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Nigel Roebuck on

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Bahrain GP debacle is the price to pay for abandoning Europe

Also… 50th anniversary interview: Stirling Moss's day of days

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THE ORIGINAL MOTOR RACING MAGAZINE

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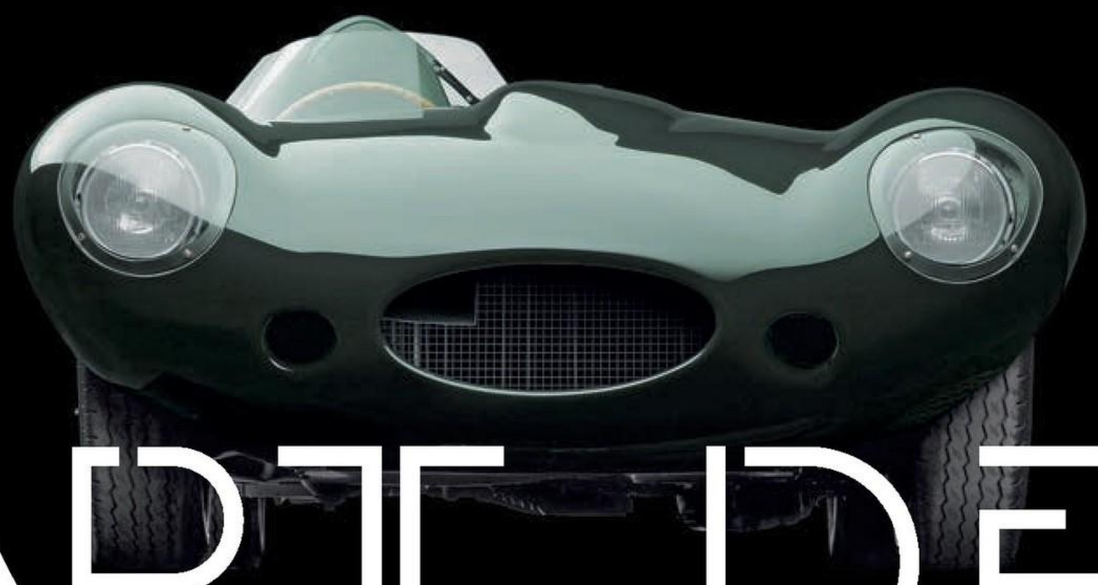
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Chill wind of the real world

The atrocities inflicted by the Bahraini government on its own people threw into sharp focus the fact that sport and politics do indeed mix. Whatever Bernie Ecclestone might say.

As Nigel Roebuck describes in Reflections this month, Ecclestone and the FIA dallied over the decision to cancel the Bahrain Grand Prix, then left it to the ruling Al Khalifa family to make the call. That way, cynics observed, Bernie would still get paid. (He has since made it clear he will only accept the $30m sanctioning fee if the race takes place later in 2011. How noble.) Whatever, the FIA should've acted as soon as the first protester fell. It should not have been left to Ecclestone, for whom ethical pangs on human rights don't seem to be a problem.

As the self-confessed dictator of F1 (these days on behalf of those nice people at CVC), Ecclestone has never thought twice about doing deals with countries in which democracy is a dirty word. He has chased the money and headed East, gradually abandoning F1's European heartland and the sport's true fanbase. The teams, manufacturers and sponsors have followed, absolving themselves of responsibility, because it's in their interests.

That's all very well until F1's insular perspective is rudely jolted by the real world. Bahrain's veneer of respectability has been tarnished for good and, thanks to the lethargy of the FIA and Ecclestone's refusal to condemn the violence dealt out to the protesters, the same is true of F1. Still, were we surprised by F1's collective silence? No. And that is the most damning point of all.

Politicians have always used sport to generate investment and employment, and also to enhance and legitimise their countries' position within the international community. But after Bahrain, those of us that benefit from such events can no longer turn a blind eye. A mass pricking of a collective F1 conscience? About as likely as 'peace in our time'. But Grand Prix racing's embarrassing association with this dreadful episode must have registered in more than one boardroom. We can only hope it's the catalyst for a turning of the tide.

Ecclestone continues to intrigue and occasionally horrify us (praising Hitler for his ability to "get things done", and so on). But perhaps some of the old mystique has been eroded by two recent biographies of the man.

It was no great surprise that the book written by Susan Watkins, reviewed by Nigel Roebuck in the February issue, included little that could be described as salacious. More 'juice' was expected in the second volume on Bernie of the past few months, written by the infamous biographer of Conrad Black, Richard Branson and others, Tom Bower. As it turns out, Bower's work offers little more than Watkins' excellent book – other than a lot of mistakes about motor racing. If you're expecting a tale that lifts the veil on a gangland existence, you'll be disappointed. Bernie is legit, apparently.

Will the full story of Bernie Ecclestone ever be really told? Probably not. But to date, Susan Watkins has got closest to the definitive account. If you've not already had enough of the man, it's her book we'd recommend.

Tom Bower is not the only one who makes mistakes. Last month I told you our racy James Hunt cover photo was taken by Patrick Lichfield. Wrong. The man who captured the image that seems to have made most of you smile rather than wince was Arthur Sidey. Credit where it's due – and apologies for the error.

Damien Smith, Editor

CONTRIBUTORS



Donald Davidson

Even as a youth Donald knew so much about Indianapolis that on his first visit there in 1964 he made an impact. A year on he left England for good to become USAC's 'Mr Memory' statistician and is now the Motor Speedway's official historian, as well as managing the archive, hosting radio shows and writing on Brickyard history. You might say that he is to the Speedway what Bill Boddy is to Brooklands.



Robin Miller

In the US they call it chutzpah. It's what you need to elbow your way into an Indianapolis car crew when you have neither knowledge nor experience, and as Robin tells this month it's how he got into racing. Since proving a hopeless mechanic, then racing midgets and FFord, he's written widely on US motor sport for papers, magazines and websites, and is a regular correspondent on Speed Channel TV.



Tiff Needell

Today's racing driver is more used to being a spectacle than a spectator, heading straight for karts while still in Nomex nappies. But before making it to Le Mans and Formula 1 Tiff did his apprenticeship on the viewing banks of many a UK circuit, and like any enthusiast took his camera. To mark the release of his autobiography the ever-cheerful racer and TV figure opens up his albums.



Ian Wagstaff

Being Silverstone's press and PR officer on the only occasion that Indy cars ever raced there sparked Ian's interest in the legendary US event. The fact that it rained then and at the first two 500s he attended has prompted him to look for more connections between America's greatest spectacle and the British racing industry – a subject covered in his book *The British at Indianapolis.*

■ FORMULA 1

Bahrain GP date yet to be confirmed

F1 teams will start the season in Australia not knowing the final shape of the 2011 calendar after the FIA failed to find a new slot for Bahrain.

Bernie Ecclestone had said a decision would have to be made before the first race. But at the World Motor Sport Council meeting on March 8 the FIA put responsibility for developments into the hands of race organisers, saying that it had "asked the Bahrain Motor Federation to say by May 1 if the Bahrain GP can be organised in 2011".

This announcement followed the protracted decision over the cancellation or postponement of the original March 13 slot.



Reuters

After civil unrest erupted in the Kingdom there were mixed messages from Ecclestone and no word from the FIA. It was left to the Bahrainis to postpone the GP.

Many observers assumed they were forced to make the call to ensure their estimated $30 million sanctioning fee was paid. But Ecclestone said he wouldn't keep the money unless the race went ahead. This was presumably to convince the teams to accept an unfavourable new date.

The only realistic way to squeeze in the race would be before or after Abu Dhabi. Either option would create a logistically challenging triple-header, unless Brazil is moved to December 4 – the final day of the local soccer season.


Clean-sheet LMP1 Aston will make its race debut at Paul Ricard 6 Hours in April

■ SPORTS CARS

New Aston goes against convention

Aston Martin Racing has taken a "novel" approach to the all-new challenger it hopes will conquer the Le Mans 24 Hours.

The AMR-One LMP1 prototype, which will take on the turbodiesel Audis and Peugeots at Le Mans in June, incorporates "a number of interesting solutions", according to AMR team principal George Howard-Chappell. He explained that the open-top design was "substantially different in some areas" to the current breed of prototypes.

"It is not a single-seater with mudguards; that is not its philosophy at all," he explained. "We looked at that, but that is not what we've chosen. We believe our solution is quite novel."

Howard-Chappell hinted that the car's turbocharged straight-six engine could be integral to the aerodynamic solutions AMR has developed



using computational fluid dynamics. He said that part of the reasoning behind the in-line configuration of the powerplant was that "it is narrow, which gives advantages if you are running a particular aero set-up".

Asked to elaborate on that point, Howard-Chappell said: "That's something for other people to work out."

The AMR-One has been described as "conventional and logical in some respects and quite interesting in others", by one leading designer. The technical director of Delta Motorsport, Nick Carpenter, who led the FIA-instigated study that resulted in the introduction of the Formula 1-style shark fin on new LMP cars for this year, drew attention to the air exits in the AMR-One's bluff sidepods.

"They have pulled the splitter exit further back, so the air is exiting just forward of the rear wheels," he explained. "That is going to generate an awful lot of front downforce.

"There is a possibility that there is more air coming all the way from the front, on through the engine bay and out the back, but it is impossible to tell from the photographs."

"WE BELIEVE OUR SOLUTION IS NOVEL. IT IS NOT A SINGLE-SEATER WITH MUDGUARDS"
GEORGE HOWARD-CHAPPELL

AMR has opted for a 2-litre turbo unit rather than a 3.4-litre normally-aspirated V8 because, says Howard-Chappell, "it offers the best potential within the petrol regulations". He insisted there were no packaging issues with a straight-six unit.

The AMR-One's secrets are unlikely to start emerging until the car's race debut, which was set back from the Sebring 12 Hours, the opening round of the Intercontinental Le Mans Cup, in March. The team had always stressed that the participation at Sebring of a car that wasn't given the green light until September was never a certainty.

The car will instead be given a debut in the Paul Ricard 6 Hours on April 4, the first round of the Le Mans Series in Europe. The team will have two cars ready for the Le Mans Test Day at the end of April and will field both in the second round of the ILMC at Spa on May 7.

AMR has entered one car in the full ILMC, though it will run two in selected rounds including Spa and the Silverstone 6 Hours in September. It also plans to contest a number of American Le Mans Series events in the second half of the year.

AMR announced at the launch of the AMR-One that 25-year-old Briton Andy Meyrick was joining the line-up alongside Darren Turner, Stefan Mücke, Adrian Fernández and Harold Primat. One seat remained unfilled at press time.



Pirelli

■ FORMULA 1

Fast-wearing Pirellis to spice up 'The Show'

New F1 tyre supplier Pirelli is confident that it has got its sums right and that its tyres will contribute to entertaining races in Australia and beyond.

Pirelli agreed with the teams and the FIA to create tyres that provoked more than one pitstop, and the winter testing programme has suggested that three or even four changes could be the norm.

"We're very happy with the progress we've made," Pirelli motor sport director Paul Hembery told *Motor Sport*. "I think all that's missing now is getting some feedback from a race environment – that will now come a couple of weeks later than we'd planned."

Some drivers have been critical of tyre wear rates and the dramatic drop-off in lap times over a stint, but Hembery says that he is not worried about the potential for criticism.

"A real tyre drama is something like Indianapolis 2005 when tyres fall apart," he said. "We're just doing something different, which is what was asked of us by the teams. So drivers need to speak to their employers if they're not happy! I think that Australia will be in the three-stop range, by the time we've seen the track evolve. But the teams are working on all sorts of strategies now.

"We're also very open to learning. We've been humble in our approach. It's very hard for us to try and create a product that actually forces changes. It's far easier to do a tyre that lasts for the whole race. You're working in a small window, because you don't want any more than 30 laps with one set of tyres, otherwise you will be back to a one-stop strategy very quickly. We wanted to try and change the way that cars are running on the circuit, because we wanted cars that are running faster and slower.

"A repeat of Canada 2010 is what was asked of us, and clearly some drivers found that difficult. But at the end of the day there will be someone on the podium in Melbourne with champagne in hand, and they'll be happy! The important thing to remember is that everybody has exactly the same product, and it's exactly the same challenge."

One of the big problems that Pirelli and the teams have faced is that the cancellation of the March 3-6 Bahrain test meant that all the 2011 testing was done in the cold Spanish winter.

"It hasn't helped. In fact if we'd been going really well in winter conditions I'd be more concerned, because we shouldn't be working in 10deg C. By and large it's going to be between 25-35deg C for most of the year. We did get greater wear during the winter testing than we'd seen in our own testing, but from our data, that strongly related to the temperature.

"The thing we haven't seen is that we were not having a track evolution – that's the tyre compound being put down on the circuit, which improves the overall wear greatly. We believe it's highly temperature-related."

■ FORMULA 1

More tyres for Friday running

The FIA has attempted to ensure that the track stays busy on Grand Prix Fridays by authorising the use of extra tyres.

There had been fears that due to the short life of the 2011 Pirellis – and the need to conserve them for use later in the weekend – drivers would run minimal mileage on Fridays.

The FIA has now agreed to Pirelli's request to give each driver two sets of a development or experimental tyre that is different from the primes and options chosen for use that weekend. These extra tyres can only be used on Friday.

The move also helps Pirelli, which at one stage even considered running its Toyota test car on Fridays in order to get some more development work done.

On weekends when Pirelli is unwilling or unable to supply development tyres, each driver will now get one extra set of the normal primes for that event for Friday use.



LAT

■ INDYCARS

$5m prize for Vegas winner

The IZOD IndyCar Series is hoping to create additional interest in this year's championship by offering a US$5 million bonus to any driver from outside the series who enters and wins the Las Vegas Motor Speedway season finale.

IndyCar CEO Randy Bernard hopes to attract NASCAR, Formula 1 or other leading drivers to the October 16 race. So far both Juan Pablo Montoya and Tony Stewart have said they would be unable to take on the challenge because of the logistical difficulties in flying back and forth across America from that weekend's NASCAR race at Charlotte.

Three-time Indycar champion Sam Hornish has been tipped by many as a possibility as he isn't currently contesting the full Nationwide schedule. However, when *Motor Sport* spoke to him he was unsure about whether he would be allowed to race. "It's not something I'll say I'm going to do," he said. "Also, I think there's going to be a clause which means you can't compete in the race if you're doing a full season in another championship."

IndyCar has changed the 550km race at the Texas Motor Speedway on June 11 into two 275km sprint races. Both will pay half points and half the usual prize money – $17,500 to the winner down to $5000 for fifth. Starting positions for the second race, run only one hour after completion of the first, will be randomly determined by a blind draw. The teams will be required to use the same pits for both races, determined by Indy 500-style qualifying. They will also be permitted to use a different engine in the spare car for the second race.



■ BTCC

Ford reveals latest tin-top

Ford took the wraps off its Focus 'Global Touring Car' at the Geneva Motor Show in March.

The manufacturer has joined forces with the Arena British Touring Car Championship squad to develop the car, which was described by company global performance director Jost Capito as the first in a number of "collaborative efforts" aimed at increasing Ford's profile in tin-top racing.

PIRELLI.CO.UK



GP3

Daly switches to Europe

Connor Daly, son of 1970s and '80s Grand Prix driver Derek, is to cross the pond to forge his career in Europe.

US-born Daly, who won last year's Star Mazda Championship, will contest the GP3 Series with the British Carlin squad. The 19-year-old has the continued backing of Mazda for his 2011 programme, which will include non-clashing road-course rounds of the Indy Lights series.

Daly previously contested two Formula Ford events in the UK at the end of 2008 as part of the Team USA Scholarship programme.

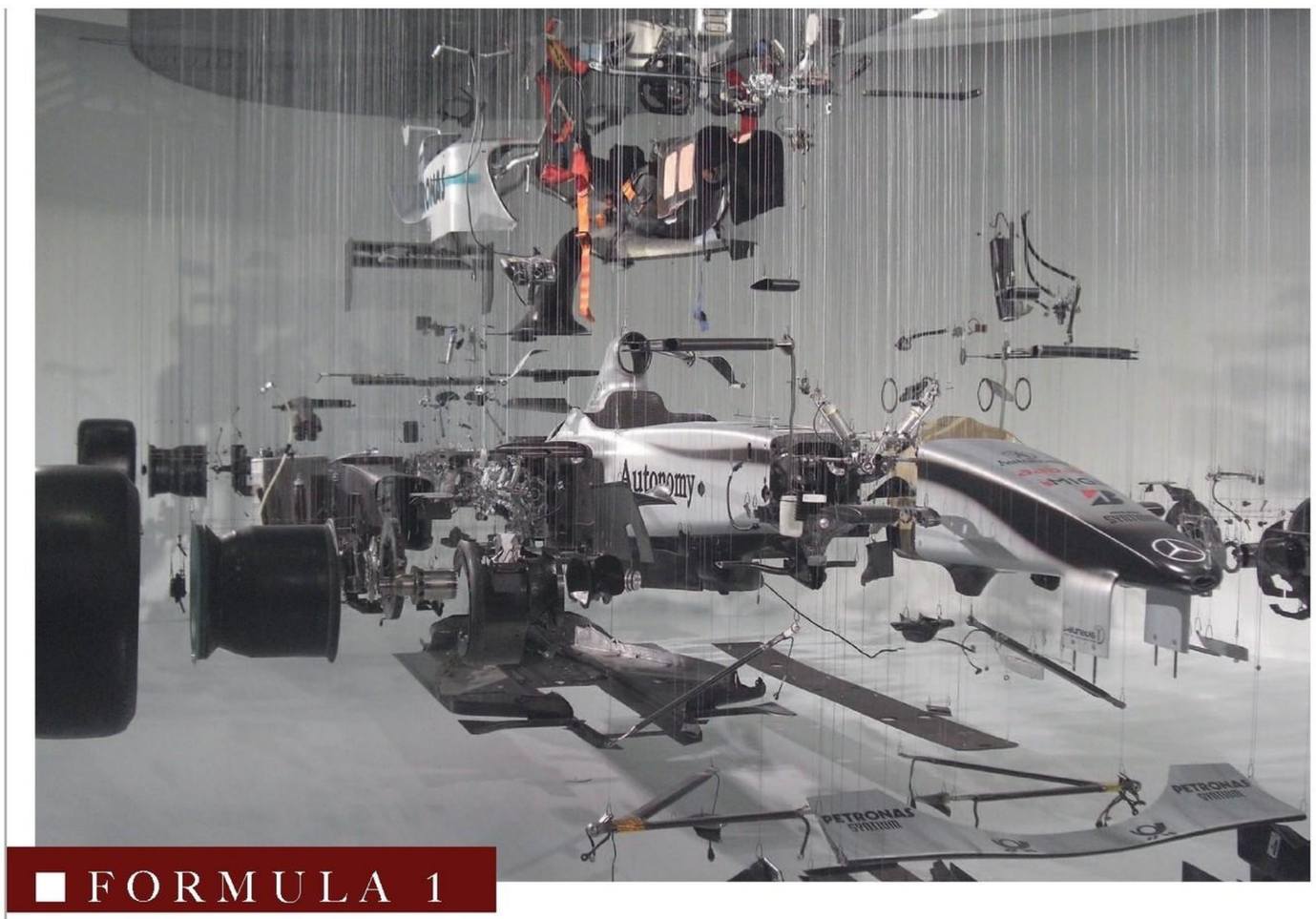
INDYCARS

De Ferran shuts his team

Two-time Champ Car title winner Gil de Ferran has been forced to close his team after only one season in the IndyCar Series.

