnation of a historic team. Certainly fans will recognise the classic green and yellow colours in the new team logo, which neatly reflects the heritage as well as giving the outfit a more contemporary feel. New team, new identity, and all eyes on the future. That is the message from Malaysia.

Lotus F1 has taken no risks with drivers for its maiden season. Both are refugees – Jarno Trulli from the disbanded Toyota team, and Heikki Kovalainen who failed to impress those who wield power at McLaren. Reserve driver will be Malaysian Fairuz Fauzy, an appointment that pleased the country's Sports Minister Ahmad Shabery, who is keen to promote motor racing as an affordable sporting activity in Malaysia. This will, remarkably, be the fourth time that Trulli and Gascoyne have worked together, following stints at Jordan, Renault and Toyota. There is mutual admiration and the chief designer wanted, first and foremost, men who would be able to develop the car.

"Experience is the key," says Gascoyne. "We don't want to be teaching drivers how to race in F1. We need drivers who can give accurate feedback and improve the car over a race weekend. With Jarno and Heikki we know where we are and their experience will be vital. Jarno is an incredibly sensitive driver and he's the quickest guy I've seen over a single lap. Where he is on the grid is how quick the car can go. You don't want to be teaching drivers on the job, no matter how fast they may be.

"I work in a straightforward way – I try to be democratic, and when we make decisions we get on with the job. The mechanics will tell you that I'm direct, but they get to run their own departments and I will have a loyal team around me, people who've worked with me before and who know the way I like to do things."

Like all the new teams, Lotus F1 will use a Cosworth engine that has yet to prove its worth against the might of the manufacturers.

"Cosworth is going in at the deep end," says Gascoyne. "We won't know until after the fourth race whether the engine is reliable. It is small and neat, it's quite strong, but we don't know about its reliability in race conditions. It's never raced at 18,000rpm and there is much to learn. Brakes and fuel will be the most important areas, especially brakes. And Bahrain, the first race, is the hardest of all on fuel and brakes. It's a baptism of fire but if we survive, we know we'll be all right for the rest of the year. Testing is limited which is why we have built a good, simple and light F1 car. I expect a lot of progress in the wind tunnel and it's where we are at the end of the year that matters. The first four flyaway races will be a matter of getting the car to the finish."

The Lotus name is back and this is a serious effort. Formula 1 is at last becoming more sustainable, less excessive. A good small team should, in theory, have a better chance of mixing it with the big boys. Not for the first time, the debut of a Lotus-Cosworth will be watched with interest and expectation.

LOTUS

BRITAIN'S OWN FERRARI

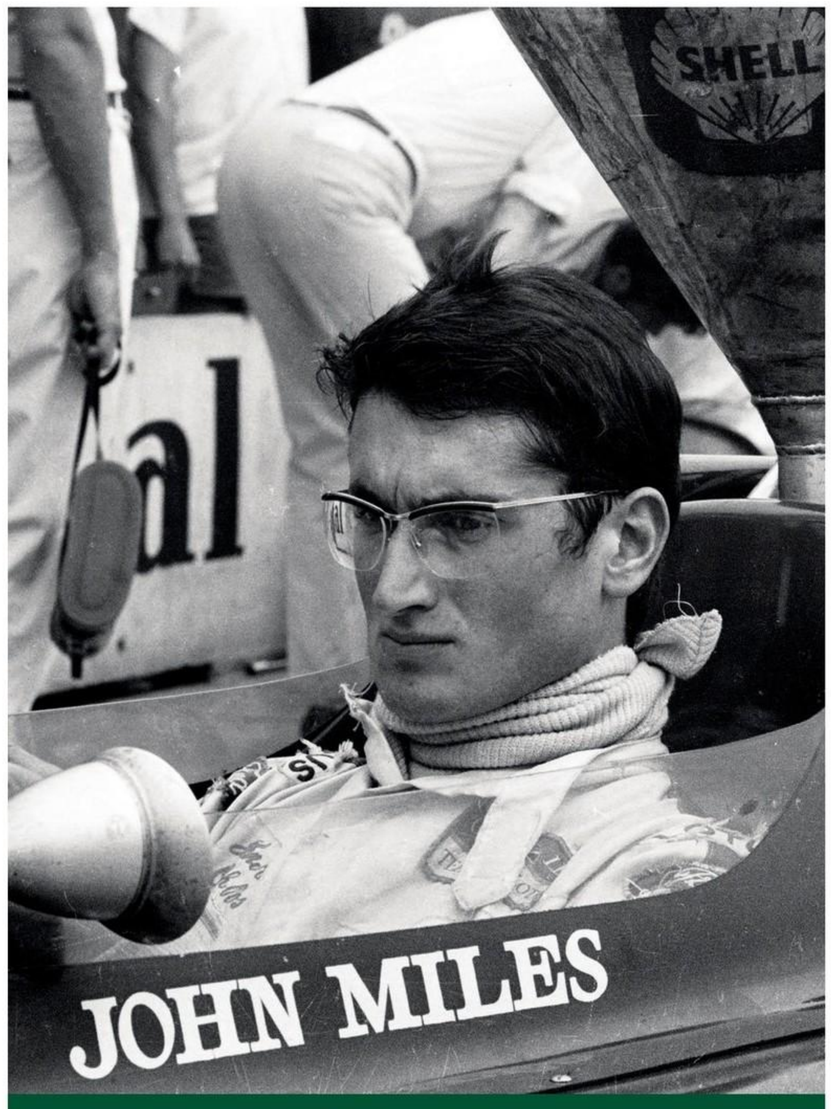


THE VIEW FROM CHAPMAN'S CREW

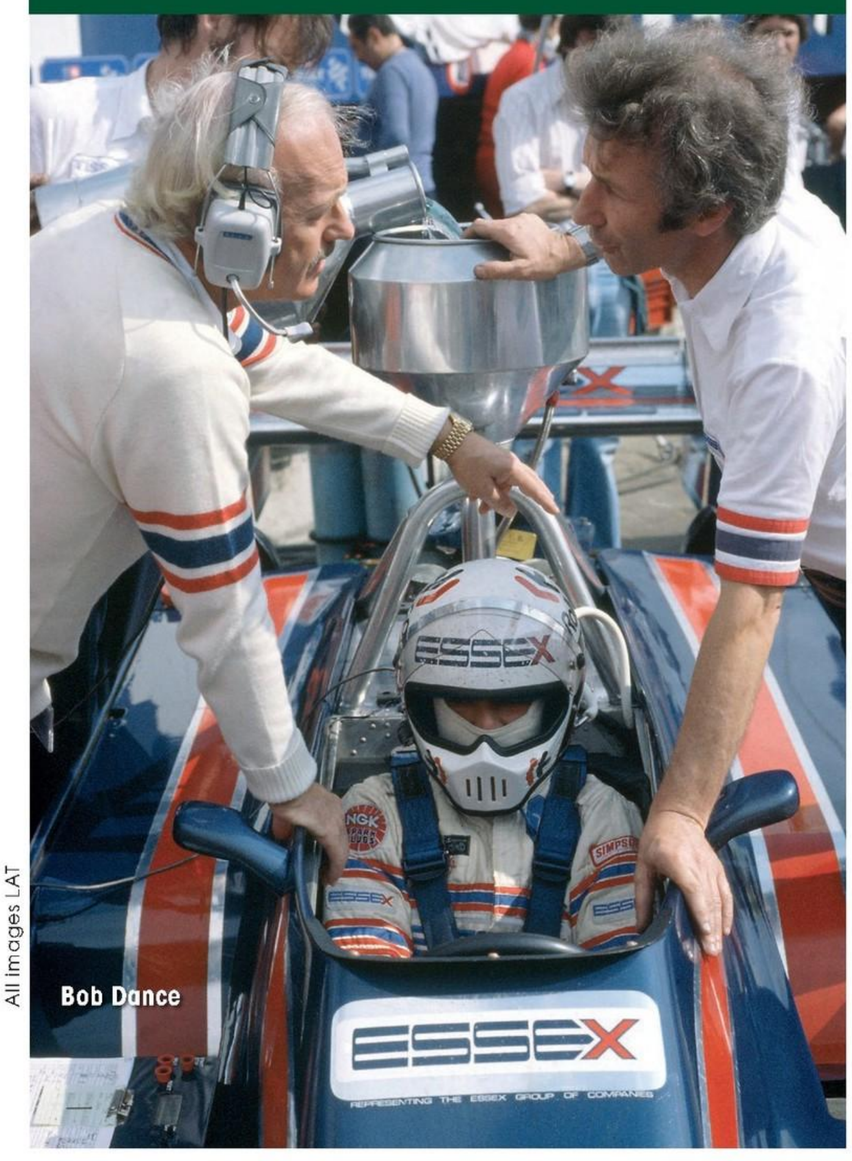
Key figures associated with Team Lotus tell us what they think about the return of the famous name to Formula 1, and recall why it was special to work at Norfolk's finest

BY PAUL FEARNLEY

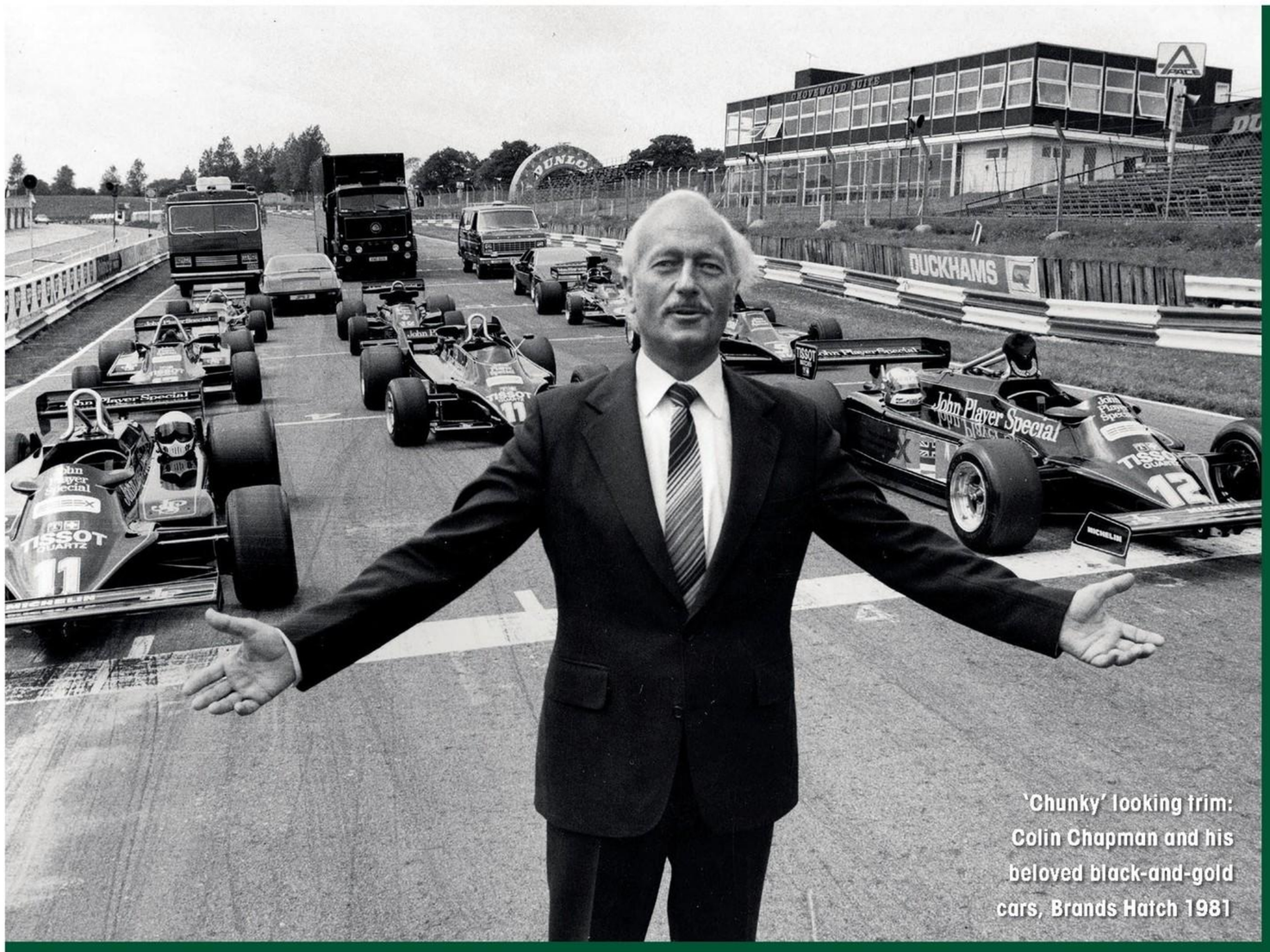




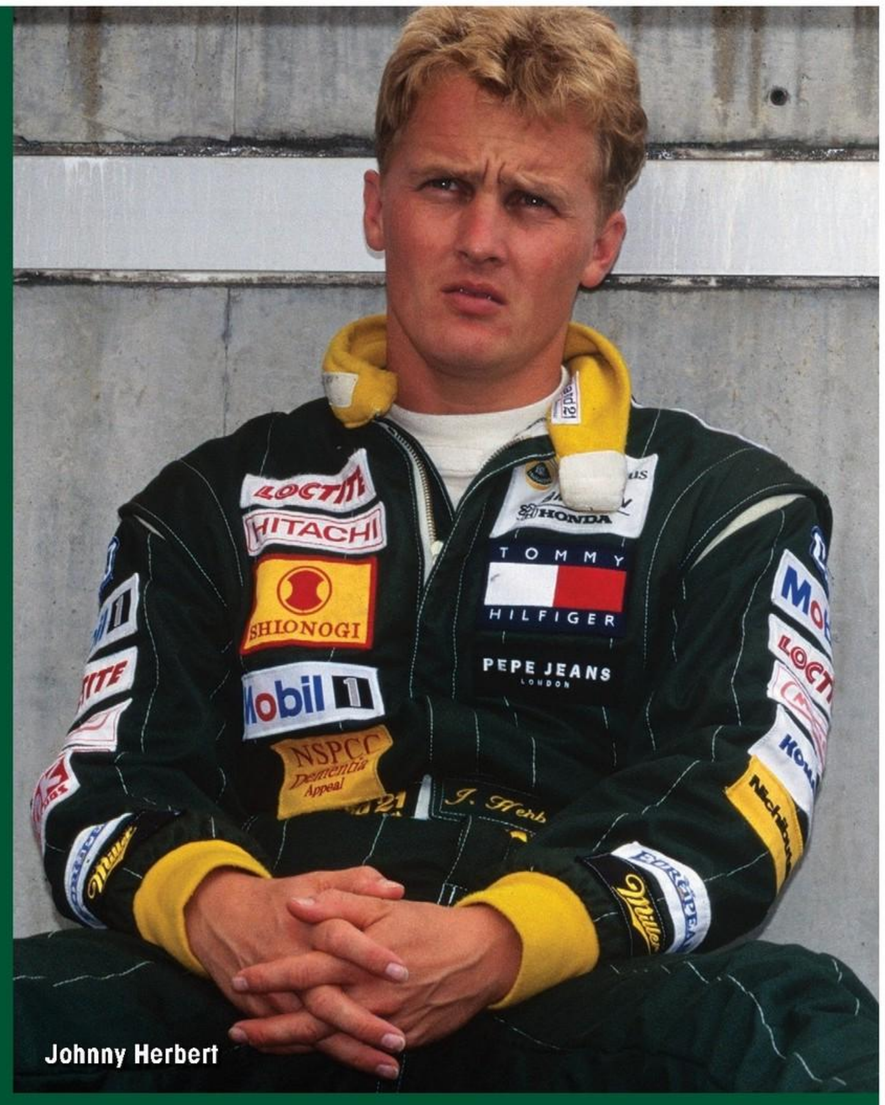




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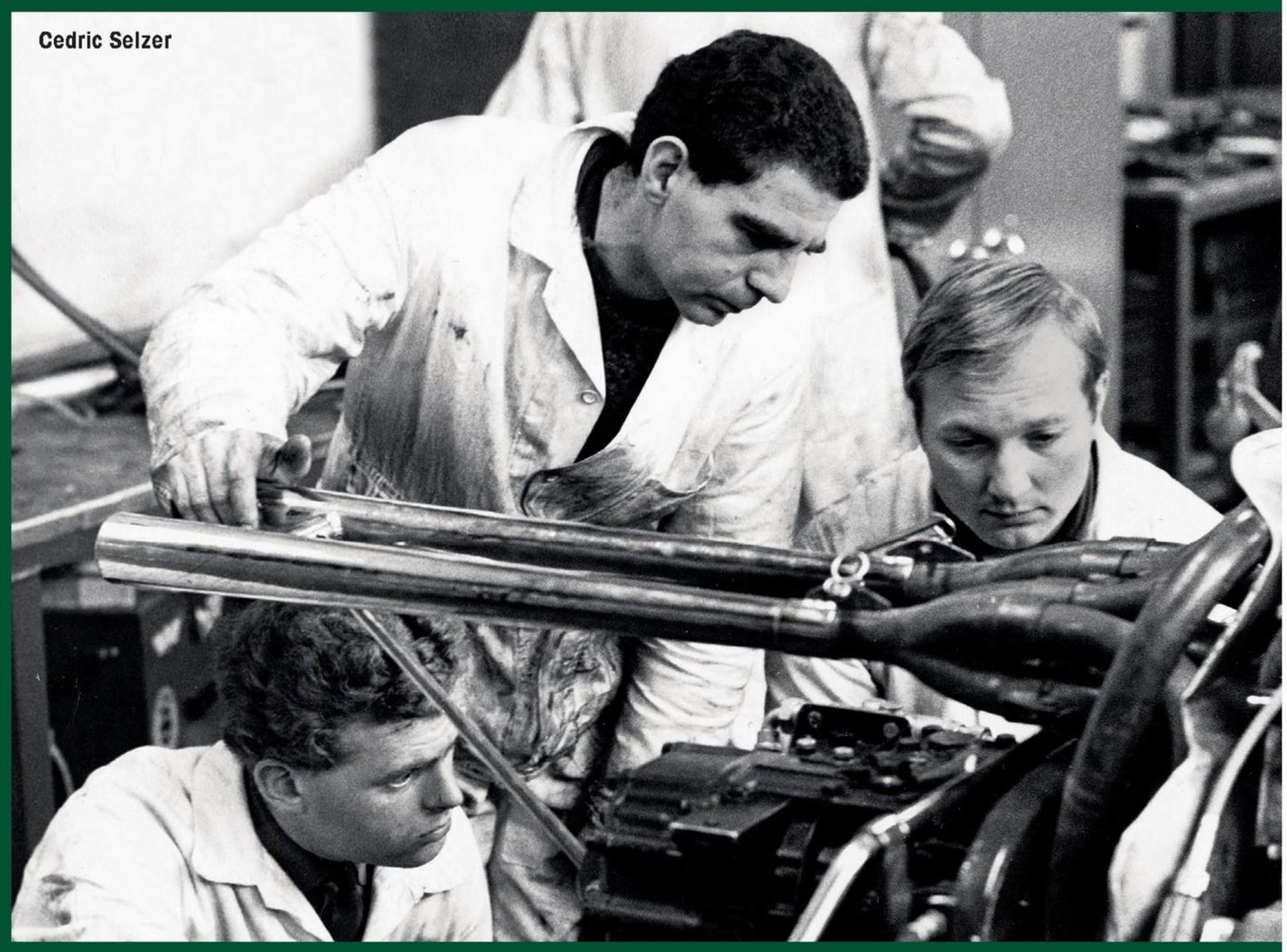
'Chunky' looking trim: Colin Chapman and his beloved black-and-gold cars, Brands Hatch 1981



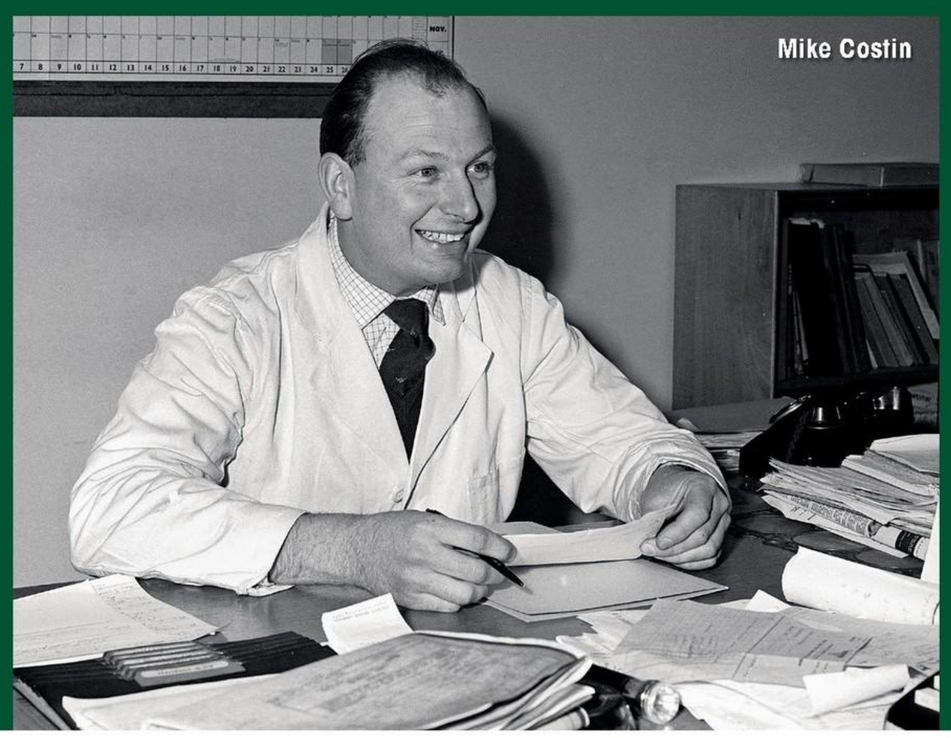
Johnny Herbert



Derek Warwick



Cedric Selzer



Mike Costin



Clive Chapman

LOTUS
BRITAIN'S OWN FERRARI



CLIVE CHAPMAN

SON OF TEAM LOTUS FOUNDER COLIN CHAPMAN & MD OF CLASSIC TEAM LOTUS

I have always said that if the Lotus name was to return to Formula 1 it needed to be in association with the factory, Group Lotus. That's the case with this team. Group Lotus has very much been the ongoing identity of the brand. Our family is very close to the new team, and we are pleased it's using the Lotus name in F1.

People appreciate that Team Lotus was my father's creation and I think its heritage stands on its own. Lotus F1 Racing is an entirely new initiative. It will be carrying the name, and that will be good for the brand worldwide, but whatever success it has will be entirely due to its own effort, which is exactly as it should be.

MIKE COSTIN

TECHNICAL DIRECTOR, 1955-62

It comes down to no publicity being bad publicity. I'm not a motor racing historian, so I'm not sure exactly how much a team like Jordan achieved, but I'm sure it was far less than Lotus. Yet everybody has heard of Jordan. That's what F1 can do for you. I remember Colin telling me that John Player didn't expect Lotus to win every year; success every three years was enough to make its association with the team worthwhile.

Of course it's even more about money these days – so it's to be hoped that Lotus F1 Racing has enough of it. When I started out with Colin in 1953 Lotus was totally amateur. In 1955, which is when Colin and I went full-time, we had to build and deliver six MkVI kits before we could afford to build the MkIX, the works car. When Esso gave us £500 it was a big deal.

If the new team goes well it will be particularly good for the Lotus brand worldwide. There are still many people around the world who would love to see success come Lotus's way. The chances of the team getting it right are quite slim, and a few people are worried it might not be successful. But that's life. And actually I think Colin would be all for it.

MARIO ANDRETTI

DRIVER, 1968-69 & 1976-80

It's very positive news. Lotus still has fans all over the world, so there will be a lot of curiosity as to how this new team fares. It will have instant recognition when it presents itself on the grid. I'm sure, too, that the name will act as a lure for sponsors, because it's a team that will be talked about, win or lose.

This of course means there's a lot resting on its shoulders. But it's always like that when you are trying to represent a brand that is iconic in F1: you must have ambitious goals, but if you fail you will be singled out and scrutinised. The name Lotus could be a double-edged sword for this team, but I'm sure it's already instilling a sense of pride and responsibility.

What made Team Lotus special was Colin Chapman, the great leader, the inspirational figure. He wanted nothing less than the ultimate performance from everyone in his team. When Colin was on his game you wanted to be one of his drivers. He could get bored quite quickly though, so Team Lotus's history is one of peaks and valleys – but there were far more peaks than valleys.

No doubt, the new team is facing a daunting job. It has a lot to live up to. But Ross Brawn did it: put the right people in the right places, and inspired them. Let's hope the new Lotus can do the same.

JOHNNY HERBERT

DRIVER, 1990-94

It's brilliant to see that name back in F1. Lotus, with all its history and success – Chapman and Clark in the 1960s, the John Player Specials of the '70s, Senna in the '80s – is Britain's Ferrari. Even though it's been out of F1 since 1994 it's still one of the most successful teams. And now, with some of the big car manufacturers leaving F1, it's probably the right time for it to be making a comeback.

Lotus was an exciting team to sign for. You were aware of all that history. Although Lotus F1 Racing is a new team, it has a close link with Lotus Cars and is based in Norfolk like the old team was. Even the young guys in the team will be aware of the name. That will play a small but important part.

Now we just have to see what [chief technical officer] Mike Gascoyne comes up with. Can he and his team produce a competitive car? Force India proved last year that it can be done. It's up to Lotus F1 Racing to do the same. Mike has said he wants to be the best of the new teams



In Chapman's day Lotus had a strong team identity, especially with the dramatic JPS livery

in 2010. I would hope that they could be up among the more established teams.

DAVE LAZENBY
MECHANIC, 1960-66

In the 1960s and '70s F1 racing *was* Lotus. It's a name from the past and it's great that it's coming back as the big car companies start to pull out. Let's give the smaller teams a chance.

I feel sure that people will understand that Lotus has been out of F1 for a number of seasons for financial reasons and so won't expect too much of the new team. But who knows, perhaps it could do a Brawn. I think Red Bull and McLaren will be the major players this season, but after that it's all to play for. So come on, get on with it. Why not?

I'm sure Colin would have found a way to exploit the situation. Motor racing would have still turned him on. Absolutely. Yeah, yeah, he was totally competitive. I think he'd be pleased to see the name back. It's totally brilliant. I just want to wish them good luck.

CEDRIC SELZER
MECHANIC, 1961-64

Having the name back on the circuits is great, but it's completely separate from the old Team Lotus, so I have slightly mixed feelings. Without Colin Chapman it can never be Team Lotus. He was something special. His presence was our driving force. When he died [in 1982] so did Team Lotus.

That said, I would like to wish the new team the best of luck. I see it as a natural evolution. Even back in the '60s I saw Lotus evolve. In 1961 we were basically an amateur team with some support from Esso. By the time we came back from Indianapolis [in '63] the money had become more important than winning. That wasn't a bad thing – and we still wanted to win – it was just a natural process. That's what Lotus in F1 is going through right now.

Anybody who goes into F1 has got to be aggressive, has to go for it, be positive about it. I'm not entirely sure if the use of the Lotus name is meant to be part of that, but I'm sure it will act as a spur to the people involved.

RALPH BELLAMY
DESIGNER, 1972-77

I'm pretty neutral about it. It's not Team Lotus anymore. That died with Colin – even though various people tried to keep it alive.

For all his faults, Colin was a leader. I doubt very much that the new team will have someone as charismatic as he was. Team Lotus had an aura in the '70s. Colin was a man of significant fame, and his drivers were Emerson Fittipaldi and Ronnie Peterson. We went to races knowing we would win if we didn't stuff up; most teams go hoping for a few points. People like Jackie Stewart gave us a lot of grief but we felt sure that victory was within our control. I never got that feeling at any other time in my career. It was a mindset that I guess Ferrari had with Schumacher, and McLaren had with Prost and Senna. It wasn't something we talked about over a morning cup of tea, it wasn't something Colin said, it was a personal judgement: I knew in my deepest soul that we would win. This is something the new team is unlikely to feel, even if it eventually proves successful.

I'm not sure how many people will remember Team Lotus being like that. You are talking more than 20 years ago. That's a generation. Nevertheless, I'm sure that the new team's association with the name will open a few doors. But it will put extra pressure on it, too. When I was at Lotus we were F1's best team, the team that our rivals aspired to be.

Mike Gascoyne has done good work in the past, although he does seem to fall out with his employees. Now that he is working for a team he's helped create perhaps he will prove more durable.

Guys like Mike are engineering managers. When I was designing F1 cars I was lucky if I had a few people to help me draw them out. Today an F1 team has a cast of thousands. Everyone's a specialist. You probably don't know the guy working on a different part down the corridor. As an industry, F1 has moved on. So this new team can be nothing like Team Lotus was if it wants to be successful.

BOB DANCE
MECHANIC, 1960-69 & 1977-94

There's been plenty of positive reaction to the new team in the local community because it will bring a great deal of publicity to East Anglia. There's a lot of general interest, not just within the world of motor sport.

Right now one has to be positive about the new team, give it a chance. If the cars are built well, presented well, reasonably competitive and show a little obvious improvement, everybody will be behind them. I just hope they're not using the name only to get things started. Team Lotus was not like that. It was there to win, a very competitive operation run very tightly by Colin Chapman. This new team must have those same attributes.

For the sake of the Chapman family, I hope the new team is successful. It will be great for the car company, for everybody connected with Lotus, if it is.

MARTIN OGILVIE
DESIGNER, 1974-89

It's great to see the name back in Formula 1, and I think any ex-employee will feel that way. My only concern is that the Malaysian aspect of the operation might swamp the Lotus side of things if the team becomes successful. People who view such things seriously will wish them well. But the same people will also be concerned that the new team does no damage to the legacy of Lotus.

I don't think Colin Chapman would have thought a great deal of it, to be honest. He was interested in new technology and the excitement it brought. I don't think he'd have found switching from a small fuel tank to a large fuel tank that engaging. From the time of the Lotus 88 debacle [in 1981], he was moving away »»»



Peter Warr with Chapman

from F1 into boats and aeroplanes, so it's not impossible to think of him handing the team over to somebody else to run.

PETER WARR
TEAM MANAGER & DIRECTOR, 1969-76 & 1981-89

I'm delighted to see a name that truly belongs in F1 back in F1. But I can't help but be a little anxious. It's not Team Lotus as we know it. It's far removed from the previous incarnation and therefore we will have to wait and see how it develops. I wish the team all the success in the world. But there's Mercedes, Ferrari, Red Bull and McLaren to beat before you get anywhere in F1, so I am concerned that the outcome might be a diminishing of the reputations of Lotus and Team Lotus. I'd have been perfectly happy for Lotus's 79 Grand Prix wins and seven constructors' World Championships to remain as crystallised pieces of F1 history.

That might sound like a thoroughly morbid view – but I don't know any of the people there. Mike Gascoyne I know by reputation: he's had a lot of jobs and is reputed to be difficult to work with. Colin was difficult to work with, too, but that was different: he owned the team and could do what he wanted. I guess this is the time for Gascoyne to really prove himself.

I wouldn't like to think that Lotus F1 Racing is just about Gascoyne, though. It's about the people in the team. Key people in key places. And I think they will find what we found, that Norfolk is a bit remote from F1 Valley and thus not an area of easy movement of people. The Lotus name might help them overcome that. We shall see.

I have the utmost admiration for the job the Malaysians have done with Group Lotus. They have continued Colin's vision: good-looking, lightweight sports cars with good power-to-weight ratios and brilliant handling. But F1 is a different story altogether.

We have understood for years that car manufacturers can pull out of F1 at any moment; we were concerned about that when we were racing. But Mercedes and Ferrari would appear to be in it for the long haul, and that means F1 is not going to become a Cosworth-vs-Ferrari battle like it was in the 1960s and '70s. Had it been, I would have given Lotus F1 Racing a better chance of success. As it is, I'm worried.

JOHN MILES
DRIVER, 1967-70, CONSULTANT ENGINEER, 1992-94

It's a sort-of Lotus – and that's probably a good thing. There is magic in the name. I've been involved with it since 1967, and the pain and suffering, the projects good and bad, the ups and downs driving for Chapman… it's verging on a love affair. There have been tremendous moments of elation in bringing a project together, usually from virtually nothing.

I worked for Team Lotus during the Häkkinen/Herbert/Zanardi days, too, and we had a lot to live up to but were underfunded. This time I don't think the public will expect a large amount of success. Every enthusiast knows the huge amount of money required to chisel off the last half-second. It's going to take time, too. But since the Malaysians bought [a majority stake in] Lotus [in 1996], not once have they shirked in their support. So we can be pretty sure that this F1 project is not a fly-by-night.

I live in the village, town-ette, where Mike Gascoyne and his men have set up. Theirs is an established facility and I know it's ideal for F1. So I think Lotus has the best chance of the four new teams in F1 this season. Put it this way, every time I drive past the factory its car park is full. Always a good sign.

As long as it was a serious attempt – financed well and staffed well – to bring the name back, which this obviously is, I think Colin would have been pleased. And it's far better for F1 that Lotus comes back in this fashion rather than have a grid full of rebadged customer cars.

CHRIS DINNAGE
CO-ORDINATOR, 1982-93

My reaction to the new team is favourable. It can't do any harm. The brand-awareness for Lotus over the past few years has been limited. What's going on in Formula 1 now will change that. Ferrari went through a period of negativity during the 1980s and '90s – very little success in F1 and a range of unreliable road cars – yet its global brand remained strong because of its F1 involvement and its history and it bounced back. The same could happen to Lotus.

Lotus F1 Racing has got some good people, but it's going to be difficult for the team in 2010. In such a short period of time, to get the right people together and then compete against the likes of McLaren and Ferrari is going to be tough. But I think people will be realistic and not expect the new Lotus to be at the front next season.

The Malaysians, meanwhile, have been very supportive of Lotus over the years. Without them who knows what might have happened? So I don't foresee a situation whereby they'd damage the Lotus brand. Why would they want to? They are keen to prove the capacity of their engineers.

BOB SPARSHOTT
MECHANIC, 1962-68

It's not really Team Lotus, and I'm sad about that. But, fine, let's see how they do. Let's wish them all the best. »»

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Frank Dernie

Mike Gascoyne is a very capable bloke – and the name will act as a clarion call and a spur for the team. They won't want to be the people to let the Lotus name down.

But you need to know how difficult it is to set up and run an F1 team. People don't understand why one team can be at the front one weekend and off the pace the next. So I'm not sure they will understand if Lotus doesn't start winning pretty soon.

Colin wouldn't have fitted in at all with modern international racing. His thing was coming up with radical ideas, and that's very difficult to do these days. Fine-tuning was not his style. The main thing I took from his Team Lotus, however, was that if ever you think you are trying your hardest, you're only halfway there. To be successful at F1 you have to be at 110 per cent seven days a week. That's what this new Lotus team will have to do.

DEREK WARWICK
DRIVER, 1990

I didn't expect to see the name back in F1. We all wanted to keep the name up there, but by the early '90s we thought it had served its time.

After [team-mate] Martin Donnelly's crash [at Jerez] I decided not to drive the car the next day. It was a dog. But when I arrived at the circuit and saw the effort the guys had put in overnight – titanium blocks to shore up the chassis where Martin's had failed – I changed my mind. I knew that if I didn't go out that day that Lotus would have gone bankrupt. And I didn't want to be known as the driver who put Lotus in its grave.

Lotus is a great name, a special name, and we all wish it well – but the name won't carry it. If Lotus F1 Racing has got the right kind of money behind it, however, I think it could be the fastest of the new teams out of the blocks. It has done a good job getting Mike Gascoyne. He might not be the absolute best, but he'll be a great guy to have on the shop floor. He's been there, done it, got a lot of experience, and I think he can take the team to quite a high level. Then it's up to the backers to push on, to show how serious a GP team they want to be.

PETER ROSS
'UNPAID' DRAUGHTSMAN/DESIGNER, 1954-59

I'm pleased that the new team is approved by Group Lotus, but unless you spend an enormous amount of money – and I'm not sure Group Lotus has that much to spend – I don't think this team will have any chance of enhancing the name of Lotus in competition. That's a worry.

And already I've read that Lotus is talking about doing Le Mans, even Indycars. That might have been OK in the 1950s, when Colin and I were drawing out new cars sat at a kitchen table, but now everything costs millions. They would do better to get their heads down and concentrate on one thing. They haven't even started [in F1] and already they seem to be getting ahead of themselves.

It will be good to have the name to cheer on, but I don't think modern F1 is the sort of racing that would have got Colin's blood flowing.

LEN TERRY
DRAUGHTSMAN/DESIGNER, 1958-59 & 1962-65

It'll be nice to see the name again, but obviously it won't have the same connotations. Colin Chapman is no longer around, and he *was* Team Lotus. This new team is going to need someone as good as him, or an Adrian Newey, if it's to have any chance of success. It'll need someone with an overall grasp of F1 allied to a problem-solver, a man to deal with the details. The latter role is the one I filled for Colin.

There is an aura about the Lotus name, but I don't think there's any magic in it. For me, Lotus was *the* team because it was based in Hornsey and I lived in Tottenham, a bus or cycle ride away. So I don't expect this team to win. Whoever its drivers are, they won't be as good as Jim Clark – and that's another problem.

FRANK DERNIE
TECHNICAL DIRECTOR, 1989-91

Of the four new teams in 2010, only Lotus F1 Racing will come anywhere near the established teams. People, even those in the sport's lower echelons, completely underestimate how much is involved in F1. The gap between it and F3 is huge. The best drivers and engineers are already in F1, and although those left behind think they're ready, are good enough to join F1, they're wrong. The race team will think it knows what to do, and it won't. They'll think the design will be fine, and it won't be.

Lotus might be different, though. Toyota's withdrawal means that Mike Gascoyne has been able to recruit its good people. He worked at Toyota and so knows who the good people are. Toyota's car was pretty competitive at all bar two GPs last season, and I expect Lotus to benefit from that. Of the new teams Lotus will be the one with the most recent data and knowledge. In terms of composites and design, Lotus should be state of the art.

I was very naïve when I joined Lotus. I thought everything would be in place. When I got there I discovered that the sponsorship was marginal – $8 million compared to McLaren's $70m – and that a lot of data had been sold to Lotus Cars. The team was broken. There was no aura. But there was an atmosphere. When I wanted a computer I was told that Colin didn't used to like there being lots of wires in offices.

Nobody wants to be the person who mucks up Lotus – I certainly didn't want to be – and I'm sure all at Lotus F1 Racing will do their best. But some things you cannot control.

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LOTUS

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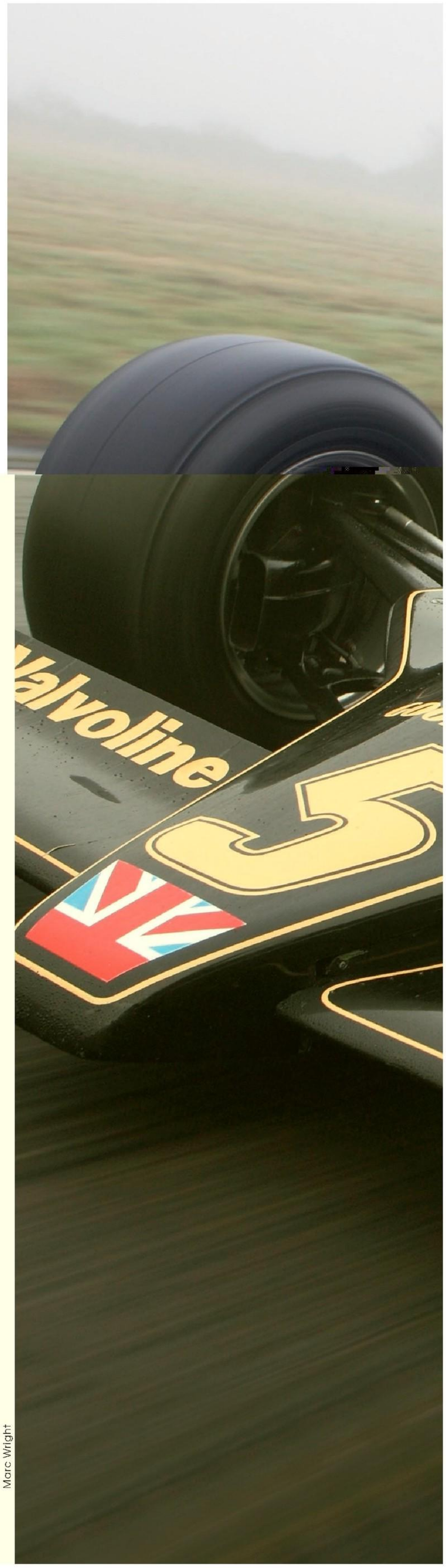




ON A WING AND A PRAYER

A chance to drive the revolutionary ground-effect Lotus 79 was made even more nerve-wracking by the wintry conditions at Hethel…

BY ANDREW FRANKEL



Marc Wright


VALVOLINE
John Player Special
OLYMPUS
CAMERAS
GOODYEAR
John Player Special
Valvoline
John Player
Valvoline

LOTUS
BRITAIN'S OWN FERRARI

We all remember our first Grand Prix. You can watch it for years on the television but until you actually go and watch a gridful of Formula 1 cars come past, feel your insides churn and your ears itch, you will only have seen it. You will never have experienced it.

Mine was at Brands Hatch on a sunny summer's day in 1978. I don't believe in love at first sight, but in the case of the Lotus 79 I am prepared to make an exception. I can remember looking at Mario Andretti and Ronnie Peterson streaking away from the rest of the field in their now usual 1-2 formation and my 12-year-old mind knew exactly why. Everything else on the grid that day, the Ferraris, McLarens, Renaults, Brabhams and Tyrrells, looked obsolete. The Lotus 78 had been a pretty impressive piece of work, but the 79 was something else: the lowest, sleekest racing car there had ever been. I recall perfectly poring over its lines and concluding it would be impossible to design anything to look more modern than this: any wider and it would break the rules, any lower and… well it was already on the ground. Truly I believed everyone else should give up because it was not conceivable that anyone could do better than this.

And I wasn't entirely wrong, though cause and effect had become somewhat muddled. Its speed was not a symptom of its looks, but the other way around. True, both Colin Chapman and Peter Wright had an eye for the aesthetics, but the reason it looked so different to any other car out there was simply because it was.

"We called it the unfair advantage," says Clive Chapman, son of Colin, boss of Classic Team Lotus and custodian of this Lotus 79 since

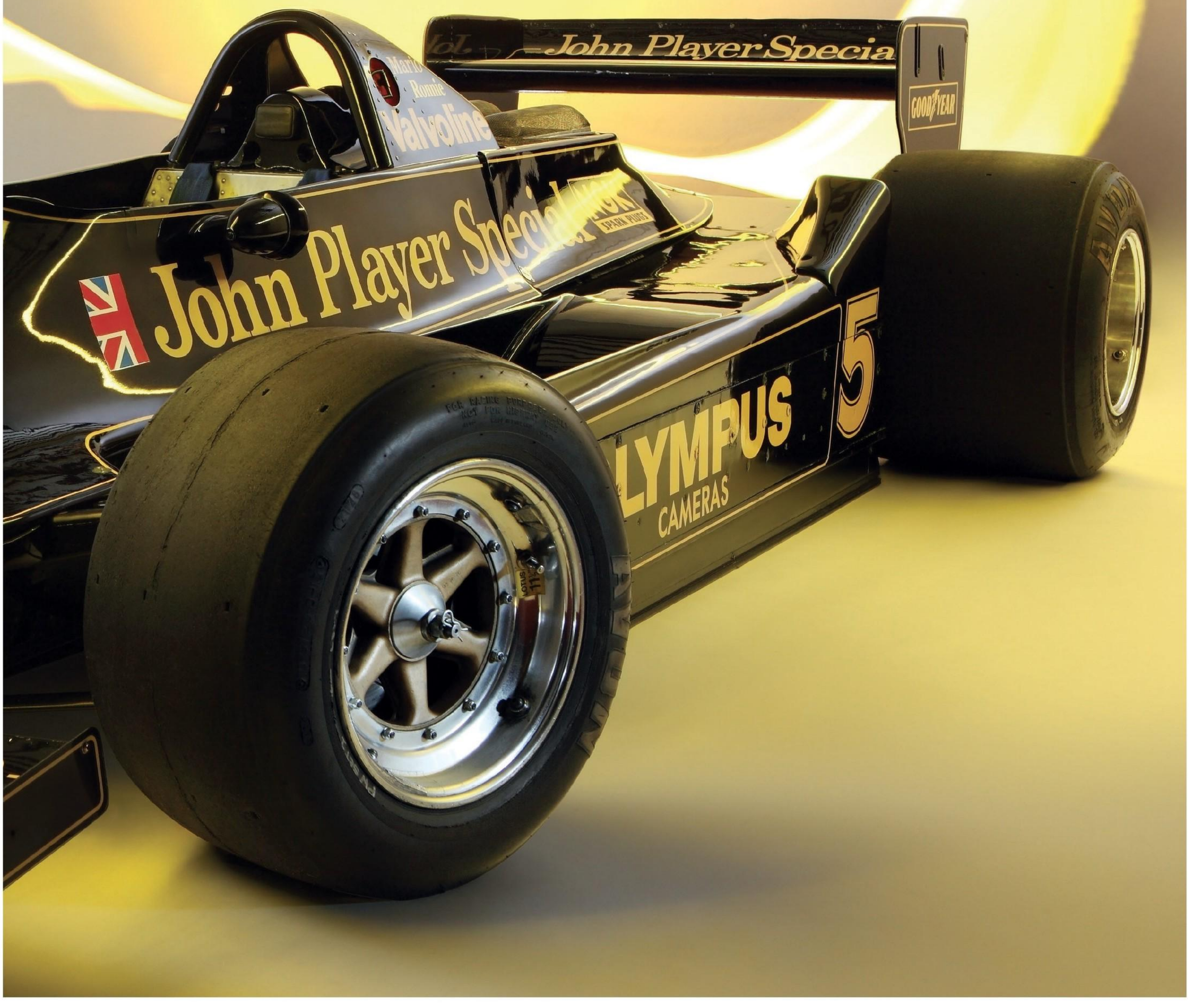


it stopped racing. "The 78 was our first attempt at a ground-effect car, but the 79 was the first Formula 1 car to really exploit its potential. Straight out of the box it was two seconds a lap faster than the 78 everywhere, more at some tracks. We had to do some serious sandbagging." The reason the advantage was so wonderfully unfair for Lotus was that the main opposition came from Ferrari which had just completed a hat-trick of constructors' titles; but its wide and low flat-12 engine made designing a true ground-effect car with proper venturi tunnels impossible. "Not only did we have something they did not, rather more importantly, they couldn't go out and get it."

Bizarrely, both the 79s failed that day at Brands and it was Carlos Reutemann's Ferrari that pulled a devastating move on Niki Lauda's Brabham to claim victory. But I only had eyes for one car, becoming mesmerised by Mario's inch-perfect lines, lap after lap while it lasted. If you'd told me then that one day I'd drive not only a 79, but that 79, I'd have probably passed out.

But that car is this car: Lotus 79/3, Mario's main weapon in his title year. The 79 didn't even make its championship debut until round six at Zolder in late May, which Mario won in 79/2, before going on to win at Jarama, Anderstorp and Hockenheim in 79/3, with his fifth win of the season coming at Zandvoort in 79/4. The 79's other win of the year was Ronnie's last victory, at the Osterreichring driving 79/2. Two races later he would crash his 79 in practice for the Italian Grand Prix and, with the spare set up for the considerably shorter Andretti, started his last race in a 78.

Of the two other 79s, 79/1 was the development car and raced just once in 1978 (with Jean-Pierre Jarier to no great effect »»»



at Watkins Glen) before being sold to privateer Hector Rebaque for the 1979 season. The last car, 79/5, was built for the '79 season, almost as if Colin Chapman knew he needed a long-stop in the event of the radical Lotus 80 failing to realise its potential.

Today, the 79 has another beauty, one conveyed on it by history. It seems scarcely believable now, but when it won Mario his championship, the era of the slicks-and-wings F1 car had not yet seen its 10th birthday. All we knew then was that, of those seen so far, it was the most beautiful of all. But now more than 30 further years have passed and I still cannot think of another that comes closer to visual perfection from more angles. If a spaceman fell to earth pondering the meaning of the phrase 'if it looks right, it usually is right', you could do no better than point him in the direction of this 79.

But there's an added magic of this particular 79. Unraced since 1979, it's not a recreation clinging to a chassis plate as some kind of identity – it's all real. The tub, bodywork and even the engine and gearbox you see here belonged to this car in period. Clive is usually very relaxed about his cars being raced, but just a few are regarded as simply too important to risk compromising, and 79/3 is one of them. Gently restored to fully-functioning condition about 10 years ago, it goes to shows, has run up the Goodwood Hill and has attended other demonstrations, but that is it. It is fabulously original.

Today, its task is to carry me around the same Hethel test track upon which it would have been shaken down all those years ago. Sadly conditions are terrible – the air is a single degree above freezing, track conditions vary from quite damp to properly wet and fog limits visibility to around 100 metres – not much for a car capable of making a Bugatti Veyron acceleration look very ordinary indeed.

Frankly I'd been expecting a call to reschedule, but Classic Team Lotus – still staffed by ex-Team Lotus engineers – is made of sterner stuff. Chris Dinnage used to be Ayrton Senna's chief mechanic but today he has the somewhat less edifying task of looking after me. Conditions are right on the cusp between slicks and wets, but the slicks stay on because they'll look better in the shots. As Chris says, "in this weather you won't get any heat whatever we put on".