De Ferran Dragon Racing had looked set to remain in IndyCars this year with Tony Kanaan driving, but the necessary sponsorship failed to materialise. De Ferran said he had no choice but to shut the doors on the Indianapolis-based team he set up in 2009.

De Ferran said: "It was looking good, but a couple of opportunities fell through, and that was that. We looked at all sorts of possibilities, but none made business sense."



FORMULA 1

Art to boost F1 interest

A stunning 'exploded' Formula 1 car is the centrepiece of a new exhibition that has been opened at Mercedes-Benz World in Surrey.

The piece, called 'View Suspended II', was created by Dutch artist Paul Veroude for a show themed on 'technology past and present'. The Mercedes GP car features over 3200 parts that have all been suspended by fine wires.

"The artwork took hundreds of hours to put together and attracted a huge amount of interest while it was being made," said CEO of Mercedes GP Nick Fry, who was on hand to unveil the artwork on March 3.

"It really does show how intricate and complex an F1 car is," he added. "We hope that showing an F1 car in this form will inspire young people to get interested in automotive engineering and Formula 1."

Fry hopes the exhibition and sculpture, which is open to all visitors to the Brooklands-based facility, will be "a catalyst to get people involved" in the motor racing industry.

"Formula 1 is something we are remarkably good at in the UK and the vast majority of the grid is made here. There are about 4500 companies that support F1 and high-performance engineering in general. Those companies turn over about £6 billion a year."

For more information on the exhibition, log on to www2.mercedes-benz.co.uk.



SPORTS CARS

Ecurie Ecosse to race again

The famous Ecurie Ecosse team will return to sports car racing in the summer after an absence of nearly a quarter of a century.

The modern iteration of the team, which won the Le Mans 24 Hours twice in the 1950s with Jaguar, is to field an Aston Martin DBRS9 in the Spa 24 Hours at the end of July. It will be the first time that Ecosse has been involved in sports car racing since its successful Group C2 campaigns in the mid-1980s.

Team principal Hugh McCaig, who was responsible for relaunching Ecurie Ecosse in the 1980s, explained that he hoped to use this year's programme as a springboard to a return to Le Mans.

"We'd like to do more races after Spa, which will give us a platform to work from for next year. Le Mans is synonymous with Ecurie Ecosse and that's where we want to be."

The Aston, to be run by the Barwell Motorsport squad, will be driven at Spa by Oliver Bryant, Joe Twynam, Andrew Smith and McCaig's son Alasdair.



LAT

FORMULA 1

Vettel re-signs for Red Bull

World Champion Sebastian Vettel has signed a new deal with Red Bull Racing that will keep him at the team until the end of 2014.

The German had been linked to possible moves to both Ferrari and Mercedes. But the agreement, which was announced well ahead of the Australian GP season opener, looks sure to rule out a big-money move.

Meanwhile, Italian Tonio Liuzzi claimed the final race seat on the 2011 grid when he was confirmed as team-mate to Narain Karthikeyan at Hispania Racing just three weeks before the first race.

Tambay stars in Spa rally

Former Grand Prix winner Patrick Tambay contested his second rally ever when he drove a Porsche 911 in the Boucles de Spa.

Although he competed on the Paris-Dakar Rally Raid eight times, his only previous all-out rally was the 1973 Monte Carlo. "That was totally different to this," said



Tambay, after finishing 23rd from nearly 200 starters. "This event is to rallying what the Goodwood Revival is to racing. It's unreal."

Tambay was encouraged to do the rally by his son. "I was set up by Denis Giraudet and my son Adrien. Denis was the co-driver for Adrien in the 2011 Monte Carlo Rally and they wanted to get me back into action. I haven't had a licence or done any competition for two years."

Bristol power now available

50 years after production ceased, the Bristol race engine is available once more after INRacing commissioned the casting of new blocks for the unit that is used in period single-seaters and sports cars.

Preparation ace and racer Ian Nuthall can now supply 2-litre and 2.2-litre engine blocks and heads for the popular engine of the 1950s. Until now, the replacement of major components has not been an option.

"This development will allow us to support owners in the years ahead," said Nuthall.



All images Paul Lawrence

HISTORICS

'Mini Moreno' keen to race on

Former Grand Prix racer Roberto Moreno says he wants to do more historic racing after making a comeback in a Mini Cooper S at Oulton Park.

The Brazilian, who first made his name in Formula Ford in Britain at the end of the 1970s, accepted an invitation to share the car of Masters founder Ron Maydon in a two-driver Pre-66 saloon car race and battled for the class lead with Mini expert Nick Swift before being forced out by engine problems.

"I wanted to do some driving and also find some work in different areas of the sport because I have a lot of spare time," said Moreno, who currently coaches countryman Lucas Foresti in British Formula 3.

"So I went to see the Masters test at Goodwood," he said. "Initially I wanted to see if I could help somebody who wanted their car set up or if I could do a little coaching with someone.

"As soon as I met Ron Maydon, he said: 'come and drive my Mini with me at Oulton Park.' I couldn't resist the opportunity to drive there again. The last time I drove there was in a Formula 3 car in 1982.

"You can have fun in historic racing and the people here are seriously competitive. If you think historic racing is for old people that just want to drive around, you are wrong. I found that I had to raise my game after testing. I'd like to do some more, because the adrenaline got in my blood and I liked it."



F3 returns to Cadwell Park

Cadwell Park will join other major UK tracks in having a dedicated historic festival each year with an event that will celebrate the history of Formula 3. The inaugural Wolds Trophy Meeting will run over the Easter weekend (April 24/25).

The Lincolnshire track hosted British F3 Championship rounds until the early 1980s, but after Ayrton Senna da Silva had a big accident there in 1983 contemporary F3 never returned.

The new HSCC event will celebrate four generations of F3 cars as well as Formula Junior. The 500cc cars, the first category to race at Cadwell in 1953, will share the event with 1000cc, 1600cc and 2000cc evolutions of the class.

"It's a fantastic driver's circuit, oozing with character, and an exhilarating place to drive an F3 car," said circuit owner and former F3 racer Jonathan Palmer.



Can-Am Lola back on track

The rare Lola T310 Can-Am car will race in Europe for the first time this season when German Peter Schleifer competes in the new Canadian American Challenge Cup.

The 8.8-litre, 830bhp, 17ft-long monster spent its life in the US where it was raced in period by David Hobbs.

The series will span the entire Can-Am era from 1966 through to 1974 and will feature at least four races in Europe. Organisers are hoping to add a UK race to the schedule.

Talbot celebration for VSCC

The 80th anniversary of the Talbot 105 will be celebrated at the VSCC's Spring Start meeting at Silverstone on Saturday April 23.

The VSCC and the Talbot Owners' Club are organising a display of the 3-litre cars in the pit garages and plan to tell the story of the Talbot 105, manufactured from 1931-37, with a number of significant cars.

At the same event will be the prototype Lotus 16, now fully rebuilt to 1958 specification by current owner Eddie McGuire. Raced by Cliff Allison and Graham Hill in period, the car has been restored by Nicholas Finburgh Ltd.

American series adds GT class

Legends of Motorsport, the series of US classic race meetings set up by Bobby Rahal, has added a new class for recent GT cars.

GT 2000 will accept GT cars from 2000 to date, and Rahal hopes to attract cars from manufacturers like Porsche, Ferrari and Lamborghini to the opening event at Barber Motorsports Park on May 22.

"In speaking with racers last season, we heard several requests for a category of this calibre," said Rahal.

Meanwhile the rules for the Legends GTP/Group C class have been revised to include GTP cars from 1994 to the present day.

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Ogier came close to upsetting Loeb's chances of a fifth Mexico win, left

WRC Rally Mexico

León, Mexico

A **SEBASTIEN LOEB** VICTORY IN MEXICO – his fifth there in succession – wasn't what those advocating the World Rally Championship's new era had yearned for when the series resumed in March.

The Citroën driver has claimed the last seven drivers' titles and his win on the mainly slippery gravel stages around the city of León, his 63rd in 140 starts, continued his dominance. It also restored Loeb's reputation following an off-song effort on the snow-based Rally Sweden in February, where he languished sixth after encountering the worst of the stage conditions.

While Loeb's winning margin of almost 1min 40sec in Mexico suggested that the revamped technical rules – 1.6-litre direct-injection turbo engines now power punchy, more agile and cheaper hatchbacks – have done little to spice and even up the show, nothing could be further from the truth.

Not for the first time, Loeb was rattled by the pace of young team-mate **Sébastien Ogier**, who crashed out of the lead with three stages remaining. "He was very fast," said Loeb. "I really had to push to stay with him."

Ogier is not the only young star emerging this season. In Sweden, **Mads Østberg** was a close second to Ford's **Mikko Hirvonen** in a privateer Fiesta. He excelled again in Mexico, taking fifth on an event he'd never tackled before.

Evgeny Novikov returned to the series in Mexico and is also highly rated. The Russian, 20, showed glimpses of his early promise, despite not driving his Fiesta prior to the pre-rally shakedown.

Novikov will contest at least five more rounds in 2011, a prospect that has cheered Ford team boss **Malcolm Wilson**. "There's no question he can deliver the goods," Wilson reckons.

Of the 12 new-generation World Rally Cars in Mexico, Wilson's Cumbria-based M-Sport operation was responsible for nine, including two Ford-backed entries for Hirvonen and **Jari-Matti Latvala**.

But Wilson knows that the WRC needs additional car makes if it's to take off: "There's no question we need more manufacturers for the long term. It's going to put more pressure on us but it will make the sport stronger."

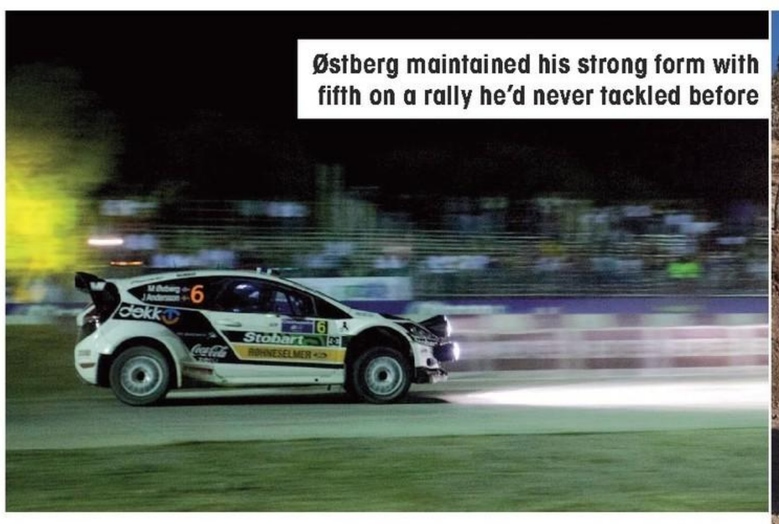
The WRC's strength was boosted on the eve of Rally Mexico when Convers Sports Initiatives acquired the series' promoter, North One Sport. Backed by Russian entrepreneur and rally enthusiast Vladimir Antonov, the deal will hand the WRC much-needed promotional investment and enable North One to deliver similar initiatives as the Power Stage, a made-for-live-TV end-of-rally stage that awards bonus points to the fastest three drivers.

Purists sneered at the concept, but the stage was hotly contested in Mexico with several drivers looking to make up for earlier disappointments, such as 2003 champion **Petter Solberg**, who lost out on a second straight podium after his privateer Citroën suffered an electrical glitch on day one.

So what of those sought-after manufacturers? Mini has confirmed its factory team will debut on Rally d'Italia Sardegna in May, with VW, Saab and possibly Toyota waiting in the wings.

"When you hear this news it's good," said Loeb. "If the goal of the new rules was to bring in manufacturers and improve the race then the WRC can be exciting again." *Richard Rodgers*





Østberg maintained his strong form with fifth on a rally he'd never tackled before



Hirvonen still leads points after finishing in second

Marcos Rodriguez/Enrique Gijon/LAT

Daytona 500

Daytona Beach, Florida

THIS YEAR'S 53RD DAYTONA 500 produced a new winner in **Trevor Bayne**, who turned 20 the day before NASCAR's traditional season-opener. Bayne was making only his second start in the first-division Sprint Cup series and drove a flawless race aboard the **Wood Brothers'** Ford to score the team's first win in 10 years – and its first at Daytona since David Pearson's 1976 victory.

Bayne led a Ford 1-2-3 ahead of **Carl Edwards** and **David Gilliland** to seal the manufacturer's 600th Sprint Cup win. He became NASCAR's second youngest winner behind Joey Logano, who won his first race in 2009 aged 19.

The Wood Bros is NASCAR's second-oldest team behind Petty Enterprises, founded in 1949. Glen and Leonard Wood started their team in 1950, with Glen driving and Leonard working as crew chief. Over the decades top stars such as Curtis Turner, Cale Yarborough, Dan Gurney, AJFoyt, David Pearson, Buddy Baker and Bill Elliott have driven for the Wood Bros, and Bayne's win was the team's 98th in NASCAR's top flight.

This year's 500 was a messy race, with a record 16 yellow flag periods. As a result it was the second-slowest 500, but there were also a record 74 lead changes as the drivers discovered a two-car push-drafting technique on the smooth new track surface.

Many favourites were delayed or eliminated in a series of accidents. Defending champion **Jimmie Johnson** and team-mate **Jeff Gordon** lost out in an early multi-car crash, while polesitter **Dale Earnhardt Jr** was knocked out at the end of the race. *Gordon Kirby*





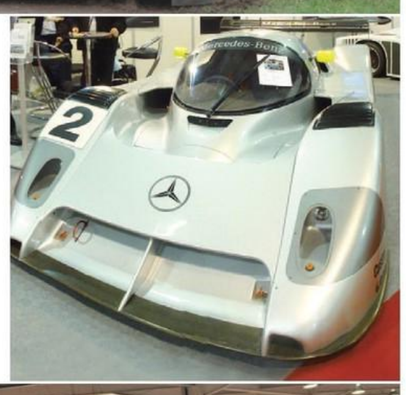
Bayne's breakthrough win also ended a winless streak for the Wood Bros



The race featured some heavy crashes, but also some clever two-car drafting, left

LAT/NASCAR Getty







Above: Sauber Mercedes C291. Right: Giacomo Agostini attended

Race Retro

Stoneleigh Park, Coventry

WITH THE EVENT CELEBRATING 100 YEARS of Lancia, it was wholly appropriate that double World Rally Champion **Miki Biasion** was the star guest at this year's Race Retro, the International Historic Motorsport Show.

To the delight of fans, Biasion was reunited with a Lancia Delta Integrale for the live rally stage. He threw the car around the short test set up in the National Agricultural Centre's car parks. "Driving the Integrale is like finding an old girlfriend; I really enjoyed it," said Biasion, who took both his world titles in such a car. Its owner **Justin Law**, the Group C racer, was just as spectacular as his illustrious team-mate.





Inside the halls, major race and championship organisers reported good levels of interest for the coming season, although the growing number of clashing series was apparent. Both Group C Racing and Masters displayed relevant cars. Pride of place on the Group C stand went to a Sauber Mercedes C291, the last Merc to win a Gp C race in the hands of Michael Schumacher. After 20 years in the private collection of Peter Sauber, chassis 04 is now owned by Andrew Haddon and should race later this year.

The remarkable Lola T310 Can-Am car made its first public appearance in the UK. The monstrous 1972 car is a whopping 17ft long and new owner Peter Schleifer plans to race it in the new Cam-Am Challenge series.

Other displays included a celebration of 100 years of the Monte Carlo Rally, topped by the 1931-winning Invicta of Donald Healey and the Sunbeam Talbot taken to sixth overall in 1953 by Stirling Moss. *Paul Lawrence*



Audi Quattro on rally stage. Below: *Motor Sport's* stand

Dennis Goodwin/Race Retro/Dave Alrston

FORTHCOMING EVENTS

APR 3 MOTOGP España, Jerez
APR 3 LMS 6 Hours, Le Castellet
APR 8-10 HISTORIC FESTIVAL, Barcelona
APR 10 F1 Malaysia, Kuala Lumpur
APR 10 INDYCAR GP, Long Beach
APR 14-16 WRC Jordan Rally
APR 16-17 GT1 Abu Dhabi
APR 17 F1 China, Shanghai
APR 24 MOTOGP Japan, Motegi
APR 30/MAY 1 HISTORIC FESTIVAL, Donington Park

Nigel Roebuck



REFLECTIONS
– F1 pays the price for Bernie's shift eastwards
– A Cuban lesson in how not to run a Grand Prix
– Gizmos that are still detracting from the racing

On one of the websites I saw a headline that made my heart skip with delight. 'Imola replaces Bahrain round', it said, but my elation was short-lived. As I read on, I realised they were talking only about the GP2 Asia Series race; no such luck for the Grand Prix.

It was in the middle of February that Bahrain – succeeding Tunisia and Egypt – became the lead story on the news. Before long it was superseded by the dreadful happenings in Libya, but for a time the events in Bahrain's capital, Manama, held sway. After a night of protests, and a degree of violence, one Nabeel Rajab, the vice-president of the Bahrain Center for Human Rights, said on Tuesday, February 15, that the forthcoming Grand Prix would provide an ideal opportunity for protesters to get publicity for their cause.

"Formula 1 is not going to be peaceful this time," Rajab said. "There will be lots of journalists, a lot of people looking, and the government will react in a stupid manner, as they did yesterday and today. And that will be more bloody, but also more publicised."

Later that day Bernie Ecclestone admitted to concerns: "The danger's obvious, isn't it? If these people wanted to make a fuss and get worldwide recognition, it would be bloody easy, wouldn't it?" Meantime the CEO of the Bahrain International Circuit, Shaikh Salman bin Isa Al Khalifa, announced that safety was the priority, but the focus remained on delivering a successful Bahrain Grand Prix – one month hence.

The following morning – Wednesday – FIA president Jean Todt said that the governing body would not rush into a decision, but would wait until after the coming weekend's GP2 Asia race before making any decisions. "I always try not to



One of the Bahraini military's armoured vehicles passes an advert for the GP on February 19. The race was finally postponed soon after

over-react to breaking stories," said Todt, and while in normal circumstances that is an admirable trait, on this occasion one thought it perhaps calm to a fault.

That evening matters took a distinctly ugly turn in Bahrain, with several protesters killed, and now surely anything as essentially frivolous as putting on a motor race was untenable. When I heard on the news that ambulances had been actively prevented from reaching the injured, right there I started making a decision about my own Bahrain plans.

To no one's great surprise, the organisers of the GP2 Asia race announced that day (Thursday) that their event – due to be run that weekend, remember! – was off. Quite why this decision had not been made somewhat earlier remains a mystery.

In the meantime it was status quo from the Bahrain GP officials: while safety was the priority at all times, 'Our focus remains on delivering another successful event', etc, etc... Ecclestone, reacting to the previous night's violence, allowed that it wasn't looking good, but said that no decision would be taken before the following week. At this stage, indeed, even the final pre-season test – due to be run in Bahrain on March 3-6 – remained on the agenda...

> "Now, surely, anything as frivolous as putting on a race was untenable"

After the horror of Wednesday night, Thursday night was quieter, prompting Bernie to tell the BBC the following morning that he was 'more hopeful', that 'things have changed'. "I've spoken to people who are there," he said, "and they say it's quiet, no big problems." So that was all right, then.

Ecclestone then said that it wouldn't be right to cancel the race on purely political grounds, saying – tellingly, one thought – that, "It seems as if people thought it [Bahrain] was democratic a few weeks ago.

"We don't know what the protest is really about," Bernie went on. "We've never, ever, ever been involved in religion and politics. We don't make decisions based on those things. It's not for us to run a country. We want to make a positive contribution to the countries we visit, and our intention is always to be there as a ›››

APPhoto

Nigel Roebuck

positive presence – we wouldn't want to make a negative impact. Clearly, if F1 were to become a focal point of unrest, that would be a concern. It's not just about the safety of those involved, but being sensitive to what is going on in the country."

That same day at the Barcelona test, FOTA had a meeting, with Bahrain at the top of the agenda. The team principals declared their complete trust in Ecclestone, and said they would go along with whatever he recommended.

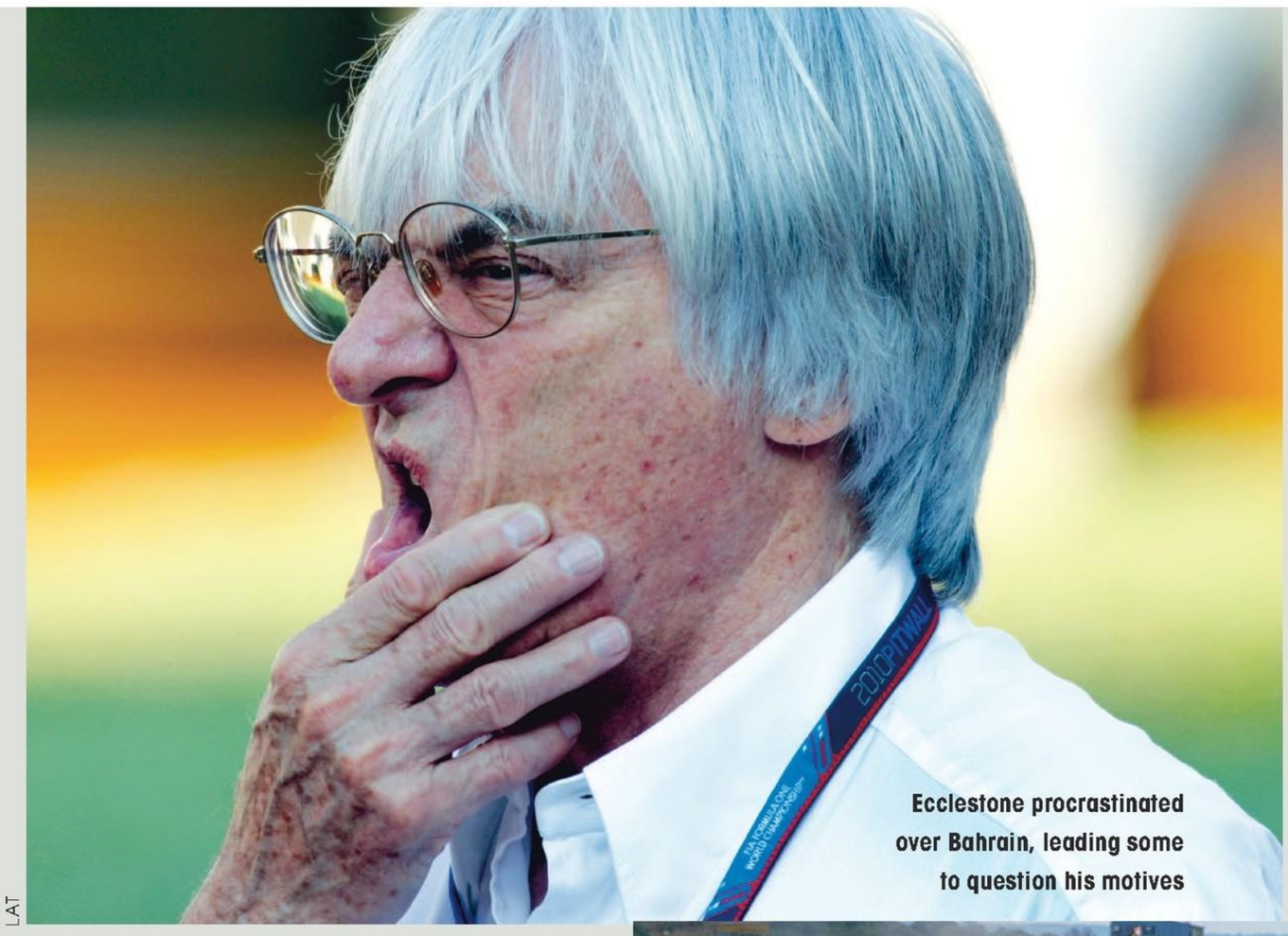
In the evening there was further violence in Manama, and on Saturday morning the Foreign Office issued a warning that no one should travel to Bahrain unless it were essential. That, it seemed to me, was surely the moment when this farce should have been put to bed, once and for all. From the powers-that-be, though, not a word...

On the Sunday – February 20 – Ecclestone announced that he would let the Crown Prince of Bahrain make the decision – "He will know whether it's safe for us to be there" – and he expected that by the following Tuesday. This was becoming surreal.

As it was, the Crown Prince made up his mind on the Monday. "At present," his statement read, "the country's entire attention is focused on building a new national dialogue for Bahrain. Although Bernie Ecclestone has graciously made it clear that a decision on the race was entirely Bahrain's concern to make, and was not yet required, we felt it was important for the country to focus on immediate issues of national interest, and leave the hosting of Bahrain's F1 race to a later date."

Only now was there – finally – an official statement from the FIA, supporting Bahrain's decision to call off the GP, but making it clear that only the governing body could decide whether or not the race should be rescheduled this year.

Perhaps Bernie missed that, for soon he announced that he would do his best to find a slot for it. "If everything is peaceful, which we hope it will be, then we will try our best to fit it in," he said, adding that



LAT

Ecclestone procrastinated over Bahrain, leading some to question his motives

FOM would pay the costs of the cancelled event, estimated at $30 million. "The fee that is normally paid for the event is not being paid. I am not charging them for a race they are not getting. If and when it is rescheduled, they will pay their usual fee." One began to understand his enthusiasm for finding an alternative date.

While FOTA may have declared their support for Bernie, their willingness to agree to whatever he decided, once the decision to call off the race had been taken, a rather different picture began to emerge. Williams, for example, let it be known that it wouldn't have gone to Bahrain in any circumstances, and it suspected that neither would any of the other teams. Conversations with one or two suggest to me that such was indeed the case.

So, assuming – and it's a big assumption – that the unrest in Bahrain is swiftly quelled, when could a new date be found in an already overcrowded season? To general disbelief, Ecclestone speculated that the Bahrain Grand Prix could be run in August, between Budapest and Spa. "I think the teams are sensible enough even to race there in the summer break, despite the high temperatures, because this is the way we can support the country."

I could be wrong, but I somewhat doubt that the average F1 mechanic gives a toss about showing 'support' for Bahrain. Why should he? Precisely what is in it for him?

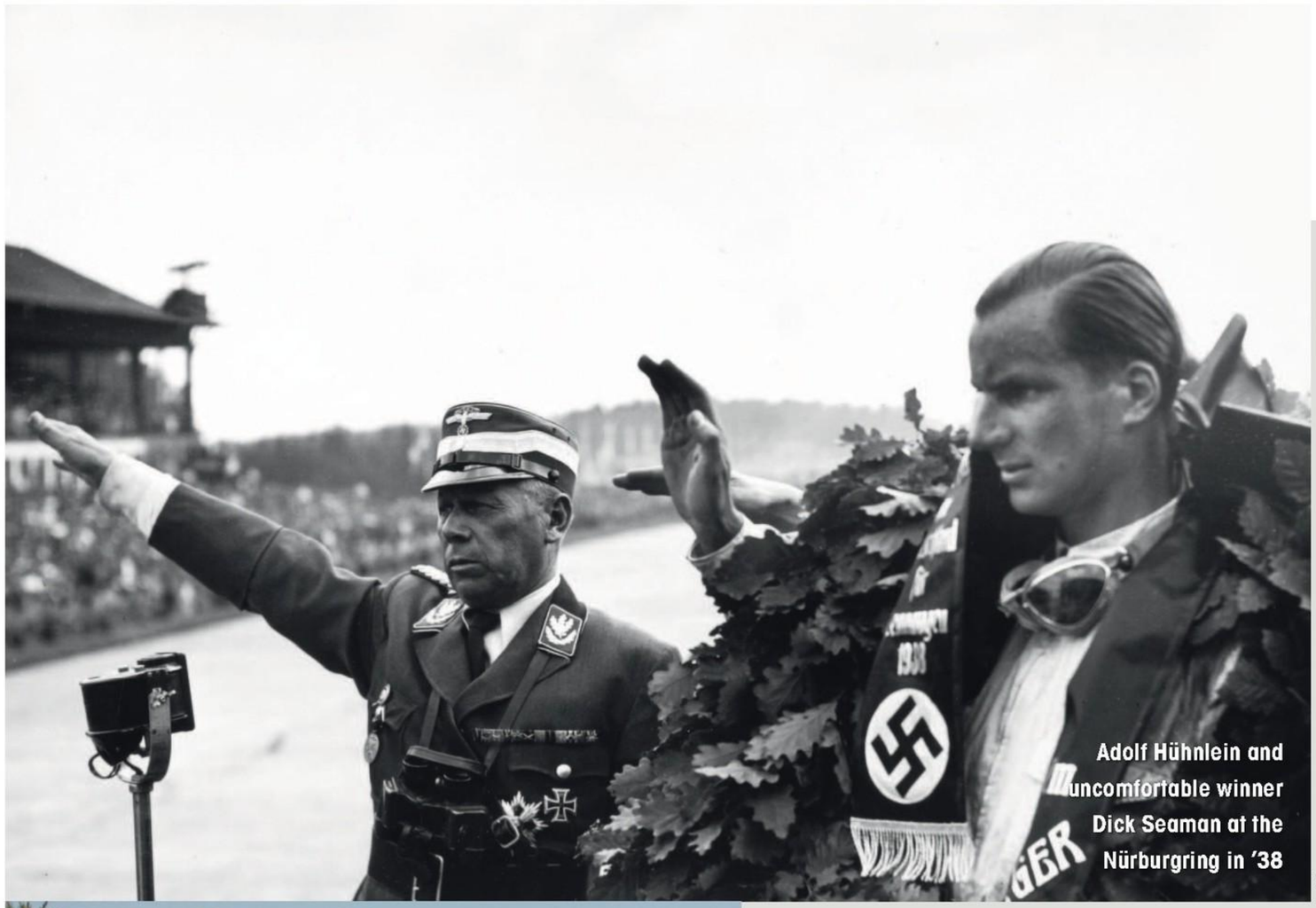


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While Ecclestone has always expressed a loathing for holidays, not everyone feels the same – and, of course, not everyone stands to make a few more million by schlepping to Bahrain in August or whenever. The 'summer break', let us remember, was instituted to provide an opportunity for F1 folk to reintroduce themselves to their families, even to take a proper vacation – and in a place which probably wouldn't be Bahrain.

Perhaps someone acquainted Bernie with this thought, for he swiftly announced that, no, August wasn't an option, after all: "Forget it – it's too hot for the public to sit in the grandstand when it's 40 degrees." Not ideal for working on – or, come to that, driving – F1 cars, either.

"I'm hoping things settle peacefully in Bahrain," he said, "and we can try and get



Adolf Hühnlein and uncomfortable winner Dick Seaman at the Nürburgring in '38

LAT



Bahrain GP has yet to be rescheduled. Left: every big sport bar F1 had abandoned South Africa by '85

APPhoto

a slot later in the year. Whether or not, if we'd gone there now, it would have given the opportunity for more unrest, I don't know. But I'd hate it if we had been the cause of people suddenly getting a lot more publicity by sabotaging F1…

"It wasn't an easy decision for the Crown Prince – F1 put Bahrain on the map. Before 2004 – when F1 raced there for the first time – not many people knew Bahrain."

Exactly. In recent years the shape of the World Championship calendar has changed out of recognition because many of the lands new to it pitched for a Grand Prix not because F1 was madly popular at home, but because major sporting events confer a degree of prestige on a country – and also, let it be said, a certain respectability. As Ecclestone himself said of Bahrain, "It seems as if people thought it was democratic a few weeks ago…"

What Bernie seemed then to suggest was that it was none of F1's business, when setting up its stall in a country, to question – or even consider – how that country was run. "F1 must never be political – full stop," he said. "It's not my business to make politics. My job is to do the best deals possible for F1 – to secure jobs. Five thousand people have jobs directly or indirectly connected to F1, and I want to secure those jobs."

And there was I, thinking all this time that CVC had bought into F1 solely to make money for its investors. Shame on me.

The FIA has given the Bahrain authorities a deadline of May 1 to make a decision about rescheduling their race this year. Now that August has been discounted, the only possibility would seem to be November, perhaps the weekend after the Abu Dhabi Grand Prix, but that – if a triple-header is to be avoided – would mean moving the final race (Interlagos) into December. Come to that, you can't imagine that the Abu Dhabi organisers would be too thrilled to have a back-to-back with another race in the same region. They couldn't even fill the place last year, after all, when staging the World Championship decider.

In some respects, F1 has an obsession these days with being seen to do the right thing – particularly with regard to 'green' technical regulations – yet appears to have no concerns about some of the countries it visits. Does it really wish to be seen as a collection of folk who know the price of everything, the value of nothing?

I'll admit that time was when I naïvely thought – and wrote – that politics and sport should remain resolutely separate entities. Back then the only controversial Grand Prix, from a political standpoint, was that run in South Africa, which had first come into the World Championship in 1962.

By 1985 South Africa's apartheid regime had rendered the country *persona non grata* for all international sports, save motor racing. As the Grand Prix drew near, there was increasing criticism in the press, which in turn prompted consternation within the sport. Renault withdrew its cars from the race, while other teams competed without their usual sponsorship identification.

In some cases, this was wholly disingenuous. The name of Marlboro, for example, was missing from the McLarens, yet as you drove from the circuit into Johannesburg you noted that every single bus shelter – well away from the TV cameras, of course – carried large advertisements for the brand.

Immediately after we got back from Kyalami, the FIM announced the cancellation of the following year's motorcycle Grand Prix, and soon it became clear that neither would F1 be going back to South Africa any time soon. I'll admit at the time I was sad about that, for Kyalami was a wonderful circuit, and – unlike, say, China – there was no doubt of the country's passion for F1: why, there was even a domestic F1 championship there.

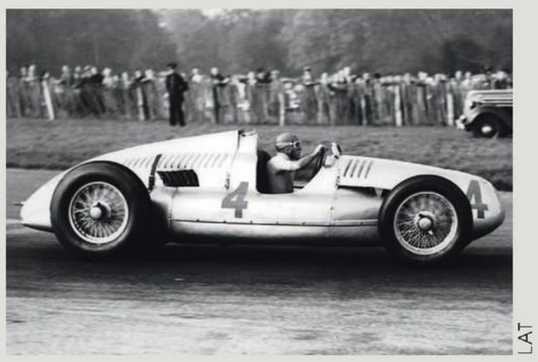
Later, though, I began to feel rather differently about it. For one thing, I heard a long radio interview with John Arlott, doyen of cricket writers, who had long previously ceased to cover MCC tours of South Africa, and very persuasively explained why. That had a considerable effect on me, as also did a book *The Nazi Olympics*, which told how Adolf Hitler manipulated, to his own ends, the Games in Berlin in 1936.

Perhaps, to that point, I had chosen not to think about sport as a political tool – it can only have been that, for although Hitler died before I was born, I had read extensively about pre-war Grand Prix racing, and well knew that he had shamelessly used it for reasons of political propaganda through the 1930s, spending liberally on the Mercedes-Benz and Auto Union teams whose drivers were required – on the podium – to give the Nazi salute. He even had his own representative – NSKK-Führer Adolf Hühnlein – at the races. »»

Nigel Roebuck

So I had read about it, knew about it, but in my mind all that was somehow 'of its time', a time before I was alive, a time now gone. For reasons I can't explain, I was far more shocked, brought down with a jolt, by that book on the Olympics of the same era.

My late father, with some university friends, attended both the pre-war Donington Grands Prix, in 1937 and '38, and I remember his telling me of the circumstances of the second of them. It was originally scheduled for Saturday, October 1, but although both the Mercedes and Auto Union teams arrived in good time for practice, they were then ordered home, for it seemed that war between Britain and Germany was imminent. On September 30, though, Prime Minister Neville Chamberlain returned from a meeting with Hitler brandishing a paper signed by both of them, and famously – or infamously – proclaiming that it was, 'Peace In Our Time'.



LAT

"Teams were ordered home; war was imminent"

It was nothing of the kind, of course, merely a postponement of hostilities, but the Donington Grand Prix was hastily rescheduled for October 22, and back the Germans came. After they had watched Tazio Nuvolari win for Auto Union, my dad and his pals set off back to Cambridge, rightly suspecting there might not be another Donington GP for some little time. Although a date was set in 1939, it came after September 3, when Nuvolari won the Belgrade GP – and, rather more to the point, Chamberlain announced that a state of war now existed between Britain and Germany. Donington swiftly disappeared from the front of anyone's mind.

Knowing all that, you may wonder how I could ever have persuaded myself that politics could – and should – be kept out of sport. I wonder myself.

Once Kyalami had disappeared from the World Championship calendar, for 1986 we had Grands Prix in Brazil, Canada, the USA, Mexico and Australia, together with 11 races in Europe – but one of those, in Hungary, was new. A few weeks beforehand I booked my flight to Budapest, and happened to ask Denis Jenkinson if he had done the same. "Not going," said Jenks tersely. I asked why. "It's unstable," he said, "a communist country full of people who don't want to be communists…" And he went on to tell me of a moment he had never forgotten.

"It was in the autumn of 1956, and I was driving somewhere in the Porsche, at about two in the morning. I was listening to a jazz station – and suddenly the music was interrupted by this hysterical voice, saying, 'Save us – please save us…' There had been a revolt against the communist government, and the Russian tanks had arrived in Budapest to crush it. I can still hear that voice…"

Even when democracy came to Hungary, Jenks never did go there, nor, for that matter, to any Grand Prix in South America. He adored the USA and never missed a race there, but for him F1 was fundamentally a European thing, and I cannot imagine what he would have made of the World Championship in the 21st century. Not much, I fancy, with its proliferation of endless flights and soulless 'Tilketracks'.

He would, though, have been much amused by the fact that the races run in the Far East are increasingly scheduled at times favourable to European TV audiences, rather than those on the spot. 'Clever old Bernie – he gets the big money from these places, but he knows where the fans are, and he doesn't want the ratings to fall…' I can hear him saying it.

In the summer of 2009, when F1 was tearing itself apart, it looked briefly as though FOTA, the teams' association, had reached breaking point with Max Mosley and the FIA, and was intent on breaking away and establishing its own F1 championship. At a meeting on the Thursday before the British Grand Prix, indeed, such a decision was taken, and I can remember the sense of giddy euphoria in the paddock the following morning. "For one thing," an elated team principal said to me, "we could have a World Championship calendar that *we* want. Bernie keeps saying, 'We don't need America', which is crazy – ideally we'd like at least *two* races in America! After all these years of being told where we're going, we'll be able to have the races where we – *and our sponsors* – want them…"

Well, it was a nice thought. Within days, though, CVC – in a state of unsurprising panic – had persuaded the disparate parties to sit down and talk, Mosley had agreed not to stand for re-election in the autumn, and it was… peace in our time, one of the casualties being a race schedule that the teams actually wanted.

For now, though, we are stuck with what we have: a great many disillusioned lifelong F1 fans, angry at the loss of a Grand Prix within their reach, and a great many countries where they have Grands Prix solely for political reasons, and where – as the old joke goes – they announce the crowd changes to the drivers.