Before climbing aboard, there's time to soak up a few last details. The front of the car represents standard F1 thinking of the era, but as your eyes pan back past the cockpit with its effective little wind deflector, things change. There's no fuel in those long sidepods because, unlike the 78 that had three different fuel cells, all the 79's petrol goes directly behind the driver, freeing up space for the venturi tunnels that would change the face of F1 racing. It still wears its skirts, too, but on a bumpy track like Hethel, they're stowed in the pods. Simply dropping them to the floor doubles downforce.

Likewise at the back, everything has been moved out of the way of the airflow under the car: brakes and springs are inboard and years of traditional suspension design was abandoned because longitudinal radius arms would have got in the way. In their place came wide-based wishbones. Indeed when work began on the 79, ground effect was the dominant principle around which the rest of the car was designed and, where needed, compromised. Even the air intakes that wrapped around the roll-hoop of a 78 were abandoned as they interfered too much with the flow of air to the rear wing.





Chris Dinnage (right) and Classic Team Lotus member ready 79/3, watched by Frankel (above)

> "The 78 was our first attempt at a ground-effect car; the 79 was the first to exploit its potential"
>
> CLIVE CHAPMAN

Needless to say, power is of the Cosworth DFV variety. The 79/3 runs a standard long-stroke engine to period specification which means around 480bhp at 10,600rpm, perhaps 80 more than the earliest DFVs, but at least 60 less than the maddest short-strokers have shown. As expected, it directs its power through a Hewland H-pattern gearbox, the Getrag sequential shift Chapman had intended proving insufficiently robust for racing.

It's time to go. Thanking Peterson's lanky frame for the fact that I can get in the 79 at all, I'm struck by how traditional is the driving environment, how backward, even, compared to its cutting-edge exterior. In terms of its dynamic abilities, it's probably closer to modern F1 than an early '60s machine, but the cockpit design appears to have evolved hardly at all. You still have to peer at tiny Smiths instruments with spidery numerals to read your revs, pressures and temperatures, which must have been irksome in a car of such retina-detaching performance. There's a brake balance bar and separate controls for the front and rear rollbars (Dinnage says Ronnie could never remember which way to move them until Mario chipped in with 'hard in, soft out', after which he never forgot again), but that's it. Compared to the jet-fighter interior of a modern F1 car, the 79 seems nearer 50 than 30 years old.

But it also makes it gratifyingly simple to drive. Just flick on the fuel and ignition, wait for the external starter to spin the engine, catch it on the throttle and settle down to an even 3000rpm idle. There is an exquisite nastiness to close encounters with DFVs, like eating raw chillies or downing neat bourbon, and you'll put up with all the discomfitures just to feel the power. The clutch is sufficiently kind to avoid red-faced getaways and this particular Hewland 'box is as light, precise and easy as you could wish. But how would this irreplaceable slice of British racing heritage react to such terrible conditions?

At first it was unexpectedly accommodating. The motor would pull from as little as 4000rpm and felt quite strong at 6000rpm. The steering is light, the brakes meaty but responsive. I wasn't stupid enough to risk full throttle in the lower gears, but once up into fourth, I felt I could risk

it stretching its legs. But I was wrong. In that instant the car jinked right, and the revs and my heart-rate leapt as one. Wheelspin at 8000rpm in fourth gear. I'd bet plenty it would have done it in fifth too. Gerhard Berger once told me that a car could only be said to have enough power if it could spin its wheels at any given point on a race track. That day at Hethel, the 79 was that car.

Treating it with yet greater circumspection, I learned after several more laps where it could and could not be pushed, and as long as you trod ever so gently, full throttle could eventually be reached but not for sufficiently long in the fog to feel full thrust for more than an instant or two. It was mesmerising, tantalising and really rather frustrating.

Still, I think the 79 inspired as much confidence as you could expect from a bewinged F1 car on stone-cold, soaking wet slicks. I'd anticipated next to no grip in slow corners, for its springs have to be stiff enough to maintain ride height at maximum speed and downforce, but lateral adhesion was actually good enough not to make you fear going straight on every time the wheel was turned. It understeered, but mildly and predictably. The only frightening deficiency was traction, which was fairly forgivable under the circumstances. As for the quicker stuff, it would have been insanity to try. Even in that weather, it was quick enough through Hethel's infamous Windsock curve to make driving little more than blind. Certainly had something unexpected appeared out of the gloom there would have been no chance to stop, leaving high-speed evasion the only option. And I didn't much fancy that.

So on the last lap I cruised, surreally driving a Lotus 79 like it was a road car. Not only was it a lot less frightening, it allowed time to look around and savour what I was actually doing, a prohibitively dangerous luxury at any higher-effort level. Mario's wheel was in my hand, Cosworth's DFV at my back and Chapman's incomparable design all around me.

I can't say I consummated my 32-year-old love affair with the 79 that freezing, foggy day in Norfolk – to be honest it wasn't much more than a fumble round the back of the bike sheds – but when you operate from the position of someone who never even expected to sit in one, even that fleeting glimpse into its world is precious beyond words. Statistically the 79 was far from the best Grand Prix car in the world: it was competitive for just one season – compare that to the 72 which won races in five consecutive years – and chalked up just six wins to its name. But it did change racing and stands today as one of the most iconic cars of its or any other era. And as we move into a new era of Lotus F1 cars, it's worth bearing in mind too that it was the last to win a World Championship. And that is an act that will take some following.

INSIGHT

PRECIOUS CARGO

Jim Clark's Indy winner is among the cars being restored and race-readied this year by Classic Team Lotus

A visit to Classic Team Lotus is a magical step back in time. And it's not just the cars: the buildings themselves are those that housed Team Lotus when it first moved to Norfolk in 1966.

Clive Chapman (below) has been running the business since it started in 1991 and looks after not only the 22 cars owned by Classic Team Lotus and his family, but also a dozen or so owned and raced by customers. Open the door today you find not only the 79, but an Aladdin's cave of fabulous Grand Prix cars. Here there's a 72, there a 25. Under a cover there even lurks a twin chassis 88. Away from the world of F1, there's a Mk4 – the fifth Lotus ever built – a 69 Formula Junior and a ferocious 30 sports car that's for sale if you think you're brave enough.

The business splits its time between running race cars for customers and restoration work, though it also operates a patron scheme, whereby someone without their own Lotus can race one belonging to Classic. This year the Lotus 79/2 will be raced on exactly that basis.

Clive says restoration work is usually quite straightforward. Not only does he have all the original drawings for all Team Lotus cars, he has a sizeable inventory of parts left over from the old days. "It's amazing what we can supply, because so many cars got built over the years." Interestingly, too, most of these old components remain in perfect condition and pass crack testing certification without problems.

However there are challenges: a total restoration of a Lotus Grand Prix car usually amounts to around 1000 hours of work, but 79/2 took half as much again. "It was as it was when it finished its last race in 1979, wearing Martini colours and with quite a few engineering modifications. So it wasn't just a question of restoring what was there, it involved putting it back to 1978 specification, which caused a few headaches."

But the real challenge sits on a stand in the corner of the workshop. It's a bare tub which, philistine that I am, I'd not have recognised unless Clive had told me it was Jim Clark's victorious Indy 500 Lotus 38. Unused in over 40 years, it is to be made to work in time for this year's Goodwood Festival of Speed, before returning to the US for next year's Indy centenary celebrations. But what's really taking the time is preserving its originality. Classic Team Lotus is not just re-using the major components – every nut, bolt, washer and screw that has survived in usable condition has been catalogued and stored and will be re-used. "The only major parts we can't use again are the wishbones because they are no longer safe," Clive says, "but even they will be retained and go back on the car when it returns to the Indy museum."

On top of that, Classic Team Lotus has a full race programme for the year, supporting customers in three major series as well as taking four cars to the season-opening Bahrain Grand Prix and a cool dozen to the Malaysian round. None of this seems to faze Chapman and his team: they just quietly get on with the job of looking after some of the most important racing cars this country has ever produced. It would be hard to imagine a team better qualified for the job.





Virgin's brand-new adventure

After its toe-dipping exercise with Brawn, Virgin has now put its name to a new F1 team. But the men at the helm are by no means inexperienced...

BY ADAM COOPER

Virgin Racing team principal John Booth insists he never harboured any ambitions to take his successful Manor Motorsport Formula 3 outfit into F1, for the simple reason that he might as well have been aiming at the moon.

"It was just so far out of reach, it never came on the radar," he says. "For the last 10 years they've been spending hundreds of millions a year. I think rather than us planning to go into Formula 1, the F1 opportunity just developed. It was a once-in-every-10-lifetimes opportunity. And if you don't grab it, then you regret it for the rest of your life!"

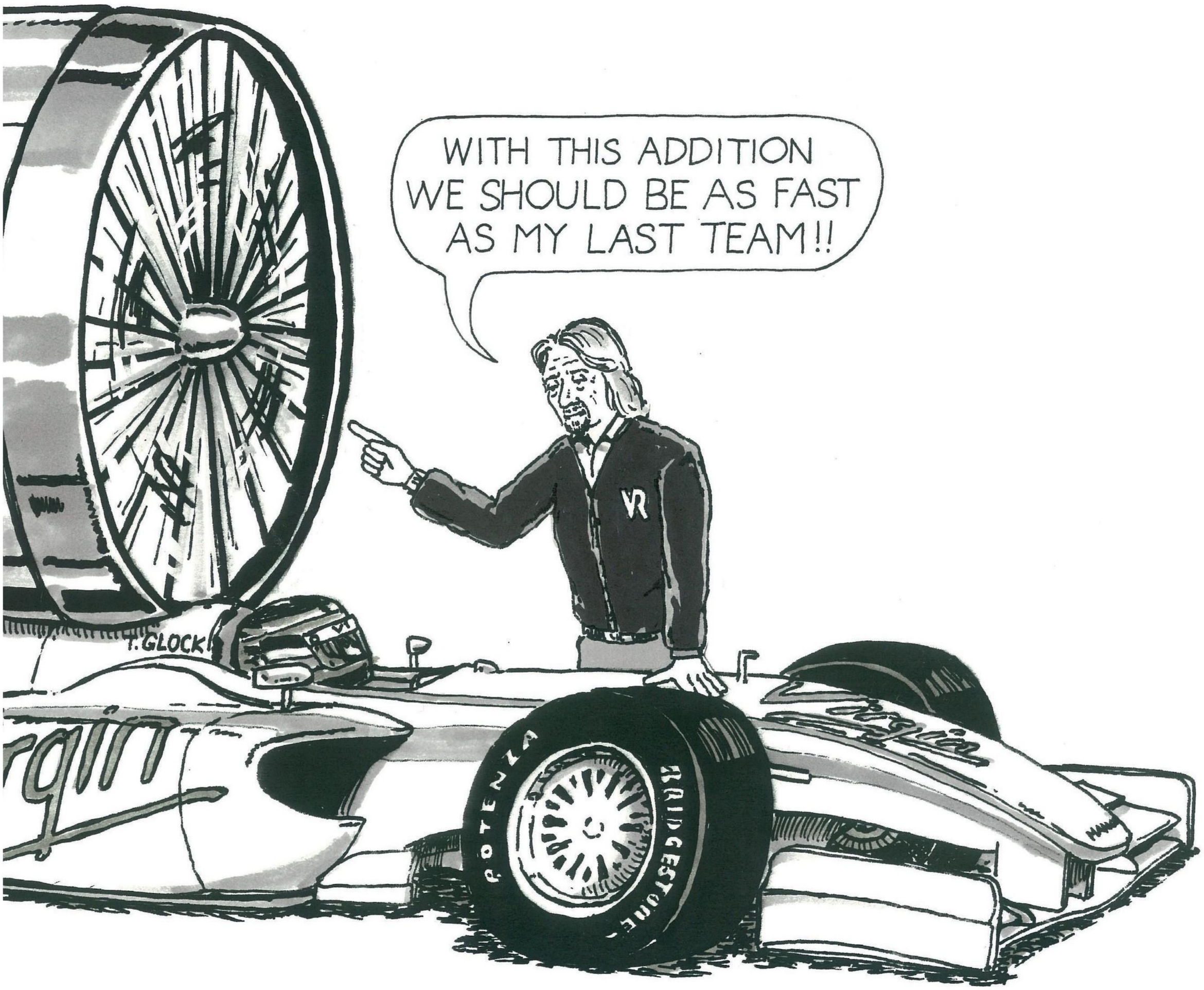
The catalyst was the push by the FIA to bring down the costs of competing, combined with its pro-active efforts to attract new entrants for 2010. The goalposts have moved since Booth and Virgin technical director Nick Wirth first did their sums, and the promised budget cap and performance boosts for new teams failed to materialise. Nevertheless Virgin is going racing for less than £40 million, a substantially smaller budget than has been the norm in recent times.

"I think everybody wants to find the right path for F1, and part of that is to get the costs under control," says Booth. "They'll be gradually sliding down to us as we're scrambling to ramp up. Hopefully by 2012 we'll be at a similar level."

The real test will come in Bahrain and beyond, where there will be nowhere for Virgin and the other new teams to hide. But those behind the project are convinced that they are on the right track.

For Wirth it's a case of déjà vu. With Simtek back in 1994-95 he ran a slimline F1 operation on a shoestring budget, learning the hard way how not go to Grand Prix racing, i.e. single-handedly managing the technical and commercial aspects while hoping that a mega sponsor would knock on the door. The team failed to finish its second season.

After a spell as an employee at Benetton he turned his back on F1. Since 2003 he's been building up Wirth Research in Bicester, working with Honda USA in the IRL and latterly the American Le Mans Series. His Acura LMP1 car proved to be very effective last season.



Until the FIA began its focus on cost reduction – ironically a process intensified by Honda's F1 withdrawal in December 2008 – Wirth had no wish to return to the top level.

"It didn't feel like unfinished business," he says. "I had many, many friends still in F1 and you'd hear some of the stories and see some of the craziness that was going on. It just had no appeal to me at all. It didn't feel like something that I wanted to do or needed to do until this big change came along. That's when it suddenly became interesting again."

The move towards a budget cap, initially pegged at a modest £25m, caught Wirth's attention. He was well placed to find out if it could really happen. It's well known that he's close to Max Mosley, his former partner in Simtek, and he'd also carried out research projects for the FIA.

Convinced that it made sense, he put in a nominal entry (when the procedure to do so did not yet exist) in the name of Wirth Research, although he knew he had to find a partner team.

"I indicated to the FIA that we would be interested in participating in the 2010 championship very early, either in late '08 or early '09. The reply was, 'Thank you for your interest and we'll keep you posted on the entry process.' I wanted to get my foot in the door."

As the budget cap proposals gathered momentum, others also took note. Among them were Booth and his commercial partner at Manor, Graeme Lowdon. Successful in business outside racing, Lowdon could see the big picture, and in February he convinced John that the time was right.

It was a momentous decision. Working from his base in South Yorkshire, Booth was a big fish in the F3 pond, having run the likes of Kimi Räikkönen (in Formula Renault), Robert Kubica and, most famously, Lewis Hamilton. Was it worth putting such a solid business at risk?

They agreed that Manor could not follow the likes of Stewart – the last team to graduate from the junior formulae – in building its car in-house. Thus the search began for a constructor. It was the FIA which suggested that they contact Wirth, who was looking for a team. When they met in early March there was an instant rapport. »»

VIRGIN RACING



"Nick is a pretty impressive guy," says Booth. "The kind of guy you believe in straight away. From thinking it's a million-to-one chance, the three of us sat down and it suddenly started to seem do-able."

"John's reputation precedes him," says Wirth. "He's got an incredible pedigree of understanding and working with drivers and being successful. He's a racer, and I love racing, and I love racers. And Graeme is also an exceptional individual."

Wirth met with other potential entrants sent in his direction by the FIA, but he soon committed to Manor. The new partners signed a deal with Cosworth in late March, just weeks after their first meeting.

To be ready for testing by February 2010 Wirth had to get going on an F1 design, despite there being no guarantee of an entry, and therefore no immediate funding: "We had to run on fresh air in March, April, May and June."

Nick also had to start recruiting early. His former Benetton colleague Christian Silk came on board to head the design team as project manager without knowing if the car would ever be built.

Key to the entry process was an assessment to be conducted by the FIA, and Lowdon was keen to prepare as professionally as possible. He picked the brains of a former business associate, FIA advisor and Mosley confidante Alan Donnelly, meeting him at the Spanish and Monaco GPs. The conclusion was to present a solid plan with no ifs and buts about it.

However informal, the perceived Mosley/Donnelly links with Manor would later cause some bad feeling among failed entry bidders. However, this was at the height of the conflict with FOTA, when the FIA was doing its utmost to create a credible list of potential 2010 entrants, and others were given help as and when required.

Lowdon made good use of his contacts book. He runs a company that supplies wi-fi systems to rail operators, and through customer Virgin Trains he met the people overseeing the parent company's new involvement with F1.

Virgin had been involved in a bid to take over Honda, but lost out to the team's management. Nevertheless the famous logos appeared on the Brawns in Australia, and Richard Branson made it clear that a closer relationship could be announced within weeks.

That confirmation never came. Even as Jenson Button was extending his winning run in April/May the company was successfully wooed away by Manor, in the face of competition not just from Brawn but other existing teams. The prospect of a start-up operation, with greater control and a small budget, appealed to Virgin.

"They like to back the small guy who has a challenge and can win through," says Lowdon. "There were a lot of things that fitted with what they wanted out of F1. And they gave us the ability to instantly get global recognition and access to marketing expertise."

Thus when Lowdon and Wirth made their pitch to the FIA last June they were able to call on Virgin support. That final presentation impressed the FIA inquisitors, including Tony Purnell and representatives of Deloitte and CVC. But when Manor's name appeared on the list of successful candidates on June 12, there were raised eyebrows, in large part because the team had kept a low profile and not conducted a PR campaign.



> "CFD design is interesting because it's cost-effective for us"
>
> NICK WIRTH

Much to Wirth's frustration the crucial Virgin link – which helped gain credibility in the FIA's eyes – would not become public knowledge for some weeks: "It was painful to see all the rocks thrown at us – it's Max giving Nick an entry, and blah, blah, blah."

With the entry confirmed, the finances could begin to flow, and private equity company Lloyds Development Capital joined the original Manor guys, Wirth and Virgin as shareholders.

Meanwhile Wirth's decision to push ahead was a wise one: "I had to lock down the monocoque surfaces for this car on June 22. Working back from January, that's when we needed to do it. It was really tough..."

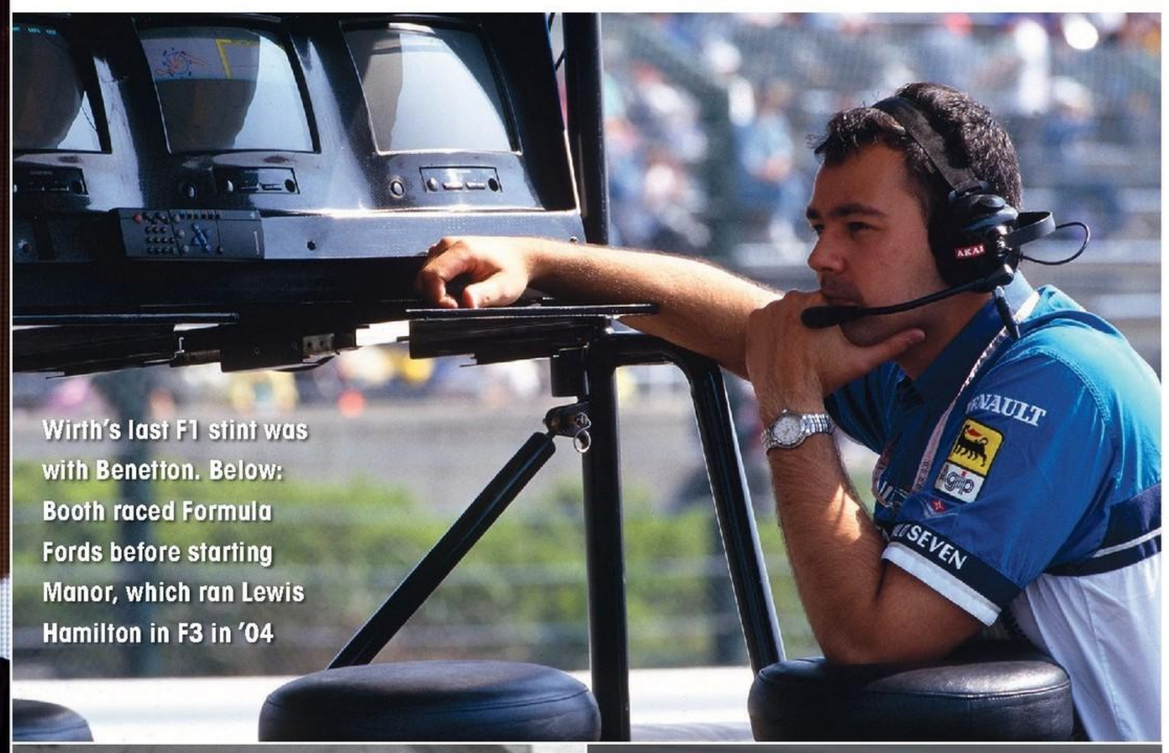
Wirth has now expanded the Bicester staff from 50 to 120. Chief engineer Mark Herd will be one of five Wirth Research people attending each race, exactly 40 years after his father Robin embarked on the March F1 adventure.

Fortuitously, Wirth Research already has experience of the McLaren standard ECU that is mandatory in F1, having used the Woking company's technology on the Acura. And as the first paid-up Cosworth customer, the company also led the way in specifying the connections and hydraulics that all the other new teams are using.

The car was designed purely via Computational Fluid Dynamics, and thus there are no scale models at Bicester. After the Acura project Wirth is adamant that the pioneering process works. The key is to ensure the best possible correlation between CFD and



Wirth, Richard Branson and Booth (foreground) were joined by drivers Lucas di Grassi and Timo Glock at the team launch



Wirth's last F1 stint was with Benetton. Below: Booth raced Formula Fords before starting Manor, which ran Lewis Hamilton in F3 in '04





the track, and the rest is down to how clever you are. "It doesn't matter whether it's CFD or a wind tunnel, it is a device for developing," says Wirth. "They all have their problems. It's interesting because it's cost-effective for us."

Meanwhile Booth has been building up the race team at Dinnington, where sorting out transporters, the motorhome and pit equipment is just part of his massive job list. His first key hiring was team manager Dave O'Neill, who ran the Jordan test team and more recently the successful Irish A1GP outfit. Others have come from up and down the paddock.

"Brawn, Red Bull, Force India," says Booth. "No Ferrari or McLaren, and no Williams – I think they pay too well! We were really pleased to get Alonso's engineer Dave Greenwood. He's a Yorkshire lad who wants to move home. There are quite a few people from the north who have moved south to be in F1. Our IT guy was commuting to Red Bull from Stockport, and now he just commutes over the hill…"

Booth has closed his F3 operation, and his new Manor GP3 team will operate from a separate unit. His original 8500 sq ft building is now the F1 logistics base, while a new 10,500 sq ft race preparation area is being completed alongside. Initial testing is being conducted from Bicester before the team heads to Bahrain, and it will move into the new facility on its return from the fourth flyaway event in China.

It's a 130-mile trip up the M1 from design and manufacturing to the race shop, rather than the usual trip along a corridor. Wirth is not worried: "This company has been dealing with race teams from thousands of miles away. So for us, it's just really easy. I'm sure it would be easier and better if they were next door. But we don't have to get a plane and fly to America."

"As far as physical logistics are concerned it's a van going up and down an hour and a half, twice a day," says Booth. "The three-pronged approach – having the commercial arm in London [at Virgin], R&D at Nick's place in Bicester and us up in Yorkshire – possibly makes the departments easier to define. We can run a tighter ship that way."

The benefits of Virgin's marketing muscle are obvious, but there remain questions about the longer-term business model. Branson likes to get a big bang for his buck, and his F1 team is not going to be a Red Bull-style money pit. The idea is that third parties who want to be associated with the Virgin name will come on board and pay the bills, but one wonders how much he will continue to pump in if that doesn't happen on the scale that is envisaged. Lloyds is also looking for a return.

From the outside the brash, noisy Virgin brand seems at odds with the softly-softly approach of real racers like Booth, Lowdon and Wirth. It's telling that when the deal was struck Virgin's ambitious special projects man Alex Tai landed himself the roles of CEO and team principal, despite his lack of racing experience, leaving Booth as sporting director.

That seemed to make little sense, and so it proved – just a month after December's official team launch Tai was sidelined. Booth now has the job title that most observers felt was his right, while Lowdon has become CEO. Had former 747 pilot Tai initially been content with a lower-profile role, he might still be involved.

Typically, Booth wasn't bothered either way: "It's the same job with a different title hung on the door, maybe two-three per cent more work. I'm very honoured to be team principal, but the thing that worried me initially was that it may distract from the job I'm trying to do in building the team. But the support I have from Graeme in particular allows me to wear the title and still do the job that I wanted to do."

He's unconcerned that the name he established has been submerged by the Virgin brand, although the company behind the team is still called Manor Grand Prix Racing Ltd. "It's a totally new venture. To use the Manor name as a vehicle for those few months was very flattering, but it was never really part of the plan to keep the name."

So what sort of performance will satisfy him?

"I just want us to be reliable, safe, look the part and perform like professionals for the whole season. Longer term, our target has got to be regular point scorers within three years. If we don't set ourselves that sort of target, there's not much point in doing it."

BROADSPEED JAGUAR

Massive attack

It was a big dream, with a big car – and huge bills. BL's ETCC challenge soon ran aground, but now the XJC is back – and winning!

BY GORDON CRUICKSHANK



Oil. It's what our sport runs on. It's vital, but in the wrong place it can ruin all your plans. It happened to Andy Rouse late in 1977. The place: Silverstone. The race: the TT. The machine: Broadspeed Jaguar XJC. The quarry: victory in Britain's top saloon match – and the probability of a triumphant season in '78.

After a troubled year with the big handsome Jag, heavy-laden with British hopes, it looked as though it might finally happen. The failures had been so regular that William Hill was practically running a book on which one – rear hubs, oil surge, tyres – would yet again stop the fastest car on the track. For it was quick: double front rows again and again, frequent fastest laps… And now, on home ground, a huge crowd, here largely to see the thunderous Big Cat, held its breath. Sure, the Jaguar had been leading earlier; nothing new there. But this was the close of the race; only 12-11-10 laps to go and Rouse was lying second and catching Tom Walkinshaw's 3.0CSL in handfuls. Surely BMW's run of ETCC victories was about to come to a halt, toppled by a red, white and blue behemoth with a polished walnut dashboard.

It seemed a mad choice in the first place. Why the taller, longer-wheelbase coupé instead of the sleek XJ-S with the same V12? Marketing, say some: closer to Jaguar's prestige XJ6 saloon. Homologation, say others – XJ-S rear seats didn't qualify it as a touring car. Compounding it all, the corporate clash of British Leyland's marketeers – all PR frenzy and no clue about racing – and engineers with Jaguar stitched into their seams who didn't think the benefit worth the pain. Let Ralph Broad, the guiding hand, lay it out plain why the XJ-S failed homologation: "Total cock-up! I told them, take half an inch out of the rear seat padding or the S won't qualify. They didn't – it was thrown out. So they said let's race the coupé. I said, that shithouse? It weighs 2½ tons. It'll never stop. I knew that CSL inside-out. A lightweight six that handled like an F2 car up against that lump? No chance." ›››

Matt Howell

But Leyland, the umbrella group now harbouring Jaguar, Rover and Triumph among others, had stars in its eyes after Broadspeed's success with the Dolomite Sprint – and Ralph had a company to run. "I said I'd only do it on a cost-plus basis, thinking they'd never bite. Couldn't believe it when they said OK."

Having landed himself with the job, Broad's problems were plain: stiffening the long, flexible car, braking all that weight and getting some adjustability into that rear subframe with only a lower wishbone, the driveshaft forming the top link. This would come to haunt the project. And the rear discs were inboard where they could quietly fry themselves.

Clearly power was not an issue, helped by special cylinder heads, but they'd need all of it. "That's why it had no power steering," says Ralph. "I wanted all of it at the wheels."

They started with a production car. And a time deficit. As well as racing the car, saloon ace and engineer Andy Rouse developed it. "The timescale was horrendous. There was never enough time, with the PR lot always pushing. Ralph was probably behind that – always ahead of himself," he says with a grin.

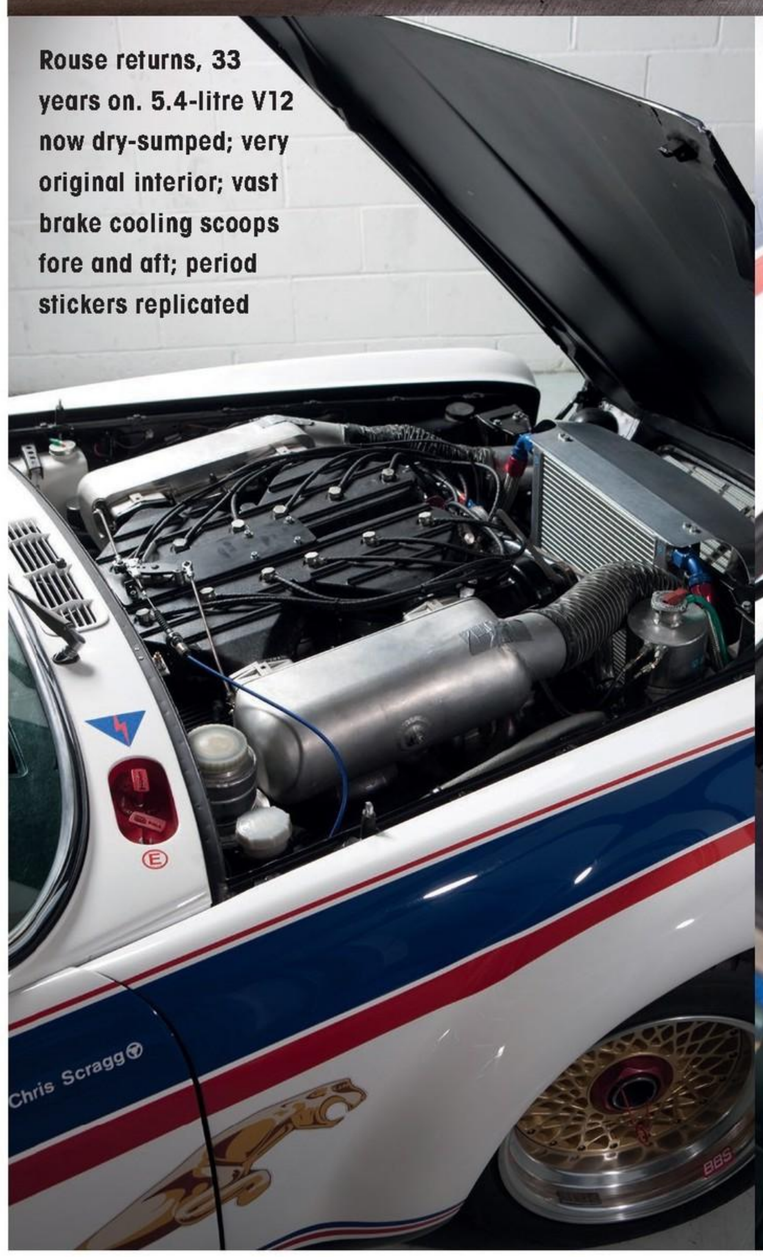
At the unveiling in April 1976, a spokesman announced that this car would win the next ETCC round – in three weeks time. Derek Bell had signed to drive, and recalls the day wryly. "I couldn't believe it. The car was completely undeveloped, and here was some PR man saying we were going to show BMW how it was done. It was ludicrous."

And of course impossible. Race after race of 1976 slid past with a Jag-free grid, while the team crowbarred weight away (leaving the walnut dash, as Gp2 regs demanded) and experimented with brakes. "We started with eight-pot calipers at the front!" says Rouse. "But finally we used GT40 units."

John Davenport, who joined Leyland in December 1976 as director of motor sport, remembers, "Every problem was tackled by adding weight – bigger discs, calipers, pumps, uprights... I recall standing in the pits at a test day with F1 designer Gordon Murray, who asked what the problem was. I said, it weighs 1680kg and we have to slow it for Stowe from 135mph. He said 'Oh shit!'"

Expectations were high in September when the coupé finally appeared for the TT at Silverstone. National pride and memories of Le Mans stoked the fans' fire and the Union Jacks waved furiously as the rumbling Jag collected pole. But not for long: Bell's early lead fell away as the brakes played up and a tyre went down. Those tyres twisting on the rims were a regular weak spot. Like the rear hub flanges. When David Hobbs took over, one let go and a wheel disappeared. Not for the last time...





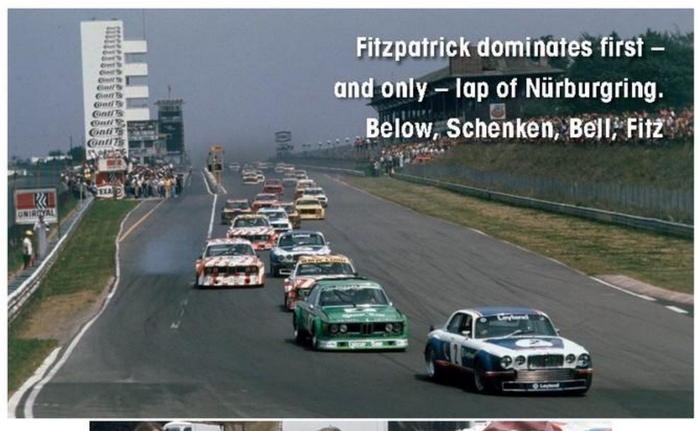
Rouse returns, 33 years on. 5.4-litre V12 now dry-sumped; very original interior; vast brake cooling scoops fore and aft; period stickers replicated





With fresh 'shells ready for '77, that car did not race again. It became the development car on which Rouse tested every new mod, and also the show car during 1977, then went into the Coventry Transport Museum. Now it's been released from captivity, restored to race worthiness and has finally added a victory to the XJC's less than happy tale. Mike Wilkinson's eponymous preparation shop has done the work for the owner, well-known club racer Chris Scragg, and they have brought the car back to Silverstone for the first time in decades. Rouse is here too, to tell us about that fraught period and, naturally, to get back behind the wheel.

Chris has a squad of Jaguars and Astons but wanted this to remain true to its history. Which is why the car I'm inspecting in a damp pitlane is not quite like the ones I recall drooling over in *Motor Sport*. It has those bulging arches and bulldozer airdam, but where are the steamroller wheels, the deep blue flanks?



Fitzpatrick dominates first – and only – lap of Nürburgring. Below, Schenken, Bell, Fitz



LAT

"This was the car used for the launch, so I've had it done in the first paint scheme," says Chris. "And it only ever ran on 16in rims, so we've kept those." He and Mike point out the extraordinary originality of the machine: "Same windscreen, switches, instruments, headlights... Those are TT scrutineer labels. And we have the original seat Andy made for himself back at the shop." In case there's any doubt, I hear Andy say "I remember making those cooling ducts!".

> "It was desperate, developing race by race. There just weren't enough engines"

Chris wanted to race the XJ, so it's not all '76-spec: instead of the original 500, it has the dry-sumped 560bhp of the later V12, power steering, and twin silencers. That's why when Chris gets in and presses 'go' there's a loud rumble but not an ear-splitter. Yet before long we can hear that 12-cylinder wail above the Porsches and Westfields. Then it's Rouse's turn.

"It's 33 years since I sat here," he grins as he straps on the orange helmet, does up the straps and rolls smoothly away. When he returns after some damp but enjoyable laps he's smiling. "That was like going back in time! But it's nicer with the power steering. Driving the later cars on the big wheels was like being sentenced to hard labour. It was a difficult car compared to the BMW. The clutch was heavy, and the brakes. And it was so hot!"

And they were doing gruelling six-hour events in their day. Now the gleaming cat faces 10- or 20-lap historic races – where the galloping fuel thirst isn't relevant – and Chris won first time out, in a Masters Touring 70s event against Batmobiles and Cologne Capris. Its old rivals, in fact. Heartening for those who watched with anguish every time the menacing Jags took to the track in that tortured year of 1977.

Broadspeed built two new cars from parts for this season, using parts developed on our feature car. A massive rollcage stiffened the 'shell, after acid-dipping to cut weight. "Ha!" wryly exclaims Roger King, one of the project engineers. "It took away too much in some places. We had to reinforce the sills; it only saved a matter of a few kilos. We went to 19in rims which allowed bigger brakes but they were always marginal. We tried electric cooling fans, and water cooling too." In fact 001 still has this system on all four brakes – and it works!

King lists the mods for chassis 2 and 3: fabricated front suspension arms and subframe, new geometry, mag-alloy front uprights, twin diff oil coolers, adjustable rear lower arms. "But the rear was always the problem. The load on those driveshaft splines was huge." Repeated breakages here meant you lost your upper link – and your wheel. That pitched both cars (driven now by Bell/Rouse and John Fitzpatrick/Tim Schenken) out of the Salzburgring round, after scoring pole and leading. Still, at least both ran: in the opener at Monza oil feed problems and a shortage of engines meant only one started, and soon went pop.

"It was desperate," King recalls. "We were developing race by race. There just weren't enough engines ready, and doing European rounds the cars were away for ages. We had to repair them in the paddock."

Yet the cars were quicker than ever. Huge Dunlop slicks, that vertical cliff of an airdam and the new tail spoiler all helped. "That spoiler was worth 2sec a lap," says Rouse. But more speed meant further over-stressing the oil

system, restricted by the regs to a wet sump (a decision that damaged the ETCC and would be reversed during the season). "There was just so much oil to move around. We tried everything – baffles, extra feeds," says King. "We were always fighting the regs. We even hid an extra pump in the vee to move oil to the front."

What's amazing is what got through the regs. For a start, no road XJC ever had a manual gearbox. Or water-cooled brakes. "Of course it was illegal," says an unabashed Broad today from his Portuguese home. "It had to be."

The team couldn't muster two working cars for the next two rounds. "We sent the cars to Mugello while I stayed behind testing parts," says Rouse. "If they worked I was to fly out and fit them. They didn't…"

But Brno looked good. Double front row again, the best BMW six seconds adrift. 'Road' cars winning on a road circuit – just what an increasingly alarmed BL was desperate for.

"The budget was running away," says Davenport. "They were horrified by the tide of invoices, and the PR was mostly bad."

Brno brought a result, the coupé's first finish – 16th. After another blown V12 and another tyre deflation. Even the team had doubts. "Tim and I drove together," says John Fitzpatrick, "and the second guy almost never got in. We used to joke they didn't need us both – will you go this time or will I? But basically the car was terrific. Big power, handled well, easily capable of making up the extra fuel stop [a permanent worry due to the thirst and restricted tank size]. Ralph was a terrific engineer, but it was a Leyland thing. Jaguar didn't want it to happen. There was no help."

Davenport, the uncomfortable middleman, agrees: "Ralph needed more co-operation from Jaguar on special parts. He needed a forged rear upright above all, and never got it. In fact Bob Knight, senior engineer at Jaguar, disagreed with some of Ralph's tactics and was actually building a rival car, an XJ-S, until the MD stamped on it."

"Jaguar didn't believe their flanges were failing," says Rouse, "and insisted on testing them in-house." The result wasn't exactly positive, says Broad. "They said 'you're producing too much power. Cut it down! We don't care if you only come second.' I said 'I'm only in this to win.'" It confirmed just how far relations had sunk between the fiery Midlander and an unrealistic client.



Yet by the time of the Nürburgring 6 Hours the drooping Union flags flew out straight once more. Front row again, and *from the flag* Fitz set a race lap record. "You wouldn't think the 'Ring would suit a big car like that," he muses, "but we had 15sec on them by lap two." The lap he blew up on… But Bell and Rouse changed strategy: "We decided not to try to beat the BMWs," Derek said later. "We just sat there, didn't push, and came home second." Surely the start of the good times…

> "I'd already written telling them to stuff it when I got their telegram"

No. They came home from Zandvoort with two broken cars. Which brings us to Silverstone and that momentous TT. Bell and Schenken are out, thanks to another spline failure, but Andy Rouse is sweating for victory, hurling the gorgeous, muscular Jaguar across the asphalt and edging closer to Tom Walkinshaw's rear lights. A vast crowd is cheering him on. "It was a terrific race," Andy says, smiling. "Dry, wet, dry – in the dry I led, in the wet he got past. But someone had blown up at Abbey and I just went sailing off on his oil." The heavy machine bogged down in the gravel, and the life-saving injection which could have rescued it blew away in the chilly Silverstone winds.

"Tom saw me spin, so he knew to avoid the oil next lap," adds Rouse. It wasn't the only gain. Later, TWR would benefit from much of Broadspeed's work (plus the right car, sledgehammered into compliance) when the Walkinshaw XJ-S took the ETCC title.

There were three rounds to go. Both cars went to Zolder: pole position and the race lead again, one blown V12, one broken gearbox. Memos flew at British Leyland. Davenport says the cancellation release was already written, while Ralph Broad was fed up. "I got so pissed off. They were running around like chickens. They beat me to it. I'd written my letter telling them to stuff it when I got their telegram saying they couldn't afford it any more. Never known such incompetence. In the Dolomite days we spent a day discussing whether I could use alloy wheels. After the Jag I went to Germany. They were a breath of fresh air."

Was this really the verge of success? Yes, says Fitz. "They were always quick and they were getting reliable, especially with the dry sump [made legal in July '77]." Rouse, though, feels the fuel handicap was always against them, that they couldn't make up the extra stops over the frugal BMW. "And the tyres let us down too."

A fourth car was on the way by now, lighter, with improved suspension, but the build was stopped. Rumours of Rouse building himself a road car are nonsense, he says, probably sparked by the John Steed lookalike car built for the *Avengers* TV series on a standard base. One of the '77 XJCs lives in the Jaguar Heritage collection, one is in France, while car four was built up in recent years and appears at shows. But you can watch and hear chassis 1 in Masters events this year (and see it at RaceRetro) as Chris Scragg acts out Andy Rouse's one-time hopes. At the pits, gazing at the car he's just vacated cooling and ticking, Andy sighs: "Woodcote used to be just a dab on the brakes in this. Wonderful! Biggest disappointment of my life when they killed it."



Vital rear spoiler added to Car 1 during development. Above: Andy Rouse (l) and Ralph Broad (r) with the same car in '77

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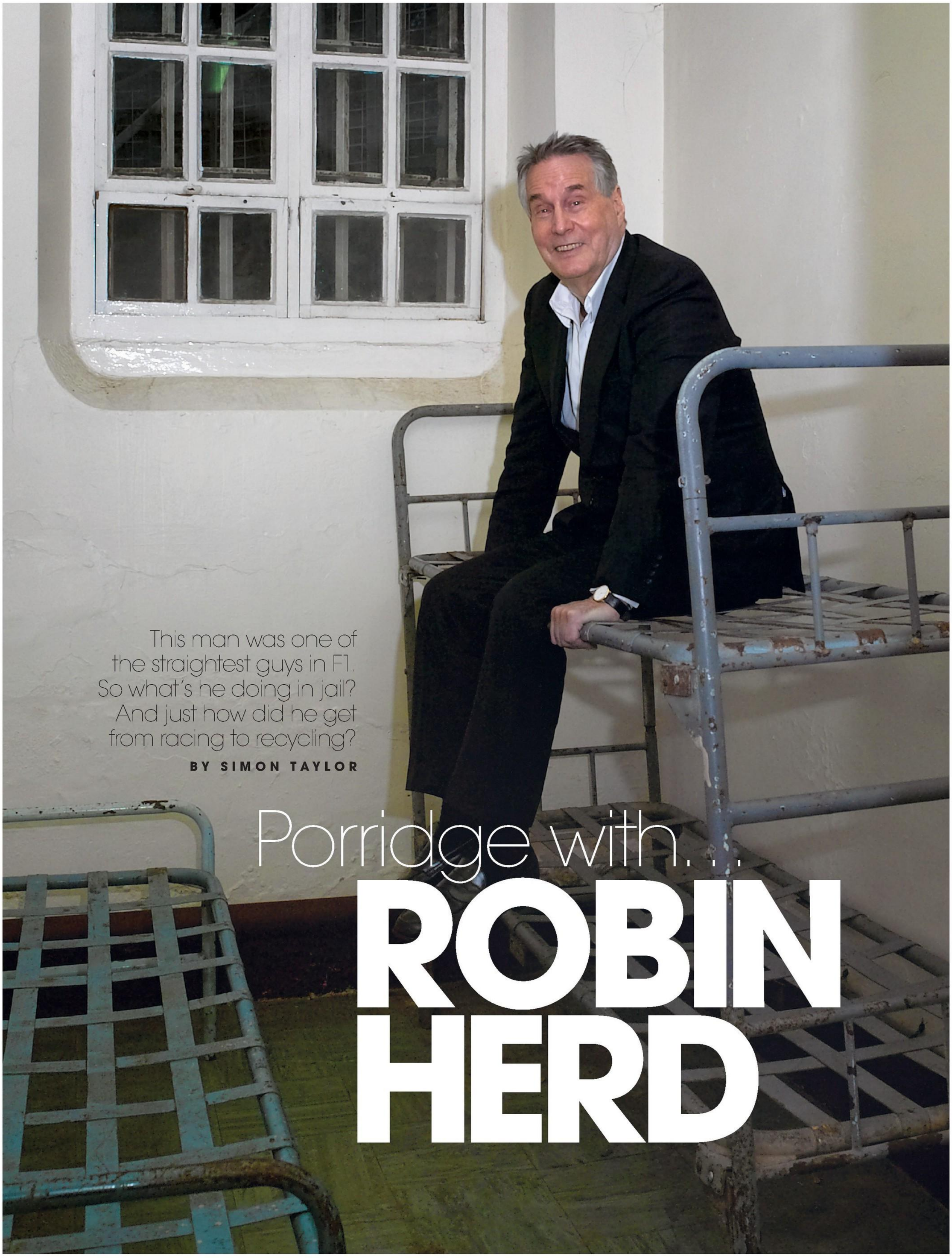
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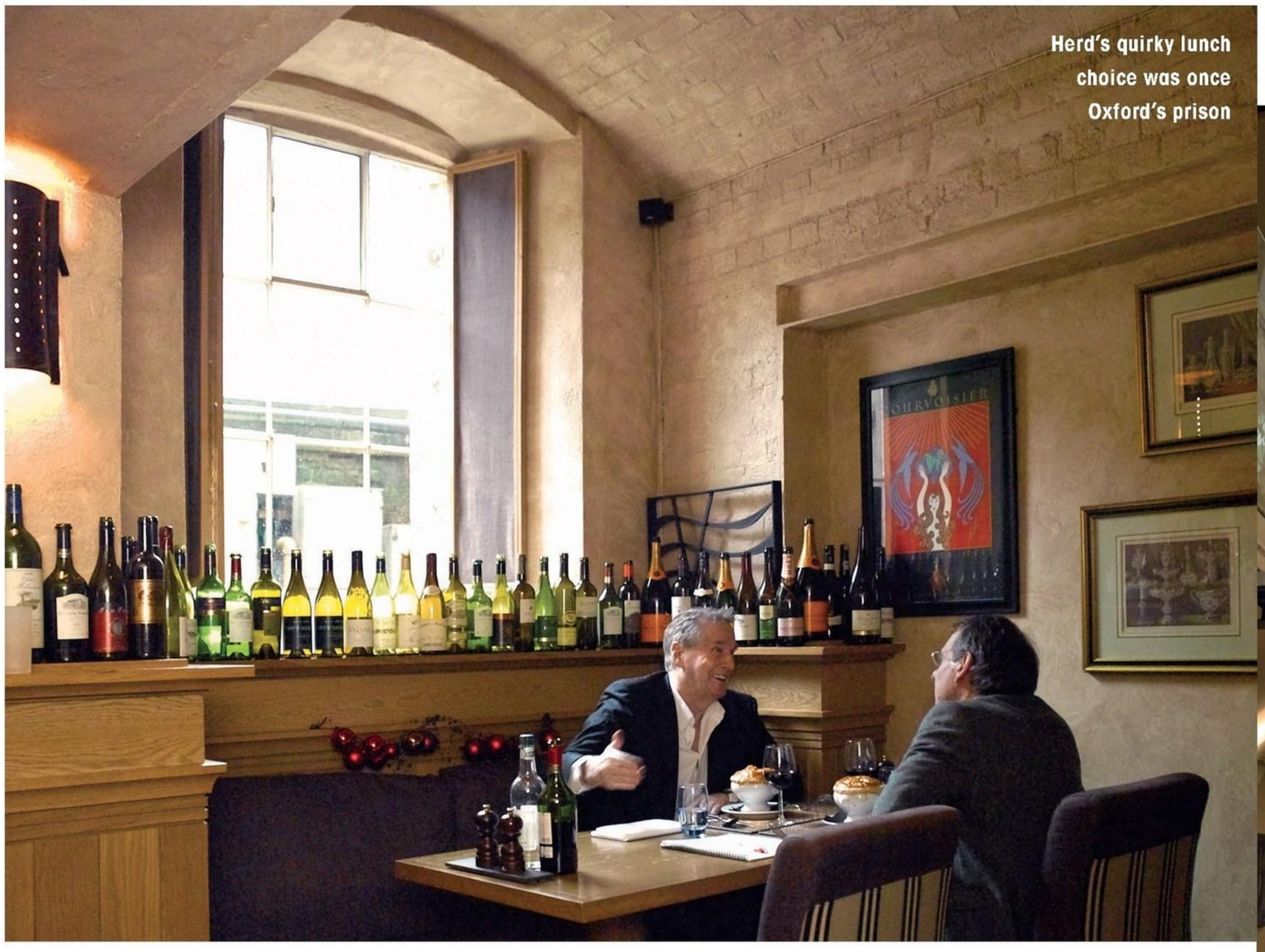


This man was one of the straightest guys in F1. So what's he doing in jail? And just how did he get from racing to recycling?