We have lost the opening Grand Prix of the season, and for no reason that has anything to do with motor racing. Perhaps it's the price we sometimes pay for the life we choose to lead. Don't ever recall problems like this at Magny-Cours. That's in France, of course, where Grand Prix racing started – and where they don't have a Grand Prix any more…

Forgive me, if you can, for going on about the effects of politics on motor racing, but the events in Bahrain made it unavoidable – and I'm afraid I am not done yet…

Just as the unrest in Bahrain came to the attention of the world, I happened to be reading a book purchased during my recent trip to Daytona for the Rolex 24 sports car



Start of chaotic 1958 Cuban GP. Left: kidnap victim Fangio meets Batista. Far left: Nuvolari won the 1938 Donington GP for Auto Union

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race. Entitled *Caribbean Capers*, it is not, as you might surmise, a history of reggae, but rather a volume devoted to the three Cuban Grands Prix, run for sports cars in 1957, '58 and '60.

My sort of book, this: expensive, obscure, exhaustively researched, gloriously illustrated. The author is Joel Finn, an American racing historian who specialises in what may truly be termed labours of love – I simply cannot imagine the number of hours that will have gone into the researching and writing of this book.

Before reading it, I knew relatively little of those races in Cuba, the first of which was won by Juan Manuel Fangio (after low fuel pressure crippled a dominant Alfonso de Portago), the last two by Stirling Moss.

They raced through the streets of Havana, and clearly this was a track perilous even by the normal standards of the day – most of all for the unprotected spectators, who simply stood by the roadside and watched.

Of the three races, the 1958 event was the most chaotic, and also the most tragic. Even before it began, the Cuban Grand Prix had made headlines across the world, for the night before the race Fangio – the big attraction, of course – was kidnapped at gunpoint from the lobby of his hotel by a Communist group (the 26th of July Movement) violently opposed to the government of the day, a brutal military dictatorship controlled by Fulgencio Batista.

If that were not enough, rumours began to circulate of a plan by this group to shoot the driver who won the race. I quote from Finn's book: 'General Fernández Miranda ordered a large contingent of machine gun-toting troops to be stationed around the circuit, with orders to shoot anyone who might disrupt or sabotage the races. There were reports that the course was even more slippery than during the two days of practice. Some ascribed the increasingly dangerous track conditions to sabotage by the Communists who were rumoured to have surreptitiously dumped large quantities of oil in several spots'.

There was bedlam on race day, with endless delays and a complete lack of organisation. A crowd estimated at over 250,000 packed in around the circuit – literally, as I said, standing by the roadside, with not so much as a fence between them and the cars.

Hours late the race finally got underway. Six laps in, Moss and Masten Gregory were disputing the lead when a local driver, Armando García Cifuentes, lost control of his Ferrari Testa Rossa, hit a kerb, and scythed through the crowd before hitting a crane. Six people were killed instantly, and at least 40 more injured. From Race Control they couldn't see what had happened – the accident was out of their sight – and it was left to Phil Hill and Bob Said to stop and tell them to put out a red flag.

Later, away from the chaos, with the drivers back in their hotels, there was mounting concern about the fate of Fangio. Finally, late in the evening, the Argentine ambassador was telephoned and informed that Fangio would be at a certain address. The great man, having signed dated autographs for all his captors, was duly picked up unharmed; he had been well treated, he said. Well rewarded, too, in the end, for although he had obviously not been able to race, the organisers paid him his promised $5000 appearance money.

By 1958 Cuba had become an extraordinarily dangerous place, and assassinations and executions were rife. Under the Batista regime Havana had long been a tourist playground of clubs and bars and casinos, but all that was set – very fundamentally – to change, for Fidel Castro's Communist forces, having tried unsuccessfully to assassinate Batista and his family, could not ultimately be resisted.

On New Year's Day 1959 Batista fled into exile in the Dominican Republic – but not before stripping the Cuban central bank of its $500m in gold reserves, thereby taking care of his own immediate needs, and also leaving the victorious Communists a bare cupboard. As seems so often to be the way with despots, Batista eventually found political asylum (in Portugal) and died of natural causes in '73.

In Cuba Castro now ruled, and one dictatorship had been replaced by another. In a manner remarkably reminiscent of Robert Mugabe in Zimbabwe, he began seizing large land holdings and dividing them for distribution among his followers.

He also completely changed the face of his nation's decadent capital. Gone were the clubs and the roulette tables and the girls – and gone, too, were the tourists and their dollars. A dress code – drab, military-style – was imposed for both men and women. Public dissent of any kind against the Castro government's policies was not tolerated. Vibrant Cuba became deadly dull; the economy went into free fall.

Not surprisingly there was no Cuban GP in 1959, but in 1960 the race was duly scheduled, billed ironically as the *Gran Premio Libertad* – the Freedom Grand Prix. As a condition of approving it, the FIA required that 'A proper communication system and a full complement of trained flagmen and corner workers would be on hand during the race'. So that was nice.

As race HQ, the new Havana Hilton

Nigel Roebuck

Hotel was chosen, and all the drivers, entrants and officials stayed there – Castro wished to have them all in one place, the better to keep track of their movements.

Appearance money for the drivers – $5000 for Moss and Pedro Rodríguez, $3000 for Jack Brabham, Dan Gurney, Gregory *et al* – was unsurprisingly required up front, and came from the Cuban Tourist Board, whose cash reserves were cleaned out. The Castro government, hoping against hope that the race would make big money, as in 1957 and '58, announced that profits would be spent on 'tractors'…

The entry list, it must be said, was an impressive one. As well as the likes of Moss, Brabham, Gurney, Gregory, Harry Schell, Maurice Trintignant and Jo Bonnier from Formula 1, there were also such as Carroll Shelby and the Rodríguez brothers, plus three Indianapolis stars of the day – Rodger Ward, Jim Rathmann and Eddie Sachs. For the record, Stirling, in a Camoradi-entered 'Birdcage' Maserati, walked the race, followed by P Rodríguez (Ferrari TR59) and Gregory (Porsche RSK).

In new, drab, bankrupt Cuba, though, the crowd was nothing like it had been, and although another race was proposed for 1961, Castro & Co decided, as Finn puts it, 'that the sport of automobile racing was frivolous and of no social value'…

Forgive me for saying it again, Bernie, but in some countries politics and sport are entwined; always were, always will be.

When Dario Franchitti was in Europe in February, to be inducted into *Motor Sport's* Hall of Fame, he took the opportunity to nip down to Jerez where Formula 1 testing was underway, and Paul di Resta, to whom he is related, was getting acclimatised to the Force India he will race this season.

"I think you're going to have a hell of a season with these tyres," Franchitti laughed. "I know the plan was always to have Pirelli build something that 'went off' reasonably quickly – but these are *something else*! The most amazing thing, though, was when I watched some of the boys doing practice starts at the end of a session. The cars would rocket away, wheels spinning – but there were no tyre marks left on the track! I really don't understand that…"

All things being equal, I should this month have been writing about the opening Grand Prix of the season. But events in Bahrain took care of that, and so, in the middle of March, we are none the wiser as to exactly how the 2011 changes will affect the course of a Grand Prix.

That being so, I'm a little wary. When we went to Bahrain last year, for example, the ban on refuelling was new, and everyone wondered how it would pan out. In the event all the teams were ultra-conservative in assessing the wear of Bridgestone's softer compound: as a consequence no risks were taken, and the race was as dreary as any I can remember.

What amazed me afterwards, though, was the level of panic. At the airport that night people were saying that it was all a disaster, that getting rid of refuelling had been a huge mistake, that we were in for a numbingly dull season, that the fans would turn off…

As one who had been *delighted* to see refuelling go, I was greatly in favour of returning to a time when a driver had to think about his tyres, when technique might bring its own reward, when different cars would be quick at different times. It seemed to me absurd, on the strength of one race, to suggest that changes were urgently required, and I was pleased when Bernie Ecclestone offered the same thought. All the new format of Formula 1 needed was a little time to settle in, he said, and he was right. After the year we had in 2010, no one any longer mentions refuelling.

However, if the 2010 season was extraordinarily close, in the sense of uncertainty over who was going to win the World Championship, it was far less so in terms of actual *racing*. The perennial problem – lack of overtaking – remained, and so it always will until the aerodynamic regulations are changed in a way which allows cars closely to follow each other through all but slow corners.

There is a further element, too. In *Motor Sport* last month Jackie Stewart spoke of an urgent need to modify the circuits, so that a driver paid a price for making a mistake. It was ridiculous, he said, that you could screw up, run wide into an enormous asphalt run-off area, and regain the circuit without losing a place. And I was heartened to note, in a statement from Jean Todt, that the FIA has instructed its circuit commission to look into track changes designed to encourage more overtaking. They can start with Barcelona, Valencia and Abu Dhabi.

> "Now in the paddock there is an awareness of the need to keep customers happy"

Lest we forget, there was a time – during which Michael Schumacher's Ferrari metronomically won every fortnight – when the powers-that-be ignored this problem, when Todt's predecessor at the FIA, Max Mosley, infamously suggested we should think of a Grand Prix in terms of a chess match, become absorbed in *strategy*, rather than lament the absence of actual racing. It was as if the wish to see cars passing each other was somehow… unsophisticated.

Flavio Briatore, uniquely among the team principals, saw it differently, looking upon F1 as a product which needed to appeal to potential buyers, and wasn't making a very good job of it. "How is it possible," Flav inimitably said, "to have a lot of cars that can go over 200mph, and make it *boring*? But somehow we have managed to do it…"

Ultimately, though, the message began to get through, and now in the paddock there is a distinct awareness of the need to keep the customer happy, and the hope is that new measures will make the racing better this coming year. KERS, giving a temporary boost of 80 horsepower, is back, and ➤➤➤


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an innovation is the moveable rear wing. As well as that, of course, there are Pirelli's new tyres, and I'll confess it flabbergasts me that a major company has been persuaded to manufacture a deliberately inferior product: after pre-season testing, the drivers were clear that it was now out of the question to contemplate two stops – let alone one – for a 200-mile Grand Prix, that three or four would become the norm.

Ecclestone has also spoken of further possible changes to spice up 'The Show', and the problem with Bernie is that one is never entirely certain whether or not he is joking. A year or so ago he came up with the idea of 'short cuts' (as used in rallycross), to permit changes of order to take place, and now his latest wheeze is for every track to be kitted out with sprinklers, enabling 'rain' to play a part in every race…

On the one hand, I can understand why such an idea would come to his head, for it is undeniable that wet races are far more diverting and unpredictable than those in the dry, and it doesn't take a Rhodes Scholar to work out why. We are mercifully long rid of traction control, but delicate *throttle* control is obviously even more crucial in the wet, and some drivers are rather better at it than others. Braking distances are of course significantly longer, and – of course – there is *far less grip*, which puts a car's cornering speed far more into the hands of the driver than can ever be the case in the dry.

"The engineer in me spends all his working hours looking for more grip," the late Harvey Postlethwaite once said to me, "and the racing enthusiast in me hates it…"

Superficially appealing as it may be, I don't ever want to see sprinklers introduced into F1, any more than I could countenance 'short cuts', because this is Grand Prix racing, for God's sake, and supposed primarily still to be a sport rather than a show. That being so, I inherently dislike the idea of anything artificial – including inefficient tyres – being introduced as an attempt to disguise a fundamental shortcoming. That was why refuelling was brought back, after all – a means of creating changes in the order not attainable on the track.

> "I don't ever want to see sprinklers in Formula 1"

Jarno Trulli recently said he thought it a great mistake constantly to change the rules in Formula 1, and I much agree with him. The sport seems to get more complicated by the year, and this is no way to keep the spectator's interest. As the season approaches, I feel great sympathy for Martin Brundle and David Coulthard, to whom falls the task of explaining to the TV audience why Lewis Hamilton can press the KERS button here, but not there, why Fernando Alonso is close enough to the car in front – and on the right part of the circuit – to be able to use his 'moveable wing' button, and on and on…

Fernando made a good point, I thought, when he said that the need to press all these buttons (together with all the others on the steering wheel) detracted from actually driving the car. Furthermore, he added, the buttons merely activated systems: there was no skill involved.

Remember when Ayrton Senna tested Emerson Fittipaldi's CART Penske at the end of 1992? At the time F1 was festooned with 'gizmos', from active ride to traction control to launch control to ABS, and Senna loathed the lot of them – quite reasonably, too, for they served to flatter a driver, to reduce the gap between the good and the great. Now Ayrton got into the Penske, with more power – and much less grip – than an F1 car, with a manual gearbox, without gizmos. "I love it," he said. "It's a human's car…" We would do well to remember that, at least to some degree, it's a human's sport as well. Ⓜ



When he tried it in '92, Senna preferred Fittipaldi's Penske to his own gizmo-ridden F1 ride

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RACING LIFE



LAT

YEAR OF EUREKA!

THIS MONTH I'M TAKING A LOOK BACK TO OUR FIRST TRULY successful car, the FW07, with which Clay Regazzoni won our first Grand Prix and which is still winning historic F1 races today.

Having run a March in 1977, we designed and built FW06 for '78: it was simple, effective, but completely outclassed by the Lotus 79. At the end of the year Alan Jones took second at Watkins Glen, which was a strong result for us, but Alan had been telling me that when he was in close company with Andretti and Peterson in the 79, he thought they were having a relatively easy time.

By mid-78 Neil Oatley had joined us, and we were working on the running gear and chassis structure, using an aluminium honeycomb construction as employed by Harvey Postlethwaite at Wolf. I wanted to make a big step with the FW07. We had a week in the wind tunnel at Imperial College in October '78, and the complete aerodynamic design was based upon that week. The results from the shaped underside and skirts were stunning in comparison to the FW06 data. Frank Dernie joined us in January '79 and he took on the skirt detail design – one of the 07's strengths.

We used FW06 for the first four races of 1979, but it wasn't competitive, apart from at Long Beach where Alan finished third. Frank was keen to race FW07 at Long Beach, mainly because our Saudi sponsors were there, but I told him that it must be tested first.

The car resided under a tarpaulin in the Cobo Hall, where all the cars were kept between practices. We had a rather fearsome chief mechanic at the time called Ian Anderson, a very good mechanic but rather an intimidating-looking man. One morning he spotted two feet poking out from under the tarpaulin. He pulled the feet out, and attached to them was Maurice Nunn, team principal at Ensign. He sent him packing with a few choice words, and later I went to have a word with Maurice, who was recounting to an audience that "I was only having a look, and this man attacked me!" in his strong Birmingham accent. I concluded that Ian had frightened him enough, and didn't reproach him for his curiosity.

After the race, happily with a strong result in FW06's finale, we took the FW07 to the Ontario Motor Speedway (now a housing estate) which had a good infield section adjoining the banked track. After a few laps Alan came in and switched off, saying, "Now I understand what Mario and Ronnie have had all this time – the car has so much grip I can't even get it to slide." Later in the day he was getting it out of shape and lapping very quickly.

At the end of the month we took the car to the Spanish GP at Jarama where we didn't qualify very well. We had the car up on stands on the grid when Colin Chapman came to have a look. He and Peter Wright (the man credited with the discovery of ground effect) walked up to the car and started poking about, Chapman putting his toe under the skirts and lifting them to see what the springing was like, all the time talking to Peter as if we didn't exist. I was incensed but didn't say anything. I'd admired Chapman for many years. In a way it was an honour to have him take a close interest in our car, but I did think his manner was pretty cheeky.

Reliability let us down badly, with a string of retirements, until Regazzoni took second at Monaco and Alan was fourth in France after three retirements, one of which was his fault, clipping a barrier at Monaco when leading. Then came Silverstone, and with some developments the car took a big step forward. Alan (above left, with Jabouille and Regazzoni) took pole, way ahead of even the turbo Renaults, which were starting to make a strong mark. He had another retirement after leading more than half the race, but of course Clay went on to win our first Grand Prix.

Frank was blown away – he'd struggled with so many bad cars. I felt sorry for Alan, but he and Clay were good friends and he knew we now had a very quick car. Alan went on to win four Grands Prix. We should have won the title in '79, but we got our act together too late so it would have to wait for 1980.

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DISPATCHES



Dennis Goodwin

GOOD TIMES ROLL ON

YOU KNOW YOU'RE GETTING ON A BIT WHEN JOHNNY Herbert is a guest of honour at Race Retro, the winter gathering formerly known as the Historic Motor Sport Show.

Unlike many of the sport's more senior citizens, Johnny is as chirpy as ever, bouncing around on those famously injured feet. You wouldn't believe how many people can produce a photo of the perennially popular British Grand Prix winner for his signature.

Age is a factor at Race Retro, and I don't just mean the cars and motorcycles. Strenuous efforts have been made to attract a younger crowd but the show remains largely populated by men in branded anoraks, all with carrier bags (haven't they heard of saving the world?), while the women are there to persuade us to buy, or subscribe to, one of the huge array of products on offer. Having travelled there in Madame Mégane's hot little sister, a GT Sport version of the coupé of which I am now the custodian, I had never seen so many sprockets, widgets, brackets, clips, zips and gizmos in my life. There is something for everyone, especially those who treasure the history of our sport.

One of the best places to be was out among the Italian motorcycles where Giacomo Agostini (above) had the crowd in the palm of his hand. Here's another racer who could have been a film star. "Is amazing coming to England," he grinned, gazing at his legendary MV Agusta. "These people, they know so much about the bikes, about the races. Now they have Rossi, but they love to talk about the old days." There was no shortage of women in the crowd around Signor Agostini.

Back in the packed exhibition halls, the Portuguese were in town, the Porto tourist board joining forces with the Masters series to promote the Gran Premio Historico do Porto in June. The Boavista circuit has recently been upgraded and the Interserie Revival race through the streets will be spectacular. The irrepressible Francisco Santos was also present, finalising entries for his popular Algarve Historic Festival to be staged at the wonderful Portimão circuit, which will include the final round of the Historic Formula One championship. Why on earth would you not want to go historic racing in the sunshine? Answers on a postcard.

A surprise visitor was Roberto Moreno, the former Grand Prix driver back in England to coach young Brazilians in the 2011 Formula 3 series. "I'd like to do some historic racing, maybe sports cars or Formula 1 this year," he said. "I think it's time to be driving again, and I'm hoping to do some coaching for new historic racers." There was, as you might expect, some enthusiasm for the services of a Formula 3000 champion and Champ Car winner.

Race Retro provided proof, if any were needed, of the extraordinary health and vigour of the historic motor racing scene in Europe. We say this every year, but historics just keeps getting bigger and better, proving yet again that there is life beyond Jenson Button and Lewis Hamilton. This is not to detract from the excitement of modern Grand Prix racing, but simply to underline the enormous appeal of seeing some of the greatest racing cars ever made back in action. "They just don't make them like that any more." I heard this time and again as I wandered through the bustling exhibition halls. But they do. The restoration business has never been stronger, satisfying the desires of those lucky enough to have acquired a famous racing car or motorcycle. If you need convincing, get along to the Goodwood Revival or pay a visit to next year's Race Retro. Sadly, you've missed the glorious displays of Jaguars and Lancia rally cars, but there will be other joys.

This is no longer a sport for nostalgic enthusiasts old enough to remember what they constantly refer to as "the good old days". No, these are the good days, and the sons of misty-eyed fathers are beginning to appreciate the glamour, noise and excitement of historic racing. Praise be to the owners, drivers, engineers and promoters who have put the show on the road.