BY SIMON TAYLOR

Porridge with...

ROBIN HERD



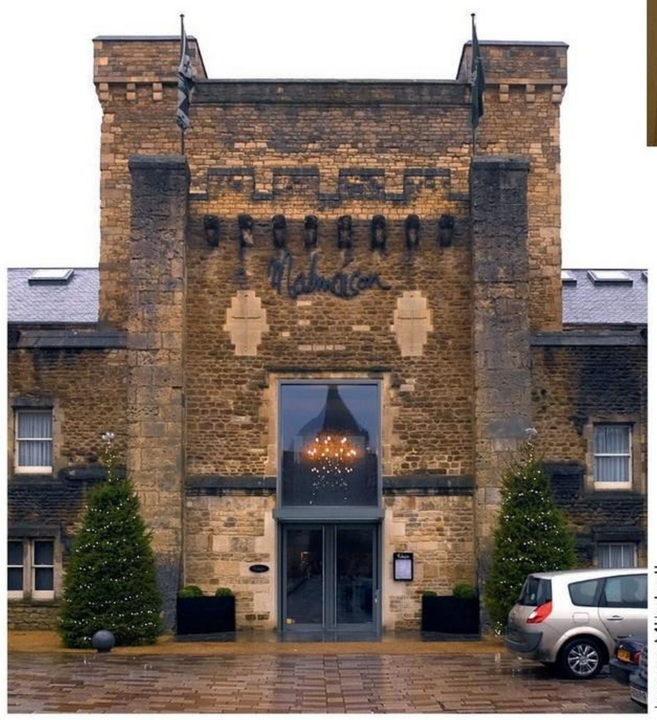
Herd's quirky lunch choice was once Oxford's prison



As four new teams emerge this season to take on the Formula 1 establishment, there's no shortage of doubters prophesying their early downfall. It's an echo of exactly 40 years ago when, to almost universal cynicism, March suddenly appeared on the scene. Having done no more than build a single F3 car in a private lock-up, the new team boasted it would have two cars on the first F1 grid of the new season in South Africa, barely 16 weeks away. Few believed it would happen. March was an acronym of the initial letter of the four founders' surnames – Mosley, Rees, Coaker and Herd – but the joke went that it stood for Much Advertised Racing Car Hoax.

As it turned out, there were five Marches on the Kyalami grid, and the two fastest qualified first and second. One led until quarter distance, and eventually finished third. March went on to win the next three F1 races, at Brands Hatch, Jarama and Silverstone. During the season no fewer than seven Marches ran in F1, and the new marque also featured in Formula 2, Formula 3, Formula Ford and Can-Am. It was, by any measure, an extraordinary first season.

What nobody knew at the time was that the much-touted sponsor, the US oil additive company STP, had only put in £10,000. Money was desperately short, and that August March nearly sank. It was only saved in the nick of time by a £17,500 loan from Max Mosley's half-brother. Yet in 1987, with Robin Herd the only remaining partner, March went public, valued at £14.5 million – later rising on the Stock Exchange to around £35m.



James Mitchell

Robin spent 20 years in full-time motor racing, and he doesn't feel he has left it yet. Even so, he has done a lot of other things with his life, from bond trading to owning a football team and devising an ecologically beneficial energy and waste process. Unlike many racing people, he talks of his exploits, good and bad, with disarming honesty and lack of conceit – and an irrepressible sense of humour. His choice of lunch venue typifies this: the Malmaison in Oxford is the old city prison, and retains its iron staircases and even some of the cells. Robin gleefully mentions two mutual motor sport acquaintances who were guests there before the prison closed in 1996. Since then the food has evidently improved: in a corner of the old cell block we eat oxtail broth en croûte, entrecôte au poivre and crème brulée, helped along with a Rioja Crianza.

Robin was always a bright cookie. At school he excelled at Greek and Latin, and most sports. A classmate was Alan Rees, and they shared a monthly copy of *Motor Sport*, surreptitiously reading it under their desks. At 18 he got an offer to play cricket for Worcestershire, but won an open scholarship to Oxford instead, to read mathematics. Finding maths boring – "like doing *The Times* crossword every day" – he took up both physics and engineering, and got a Double First. He brushes this aside. "People overestimate all that. It was just down to being organised. It certainly wasn't down to hard work: I never worked more than five mornings a week. The afternoons were for cricket, and other things." My researches show he represented his college in 11 different sports.

At 22 he was a design engineer at the Royal Aircraft Establishment at Farnborough, working on computational fluid dynamics for Concorde. At 24 he was the youngest »»

Senior Scientific Officer in the place. Then Alan Rees, now an F2 racer, got in touch. He'd heard that Bruce McLaren was looking for an aeronautical engineer to help realise his ideas for racing car design. "I went to see Bruce and Teddy [Mayer] that evening, and they hired me. McLaren consisted then of a wooden hut at Feltham with an outside toilet. Bruce was such a wonderful guy, and so was Teddy: they ran the place on a nice-cop-nasty-cop basis. Their people – Tyler Alexander, Wally Wilmott, Gary Knudsen, John Thompson, Don Beresford, John Muller, Howden Ganley – were the most able, focused group I've ever met in motor racing. Bruce said, 'I'm off to the Tasman Series. While I'm away, design our first F1 car.'"

This was the M2A, initially used for Firestone tyre tests with an Oldsmobile V8 engine. Ever the innovator, Robin made the very stiff monocoque out of an aerospace material, an aluminium/balsa sandwich sheet called Mallite. Then he came up with an idea to use wings on a racing car. "The lads all took the mickey, telling me a racing car was meant to stay on the ground, not take off. But we made something up and ran it at the end of a three-day test at Zandvoort in late 1965. Instantly the car was three seconds a lap faster. We took it off, three seconds slower. We didn't want anybody else to know, so we took the wing home, sawed it in two and put it in the bin, saving the idea for later. We ran the M2B in F1 with a lineredd-down version of the four-cam Indy Ford V8, but that was such a struggle we gave up any thought of being competitive. It was more than two years later that Ferrari and Brabham came up with the wing idea."



"Bernie is the most able person I've ever met"

Robin designed the F2 M4, which also ran in F1 events as the M4B with 2.1-litre BRM V8; then the F1 M5A with BRM V12 power; then the M6A Can-Am car. "That really created the DNA for all the Can-Am McLarens. I worked out how we could run ground effect at the front, with a spoiler at the back to balance it. We tested at Goodwood with me stuffed into the passenger side, and an anemometer to measure pressure under the car. By the time we got to Madgwick the needle was off the gauge. Bruce said, 'Robin, I don't want you to tell anyone about this. If Teddy knows, soon everybody will know.' So nobody at McLaren realised that we had a ground-effect car. We balanced it out with a big spoiler on the back.

"Then I did the M7A, the first of the orange F1 cars. It won its first two races, then three Grands Prix, and was second in the Constructors' Championship. But by then I'd already left. At the end of 1967 I accepted an offer from Keith Duckworth. Cosworth was the top company in motor racing then, and the DFV F1 engine ruled the world. Keith wanted to do a complete Formula 1 car for Jimmy Clark, using four-wheel drive, and he hired me to do it. The idea was to get Jimmy away from Colin Chapman. Jimmy was in on it, but I don't think Colin ever found out. Then Jimmy was killed. The project continued as a design exercise, but it was a waste of time actually. Four-wheel drive wasn't necessary now we'd got wings and wide tyres.

"Keith Duckworth had a phenomenal brain. I sat in a corner of his office for two years, and he didn't suffer fools. I learned more about human nature and philosophy in those two years than I did about engineering. He had some wonderful sayings: like, 'In engineering there is an answer to everything. We're just usually too dim to see it.' And, 'People who tell lies have to remember what yesterday's lie was. It's much easier to be honest.' He was an extraordinary guy. We did helicopter treasure hunts together in his Brantley 2B."

In late 1968 Frank Williams asked Robin to re-engineer a second-hand Brabham BT26 to take a Cosworth DFV, so he could run Piers Courage in F1. Frank was looking after F2 cars for customers, including one for Max Mosley, whom Robin had known at Oxford. At Frank's shop in Bath Road, Slough, they bumped into each other. Max, now a successful barrister, asked Robin over for dinner, and revealed his plans to found a major racing car company.

But other people were after Robin. At Winkelmann Racing, where Alan Rees drove with Jochen Rindt in F2, there was talk of an F1 car and an Indycar. Rindt, the most exciting rising talent of the day, was managed by somebody nobody knew much about, called Bernie Ecclestone. "Things were already developing with Max when Bernie approached me to do a Formula 1 car for Jochen. It was a fork in the road. If I'd gone with Bernie and Jochen, March wouldn't have happened, and my life would have been very different. But Bernie says he wouldn't have let me get as rich!

"Bernie is absolutely the most able person I have ever met, in any walk of life. If you behave correctly to him you will never have a better friend. There are one or two people who don't say that about Bernie, but you'll find it's their fault. But I didn't know Bernie then, and I had to make a decision, so I went with Max."

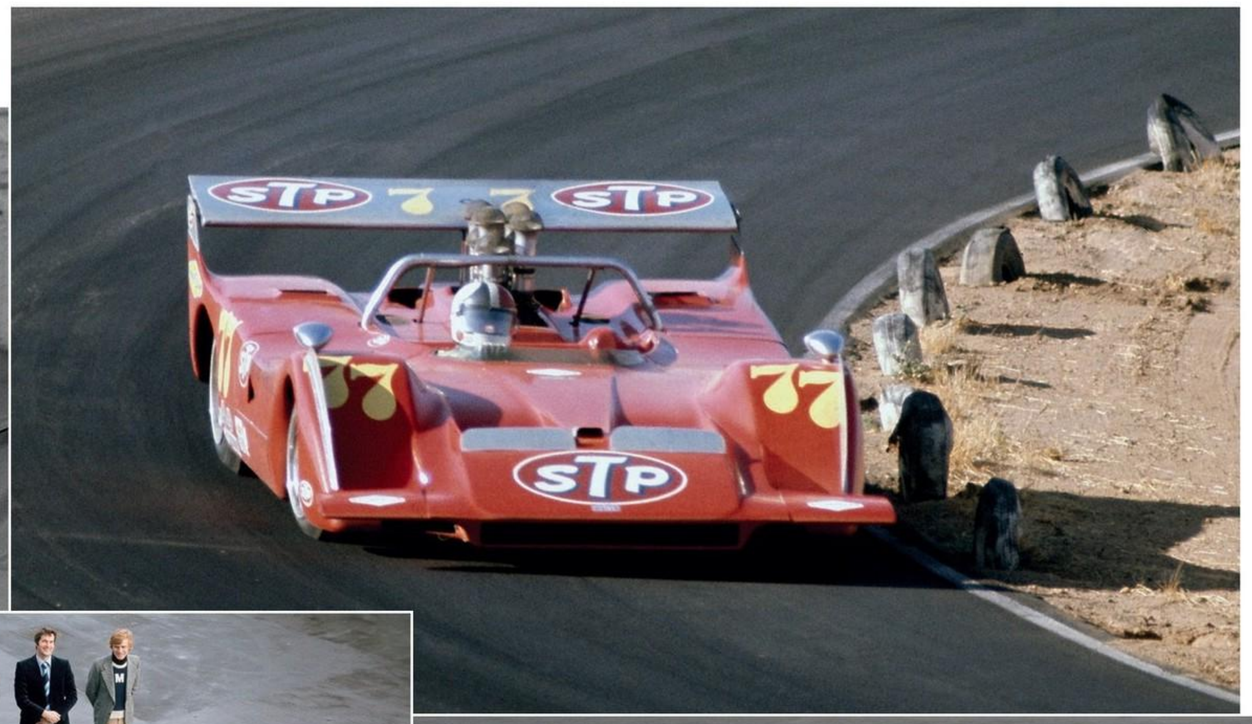
The ambitious Mosley naturally wanted Rindt to be part of his new operation, which by now also included Rees and F3 racer Graham Coaker as production man. But there were still no premises, and the prototype F3 car was being built in the garage of Coaker's house. In the end Rindt decided to stay with Lotus. Despite Mosley's blandishments, he was not prepared to throw in his lot with an outfit which had only one F3 car "built in Graham's shack". Jochen's Austrian accent rendered this as "Grem's sheck", so at first the fledgling company was named, with typical humour, Gremsheck Engineering.

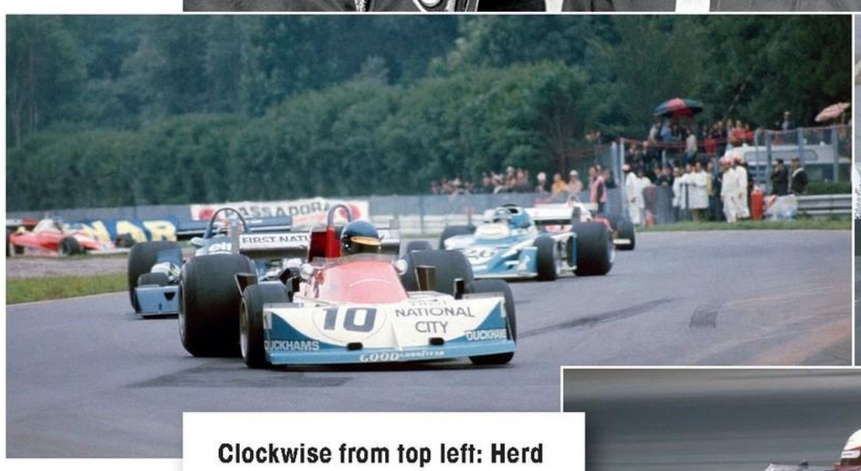
Max wanted to call the new marque Apollo, because that would put it near the top of any alphabetical list. "With about five minutes left before we had to register the name I said, 'Let's do an anagram of our initials. M, H, R, C, plus a vowel to make it work.' We could have called it Charm, but I didn't think that was quite right.

"Max lived in London, I was in Northampton, so we drew a big circle on a map, rang a lot of estate agents, and found 3000 square feet in Bicester. We were the start of quite a cottage industry that has evolved in the area – people who can make exhaust pipes, or do machining, or glassfibre. In time Reynard, ATS, BAR and others gathered around there. But what we got was just an empty box with a telephone. We pulled in a fabulous little group of people – Bill Stone and Ray Wardell were the first two employees, Alan brought Pete Kerr from Winkelmann, and we persuaded guys like Bob Dance, Roger Silman, John Thompson and Dave Reeves to join us. Without those wonderful people we would never have even got started. Money was incredibly short. We agreed that each of the four partners should put in £2500 to get us going. I didn't have £2500, so I borrowed £1000 from my mother and got her to put a bet on Jackie Stewart to win the 1969 World Championship at 2.5 to 1."

Ronnie Peterson gave the F3 prototype a promising debut at Cadwell Park at the end of September, but crashed it heavily at Montlhéry a week later. Ray Wardell dragged him, injured, from the burning wreck. Then, in early November, Max announced March's F1 plans to an incredulous motor racing world: works cars for Chris Amon and Jo Siffert, Tyrrell buying cars for Jackie Stewart and Johnny Servoz-Gavin, STP boss Andy Granatelli fielding a car for Mario Andretti, and Ford of Germany ordering one for Rolf Stommelen. "Max ›››



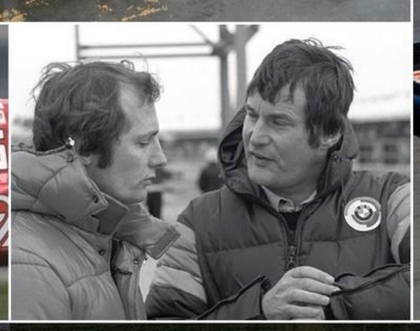
















Clockwise from top left: Herd with March co-founder Max Mosley (l); mammoth 707 was Can-Am contender; Leyton House project kept Herd in F1; Robin with Ronnie Peterson – close friend as well as loyal March driver; Lauda heads for third at Thruxton F2 race, 1972, in 722 which became basis for GP racer; Herd discusses his first F1 design with Bruce McLaren and Teddy Mayer; Herd's passion for Oxford United led him to buy team; Danny Sullivan was one of five consecutive Indy winners; Robin and a young Ron Dennis worked together in F2; Peterson scored brilliant victory at Monza in 1976; six-wheeler never raced but was hillclimbed by Roy Lane





LAT, PA Photos

told me we were going to have a press launch at Silverstone for the F1 cars on February 6, which was 12 weeks away, with the first race at Kyalami four weeks after that. I thought, oh f***. We just had to get on with it, working flat out day, night and through the next day as well. I lost a stone and a half.

"But I was disillusioned by the 701, because it was nothing like the car I wanted to build. We had to cut so many corners. It did the job, it qualified 1-2 for its first Grand Prix and it won three of its first four races. But it was so crude. It had to be: we didn't have the money, or the time, to do anything else. If I'd gone with Bernie and Jochen I would have done a 711 straight away, with real ground-effect sidepods. The 701 needed additional side tanks for some circuits and Peter Wright at Specialised Mouldings styled them as aerofoil sections. In a press release I said they were to add stability, but that was hype. In the turbulent air between the front and rear wheels they won't have done much. But Peter was looking for downforce. He really deserves the credit for ground-effects, for what he did when he went to Lotus.

"Max calculated the 701s cost £3000 to build, so he charged them out at £6000, which we thought was a pretty good mark-up. Walter Hayes of Ford – who was paying for the Tyrrell cars – warned us it wasn't enough, and told us to charge him £9000. But all the hints Max dropped at the launch about big secret sponsors were smoke and mirrors. Lack of money meant the engines in the works cars would have to go longer between rebuilds, and everything, even the shock absorbers, had to have a longer life.

"I'd got to know Chris [Amon] very well at McLaren – a lovely guy, a very, very fast driver, and a very sensitive one too. Maybe all he lacked was self-belief. But he and Max never hit it off, there was always antagonism there. Chris believed the whole team was going to be wrapped around him. But, after he'd signed, Porsche offered us £30,000 to put Seppi [Siffert] in a car, to keep him out of Ferrari. In retrospect Max would have liked Seppi as No1 and Ronnie as No2, which would have saved a lot of money."

Jackie Stewart won March's second Grand Prix, the Spanish in April, and 701s clocked up four second places – Stewart at Zandvoort and Monza, Amon at Spa and Clermont-Ferrand. At season's end March was third in the Constructors' Championship, four points behind Ferrari. Amon could have won Watkins Glen but for a puncture, but the victory that should have been his was at Spa, which he led only to find that Pedro Rodríguez's BRM had astonishing straightline speed. "It's generally accepted now that Pedro had a 3.3-litre engine that day. We knew it right after the race, but putting in a protest wasn't the sort of thing you did in those days." Meanwhile customer cars for the other formulae had to be designed and built – F2, F3, Formula Ford, even Can-Am: Chris raced the huge 707 in several American rounds, splitting the mighty McLarens at Donnybrooke until slowed by fuel problems.

Graham Coaker, unhappy at the F1 operation sapping funds from the production side, left in September. He took with him a 712 chassis. The following Easter he crashed it at Silverstone: a broken leg turned to septicaemia and tragically, two months later, he died. At the end of 1971 Alan Rees decided to leave, going on to Shadow and later Arrows with Jackie Oliver.

While the 701 had been conventional, the 711 was different. The bodywork was shaped by aerodynamicist Frank Costin, with rounded bullet nose carrying a wing on a central strut. "Frank was a lovely guy. We suggested a flat fee, but he insisted on payment by results – so much per mph increase in straightline speed. At the first Grand Prix at Kyalami Ronnie was following John Love's 701 down the straight, and couldn't pass him. So Frank was never paid." Ronnie's engine, conveniently for the cash-strapped Bicester team, must have been down on power that day. "In fact the 711 was a very good car, with good airflow through the suspension and some ground effect." Peterson – in his first full year in F1 – finished second in the World Championship to Stewart. But, having lost more money during the year, March only survived the winter because an ambitious, buck-toothed little 23-year-old called Niki Lauda arrived with cash from an Austrian bank, £35,000 for an F1 drive and £8000 for an F2 drive. He took his place in the 1972 team alongside Peterson.

"Ronnie was one of my best-ever friends. A fabulous driver and a lovely human being. He could fool himself, just like I could. Like with the first 1972 car, the 721X, which was dreadful. This was the car with the gearbox ahead of the rear axle line, to get a lower polar moment of inertia. But the first thing you have to do with a racing car is keep the tyres happy, and the 721X didn't do that. Going into a corner it understeered madly, then it'd snap into sudden oversteer. We both so wanted it to work, and Ronnie tried so hard, then Niki got into it. Niki always spoke as he found, and at once he said, 'This is shit.' He was absolutely right. We replaced it with the F2-based car, which we called the 721G – G for Guinness, because in desperation we produced it in nine days, which we thought was good enough for the *Guinness Book of Records*."

Ronnie's best finish in the 721G was third at the Nürburgring behind the Ferraris, despite a spin, but he ran second for much of the Canadian GP. Then at Watkins Glen he crashed heavily in practice. "To repair it we needed some steel, and we didn't have any. So that night we drove into the town, searched around until we found a house with a steel gate, stole it off its hinges and made a new bulkhead out of it. Ronnie started 26th, and stormed through to finish fourth."



LAT

For 1973 Peterson went to Lotus, Lauda to BRM, but March continued to play a prolific role in F1, partly because it would sell a car to anyone who could pay. That season its cars appeared under five different entrants, one being Lord Alexander Hesketh. He bought a car for his friend James Hunt, who took a brilliant second place at Watkins Glen, less than a second behind Peterson's Lotus. There was a lot of F2 success, but it wasn't until 1975 that March's first works Grand Prix win came in Austria,

with Vittorio Brambilla. Before that there was a remarkable pole position in the Swedish GP.

"It never occurred to me to cheat in F1, and I was never aware of anyone else cheating – well, apart from the BRM engine at Spa in 1970. From time to time one or two people ran big engines when their sponsorship was up for renewal. Or there might be a weight thing here and there. Oh, and the pit board in Sweden. In qualifying I was given the vital job of holding out the board, and our pit was just by the light beam at the finish line, and maybe I just happened to swing the pit board when Vittorio was still 50 yards up the road. Pole! But Vittorio was going well anyway. He led the race for 15 laps, until he had to stop for tyres."

In Austria the race started wet but the weather was expected to clear, so most teams opted for compromise settings. Max had Brambilla's car set for full wet. The weather went from bad to worse, and the race was stopped soon after half distance. "Vittorio was taking every risk, got by James Hunt's Hesketh while they were both lapping slower cars, and led the race. Every time he came past in plumes of spray we said, 'That's the last time we'll see him.' Then they waved the chequered flag at him. He flung his hands in the air, and of course went straight into the barriers. Which led to all sorts of conspiracy theories – he'd had to crash the car to hide some evidence that it was illegal, nonsense like that."

That season March's No2 driver was Lella Lombardi, backed by money from her sponsor, the aristocratic Italian Count Gughi Zanon. "Lella was a lot better than most people believed. But Ronnie was unhappy at Lotus – somehow he and Chapman never gelled – and at the first round of 1976, in Brazil, Ronnie said to me, 'I want to come back.' We agreed with Zanon to switch Lella's money to Ronnie, and after second practice I went to his hotel room in São Paulo to talk about it. Then there was a knock at the door and a voice said, 'It's Colin.' I dived behind the bed. Chapman came in and sat on the bed, with me hiding behind it. He'd found out Ronnie had talked to us, and for an hour he went on about what crooks we were, how we had no money – he was right about that – and all about Lotus' grand plans for the year. After a bit I really needed to pee. I wonder what would have happened if I'd stood up and gone into the bathroom. Anyway I managed to hang on, and Chapman left eventually. For the next race, at Kyalami, Ronnie was a March driver again.

"To save money we were only using F2 brakes on the F1 car, and they were never really up to the job. But, having taken pole and led at Zandvoort, Ronnie was brilliant at Monza. From eighth on the grid he was in the lead by lap 10. As usual his brakes started to go away, but fortunately showers of rain off and on during the race gave them a bit of respite. With Regazzoni's Ferrari closing he set a new lap record with two laps to go, and won by 2.3 sec.

> "It never occurred to me to cheat in Formula 1"

We knew he was going to Tyrrell, but after the race he gave me the winner's trophy. He said, 'This is for you until I come back.' A couple of years later, when he was with Lotus again and obediently following Andretti round in every race, he called in to see us at Bicester just before Monza. He said, 'Robin, please make a decent car for me so I can come back. I know you can do it. Coming to March is always like coming home.' A week later he was dead."

In 1976 Tyrrell produced its six-wheel P34, but Robin reckoned it was all wrong. "With the big rear wheels there was no effective frontal area saving." In reply he came up with the March 2-4-0, with four small driven wheels at the rear. "It went like a shell in a straight line, with much less drag because of its smaller frontal area, and it had phenomenal traction. But it was heavier, and the problem was making the transmission work. We tried it out at Silverstone, and of course Max invited the press to come and watch. The transmission seized on the first lap. Howden Ganley, who was driving it, coasted in and we said we had an electrical problem. Then we disconnected the drive to the two back wheels, and sent him out again. It was wet, so with only two little driven wheels we implored him to be gentle on the power leaving corners. Howden did a good job, because the journalists all said the traction was amazing, with no detectable wheelspin coming out of Woodcote. The 2-4-0 never raced, but it made us good money, because Scalextric made a very popular model and had to pay us a royalty on each one."

At the end of 1977 Mosley, increasingly involved with Ecclestone in the Formula One Constructors' Association, sold his March shares to Robin, who became the sole owner of the company. "Max and I worked together for eight years, and we never had a falling-out. We disagreed about lots of things, but we could always find a way to talk through it. He is a very intelligent man. Like Bernie, he takes what he does very seriously, but he doesn't take himself the slightest bit seriously. He has made a few enemies, of course: with him everything is black and white. I was very surprised by the sadomasochism business, because in all the years I worked and travelled with Max I knew nothing about it. I decry the way self-righteous people have gone for him over his private life. What he did was completely legal, and he and his wife had an open marriage. Everybody who really knows Max stands by him. In fact, our mutual friends regard my undying devotion to Oxford United FC as far more bizarre and masochistic than anything Max has done…

"Max and Ron Dennis never got on, of





Clockwise from far left: tiny team at 701 launch; bullet-nose 711 with tea-tray wing; Stewart leads Amon in 701s

course. But I like Ron very much. We worked closely together in Formula 2 in the Project 4 days. He is a very sensitive soul, he's insecure, but insecurity can create the driven human being. And don't say he doesn't have a sense of humour, because he does."

For 1978 the F1 operation was sold to Günter Schmid of ATS, but March continued as a major force in F2, with Bruno Giacomelli blitzing the 1978 European Championship. "Bruno was quick, intelligent, a great team member, but perhaps lacking the mental strength to go all the way. He didn't speak any English, I didn't speak any Italian, but he was a good Catholic, so during pitstops we used to shout at each other in Latin. Of the other drivers we ran down the years, Brian Henton was very, very good. A first-class test driver: an excellent brain, understood what was going on, communicated well. My ideal driver pairing would have been Ronnie and Howden, because Howden was a good driver and a good tester, and he and Ronnie got on so well. If I couldn't have had Howden, I'd have had Brian.

"When you work with a driver, you have to help them to believe in themselves. As a race engineer half the task is get the car to work, the other half is get the driver's head straight. But you must never, ever bullshit. If they find out you've lied to them, you've lost them. So I made sure I worked with drivers I respected. You have to build trust, so that by the end of the season you can say, jump off this cliff, and they'll say, when?"



"Half the task is to get the driver's head straight"

In 1980 March built 93 cars for F2, F3, Atlantic and SuperVee, and the same year came the first Indianapolis chassis. It didn't work too well, but the Limeys rapidly got their heads around Indy's special requirements, the cars became successful, and each year more and more were delivered to eager customers. In 1981 Tom Sneva led the 500, and AJ Foyt gave March its first Indycar win at Pocono. In 1982 there were 13 Marches on the Indianapolis grid, and five of them finished in the top 10. In 1983 Teo Fabi put his March-Cosworth DFX on pole, its 207mph average comfortably a record, and Tom Sneva won the race. That year March delivered its 1000th car, an Indy chassis for Foyt, and in 1984 30 of the 33 cars on the Indy grid were Marches. From 1983 to 1987, the marque scored a five-year string of Indy 500 victories.

"There wasn't much understanding of ground-effects then, so we started with an advantage. For an engineer, a thinker, Indianapolis is great. People say you just turn left all the time, but it's not like that. All four corners are different, the wind direction has a big effect, and you've got to get the balance absolutely right, with just the tiniest bit of oversteer so you scrub off the minimum amount of speed. The track varies with temperature and how long since it rained. You can listen to a car going through a corner, hear the engine note ease from, say, G sharp to E, and you can reckon how much speed is coming off. One of the best drivers I ever worked with on ovals was Rick Mears. He never came to terms with road circuits, but on ovals he was sensational."

By 1985 Robin was spending most of his time in the US, or in aeroplanes. "I was knackered. As I flew into Miami for the final CART race of the season, I decided it was time to get out, give motor racing up. But waiting to meet me off the flight was Cesare Gariboldi, who looked after Ivan Capelli. Ivan had just won the F3000 Championship in a March, and his Japanese sponsor Akira Akagi wanted to move up to F1." That was the start of the Leyton House F1 team. Robin persuaded his old journalist friend Ian Phillips to be team manager: "Remarkably talented, a very strong-minded guy with a very good understanding of racing. Great fun, too." The engines came from John Judd – "one of life's absolute heroes".

For 1988, long-time March employee Adrian Newey, who'd been a key part of the Indy success, produced an F1 car good enough to be the class of the non-turbos. In Portugal Ivan qualified third behind the McLarens, and passed Ayrton Senna to finish a magnificent second to Alain Prost. In Japan, on the sponsor's home ground, Capelli qualified fourth and briefly led. "Adrian was only 29 then. He stands out as the ultimate boffin. He is incredibly demanding – ask Christian Horner – because he is such a perfectionist. Money is irrelevant to him: if money is needed, he just says, 'get it'. But he produces brilliant cars again and again. A top man, as well as an extraordinarily nice guy."

Meanwhile, in April 1987, March went public. Robin remained the biggest shareholder, and a block of shares was made over to key employees who had stuck with the company through thick and thin. March Group plc was initially valued at £14.5 million. "I didn't really believe it. I'd always just been worried about being able to pay the chaps' wages at the end of the week. Having gone public we were told, 'Now you've got to get some proper businessmen in to run things, people who know how to run a factory, a proper managing director and a proper chairman.' People tend to patronise you because you're just a bunch of racers, not realising that the calibre of people on an F1 team is very high. I moved aside into a non-executive role, but the people who came in were idiots, and subsequently had to be fired."

Things weren't going so well in America now, and when the dollar plunged against the pound that market dried up. In other formulae, too, March was no longer flavour of the month. Taken out of the hands of the racers, the company went downhill. The situation was resolved in early 1989 when Akira Akagi's Leyton House bought March Racing, leaving March Group plc leaner and fitter, and Robin turned his attention to other things.

At lunch we concentrated on the motor racing side of Robin's life, but late into the afternoon we were still talking, about football – as well his ownership of Oxford United during the 1990s, he nearly bought Liverpool a few years ago – and waste disposal, which is now one focus of his formidable intellect. His eyes take on a passionate glint as he describes the different procedures of his new process – sortation and pyrolysis to bring about molecular rearrangement – just as, 40 or more years ago, he would have talked about ground-effects or the torsional rigidity of Mallite. "It's absolutely fascinating. It's done in the absence of air, so there are no emissions. You produce a form of natural gas, which you can put through a turbine. So you've created energy without using any new resources, you've extracted all the worthwhile components of the waste, there are no emissions, and it's carbon dioxide-neutral. I love the intellectual elegance of the cycle.

"Each of these waste sites will cost £40-£50 million, and will service a reasonable size city. Now we've got the first one running in North Yorkshire, the whole world wants it. But getting it off the ground was a real grind. One of life's most dangerous sayings is, 'If it sounds too good to be true, it probably is.' That is just crap. At Farnborough they've kept the little wooden shed where Frank Whittle worked. People thought his jet engine was too good to be true, and he had 10 years of being laughed at."

Maybe high-tech waste disposal isn't that different to Formula 1. And, even today, Robin's old love is never very far away. "I still get at least one phone call every day about motor racing. I have to tell you, there's only one thing more difficult that getting into F1, and that's getting out of it..."

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Join the rush to Race Retro

Alfa Romeo and the Audi Quattro will be celebrated at this year's Stoneleigh Park event, which features an improved Live Rally Stage







RACE RETRO, THE INTERNATIONAL historic motor sport show, is lining up a cracking array of legends from the worlds of racing and rallying for its 2010 event, held at Stoneleigh Park, Coventry, from March 12-14. Celebrating the centenary of Alfa Romeo, there will be a stunning display of cars, and appearances from leading Alfa drivers including Italian racer Bruno Giacomelli, who campaigned the Alfa Romeo 179 and 182 Formula 1 cars for three seasons. Alfa Romeo clubs and owners are invited to exhibit their cars in a dedicated hall, and there will be specialist Alfa restorers, race teams and engineers on hand to answer all your questions.

There will also be a tribute marking the 30th anniversary of the Audi Quattro and its involvement in rallying, which will include static displays inside the halls as well as an iconic selection of genuine ex-works Quattros in action on the Live Rally Stage, where visitors can enjoy high-octane action over the weekend.

One of the most popular features of previous shows, this year's rally course has been redesigned and features more sharp turns and an amazing power-slide for the drivers to enjoy. The new course is also much more visitor-friendly, gaining a raised spectator viewing bank and all-asphalt paddock where enthusiasts can get up close to the cars in service.

This includes Group B rallying monsters from the recently formed 'Rallying with Group B' club. Expect to see Ford RS200, MG 6R4, Lancia 037, Peugeot 205T16, Porsche RSR supported by Stratos, Rover V8 SD1, Manta 400, TR7 V8 and, of course, the Rothmans Escort – all genuine articles from rallying's illustrious past.

Add to this spread a reunion of the full range of 'Andrews Heat for Hire' cars, appearing in the hands of the ever-popular British rallying maestro Russell Brookes, and a new innovation for Race Retro in 2010 – the inclusion of an invited selection of the most dramatic rally 'specials' from British rally championships.

Back in the halls, Race Retro has an impressive line-up of Lister-Jaguars to celebrate the launch of a new book by Paul Skilleter, the British Steam Car and its driving team, and the Aston Martin V8 Rally GT, among others.

If all this inspires you to invest in a competition car of your own then visit the H&H Classic and Historic Motorsport Auction, which will have an amazing range of rare and desirable cars, bikes and memorabilia on offer.

Along with hundreds of exhibitors selling parts, services and motor sport memorabilia will be painters, photographers and sculptors who will display their work in an exclusive open-plan gallery. Artists from all over the UK and Europe including Historic Car Art, Motorportclassics.com, artist Paul Smith, Craig Warwick Illustrations, Artistry in Aluminium and many more will exhibit their latest work.

INTERNATIONAL HISTORIC MOTORSPORT SHOW race retro

Adult tickets start from £20 for Friday and £15 for Saturday/Sunday when booked in advance, plus *Motor Sport* readers can get £2 off by quoting RRMS10. Or upgrade to a VIP ticket with hospitality and a chance to meet special guests. Children's tickets are £5 on Friday/Saturday and free on Sunday. Parking is also free. The show is open from 9.30am each day and closes at 5.30pm on Friday/Saturday and 4.30pm on Sunday. To book tickets and for the latest updates, visit www.raceretro.com

BOOKING LINE: 0871 2307157



PREPARE FOR AN

Audi's e-tron doesn't have just one electric motor – it has four, one for

They closed the Pacific Highway the day I drove the Audi e-tron. Which was nice of them. With all the trucks, pick-ups and SUVs stacked up behind the troopers positioned at either end of a several-mile stretch, I was able to waft up and down the Malibu coastline untroubled by anything other than the nagging doubt that something other than the traffic was missing.

It didn't take much to figure out what. I was sitting in a supercar, a mid-engined coupé that will hit 60mph from rest in under 4sec, and yet even under full acceleration it made barely a sound. There were no gears to flick through, either manually or automatically, no rev-counter needle soaring towards the red paint, no engine to hear. It was performance stripped back to its barest bones. It could almost have been a conveyor belt.

I had felt this before. I remember the same sense of sensory deprivation when gunning an inaudible Tesla Roadster up the Goodwood hill, but that was somehow different – the car an esoteric curiosity. This was an Audi for goodness sake: this is the main event. If this is the future for fast cars, is it a future worth having?

Do not doubt Audi's commitment to the e-tron. What you are looking at is not so much a concept car as a first working prototype. There will be others, some displayed to the public and some not, throughout the course of 2010 and then, at some stage in 2011, either it or something very like it will go on sale.

What 'it' is exactly takes a little explaining, even to those with an understanding of electric cars. It is not, for instance, any kind of hybrid, a technology Audi regards as a mere bridge from the internally combusted present to an all-electric future. Inside that sleek shape there is nothing you or I might recognise as an engine.

But there is a motor. In fact there are four. Even the Tesla stops way short of this approach, relying on a single electric motor driving through a transmission to power both rear wheels. By stark contrast, the e-tron has a motor at each corner, so each wheel has its own power supply. And if that makes you see new meaning in the term 'four-wheel drive' that is exactly what Audi is hoping. One of the purposes of the e-tron is to show how Audi's Quattro philosophy can be redefined for the modern world.

Where the e-tron shares common ground with the Tesla, but no other electric car on sale, is in the lithium-ion battery technology that is the source of such power. But even here the e-tron goes its own way: while the Tesla relies quite literally upon nearly 5000 laptop batteries for its power, the e-tron has just 100 lithium-ion cells, specifically developed for it by Sanyo.

These batteries allow the motors to direct up



Cabin contains no sign of a gearlever or paddleshift

to 313bhp to the wheels and, electric motors being what they are, maximum torque the instant you put the accelerator to the floor. As this concept actually started life as a prototype Audi R8 (though it now shares not a single significant dimension with the donor vehicle), the batteries are placed within the wheelbase, directly behind the cabin, which is just as well considering that, at 470kg, the battery pack alone weighs more than a Caterham.

Nevertheless by careful use of composite materials and Audi's aluminium spaceframe, the e-tron's weight has been pegged back to 1600kg, or about the same as the R8. Whether such a slimline figure will be achievable for a production

ELECTRIC SHOCK

each wheel. But this prototype has limitations... **BY ANDREW FRANKEL**



Battery charging time currently stands at eight hours

version that will have to be built down to a commercially viable price remains to be seen.

There is more cleverness everywhere you look. There is not enough residual heat created by the motors to warm the interior, so instead of using an electrically-powered heater that eats into power reserves, the e-tron comes with a heat pump – a common enough device in a building but never before used in a car. Moreover three independent cooling systems are used because the battery, electronics and motors all operate in different temperature ranges.

But perhaps most impressive is the e-tron's electronic brake-by-wire system. In all normal driving, when you put your foot on the brake you're not actually making use of its ceramic discs at all, but merely the massive engine braking afforded by those motors. Better still, while you do, the e-tron is able to recover all the energy that would otherwise be lost during braking and use it to charge the battery. Only when your braking requirements go beyond what the motors are able to offer are the discs used, but when you drive the e-tron it is not possible to discern when the car slips from one mode to the other.

Yet there are issues inherent within the design of any electric car, e-tron included, and it is impossible to escape the feeling that it is how successful Audi is in addressing them over the next two years that will eventually decide the success or otherwise of this project. Audi says it has conquered entirely the cooling issues of lithium batteries (the e-tron is water-cooled unlike the air-cooled Tesla), but cites a range of just 155 miles on a full charge. And be assured if you drove an e-tron with anything other than saintly restraint – which must surely be part of its point – it wouldn't take much to drop the real world range down into double figures. It is hard to see people paying £100,000 for an e-tron (which is the least it will cost) and tolerating a limitation like that. Moreover, recharging the battery can take up to eight hours, depending on available voltage. They may baulk too at being limited to a top speed of just 125mph, because electric motors use disproportionately more power the faster you go.

Yet it's hard to see Audi going so public with such a car as to put the press behind its wheel without first having a good idea of how these problems are to be resolved. When you quiz its engineers they just smile and say 'wait and see', but are keen that you appreciate this e-tron is just their first effort, their practice car if you like. In the two years that have passed since they started work on it, further substantial and still unseen technological leaps have been made.

But even if they manage to extend the range, preserve the performance and reduce the charge time, Audi is still left with a silent supercar. I suggested they could synthesise various soundtracks to play in the cabin according to throttle opening and load – an unsilenced flat-eight for the track, a silken smooth straight-six for the road – but was returned only a rather old-fashioned look. Audi's view is that by removing external noise sources and distractions like the need to change gear, what results is actually a purer driving experience. I wasn't able to drive the e-tron hard enough up the coast road to put this to the test, though I don't discount entirely the possibility. I was amazed by the e-tron, encouraged by the rate of progress it represents and awestruck by some of the technology it contains. But enthralled? That will have to wait for another day.

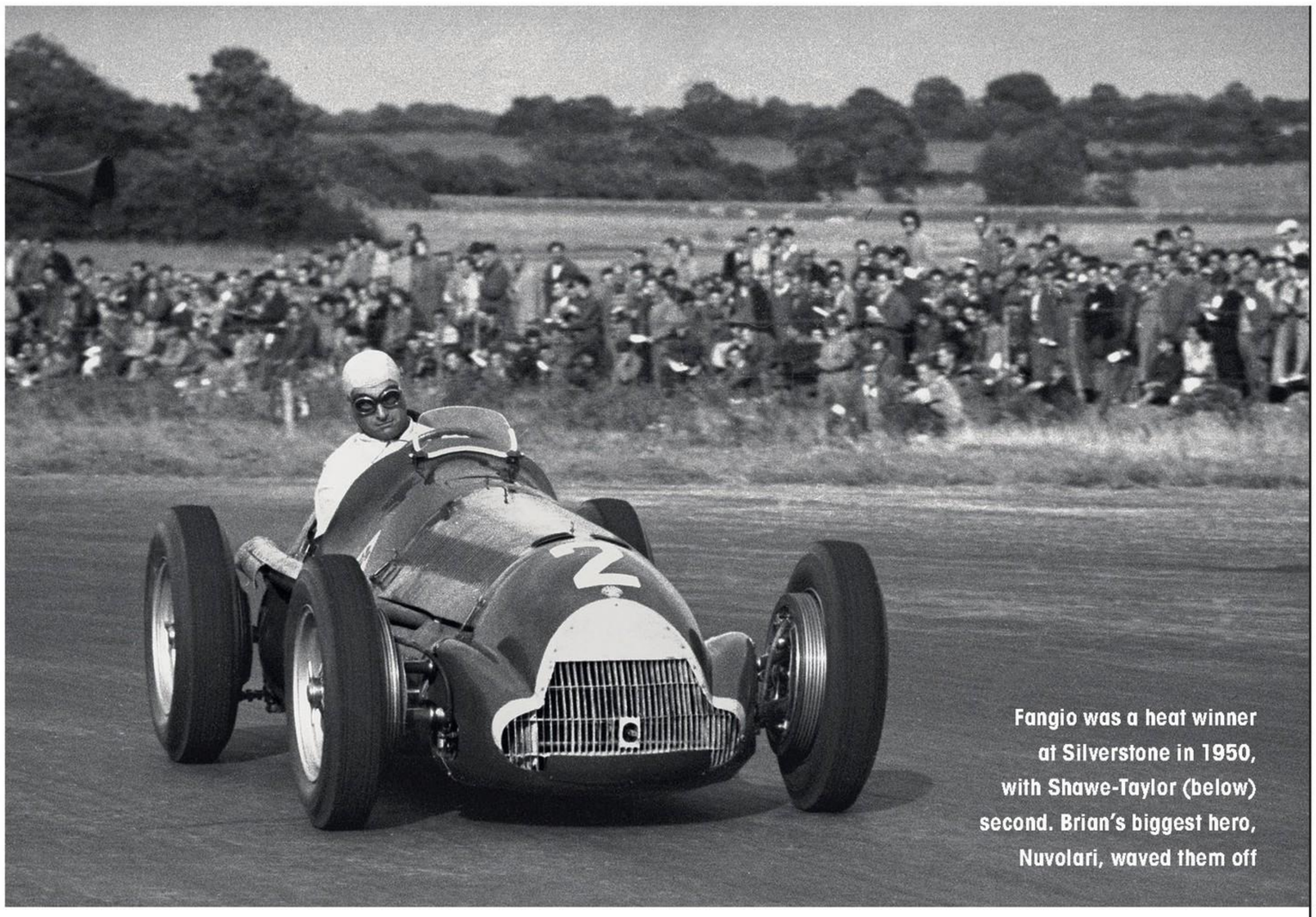
A voice of experience

Brian Shawe-Taylor's notes on racing against the greats of the 1950s and seeing Nuvolari in action have never been published – until now

Recently a package arrived at the *Motor Sport* office. It was from 1950s Le Mans and Grand Prix driver Eric Thompson and contained a manuscript written by his friend, fellow racer and Aston Martin team-mate Brian Shawe-Taylor. Compiled in 1960, the writings comprise sketches of racing characters with whom Shawe-Taylor came in contact during his racing career at the turn of the 1950s. As he cheerfully admits, he himself was no ace, but in outdated ERAs he achieved some respectable results, leading to an invitation from John Wyer to drive a DB2 Aston at Le Mans in 1951, and he felt privileged to race against some of the great names of the time.

Shawe-Taylor sent his writings to Thompson in the hope of having them published. They never were in his day, but the passage of time gives them a curiosity value, and we present a selection here – a first-hand picture of a long-vanished era, a time when you could enter an obsolete car in a Grand Prix and compete alongside your heroes.

Ferret Fotographic



Fangio was a heat winner at Silverstone in 1950, with Shawe-Taylor (below) second. Brian's biggest hero, Nuvolari, waved them off

LAT

ON JUAN MANUEL FANGIO

TO LATER GENERATIONS FANGIO'S name will be as magical as Nuvolari's is to me. For one brief day of glory my line of fate intermingled with the great man's. It was the International Trophy at Silverstone in 1950 and my first season as owner of that reliable 'Old English Perpendicular' ERA R9B.



LAT

I was plodding round happily in the second heat – and plodding is the word compared with Alfas, Ferraris and other such machinery. I cannot remember if I was near Bob Gerard, my personal target; higher than ahead of Bob I did not aim. Sometime after half distance I was descending Hangar Straight when I saw ahead a thick yellow cloud stretching from sky to ground like a blanket. I remember thinking 'funny, I didn't know we had sandstorms in England' as I entered the cloud. It was a solid sheet of descending water. I slowed automatically for I could not see. Having wiped my visor and recovered from the shock I said to myself that if I went really slowly and stayed on the road for the next few laps I could pick up half a dozen places. After even the moderate speed I had been used to, my pace now seemed a ridiculous crawl.

At Stowe corner a red car loomed up stationary, dead in the middle of the track. I had to suddenly change my angle and steer round it, a fatal thing if your speed is anywhere near the limit for the corner; as it was I just made it. I had a fleeting glimpse of Ascari sitting wet and woebegone on a straw bale, his Ferrari presumably having given up the ghost from excessive moisture.

I carried on, passing abandoned vehicles at regular intervals. At Woodcote I only just made it owing to the wind, which on the apex blew me gently across the track to the verge.

When the cloudburst began to abate I could make full use of that remarkable vehicle, the B-type ERA. You could not want a better car for such conditions. Firstly, one sat high and clear of the spray; secondly, the centre of gravity being high there was considerable weight transference to the outside, causing the tyres to bite through the slippery conditions. Lastly, the wonderful torque, which allowed me to leave it in top gear, like a big-engined car, and concentrate on looking for changes of surface from shiny smooth to matt rough where there was more grip and more throttle could be used, whether they were on the right line or not.

So it went on for a dozen laps with no one in sight until suddenly there was the chequered flag. At my pit there was unusual excitement. It appeared I was second, and had been closing on Fangio since the storm at a rate of one or two seconds a lap. According to my mechanic Harold, the Alfa pit had given Fangio a 'faster' signal. I cannot vouch for the truth of this, but it is a flattering thought.

For years I thought that if only I had been a few seconds nearer and in sight of Fangio I might even have caught him, but now I know that I could never have done so, for he drove with his head as much as with his hands. His nearest rival was out of sight and therefore he drove as slowly as possible in the appalling conditions.

The final was, for me, rather an anti-climax; I did manage to beat Bob, but not by straight driving – he overdid it and spun.

ON TAZIO NUVOLARI

THE QUESTION WILL ALWAYS BE ASKED 'WHO WAS the world's greatest driver?'. Until recently I would have said 'Nuvolari' without hesitation. Now I would say 'Nuvolari or Fangio'. It is impossible to compare great drivers who have lived at different times. I count myself lucky to have seen two great artists at work – Nuvolari at the wheel and Toscanini conducting. Both were Italian, both supreme artists in their sphere. I first saw Nuvolari drive a 2.3 Alfa Romeo at Le Mans in 1933 in the race he won by seconds partnered by Raymond Sommer (below). I watched from the Esses; one saw the Alfa come over the rise, a small figure sitting high in the car, two wiry brown arms, an immense jutting chin and then a quick side view as the little man flicked the car first left, then right. Such was the concentration, the determination of his whole figure that one imagined some invisible force entering the car. Like Fangio he drove with his head as well as his hands, for the victory hinged on who 'slip-streamed' last and so led on the last lap, so closely was it fought with Luigi Chinetti in a similar car.

Slip-streaming is a curious business. On the long straight at Le Mans, a car closely following another finds he is drawing up to the car in front. When he pulls out to overtake one would expect that, being subjected to the full force of the wind, his speed would drop to that of his rival. In fact the momentum gained by slip-streaming is enough to carry the second car past the first. I know, for I have done this very thing in an Aston Martin DB2 at Le Mans to Eric Thompson.

There are two places at Le Mans where one can do this, down the Mulsanne straight and between Whitehouse corner and the pits. Nuvolari and Chinetti were together on their last lap. Nuvolari kept station behind Chinetti down Mulsanne and left his effort to the Whitehouse corner. This needed courage, for there is only just time to rely on slipstream overtaking. However, he did, and gained the flag.

Although I think Fangio has equalled Nuvolari in the number and quality of his feats, to me the words Nuvolari and Alfa Romeo will always cause my heart to beat faster. At the time of his victories I was young, and the magic of youth can never be recaptured.



LAT



LAT

ON
REG
PARNELL

I COME NOW TO A STRANGE AND UNHAPPY EPISODE, which I relate under Reg's name only because he was one of the characters involved.

During the 1951 season I was invited by Tony Vandervell to drive his Thinwall Special, basically a 4½-litre Ferrari, at Reims. Reg had driven the car up till then with considerable skill and success but could not do so at Reims having accepted an invitation to drive the ill-fated BRM. Accordingly, Mr Vandervell selected me *faute de mieux*.

From the moment I got to Reims things seemed odd. When I asked at the team's hotel for my room I found that I had been booked in at a different hotel. Eventually I met up with the team. No one seemed quite so affable as they had been in England; in fact there was a distinct atmosphere.

Reg was with the others and it came out that the BRM entry had been cancelled, and that Reg was therefore free. I fully expected someone to ask me to stand down in his favour, as he had twice my experience and knew both car and course. However, nothing was said; the atmosphere merely thickened. Looking back, I should of course have had it out with Mr Vandervell, but kept thinking that the move was bound to come from his side.

Eventually the first practice session arrived. I was in a frightful state of nerves. What with the atmosphere and the fact that I was driving a much faster car than I had been used to, I was suffering what the RAF termed 'lack of moral fibre'. I had worked myself up into an additional state over the car, on which the front transverse spring had been modified. I had recently had a very alarming experience with a de Dion-axled car like the Thinwall, which owing to some small defect of design spun off cleanly and suddenly at lower speeds than my ERA. I was convinced the front spring alteration might produce a similar effect on the Thinwall.

This, of course, was sheer nonsense, and had driver-team relationship been normal I would have talked about it and had my fears allayed. As it was I had to bottle it up and brood.

I did precisely one lap in this magnificent car, and it must be the only car I have driven in which I did not go fast enough to do a 'sideslip'. Down the straight I let it out, but braked early for Thillois hairpin. To my amazement, after some seconds of normal retardation, smoke issued from the front brake drums and retardation decreased by 50 per cent. Fade is too polite a word – fire would be more appropriate. In spite of this I still had ample time to take the hairpin in an orderly manner. I stopped at the pit, smoke still issuing from the brakes. Hardly a good start for an out-of-favour driver; I awaited my notice to quit.

It came the next morning, with considerable diplomacy, from the team manager. All the things that should have been said when I arrived were said, and "would I consider etc". I was only too glad to be out of a situation in which I was either going to kill myself or put up so lamentable a performance as would haunt me for the rest of my days.

Reg drove it and very successfully too, finishing fourth. I wish I knew what had happened to the brakes; I do not believe I contributed to the fire.

I have one pleasant memory of this distressing episode, which is the extraordinary kindness and sympathy shown me by Giulio Ramponi. He had been a driver, sensed the atmosphere and guessed my state of mind. In fairness to Equipe Vandervell, I would like to say that my time and expenses were generously rewarded.



Ferret Fotographic

Shawe-Taylor's Thinwall drive at Reims amounted to just one lap, before Parnell (top) took over

ON

MIKE HAWTHORN

MY THOUGHTS TURN NATURALLY TO MIKE HAWTHORN WHOM I first met at Dundrod in 1950. We both stayed in the same hotel at Antrim. Mike was an up-and-coming new driver then, and in that year in his Riley he won the handicap race which preceded the Ulster Trophy.

Mike got home very late from the prize-giving and celebrating in Belfast, and finding himself locked out climbed the fire escape and entered through a window into David Philipps' room, much to the latter's surprise.

Years later when Mike became the first Englishman to be World Champion, the British Racing Drivers' Club threw a cocktail party in his honour, and though very much a provincial I felt I must go to town to celebrate this memorable occasion (below). It was a very good party. Apart from there being plenty to drink, and too much if you wanted it, the speeches were short and witty, and I saw old friends.

I was most impressed by Mike's speech; you would have sworn that it was impromptu yet it was too well thought out to have been. He good-humouredly teased poor Stirling Moss, who had lost the championship to him by one point. I realised then that he was very far from being the blond English playboy of popular impression.

Afterwards, seizing a moment when he was not surrounded by well-wishers, I edged forward to shake the champion's hand. When he saw me he gave a sign of pleasured recognition which naturally flattered me. We talked a little, and he bemoaned the change in Grand Prix racing from the year of his famous victory over Fangio at Reims. I got the impression that he might be thinking of retiring.

When someone told me not long afterwards that he had been killed in a road accident I just could not comprehend it. Truly when your number is up, it is up, and no one can escape his fate. To repeat 'whom the Gods love die young' is little enough compensation for his absence and I was very proud to have known him, however slightly.



LAT



L-r: winner Farina's Alfa, Parnell's Thinwall Ferrari, Shawe-Taylor's ERA and Rolt's Delage at the start of the *Daily Graphic* Trophy

LAT

ON

TONY ROLT

BLUFF, LARGE AND WITH A voice that could hold its own on any parade ground, Major A P R Rolt, MC, Rifle Brigade, was curiously involved with both the beginning and end of my brief racing career. When Tony, driving a Jaguar with Duncan Hamilton, won the Le Mans 24-hour race for the first time at over 100mph he was asked by the officials what music he would like to be played, and he replied without hesitation "the March of the Rifle Brigade". Very English – but then so is Tony. What is most surprising is that the French were able to play it on the spot.



LAT

My first race was at Brooklands in 1939, a Campbell circuit handicap, the car Bob Ansell's 1½-litre B-type ERA.

Of my confused impressions of trying to stay on the road and not burst the willing engine by over-revving it, one thing stands out clearly. On the last lap, thanks no doubt to Ebby's excellent handicapping, there was a considerable traffic jam, in which I saw a gap and managed to squeeze through, in so doing passing Tony and finishing fourth, one place ahead of him. Afterwards he said some complimentary words to a mutual friend which, when they reached me, greatly boosted my morale.

In the last race in which I drove – of which I have no recollection whatever – Tony, so I learnt afterwards from him, was, owing to my pride, partly the cause of my downfall.

It was the Goodwood meeting of September 1951. In the Woodcote Cup I had for the first time that season been beaten by Tony to third place and this had rankled. Let me explain that during that year I had got the measure of Tony, not from any driving skill but because I had a faster and more reliable car. Accordingly after my defeat I was out for revenge in the *Daily Graphic* Trophy, the last and main event of the day.

While we were waiting on the starting line Tony (so he tells me) came over and said, "Don't worry Brian, it's all yours. I've had more than enough today." I was suspicious and while appreciating the gesture, did not believe him.

The flag fell. I managed to beat Tony into the first corner and was in third – my target. Out ahead were two who might have been in a separate race – the ultimate winner Farina in a 159 Alfa Romeo and Reg Parnell in the Thinwall Special. Down Lavant Straight there was Tony breathing down my neck, damn him, so in my eagerness to make sure of it this time I braked a fraction late for Woodcote, the right-angle bend. Then began a chain of events which led to my fate. If you brake hard when you have already begun to take the bend, inevitably you slide outwards, and this I did. The back wheels went on the grass, the car partially spun; fortunately, or unfortunately, I kept the engine running and waited for a gap in the traffic, which, it being the first lap, was still pretty thick. Eventually my chance came, I let in the clutch and rejoined the fray, all hope of catching Tony gone. Now I was 14th or 15th behind a Maserati driven by a visiting Swiss, Branca. On the next lap I did not appear; nor did Branca. Tony finished third, I finished in hospital. So ended my brief appearance on the motor racing stage.

Ollon-Villars

Switzerland may have banned circuit racing in the 1950s, but it still had this gem of a hillclimb

BY ED FOSTER



Ollon-Villars was only used between 1953 and 1971, and yet it remains one of the best-known European hillclimbs. Playing host to one of the few international motor sporting events held in Switzerland at the time, the climb attracted some big names – including a certain Jim Clark – and was a regular fixture in the European Mountain Championship.

Happily situated overlooking the Rhône valley and under 10 kilometres south east of Lake Geneva, the hillclimb ran from the town of Ollon at 400 metres to Villars-sur-Ollon and Chesières at 1208 metres, passing through the village of Huémoz along the way.

During the '60s the surrounding woods and grassy fields echoed to the sound of racing, but nowadays the area is a playground for skiers.

When we visited a huge amount of work was being done in order to prepare the area for the winter influx, and it seemed the hillclimb had been all but forgotten. But ask a few locals and they'll tell you all about it thanks to a relatively new revival event, which celebrates its fifth anniversary this year on September 18/19. And of course those who were around in the '60s still recall the original meetings. Our discussions on this point were usually cut short, however, when said local caught sight of our on-loan Audi R8. They may be *de rigeur* in the winter with Russian skiers, but apparently they aren't a common sight in the summer…

Against a backdrop of Mont Blanc and the Dents du Midi, the road features almost every conceivable type of corner over its 4.97 miles, with the majority being quick for a hillclimb. There are seven hairpins, but they didn't prevent the likes of François Cevert from finishing the course in under four minutes. What's more, there must have been little room for error, as a steep drop borders most corners with not much in the way of a barrier. Cevert must have felt this, as after posting a time of 3min 47.04sec in 1971 he told *Autosport*: "Never again will I indulge in such a dangerous adventure. I find the climb quite frightening, brushing guardrails at high speed and clipping trees. Circuit racing is much less demanding."

Demanding Ollon-Villars may have been but Derek Bell, who was part of a three-man FIRST Brabham team with Peter Westbury and Mac Daghorn in 1967, remembers the hill fondly after winning both the F3 and single-seater classes. "It was tremendous because it was so varied," he says. "It wasn't particularly narrow – although in modern terms it may have been – but there were some really great corners, it wasn't just a string of hairpins.



Colour images Mitch Pashavair

"You could have a really good blast up Villars and there was a section with steep drops on one side of the road and some quick corners, all in succession. You could really hammer through those esses. It was pretty damn quick, which I guess it had to be to get a little F3 car up there fast, as you'd need the momentum. If it was all hairpins, the bloody V8s would have murdered me!

"The interest in hillclimbing was definitely waning by 1967. I mean, I'd got to know Peter Westbury, but it was something that had never appealed to me. I'd met him six months before and he'd said 'look, we can make this work'. He was a good engineer, a clever man. We were between races and he said to me 'come on, why don't you come and do Ollon-Villars'. It was really a lovely thought. It's funny – in those days you never considered the cost because there wasn't any. The cost of running a car for the year was whatever the rebuild was, a couple of engines and a few sets of tyres. Unfortunately I did crash a few, but I didn't crash that one."



Derek Bell was fastest up the hill in 1967 in Brabham BT21

Philippe Sauge

It may have been on the wane by 1967, but hillclimbing was one of the most popular forms of motor sport during the 1950s and '60s. The Swiss round of the FIA European Mountain Championship was a particularly important event, and it alternated between Ollon-Villars and Sierre Montana. Even before the championship was relaunched in 1957 and featured a meeting at Ollon-Villars for the first time in 1958, the twisty road running up to Chesières had hosted a couple of meetings in 1953 and '56.

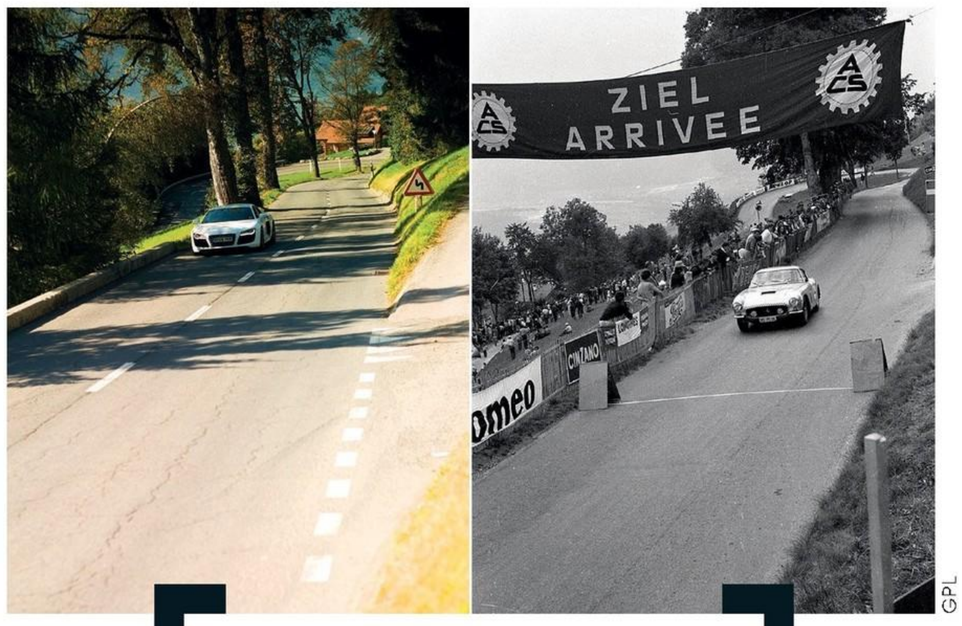
Since the start of the Formula 1 World Championship in 1950, Switzerland had every year held a Grand Prix at the glorious Bremgarten track. The 1955 Le Mans disaster put an end to circuit racing in the country, however, with the authorities deciding that it was just too dangerous to have cars racing side by side. As a result hillclimbing and rallying became the only way that drivers could race cars in Switzerland – a law that remains intact to this day. The upside to this was that even before the post-war European Mountain Championship was relaunched, hillclimbing at Ollon-Villars was particularly popular, a fact that no doubt helped the event make it onto the calendar. »»

In 1958 after rounds at Mont Parnes, Mont Ventoux, Trento-Varese, Freiburg-Schauinsland and Gaisberg, the hillclimb circus made its way to Ollon for the season finale. Edgar Barth, driving a Porsche RSK1500, was over two seconds quicker than Sepp Greger after two runs to win. But victory wasn't enough to change the outcome of the championship, which was won by Wolfgang von Trips, with Jo Bonnier and Hans Hermann second and third in the points.

The following year the Swiss round was held at Klosters, some 230 kilometres to the east. But in 1960 Ollon-Villars was back on the schedule, before Klosters took over again in '61. It was in 1962 that Jim Clark made his first appearance at Ollon, in what can only be described as a disastrous couple of visits to the hillclimb – through no fault of the driver's, of course. In '62 Clark was touted as being the driver most likely to challenge Jo Bonnier in the Racing class for cars with an engine capacity between 1101-1500cc and, as you can imagine, the crowd eagerly anticipated such a showdown. But there followed some complications.

For starters, Team Lotus couldn't make the journey to Switzerland and provide Clark with a competitive car. To make matters worse, the Lotus considered to be the second-quickest available – the Swiss Filipinetti Lotus-BRM – was damaged beyond repair while being towed to the start line at Enna in Sicily.

All that was left was a MkII Lotus-Climax. Not a *bad* third choice, but this particular model was described by *Motoring News* as being "excessively tired, to be charitable. It had everything apart from an aged motor, no front shock absorbers and no brakes". Even someone of Clark's talent couldn't tame such a beast, and



GPL

Ferrari SWB crosses the finish line in 1962 having negotiated the final right-hand hairpin, one of seven on the hillclimb. Although trees have grown up, the road remains the same

he ended up in a meadow "viewing the sheep" on his first practice run. Bonnier went on to post a new hill record, smashing Jean Behra's 1958 time of 4min 46.7sec by nearly 20 seconds.

Clark wasn't the only famous face to be seen that day, as the likes of Juan Manuel Fangio, Louis Chiron, Robert Manzon and Paul Frère watched the second runs from the sidelines after they had all tackled the hill in Alfa Romeo Giulia Spyders. Fangio delighted the fans with a long oversteering slide round the final hairpin with one hand off the steering wheel, waving to them. The others were reportedly less exciting to watch, although that didn't stop them having a good laugh at some of the cars attempting the climb, with "an antique Maserati 2.5 monoposto" apparently sending them into hysteria.

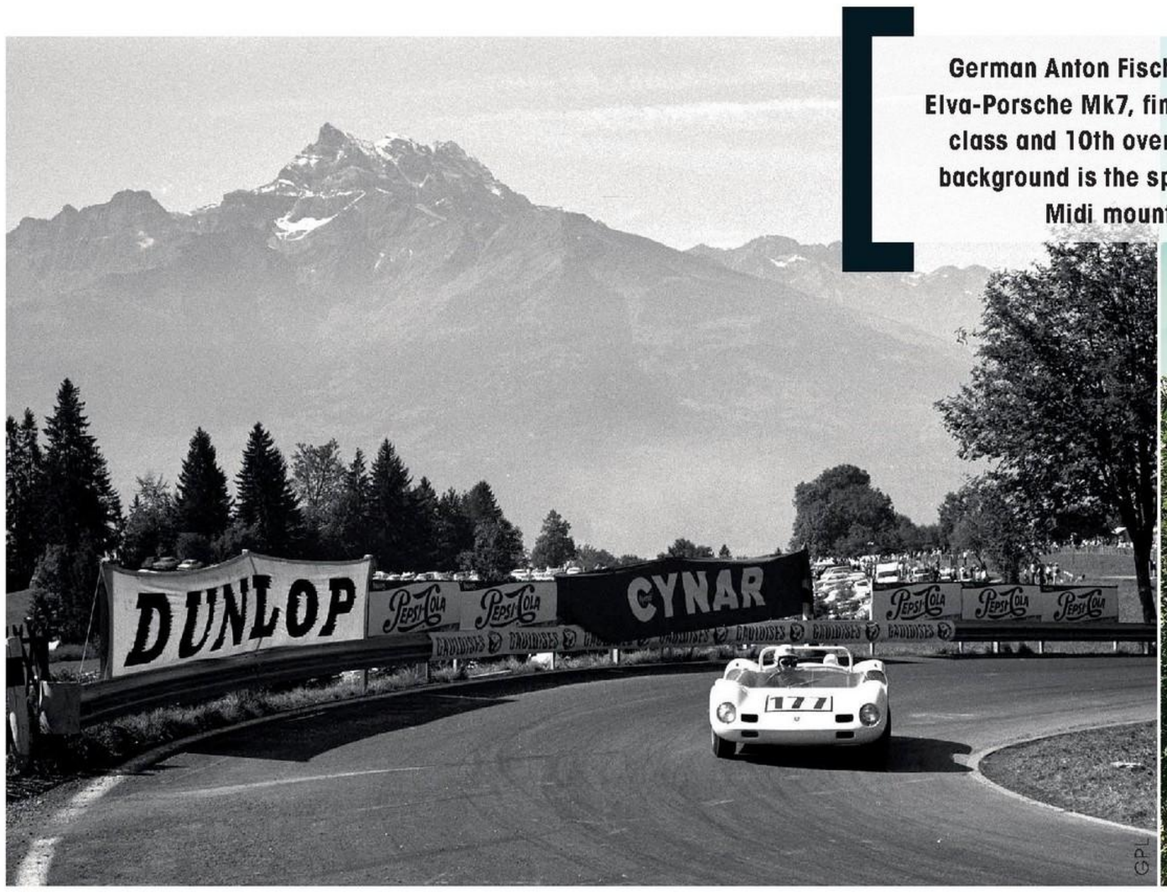
Clark was to return in 1965 – in between practice and a race at Brands Hatch for the August Bank Holiday meeting – but once again the machinery available made it nigh on impossible for him to make any sort of impact. Behind the wheel of the rather overpowered Indy-winning Lotus-Ford 38, the Scot managed 4min 34.5sec in practice, but failed to do better on the timed run thanks to a misfiring engine. When he returned to Brands for the British Eagle International Trophy, he was driving an up-to-date and well-prepared Lotus 35. He won the race by three seconds from Denny Hulme.

By 1963 the popularity and importance of Ollon-Villars may not have granted the event a slot on the European Mountain Championship every year, but it did gain it entry as a round of the World Sportscar Championship alongside the Coppa della Consuma, Rossfeld and Freiburg-Schauinsland hillclimbs. Even though the climbs never carried the same weight as the circuits used in the championship, that didn't stop crowds of 40,000 or more attending Ollon-Villars. Thanks to the sort of organisation that only the Germans or Swiss can pull off, the whole 1963 meeting was over five hours after the competitive runs had started, so as to avoid a blockage on the one road off the hillside. And to think Silverstone had problems…

Despite Clark's misfortunes the '65 meeting was another success story with fine weather, plenty of entries and a large crowd. By now Ludovico Scarfiotti, aboard a Ferrari Dino 206P, was the dominant force in the European Mountain Championship and he continued to impress at Ollon-Villars with a record-breaking run of 4min 9.8sec, leaving his main rival Gerhard Mitter – behind the wheel of a Porsche 904/8 Bergspyder – to settle for second-best.

Although the 1965 meeting was a round ›››

German Anton Fischhaber, driving the Elva-Porsche Mk7, finished third in 2-litre class and 10th overall in 1965. In the background is the spectacular Dents du Midi mountain range



GPL



Wolfgang von Trips powers his Porsche 718 RSK towards Chesières and Villars-sur-Ollon and the finish line in '58 – the first year the hillclimb was a round of the European Mountain Championship

Alois Rottensteiner/McKlein





Adriano Cimarosti

In 1967 Herbert Müller drove his Ferrari 330 P3/4 to victory in the over 2-litre class. The graveyard has somewhat mysteriously moved further away from the road in the intervening years...

of the World Sportscar Championship, that title had all but been decided with only the Nürburgring 500km and Bridgehampton Double 500km rounds remaining, meaning the focus was on the Mountain competition. One star attraction was local hero Heini Walter, who managed to get his badly damaged Ferrari 250LM to the meeting following an accident in a previous Mountain round. But in order to make the car race-worthy, the roof was chopped off. Despite looking slightly bizarre, he went on to take second in the S-R/Prototype class for over 2-litre cars and was seventh overall.

The next hillclimb at Ollon-Villars, in 1967, would be the last time such an event formed part of the World Sportscar Championship. Hillclimb cars were becoming far more specific to the discipline – with various modifications including fuel tanks that were only big enough to allow for one run up the hill – leaving the production cars well down the field. Ferrari had pulled out of the sport after Günther Klass died following an accident during practice for that year's Gran Premio del Mugello, leaving Porsche as the only works entry with factory-supported cars. The '67 meeting at Ollon-Villars would do little to persuade Ferrari it had made the wrong decision when two rare fatalities occurred: Axel Perrenroud left the road on the exit of Huémoz village in practice, clipping a tree and rolling his Cobra onto a hut below, and Michel Pillet crashed going back down the hill.

It wasn't all bad news in '67. There was a huge entry list, including an impressive array of F3 cars, motorbikes and sidecars, Formula Vee and even karts. Another reason for the event's popularity might have had something to do with the ACSuisse organising club's reputation for offering generous start and prize money... In the event Derek Bell finished first, and Westbury and Daghorn third and fourth, meaning the FIRST Brabham team went home with 7000 Swiss Francs, although some of this may have been claimed by Bell's father following some practise mishaps in his Lotus Cortina. "I remember going up with my dear old Dad, the Colonel as he was called," says Bell. "He helped me immensely in those couple of years and he had this Lotus Cortina which we used to learn the road. Of course, it's a public road, so you couldn't just blast up it. So we'd go out there at dawn and someone would stand four corners up in order to check the road was clear. I'd then scream up a kilometre section. I remember clipping the kerbs and the old man moaning about his bloody Cortina wheels having chips out of them."

It was in '67 that some 21 ex-GP drivers did demo runs up the hill, the roll call including Stirling Moss, Tony Rolt, Duncan Hamilton, Tommy Wisdom, former Auto Union drivers Hermann Müller and August Momberger and, as in '58, Juan Manuel Fangio.





GPL

Alfa Romeo Giulia TZ of Italians Teodore Zeccoli and Roberto Bussinello approaches the final hairpin in 1965. This was where Juan Manuel Fangio waved to an appreciative crowd in '58

Once again the meeting had a 'year off' in 1968 and then 1970, returning in '69 and '71. But by this time the European Mountain Championship was suffering heavily due to an increasing lack of interest from the major manufacturers. For the last meeting at Ollon-Villars in 1971 the Lausanne club invested over £30,000, banking on there being more than 25,000 spectators to make a profit. Thankfully the weather was clear – as it was when we visited the Rhône valley – and well over 30,000 spectators came to watch a bumper field of cars that included François Cevert in the works Tecno F2 car.

Despite the presence of some minor roadworks, Cevert charged up the hill in 3min 47.04sec to set the all-time record, which stands to this day. After 1971 public interest in the Mountain championship continued to dwindle, and Ollon suffered as a result. But, unlike other hillclimbs, at least it has the revival meetings to remind people of its glorious past.

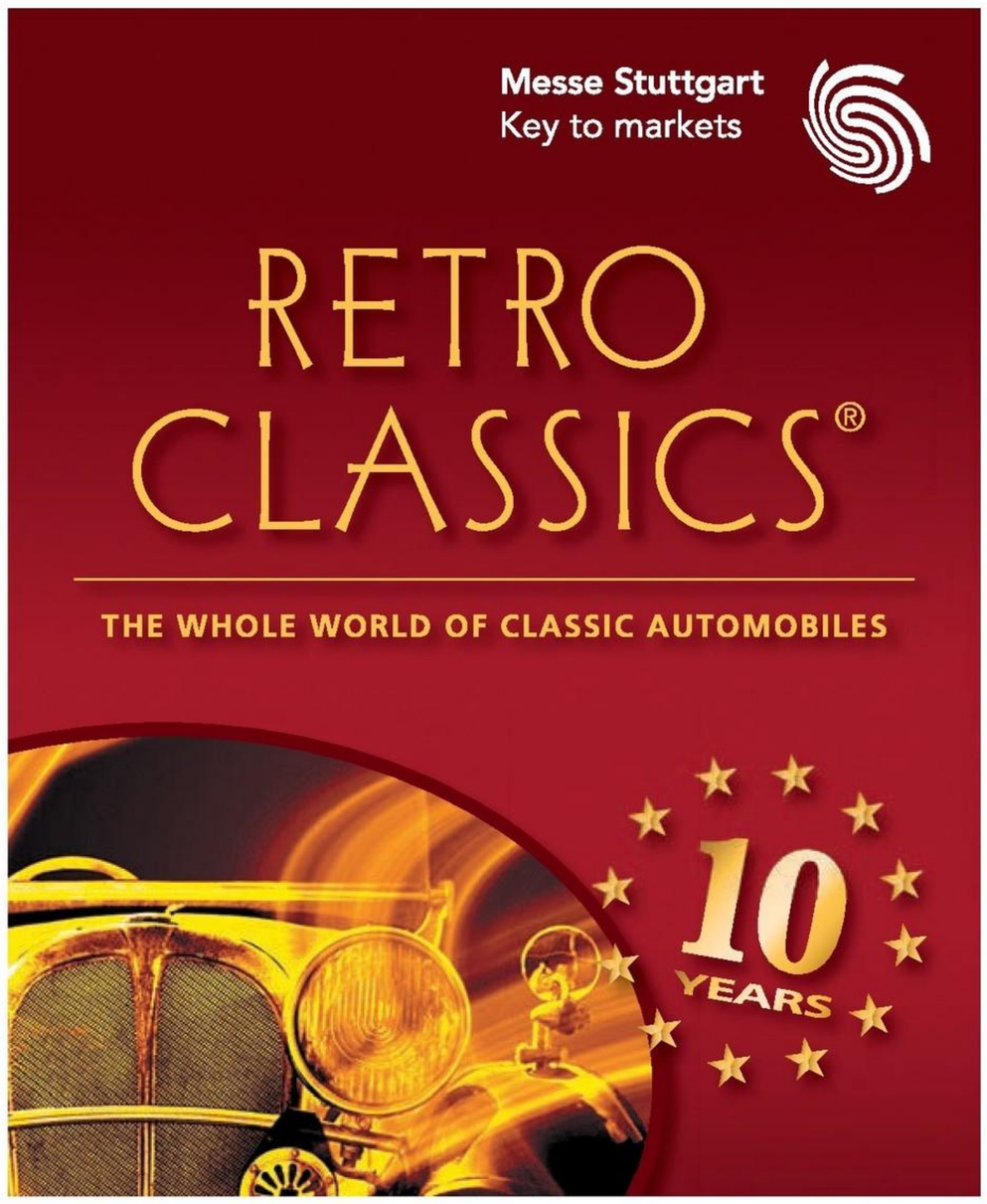
For such a short hillclimb in a country that had banned circuit racing, it's a wonder Ollon-Villars managed to host even a single event. Thankfully it did, and although its 'years of business' may have been short, it is quite rightly remembered as one of the most popular of hillclimbs. Now that we've seen what the drivers had to contend with, there will be few appointments that might stop us making the revival meeting in September to see some proper hillclimb cars hammering up the twists and turns of Ollon-Villars.

Many thanks to Audi UK for their help with this feature.

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1984 Ferrari 308 GT/M

Only three 308 GT/M's were made, developed by the factory in conjunction with the renowned official Ferrari development company, Michelotto in Padova. It was the final incarnation of the Group 4 and Group B rally versions of the 308 GTB model that had already achieved notable successes, particularly by the Pozzi Ferrari France team.

Unlike the production based 308 GTB rally cars, the 308 GT/M was a new car from the ground up, featuring a tubular steel chassis frame, fully independent adjustable suspension, lightweight composite body panels and a mid-mounted V8 that was mated to a Hewland 5 speed transaxle.

Chassis # 001 was tested at the Ferrari Fiorano test track in early 1984, its times around Fiorano being two seconds a lap quicker than a 512 BB/LM and 0.4sec quicker than the later F40 model on racing tyres!

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1984 Ferrari 308 GT/M
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Tour off duty

For F1 stars, rally heroes and the odd DJ, the Tour of Britain was a break from the day job. Then James Hunt, in a Camaro just like this, got serious…

BY ANDREW FRANKEL

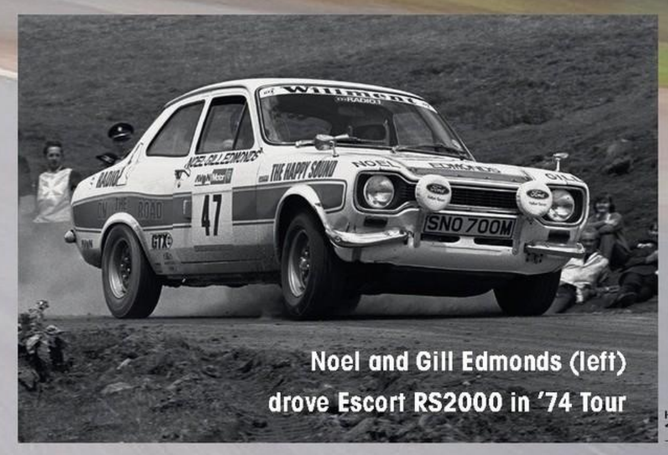






Hunt and Fearnall (left) won first Tour. Car comes in for 'pitstop'





Noel and Gill Edmonds (left) drove Escort RS2000 in '74 Tour

LAT

For an event that attracted so many top teams, so many first-class drivers and blended more successfully than any other the worlds of rally and racing, it is amazing to see just how far into the mists of time the original Tour of Britain has receded.

Run from 1973-76 over approximately 1000 miles of British country roads, special stages and race tracks, its list of victors – chronologically James Hunt, Roger Clark, Tony Pond and Ari Vatanen – tells you it was a premier league motor sport event. As for the entry sheets, they read like a roll-call of the great and good. From the world of racing came Denny Hulme, Graham Hill, Jody Scheckter, Vern Schuppan, Howden Ganley, Gerry Marshall, Gordon Spice and Tony Lanfranchi, while rallying provided among many others not only Vatanen and Clark, but David Richards, Tonys Pond and Fall and Russell Brookes.

But now, and despite the revival of its spirit in today's annual (and terrific) Tour Britannia, even diehard petrolhead internet forums offer more questions than answers.

More curious still is that the memory of Tour of Britain has been preserved in the minds of those who took part almost as remarkably as it has faded from public recollection.

What better way to recall such days than from the wheel of Richard Lloyd's old Camaro in a cross-country thrash on some of the same roads used in the Tour a generation ago? Devotees may recall that James Hunt won the first Tour in such a car. Lloyd had planned on entering himself but hurt his back in a road accident not of his creation, so he entrusted his viciously quick 5.7-litre 1970 Z28 Camaro to Hunt, a contemporary of his at Wellington College.

According to Gerald Donaldson's superlative biography of Hunt, James was far from enamoured with the idea of spending three days and one night slogging around the country in such a big old brute. Understandably so, for this was his first season in Formula 1, and his mind was set on proving himself the most exciting and promising of the many young lions trying to establish themselves at the sport's top level.

Hunt's co-driver was *Autosport's* Robert Fearnall, who stated: "James intended to blow up the Camaro's engine at the special stage

Paul Harmer

around Silverstone, since this was down the road from Lord Hesketh's pile, to which we would adjourn for a bit of a party." Perhaps no one had told Hunt that the Chevrolet small block did not become the most widely used and popular motor in racing history by going bang at the first sign of trouble: Hunt won the stage, got serious and went on to win the event outright.

It should be said that this Camaro is not *that* Camaro. The original was sold, went to Sweden and was written off. Instead this Camaro was created in the original's image by Richard Lloyd when he heard the Tour of Britain was to be reborn in 2005. It's now owned by Stuart Scott, who was an avid follower of Lloyd's through his career and latterly raced GT3 Jaguars with Richard's Apex Motorsports team. "Richard bought the car in America on eBay but it arrived in boxes," says Scott. "In the end it took three different Camaros to make what you see here."

Whatever the effort, it was worth it. The Camaro was still being finished the day before the '05 Tour began and was so late to the start it was still being scrutineered while others were leaving. The event itself was a nightmare of unreliability, Richard's intrepid team getting to the hotel after most people had gone to bed on both nights. Current Tour organiser and best



Frankel fills huge fuel tank in back of Camaro (below right). Car was run by the late Richard Lloyd in Tour Britannia







private entrant of the 1974 event Alec Poole recalls, "Whenever anyone saw them, all pleaded with Richard to pack it in. All such pleas were rejected. Not only did they finish Tour Britannia, but Richard had a steely glint in his eye. He announced plans for a new engine with double the power for the following year as he wanted to teach this Camaro a lesson."

Back he came, to sixth in class in 2006 and third in '07. Then Richard was taken from us.

But his memories and cars live on. I've loved Camaros since I could talk, enough to buy and race one for a couple of seasons, and slipping into Richard's seat and feeling all that space around me, seeing the Hurst shifter and hearing the thunder of the small block made me curse the lack of funds that made me sell mine.

Because it's an eventer, the Camaro's set-up has to split the difference between road and track, and knowing all too well what a race-spec Camaro is like to drive on the road, I delighted in its comfortable ride and the endless ocean of torque emanating from Detroit's greatest hit. Haring round the same bumpy roads near Silverstone that Hunt would have used 37 years ago, the Camaro felt fabulously good.

The size of these cars always intimidates at first, especially on narrow lanes, as does the steering which feels only coincidentally connected to the front wheels. But soon you learn that despite the lack of feedback, the Camaro can be steered with precision and confidence. You get a feel for the road through your backside rather than the steering wheel and soon the temptation to start sliding it around becomes overwhelming. It's not as easy as you'd think, because grip levels are surprisingly high and anything this big and weighing 1500kg needs space to round up. But once you've upped your commitment to the appropriate level you discover the real problem is exercising sufficient restraint not to spend your entire time travelling sideways. According to Hunt, he spun his Camaro in the '73 Tour "to get it out of my system". I see what he means.

Another young gun making his name in F1 and taking time out to enjoy the Tour a year later was Jody Scheckter. "It was good fun, but short-lived," recalls the South African. "I did it with Eoin Young in a 3-litre Capri and, like all near-enough standard road cars being driven like that, it was completely horrible."

Even so, the race driver appreciated the discipline of the special stages – "I guess it suited my driving style back then" – and was enjoying himself until the race at Oulton Park. Phlegmatic and honest as ever he recalls: "I overcooked it at the first corner, went in backwards, end of race, end of Tour." But to him the Tour represented only light relief and time off from the day job. "Formula 1 was so tense, for me the Tour was just a release. If you did well, you did well. If you crashed, you crashed. I crashed."

Others were more committed. Barrie 'Whizzo' Williams has the distinction of having contested

all four original Tours (plus the modern one). "There were some wonderful parties in the evenings, but having gone into the Tour thinking of it as a semi-jolly, it soon became important to do well. You only had to look at who you were up against to know how serious it was."

Barrie came second in class in the first Tour driving a Vauxhall Magnum, but, because good racing stories follow him around, he went out of the next one in unusual fashion. His car was a Mathwall-prepped Mazda RX-3, his co-driver Chris Witty. "We were doing well until a road section between stages," he says. "Although some drivers got nicked, most of us drove pretty sensibly between stages or races. But we weren't hanging around, not least because we were late."

"We stumbled across an A40 Somerset being driven at a sedate pace, so I pulled out to overtake at exactly the same time he decided, without warning, to turn right. I guess I should have seen the sign to the church…" Contact was made, sending the Mazda into a ditch, the A40 continuing calmly down the road minus one of its front wings.

The Mazda ended up on its side having punched a hole in a hedge through which a herd of inquisitive cattle appeared. "Then Noel Edmonds arrived," deadpans Barrie. At the time Edmonds was a keen and accomplished racer as well as a national superstar thanks to his Radio 1 show, but soon he turned his talents to cattle-herding. "There we were, my car in the ditch, and Noel Edmonds directing the traffic and cattle."



"I delighted in the ocean of torque emanating from Detroit's greatest hit"

This was Edmonds' first crack at the Tour and he recalls the event with incredulity. "I must have been mad. That Tour was extraordinary, quite beyond comprehension. What we got away with on the public roads in those days – well, it was insanity." He was there because he'd proved himself in some celebrity races and because Radio 1 was a powerful broadcasting institution and he was its biggest star. Having him on the strength brought huge publicity. "So I got up, did the breakfast show and headed off for three days of madness." His co-driver was first wife Gill, who though rendered speechless with terror after the first stage ended up being an excellent navigator. And then it all went wrong.

"We'd done quite well, weren't far from the finish and doing a stage in Epynt Forest. Then, because I was exhausted, I lost concentration." In short, the Edmonds somersaulted off the road and into the forest. When the car came to a rest Noel was in the back and in sufficient pain to be taken to hospital where a suspected broken back turned out to be torn muscles. Gill was unhurt but covered in fuel from a split petrol tank.

Undeterred, Edmonds returned for another Tour in 1976, this time as co-driver in a Vauxhall Magnum to Hunt, now no longer an interesting footnote in F1 but champion elect. "By then James was the megastar of the moment," says Noel, "and brought a huge following with him. He was quite rude to begin with but we soon got on. Sadly, early in the tour we had a huge off in the forest. James was an amazing driver, but in those conditions he had all the courage but not all the finesse of the best rally drivers. We went flying off and hit a tree so accurately you'd think he'd been aiming for it.

"James wanted to quit but I thought we had an obligation to the fans to carry on, so we had an exchange of views which, by the time it reached the press, was a blazing row." Noel's version of events concurs with Hunt's as told to Eoin Young in his title year autobiography *Against All Odds*, in which he maintains "we never had a cross word".

After some heroics from the Vauxhall team, they continued. "It's the most frightened I've ever been," says Edmonds. He describes Hunt's driving as "fantastic, brilliant, sensational and incredibly dangerous". The police finally caught up with them in a remote part of Lincolnshire and Hunt was nearly arrested, but Edmonds says "it was another era, another world" and Hunt talked his way out of custody. But to no avail: after the crash the car was no longer capable of giving a reasonable account of itself and was retired.

There are so many memories from so many competitors, they'd easily fill a book. But while the Tour of Britain is long gone, its spirit lives on in Tour Britannia. This year's event is the sixth and it is now firmly established on the annual sporting calendar. It's already survived longer than the original Tour; long may it continue. Ⓜ



INSIGHT

TEACHER'S PET

Tony Dron had a model co-driver – literally – for the '75 Tour

Spare a thought for ace tin-top and historic racer Tony Dron, who found himself lining up for the 1975 Tour paired not with a professional navigator but, er, a glamour model. "I think I must have done too well the year before," he says. Then the passenger seat of his Dolomite Sprint had been occupied by Henry Liddon, one of the best co-drivers of his or any other generation, and they'd led overall on the special stages and come home fifth behind Clark and Marshall's works RS2000s, Lanfranchi's BMW 3.0CSI and one other Dolomite.

This year her name was Madeleine Le Mauviel, a 6ft, 19-year-old Penthouse Pet selected for her height so as not to look ridiculous next to the unfeasibly tall Dron. They were to share a Fiat 128 Coupé (above). "Because I didn't think she'd be too great at navigation, we had another Fiat drive in front of us for us to follow. Its driver then turned left when it should have been right, making us two minutes late into parc fermé. Having led the class we had to spend the rest of the event catching up.

"We continued to follow this other Fiat but by now Madeleine was getting into it, had picked up the navigation book and was paying attention. Then we came to a junction where the Fiat in front turned left and she said quite firmly, 'he's made a mistake, we need to turn right'. So I went with her judgement – she was entirely correct and that was the last time I bothered to look which way the car in front was going.

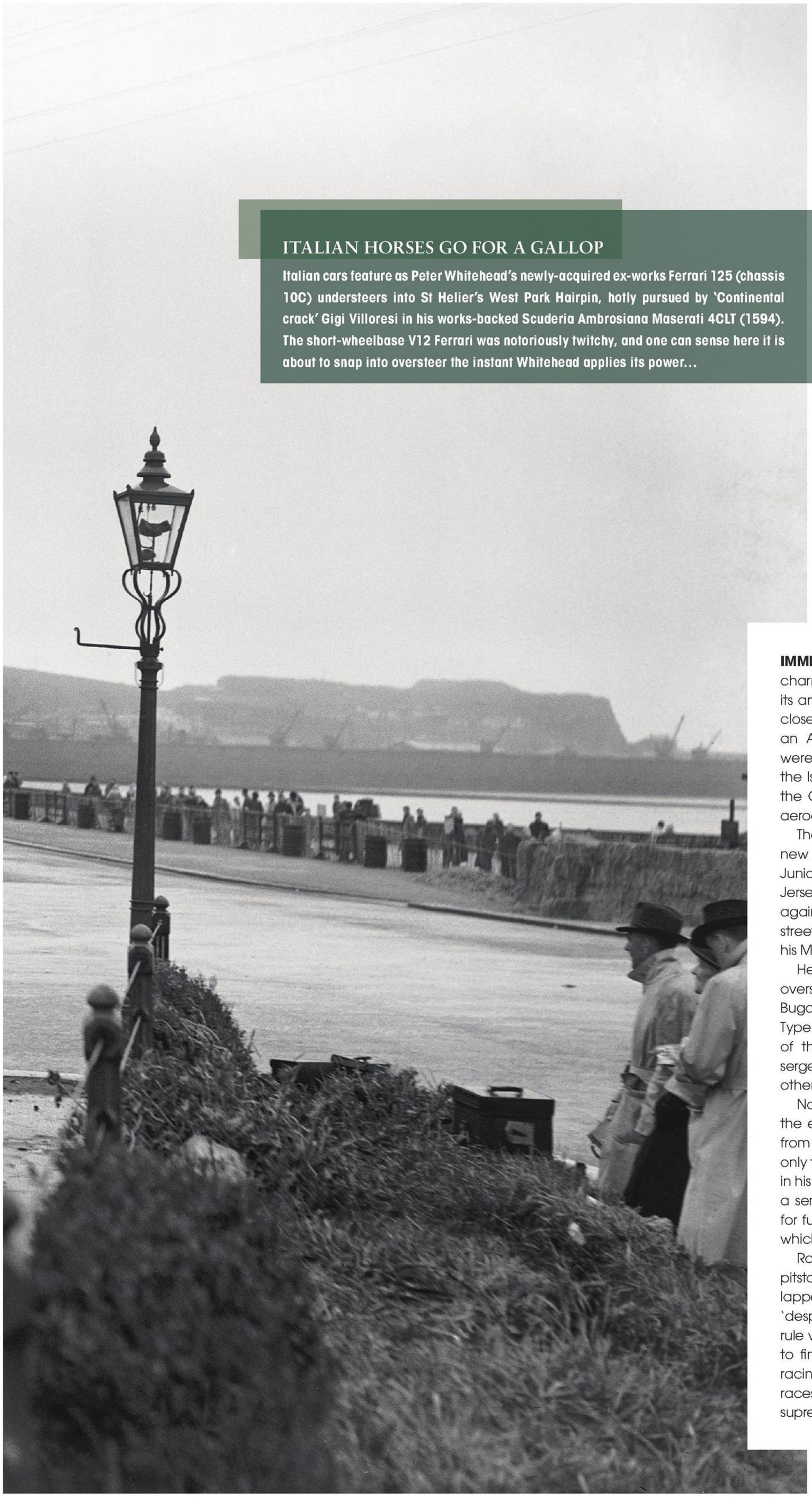
"She even learned to cope with the special stages and general pace of the event. At one point early in the event she turned to me and said, 'I'm terribly sorry, I'm going to be sick', stuck her head out the window and stayed like that for a very long time. When she returned she apologised again, said her behaviour was quite inexcusable but that she'd got the hang of it now. And so she had. She turned out to be absolutely brilliant. She got married two weeks after the Tour finished and I never saw her again. I'd love to find out what happened to her." All sightings should be reported to *Motor Sport*.

1949 JERSEY ROAD RACE

In the years before motor racing got back on its feet in post-war Britain, Jersey played host to the great and the good

BY DOUG NYE

LAT



ITALIAN HORSES GO FOR A GALLOP

Italian cars feature as Peter Whitehead's newly-acquired ex-works Ferrari 125 (chassis 10C) understeers into St Helier's West Park Hairpin, hotly pursued by 'Continental crack' Gigi Villoresi in his works-backed Scuderia Ambrosiana Maserati 4CLT (1594). The short-wheelbase V12 Ferrari was notoriously twitchy, and one can sense here it is about to snap into oversteer the instant Whitehead applies its power...



A DAY AT THE RACES

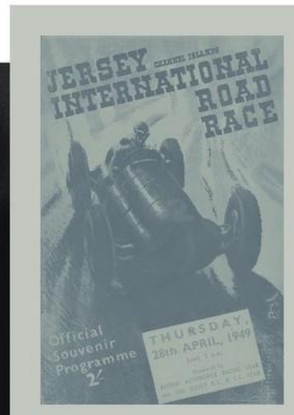
IMMEDIATE POST-WAR BRITISH ROAD RACING HAS A UNIQUE charm. Wartime ravages had cost the country every one of its artificial road circuits. While Johnny Foreigner could easily close public roads for racing, on the British mainland it took an Act of Parliament. But outlying islands and provinces were excepted, and British road racing restarted in Ulster, on the Isle of Man and on Jersey in the Channel Islands before the Cambridge University AC pointed the way ahead with aerodrome racing at Gransden Lodge in 1947.

The Jersey Road Race was organised jointly by the then-new British Automobile Racing Club – combining the pre-war Junior Car Club with the redundant Brooklands ARC – and the Jersey MC & LCC. Five editions were run, from 1947-50 and again (for sports cars) in 1952, on a 3.2-mile promenade and street circuit in St Helier. Reg Parnell won the 1947 inaugural in his Maserati 4CL, followed by Bob Gerard's ERA in 1948.

Here we recall the April 28, 1949 edition, which was overshadowed by a practice-day crash that cost the life of Bugatti OC founder member Kenneth Bear when his Bugatti Type 59's brakes failed entering Bel Royal Corner at the end of the very fast promenade straight. Two officials, police sergeant Frank Dutot and Dr FJO'Dowd also died, and four others were injured.

Not until the early hours of race day was it confirmed that the event would go ahead. But rain then delayed the start from 3.00 to 3.30pm. 'B Bira' led the first lap in his Maserati 4CLT only to be overwhelmed second time around by 'Gigi' Villoresi in his quasi-works 4CLT. But the silver-haired Italian soon began a series of pitstops. 'Bira' led until lap 30, when he stopped for fuel and fresh spark plugs. Bob Gerard inherited the lead which – running non-stop – he then maintained to the end.