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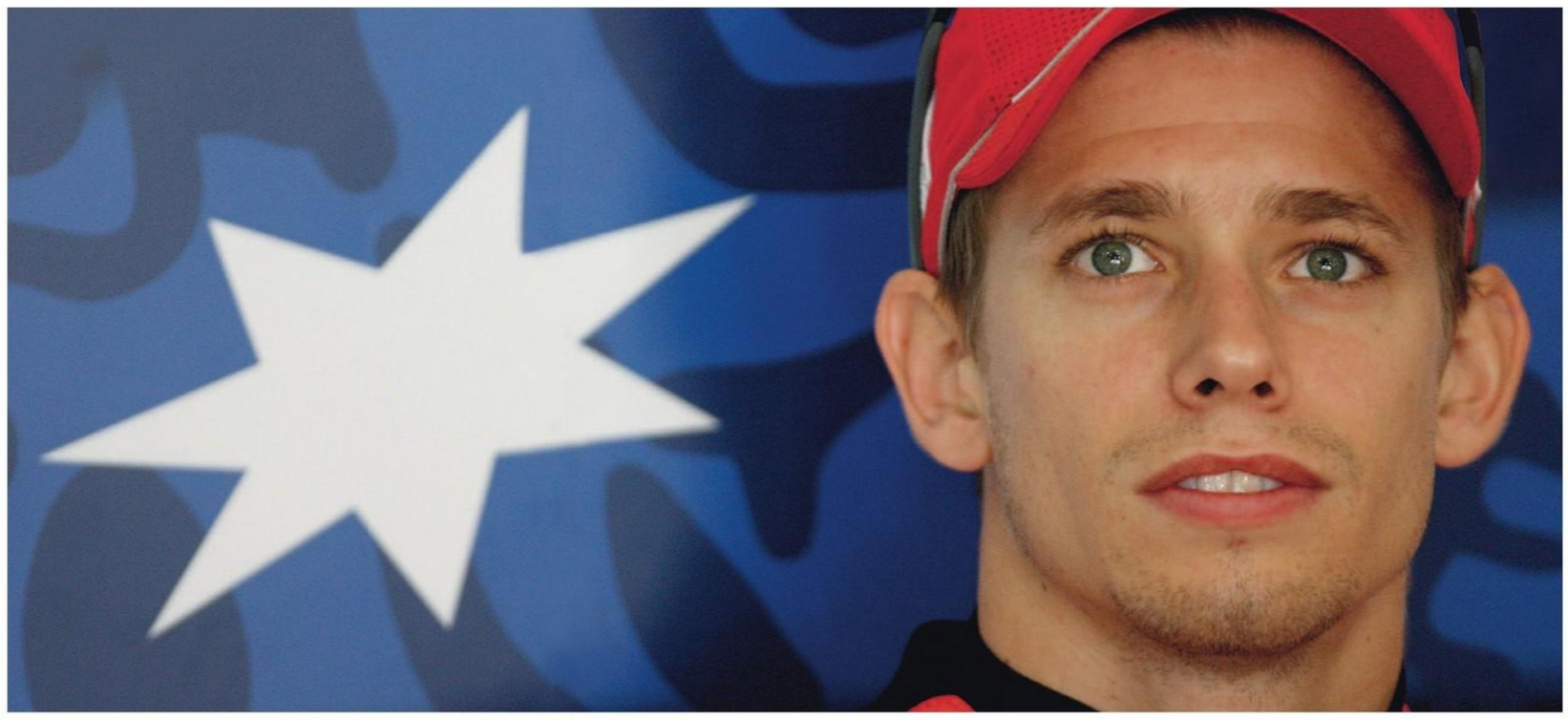
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Mat Oxley

ON TWO WHEELS



LAT

ADVANCE AUSTRALIA

I'VE RECENTLY BEEN VISITING A FEW AUSSIE BIKE RACING legends Down Under – Mick Doohan, Casey Stoner, Wayne Gardner and Jack Ahearn. This part of the world has always punched above its weight in motorcycle racing. During the past 25 years the country has produced three World Champions in the premier category (Doohan, Stoner and Gardner), the same number as Italy and Spain combined (Valentino Rossi, Alex Criville and Jorge Lorenzo). That's a remarkable achievement considering the fact that Latin Europe is the spiritual home of bike racing and Australia is a country of just 21 million people.

So what might be the reasons for Australia's striking success on two wheels? Umpteen million acres of open space certainly help. A lot of Aussie kids grow up hurtling dirt bikes through the bush – "our national sport of missing trees," as one former rider calls it.

Ahearn – who in 1964 became the first Aussie to win a 500cc Grand Prix – believes there was a simple reason why he and the many compatriots who joined him in Europe were so successful. "We were fast because we needed to eat!" grins the 86-year-old. "We didn't have the sponsorship the Poms had, so we had to fight for everything." Ahearn was a member of the so-called Continental Circus, a travelling band of riders who lived a hand-to-mouth, gypsy-style existence during the 1950s and '60s.

Doohan – whose mighty presence towered over the GP scene during the '90s, winning him five straight 500 world titles – also believes that Australians have an extra fire in their bellies once they make it to Europe. "We don't travel 12,000 miles to get beaten," he says.

Both Ahearn and Doohan may be right, but the Aussies can travel just up the road and still get beaten (The Ashes, 2010) so that can't be the whole truth. There must be more to it than that.

I think it goes to the very genesis of the Aussie psyche. Australia is a relatively new nation which was largely a frontier country even in the late 19th century; thus today's Aussies are the great-grandchildren of pioneers, people who made their way through life with much blood, sweat and tears. The locals still use a phrase that gives a hint of what it must have been like: "Mate, he's in more trouble than the early settlers".

Jeremy Burgess – a bike racer from Adelaide who became an engineer, guiding Gardner, Doohan and Rossi to world title glory – thinks Australia's can-do attitude does indeed come from its pioneering past, as well as the country's awesome geography.

"Racing in Australia, we learned quickly because parts were expensive and difficult to get," he says. "If you needed something you had to fix what you had. You'd heat it, weld it, cut it, whatever."

Mike Sinclair – a former New Zealand motorcycling champion who also went on to become a successful crew chief – is convinced that the success of Australians (and Kiwis too) on the world stage has its roots in the colonial mindset.

"Colonials are hard, aggressive people," says Sinclair, who helped Wayne Rainey to a 500 title hat-trick in the early '90s. "You've gone to another country and the people don't want you there, they want to kill you. That was a couple of hundred years ago but it's still in the colonials. It was the same in the two world wars, the ANZAC soldiers were highly rated; same reason, I reckon, they were bloody aggressive. The same attitude goes into racing."

Australia's current MotoGP hero Stoner (above) certainly fits that profile – tough, aggressive, always attacking. The man who won the 2007 MotoGP World Championship and is a title favourite this year even harks back to the frontier days during his downtime. When he's home on his parents' bush farm, Stoner likes to hunt wild boar with nothing more than a bow and arrow. As a proud Aussie he knows that there is only one real difference between hunting and racing – when you're doing the former you'd rather be the hunter, but in the latter, you strive to be the hunted.


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THE US SCENE



A TEAM IS REBORN

THE WOOD BROTHERS TEAM IS ONE OF NASCAR'S MOST respected outfits. Founders Glen and Leonard Wood are true Virginia gentlemen who have always turned out superbly prepared cars since the team's start in 1950. They are as much a part of NASCAR's history as the Pettys and Dale Earnhardt, and through the '80s their team was one of the most successful.

So there was much to celebrate at this year's season-opening Daytona 500 when a 20-year-old rookie brought to an end the Wood Bros long winless streak (above). The 500 was a messy race, strewn with accidents and yellow flag periods, but the day was saved with a fine victory by Trevor Bayne, who had only started one Sprint Cup race aboard a Wood Bros Ford prior to becoming the youngest-ever winner of NASCAR's classic opener.

The Woods' NASCAR record is certainly impressive. From 1964-69 Dan Gurney dominated Riverside's season-opener in Wood Bros cars and Cale Yarborough won 13 races over four seasons with its Fords starting in '67. David Pearson, known as 'The Silver Fox', scored no fewer than 43 wins in 1972-78 with the Woods, and the team famously refuelled Jim Clark's Lotus-Ford when he won the 1965 Indy 500. The Woods won the Daytona 500 with Tiny Lund in 1963, Yarborough in '68, AJ Foyt in '72 and Pearson in '76.

But in the last 23 years the Wood Bros have won just three races. Veteran Bill Elliott has driven for the team over the past three seasons since coming out of semi-retirement, but a decade had passed since the Woods' last win until young Bayne turned the trick at Daytona in February.

The team is run these days by Glen's sons Eddie and Len with daughter Kim. Glen, 85, was at Daytona to see Bayne's victory. "It's the greatest thing we've had happen to us," he declared. "It's certainly put us in the spotlight more than I can ever remember."

Eddie Wood could not have felt prouder. "I walked in Victory Lane with Richard Petty and Edsel Ford and my dad," he said. "I don't know how much better that can get."

Eddie said the team felt great pride in scoring Ford's 600th Sprint Cup win. "We've raced Ford Motor Company products exclusively since 1950. One of the most important things to our family is our relationship with Ford. For us to be the guys who gave it to them with Trevor at the wheel is just a storybook ending."

Eddie also expressed pleasure at the end of the team's winless streak. "You begin to think you can never get back, but you keep trying," he said. "Just the fact that you want one more trophy, one more trophy, you just can't quit. And we never did quit."

Glen Wood praised Bayne, who ran quickly all week at Daytona and never put a foot wrong. "Trevor deserved to win," he said. "He earned it, he didn't luck into it at all. He ran as good or better than any of them all day long."

Bayne hails from Tennessee and has come up quickly through the short track ranks, impressing everywhere he's raced with his smooth driving and gentlemanly manner. "There's nobody who deserves this more than the Wood Brothers and their family," said Bayne. "I'm just glad I got to be the guy sitting behind the wheel for these guys to get this win."

Just like in the glory years, the Wood Bros' red and white Ford was painted in the team's colours from the 1970s to honour David Pearson's induction into NASCAR's Hall of Fame. "Bringing back the red and white car with the gold numbers that Pearson drove, that just seemed like putting things back to normal," said Eddie Wood.

For many years the Wood Bros have run only 20 or so of NASCAR's 36 races each season, so Bayne won't be competing for this year's championship. Nevertheless this is the perfect team for him to hone his skills as everyone watches closely to see if Bayne develops into the true superstar that this year's Daytona 500 suggests he will soon become.

Letters

Tom on two wheels

Sir,

I was saddened to hear of Tom Walkinshaw's passing (March issue); he and his association with Jaguar played an integral part in my fascination with motor racing from my earliest memories.

For my first experience of motor racing I was fortunate to be taken to the 1984 Tourist Trophy at Silverstone to see the Jaguars compete in the European Touring Car Championship. The weather may have been awful, but as an excited five-year-old the sight of Tom on two wheels in the XJS through the old chicane more than made up for it. I also recall the groans as the collection of cars aquaplaning into the catch fencing at Woodcote grew larger. The excitement grew as Tom battled to catch the Eggenberger BMW in his ailing Jag, but alas the V12 succumbed just short of the finish. As an introduction to motor racing, though, it was hard to beat.

I was also lucky to witness the XJR-6 taking its first win for TWR driven by Warwick and Cheever in the Silverstone 1000Kms in 1986. We were delighted to see the Jag beat Derek Bell in the Porsche and the pole-sitting Lancia LC2 in its iconic livery. This success led to us being glued to Ceefax for 24 hours each June from 1987-1991 to catch any updates from Le Mans, back before today's levels of TV coverage. Watching the BBC coverage of the last hour of the 1990 Le Mans race showing Tom pitting the cars for a wash and brush up before taking the flag was a wonderful moment.

Sadly, Tom couldn't beat the illness that was his final opponent, but I imagine he fought tooth and nail to the very end, just as he did the first time I saw him.

Mark Staite, Bourne, Lincs

Lip service

Sir,

Further to the letters about chin spoilers, the first reference to one I ever came across dates from 1956. Denis Jenkinson reported that when he and Stirling Moss went to collect their Maserati for a practice run on the Mille Miglia route they found that "on the bottom of the radiator air intake a protruding 'lip' had been built, and there were vague mentions of the front of the car lifting at over 130mph, but this would cure it".

On race day the lip had been removed, without explanation, but what can surely be described as a chin spoiler is visible on the Maserati 250F which Stirling Moss took over from Cesare Perdisa in the 1956 French GP after his own car had retired. This was presumably intended to stop the nose of the car lifting on the high-speed Reims circuit. An innovation which we could credit to Formula 1, then – unless somebody knows better.

The rear-set radiators that Richard Falconer refers to on the Chaparral 2E Can-Am cars were certainly trendsetters. Alpine, Alfa Romeo, Mirage, Matra and Ferrari all raced sports cars with side radiators before the introduction of the Lotus 72. Jim Hall was also working on a single-seater with side radiators, planned for Indianapolis but rebuilt for F5000, which had it appeared on schedule would have pre-dated the Lotus 72. But once again this was an idea tried out in F1 before anything similar was fitted to a Chaparral. Surely we must all recall Ian Burgess and Hugh Aiden-Jones with the Anglo-American Equipe's modified Cooper-Climax, which ran in mid-radiator configuration in the 1962 Pau GP, though it later reverted to a front radiator.

But yet again, scarcely original. Just what was the first rear-engined racing car with rear-mounted radiator? The Benz Tropfenwagen from 1923 – probably…

David Cole, Oakham, Rutland

Brands hitch

Sir,

Simon Taylor's excellent feature on John Webb's successful tenure of Brands Hatch (February issue) rekindled some happy memories for me. Having ridden and driven and won quite a few races at this marvellous circuit over 35 years, it has always been my favourite.



One of my most high-voltage moments there was in 1985 at the European Grand Prix. Webby's charming wife Angela invited me and my fellow Dangerous Sports Club member Hugo Spowers to do a bungee jump just before the Formula 1 race. We decided to do it from a Citroën 2CV hanging from a crane jib. While suspended at 225ft and not yet connected to the rubber bands, an Avro Vulcan bomber on a very low-level display was flying straight towards us!

After much effing and blinding and arm-waving on my part, the pilot flew the aircraft away to the port quarter, avoiding what could have been a rather nasty situation.

Those really were the days. 'Elf and safety, eh?

Malcolm Clube, Kensington, London

Drive and ride

Sir,

Mat Oxley's excellent article on Mike Hailwood (March issue) prompted memories of earlier times when top drivers and riders competed at many mixed meetings in their respective races.

It was possible to see Farina, Wharton, Parnell and Moss and other top drivers, and cars like the Mk1 BRM, Thinwall Special and ERAs, and then top bikers such as Bob McIntyre and others in the next race on Manx Nortons, AJS and Matchless. Now that was motor sport!

Just imagine Valentino Rossi at Monaco!

Andy Suddon, Hawick, Roxburghshire

Bare truth about James

Sir,

Arrived home from Race Retro to find James Hunt and Susan Shaw staring at me from the porch floor (April issue). Interestingly, an equally attractive Susan Shaw was at college with me in 1965.

My personally endearing memories of Hesketh and Hunt are twofold. Firstly a visit to Easton Neston as a Member of the Silverstone Club around '73. I've never forgotten being in awe when told that Cosworth engines were around £9000 a pop!

In 1987 I made my first visit to the Monaco GP. Wandering around the paddock on the harbour edge one evening, as you could then, there was James on the afterdeck of a yacht, sandwiched between two very bronzed leather-clad females, sipping drinks.

Oh for a return to such relaxed times. Lewis being admonished for spinning the wheels of a road car, for instance, is just pathetic.

Had my late wife and I been blessed with a son, his names were to be James Jody – but not necessarily in that order.

Well done for bringing *Motor Sport* back to being 'fit for purpose'.

Chris Bone, Swaffham, Norfolk »»

LETTERS TO THE EDITOR

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Letters

Passing comment

Sir,

The typically logical article by Pat Symonds on F1 overtaking (April issue) threw up a couple of points. The analysis by Toyota merely confirmed what John Hugenholz instinctively knew 60 years or so ago when he designed the Zandvoort circuit. Surely Tarzan would get the award for the corner which has prompted the most overtaking in history. And Pat might also have considered that a slightly banked hairpin, as is Tarzan, gives opportunities for different lines.

He also mentions that drivers simply 'coast' as it is not worth the effort to try to pass. Well, the simple answer to that is to give a point for every time you overtake! And lest the purists, of which I am one, complain, the FIA have so messed up the scoring system already that awarding an extra 65 points for one race such as Montréal wouldn't matter a damn!

David McLaughlin, Abinger Hammer, Surrey

Wheeler dealer

Sir,

Jack Pearce was even more of a rogue if Chris Lawrence thought that he had bought the 1964 Monaco-winning Cooper (March issue). The 1964 race was won by Graham Hill's BRM P261. I presume the car Lawrence refers to was McLaren's 1962 Cooper T60, which won that GP by 3.3 seconds from Phil Hill's Ferrari 156.

Many of us club racers in the 1960s ran on J A Pearce wheels. They were attractive but as porous as a sieve. Paddock word was that they were made out of melted down NAAFI spoons!

David Pratley, Binfield Heath, Oxfordshire

Gaining their wings

Sir,

If I may make a minor correction to the great shots of the 1966 Can-Am in the March issue, the high-winged Chaparrals made their debut at the Bridgehampton race which was held on the weekend between St Jovite and Mosport.

On the way to the track we passed the Chaparrals in a motel parking lot with their wings as yet unmounted. You can imagine the reaction as they later came past my flag station with wings in place; we could hardly believe our eyes. On that first day of practice the lateral links locating the wings failed on both cars; Bridgehampton was rough, probably much more bumpy than the Rattlesnake Raceway at the Chaparral shop where testing had taken place. At least the second failure on Hill's car occurred on my station; it gave me a chance to talk to Hill while he awaited the end of the session and a tow.

In light of today's club racing scene, where even the bulk of the MX-5 racers tow with enclosed trailers, it was something that these state-of-the-art cars were towed from Texas on open trailers behind pick-up trucks.

David Belden, Woodstock, Connecticut, USA

Prancing gift horse

Sir,

Far be it for me to correct Nigel Roebuck but I feel compelled to tell the story of the Ferrari P4 mentioned last month (April). Ferrari had all the sentiment of a hungry tiger and after 1967 the cars were shoved out the back. After recovering from a bad shunt at the home of his friend Dick Wilkins, Mike Parkes asked how he could repay the generosity of the recuperation. Dick asked for one of the P4 cars. Parkes had one made out of the three cars and it was sold for £5000 on the understanding that it would never be raced or sold. But Dick later sold it to David Clarke.

I know Graham Hill once drove the car, on the open road, leaving two wide black marks on take-off. Trade plates made it legal.

Anthony Cazalet, Martin, Fordingbridge, Hants

Kerbing enthusiasm

Sir,

The shot of the three Ferraris winning the 1967 Daytona 24 Hours brought back memories. I was a student in Washington DC at the time and flew down for the race. Before checking-in for my return flight at the Daytona airport I was approached by a good ol' boy in full US racing regalia, who said: "Mr Ireland, did you have a good flight?" Innes Ireland was to take part in the upcoming Daytona 500 and this man obviously had no idea of what the British driver looked like, but had probably heard my accent!

Mike Parkes was on the same flight to DC and, perhaps emboldened by my new NASCAR credentials, I congratulated him on his second place. Parkes was going to Bethesda in Maryland, so I offered him a lift in my old '55 Chevrolet Bel Air station wagon and he accepted. It was not every day I had the chance to impress a Ferrari F1 racer with my driving skills, but this was the opportunity. Regrettably, I succeeded in bouncing the big car over just about every kerb on the way!

Parkes was a real gentleman and invited me to a tour of the Ferrari factory if I was ever in Maranello. I was never able to take him up on this offer, but did see him once again; in hospital, after his Belgian GP accident the same year.