Rain had drizzled down intermittently and between lengthy pitstops Villoresi's progress was simply 'electrifying'. He had lapped at 96mph during practice, and in the race cornered 'desperately' while 'his interpretation of the pass-on-the-left rule was sometimes distinctly elastic'! He recovered from 14th to finish sixth. Bob Gerard – the antithesis of a charismatic racing driver – declared his victory "one of the least eventful races of my life". Maybe so – but the photo record remains supremely evocative... and here it is. »»»



A DAY AT THE RACES

CHIRON SHOWS THE WAY

Louis Chiron's Ecurie France Talbot-Lago found better traction at the rain-delayed start, charging away from the Maseratis (right to left) of 'Toulo' de Graffenried (chassis 1601), 'B Bira' (1607) and Reg Parnell (1596), Whitehead's Ferrari and Raymond Mays' ERA R4D. Villoresi's Maserati must be out of the picture, to the right. Into the first tight turn at Bel Royal, 'Bira' would lead Villoresi, while Chiron would soon be sidelined by grabbing brakes.

WHAT, NO 30MPH LIMIT?

Real road racing – just imagine the din here on St Aubin's Road, echoing back from the houses and garden walls as Peter Whitehead's Ferrari and Geoffrey Ansell's ERA R9B lead Gigi Villoresi's Maserati past Reg Parnell's parked Maserati 4CLT, abandoned with fuel pump failure after only five laps. The racing line meanders past the Devonshire Hotel 'twixt high kerbs, and hard obstacles...



FROM THE SCUDERIA TO JERSEY

The Whitehead Ferrari 125 was by some way the most exciting – and expensive – entry, here tearing past the abandoned Parnell 4CLT just after Millbrook Corner on St Aubin's Road. Whitehead's car almost certainly used one of the three original Ferrari Formula 1 chassis produced in 1948, and to make this wickedly short-wheelbase device handle acceptably his mechanic Stan Ellsworth filled the frame front cross-member with lead. Wealthy Whitehead and 10C would go on to win the last F1 Jersey Road Race the following year – 1950.



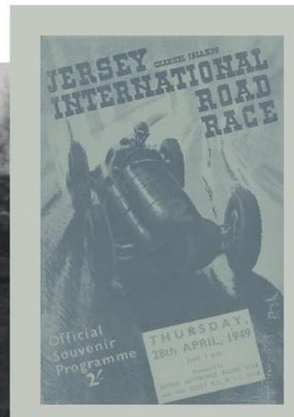
TWO MEN IN A MASERATI

Commonsense amateurs, or semi-professionals? Here are two British sporting gentlemen who really knew how to enjoy a good time while racing, wherever and whenever they could – future Jaguar works driver and Le Mans 24 Hours race winner J Duncan Hamilton is seated in the Maserati 6CM (chassis 1551), which he shared through 1948-50 with his equally rugged chum and sparring partner Phillip Fotheringham-Parker (right).



MAYS MAKES HIS MARK

As a racing driver, 49-year-old Raymond Mays was understandably fading by 1949, and he knew it. Here he is (left) with his long-faithful chief mechanic Ken Richardson, who would himself aspire to drive as well. Here on Jersey '49 they were campaigning their old ex-works ERA development car, the 2-litre R4D in which 'RM' (as he was known by his staff at ERA and BRM) would still finish third. Three weeks later, Richardson would take over the Ferrari 'Thinwall Special' – which Tony Vandervell had bought for the BRM project – from RM in the British GP at Silverstone, only to crash into trackside spectators, injuring several of Napier's design staff.



A DAY AT THE RACES

‘B BIRA’, THE JERSEY ROYAL

George Nixon in ERA R2A is about to be lapped by the ever-immaculate Prince Birabongse Bhanutej Bhanubandh – racing of course as ‘B Bira’. The Thai’s Maserati 4CLT was chassis 1607 – prepared, maintained and entered for him at this juncture by Italian specialist Enrico Platé. ‘Bira’ would finish fourth, one lap behind the first three, including Baron de Graffenried in second place – who also used Platé’s services to prepare, transport and run his 4CLT.

GOLD STAR FOR RELIABLE GERARD

Booming past the chequered flag for his second consecutive win in the Jersey Road Race, Frederick Roberts ‘Mr Bob’ Gerard comes home to complete the distance in his immaculately prepared ERA R14B. The bespectacled 35-year-old Leicester garage owner was the most reliable and consistent of 1940s ERA owner/drivers, his successes including a hat-trick of wins in the British Empire Trophy race, his two here in St Helier, and second and third places in successive British GPs. He won the BRDC Gold Star award for this season, 1949.

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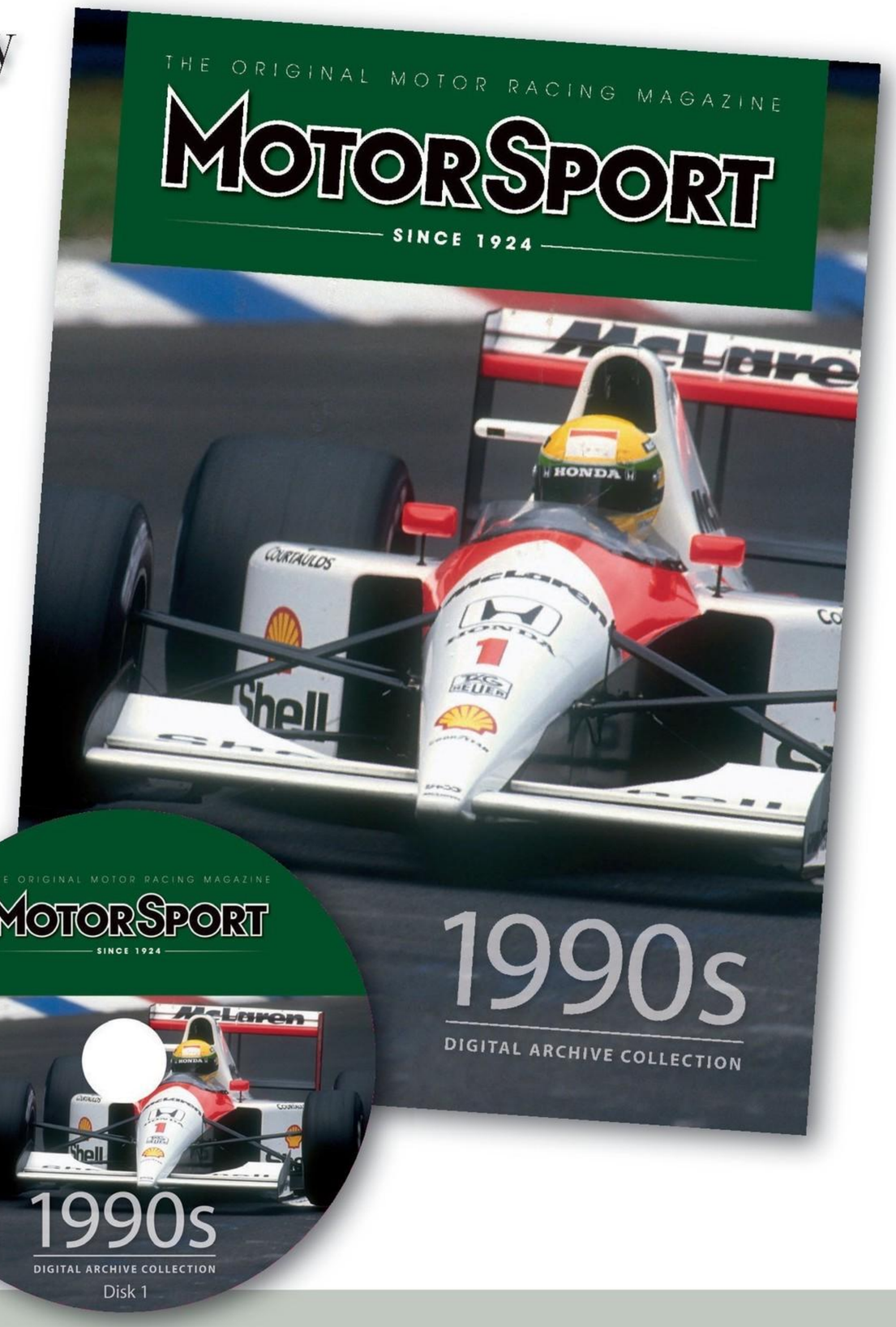
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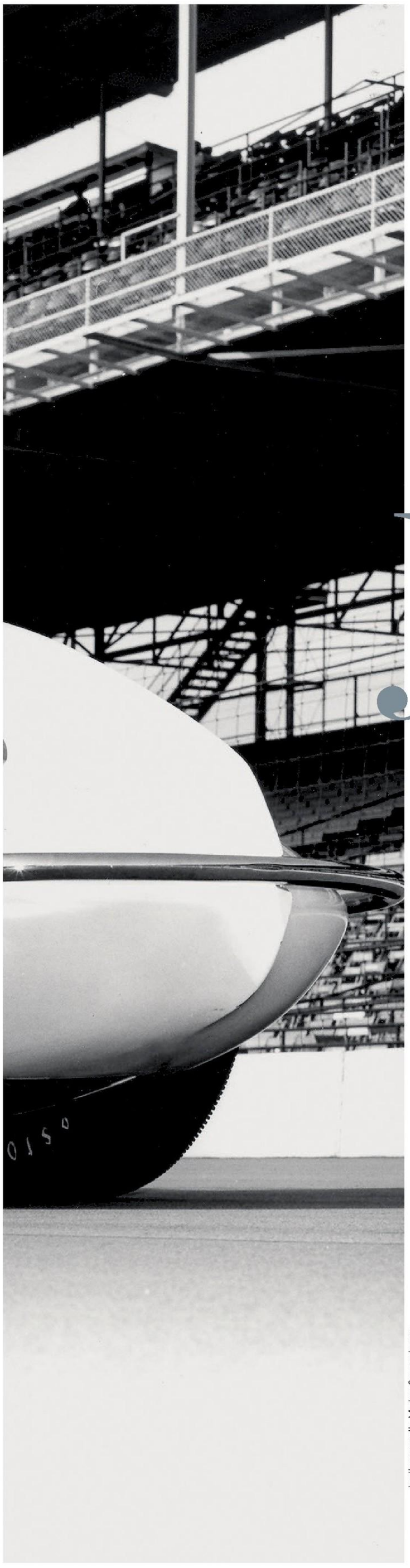
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The real Indiana Jones

His stellar performances at Indianapolis form only part of the Parnelli Jones story

BY GORDON KIRBY



Indianapolis Motor Speedway

If anyone defines the American racing driver of the 1960s it's Parnelli Jones. He stands at the pinnacle of the US pantheon with AJ Foyt, Mario Andretti and Dan Gurney – living legends from one of the sport's great eras. Rufus Parnelli Jones was a tough, crew-cut hombre with chiselled features and an eagle-eyed stare. He made his mark winning in midget and sprint cars before establishing himself as perhaps the fastest of all the great drivers who tackled the Indianapolis Motor Speedway in the '60s.

Jones dominated three of the seven Indy 500s he started and won the race in 1963, beating Jim Clark. He was almost a clear winner again in 1967 in Andy Granatelli's STP turbine car, but a driveshaft bearing broke and after the race, at the height of his prowess, Parnelli retired from racing open-cockpit cars.

He continued to race in Can-Am, Trans-Am and off-road cars and trucks, winning the 1970 Trans-Am title from Mark Donohue and Penske Racing at a time when it was one of the USA's top series. He also won the Baja 1000 off-road race in 1971-72. The likes of Andretti and Bobby and Al Unser rated him as the best driver they'd seen at Indianapolis – Jones qualified on the first two rows for all seven 500s he started and led five of those for a total of 492 laps.

Then there was his career as a team owner in partnership with Vel Miletich. Vel's Parnelli Jones Racing won at Indy with Al Unser in 1970-71, and took three consecutive USAC titles with Unser and Joe Leonard in 1970-72. VPJ produced the first Cosworth-powered Indycar and a Formula 1 car raced by Andretti from 1974-76. VPJ's cars were usually beautiful and often revolutionary.

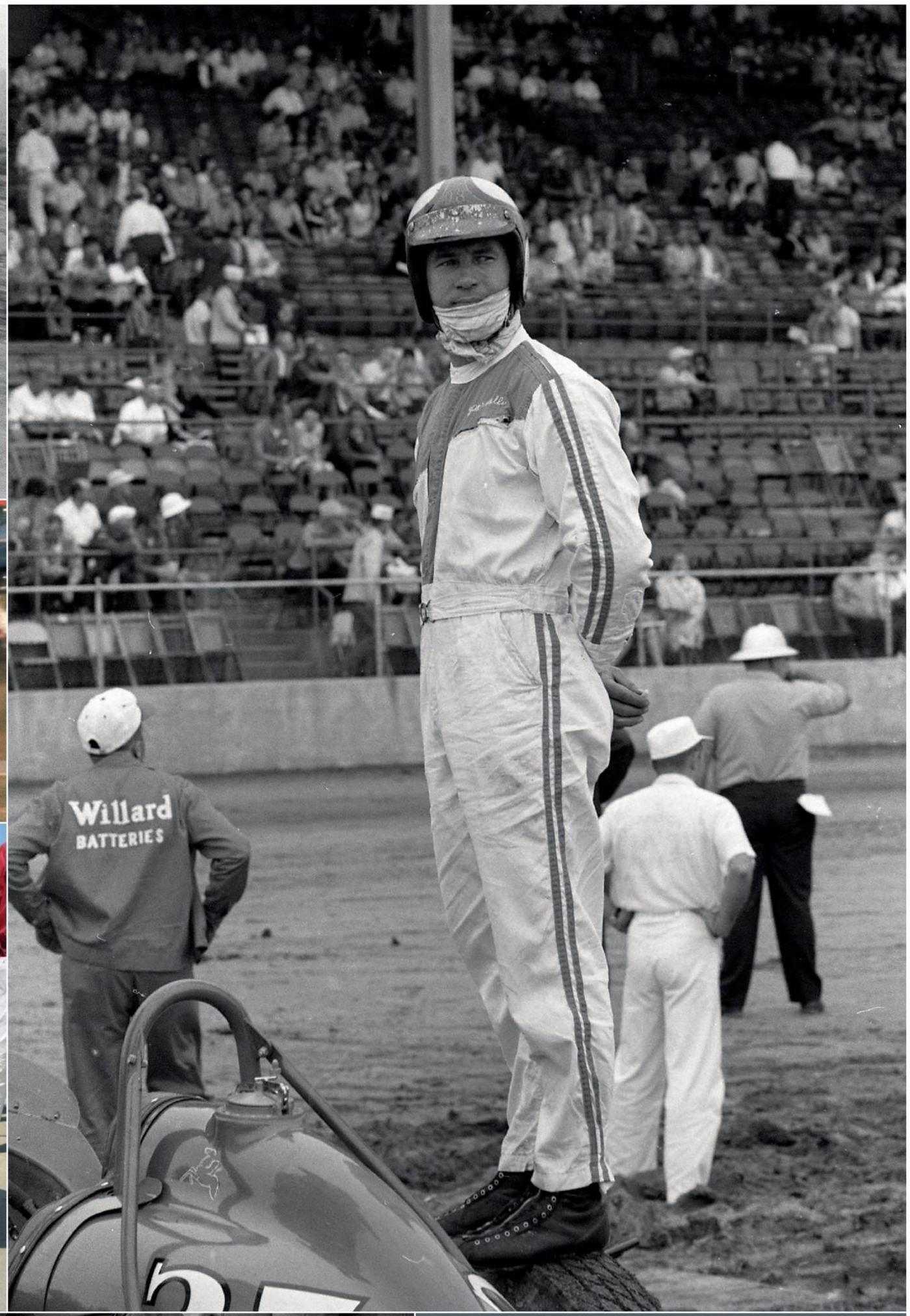
VPJ also built and developed a series of Ford and Chevrolet off-road trucks for Parnelli to race while he expanded his business interests with Miletich, becoming a successful Firestone tyre distributor and a property developer in southern California. Today, at 75, Parnelli remains as sharp as ever, full of ideas and quiet, firm opinions. He knows as much about racing as anyone and remains energetic and fit, easily able to recall details from 50 years ago as if they happened yesterday.

Parnelli started life as a professional racing driver in the mid-50s, driving jalopy stock cars at the quarter-mile Orange Show Speedway in San Bernardino, an hour's drive east of ➤➤➤







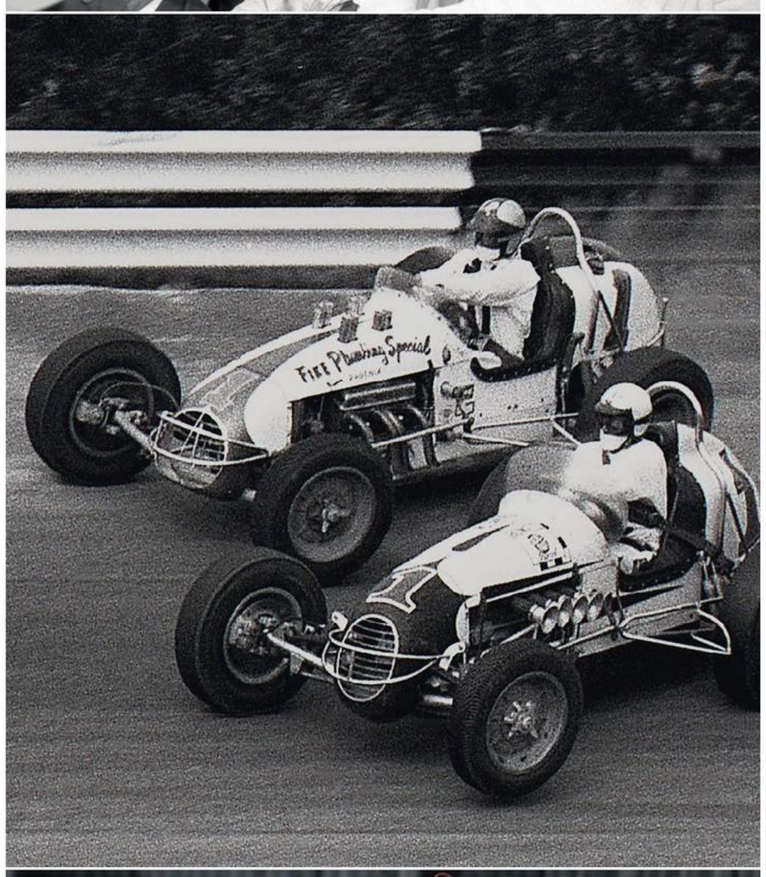




Clockwise from above: Jones's peers regarded him as the fastest driver at Indy in the '60s; in '64 he became the first stock car driver to complete Pikes Peak in less than 14 minutes in a Mercury; celebrating *that* win over Jim Clark at Indy in '63; with great rival Foyt at Salem in '61; Andretti had a best result of fourth in the VPJ F1 car in '75; Jones qualified Shrike fourth at Indy in '66, but wheel-bearing failed in race; when Granatelli's STP turbine let go after strong run in '67, Parnelli quit open-cockpit racing; 1970 Trans-Am title was won in Ford Mustang; successful Baja 1000 campaigns followed









IMS, Trackside Images, Pete Lyons, Pikes Peak, Gene Crucean & LAT

downtown LA. In 1956-57 he was almost unbeatable at the speedway and believes the competition he faced led to his reputation of being an aggressive driver. Constraining his fierce, natural aggression would remain the biggest challenge of his racing career.

"I've never had any patience," he admits. "I remember telling my wife that I could win this race, it was just a matter of holding it together and taking it easy. I got in the car and pretty soon I was trying to put a lap on the field. It was just that instinct I couldn't seem to overcome."

During this time Jones started racing NASCAR-type stock cars and met Miletich. Parnelli drove a variety of stock cars but secured a regular ride in a car owned by Ford dealer Oscar Maples and Miletich. Driving for them he won three NASCAR Grand National dirt track races between 1957-59.

In 1959, Jim Hurtubise convinced Parnelli to tackle USAC sprint car racing. The pair were friendly rivals and Parnelli showed his stuff by winning back-to-back titles in 1961-62. Hurtubise made his rookie start at Indianapolis in 1960, a year ahead of Jones. He was a talented, happy-go-lucky guy whose promising career was sidetracked when he was badly burned in a fiery accident at Milwaukee in 1964. Nicknamed 'Hercules', he set a new qualifying record as an Indy rookie. "After Hurtubise ran that 149mph lap he said, 'That ain't nothing. Wait 'til Parnelli gets here.' I was in the pits with him and that was a big pump for me."

Parnelli made his 500 debut driving a Watson-Offy roadster for California car owner and Ascot race promoter J C Agajanian. He qualified fifth and led for 27 laps before a spark plug fouled and his engine lost a cylinder.

In 1962 Jones qualified Agajanian's Watson-Offy on pole, becoming the first man to break the 150mph or one-minute barrier around the speedway. Parnelli ran away with the race, leading for 127 laps until an exhaust header cracked resulting in damage to a brake line. Without any brakes for the last third of the race he made it home in seventh place.

The next year Parnelli dominated again, setting another track record in qualifying and leading 167 laps to finally win. Jim Clark finished second in the Lotus team's first 500, and the closing stages were fraught with controversy as Agajanian and chief mechanic Johnny Poulsen argued with chief steward Harlan Fengler and Colin Chapman to prevent Fengler from black-flagging Jones, whose car was leaking oil.

"I dominated that race. Nobody could run with me," Parnelli recalls. "I had no problems except for the oil tank. Every year Poulsen would try to make the car better and he changed the cowling, made it a little more aerodynamic and put the air intake on the front. He also built a lighter, more streamlined tank made of aluminium instead of steel. All these things helped to make the car quicker."

But midway through the 500 Parnelli's lightweight oil tank cracked. "It suddenly spurted oil onto my left-rear tyre, and man, I almost spun! I didn't know what was going on. For two or three laps it was real critical, and then it was fine. The only time I saw any indication [of a problem] was when I backed off at the end of the straightaway and there would be a little puff."

Parnelli ran one of his quickest race laps on the penultimate lap, and insists the track was slick for much of the race with oil from Andy Granatelli's Novi and the Vita Fresh Orange Juice Special.

There was no radio communication in those days, and Jones didn't know he was in danger of being black-flagged. "It kind of put a blemish on my win but it felt great when I crossed the line. Winning Indianapolis was my goal. It was *the* race. It set you apart.

"I pulled into victory circle and enjoyed my win and then started hearing all these stories. I went to bed, woke up and went in the bathroom and looked in the mirror to make sure I wasn't dreaming. It was a big thrill."

The rear-engine revolution was coming fast at Indianapolis in 1964 when Clark qualified his Lotus 34 on pole and Bobby Marshman was second in a Lotus 29. The start of that year's 500 was marred by a fiery, multi-car accident in which Eddie Sachs and Dave MacDonald both died. After a long delay the race got going but it wasn't long before Clark ran into tyre trouble and Marshman got too low in the first turn, knocking out his transmission drain plug and losing oil. That left Jones and Foyt to decide who would score the final Indy win for a front-engined car.

"In '64, we should've won again," says Jones. "We built a new aluminium fuel tank but that was a big mistake because it wasn't strong enough. I could run all over AJ. It wasn't even a contest. But at the end of the straightaway my car wasn't picking up fuel so Foyt would drive by me. Everybody thought we were having a hell of a race, but my car was quitting on me. Finally, I came in the pits and it caught fire while they were fuelling me."

Parnelli bailed out, escaping with second- and third-degree burns to his left arm and legs. That was the last time Jones raced Agajanian's Watson-Offy roadster, known as 'Calhoun'. Later that year, at Ford's request, he drove a rear-engined Lotus at Milwaukee and Trenton, winning both races.

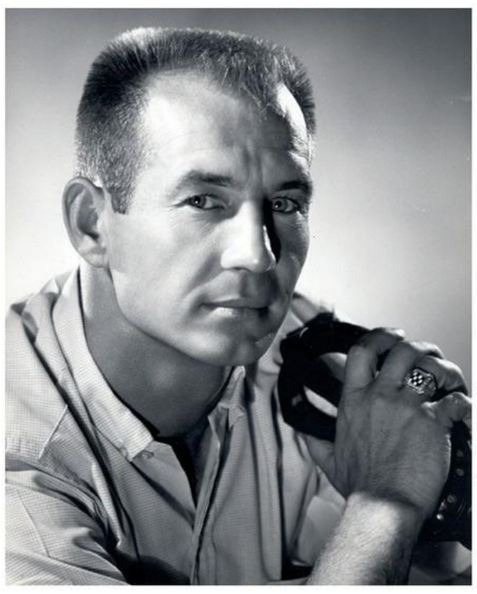
"The Lotus was easy to drive. It was like a big go-kart compared to the roadster. The Lotuses were quite a bit lighter and so nimble. That's why they were quick. It was also probably

the most dangerous car I ever drove, not just because it was light but [because of] the way it was built. You were sitting by the fuel tank and running on gasoline, too. It was scary.

"We kept breaking uprights and other pieces. It scared both Foyt [in the other car] and me. Chapman was a great engineer, really creative, but we always said his philosophy was, if something breaks make the rest of it lighter!"

At Trenton, driving the Lotus that Dan Gurney had raced at Indianapolis, Jones beat Clark fair and square. "That's when Chapman wanted me to do F1, but he wanted me to be number two to Jimmy and I didn't feel at that time I was number two to anybody. I also felt F1 didn't carry the prestige it does today. They seemed to be gentlemen racers. And the F1 cars were those little 1.5-litre cars that didn't really appeal. I felt I'd have to spend a year learning the circuits and things of that sort."

Jones and Foyt raced a pair of Lotus 34s bequeathed to them by Ford in 1965. Both cars were substantially rebuilt, Foyt's by George Bignotti and Parnelli's by renowned roadster builder Eddie Kuzma. But they still proved fragile and Parnelli suffered two suspension failures during practice at Indianapolis, crashing heavily. He was knocked unconscious in the second accident and started the race in the rebuilt car without any serious running. In the end he and car owner Agajanian were delighted to finish the 500 a distant second to Clark, as Jimmy scored the first rear-engined win at Indy in his newer Lotus 38.



Indianapolis Motor Speedway

"I didn't feel at that time I was number two to anybody"

With Clark absent from Milwaukee the following weekend, Parnelli scored a clear win in his Kuzma/Lotus, which he raced sporadically for the rest of the year. But he and Agajanian's team were already at work designing and building their own rear-engined car for 1966, called a Shrike. He qualified fourth at Indianapolis that year and ran well before a wheel-bearing failed. He also led the USAC season-closer at Phoenix until the engine blew.

Parnelli's fortunes took a turn for the better when he raced Granatelli's STP turbine car at Indy in 1967. A turbine has very different power characteristics from a conventional piston engine and the car also boasted four-wheel drive, so it was an animal quite unlike anything Parnelli had experienced. It took Jones and the team a while to figure out the best gearing and 4WD split to achieve the optimum lap time. Meanwhile Parnelli says his competitors fooled themselves with their qualifying set-ups.

"I didn't know the car was going to be that good. Foyt, Gurney and Mario were all running 15 per cent nitro in qualifying as well as light fuel loads. Remember, this was when we were carrying 75 gallons of fuel. Nobody wanted to give the car any credit for its handling. It was a four-wheel-drive car and we'd worked out the chassis. I figured on race day when those guys put on 75 gallons of fuel and took out that nitro they might not have enough speed to go by me. I knew how much those cars slowed when you put on the fuel and took the nitro mixture out."

At the start Parnelli brazenly drove around the outside of the three front-row cars and whistled away into the distance. "We got the gear we needed to run the fastest elapsed time and I just stuck that sucker right up in the grey and went around the outside. I figured I was going to show them how good this thing handles. Coming out the corner I went around Mario and he gave me the finger, but I was long gone.

"No question I could have finished that race if I had any patience. Early on I was storming out the pits. I even pulled a fuel hose off – stupid things like that. I could have sat there for another 15 or 20 seconds and eased it out. Towards the end I came up behind Foyt to lap him. He was running second and I was thinking, 'Okay, just sit here.' That was hard for me to do."

But four laps from the end the turbine lost drive and Foyt came through from almost a lap down to win his third 500. "It was heartbreaking to be that dominant and not win," says Parnelli. "It helped me make a decision. Towards the end of the race I was thinking that winning again wasn't going to be as great as it was the first time.

"My business was taking off and I had my children and it kinda changed my life. I quit running open-cockpit cars. That's all I said I was doing. I didn't quit driving."

Trans-Am evolved rapidly from 1967-71 with factory-backed teams from Ford, Chevrolet, Plymouth, Dodge and American Motors. In 1969 and '70, Parnelli was teamed with George Follmer in a pair of Bud Moore Ford Mustangs. He finished second to Mark Donohue's Penske Chevy Camaro in the '69 championship and then beat his rival to the title in 1970 by just one point, winning five races to Donohue's three.

During this time Parnelli tackled off-road racing with equal vigour. He was cajoled into the sport by Bill Stroppe, who built Ford's off-road racing trucks. Parnelli won the Baja 1000 in 1971-72 and broke the race record by more than an hour. Vel's Parnelli Jones Racing was also in full bloom. The team came to life early in '69 when Parnelli and Miletich bought Bignotti's team, with Al Unser driving a Lola-Ford. Unser blew everyone away in 1970, winning the Indy 500 aboard VPJ's Colt – based on the previous year's Lola – and claiming a further 10 victories. For a while VPJ's three-car operation for Unser, Leonard and Andretti was known as the 'Super Team'.

"At one time we were running Indycars, F1, Formula 5000, off-road and drag racing. We got a taste of drag racing because Firestone wanted us to build a dragster and a Funny car, which we did for Danny Ongais."

Parnelli got fed up with the increasingly poor reliability of the big-boost, turbocharged Offenhauser engine in the mid-70s and decided to build and develop the turbo Cosworth DFX engine. John Barnard was hired to develop a car based on the Parnelli F1 that Andretti was racing at the time. Al Unser scored the first win for a Cosworth-powered Indycar at Phoenix in 1976, and over the next two years the V8 pushed the venerable four-cylinder Offenhauser out of Indycar racing.

VPJ's run as a team and car builder came to an end after Firestone pulled out of racing in 1976. The team kept going for a few years, supplying cars to Ted Field's Interscope team for Ongais, but it had left the Indycar business by the time CART started in 1979. "Firestone was a big part of our subsidy and when they got out, even though we had sponsor money, it wasn't enough," says Parnelli. "We never had more money in sponsorship than we spent. In a lot of cases, it was the other way around. After Firestone got out we never could recoup what we were spending and it was the same in F1."

Parnelli believes he raced in an epic period, but that it pales in comparison to the sport's early days. "I raced in the best of times," he reflects. "The days before me, those guys were crazy – the equipment, the way they drove in T-shirts with bad helmets and steering wheels so big you could hardly reach around them. And to think about the riding mechanics… Those guys were men. We were just boys."

Parnelli Jones was one of the fastest, toughest, most accomplished drivers from a deadly era. He not only survived but retired at the height of his powers and led a successful, happy life beyond racing. Today, he's a fulfilled family man who has a keen perspective on where he fits in the sport's history. A proper hero.

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On the road
WITH ED FOSTER



SILVERSTONE, NORTHANTS

PORSCHE CENTRE

THIS FACILITY DOESN'T JUST RUN TRACK DAYS – THERE'S 'MENTAL TRAINING' ON THE MENU TOO



Ed tries his best to persuade Ian Flux that an Elise is the car to have

For a sport that is considered cutting edge in terms of technology, motor sport is in many aspects very backward. Only recently has mental performance coaching been seen in racing, whereas it has been a feature of other sports for years. Clive Woodward introduced it to the English rugby team in 2002, the year before they went on to win the World Cup. And going back further, there are even records of sports psychology being used in the 1860s.

So what does all this have to do with the Porsche Centre at Silverstone? Well, since 2008 it has been running driving experiences and hosts all new Porsche owners for a session at the test track in the same model they have just purchased. But that's where the similarities with other centres ends, as fundamentally this is a one-stop shop for any serious racing driver.

The centre helps drivers to develop both on track (with guidance from former BTCC ace Ian Flux) and off track, with sessions on data and engineering, physical training and, most interestingly, mental conditioning. As stated, mental performance coaching is relatively new to motor sport and only a handful of F1 teams

Our thanks to Yokohama for their help with this feature
www.yokohama.co.uk



Ed's 'rallying skills' are tested by muddy conditions and Escort's MOT-failed tyres

SILVERSTONE & ROCKINGHAM, NORTHANTS

RALLY & STUNT DRIVING

MUD, SWEAT... AND LEARNING THE ART OF HANDBRAKE PARKING



AS PART OF A 'CHRISTMAS PRESENT extravaganza', I was invited to spend a day at Silverstone pretending to be a rally driver, and a day at Rockingham pretending even harder to be a stunt driver.

The rally day, hosted by Airwaves, was spent taking advice from rally driver David Paveley and then putting into practice what we'd learnt in MkII Escorts. What separated this from other courses was that apart from describing what you needed to do (i.e. forget everything you ever learnt on a track), Paveley also explained exactly *why* you were doing it. Not an easy task when 'taking the smoothest line through the corner' has been ingrained in your head ever since you took your first tender steps on a race track.

If you want to learn more about the art of driving a rally car quickly, and just how difficult it is, then the day at Silverstone is certainly worth a shot. Although watch out for the 20p charity fine if you hit a tyre – I parted with over £10. (www.silverstonerally.co.uk)

As for the stunt driving day, I can quite happily admit to never having done *anything* like this before.



Luckily track wasn't under snow when Ed drove GT3. Below: Mike Garth and Flux





employ such a method, McLaren being one. But the Porsche Centre is adamant that any driver can benefit.

Mike Garth, the centre's head of mental conditioning, explained the approach behind it: "We assess drivers on a simulator, their performance under pressure, mental state, concentration while performing and we see what needs to be improved.

"We want to know: is someone sensing, or is someone thinking? If someone's taking in the visual and aesthetic information in front of them and making their choices accordingly, they're going to be in a better situation than if they are thinking about what they're doing, getting emotional and wondering, 'what did I do last time?'. They'll be using up brain capacity that should be devoted to just subconsciously driving – they're over-thinking, which is a key weakness."

Of course this kind of training, which includes seminars with Red Bull's Mark Webber and plenty of track time, doesn't come cheap. However, I suggest it will be sponsors who pick up the four-figure tab rather than professional drivers more often than not. Also, this is where Webber spent much of his time recovering from his broken leg at the start of last season. In other words, it's the proper job.

The day is geared towards what you'd have to do to be a stunt driver and how you'd approach each sequence of stunts for a cameraman. J Turns, Reverse 180s, Forward 180s and Box 90s are all covered by seasoned stuntman Sam Maher-Loughman, and although he found a few of my attempts at handbrake parking (Box 90s) absolutely hilarious, he does have an extraordinary amount of patience for someone who makes all of these manoeuvres look depressingly easy.

The organisers also run drift sessions in Mazda MX5s, which are equally smile-inducing. On the whole, this driving experience was a lot of fun – and more so than some others. There aren't many courses where, when you've gone through an entire set of tyres, the instructor just politely informs you that he'll be back in a second with some new ones... (www.racing-school.co.uk)





Learning the art of drifting in Mazda MX5 and, above, rally instructor Paveley

RYE HOUSE, HERTS

GO RACING ON A BUDGET IN 2010

EASY KARTS AND ENDURANCE SERIES OFFER VALUE FOR MONEY

PLENTY OF COMPANIES OFFER 'cheap racing', but few deliver once you've taken into account all the extras.

But a couple have caught our eye. First there's Easy Kart, a series for identical go-karts that includes a heavyweight class (which happily will accommodate me). Then there's the new Endurance Series, run by Motor Sport Vision, catering for cars that are 10 years old or over. We're particularly pleased with an unwritten rule that prohibits cars which have had too much money spent on them to improve performance (something that's persuaded a member of the editorial team to have a go).

After a 15-minute test in an Easy Kart at Rye House, it's easy (no pun intended) to see why this championship is becoming so popular. Not only do the karts (below) make my Suzuki GSX-R750 look like a pussycat, you aren't allowed to develop them, meaning you save money through the season. There are 10 rounds across the country and if, like me, you're without suitable transport (I did ask about attaching a towing bar to the *Motor Sport* Elise, but was told a firm 'no') you can pay Easy Kart £60 a month and they'll take your kart to all the races. You'll need an engine rebuild after 10 hours or so, but that costs £120. There'll be other extras, but that hasn't dissuaded me, so look out for the Elise, a *Motor Sport* tent and a slow person at the back of the grid this season.

The Endurance Series also looks a cracker. The average cost of a car is £3000 and race entries are roughly £400 – decent value for money for an hour of racing for up to two people per car. Add to this that it's run by MSV, and you can expect well-organised events, good food and loos that won't leave you feeling light-headed... Ⓜ



Historic Racing News

Moss supports sports car series

SIR STIRLING MOSS WILL LEND HIS name to a series of races for genuine pre-1961 sports cars and sports-racers this season, following on from the success of the one-off race at the Algarve last October.

Motor Racing Legends has reconfigured the current BRDC Historic Sportscars series to include GTs as well as sports cars and sports-racers. Moss contested the Algarve event in his OSCA FS 372 and is also expected to race in the new series.

"We would not be launching this series were it not for the strong and persistent message from our racers that reinforces the desire for longer, two-driver races with strict eligibility restrictions and careful scrutineering," said the series organiser Duncan Wiltshire.



Race return for GpC Lancia

THE LANCIA LC2 THAT CLAIMED THE Italian marque's most significant Group C victory at the 1985 Spa 1000Kms will return to racing next year. Lancia LC2, chassis number three, is on course to compete in the Group C/GTP Racing series in the hands of Duncan McKay.

McKay said: "Because I jumped straight into motor racing in Group C, I thought it best to stick to a C2 for a while, but now I feel the time is right to move up to the Lancia."

McKay's Lancia was part of the Martini-backed factory squad from 1983 to '85 and won at Spa in the hands of Mauro Baldi, Bob Wollek and Riccardo Patrese.



Masters to run Mini races

FOUR DEDICATED MASTERS Festivals and a new series for pre-66 Minis are the highlights of the 2010 programme for Masters Historic Racing. In addition, the package of races will return to the Nürburgring Oldtimer and visit Assen in Holland for the first time.

As it bounces back from the disappointment of the postponed Abu Dhabi Classic, Masters has lined up a high-profile calendar with festivals at Brands Hatch (May 29-31) and Donington Park (June 26/27) as well as an Iberian double-header in October. Back-to-back weekends at Portimao in Portugal and Monteblanco in Spain will wrap up the season.

The Masters Mini Series, for Appendix K cars, will have a domestic flavour. Building on the success of the Mini races at Goodwood (above), a series of eight races will be run, including one at the Silverstone Classic. "Now that we are confident there are enough cars and drivers out there, we are happy to create this Mini series," said Masters founder and Mini racer Ron Maydon.

On May 1/2, competitors in GT and touring cars will have a chance to race at Assen, while Grand Prix cars up to 1985 and sports cars will be part of the Oldtimer GP at the

E-type anniversary races planned

A SERIES DEDICATED TO THE JAGUAR E-TYPE WILL BE RUN IN 2011 AT FIVE HIGH-profile classic race meetings. Organised by the HSCC and supported by the Jaguar Heritage Trust, the series will celebrate 50 years of the E-type.

The races will only be open to Appendix K-specification cars, and Grahame White, CEO of the HSCC, is hoping to attract a field of around 30 cars from across Europe. Races are likely to be held at Silverstone, Oulton Park, Brands Hatch and the Nürburgring.

"We wanted to mark the 50th anniversary of the launch of the original E-type, one of the best-loved classic cars," said JHT curator Tony O'Keeffe.

HSCC targets record saloon grid

THE BIGGEST EVER GRID OF OVER 2-litre pre-66 saloons will be a feature of July's Silverstone Classic, when the HSCC aims to fill a 48-car grid with V8 American machines and Jaguars.

The Historic Sports Car Club will organise two grids at the event as well as running the race programme. One grid will be for Road Sports and the other for saloons.

HSCC CEO Grahame White said: "I'm not sure what the record grid is for pre-66 saloons, but I'd love to have 40 of them as well as some Jaguars."

Cuba to host first classic car rally

THE FIRST CLASSIC RALLY TO BE sanctioned by the Cuban authorities will run in August. Called the Cuba Classic Car Rally, the 10-day event will cover 1600 miles on the island, starting and finishing in Havana.

The touring event is split into nine days of driving and one rest day, with between 90 and 230 miles covered each day.

"This two-week adventure is the pinnacle of classic touring," said the organiser John Brigden. "Where others have floundered in abject failure, we have an agreement from the top to run the first car rally on this unique island."

Entries at 15,500 Euros are available and details are at www.wwccr.com



All images LAT

Nürburgring in August. The Masters season starts at the Superleague Formula meeting at Silverstone over the Easter weekend.

"We're very excited about our calendar," said Christopher Tate from Masters. "We're delighted to be returning to the Oldtimer Grand Prix and continuing our strong links with top-level events like the Silverstone Classic and the Spa Six Hours."

Ferrari in Mille Miglia tribute

IN ADDITION TO 360 PRE-58 CARS IN THE main Mille Miglia Retro, 120 classic Ferraris will tackle the same route as part of the Scuderia's tribute to the famous event.

The field of Ferraris, covering cars from 1958 through to the present day, will contest a regularity rally ahead of the full event, starting from Brescia on May 6.

As well as the overall classification there will be separate standings for recent V8 and V12 cars, for supercars such as the Enzo, F50, F40 and GTO, and for older models, which will be divided into road, competition and sports cars. Piero Ferrari will be involved in the selection process.

IN BRIEF

■ The 50th anniversary of the Loton Park hillclimb in Shropshire will be celebrated on June 12/13. The event will include a round of the British Hillclimb Championship as well as cars and drivers spanning the history of the venue. A parade of former winners is planned on the 1475-yard course.

■ Group B rally cars will return to the Epynt ranges in mid-Wales for the first time in 25 years in a demo run during the Harry Flatters Rally on August 1. To mark the 21st running of the rally, up to 15 1980s Gp B cars will be in action over the daunting asphalt roads of the military training area.

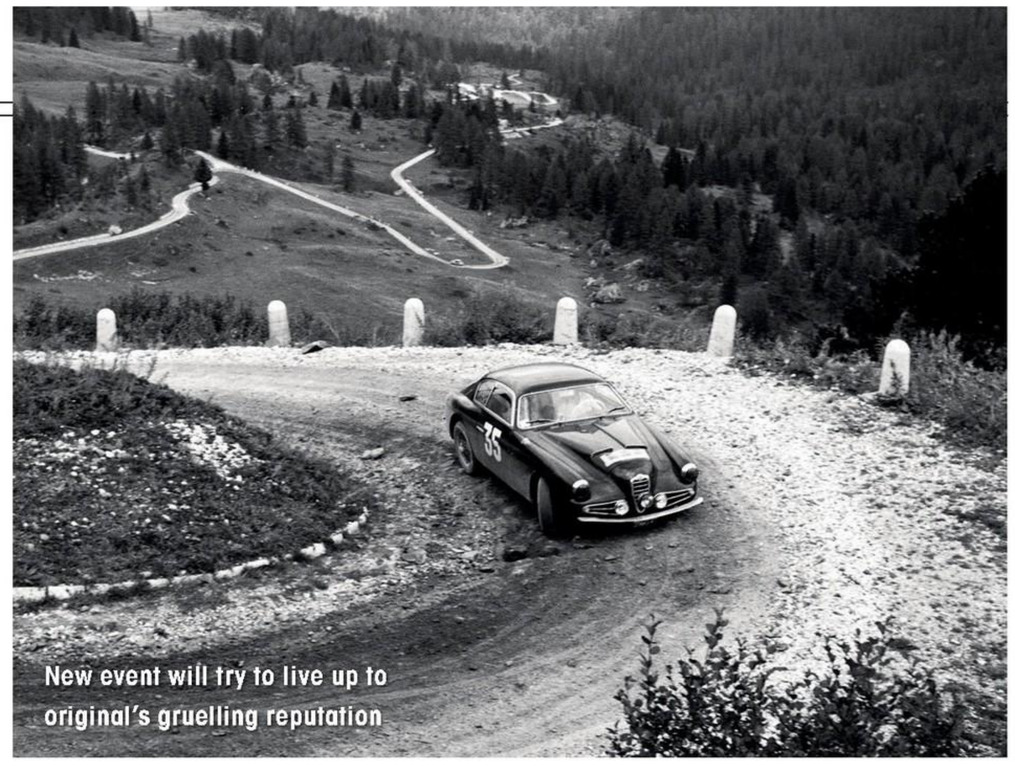
■ Lola sports-racing cars of the 1960s and '70s will feature in a race at Thruxton on August 7/8. The Lola Heritage International Sports Car Challenge is the first race to be announced by the Lola Heritage department from within the Lola factory, and several more events are planned. The race will take in T70 Spiders, Mk3Bs and the 2-litre T210 and T212s.

■ All eight rounds of the MSA British Historic Rally Championship will be televised for the first time in 2010, with hour-long programmes on Motors TV. A new deal for the series has been arranged by Acceleration Television and Video.

■ Vintage enthusiasts can plan their seasons now that the 2010 calendar of the Vintage Sports-Car Club is available. Apart from the many driving tests and trials, the race season starts at Silverstone on April 24, with further meetings at Oulton Park (May 22), Cadwell Park (June 19), Mallory Park (August 22) and Donington Park (October 2/3).

■ The Classic Endurance Series will run two of its five dates away from the Le Mans Series in 2010. The series for prototype and GT cars from 1966-79 will support the LMS at Paul Ricard, Spa and Silverstone, but will also feature at the Coppa Intereuropa at Monza in June and a new classic event at Paul Ricard in October.

■ The GT and Sports Car Cup will include two UK races in 2010, with provisional dates at Silverstone (May 15/16) and Oulton Park (August 29/30). Other races will be at Monza (June 5/6) and Ledenon (October 23/24). The new Italian Historic Car Challenge shares the Monza and Ledenon dates.



New event will try to live up to original's gruelling reputation

Revival for toughest rally

THE LIEGE-ROME-LIEGE RALLY, THOUGHT to be one of the toughest events in Europe, will be recreated in 2011 as a competitive event in the style of Tour Auto.

The RAC Belgium has unveiled plans to run an eight-day rally with up to 60km of special stages on closed public roads each day in a route that takes in Belgium, France and Italy.

The Liège-Rome-Liège Rally first ran in 1931 and by the '50s it was little short of an all-out road race across Europe. The organisers set schedules designed to stop any car completing the route without time penalties. It had a fearsome reputation as the toughest rally on the international schedule.

Now, the famous rally is being recreated with an event for cars from 1950-74. While the main event will feature special stages on closed roads, a concurrent regularity event will follow the same route.

"Liège-Rome-Liège is a mythical event and we are proud to bring it back," said event director Jean-François Chaumont. "It is the last big-name rally not to have an historic event."

The route will cover around 500km on each of the eight days and may also take in Switzerland and Luxembourg. One of the special stages will be run over the Stelvio Pass, which will be closed to other traffic.

"It will be a tough rally," added Chaumont, who hopes to attract 100 cars. The event will start in the old castle in the centre of Liège, just as events did in the 1950s.





Giacomelli to visit Race Retro

ITALIAN GRAND PRIX RACER BRUNO Giacomelli will be the star guest at Race Retro from March 12-14, as the event celebrates the Alfa Romeo marque. Giacomelli (left), who started 69 Grands Prix between 1977-83, joined Alfa Romeo for its Formula 1 return in 1979. A dedicated hall will feature a number of Alfa Romeos, while the Stoneleigh Park event will take in many leading organisers, preparers and suppliers from the world of historic motor sport.

Outside, the Live Rally Stage (above) has been redesigned to run closer to the exhibition halls and will include a celebration of the Audi Quattro, as well as historic karting demonstrations.

On two wheels, Race Retro will celebrate 60 years of Norton and riders such as Phil Read and Trevor Nation will be on hand. The H&H Classic and Historic Motorsport Auction will be held on the Saturday.

Motor Sport will also be at the show, as a media partner of the event. Visitors are invited to come and see us on our stand.

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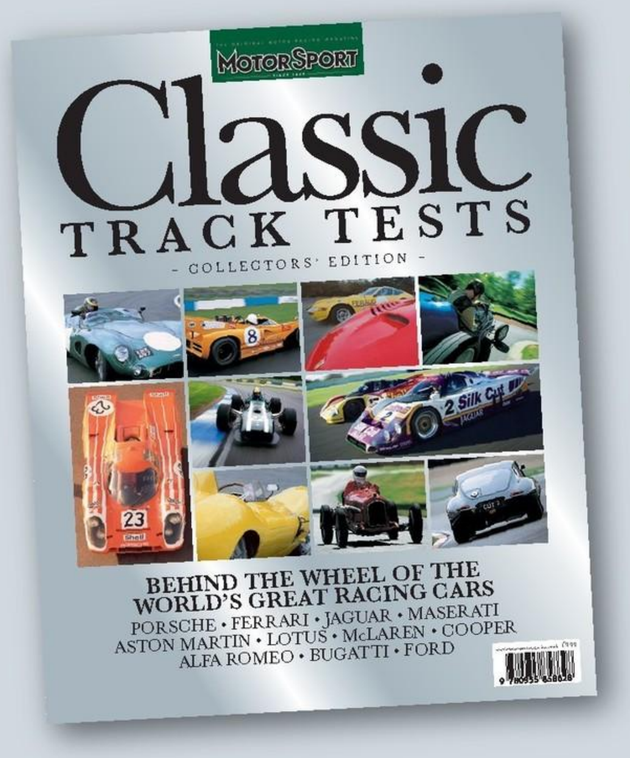
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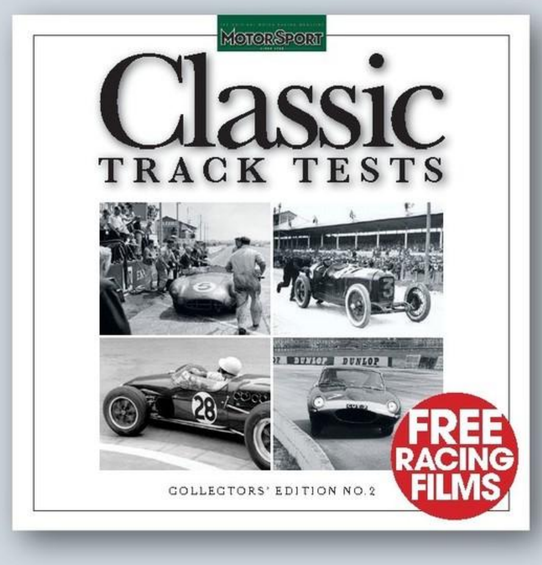
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Ecurie Ecosse Tojeiro Jag is one of the star lots at Amelia Island

Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– RM AUCTIONS –

RM held its Automobiles of Arizona sale on the same weekend as Gooding & Co ran an event at Scottsdale in America, and posted total sales of £12,129,714.