Andrew Rawlins, Paris, France

Aerial friendship

Sir,

Doug Nye's obituary on Derek Gardner quite rightly reminded us of his considerable design and engineering skills, and of his remarkable contribution to the design of the Tyrrell Grand Prix cars (March issue). His love of aeroplanes and flying, rooted in his formative years in the aviation industry, is less well known. While with Tyrrell, he owned and flew a de Havilland Chipmunk, as I learned when he asked me to paint the aircraft performing aerobatics over Shoreham where it was kept. A common bond through our passion for the parallel worlds of motor sport and aviation was thus established.

Some years later, he set up a business designing and building scaled-down kit versions of suitable aircraft types. I had almost finished my pilot training in 1989 when Derek phoned to tell me of a Chipmunk for sale in Norfolk and I agreed to meet him there to look it over. After some prodding and engine running, Derek told me it was a good one, and that I should buy it. My concern over where to keep it was met with a typically unequivocal offer to put it in his hangar until I found a more convenient home. Within weeks, with Derek's guidance, I had negotiated a deal and opened the door to a new world.

I will be forever grateful to him that his gentle persuasion led me to enjoy the magical adventure of flying in such a sweet-handling aircraft, and while he will always have a special place in motor sport history, I have good reason to remember his qualities as a thoughtful and generous-natured friend.

Michael Turner, Aylesbury, Bucks

KEEP IN TOUCH

The *Motor Sport* website is fast becoming one of *the* places to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to www.motorsportmagazine.com and tell our writers exactly what you think! Also, don't forget that if you have any images which would be suitable for our You Were There feature in the magazine, please send them to the office (address on p36).

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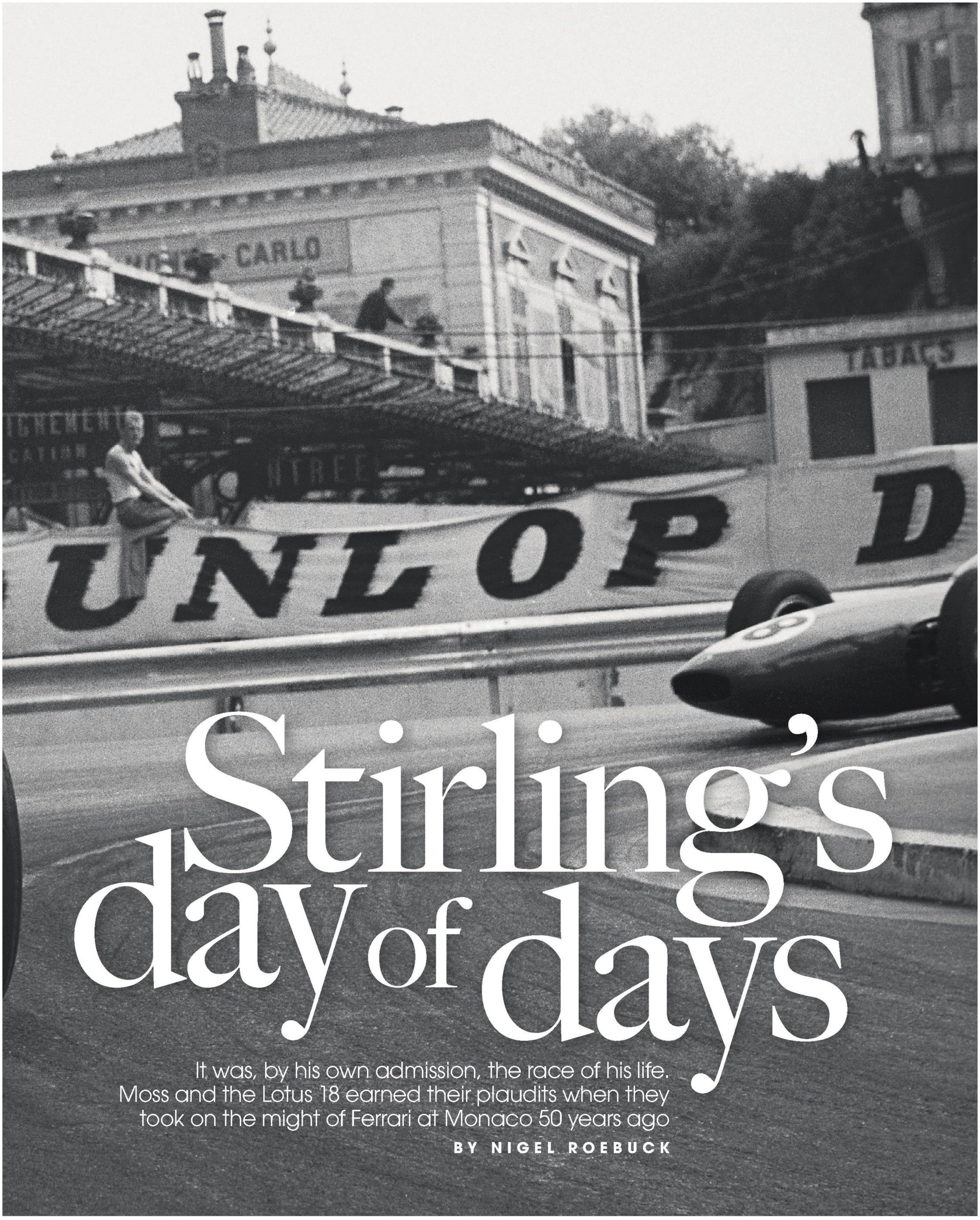
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LAT



Stirling's day of days

It was, by his own admission, the race of his life. Moss and the Lotus 18 earned their plaudits when they took on the might of Ferrari at Monaco 50 years ago

BY NIGEL ROEBUCK



Moss's mechanic Alf Francis worked wonders before the race – fixing the Climax engine and cracked Lotus chassis

Archives Automobile Club de Monaco

Sunday, May 14 1961, and the mellifluous tones of Raymond Baxter on my 'transistor', a bunch of schoolboys huddled around it, willing Stirling on…

The BBC did not broadcast the entire race, and most of the afternoon we had been listening to a scratchy French station. For the closing laps, though, Baxter was back on the air.

"Undoubtedly," he said, when it was all over, "the race must go down as one of Stirling Moss's finest victories – and also one of the finest victories ever seen on surely the most historic, hazardous and beautiful circuit in the world. Any motor race won by three and a half seconds – after two and three-quarter hours – has obviously had its moments, and it is easy to see why the tension was such that at times it became positively difficult to breathe. Only one man stood in the way of complete Ferrari domination…"

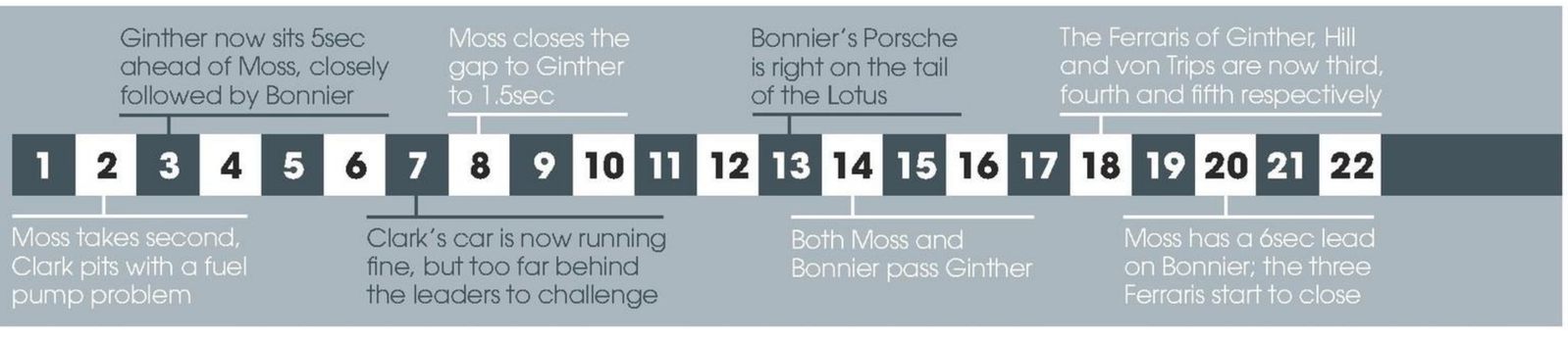
Going into that Monaco weekend, the auguries for Moss and Rob Walker's private team were anything but bright. True, Stirling and the boxy Lotus 18 had won there the year before, but once Jack Brabham and Jo Bonnier had accounted for themselves Moss was unchallenged, winning by almost a minute. While by no means a classic Monaco Grand Prix, the race was notable, however, for a first victory for the marque Lotus – and for the debut of a car Enzo Ferrari had long said he would never build: Richie Ginther was the driver, and he sat in front of the engine.

For 1961, however, the 2.5-litre Formula 1 was dropped, and F2 effectively became F1. The change (to 1.5 litres) was highly unpopular, but while the British teams moaned about it Ferrari got on with preparing for it. A prototype of its car had raced in the F2 Solitude GP the year before, and won it, too, in the hands of Wolfgang von Trips. Although the V6 engine had an obvious power advantage over the 'fours' from Climax and Porsche, still it was south of 200 horsepower, and it was hardly surprising that the drivers had little enthusiasm for the new F1. In *Motor Racing* magazine an interview with Moss was entitled, 'I Hate This Formula'.

"It was supposedly about safety," said Stirling. "They were trying to say it was safer to

Race Timeline

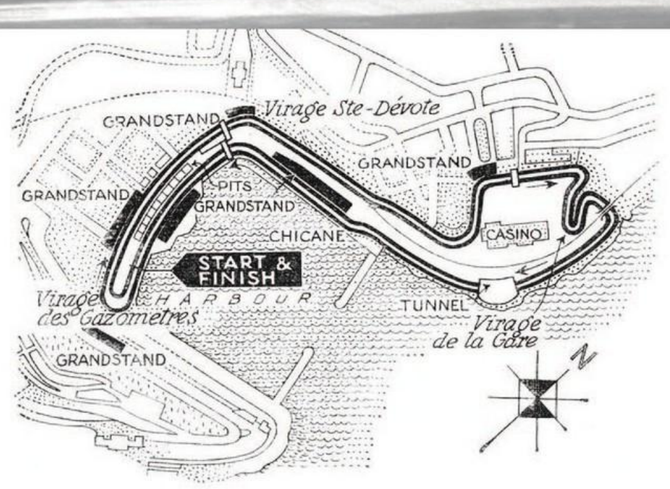
A snapshot look at the Monaco Grand Prix gives a real sense of how tension built throughout the race following Richie Ginther's flying start in the 'Sharknose' Ferrari. It's little wonder that Stirling Moss in the Lotus felt like the proverbial sitting duck…





Moss (far left) had pole, but it was Ginther (centre) who burst into the lead at the start

Klemantaski/Getty



have less power, which was bloody ridiculous. This was supposed to be *Grand Prix* racing – we weren't kids, playing about…

"They also introduced rollover bars at the same time – I remember we had the breather for the fuel tanks taped to it, so at least there was one benefit from the stupid thing! The regulation said you had to have one, but there was no rule about the actual rollbar itself. And they were worse than useless – made of half-inch tube that you could bend with your hands!"

Ironic, then, that the very first *Grande Epreuve* run to the new, hated rules produced what Stirling himself acknowledges as the best drive of his life.

His season, by Moss standards, had not started well. There had been a couple of victories in 'Intercontinental' events (run to the outgoing F1 rules) at Goodwood and Silverstone, but his Maserati 'Birdcage' had retired at Sebring, his Porsche RS60 at the Targa Florio, and in the non-championship F1 races he had been hampered by a chronic misfire.

Three weeks before Monaco, at the Syracuse GP, the blue Lotus popped and banged its way to eighth place, prompting Denis Jenkinson to write in *Motor Sport* that it was 'high time Rob Walker stopped producing starting money specials for Stirling Moss to drive'. This so upset Walker that he sued the magazine, eventually receiving an out-of-court settlement of £1000, which – Rob being Rob – inevitably went to charity. The misfire problem, as we shall see, was eventually resolved in Monaco.

More of a worry in Syracuse was that the 1961 Ferrari 156 – to be known for all time as the 'Sharknose' – made its debut, and, in the hands of Giancarlo Baghetti, comfortably won. If a rookie could do this, how quick was this car?

"The car was better, and I got pole position"

As the Monaco weekend approached, Moss did not fly to Nice, but rather took a plane to Paris on the Tuesday. "God knows why," he said. "Can't remember now. At the time I was with an American girl – Shirlee Adams. She was a stewardess on American Airlines, which was how I met her – very good-looking girl, bit tall, but still… I said, 'Would you like to come to the Monaco Grand Prix?' and every time I'd go by the pits she'd clap me! I remember my mother saying, 'What a nice girl that is.' She later married Henry Fonda. Anyway…"

The following day Stirling drove down to Monaco, checking in to his hotel at 10.30pm. "According to the diary I then called in at the Ali Baba, and went to bed at 2.15am… Then up early-ish for practice on Thursday morning, when apparently the gear ratios were too high and the engine still wasn't right."

The precocious Jim Clark set fastest lap that day in the new Lotus 21, but at the end of the session went off at Ste Devote, damaging the car so severely that it was not seen again until race morning! Jimmy's time would, however, hold up for a place on the front row.

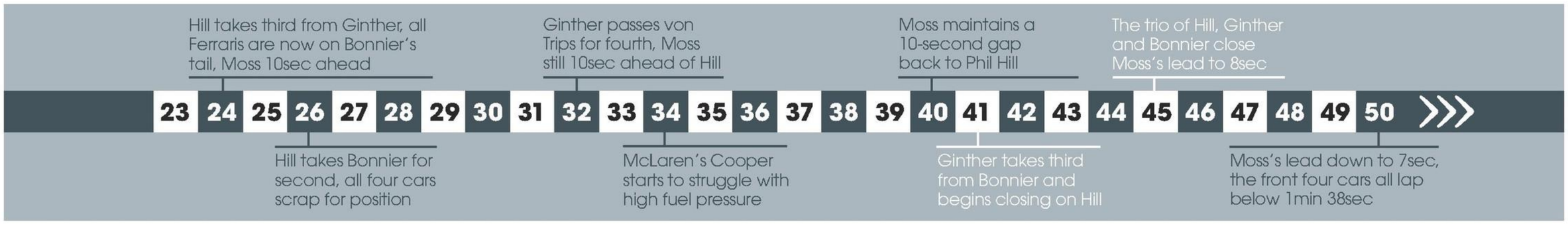
In Friday's early-morning session it was the turn of Ginther to head the times – and again Moss's Climax engine declined to run cleanly, at which point Alf Francis, mechanic of legend, decided enough was enough.

"The night before final practice," Rob Walker recounted, "Alf collared the Weber representative and made him bring a brand-new carburettor to our garage in Eze-sur-Mer. There they stripped it – and ours – down completely, and compared the two. And they found a small groove in the float chamber of the new carburettor that hadn't been machined in ours. Once that had been done, the engine ran perfectly the next day, and we never had any more problems. I don't think Alf ever bothered to tell Stirling that he'd spent the whole night working on the Webers, and I don't think Stirling was particularly surprised to find that the car was running properly for the first time for months – he'd just naturally assumed that Alf would fix it in the end."

Perfectly true, as Moss concedes. "I don't think I ever knew about all that at the time – in the diary I just said the car was better, and I got pole position…"

Stirling's time, 1min 39.1sec, was half a second faster than anyone else, and he reckoned his next lap would have been quicker yet, had it not been interrupted by a serious accident to Innes Ireland in the tunnel.

"Lotus had their new 21s at that time, and Rob had tried to buy one for me, but Esso – who sponsored Team Lotus – wouldn't let [Colin] Chapman sell him one. It had a 'wrong way round' gearbox, and when Innes went to change up to fourth he got second, locked up the back wheels and hit the barrier backwards." ➤➤➤



No seat belts in those days, of course, and on impact Ireland was thrown – a considerable distance – from the car, being very nearly run over by Lucien Bianchi's Emeryson as he lay in the road. Stumbling to his feet, he made it to the relative safety of the pavement and lay down, bleeding profusely from a badly gashed leg. Moss stopped at the scene.

"Innes was pretty knocked about. I got him a cigarette from one of the marshals while we were waiting for the medical people to arrive, and the only other thing he asked me was, 'Is my wedding tackle all right?' Dear old Innes... Later on that year he won at Watkins Glen – the first GP victory for Team Lotus – and then got dropped. Chapman was pretty horrible to him."

On Sunday afternoon they lined up like this: Moss, Clark and Ginther on the front row, with the Hills – Graham (BRM) and Phil (Ferrari) – on the second, then von Trips (Ferrari), McLaren (Cooper) and Brooks (BRM) on row three, followed by the Porsches of Bonnier and Gurney. As was the tradition in those days, only 16 cars went to the grid, the last of them being the Cooper of World Champion Jack Brabham.

It was hardly surprising that Brabham was back there, for he had arrived from Indianapolis on Thursday morning, taken part in the first practice session, then dashed back to America again to qualify for his first 500. By Sunday lunchtime Jack was back in the Principality once more, and admitting to feeling a touch jaded.

On the grid Moss, too, had his concerns, for he'd noticed what looked like a cracked tube in his car's spaceframe chassis. "I called Alf over and said, 'Is that a crack?' He said yes, it was, and off he went to get an oxyacetylene torch. The crack was right next to the fuel tank – which was full, of course. He covered the tank with wet cloths and started welding..."

Francis was indeed made of stern stuff. "It was a very brave thing to do," Walker observed. "I watched him for a bit, but after a while discretion overcame valour, and I retired to a safe distance..."

"Everyone was leaning over," said Stirling, "watching what he was doing – and then when he lay down on the road and lit this thing, everyone ran for it – including me! Rather doubt anyone'd be allowed to do anything like that now...

"Alf was an amazing bloke. He could be bloody irascible – every now and again he'd get pissed off about something and throw his tools in the air, and at times like that you just kept your distance until he'd simmered down again. But if he was in a good mood, he was quite amusing. He knew nothing about designing a car – as he proved when he tried it! – but as a mechanic, particularly as an *improviser*, he was a genius. I trusted him absolutely – when he finished welding the tube that day, I never gave it another thought."

The day was hot, and for the first time Moss had a drinks bottle in his car: "Actually it was a Thermos flask, mounted in a bracket to the left of the seat. Races were long in those days..."

In the same vein there was one more thing to be done: Stirling decided that in the interests of ventilation he would like his car's side panels removed. "It was only a bit of glassfibre, but we had to get permission from the Clerk of the Course. He said it would be OK so long as there were still legible numbers on the car, so we put a new one on the back."

The rules decreed that every car had to be in position on the grid five minutes before the start, but although the Walker Lotus didn't make it, there was a greater... flexibility in those days, and anyway Stirling was Stirling.

At the fall of the flag Ginther burst away into the lead, followed by Clark and Moss, but Jimmy – in his bogey race, the Grand Prix he was never to win – was in trouble almost immediately, pitting for five minutes at the end of lap two with a fuel pump problem.

> "Richie was going well; I had to get the lead"

Ginther apart, the Ferraris had got away poorly, Hill running seventh and von Trips ninth, and in the early laps it was the Porsches of Bonnier and Gurney which sat behind Ginther and Moss. "Richie was going well," said Stirling, "but I knew Phil would come into the picture, and I needed to get into the lead, and try and make a break." On lap 14 he overtook the Ferrari, and Bonnier nipped by at the same time.