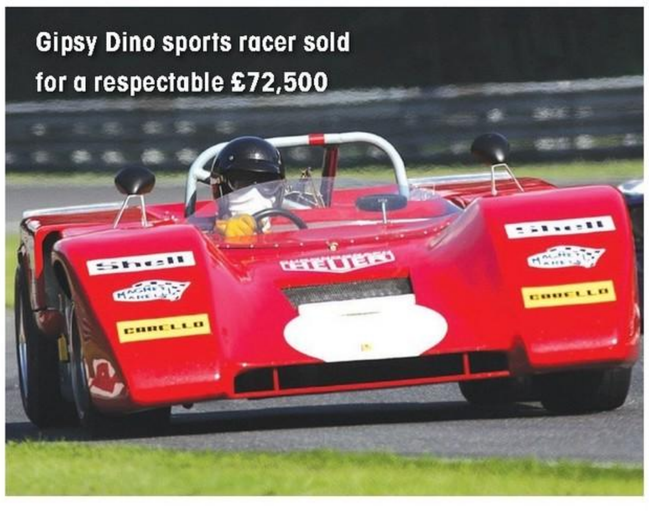
Top-selling lots over the two days included the 1963 Aston Martin DB4GT Competition car at £619,500, which was a great purchase for the new buyer, and the 1967 Shelby Cobra at £391,500. One sale entitled 'The British Are Coming' offered a number of English cars, including a matching pair of Aston Martin DB Mk3s – a Drophead and Saloon – which made £204,000 and £170,150 respectively.

RM is look forward to its auction at Amelia Island on March 13, where one of the star cars is the ex-Ecurie Ecosse 1958 Tojeiro-Jaguar, the third of four cars built, with a fascinating period race history which is estimated at £464,000-£587,800. Further lots of note include a 1967 Ferrari 275 GTB/4 Alloy body finished in 'Nocciola', a stunning gold colour, and an original 1972 Ferrari 365 GTS/4 Spyder formerly owned by Edsel Ford II.

– COYS –

Coys kick-started the 2010 auction season with a sale at the Autosport International show on January 16, where an assortment of road and race machines went under the hammer. Significant race cars included the 1971 Gipsy Dino P271, a Ferrari-engined sports racer built for Italian aces Luigi Moreschi and Romano Martini to compete in the 1971 Prototype 2000 class, which sold for £72,500. The 1967 McLaren M1C, formerly owned and restored by Nick Mason, fetched £125,000.

Elsewhere, a 1963 Ford Galaxie 500 sold for £72,250 – this was previously a Goodwood Revival entrant which is now fully restored with 501bhp! The Jaguar XK120 Roadster and XK140MC Roadster 'barn finds' sold for £16,500 each, and a 1989 Aston Martin V8 Vantage Volante with a 6.3-litre RSW engine made £71,000.



Gipsy Dino sports racer sold for a respectable £72,500

– GOODING & CO –

Despite treacherous weather conditions in Scottsdale, David Gooding and his team enjoyed a successful event on January 22/23, finishing with total sales of £21,061,777.

Headline cars included the 1956 Jaguar D-type (see Auctions, January) which made a healthy £2,317,600, and the exquisite 1959 Ferrari 250GT Series 1 Cabriolet which sold for £1,328,900.

The 1959 Costin Lister-Jaguar racer was an interesting alternative to the D-type, both cars resplendent in the same white coachwork with blue stripes, selling on the day for £681,562.

The 2003 Saleen S7 sold for £112,500, a comparative bargain for a 200mph-plus supercar, and the 1965 Shelby GT350 »»»

FORTHCOMING AUCTIONS

■ **MARCH 6 BONHAMS** Collectors' Motor Cars and Automobilia, Woodstock, Oxford *Tel: 020 7447 7447*

■ **MARCH 11 COYS** Spring Classics, Royal Horticultural Halls, London *Tel: 020 8614 7888*

■ **MARCH 12 GOODING & COMPANY** The Amelia Island Auction, Amelia Island Plantation, Florida, USA *Tel: 001 310 899 1960*

■ **MARCH 13 RM AUCTIONS** Automobiles of Amelia Island, The Ritz-Carlton, Amelia Island, Florida, USA *Tel: 001 519 352 4575*

■ **MARCH 13 H&H AUCTIONS** Classic Cars, Stoneleigh Park, Coventry *Tel: 08458 334455*

■ **MARCH 26-28 RM AUCTIONS** Collectors' Cars of Fort Lauderdale, Fort Lauderdale, Florida, USA *Tel: 001 519 352 4575*

■ **APRIL 10 COYS** Techno Classica, Essen, Germany *Tel: 020 8614 7888*

■ **APRIL 19 BONHAMS** Collectors' Motor Cars and Automobilia, RAF Museum, London *Tel: 020 7447 7447*

■ **APRIL 24-25 RM AUCTIONS** Classic Car Auction of Michigan, Novi, Michigan, USA *Tel: 001 519 352 4575*

■ **APRIL 30 BONHAMS** Les Grandes Marques a Monaco, Musée des voitures du Prince, Monaco *Tel: 00 33 1 42 61 10 11*

■ **MAY 1 RM AUCTIONS** Sporting Classics of Monaco, The Grimaldi Forum, Monaco *Tel: 020 7851 7070*

Cars for Sale

supercharged prototype – an exciting piece of the company's history – went for £258,800.

– BONHAMS –

The Retromobile show in Paris was again the setting for the first Bonhams sale of the year, with an impressive line-up featuring a plethora of vintage machinery. The highlights included the Andulsian Collection – a fine stable of pre-war sporting cars with examples from Isotta-Fraschini, Bugatti and Hispano-Suiza among other marques – and the much-talked about 1925 Bugatti Brescia, recently exhumed from Lake Maggiore in Italy after 75 years. This generated £229,000, the proceeds of which are being donated to the Fondazione Damiano Tamagi charity that campaigns against youth violence.

The 1931 Bentley 4/8-Litre Le Mans Style Tourer from the Spanish collection sold for £335,400, along with a 1935 Hispano-Suiza T56 Torpedo which raised £417,500. The 1937



Bonhams sold Lancia Flaminia Zagato SS


Alfa Monza 8C failed to find a new home

Lagonda LG45 Rapide Tourer represented a good investment at £113,200, as did the stylish 1966 Lancia Flaminia Zagato SS which fetched £78,850.

Rare examples of Citroën motor cars sell well at Retromobile, as 2009 proved. This year the 1971 DS21 Decapotable sold at £166,100 and the 2008 Citroën SM Limousine Decapotable at £136,500, proving that 2010 was no exception.

The wacky 1970 Monteverdi Hai went for £350,000 and the aluminium Ferrari 250 SWB body made £41,500.

– RUSSO & STEELE –

The American auction house, famed for specialising in US muscle cars, was the most badly affected as hurricane winds struck at Scottsdale during auction week. Powerful gale-force winds caused an 800ft tent to collapse, causing widespread damage to many auction cars and a large traffic jam on the 101 loop in Phoenix, as the tent blew across the freeway. Fortunately, the number of casualties was minimal. More sale details to follow next month. *Dylan Miles*

Around the dealers

COMPETITION CARS CURRENTLY FOR SALE HERE AND ABROAD



1967 PORSCHE 910

Chassis 032 was sequentially the third of five 'Works Team' 910-8 Spyders completed for the Porsche factory in the spring of 1967. Car has a fascinating race history and was a long-term exhibit in a Japanese museum until 2009. £POA

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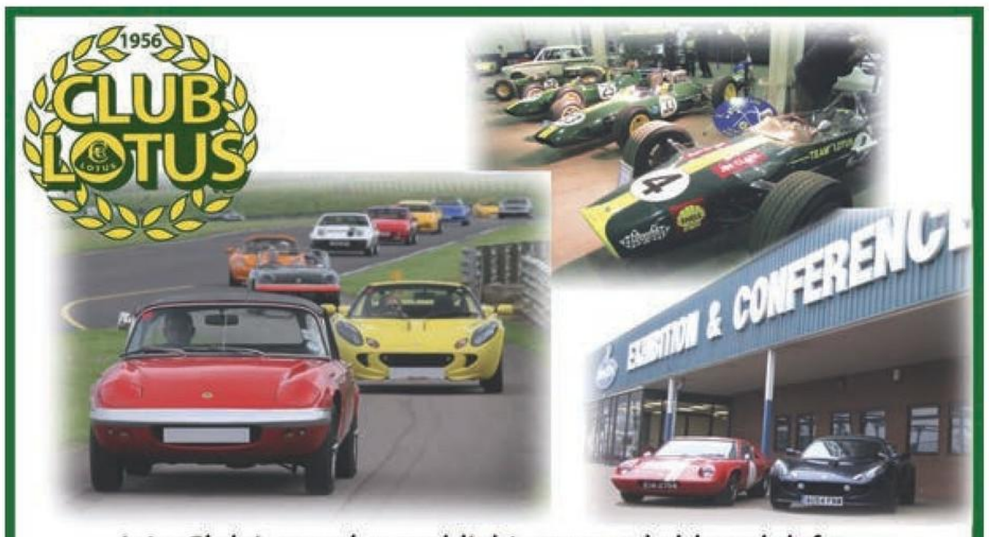
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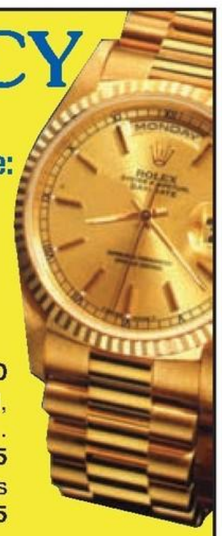
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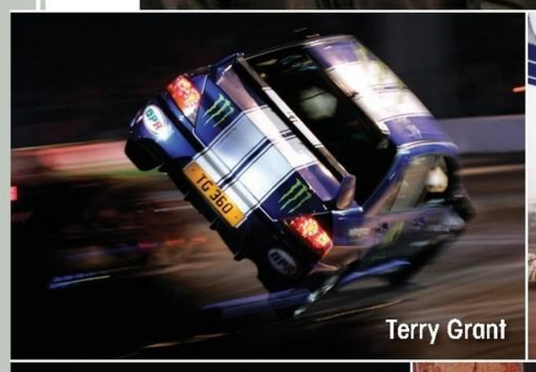
Louisa Skipper's DIARY



Allan McNish, Martin Brundle and Johnny Herbert



Jenson Button met fans and was interviewed on the main stage



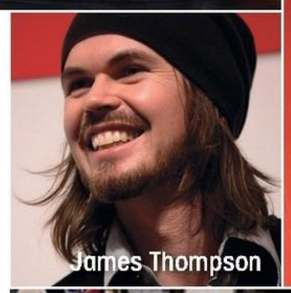
Terry Grant



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Louisa considers a Superleague drive...



The F1 in Schools competition

BUTTON & CO PUT ON A SHOW

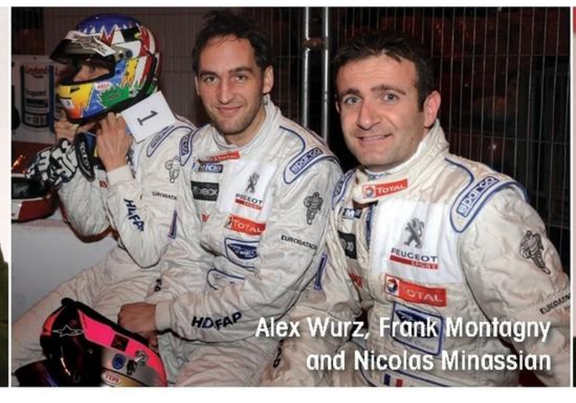
The 20th edition of the Autosport International show at Birmingham's NEC hosted star guests such as current Formula 1 World Champion Jenson Button, Allan McNish, Martin Brundle, Christian Horner and Sir Stirling Moss.

David Brabham ran his annual charity karting race, for which five-time Le Mans winner Derek Bell was race director. This year various drivers including Anthony Davidson, Andy Priaulx and Alex Wurz helped to raise £59,500 for Malaria No More UK, bringing the tally for the last three years up to £151,000. In the Live Arena, Stig Blomqvist got behind the wheel of a Group 4 Audi Sport and stunt driver Terry Grant entertained with his tricks behind the wheel.

The show also hosted the F1 in Schools National Finals, which was won by St John Payne Catholic Comprehensive. The team will now go on to compete in the World Finals. M



Christian Horner



Alex Wurz, Frank Montagny and Nicolas Minassian



Herbert shares some thoughts

FORD ESCORT MK1

The simple but effective Mk1 – in all its variations – might not be so readily available today, but its many successes on track and stage mean it's still hot property

BY RICHARD HESELTINE



BSCC champion Frank Gardner (33) and Peter Arundell in Alan Mann Twin Cams in '68. Below: Hannu Mikkola and John Davenport took RS1600 to 1000 Lakes Rally win in 1974



Ford

Everything was figured out on the fly, the initial 'hot' Escort being a masterwork of improvisation and ingenuity. One that would have some far-reaching consequences for generations of race and rally drivers, tuning houses, traffic light Grand Prix legends and purveyors of sticky-backed go-faster addenda. The insertion of Lotus' proven twin-cam into the hull of the then still secret Escort GT (the Mk1 tag was, of course, a retrospective one) in early '67 was really just an exercise in hot-rodding; a weekend's shoehorning on the part of the Henry Taylor-run competition department at Boreham. Would the Lotus Cortina Mk2's mechanicals fit into the smaller Escort's 'shell? They would, and did. At a stroke, the performance Escort was born.

Not that the idea of warmed over small Fords was a new one, mind. For much of that decade the Anglia 105E had been a mainstay of national-level drivers and boy racers alike. The moneyed among them could opt for a Superspeed or Allardette version (the latter complete with Shorrocks supercharger), more enterprising enthusiasts home-brewing all manner of concoctions: 1.5-litre pre-crossflows, Lotus 'twinks', Cosworth MAEs even. There was room under the bonnet for even more exotic powerplants but Ford itself never bothered offering a performance-orientated 'catalogue' model to rival the Mini Cooper. It didn't need to; it had the Lotus Cortina.

Yet Taylor was aware of the need for a successor, one that would be suitable for both racing and rallying. The decision to build that first Escort hybrid was taken more out of expediency than anything else: having proved that it was possible to mate the ostensibly disparate widgetry, he had something to show his savvy boss Walter Hayes. And, having vaulted one hurdle, there then followed the small matter of persuading other, more bottom line-minded suits into ponying up for a production run – about 1000 units should make the rule makers happy. They capitulated, agreeing that a batch of cars would be assembled at Halewood on the regular Escort production line (mainstream models having been launched late in '67), but completed in a special department. With manufacture not getting under way until the spring of '68, that it made the requisite number of cars to appease homologation requirements by May 1 of that year was nothing short of, cough, miraculous...

Featuring two-door bodyshells with minor changes around the transmission tunnel to accommodate bulkier gearboxes, and with pick-up points altered for the twin radius arms, much of the running gear was pure Lotus Cortina. The DOHC engine, mounted slightly askew, produced a healthy 106bhp at 6000rpm – enough to propel the raucous Twin Cam to 113mph outright. By 1968 standards this was a seriously quick little car; faster still if you removed the ignition cutout from the distributor. That said, it required a raft of changes to make it competitive in competition – ZF 'box, Atlas axle and the like. Nonetheless, it was worth the effort.

With the first 25 cars being largely hand-built at Boreham and supplied to racing and rally squads, it wasn't long before the Twin Cam began making its presence felt. And backing it up trackside was the altogether more mainstream 1.3-litre GT with its newfangled crossflow cylinder head. For the 1968 British Saloon Car Championship (BSCC), Broadspeed was responsible for fielding the latter, extracting



LAT

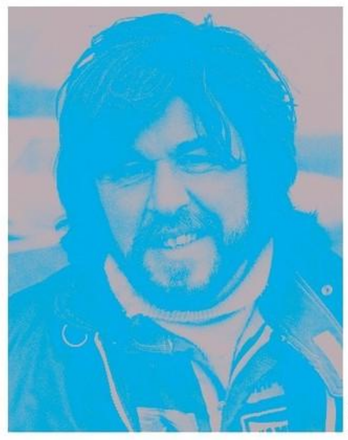
145bhp from the 1298cc 'Kent' engine. Running TJ fuel injection, highly-modified cast-iron heads (complete with downdraught inlet ports), plus coil-sprung rear suspension, all-round disc brakes and lightened 'shells, there was little to touch the gorgeous silver on burgundy cars of Chris Craft and 1966 BSCC champion John Fitzpatrick. But only when they made the flag. Fuel injector and lubrication problems hobbled their efforts to the point that Fitzpatrick won the 1.3-litre category a 'mere' four times (Craft being a double winner).

"Ralph Broad prepared the best cars, did the best engines," claims 'Fitz'. "The Anglia had been a great little car but it wasn't really quick enough; other cars had closed the gap. The Escort was a step forward, no question. It had a wider track, it handled beautifully and in time we were quick enough to beat the Capris."

Fitzpatrick ended that first season with BSCC class honours, with Frank Gardner's dazzling gold-over-red Alan Mann Racing Twin Cam winning the series outright. "For 1969 we had better reliability," recalls Fitzpatrick. "Having said that, I didn't have the best start to the season." Team-mate Craft got off to a flier, though, winning his class nine times only to narrowly lose the series crown to Mini racer Alec Poole. And with Mann selling up at the end of the season to run a trawler, it was left to Broadspeed to prepare the works Twin Cam for the 1970 season. Craft won his class six times to finish second in that year's title race while Fitzpatrick, running once again in a 1300GT – by now with a reliable 149bhp – scored seven category wins in a year where stricter Group 2 regulations ensured his car ran leaf springs rather than coils.

Changes, though, were afoot. The Twin Cam had served its purpose, the Blue Oval putting its full weight behind a concerted competition programme with the Escort. The famed Advanced Vehicle Operation (AVO) concern was established at South Ockendon, Essex, where a new strain was prepared – the RS1600. Essentially a Twin-Cam but with the newly-developed 1599cc (actually 1601cc, but scrutineers didn't need to know that...) Cosworth-Ford BDA (Belt Drive A Series) substituting the outgoing Lotus unit, the Broadspeed race variant was a contender for outright BSCC wins in 1971.

"It was a fabulous car. I had some great battles with Frank [Gardner] who was then in the SCA Freight Services Chevrolet Camaro," recalls Fitzpatrick. "I won at Brands, was ➤➤➤



LAT

"I RACED ONE"

CHRIS CRAFT

This accomplished sports car ace was once a tin-top front-runner in BSCC – and ETCC – Escorts

"I have a lot of affection for the Mk1. I'd enjoyed success with the Anglias beforehand. The Escort was a step beyond, though, a super little car. I'd raced for Superspeed in 1966 before going to Italy to race in Formula 3. When my single-seater adventure was over I drove for Ralph Broad at Broadspeed. He was highly excitable and a very good engineer, and for 1968 I competed in the 1300cc class of the BSCC with John Fitzpatrick as my team-mate. There was never much in it between us; we were rarely more than a few car lengths apart.

"The highlight of that year for me, though, was doing the European Touring Car Championship race at the Nürburgring. It was on the old Nordschleife with me sharing my car with Roger Clark and 'Fitz' paired with Trevor Taylor. That was a six-hour race and a pretty strong entry (93 starters) with Alan Mann running two Twin Cams. Well, they both retired but we kept going to take the class win (and come home ninth on the road) with my team-mates one place behind. At the time I never used to think about what races meant to me, as you always thought ahead to the next one, but that was a satisfying result.

"I carried on with Broadspeed in 1969 and in 1970 I had a Twin Cam with the five-speed ZF 'box. I shared it with Jackie Stewart in the Tourist Trophy but had transmission problems. By this time I was trying to make it in sports cars but I loved saloons so mixing it up worked well."

second at Snetterton, but had a nasty off at Thruxton when a front stub axle broke. It very nearly destroyed the car. Once we'd reshelled it, I won again at Brands. Unfortunately, there was another race at Brands [the Motor Show 200] at the end of the year where Frank and I got a bit carried away. We both started from the front row and got into a barging match. The Chevy was faster on the straights but I stuck with him. Well, the Camaro had a blowout and then nudged me into an end-over-end series of rolls. Frank went off, too, and Gerry Birrell won in a Capri. Ralph wasn't best pleased as he'd already pre-sold the car to a guy from New Zealand, who'd flown over to see 'his' car racing…" Nonetheless, Fitzpatrick rounded out the year with seven class wins from 12 starts and the 2-litre title.

By now there was a slackening of the ties between Ford Motorsport and Broadspeed, to the point that the team wasn't above also fielding a BMW. And although the Escort would remain a touring car mainstay for several more years, official involvement was noticeably ebbing. In rallying, however, factory cars were cleaning up, with Roger Clark and 'TV's Tony Mason' taking a popular home win on the 1972 RAC Rally. Timo Mäkinen and Henry Liddon would take back-to-back wins in 1973-74, the model being ever more competitive once Brian Hart developed the BDA further with a light-alloy block; this not only removed 40lb heft over the front wheels but allowed larger displacements of up to two litres where permissible.

With the AVO facility having the space to produce up to 5000 cars per annum, it's no great surprise that a sister model to the RS1600 was introduced in 1970. The Mexico, so named in honour of Hannu Mikkola's brilliant World Cup Rally win, would soak up excess capacity. Essentially a Twin Cam but with a 1.6-litre pushrod boat anchor lifted from the Cortina GT, it offered great value for money and spawned a prototypical one-make race series. But if the thrashy Mexico was a mite too basic, and the RS1600 too exotic, there was always the RS2000. Announced in July '73, and built for only 18 months, it made a lot of friends.

This was due as much to it being cheaper than an RS1600 (£1586 versus £1864 in 1973) as to it looking downright groovy with flash racing stripes. Though hugely popular, and a useful competition tool, this 2-litre Pinto-powered derivative was nonetheless never a frontline weapon.

And then came the bombshell. The 1973 Fuel Crisis saw demand slump across the board, but worse was to come. With the arrival of the restyled Mk2 edition in January 1975, Ford's number crunchers decided to close down the AVO department. There would be future RS models but they would now be assembled in Saarlouis, West Germany. The Mk2 would, of course, continue to clean up but that is more a testament to how much Ford got right to begin with. And for what once represented street furniture as much as the Everyman competition tool, the Mk1 is nowadays a rare sight. All of which has served to ramp up prices as variations on the theme re-emerge in historics.

John Cropper of XS Racing, which claimed the 2008 MSA British Historic Rally Championship and runs the likes of BTCC race winner Mike Jordan on the loose, agrees it is possible to blow six figures on an Escort but says it's not compulsory: "It depends on the customer. The choice of engine leads you on to what 'box you'll use, which in turn relates to the axles and so on. It is possible to spend a lot of money but equally the Escort is still a great Clubman's car. It's very forgiving to drive. Recently we've seen more RS2000s out there as the high price of the BDAs pushes them out of reach."

Though Ford didn't invent the performance small car movement, it did a brilliant job of exploiting it. And with the Escort it possibly introduced more hotshoes to club motor sport than can ever be quantified. The beauty here was that even if you couldn't stretch to an RS1600, you could probably afford a Mexico. And by fitting little more than a 'cage and some harnesses you could get stuck in. Few other cars we can think of are so evocative of their era, be it Roger Clark flying the friendly skies in British forests, Dave Brodie besting V8 opposition in his 'Run Baby Run' Special Saloon or Barry Lee becoming a *World of Sport* staple on dusty Hot Rod ovals. The Mk1 Escort was – and remains – an entertainer, and proof positive that complicated isn't always better… Ⓜ

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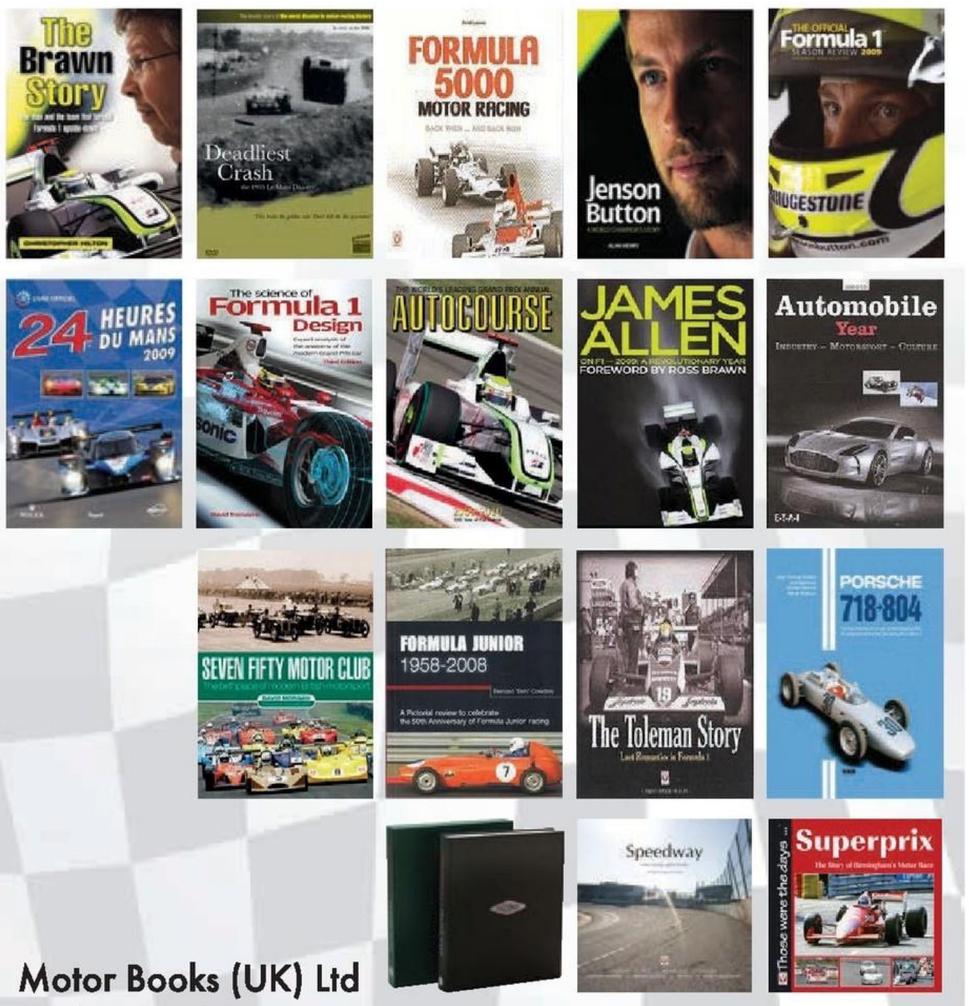
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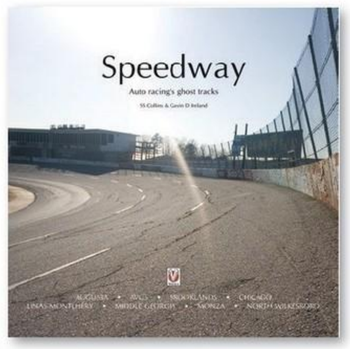
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Reviews





SPEEDWAY
AUTO RACING'S GHOST TRACKS
SS COLLINS & GAVIN D IRELAND

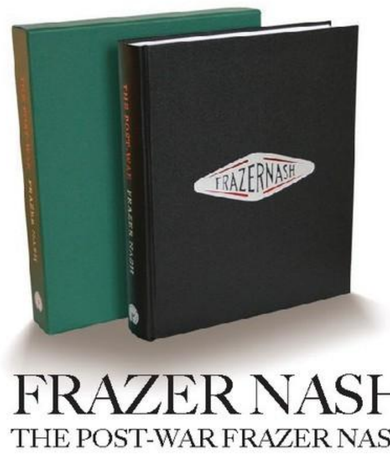
Revisiting disused race circuits? What a good idea! It works for *Motor Sport*, and this author's now done it twice.

Collins insists this is not a follow-up to *Autodrome*. Instead, this is "slightly different", coming at track visits from a North American perspective. But that doesn't stop him featuring circuits from his previous work, such as Brooklands and Monza's banking.

Speedway hits its stride in its second half, with four decaying US tracks. Bleak shots of the abandoned Chicago oval have the most impact: maiden race, 1999; final Champ Car thrash, 2002. Gone in a flash.

The photos are evocative, even if too many overcome the 'arty' filter. But it's a work not without merit. **DS**

Published by Veloce,
ISBN 978 1 845842 41 3, £35



FRAZER NASH
THE POST-WAR FRAZER NASH
JAMES TRIGWELL & ANTHONY PRITCHARD

FN Registrar Trigwell and motor writer Pritchard here make plain the various intersections of BMW, Bristol and AFN before and after 1948, when Frazer Nash cars with BMW design and Bristol engines went into production. It's a complex tale, laid out in detail with generous illustrations including some 1950s colour helping to clarify all the models. There's an extensive race history, plus sections on top 'Nash drivers and detail of every individual chassis. Appendices – motor show cars, LM entries, road tests, catalogues – are so thorough they almost outweigh the text, so this is not only a high-quality work but also hugely comprehensive. **GC**

Published by Palawan Press Ltd,
£300 cloth, £700 leather



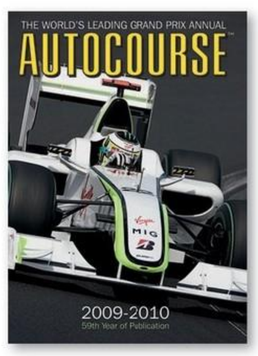
JENSON BUTTON
A WORLD CHAMPION'S STORY
ALAN HENRY

Among the rash of Jenson Button books to follow on from his spectacular 2009 World Championship win comes this effort from respected Grand Prix journalist Alan Henry.

Given the author's vast knowledge and experience of Formula 1, there is obviously a lot to enjoy and inform here. We start at the beginning, from Button's childhood days in karting, through his rapid rise to F1 and up to a somewhat abrupt finish at the climax of last year's world title campaign. Along the way you get a real sense of the roller-coaster ride that has been Button's F1 career, with insights from the man himself, his closest allies and the author. Button's career statistics are included at the back of the book, which is suitably (or ironically) printed in Brawn GP colours.

The only downside is the definite feeling that the publishing process was somewhat rushed in order to get the book into the shops before Christmas. Some more careful editing would have omitted a few text errors and done full justice to Henry's efforts. But overall, and considering the price, this is a good account of Button's career thus far for both fans new to the sport and those more in the know. **GB**

Published by Haynes, ISBN 978 1 84425 936 6, £19.99



AUTOCOURSE 2009-2010

Jam-packed with features by the cream of Formula 1 journalists, this covers everything from Jenson's season of glory, Brawn GP's dream debut and Ferrari's recent history in the sport, through to information on each team and their personnel in minute detail.

Every race is given plenty of room to tell the full story, with a qualifying report, an editor's view from Alan Henry, a race review from Simon Arron and a full statistics round-up. Other series briefly covered include GP2, World Series, F3, Sports and GTs. There's a results round-up for each race.

A motor racing fan's dream, *Autocourse*, now in its 59th year of publication, is the essential reference for the Grand Prix year, or any pub-based F1 debate. **DC**

Published by Icon Publishing Limited (www.autocourse.com),
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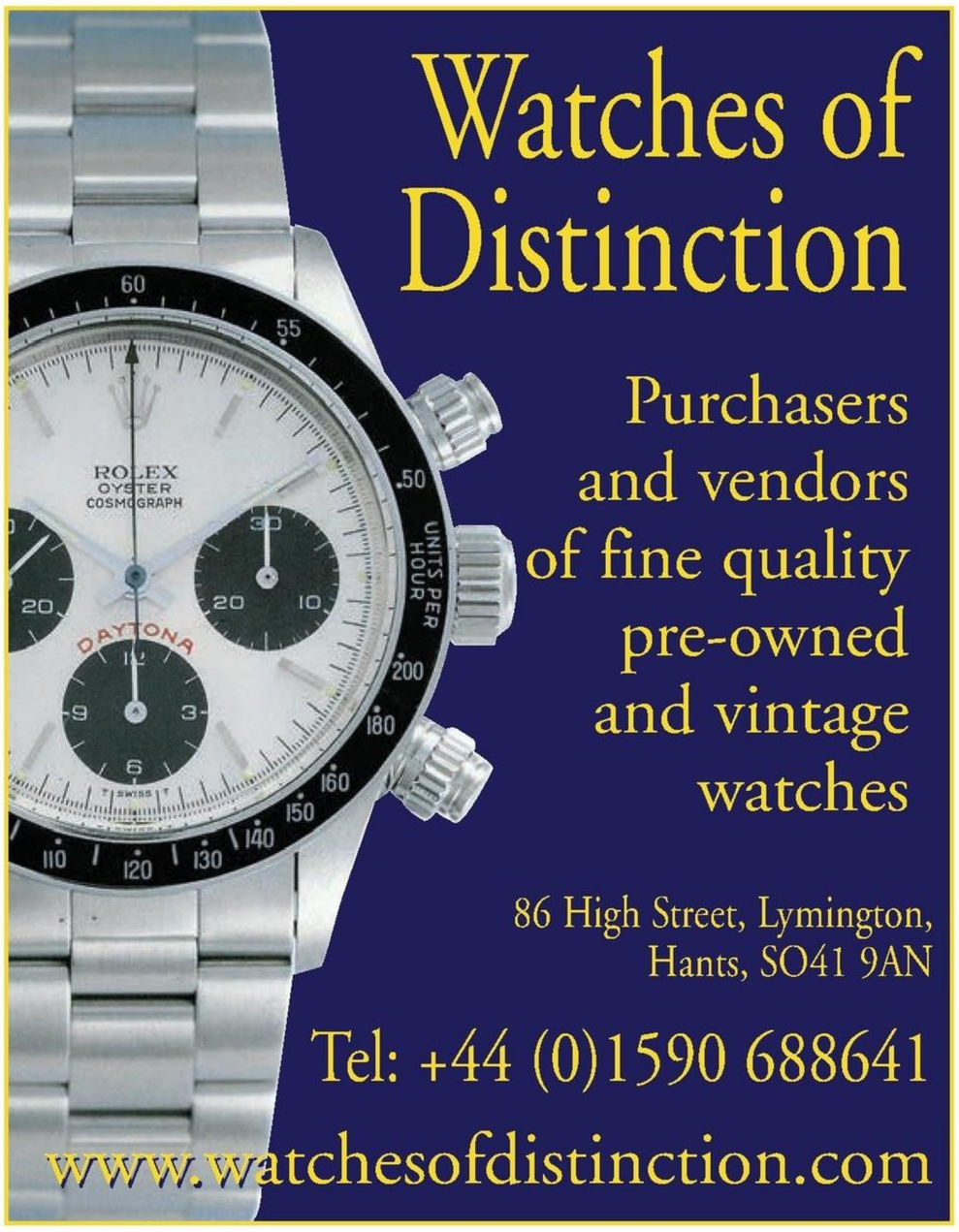
SUPERPRIX SS Collins & David Page
An interesting account of the 19-year battle to get racing onto the streets of Birmingham and the subsequent meetings. Some fine images accompany the text. **Published by Veloce, ISBN 978 1 845842 42 0, £14.99**



THE OFFICIAL FORMULA 1 SEASON REVIEW 2009 Foreword by Bernie Ecclestone As you'd expect, a very thorough look at the '09 season, including a great interview with Martin Whitmarsh, Martin Brundle, Christian Horner and Mark Hughes. **Published by Haynes, ISBN 978 1 84425 721 8, £25**



THE BRAWN STORY Christopher Hilton With so many books on Jenson Button, it's good to read one about the man who made his 2009 title win possible. This account covers Ross Brawn's life, from his days playing Scalextric up to the climax of last season. **Published by Haynes, ISBN 978 1 84425 937 3, £18.99**



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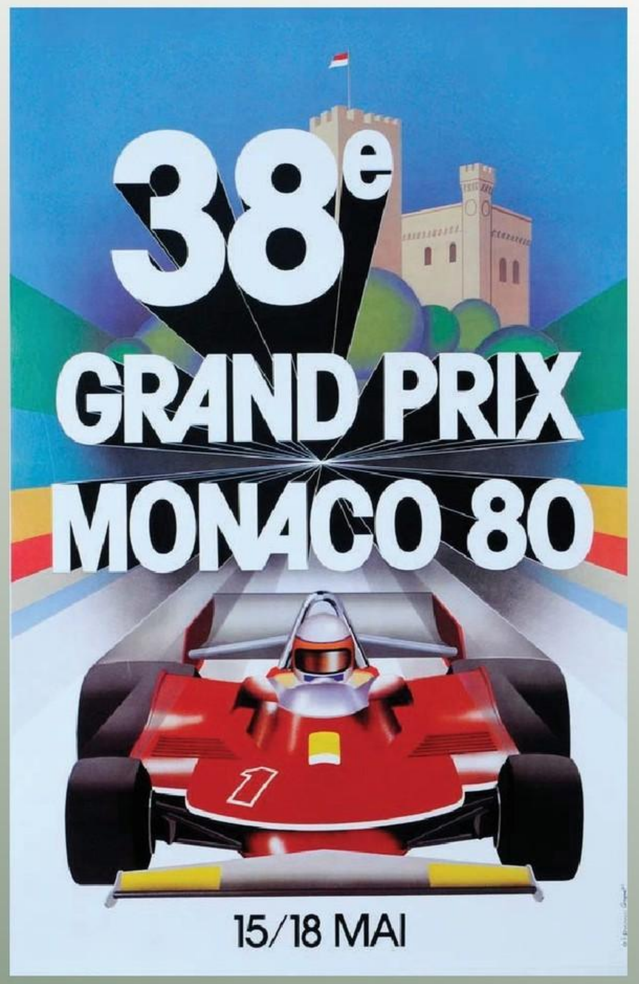
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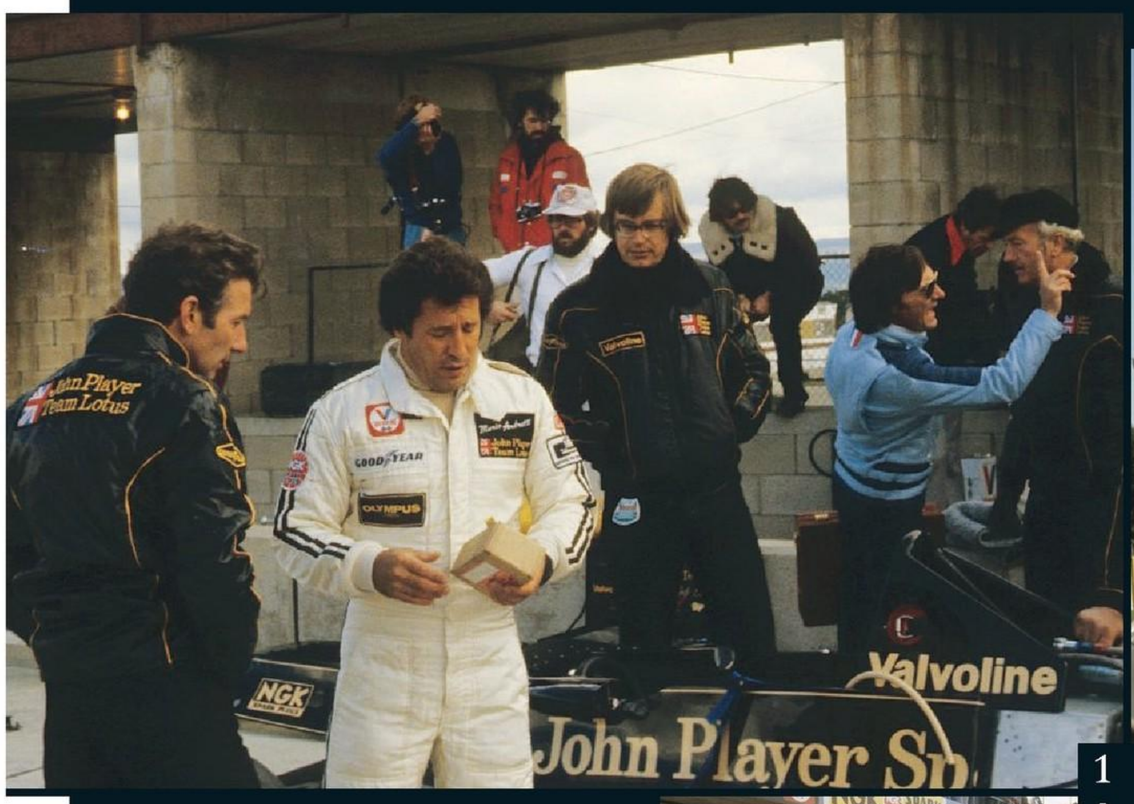






YOU WERE THERE

We're back in the 1970s for the first Grand Prix at Hockenheim and a homecoming for new champ Mario Andretti at Watkins Glen





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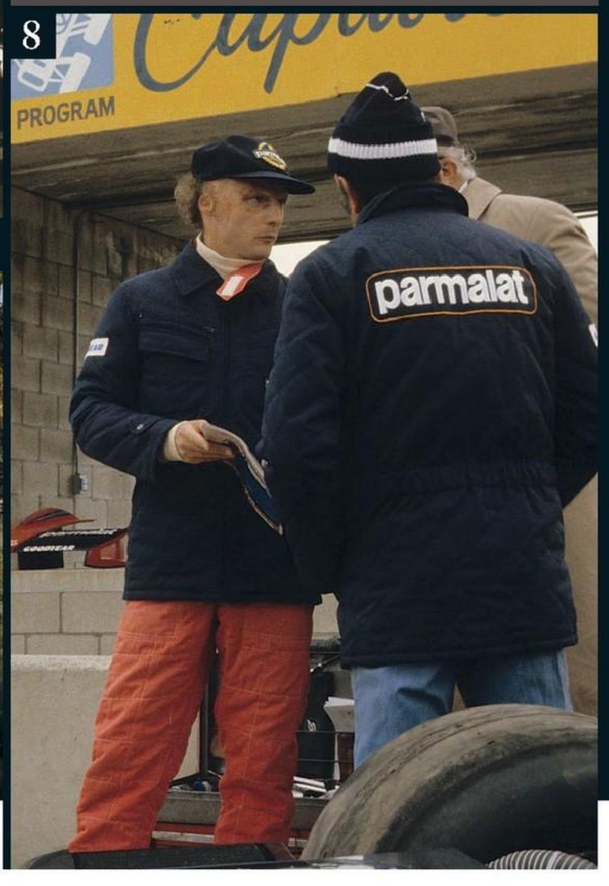
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JIMMY LISLE

Mr Lisle was a regular at Watkins Glen during the 1970s, and these shots are from the '78 GP. He still visits every year for the historic meeting. {1} Check out animated conversation taking place behind new World Champion Mario Andretti, between Bernie Ecclestone and Colin Chapman. {2}, {7}, {12} & {14} Motorhomes line the sweeping track. {3} Andretti took over Jarier's No 55 car after warm-up crash, then got ready to race under glare of the cameras {4}. {5} Patrick Depailler in partly-covered Tyrrell 008. {6} Jacques Laffite's Ligier awaits its driver – he had two engine failures in practice. {8} The Alfa Romeo in Lauda's Brabham BT46 also let go in the race. {9} Ken Tyrrell fields questions. {10} Clay Regazzoni ventures out in Shadow DN9. {11} James Hunt's McLaren M26 – he raced to seventh, behind team-mate Patrick Tambay {13}. {15} Depailler ties his laces, but his Tyrrell came undone with a loose wheel hub.


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JAN HASSINK

Mr Hassink's father took these pictures at the 1970 German Grand Prix. "At the time I was nine years old, but it initiated my motor racing passion," he says. {1} Ferrari newcomer Clay Regazzoni led in 312B, before gearbox problems caused him to spin off. {2} Jo Bonnier didn't contest this GP, the first held at Hockenheim, although he held the lap record in a Lola-Chevrolet at 2min 06.2sec. {3} Jack Brabham was out of luck – he had engine and gearbox problems with his BT33 before developing an oil leak. {4} "Jo – they've spelled Siffert wrong on your overalls..."

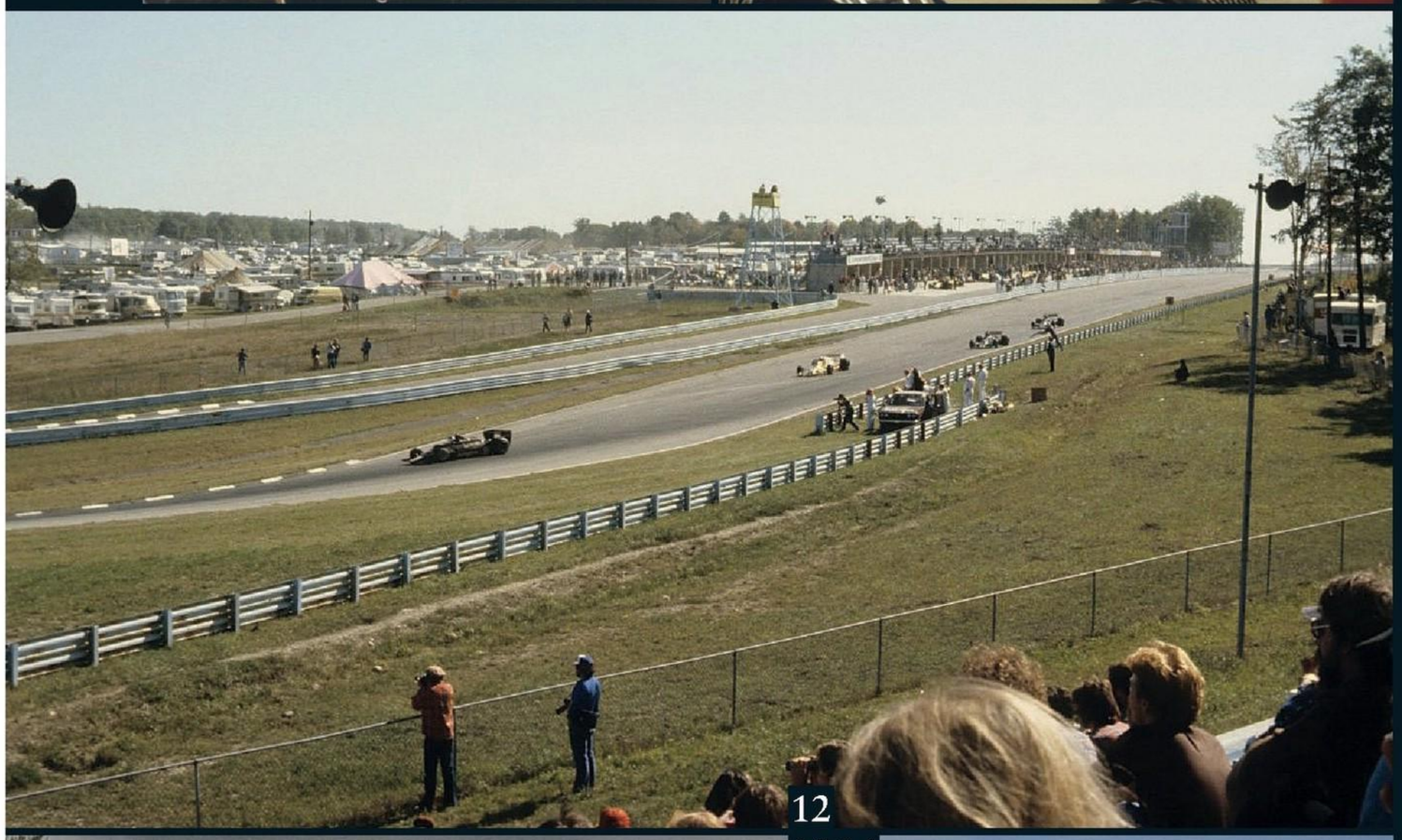

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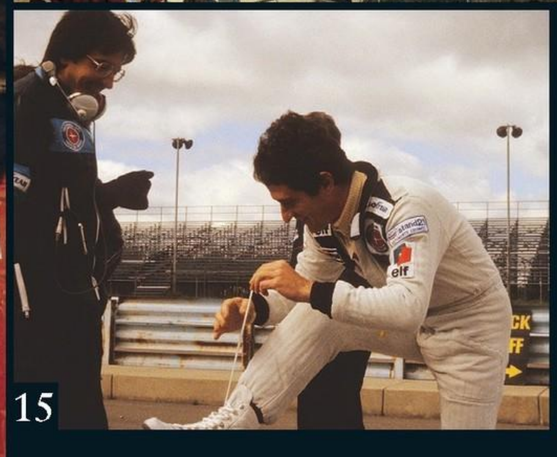

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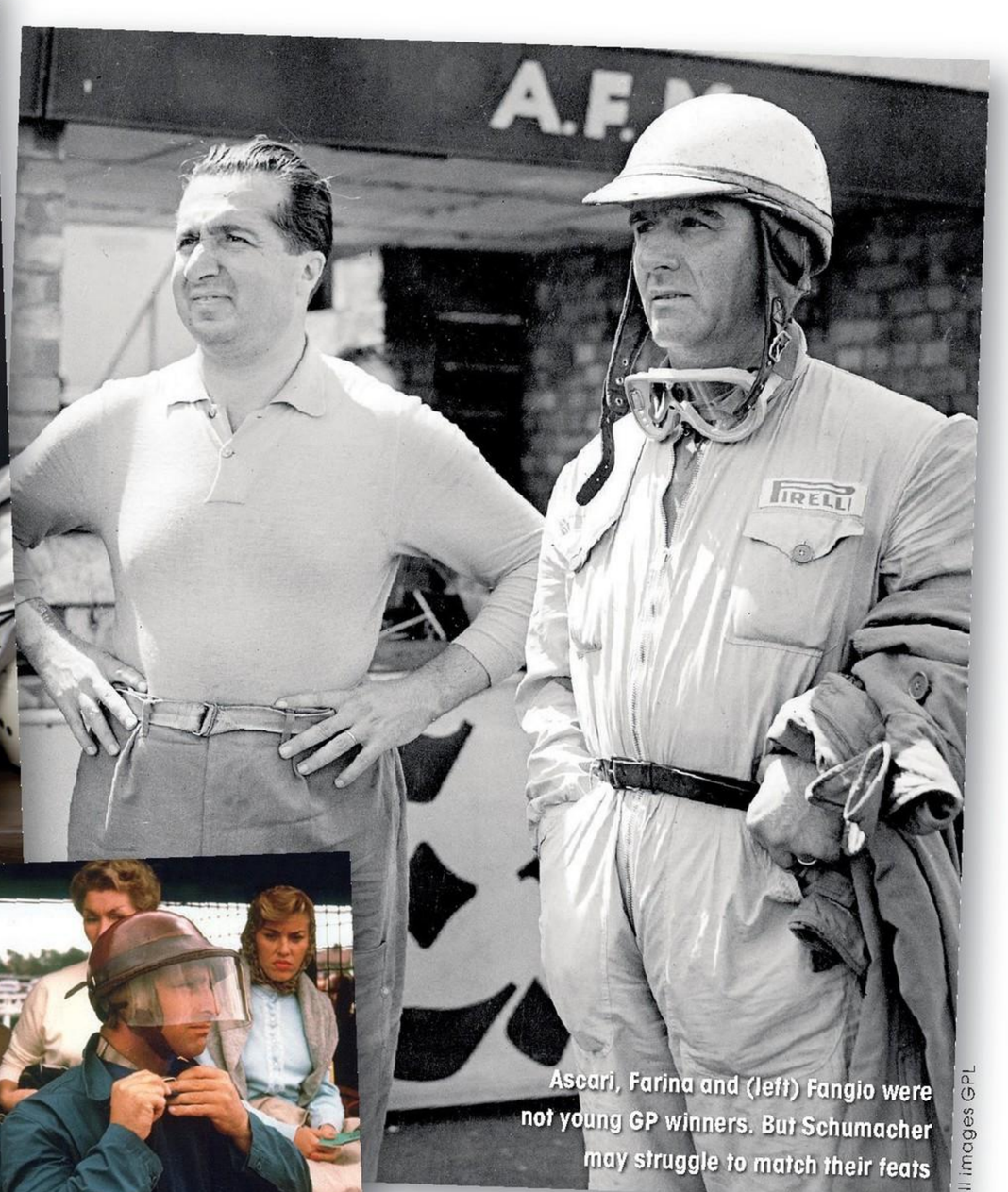
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Doug Nye





Ascari, Farina and (left) Fangio were not young GP winners. But Schumacher may struggle to match their feats

LAT

All images GPL

SCHUEY JOINS THE GOOD OLD BOYS

The German is by no means the oldest driver to contest Grands Prix, but at least the likes of Fangio knew when to call it quits...

So Michael Schumacher is making a comeback to Formula 1. Some years ago – only half joking – Bernie Ecclestone told me, reflectively: "Maybe we have got it wrong. Perhaps it is too safe now. Drivers go on too long. They regularly used to get killed off, injured or frightened off, but these days they just go on and on..."

What perhaps bothered him in part was the fact that F1's cast had become just too familiar, too stale. Certainly the public had got bored of the same old teams always running up front. Last season changed much of that, and now one of the most persistent of dominant players is bouncing back. Maybe it's because, as Eddie Irvine maintained, Schumacher M has found no existence outside motor sport. Maybe he's just keen – as the old bull put out to grass prematurely – to prove he can still prevail over the new kids on the Formula 1 block. Perhaps by mid-season we will either be gawping in even greater admiration of his enduring **skills,** or he will be in agony (Mansell style), realising that a comeback at 41 is a double-edged sword, and in his case one in which both sides are either blunt or tarnished. I really hope that doesn't happen to him, but as a minimum it will be interesting to see if he actually completes the season.

One gets the impression that accepting any form of defeat is absolutely foreign to the seven-time World Champion. Of course, that's precisely why the German is where he is. Even in the inconsequential circus of the Race of Champions at Wembley in 2007, Schumacher apparently preferred to end his final losing drive in the barrier on the final corner rather than cross the timing line second. By definition it's the semi-retarded driven psychology of any competitive superstar.

Thinking of which, when three-time World Champion driver Jack Brabham celebrated his 40th birthday at the 1966 Dutch Grand Prix,

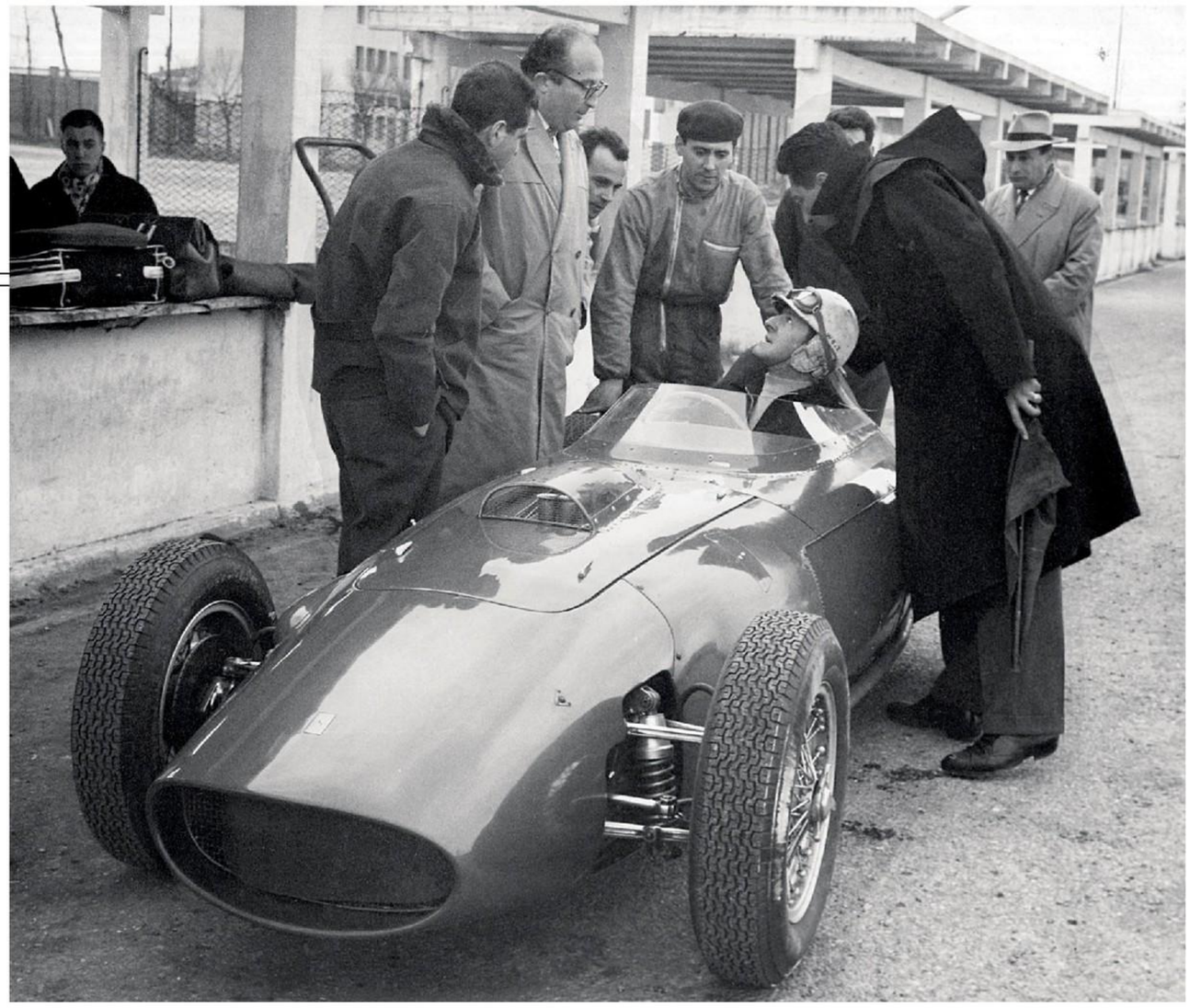
he famously donned a clip-on bushy beard, picked up a jack handle as a walking stick and tottered to his Repco Brabham BT19 (parked on pole position) before winning the race convincingly – his third GP victory in a row that year. When Graham Hill won his last Formula 1 race – the 1971 BRDC International Trophy at Silverstone – he was already 42 years old. Fangio, of course, didn't even make his European racing debut until he was 37, he scored his first F1 race win at the age of 38 and his last – that stupendous 1957 German Grand Prix in the Maserati 250F – when he was 46.

As an Argentine national he was not one of the European cadre of racing drivers who had begun their careers pre-World War II, and had then lost at least five seasons of racing to infinitely more pressing activity. Jean-Pierre Wimille had emerged as the first post-war standard-setter, 38 years old in 1946, and was killed in his Gordini at Palermo Park, Buenos Aires, Argentina, in 1949, aged 40. When Alberto Ascari took his place on top of the pyramid he was in comparison 'nobbut a lad', aged only 31. He of course became Grand Prix racing's first double World Champion in 1953 (aged 35) and was killed in the Monza testing accident of 1955, aged 37. Compared to Ascari, Formula 1's first World Champion, 'Nino' Farina, had been a real old warhorse when he won the inaugural title in 1950, aged 43.

For decades now F1 has been regarded as very much a young man's game. Our intensely spoiled post-war generation tends to console itself with chatter of 40 being the new 30 and 50 being the new 40 (or perhaps 37?), and in Michael Schumacher perhaps we shall see whether the march of time really can be delayed by happy genes, physical fitness and enduring spring-steel psychological temper. There are certainly quite a few under-25s around dead set on showing the old fool the door. One is just concerned that should he find himself being rushed towards it he will revert to old habits, and a young lion will find himself being barged into oblivion… I'll be intrigued to see how the present-day FIA stewards handle that one.

Superstardom is a tender mantle for some. At least Michael Schumacher has always worn his with calm and relative humility. Which reminds me of the Australian cricket team's nickname for South African-raised England batting prodigy Kevin Pietersen. They nicknamed him 'FIGJAM' – standing (more or less) for 'Flip I'm Good – Just Ask Me'.

Happily, I don't think that in top-level Formula 1 we have quite seen that… yet.



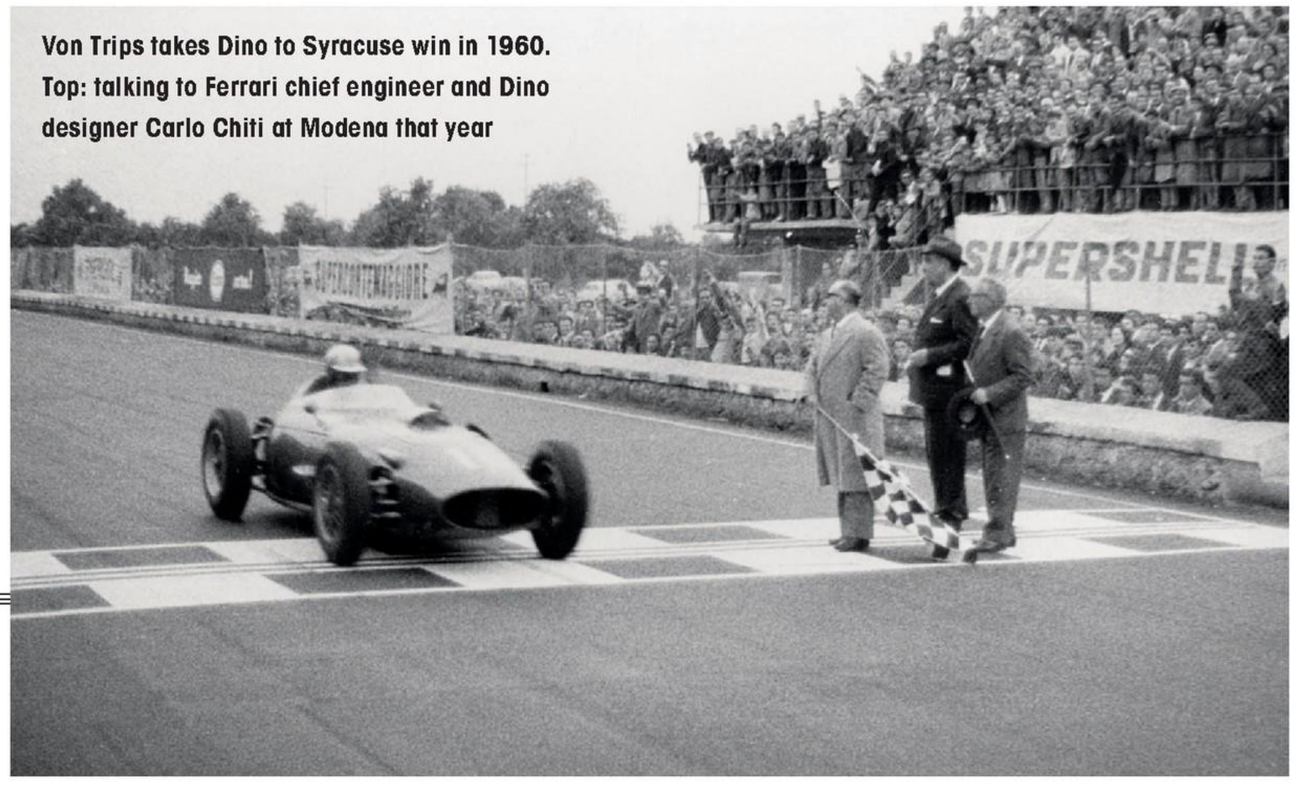
Final hurrah for front-engined GP car

The upcoming 2010 racing season marks the 50th anniversary of the front-engined Grand Prix racing car's frontline demise. That's right, it was back in 1960 that the rear-engined Coopers, Lotuses and BRMs finally punted traditional front-engined configuration into the weeds, and drivers were left ahead of the engine, arriving first – more rapidly than ever before – at the scene of the accident.

But while recalling that 1960 landmark don't go away with the impression that once the rear-engined road racers began winning, front-engined success was just switched off like a light. Consider the front-engined Ferrari Dino V6, which of course proved quick enough – when driven by Phil Hill – to qualify on the front row for the French Grand Prix at Reims and the Belgian at Spa. The cars finished 1-2-3 in the Italian GP at Monza, but none of the leading rear-engined British teams was there – boycotting the race because it used the banked speedway section.

However, the cream of rear-engined teams had also been defeated in another event in which the factory Ferrari V6 excelled. That was the F2 Syracuse GP in Sicily on March 19, 1960, in which 'Taffy' von Trips opened the European international road racing season with what proved to be the category's last front-engined win. Stirling Moss had led for 26 laps in a podgy Porsche 718 entered by Rob Walker. His engine failed, leaving von Trips to inherit a lead that he maintained comfortably to the finish in Ferrari's delightful 1500cc Dino 156. He led home the rear-engined Coopers driven by Maurice Trintignant and Olivier Gendebien, with Innes Ireland's delayed new rear-engined Lotus 18 fourth.

Journalist Martyn Watkins reported: "Only von Trips and Trintignant completed the full 56 laps, and at the finish the Ferrari was mobbed by the Italian press photographers. The scene was absolutely indescribable, both car and driver disappearing under a great mass of humanity. When the noise died down the Ferrari had huge dents in its nose and bonnet from the stampeding Italians, while the competition number on the nose was clearly marked with footprints!" Remember them? The days when we Brits regarded such unrestrained jubilation as something only to be shown by foreigners… »»»



Von Trips takes Dino to Syracuse win in 1960. Top: talking to Ferrari chief engineer and Dino designer Carlo Chiti at Modena that year

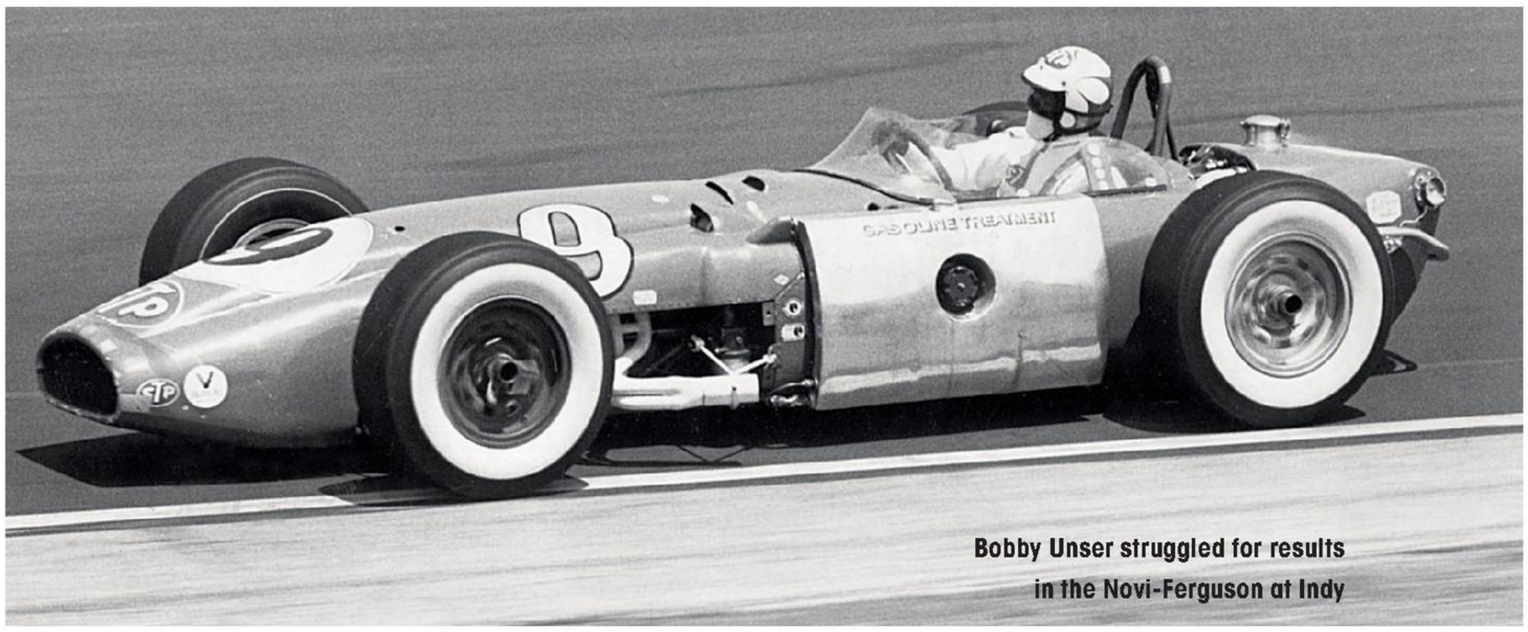
||| Doug Nye |||

Ferguson's big ambition at Indy

Significant front-engined racing cars continued to be designed and built after 1960, most notably for USAC Championship Trail speedway racing, until first Cooper and Coventry Climax, and then Lotus and Ford taught the colonial backwoodsmen the error of their ways in 1961-65. The last front-engined F1 car worth a light had been the four-wheel-drive Ferguson-Climax P99, designed in 1959-60 but finally emerging in '61 when it won that year's Oulton Park Gold Cup, driven (almost inevitably) by that man Moss.

While the much-loved Fergie proved to be a cul de sac in F1 design, its four-wheel-drive system attracted the interest of that emerging technical junkie Andy Granatelli, for Indianapolis. 'Groticelli', as Colin Chapman rather uncharitably nicknamed this burly entrepreneur, headed the STP Division of the Studebaker Corporation – marketing what was alleged to be 'Scientifically Treated Petroleum' as cut-price tune-up in a tin.

When rear-engined cars began showing real form at Indy with Brabham's works Cooper-Climax T54 in 1961, followed by Jimmy Clark's second-placed Lotus 29 in 1963, Granatelli thought he saw a highly promotable way to stave off the conversion tide towards rear-engined configuration by perpetuating Indy's front-engined traditional roadster theme thanks to four-wheel drive. At his invitation, the Oulton Park-winning Fergie P99 was shipped to Indy and tested promisingly there, driven by reliable (if hardly bullet-fast) Jack Fairman. It proved impressively quick and stable through the turns. Granatelli was sufficiently taken with it to commission Ferguson Research to build him a 4WD front-engined chassis for the 1964 Indy 500, to be powered by one of his spine-tingling supercharged Novi V8 engines.



Bobby Unser struggled for results in the Novi-Ferguson at Indy

The result was perhaps the largest post-war front-engined racing car I've ever seen, which Granatelli's STP Corporation entered for Bobby Unser to drive in the 500. Sadly, after Unser had qualified 22nd at over 154mph, it all went horribly wrong and he became entangled in the second-lap disaster which claimed the lives of Eddie Sachs and Dave MacDonald – both in rear-engined, gasoline-fuelled cars. Back again in 1965, Unser's latest STP Novi-Ferguson was the fastest non-Ford V8-engined, non-rear-engined qualifier – eighth quickest at 157.467mph. Again the older Unser brother's luck evaporated on race day, together with the Novi-Ferguson's hot oil, gushing from a leak.

For Ferguson at Indy this was far from the finish, as Ferguson Research 4WD technology would feature in such enduring subsequent classics as the STP-Paxton Turbocar 'Silent Sam' of 1967, and the Lotus-Pratt & Whitney 56s of '68. They both led to within agonising touch distance of the flag, only for minor component failure to foil their entrant's ambitions. In a way it was ironic that when Granatelli and his STP-liveried cars finally won the 500, in 1969, they did so with an unremarkable conventional design – the rear-drive STP Hawk-Ford driven by Mario Andretti. But at least Granatelli had explored the radical approach – and from many more directions than most...

The Italian, the Count and a swift exit from Le Mans...

One of the lesser known – and in my view rather underrated – international racing drivers of the early 1960s was the Italian Carlo Mario Abate. Driving most notably Ferraris owned and entered by the youthful Count Giovanni Volpi di Misurata's Scuderia Serenissima organisation, Abate quite regularly gave a good account of himself.

Fifty years ago this season he won the over-2½-litre Gran Turismo Coppa d'Oro di Modena in a Ferrari 250GT, and then placed second in the sister 2-litre sports car race, driving a Maserati 'Birdcage'. Into 1961, he clocked third-fastest time in the Le Mans Test Weekend driving Serenissima's Tipo 63 'Birdcage' V12, shared the second-placed Ferrari 250GT SWB with Trintignant in the Trophée d'Auvergne at Clermont, and won the GT race supporting the German GP at the Nürburgring, where he had previously finished fourth in the ADAC 1000Kms, co-driving with Colin Davis – son of pre-war Bentley Boy and Sports Editor of *The Autocar*, 'Sammy' Davis.

In 1962 he won the 300km Trophée d'Auvergne in Volpi's Ferrari 250GTO, from five more Ferraris, Tony Maggs in the Essex Racing Team's Aston Martin DB4GT... and with Alan Rees's Essex-entered Lotus 23 in a startlingly cheeky second place.



The Callier Collection

Ferrari 275P's innards lie exposed after Abate hit Dunlop Curve banking in high-speed test crash

At Reims in 1963 Abate won the 25-lap GP support race in Serenissima's elderly – but powerful – front-engined Ferrari 250TR/I. He'd also had a handful of F1 outings in assorted Serenissima entries when, early in '64, he was invited to try a works Ferrari 275P in the Le Mans Test Weekend. He co-drove with Ludovico Scarfiotti, winner of the previous year's 24 Hours in partnership with Lorenzo Bandini in a works 250P.

Scarfiotti set fastest time of that wet weekend, but soon afterwards it all went wrong for Abate in the same car, as he hit a particularly deep puddle at high speed and aquaplaned tail-first into the roadside bank entering the Dunlop Curve. C M Abate is one of those very pleasant Italian sportsmen who bowed out gracefully, and has seldom discussed his racing career since. Recently, recalling that Le Mans crash, he said: "I was lucky, it could have been a lot worse. I ended up with a fractured jaw, a broken rib and some contusions. It took me a while to recover, but it was a turning point in my life. I was already considering stopping racing and concentrating on my job (insurance). Dragoni of Ferrari kept calling me for a while, offering a contract, but I ended up quitting and concentrating upon business."

So that's what happened to Carlo Mario Abate. I had often wondered...



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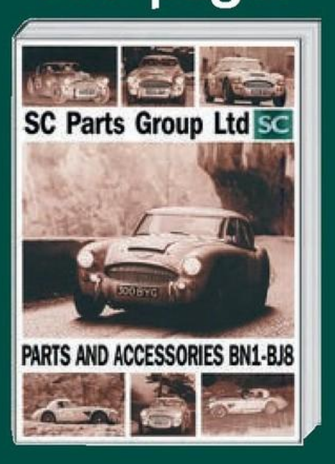
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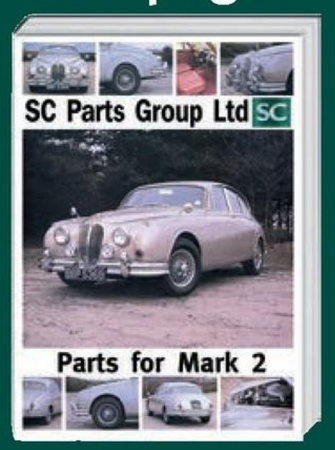
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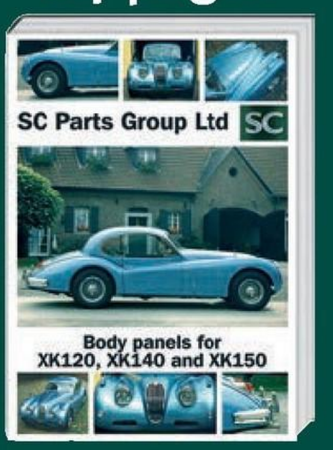
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Bugatti Trust

Fielding's highly modified Type 37 churns the dust at Chalfont hillclimb in 1934

IMPROVING ON LE PATRON

Today a Bugatti is an object of reverence, but it was not always so, as WB demonstrates with this much-altered example

The Bugatti was one of the foremost sports cars from 1909, and most of those who owned them were content with these very delectable cars in standard form. However, a few owners had the audacity to make changes to the specifications of these cars. For instance, one example was Mr FJ Fielding and his Berk-blown Type 37 Grand Prix. The many alterations covered a larger supercharger, Exide accumulator in the tail, and an Ironclad coil. Other changes included a revised braking system and wire wheels, while two Solex carburettors were tried but eventually one sufficed. A new inlet manifold was also adopted. The cylinders were re-bored out to 69.5mm and the crankshaft rebalanced, new con-rods were fitted, four high-compression pistons used and the battery was moved to under the driver's seat. The original petrol tank was divided into two, a Bosch dynamo replaced the Ducellier one, and a Berk three-bladed twin-rotor Roots-type supercharger was used, which was said to have come from one of the 1½-litre Thomas-Specials.

A new Laystall crankshaft was made and gears were provided to drive the supercharger, which could be put out of gear. It drew from a carburettor with 1-7/8 inch choke and a Smith's vapour-spray easy starter, via a two-branch induction pipe arranged with central poppet-pattern blow-off valve. A pressure gauge was fitted. The supercharger lubrication was arranged by means of a ¼in lead from a T-shaped connection on the crankcase, stop-cocks being fitted for control. This lead played onto the supercharger drive and the supercharger rotor gears via jets and was driven via spiral pinions.

The coil ignition was replaced by a special FU4 Bosch magneto. A new cylinder block was manufactured, with modified valve seats and two plugs per cylinder. Special first and second gears were made and a new oil pump fitted giving 80lbs pressure. The thicker exhaust valves used Ubas valve caps all round and heavier blow-off valves in a gunmetal cage and stronger springs. A regulator valve was made for the cambox oil supply. New crown wheel and pinion were of NCCHKE steel. Elsewhere, 19-inch rear wheels and a 14/54 axle ratio were part of the non-standard changes. Other improvements to the front hubs and springs gave better road-holding.

In 1933-4 a Jeavons 4.66-2-1 rear axle was fitted and a gearbox arranged at the rear of the cambox to drive dual Scintilla Vertex magnetos, set horizontally. A Benton and Stone 203 petrol-dope two-way and a type 18a tap for the air were added. Jeavon's own-designed pistons were incorporated, along with sprint camshaft, with high lift, and unusual firing order operating via longer rockers. Front suspension was modified and 3-litre brakes employed. After blowing up at a Chalfont hillclimb, due to fatigue in No3 con-rod, new H-section rods were made, in 80-ton steel, with Napier white metal run directly onto a cadmium base. These rods were 5mm longer than the previous ones.

Fielding was a real enthusiast, doing much work on his car himself, all for the sake of less than a minute of motoring against the clock, and that not exactly being guaranteed.

Leyland-Thomas No1 at the Track in 1924, its designer (below, receiving trophy) at the wheel



A genius in The Hermitage

John Godfrey Parry Thomas was the second son to a curate and was born in Wrexham in 1885. He became an apprentice to the Leyland Motor Co and progressed to become its top engineer, also designing a very advanced X-layout aircraft engine and the famous Leyland eight-cylinder car. But when war was imminent Leyland decided not to put this into production, so Thomas left the company with two of the chassis he had designed.

After the war when Brooklands was reopened Thomas went to live there in the building known as 'The Hermitage', presumably erected during World War I, probably as residence for RFC officers. Legend arose after the war that Thomas lived alone in this large building (far right) but years later when I traced his housekeeper, she explained that this was not so as she and her husband lived there with their children when they came home on school holidays, and there was even accommodation for a maid. In later years Reid Railton also lived there. Her husband had occasionally helped Thomas with minor jobs on his very successful racing cars, the first being the Leyland-Thomas No1 in 1921, then the four-cylinder 1½-litre Thomas Special for the JCC 200-mile race which was limited to 1500cc cars, but the real effectiveness of his engineering work was his famous large eight-cylinder 'Flat Iron' Leyland-Thomas racing car. This was in the days when his cars were so successful; his Leyland Thomas No1, for instance, had some 25 wins between 1922 and 1926 and he had a further five victories in a Lanchester built by the Lanchester Co.

After Thomas was killed attempting to break the Land Speed Record in his aero-engined car 'Babs' at Pendine sands, H W Purdy and W B Scott continued to race the smaller Thomas Specials. I remember my first ever visit to a Brooklands race, the *Sporting Life* meeting in July 1927, when Purdy drove one of the Thomas Specials. I was very excited at seeing it in the lead, until to my horror it came round low on the banking, as a road spring had broken. The race was won by John Cobb in the single-seater TT Vauxhall.

LAT



BMIHT

An unlikely basis for a racing car

After the war most car manufactures were occupied with resuming production, having made war-time components, and had little time for motor racing. But Herbert Austin, who had motor racing connections, and remembering his unfortunate entry in the 1908 French Grand Prix (two of his cars placed 18th and 19th out of 22 and a third car retired after only four laps with engine problems), found time to produce cars for racing at Brooklands in 1921 based on the production Austin 20, which with a sidevalve 3601cc engine was not an easy car to use for this purpose. Nevertheless, in 1921 he had two wins with a fastest lap of 86.92mph, two second places and one third place. In 1922 he had three third places with a fastest lap of 98.04mph, all being driven by L Kings (left). In 1923 he entered it in two races but had no success. »»»



LAT

'Ebby' the handicapping king

Racing at Brooklands would hardly have been possible without the presence of AV Ebblewhite who, although having a business in London to look after, managed to set the handicaps for all the competitors and start them on their races.

Thanks to 'Ebby', by the fourth race of the fourth meeting in 1907 the cars and motorcycles were numbered, and the individual horse racing-style coloured smocks worn by the drivers were discarded finally in 1914. By September his time-keeping was adopted and in 1908 he became the official starter. This entailed going out on the Track to dispatch the cars singly or in groups, which involved carrying some reminder of the handicaps he had set them.

Having dispatched all the competitors he had to return across the Track (100ft wide) to the timing box. As the competing cars became faster he would just have time to do this before the limit car or cars approached, but in later times when these had become faster a car, usually a Bullnose Morris, would be parked by the Vickers sheds facing the opposite direction from the racing cars, ready to convey 'Ebby' across the track – optimistically it was assumed that this car would never break down or stop!

As early as 1907 the electrical timing apparatus, accurate to 1/1000th of a second, was in operation. But in 1908 during the Land Speed Record by Nazzaro on the FIAT 'Mephistopheles', a controversy occurred when the electric apparatus recorded 121.64mph but Ebby's hand-held watches clocked 107.98mph.

Not only did Ebby handicap all the cars in every BARC event from 1908, but he was also to be seen at other competitive events such as aeroplane and motorcycle contests, etc.



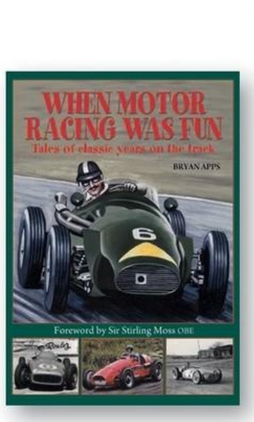
LAT

Last race – war stops play

In 1914 at Brooklands, on the outbreak of WWI, four entries failed to compete in the Sprint race which LG Nicolson in his Hispano-Suiza won, the last race before war closed the Track. Afterwards those who remained watched the flying, conscious perhaps of the part the RFC would take in the following years. Locke King having dedicated Brooklands to the conflict, the RFC took over the aerodrome for the duration of the war. The first aerodrome established in this country, it was the centre of three-quarters of the real work and effort behind British aviation.

The Track re-opened on April 11, 1920, having been patched up after its wartime service, but was never quite the same again, with increasingly lengthy winter closures for repairs. Even so, the roughness of the surface caused criticism and complaints.

The Track closed again in August 1939 for WWII, the last race won by Baker in his old Graham-Paige. There were 18 non-starters on the day, some presumably having volunteered for military duty. After the war the Track had again been so badly damaged by wartime vehicles that the Ministry of Aircraft Production (Ministry of Supply) would not release Brooklands for another three years, so the BRDC voted in favour of selling it to Vickers for £330,000.

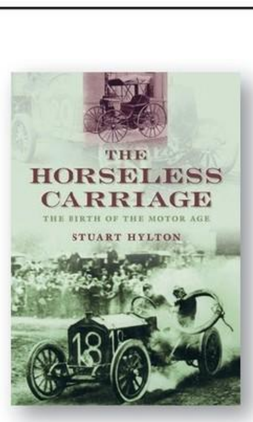


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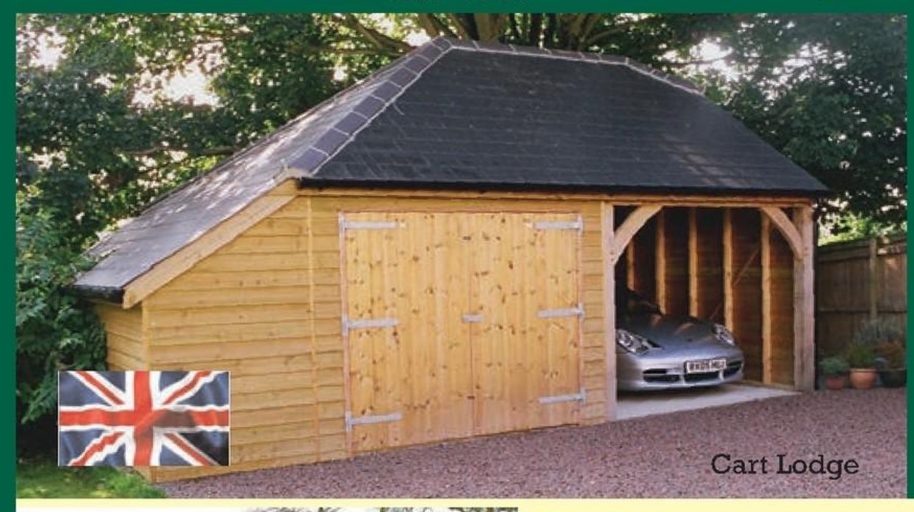
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Parting Shot

Shelsley Walsh, July 29, 1922

ER Hall reaches for the brake lever of his four-cylinder Bugatti as he flashes under the finishing banner in the Midland Automobile Club's annual hillclimb. Although his time of 60.8sec was the best in the closed class, Hall finished last under handicap.

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NOTICE
1964 AC COBRA
COB 6036

In 1983 the original 1964 AC Cobra COB 6036 was damaged by fire. It was restored to the highest standard by Brian Angliss using a substantial number of original key parts including the engine, transmission lower wishbones and uprights. This AC Cobra has a full registration history and accompanying historic documentation, all of which are available on request from the AC Register or the Shelby American Register.

Unfortunately there has been available for sale a 1964 AC Cobra chassis no. COB 6036, incorrectly advertised worldwide as an original "New Build". This particular car was built in 2003 incorporating a restructured chassis using the remnants of the original chassis and a limited number of restored original parts. These parts were recovered from parts discarded during the restoration of the original car. This car is therefore classified as a "Replica".

Please do not confuse the original restored AC Cobra COB 6036 with the Replica if you are considering investigating or purchasing either car.

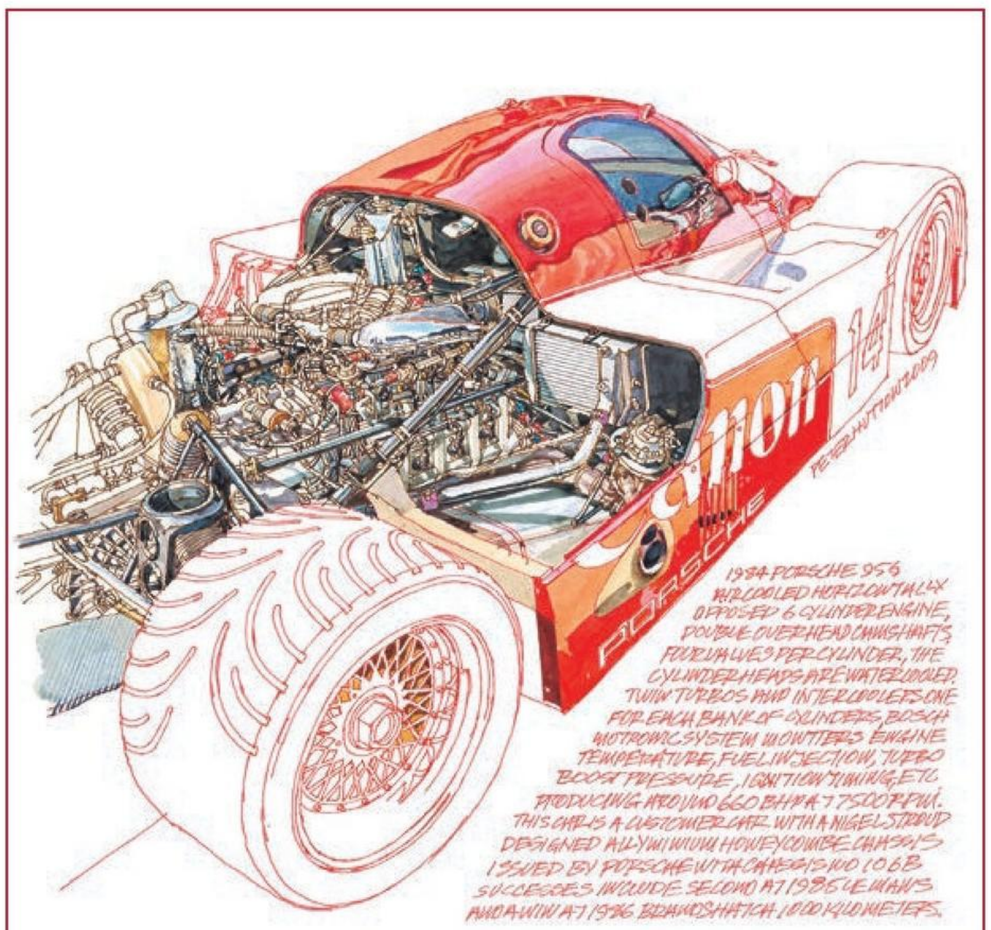


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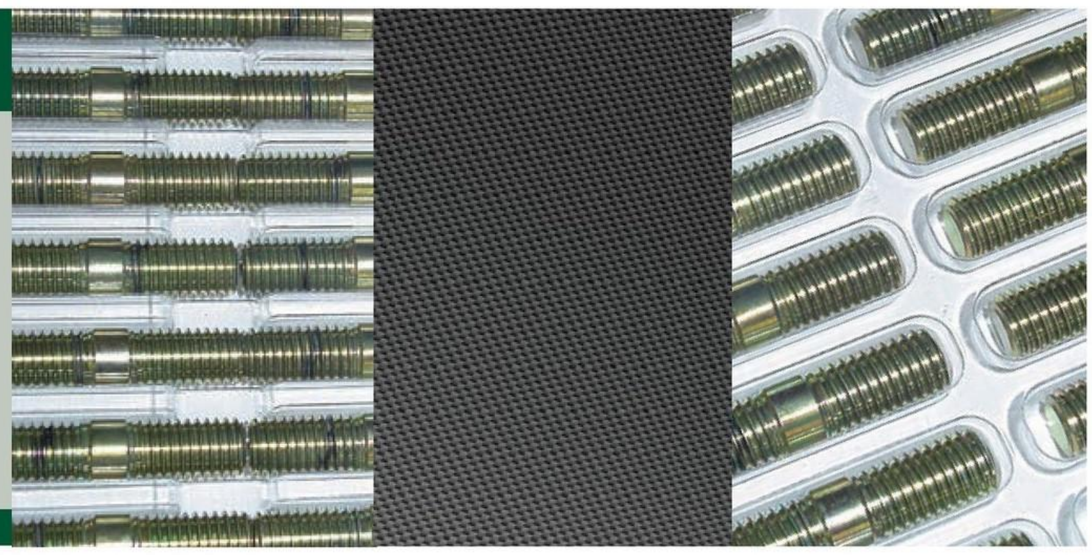
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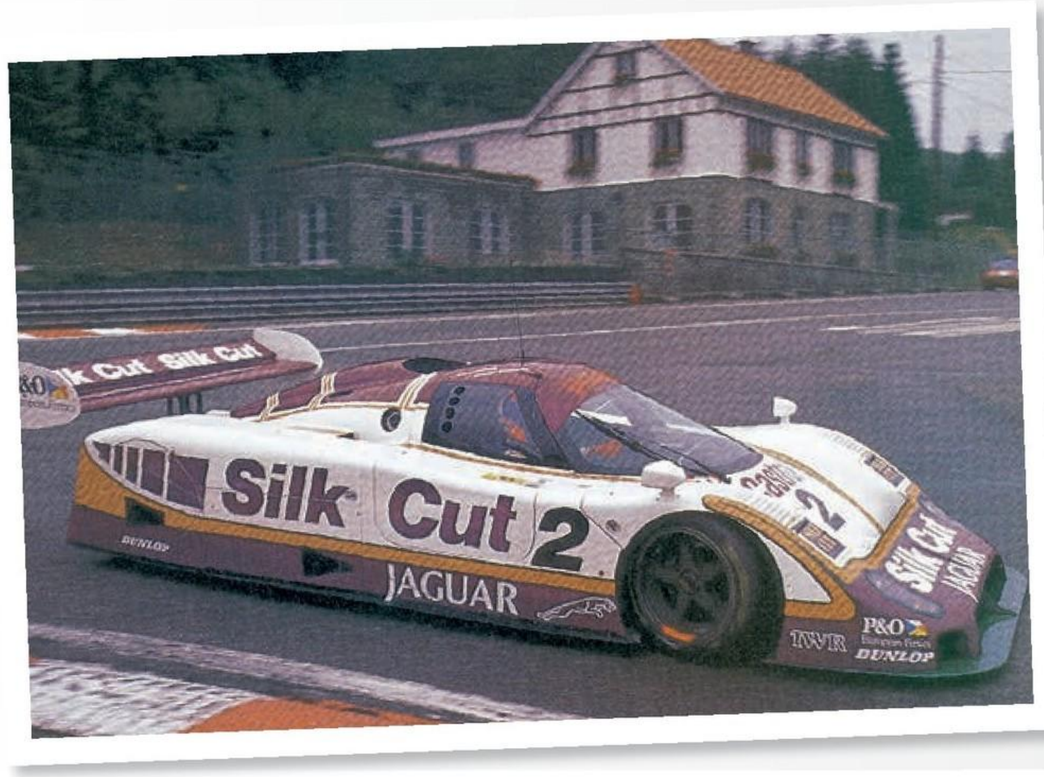
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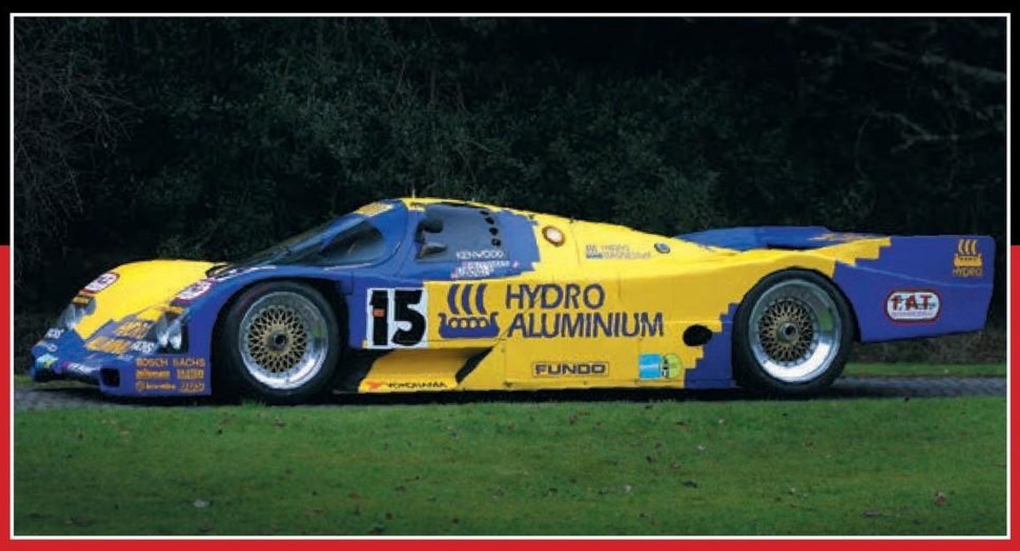
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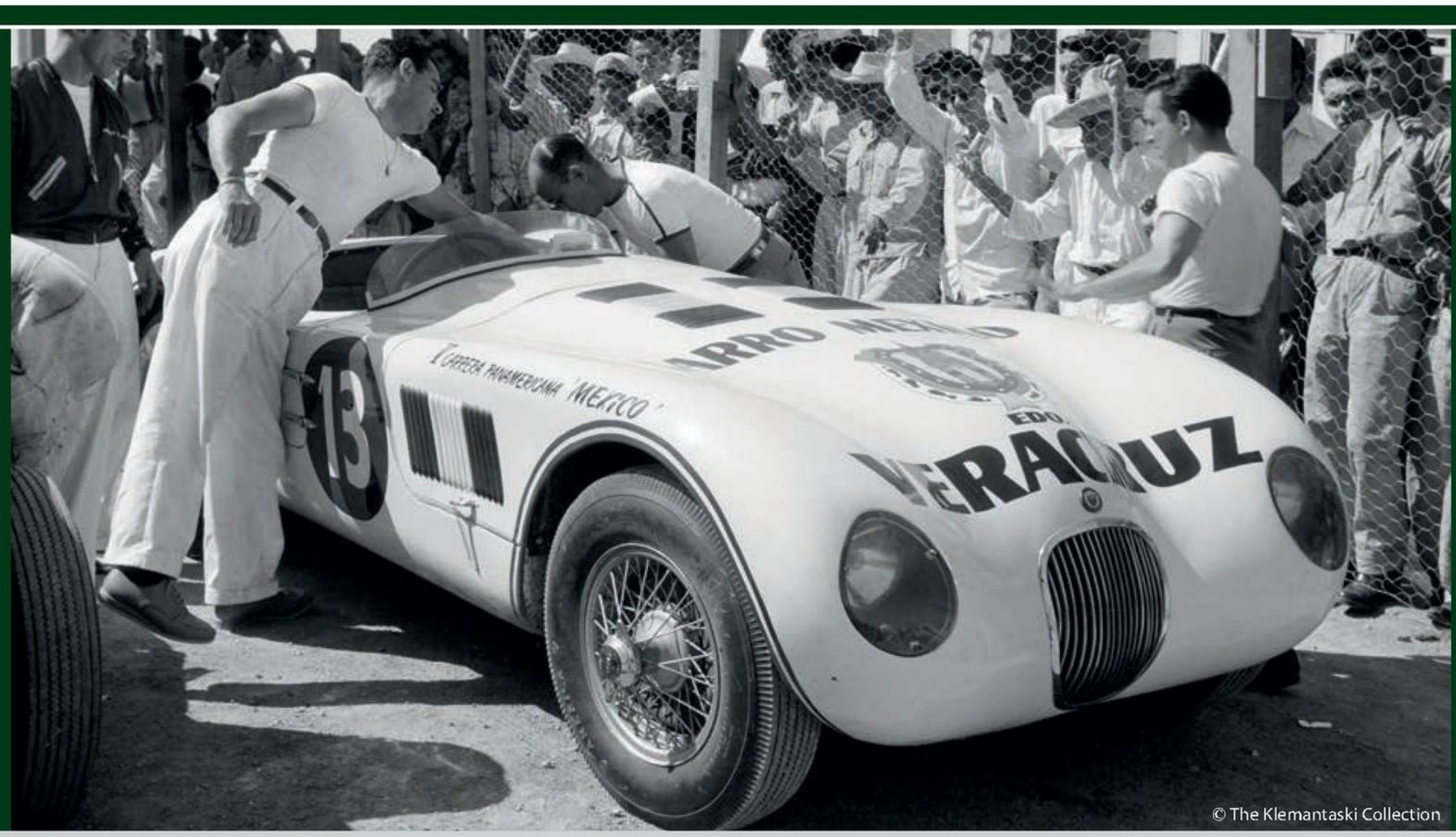




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1952 Jaguar C-Type

This Jaguar C-Type was delivered new to 'Hornburg', USA and then re-exported to Mexico where it competed in the 'Carrera Panamericana' in 1953 and 1954, when this atmospheric photo was taken. The car remained in the USA until it was imported into the UK and later purchased by its current owner nearly thirty years ago. Last seen publicly during the 1991 Jaguar Factory Cavalcade to Le Mans, this desirable Jaguar C-Type is finished in British Racing Green with green interior trim. A highly eligible car for the most prestigious historic road and race events, such as the Mille Miglia, the Tour Auto and the Grand Prix Historique de Monaco.