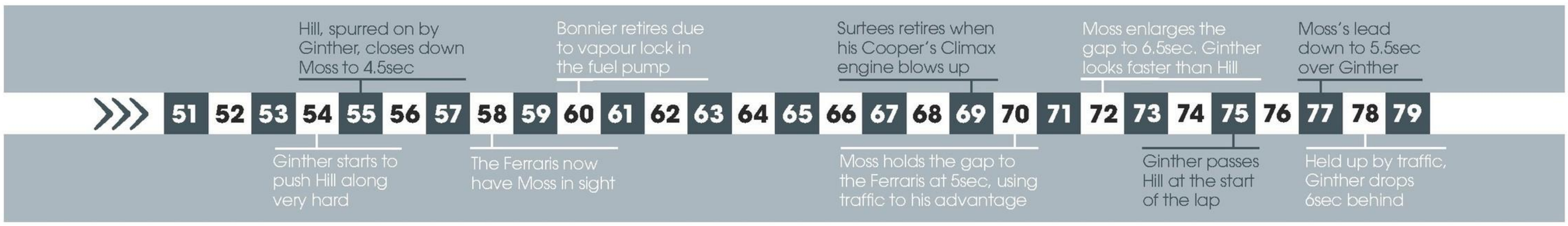
A dozen laps later a pitboard from Alf Francis advised Moss that Hill was now up to second, and gaining slightly. The game was on.



Moss's famous win over the Ferraris has inspired artists. Right: Stirling was the only driver to beat the Sharknoses in '61

And on. On some laps the Ferraris – Ginther close in behind Hill – would narrow the gap, on others the Lotus would pull away again, but as Moss resolutely stuck to his task, at the back of his mind was the thought that it was only a matter of time. "I felt that because I could never get clear of them. I'd pull away a bit, but then they'd close up again – I really felt they were playing with me..."

In the Ferrari pit, however, they knew otherwise: Hill and Ginther were driving as fast as they could. Some idea of the pace at which the race was being run may be judged by the fact that on lap 40 Hill went round in 1min 38.8sec, some three-tenths faster than Moss's pole. Seven laps later Stirling himself got under it, with 1min 38.5sec, and the pattern for the second half of the Monaco Grand Prix was set. It was now Moss against Hill and Ginther,





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plain and simple, for although Bonnier's retirement allowed von Trips into fourth, the third Ferrari was way behind.

Between laps 50 and 60 it began to look as though Moss's fears were justified, for Hill closed the gap from seven seconds to three – but he got no closer, and in fact Stirling then began to go away from him again, extending his lead to five seconds, and maintaining it.

On lap 75 it was Ginther who came by in second place: "I was wiped out by that stage," Hill said, "and when they held a board out to me, saying I should let Richie through, it made sense – I wasn't getting anywhere, so let him have a go. And it made sense in another way, too, because only he had the latest 120-degree V6 in his car – Trips and I had the 60-degree engines – and I knew, from running with Richie, that he had the edge on power…"

Moss, though, still believed he was at their



GP Library

mercy. From his pitboard he knew that now Ginther was ahead of Hill once more, but he suspected the Ferraris were simply taking it in turns, *peloton*-like, to keep the pressure on. At odd moments he could see red behind him, predatory as the Sharknose cars always looked…

Through the last 25 laps the battle – now purely Moss versus Ginther, for Hill was fading – moved to another level, into the realms of legend. As Ginther – in only the fourth Grand Prix of his life – took up the chase, he went round in 1min 37.7sec, whereupon Moss, too, went under the 1-38 mark. For every thrust there was an instant parry, it seemed, and in the Ferrari pit they were becoming desperate.

Ginther wasn't done, though. On lap 84 he took a full second from Moss, lapping in a scarcely believable 1min 36.3sec, but on the next lap Stirling turned in an identical time, and that, as Richie admitted, "Just broke my heart. I was running at the limit and a bit more – and he instantly responded! I had no idea of the times we were doing – all I knew, every time past the pits, was the gap… Then, finally, I got a board saying, 'Ginther – Give All'! Jesus Christ, did they think I'd been stroking…?"

At the flag Moss was 3.6sec to the good, after two and three-quarter hours of racing. 'Drove flat out all race', he wrote that night, underlining 'all'. "That was the only time in my career I put something like that in the diary – I really was flat out the whole way, and that's why I think it was the best drive of my life."

Over the 100 laps Moss's average lap time was 1min 39.5sec, only four-tenths shy of his pole lap, and that beggars belief, as does the fact that ultimately he – and Ginther – lapped in 1min 36.3sec, almost *three seconds* faster than in qualifying. How – where – had it been possible to find that extra pace?

"Honestly," Stirling said, "I don't know that I'm able to tell you. I wasn't really aware of going a lot quicker than in practice – I knew I was trying as hard as I could, that's all. I remember getting into the lead and thinking, 'Right, I'll hold on for as long as I can…'

"It wasn't a race I ever thought I'd win – honestly, I thought the Ferraris were biding their time. I'd look in the mirror one lap, and there was Phil behind me – and a lap later it would be Richie! I thought they were just buggering about, swapping places for the sake of it – no way did I realise they were getting frantic pit signals, because of course I couldn't see them. I really believed they were waiting until towards the end – I thought they'd get me on »»»

Ginther now just 4.5sec adrift

Ginther sets the fastest lap at 1min 36.3sec, reducing the gap to Moss to 3.5sec

The pair lap von Trips in fourth place

Moss's lead is reduced by half a second

80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

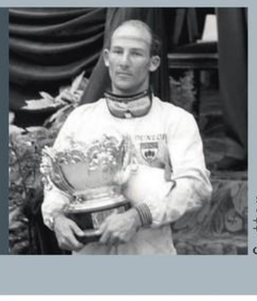
Moss's lead down to 4sec, the pair both lap below 1min 37sec

Moss matches the fastest lap exactly, increasing the gap to Ginther by a second

Ginther begins hassling Moss, hoping the pace will break the Lotus

Ginther reduces the gap to 4sec, but it is too little too late

Moss takes the chequered flag just 3.6sec ahead of Ginther. Hill finishes third, von Trips retires on the last lap but retains fourth



Sutton

power, on the hill up to Casino Square…

"The thing was, I knew I was going as hard as I could – and yet I was never able to get away from them, so I figured they were coping with my pace without too much trouble. As it turned out, they were on the limit too, but I didn't know that at the time.

"What I kept doing, through the race, was saying to myself, going into Casino Square or Tabac or wherever, 'OK, you're going to do a perfect lap from here…' Of course you never *can* do a lap that's perfect, but it was a test I kept setting myself to keep my concentration where it needed to be. It's a lot more difficult to maintain concentration when you're in the lead – much easier when you're chasing someone, when you've got a goal to go for.

"I don't think I had a single problem with the car, which is surprising, because cars – other than Ferraris! – were pretty unreliable in those days. Thing is, if I'd had a problem, I wouldn't have won, simple as that."

Thinking back to that day, 50 years ago, does Stirling recall any major mistake, any moment when he just caught it?

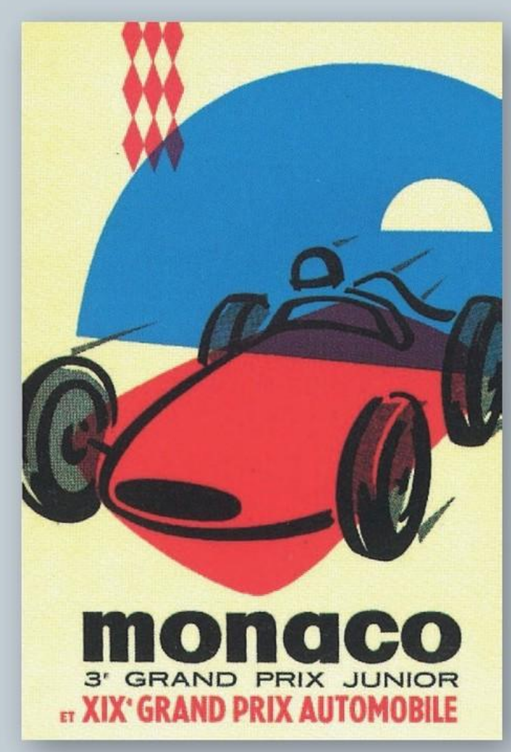
"No, honestly not."

When, years after Ginther's retirement, I asked him which had been his best drive, he didn't hesitate. "Monaco '61, no question. The race lasted going on three hours, and I was right on the limit all the way – and I think Stirling was, too. That son of a gun… Believe me, any time you did well against him, you knew you'd really done something. People have said that was his greatest drive… Well, if I was within three and a half seconds of his greatest drive, I'll take that any day!"

Was Moss the greatest driver Ginther ever encountered? "Oh yes," he said, as if the question didn't need asking. "And by a long way…"

The day after the race Stirling went off to Como for a few days, and thence to Zandvoort, where the Dutch Grand Prix was run the following weekend. Here the Ferraris were well able to flex their V6 muscle, and von Trips won from Hill, with Moss fourth. Because it rained at Aintree Stirling was again able to threaten them, but the car let him down, and it wasn't until August, at the Nürburgring, that he was able to beat the Ferraris again. No one else beat them all season.

"I was always in two minds," said Rob Walker, "about which of those wins was Stirling's best, but in the end I think it was Monaco – and if that was his greatest drive, for me that means it was the greatest drive by anyone. There was no one like Stirling. He was the perfect racing driver. When he was driving for me, I always felt that anything was possible, because he was so much better than all the others. It wasn't fair, really…"



REPORT

WATCHING A MASTER DRIVER AT WORK

As his neat and detailed notes show (right), Denis Jenkinson was glued to the drama of his friend Stirling's greatest Grand Prix win

THE START WAS PERFECT AND ALL 16 CARS rushed down to the Gasworks Hairpin with Ginther's Ferrari leading. The little American was first out of the hairpin and the Ferrari fairly streaked away past the pits and up the hill towards the Casino, with Clark and Moss following…

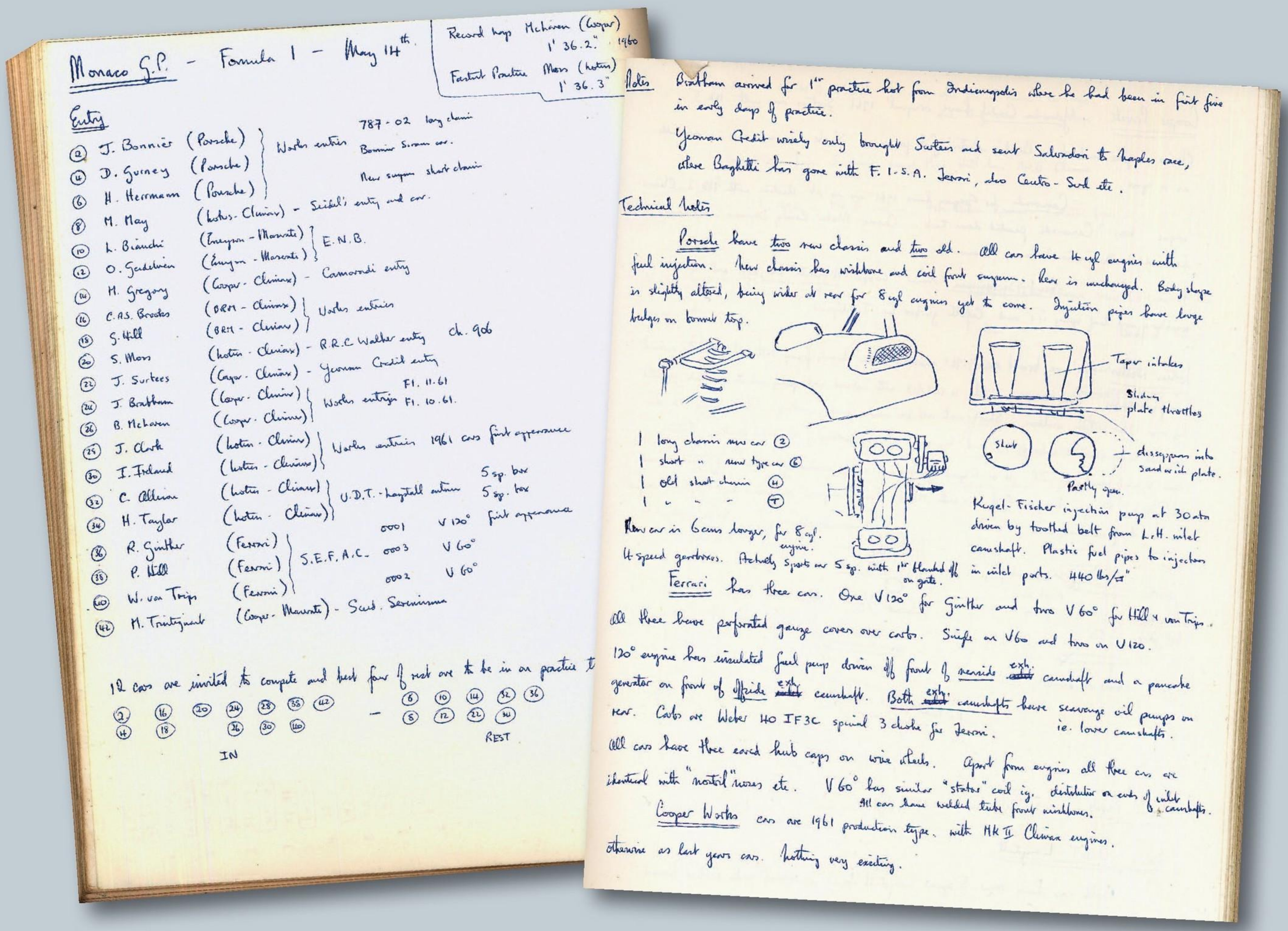
Ginther's meteoric start had really shaken everybody and it took Moss five laps to recover and get into his stride. Gradually he whittled down the gap and Bonnier, in the new Porsche, kept with him, these two leaving the rest of the field. After Bonnier came a fast and furious pack led by Gurney in the old Porsche and comprising Brooks, McLaren, Phil Hill, Graham Hill, von Trips and Surtees, these seven doing some hectic pushing and shoving… By lap eight Moss was only 1.5 seconds from Ginther and Bonnier was still close to the tail of the Lotus…

"Moss held off the inevitable by sheer skill"

On lap 12 Moss was right on Ginther's tail and still there on lap 13, and Bonnier had closed up again, and on lap 14 both the Lotus and the Porsche nipped by the Ferrari. Meanwhile Phil Hill had caught and passed Gurney… Moss now began to pull away slowly but surely, Ginther dropping back a bit. After a struggle von Trips got past Gurney so now the three Ferraris were holding third, fourth and fifth positions. At 20 laps Moss had pulled out a 6sec lead over Bonnier and the three Ferraris were beginning to hustle each other along and close up on the Porsche… Moss was out on his own, but ominously not gaining any more ground. The foursome battling for second were keeping a level 10sec behind Moss, and in view of the cutting and thrusting going on this was not much lead to have but he obviously couldn't increase it without stretching the Lotus a bit. At 32 laps the order was Moss, Phil Hill, Bonnier, Ginther, von Trips and the rest some way back…

At 40 laps it looked as though stalemate had set in for Moss was still 10sec ahead of Hill who was no longer being challenged by Bonnier, the Swede having given up trying to do anything about the leading Ferrari. But one man who had not given up was Ginther. He closed up behind Bonnier and on lap 41 did the well-known "dive-to-the-inside" at the hairpin, ran a bit wide coming out so that Bonnier was able to get across to the inside and then the cars went up the road absolutely side-by-side. However, the power of the Ferrari told and Ginther got ahead and rapidly closed on Hill… Ginther was clearly forcing the pace now, pushing Hill along and towing Bonnier and the three of them slowly began to gain on Moss. At 45 laps his 10sec lead had been reduced to 8sec and by 50 laps, half distance, it was 7sec and they were all lapping below 1min 38sec, already faster than anyone had gone in practice. Bonnier was beginning to pant with the effort of keeping up and he lost his "tow", while von Trips had been left quite a way behind…

Ginther now had the look of a very determined man and by 55 laps had forced Hill on so much that Moss had only a 4.5sec lead… By lap 58 Moss could see the two Ferraris in his rear view mirrors and was driving really hard, for the two red cars had a relentless look about them. Using the Lotus to its fullest extent Moss was able to hold the gap at 5sec, but he was really scrabbling into the Gasworks turn, using all the brakes at his disposal and staying in front by



Monaco G.P. – Formula 1 – May 14th.

Record lap McLaren (Cooper) 1' 36.2" 1960
Fastest Practice Moss (Lotus) 1' 36.3"

Entry

(2)	J. Bonnier	(Porsche)	Works entries 787 - 02 long chassis
(4)	D. Gurney	(Porsche)	Bonnier S.wsm car.
(6)	H. Herrmann	(Porsche)	New suspn short chassis
(8)	M. May	(Lotus - Climax)	- Seidel's entry and car.
(10)	L. Bianchi	(Emeryon - Maserati)	E.N.B.
(12)	O. Gendebien	(Emeryon - Maserati)	
(14)	M. Gregory	(Cooper - Climax)	- Camoradi entry
(16)	C.A.S. Brooks	(BRM - Climax)	Works entries
(18)	S. Hill	(BRM - Climax)	
(20)	S. Moss	(Lotus - Climax)	- R.R.C. Walker entry ch. 906
(22)	J. Surtees	(Cooper - Climax)	- Yeoman Credit entry
(24)	J. Brabham	(Cooper - Climax)	Works entries F1. 11.61
(26)	B. McLaren	(Cooper - Climax)	F1. 10.61.
(28)	J. Clark	(Lotus - Climax)	Works entries 1961 cars first appearance
(30)	I. Ireland	(Lotus - Climax)	
(32)	C. Allison	(Lotus - Climax)	U.D.T. - Laystall entries 5 sp. box
(34)	H. Taylor	(Lotus - Climax)	5 sp. box
(36)	R. Ginther	(Ferrari)	S.E.F.A.C. - 0001 V 120° first appearance
(38)	P. Hill	(Ferrari)	0003 V 60°
(40)	W. von Trips	(Ferrari)	0002 V 60°
(42)	M. Trintignant	(Cooper - Maserati)	- Scud. Serenissima

12 cars are invited to compete and best four of rest are to be in on practice to

IN: (2) (16) (20) (24) (28) (38) (42) (4) (18) (26) (30) (40)

– (6) (10) (14) (32) (36) (8) (12) (22) (34)

REST

Notes Brabham arrived for 1st practice hot from Indianapolis where he had been in first five in early days of practice.

Yeoman Credit wisely only brought Surtees and sent Salvadori to Naples race, where Baghetti has gone with F.1-S.A. Ierri, also Castro - Scd etc.

Technical Notes

Porsche have two new chassis and two old. All cars have 4 cyl engines with fuel injection. New chassis has wishbone and coil front suspsn. Rear is unchanged. Body shape is slightly altered, being wider at rear for 8 cyl engines yet to come. Injection pipes have large bulges on bonnet top.

1 long chassis new car (2)
1 short " new type car (6)
1 old short chassis (4)
1 " " " (T)

New car is 6cms longer, for 8 cyl. engine.
4 speed gearboxes. Actually Sports car 5 sp. with 1st blanked off on gate.

Kugel-Fischer injection pump at 30 atn driven by toothed belt from L.H. inlet camshaft. Plastic fuel pipes to injectors in inlet ports. 440 lbs/□"

Ferrari has three cars. One V120° for Ginther and two V60° for Hill & von Trips. All three have perforated gauge covers over carbs. Single on V60 and two on V120.

120° engine has circulated fuel pump driven off front of nearside exh. camshaft and a pancake generator on front of offside exh. camshaft. Both exh. camshafts have scavenge oil pumps on rear. Carbs are Weber 40 IF3C spcial 3 choke for Ferrari. ie. lower camshafts.