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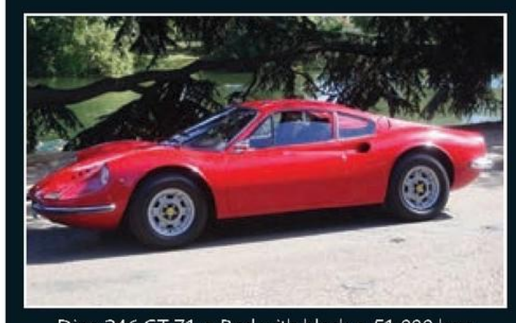


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Ferrari BB 512i • 1983 • Red with beige interior
• Only few owners • 18,000 kms



Dino 246 GT 71 • Red with black • 51 000 kms
• 3 owners • Splendid car • Full service OK



Ferrari 250 Lusso #5239 • 1963 • Silver with Black
very original interior • Running perfectly
• Matching



Lamborghini 5000 S QV • 1986
32 000 kms from delivery • Splendid red interior
New paint • 130 000 €



Ferrari 275 GTS #7317 • Matching numbers • 1965 • Blue chiaro pelle rosso
• Perfect car fully restored in 2000



Ferrari 330 GT 2+2 • 1966 • French original car
Dark silver with red interior • 7500 kms since engine
completly rebuilt in Italia

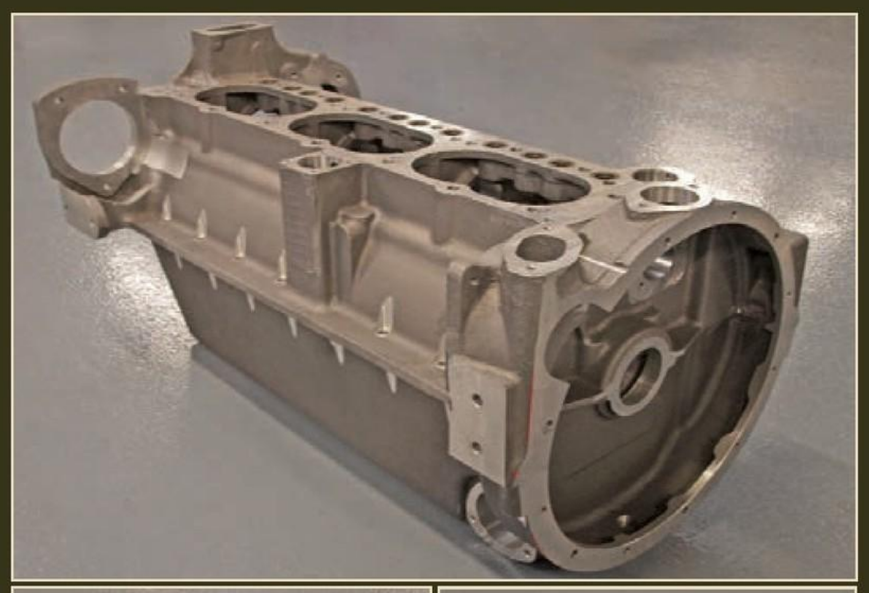
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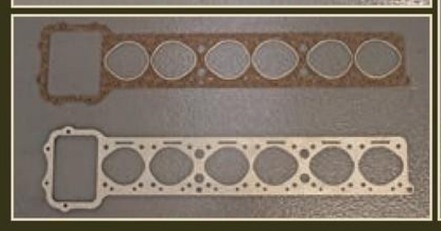
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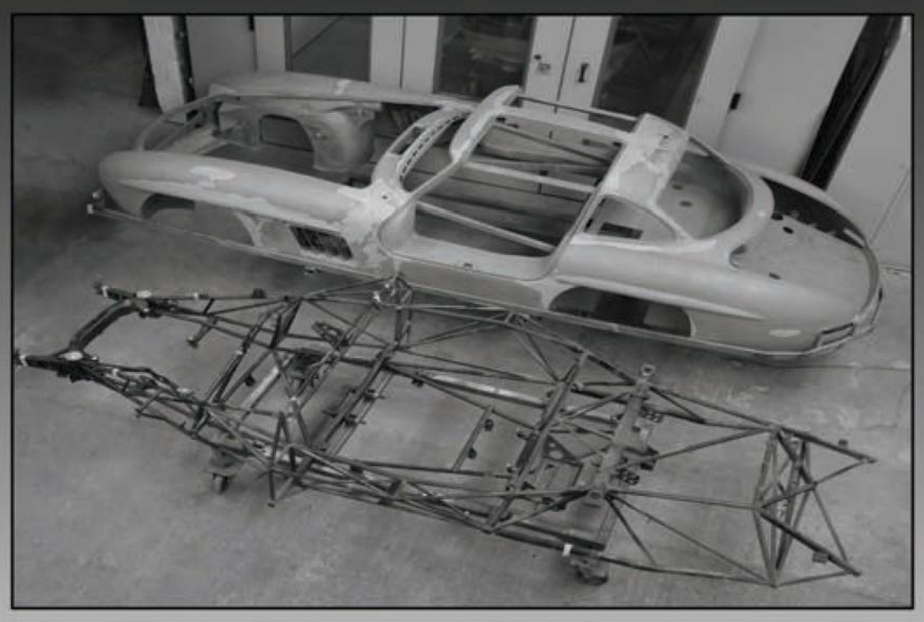
356 Speedster
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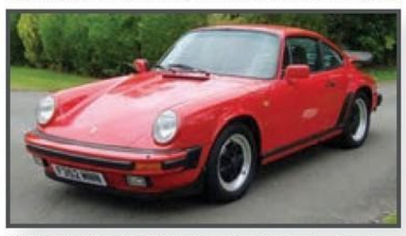
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1988 PORSCHE 911 Carrera Sport Coupe, Guards Red, Black leather sports seats with red piping and electric tilt & height, 107,000 miles, FSH (18 stamps), 16" Fuchs wheels with new Pirelli Tyres, electric sunroof CD etc, ... **£16,995**



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The last of AC Cars Ltd's 'Cobra variants', a landmark in the Company history.



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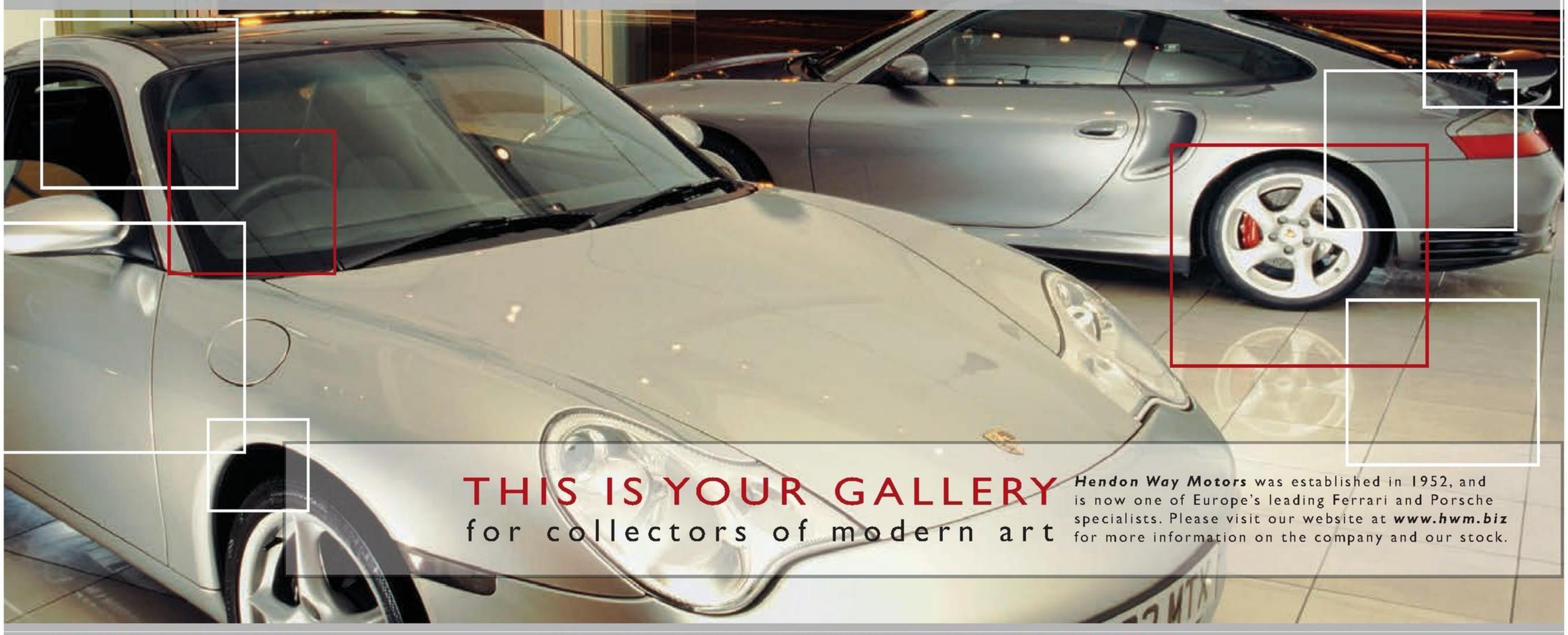
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PORSCHE 997 / TURBO / C4S / C2S / C2

2009 PORSCHE 997 TURBO MANUAL GT SILVER 8000 MILES
Full Black leather interior, Generation II Porsche Communication Module, Porsche Stability Management System, Sports Chrono Pack plus, Sunroof, White dials, Electric heated memory seats, BOSE Sound system, USB with IPod connection, CD Changer, Bi-Xenon lights

2007 PORSCHE 997 TURBO MANUAL BASALT BLACK 10000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White Dials, Telephone module, BOSE Sound system, Sunroof, Chrono pack, Sports Mode, Sports Adaptive Memory Seats, Xenon Lights, Full Climate Control, Rear Wiper, 19" Turbo Alloy Wheels, One Owner from New

2007 PORSCHE 997 TURBO MANUAL ARCTIC SILVER 39000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White Dials, Telephone module, BOSE Sound system, Sunroof, Chrono pack, Sports Mode Memory Seats, Xenon Lights, Full Climate Control, Rear Wiper, 19" Turbo Alloy Wheels, One Owner from New

2007 PORSCHE 997 GT3 COUPE BASALT BLACK 6000 MILES
Black leather interior, Sports Suspension, Sports Mode, Porsche Radio with single CD player, Climate control, Bi-Xenons, Red seat belts, Computer, Chrono pack, Shield Bucket seats, 19" Alloy wheels. Full Porsche Service History.

2009 PORSCHE 997 GEN II C4S COUPE PDK BASALT BLACK 1000 MILES
Full Black leather Interior, Generation II Porsche Communication Module, Porsche Stability Management System, White Dials, Heated electric Seats, Multifunction Steering wheel, Cruise Control, Telephone Module, USB & IPOD Connection, Bi-Xenon Lights, Park Assist, Sports Chrono Pack, Climate control, 19" Turbo Alloy wheels

2008/9 PORSCHE 997 C4S CABRIOLET TIPTRONIC ARCTIC SILVER 5000 MILES
Arctic Silver, Black Leather interior, Porsche stability management, Porsche communication module (Satellite Navigation), Climate control, Computer, White dials, Multi function steering wheel, Telephone module, Sports suspension, Road angel, Xenons, Carbon pack, Park assistance, Turbo 19"alloys, CD changer, Grey seat belts. Full Porsche Service History.

2006 PORSCHE 997 C2S CABRIOLET MANUAL ARCTIC SILVER 22000 MILES
Metropole Blue Leather interior, 6 Speed Manual, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, BOSE, sound system, 6 CD Changer, Electric Seats, Memory Seats, Heated Seats, White dials, Sports suspension & Sports exhausts, Rear Parking Assistance, Porsche Logo matts, 1 Owner from New. 19" Alloy wheels. Full Porsche Service History

2006/7 PORSCHE 997 C4S COUPE TIPTRONIC BASALT BLACK 6000 MILES
2007 Model, Black Leather interior, Porsche Communication Module, Porsche Stability management system. Telephone, Computer, Multifunction Steering Wheel BOSE sound system, CD Changer, Memory Seats, Heated Seats, White Dials, Sunroof, Chrono Pack, Bi-Xenon Lights, Sport Mode, Chrono pack, Rear Wiper,

2007 PORSCHE 997 C2S COUPE TIPTRONIC SEAL GREY 30000 MILES
Black Leather Interior, Tiptronic, Porsche Communication Module (Satellite Navigation), Porsche Stability Management system, BOSE sound system, CD Changer, Multifunction Steering wheel, Sports suspension, Heated Seats, Computer, Cruise Control, Parking Assistance, 19" GT3 Alloy wheels. Full Porsche Service History.

2006 PORSCHE 997 C2S COUPE TIPTRONIC ATLAS GREY 30000 MILES
Black Leather int. Porsche Communication Module, Porsche Stability Management System, Telephone Module, Cd Changer, Multifunction S/W, Computer, Sports Mode, Heated Seats, Memory Seats, Chrono pack, Sunroof, Park Assist, Xenons, 19" Alloy Wheels.

2008/9 PORSCHE 997 C2 MANUAL BASALT BLACK 8,000 MILES
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Onboard computer, Telephone Module, Sports heated seats, Sunroof, Climate control, 19" Sports Design alloy wheels

PORSCHE 996 / GT3 / GT2 / TURBO / C4S / C2 / C4

2003 PORSCHE 996 GT2 MANUAL BASALT BLACK 31000 MILES
Black leather interior, Climate control, Small aluminium pack, Bucket seats, Full Porsche Service History

2003 PORSCHE 996 GT3 MKII ARCTIC SILVER 12000 MILES
Black leather interior, Porsche Stability Management System, Computer, Climate control, Sports seats, Aluminium Pack, White dials, Xenon lights, 18" alloy wheels, Full Porsche Service History.

2003/4 PORSCHE 996 TURBO CABRIOLET MANUAL MIDNIGHT BLUE 34000 MILES
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Park Assist, Cruise control, Full electric sports seats, Climate control, Ceramic brakes, Xenon lights, Full Porsche Service History

2005 PORSCHE 996 TURBO "S" MANUAL ARCTIC SILVER 16000 MILES
Black leather interior, Manual, Porsche Communication Module, Porsche Stability Management System, Computer, Cruise control, Telephone Module, OSE Sound system, CD changer, White Dials, Full Carbon Pack, Sunroof, Sports seats, Heated seats, Ceramic Brakes, Rear Park assist, Front Park assist, Full Climate control, Rear wiper, 18" Turbo Alloy wheels, Full Porsche Service History, A concourse example of the 996 Turbo S.

2002/3 PORSCHE 996 TURBO COUPE TIPTRONIC SEAL GREY 32000 MILES
2003 Model, Grey leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, Computer, White Dials, Sunroof, BOSE Sound system, CD changer, Electric Memory seats ,Xenon Lights, Rear Wiper, Full Climate Control, 18" Turbo Alloy wheels.

2002 PORSCHE 996 C2 CABRIOLET TIPTRONIC ARCTIC SILVER 41,000 MILES
Metropole Blue Leather interior, Porsche Communication Module, Telephone, Computer, White dials, BOSE sound system, CD changer, Xenons, Parking assistance, Sports seats, 18" Turbo alloys, GT3 aerokit. Full Porsche Service History.

2002 PORSCHE 996 C4 COUPE TIPTRONIC ARCTIC SILVER 43000 MILES
Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, Computer, CD changer, Heated seats, White dials, Sunroof, Aluminium pack, Xenon lights, 18" GT3 Alloy wheels.

2003 PORSCHE 996 C2 COUPE TIPTRONIC ARCTIC SILVER 29000 MILES
Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Computer, White dials, Cruise Control, CD changer, Heated Electric seats, Memory Seats, Small silver pack, Sunroof, Rear wiper, Park Assistance, 18" Turbo alloy wheels. Full Porsche Service History.

2002/3 PORSCHE 996 C2 COUPE MANUAL ARCTIC SILVER 46000 MILES
2003 Model, Manual, Black Leather interior, Porsche Stability Management System, Computer, Porsche Radio with Sngle CD player, Heated seats, Rear wiper, Park Assistance, 18" Alloy wheels. Full Porsche Service History.

PORSCHE 993 / TURBO / C2S / C4S / C2 / C4 / TARGA

1998 PORSCHE 993 TURBO COUPE MANUAL ARCTIC SILVER 22000 MILES
6 Speed Manual, Black leather interior. Computer, Sports Electric seats, Sunroof, Alpine Radio, Bluetooth, Porsche CD Changer, Climate Control, Horizan Tracker, Original Spare Keys with factory red box, 18" Turbo Alloys, Complete Documented service history with MOT's & Invoices.

1998 PORSCHE 993 C4S COUPE MANUAL MIDNIGHT BLUE 59000 MILES
Dark grey leather interior, Sports seats, Climate control, 18" Turbo alloy wheels, Full Porsche Service History.

1997 PORSCHE 993 C2S COUPE MANUAL MIDNIGHT BLUE 71000 MILES
Marble Grey leather, Climate control, Sports seats, Rear wiper, 18" Turbo alloy wheels, Sunroof, Full Porsche Service History

1995 PORSCHE 993 C4 COUPE MANUAL IRIS BLUE 60000 MILES
Grey leather interior, Sports seats, Sunroof, Radio with one CD changer, Tracker system Immobiliser, 17" Cup Alloy wheels, Full Service History

1995 PORSCHE 993 C2 COUPE TIP AVENTURA GREEN 70000 MILES
Beige Leather Interior, 17" Alloys Climate, Previously owned by Porsche Club member, the condition is immaculate, Full Porsche Service History

1994 PORSCHE 993 C2 COUPE MANUAL MIDNIGHT BLUE 60000 MILES
Marble grey leather interior with blue leather dash, Sports seats, Rear wiper, Climate control, Sunroof, 17" Alloy wheels, Full Porsche Service History

1995 PORSCHE 993 CABRIOLET TIP IRIS BLUE 81000 MILES
Black leather interior, Sports Seats, 17" Alloys Climate, Full Porsche Service History

1994 PORCHE 993 CABRIOLET MANUAL AVENTURA GREEN 57000 MILES
Marble grey leather interior, Wind deflector, Stereo, Heated mirrors, CD Changer, Full Porsche Service History

PORSCHE BOXSTER
Model Types 2.5 / 2.7 / 3.2 S

2005 PORSCHE 987 3.2S BOXSTER MANUAL SEAL GREY 18,000 MILES
Black leather interior, Porsche Stability Management System, Computer, White dials, Porsche radio with single CD changer, Climate control, Park Assist, 18" Alloy wheels, Full Porsche Service History

2008 PORSCHE 987 3.4S BOXSTER TIPTRONIC BASALT BLACK 13000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White dials, Wind visor, Electric heated seats, Climate control, Park Assist, 19" Turbo Alloy wheels. As new

CAYMAN

2006 PORSCHE CAYMAN S ARCTIC SILVER 10000 MILES
Grey Leather, Porsche Stability Management System, Porsche Communication Module, Cruise, White Dials, Chrono Ceramic Breaks, 19" Alloys, Full Porsche Service History

FERRARI
Models from 1970 +

2003 FERRARI 575 F1 MARANELLO ROSSO RED 20000 MILES
Black Leather interior, ASR, Sport Mode, Sports Seats, Radio with single CD player, Satellite Navigation, Full Climate Control, Xenon lights, 18" alloy wheels, Full service history.

2005/6 FERRARI 430 SPIDER MANUAL NERO DAYTONA BLACK 9000 MILES
2006 Model, Manual, Crema Leather interior, Ferrari Metal Shields, Hi-Fi Upgraded, Bluetooth, Satellite Navigation, Yellow Callipers, Just Serviced.

2003 FERRARI 360 MODENA F1 MANUAL ROSSA RED 21000 MILES
Rossa red with Black Hood, Crema Leather with Crema roll over hoops, Crema Daytona seats with bregundy piping, Challenge rear grill, Climate control, Satellite navigation, CD changer, Embossed head rests, 19" Modular split alloys, Full Ferrari service history

1998 FERRARI 550 MARANELLO GRIGIO SILVER 42000 MILES
Full black leather interior, Manual, Electric Daytona seats, Climate control, 18" alloy wheels, Full Ferrari Service History

1995 FERRARI 355 SPIDER GIALLO YELLOW 26000 MILES
Full black leather interior, Manual, Electric sports seats, Climate control, Sports suspension, 18" alloys, Full Ferrari Service History. Superb example that has been meticulously maintained from new

1991 FERRARI TESTAROSSA ROSSA 6000 MILES
Crema leather interior, Manual, Climate control, Electric windows, CD Changer, 18" alloys wheels, Full Ferrari Service History

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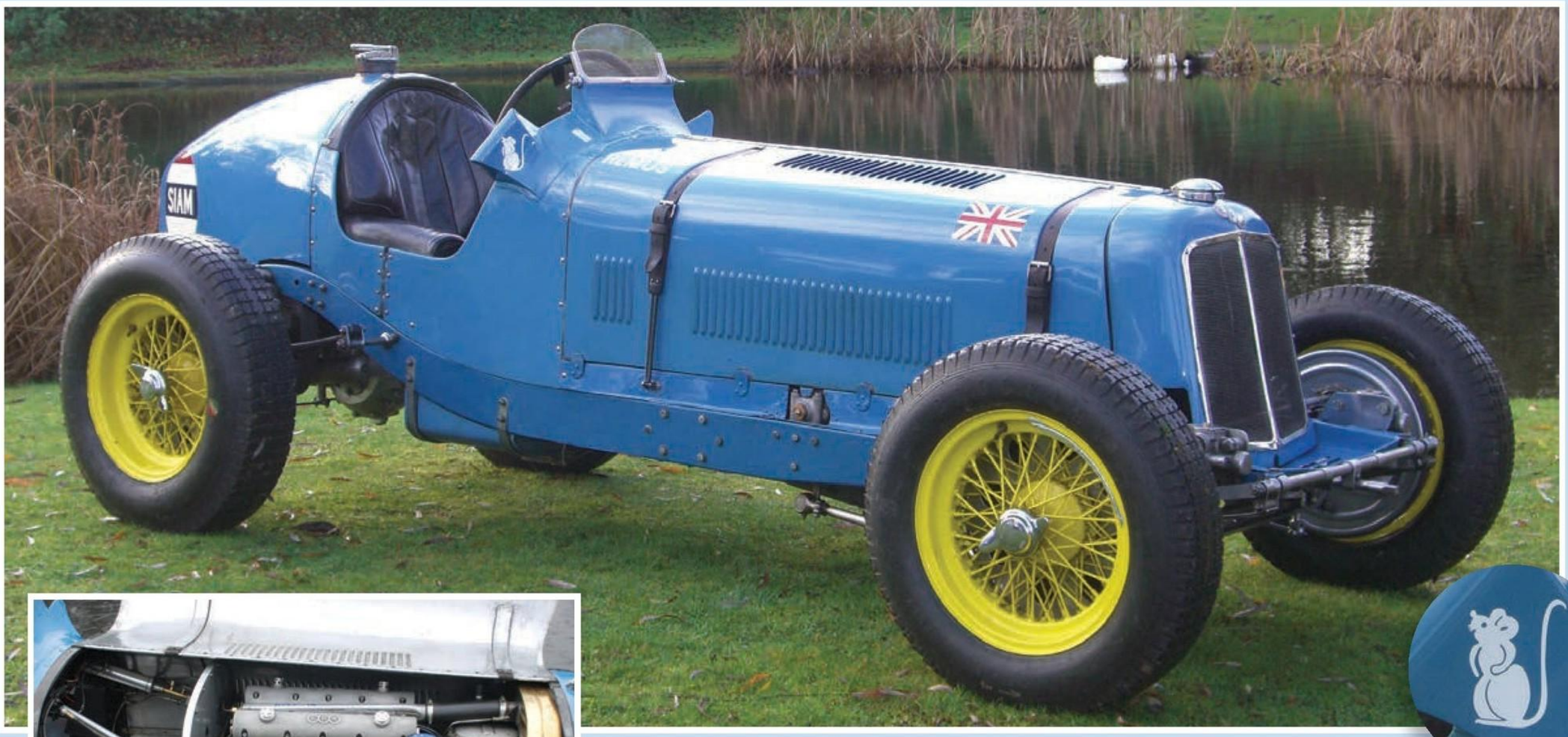




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Jaguar E Type Roadster 4.2 1970
Finished in gleaming unmarked Signal Red with Tan Hide interior and carpets, headrests, sparkling chrome wire wheels, white side tyres, smooth manual gearbox, drives superb, original Motorola radio, ex Eagle car, many bills, history, handbook etc, original Jaguar record certificate, this E Type is probably the finest to be found, totally mint condition, original factory spec **£49,750**



Jaguar 3.8 Mk II 1964
Finished in traditional British racing green with matching hide interior, picnic tables to rear, sparkling chrome wire wheels, auto power steering, radio stereo system, alarm, over £75,000 spent, excellent history. Magnificent **£45,500**



Jaguar E Type 3 8 1963
This superb E Type is finished in Silver Blue with Navy Blue hide interior, stereo/radio, chrome wire wheels, with low mileage of 66,500,very difficult to repeat, garaged from new. **£45,500**



Jaguar E Type 3.8 1963
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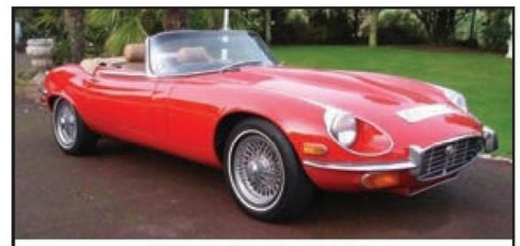
Lincoln Four door 1977
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Aston Martin DB7 Volante Vantage 2001
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Jaguar E type V12 Roadster 1974
Finished in signal red with black hide interior, headrests, stereo system, chrome wire wheels, auto, power steering, re/con engine and gearbox,bills and Mots etc, handbook, excellent example **£45,500**



Jaguar Roadster 1974
Left Hand Drive finished in Signal red with beige hide interior, headrests, radio/stereo, tinted glass, air conditioning, sparkling chrome wire wheels, spare unused, manual transmission, power steering, 29,500 miles, garaged from new, superb .. **£56,500**



Mercedes 280 SL Sports 1969
Left Hand Drive, finished in Diamond white with cherry red hide interior, headrests, hard and soft tops, auto, power, air con, stereo system, two owners from new,this car is in amazing condition, pampered from new, looks like a one year old car and is totally superb. Also available in ivory white with dark brown hide interior **£49,750**



Rolls Royce Silver Spur series 11 1990
Left hand drive. Finished in Windsor Blue with Navy Blue hide interior, picnic tables to rear, memory seats, heated seats, power adjustable rear seats, lambs wool over rugs, cocktail bar, footstools, special inlaid wood veneers, expensive CD and stereo system, tinted glass, many more extras, 29,000 miles service history, absolutely stunning **£19,750**



Aston Martin Virage 1991
Finished in metallic green with magnolia hide interior, piped in green, headrests, overmats, stereo system, tilt steering, usual Aston extras, only 25,000 miles from new with full service history, garaged from new **£28,750**



Mercedes 320 SL Sports 2001
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Jaguar E Type V12 Roadster
Finished in gleaming unmarked Signal red with black hide interior, headrests, smooth auto transmission, power steering, new chrome wire wheels and white side tyres, stereo system, only 12,500 miles since complete nut and bolt restoration, all bills pictures, and records,built better than when it was new, probably the finest restoration ever **£75,750**



Jaguar E Type V12 2+2 1971/2
Finished in Old English White with Black hide interior, headrests, overugs, radio/stereo system, manual transmission, immobiliser, power steering, sparkling chrome wire wheels, white band tyres, spare unused, with low miles, good history, excellent example just as an E Type should be **£36,750**



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Bentley Hooper 1956
Finished in gleaming two tone green with fine coach lines to compliment the coachwork, a matching green hide interior, with a glass like finish to walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overugs, only one former keeper, this very rare Bentley is ideal for showing with every possibility of winning, or for the pure pleasure of driving, possibly the finest in the world and a fine investment **£65,750**



Aston Martin 2002 DB 7
Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, Cd, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history,this car is just remarkable, never seen rain **£49,750**



1999 Bentley Continental SC Sedanca Coupe LHD
Finished in Silver Pearl with Stratos hide interior, 27,000 miles, matching lambswool overugs, this car has just about every possible extra, a very rare model with only seventy three ever produced, with its unique lift out glass roof, this stunning car has FBSH, garaged from new, a very famous owner, just magnificent .**£135,000**



1972 Rolls-Royce Phantom V1 State Limousine
Finished in Garnet over Antelope with Cherry hide interior to the front and West of England cloth to the rear, glass division, power windows, a/c, TV & video, cocktail bar, intercom, 12 stack CD player, Sundym glass, only 18,000 miles from new, 2 owners, lambswool overugs, occasional seats, show condition **£175,000**



Bentley Azure 1997 Model
Left Hand Drive finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, expensive stereo system, chrome wheels, anti theft device, Burr Walnut throughout, 52,000 miles, always garaged **£75,500**



Mercedes 280 SL 1969
Finished in champagne gold with superb interior, hard and soft tops, automatic, power steering, radio and stereo, cd and mini disc player, expensive alarm, 89,000 miles from new, good service history, garaged from new, absolutely stunning, probably the finest **£39,750**



Mercedes Sports 280SL 1969
Finished in Ganate Red with black hide interior, headrests, hard and soft tops, auto, power, CD/ stereo, only two previous owners, original service and handbooks, service bills etc, original document wallet, garaged from new, Mercedes show car probably the finest **£49,750**



Bentley Series 111 1965
Left Hand Drive, Finished in Silver Chalice with Dove grey hide interior, auto, power, picnic tables to rear, footstools, lambs wool overugs, air conditioning, stereo system, one of the last of this model built,only 68,000 miles from new, two owners, garaged from new, excellent example .. **£49,750**

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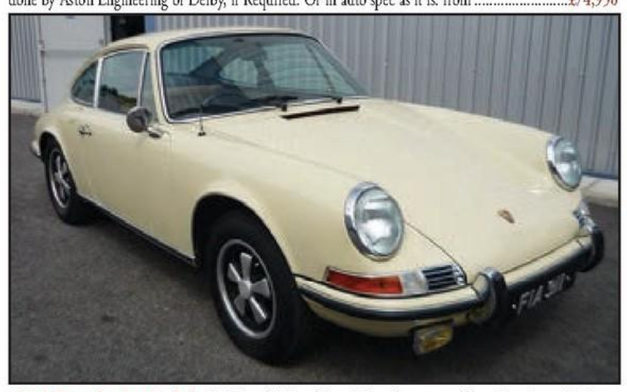
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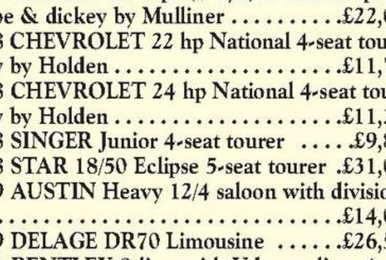
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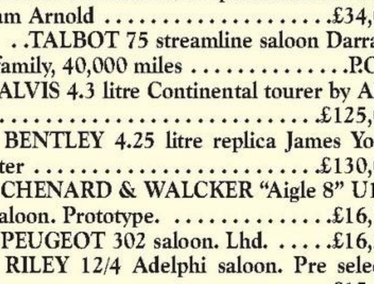
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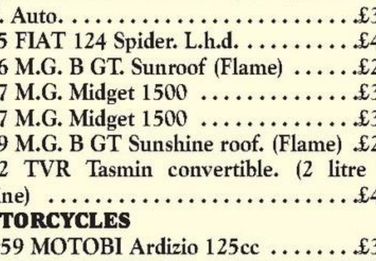
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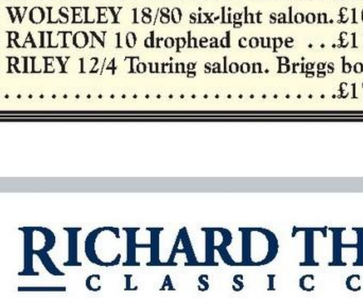
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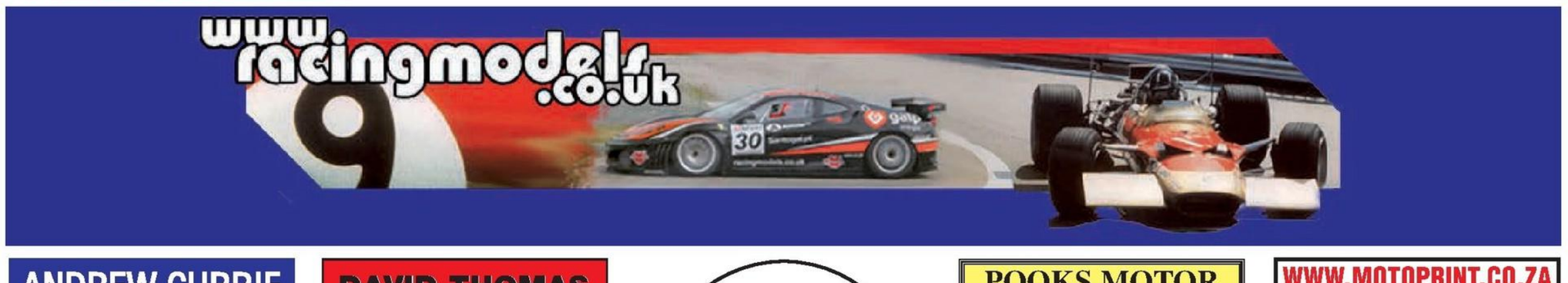
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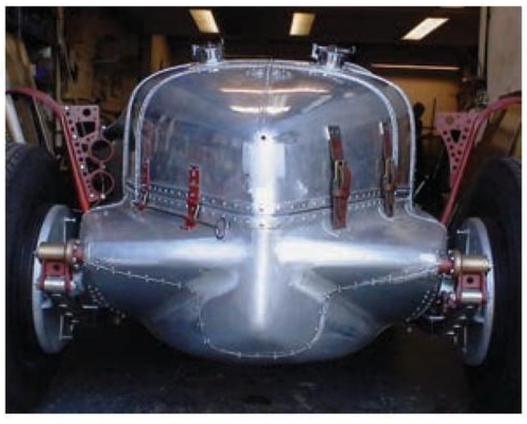
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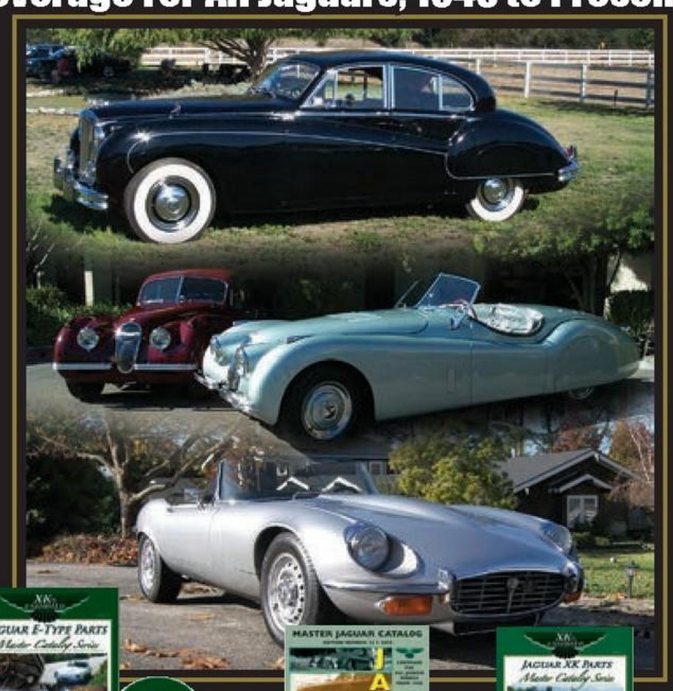
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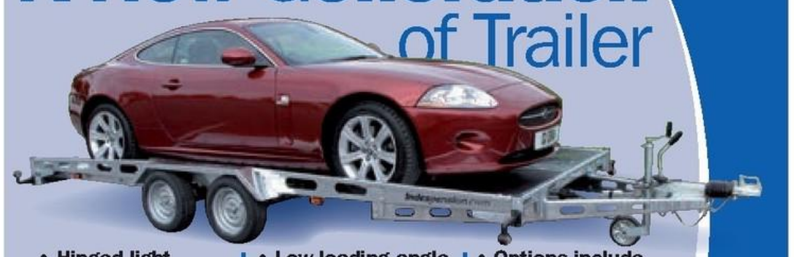
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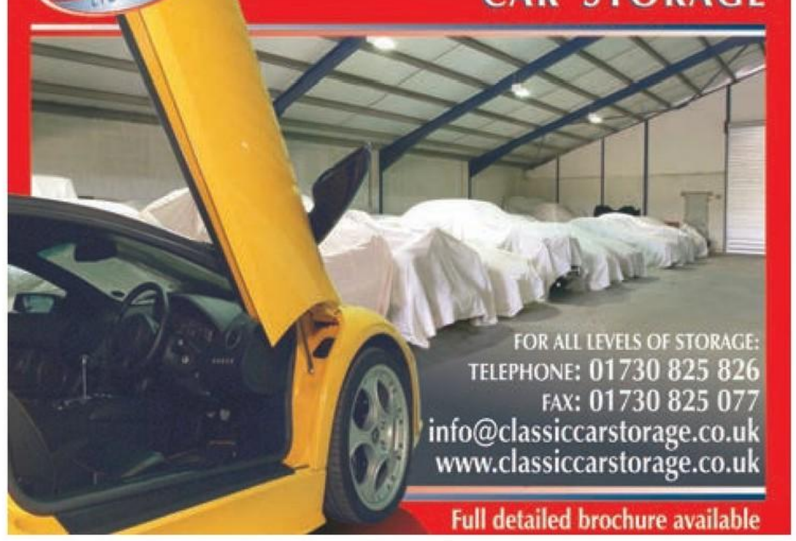


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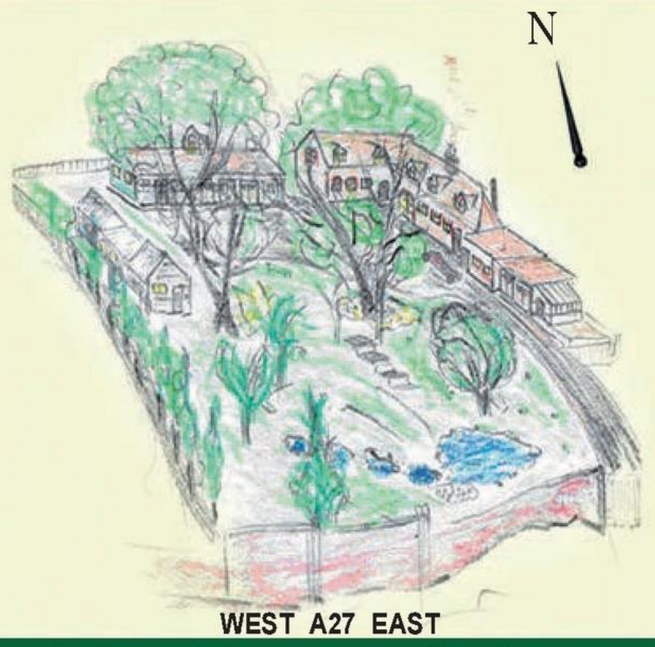


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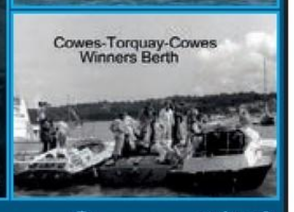
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Aston Martin 2002 DB 7. Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, Cd, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history,this car is just remarkable, never seen rain £49,750
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1981 Aston Martin V8 finished in Balmoral Green with contrasting Magnolia hide interior piped green with forest green carpets. This car is the subject of an in depth refurbishment including a complete repaint and full re-trim, engine rebuild and suspension rebuild and much more. Please enquire for more details. (Library picture) £65,000
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2005 Aston Martin DB9 finished in Meteorite silver with contrasting Iron ore interior. Probably the most beautiful low mileage example we have had. This car is perfect in all respects having had only 2 owners and a full AM service history. Absolutely unmarked and the best you will find £52,950.
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Aston Martin DB7 Volante finished in Mendip blue with parchment and Pacific blue hide interior. Now 13 years old and fast becoming a classic, this car has been serviced at the Aston factory from new and drives superbly. Fitted with power hood, automatic transmission, 18" alloys, cruise control and electric heated seats, this car is in excellent condition throughout. Sensibly priced at £27,950 **Tel. (01753) 644599**
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Aston Martin DB7 Volante Vantage 2001. Finished in Antrim Blue with matching hide interior in magnolia and blue, with matching blue power convertible top, auto power, tip-tronic steering controls, overugs, alcantara headlining, heated screen, premium stereo system, CD. Sat Nav, walnut veneer throughout, heated seats, power windows, usual Aston extras, non smokers car, only 14,000 miles from new, full Aston Martin history, garaged, mint condition £48,750 **Tel. 01322 669081**
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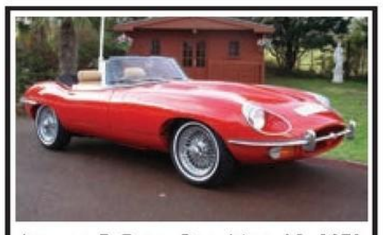
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2005 Aston Martin DB9 finished in Meteorite silver with contrasting Iron ore interior. Probably the most beautiful low mileage example we have had. This car is perfect in all respects having had only 2 owners and a full AM service history. Absolutely unmarked and the best you will find £52,950



2005 Aston Martin DB9 finished in Keswick black with contrasting cream hide interior. This is an excellent example that comes with the remains of a factory extended warranty and the benefit of a continuous service history. Fitted with all usual refinements including satellite navigation and having covered only 33,000 miles, this car represents excellent value at £52,950



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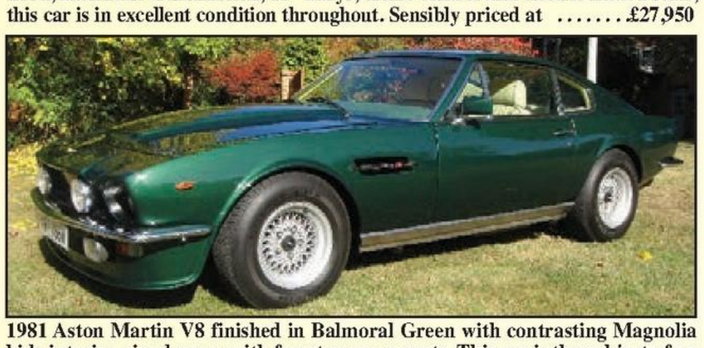
Aston Martin DB7 Volante finished in Mendip blue with parchment and Pacific blue hide interior. Now 13 years old and fast becoming a classic, this car has been serviced at the Aston factory from new and drives superbly. Fitted with power hood, automatic transmission, 18" alloys, cruise control and electric heated seats, this car is in excellent condition throughout. Sensibly priced at £27,950



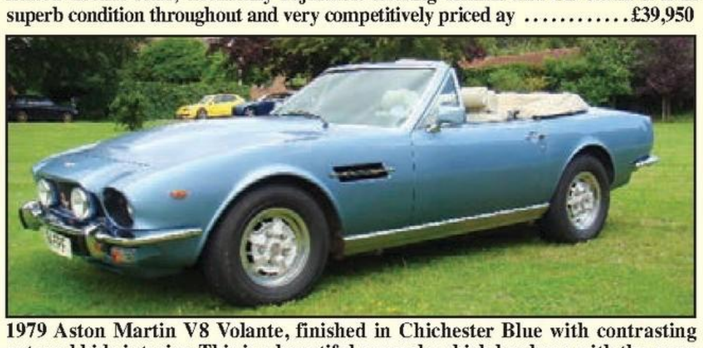
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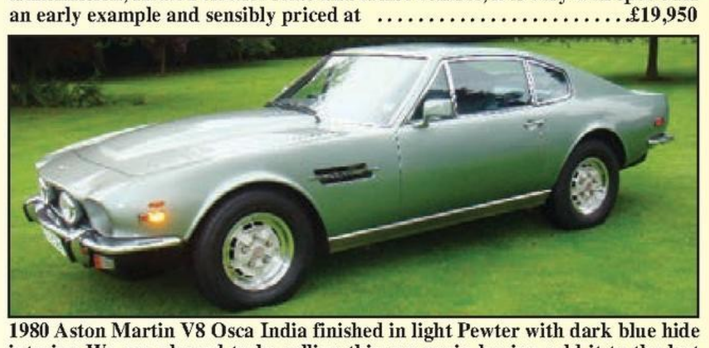
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1981 Aston Martin V8 finished in Balmoral Green with contrasting Magnolia hide interior piped green with forest green carpets. This car is the subject of an in depth refurbishment including a complete repaint and full re-trim, engine rebuild and suspension rebuild and much more. Please enquire for more details. (Library picture) £65,000



1979 Aston Martin V8 Volante, finished in Chichester Blue with contrasting oatmeal hide interior. This is a beautiful example which has been with the same caring owner for the last 22 years. The car has always been garaged and sparingly used and is now very competitively priced £49,950



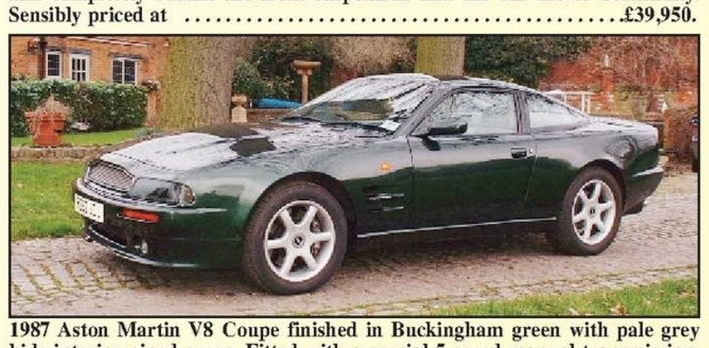
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1990 Aston Martin Virage 5.3 finished in Buckingham green with contrasting parchment hide interior. Not to be confused with most Virages on the market, this one has had only 3 owners and has covered only 34,000 miles from new. It comes with complete Aston Martin service history and represents stunning value. Bound to appreciate £25,000



1958 Aston Martin DB MkIII finished in Navy Blue with recently re-trimmed blue/grey hide interior. This car has been in the same family ownership for the last 37 years and has only two previous owners. It is quite exceptional and undoubtedly rising in value £99,500



1987 Aston Martin V8 Coupe finished in Buckingham green with pale grey hide interior piped green. Fitted with a special 5 speed manual transmission, "18" , five spoke alloys, Air conditioning, red callipers, mesh grille, electric heated seats etc, this car represents extraordinary value having cost in excess of £140,000 when new £34,950



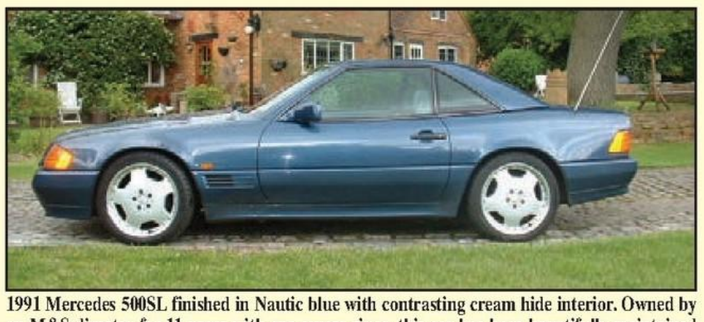
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