All cars have three eared hub caps on wire wheels. Apart from engines all three cars are identical with "monteil" mixes etc. V60° has similar "stator" coil ig. distributor on ends of inlet camshafts.
All cars have welded tube front windscreens.

Cooper Works cars are 1961 production type, with Mk II Climax engines, otherwise as last years cars. Nothing very exciting.

sheer driving virtuosity, never wasting a fraction of a second anywhere, especially when lapping slower cars… Fastest practice lap now seemed slow in comparison to the pace at which Moss and the Ferraris were going. Every time the two Maranello cars gained a little ground Moss would nip by a slower car and the slight baulking would put the Ferraris back to 5sec. This sort of "traffic driving" was the saviour for Moss, for there is no one to match him at lapping slower cars and taking every opportunity with an uncanny foresight. Hill was certainly no match and Ginther could hardly hope to compete with his limited experience. It was rather like a fighter plane being chased by a superior enemy and being saved by dodging into clouds. It had been obvious for some time that though Ginther was setting the Ferrari pace from third, he was being held up by Hill, for whereas Hill was looking hot and breathless, Ginther was looking cool and calculating, chewing his gum and driving with a set expression on his face.

At 70 laps the gap was still 5sec but Moss was looking in his mirrors as much as he was looking ahead, driving as only Moss knows how, holding off the inevitable by sheer skill and brilliance. Only two weeks before we had seen Moss driving at nine and a half tenths in Sicily and now he was doing it again in Monte Carlo, not for a fleeting moment but continually, lap after lap. So great was the excitement that the rest of the runners were forgotten…

On lap 72 the gap enlarged to 6.5sec and this made Ginther get rough with his team-mate, who was out of his depth at this speed, and had been for some time. As they started lap 75 Ginther was alongside and elbowing him out of the way, and by lap 77 he had closed the gap to 5.5sec… On lap 81 the gap was 4sec, only half a second gain, but how the wiry little American was working to gain those few yards on a superb Moss who was watching his mirror all the time. They were now lapping below 1min 37sec and the tension was terrific, Ginther was looking so determined that a lesser man than Moss would have given up, but not the 'Golden Boy', he was enjoying every minute of the battle, even if he was sweating a bit. Most people, especially a new driver to Grand Prix racing, would have settled for a safe second place behind the master driver, but not Ginther – he pushed harder than ever, doing his 84th lap in 1min 36.3sec, only a tenth of a second off the absolute lap record set last year by a 2.5-litre car…

At 5sec the gap stayed, Moss having got the measure of the Ferrari by sheer driving skill, for he was giving away over 25bhp. On lap 89 they lapped von Trips and on lap 91 Ginther threw away his chewing gum and determined to have one last desperate attempt. He had no great hope of getting the lead, for even if he caught Moss he would still have to get by, but he kept the pressure on in the hope that something would happen. It was too much to hope that Moss would make a mistake, for even on the limit this rarely happens to the master, but there was always the hope that the Lotus-Climax would break if pressed continuously; equally there was the risk that the Ferrari would break, but as Ginther showed last year at Modena he is a great believer in "If you are going to race, then race to the bitter end". On lap 96 the gap was down to 4.5sec, on lap 97 he had gained a yard or two, on lap 98 it was 4sec and the same as they started their last lap.

Not for a long while now had we seen such a race, where it was not going to be won until the flag fell. All round that last lap Moss was watching his mirrors, and Ginther was just as determined and they crossed the line 3.6sec apart. The vast crowd sank back in exhaustion saying, "What a race, and this new Formula 1 has only just started." A relieved and happy Moss went to receive the winner's cup, his third Monaco GP win, and a happy and smiling Ginther said, "Couldn't try any harder, but it wasn't enough"… Moss had taken the MkII Climax engine well up to its limit of nearly 8000rpm, using every one of its 152bhp, and it had responded nobly, as had the Lotus chassis, Colotti gearbox, Dunlop tyres and Girling disc brakes.

Denis Jenkinson was our famous Continental Correspondent for more than 40 years.


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100 YEARS OF THE INDIANAPOLIS 500

They've been turning left at the 'Brickyard' nearly every May since 1911. To mark a special anniversary, we raise a quart of milk to America's greatest racing spectacle

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LAT



"It makes drivers sweat, mechanics cuss and owners cry"

As a schoolboy he lied his way in, and ever since this local lad has been living out his obsession with the Indianapolis Motor Speedway

BY ROBIN MILLER

In 1958, my third grade class on the south side of Indianapolis was presented with the opportunity to take a field trip to Chicago to see the museum of science and industry. For $30, you got to ride in one of those big prop planes and your airfare also included a picnic lunch.

For the half-dozen kids whose families couldn't afford flying, the school provided a free visit to the Indianapolis Motor Speedway for a trip through the museum and one lap around the track in a tour bus.

Lying was a no-brainer for me. I informed my teacher that my mom had forbidden her first-born from the perils of air travel and, regrettably, I would have to stay home and go to the Speedway. And that was the start of my 53-year romance at 16th & Georgetown.

A baby boomer growing up in Indianapolis didn't have to fall in love with the Indianapolis 500, but it was impossible to ignore the attraction of that majestic maze of grandstands on the west side of town.

Like it or not, the Speedway was our identity with the rest of the world, and for one month a year it commanded centre stage. The incredible speeds, the massive crowds, the gunfighter mentality and the impending danger made for a theatre like no other.

Back then it was a full month of celebration, from the first fan to line up outside the gate to the first car on track for practice to the last driver bumping his way into the starting line-up.

It seemed like every store, restaurant or gas station displayed a chequered flag. The three daily newspapers ran banner headlines and cranked out special sections that we devoured. The local television stations countered with special shows on qualifying and the drivers. There were parties and parades, and the night before the race people lined the streets for miles.

There were no million-dollar motorhomes, suites or concrete bunkers for drivers to hide in like today, all a fan had to do was stand outside the Speedway Motel to say hello to A J or Mario because that's where they spent the month.



Polesitter Pat O'Connor heads the field as start looms for the '57 500. Our man Miller is hooked

All images IRL Media

From the first time I witnessed a car at speed – Paul Russo in the Novi blasting down the straightaway in 1957 – it was all over. I was mesmerised, thrilled and half-ass scared all in the time it took Russo to disappear into the first turn.

My dad was equally enthralled, and besides making practice and qualifying our annual ritual, he learned of a way to see the start of the race for free. We would park east of the Speedway, walk over the railroad tracks, climb a little fence and walk across the golf course right up to the fence that was 20 yards from the backstretch.

The roar of the crowd at the green flag, followed by the noise of the pack as they stormed through Turns 1-2 was numbing. And the anticipation of who would be leading as they got to our point halfway down the backstretch was almost as exciting as seeing that first car.

But when Jim Hurtubise muscled the Novi around Parnelli Jones and into the lead coming off Turn 2 in 1963, I vowed that some day, some way, I would get up close and personal with the Indy 500.

Working for my hero

Hurtubise hooked a lot of us in 1960 when he damn near broke the 150mph barrier as a rookie and out-qualified polesitter Eddie Sachs by almost 3mph. "Hurtabreeze," shouted one of the announcers during his run that vaulted him to Rookie of the Year.

But watching him hustle a sprint car around Terre Haute's Action Track is what really elevated him to hero status for me, and I would steal beers for him after stock car races at the Indiana State Fairgrounds in the hope of gaining his recognition.

Horribly burned at Milwaukee in 1964, 'Hercules Hurtubise' would never be the same driver, but his moxie, charred hands and smiling face made him the crowd favourite at Indy.

By 1968, he was still hanging onto the dream that a front-engined car could be competitive at Indianapolis. Those were the days when there were two weeks of practice leading up to the first weekend of qualifying and, as fate would have it, Hurtubise was there all by himself when the track opened so I convinced him to let me help out.

Now I was an 18-year-old senior in high school who looked every bit of 15, and you had to be 21 to gain entry into the pits or Gasoline Alley. 'Herk' got me a Goodyear jacket, stuffed a rag in my back pocket and told me to keep my

head down and my mouth shut.

The first time that we pushed his beloved Mallard roadster into the pitlane, my life was complete. Me and Herk at the Mecca – how could it ever get any better?

Sadly for Jim, it got worse as he quickly learned I had the mechanical aptitude of a monkey. His helmet was too big so one of my jobs was to pack it with rags so it wouldn't move around at speed. Then I had to tape his goggles onto the helmet.

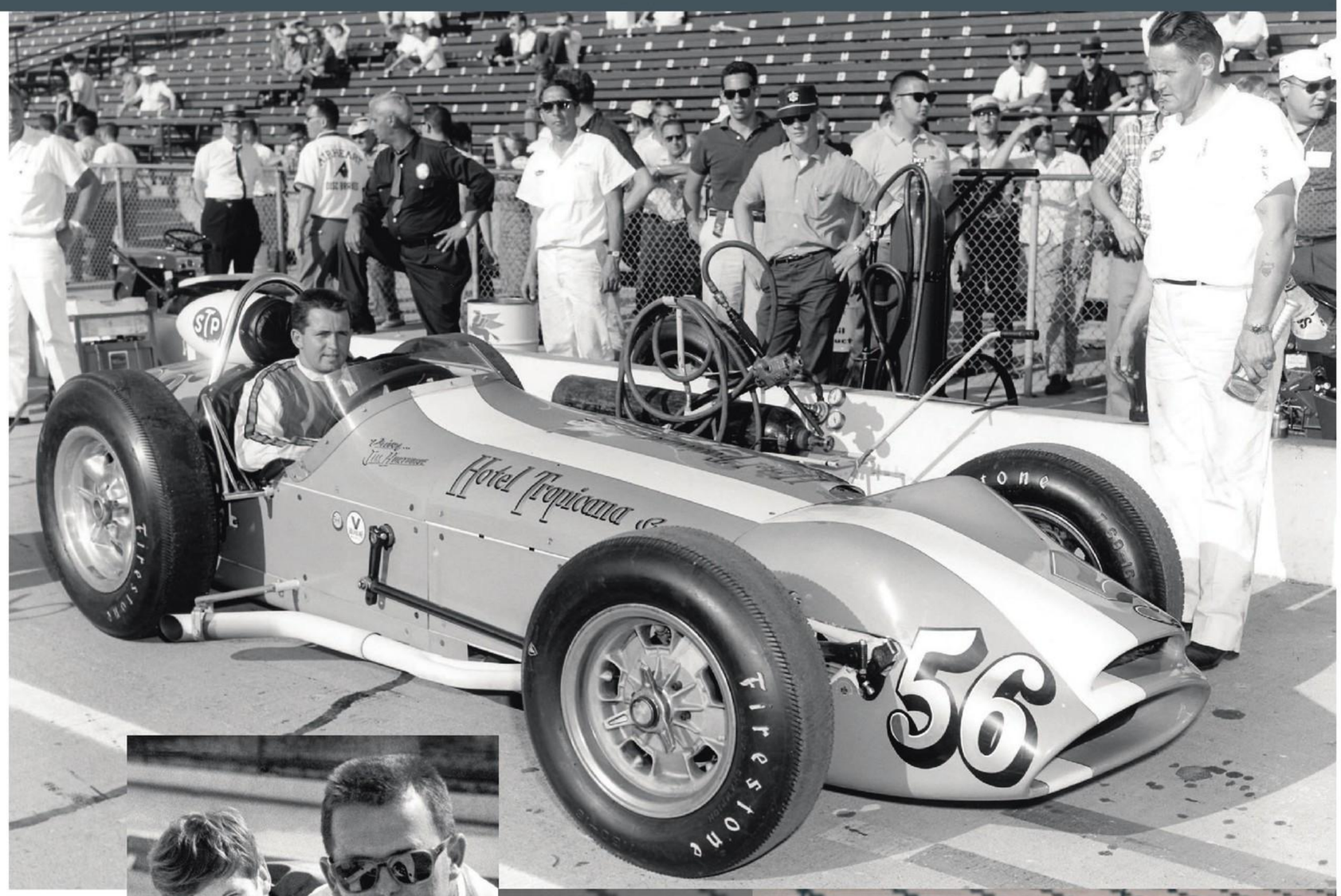
This all went terribly wrong one day when he was in a hurry to get out and run before six o'clock. A shock of his hair was sticking out but instead of bothering to tuck it inside, I simply taped his hair to his helmet. When he blew the engine a couple of laps later, the first thing he did was rip off his goggles in anger. He screamed at the shock of hair that came off and I tried to hide. That was strike one.

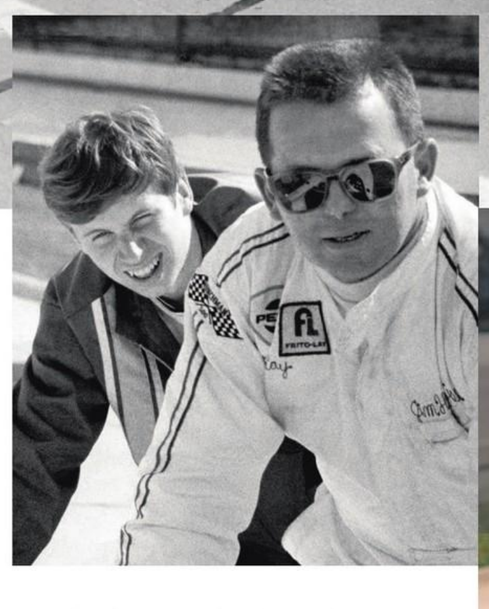
Strike two came two days later after Pepsi and Frito Lay had sprung for a new paint job. One of my duties was to button down the cowl with a Dzus wrench, and in my haste to get the bodywork removed I slipped and put a five-foot scratch through the Pepsi cap.

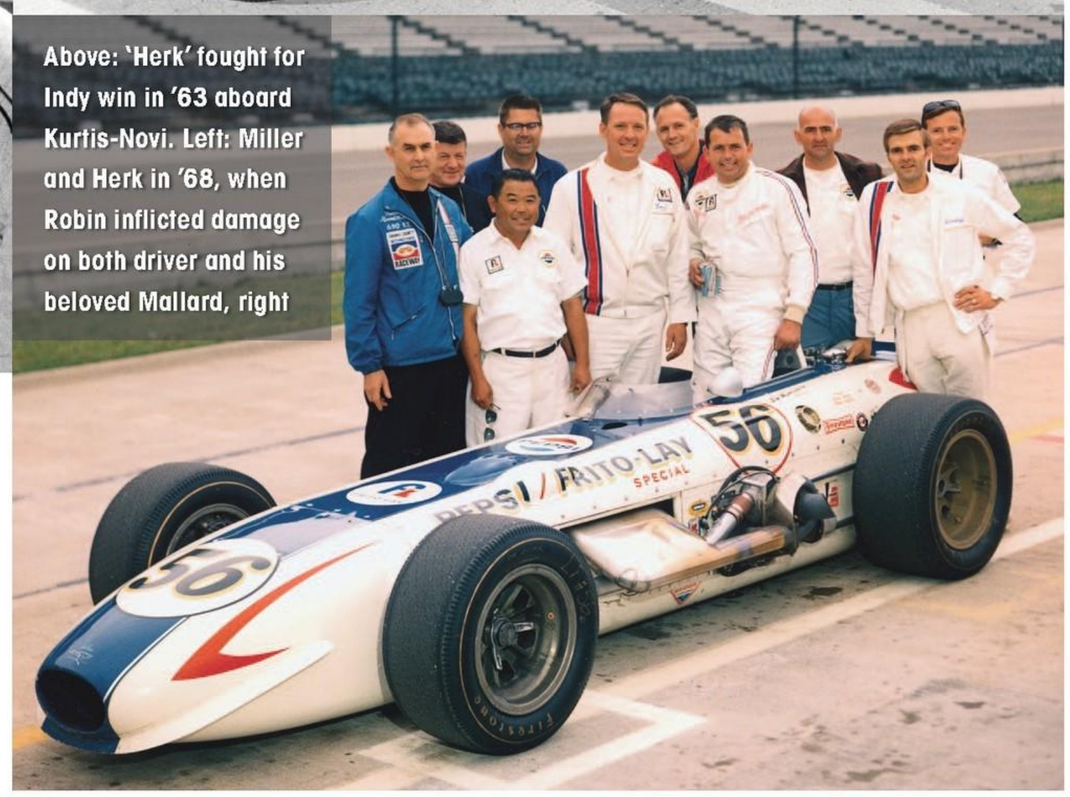
That was enough. Herk fired his free help and I was devastated.

But when he qualified on the extra Monday that year, I had skipped school to go and cheer him on. I was standing behind the pit fence when he was posing for qualifying photos and he saw me and gave me the wave, so I hopped the fence and stood in for one of the traditional qualifying photos.

That was the last time a roadster made the show at Indy and the first time I got into Gasoline Alley.







Above: 'Herk' fought for Indy win in '63 aboard Kurtis-Novi. Left: Miller and Herk in '68, when Robin inflicted damage on both driver and his beloved Mallard, right

Professor Finley

By 1972 I was helping cover auto racing at *The Indianapolis Star* and had convinced Art Pollard to help me buy a Formula Ford from Andy Granatelli so that I could start racing. Bad mistake – I should never have been allowed to own a race car. The second bad mistake was made by Bill Finley, who befriended me that summer.

Finley was the last of a dying breed at Indy. He built his own cars each year in the shop behind his house and was a combination welder/fabricator/engine man/chief mechanic. He put cars in the Indianapolis 500 all through the 1960s and '70s, but nobody put him through more grief than me.

In addition to rebuilding my numerous crashed cars during the next decade, he also allowed me to be on his Indy teams at various times from 1972-77. I was the pitboard man in practice, the vent man on pitstops and a full-time pain in Finley's posterior.

After nearly cutting off my hand on his band saw, I was forbidden from touching anything in the shop that was connected to a power source.

By 1974 I had added timing laps and buckling Johnny Parsons into his seat among my duties, but nothing could have prepared me for what happened the night before Pole Day.

I was sitting in our garage watching the boys change engines when Larry 'Boom Boom' Cannon knocked on the door and motioned me outside. A veteran sprint car driver, Cannon was a rookie at Indy and was struggling for speed. He wondered if I had time to come down and talk to his crew because they were stuck at a speed that was 5mph off the pace. I laughed and told him that he had the wrong guy – I was just a stooge and knew nothing. He said he'd seen me writing things down and talking to Finley and insisted I could help.

Before I could tell him he was a loon, Finley intervened and told Cannon to go down to his garage and he'd send me along shortly. I then got a five-minute crash course in rake, ride height, springs and shocks. I walked into Cannon's garage and addressed his crew like I was Smokey Yunick, asking questions and making suggestions while Finley stood outside and laughed until he cried.

The next day, Cannon picked up 7mph and ran down to thank me. It turned out that Firestone's engineers found 'ol Boom Boom had been running reverse stagger but they didn't have the heart to tell him that was his problem.

He went to his grave thinking I knew the hot set-up at Indy.



As part of Bill Finley's team, Miller 'looked after' Johnny Parsons. Bottom right: Lloyd Ruby with (l-r) Dan Jones, Jim Bob Luebbert, Mike Devin, Darrell Soppe and Miller





IRL Media/Robin Miller



'Ol Rube wasn't that drunk

Of all the great racers to have not pulled into Victory Lane at Indianapolis, none were more deserving than Lloyd Ruby.

'Ol Rube had some terrible luck and that includes having me work on his team in 1974.

I had been fired at *The Indianapolis Star* (for the first time) and Mike Devin, the crew chief for Rube's Commander Motor Homes Team, took pity on me. I was hired to push, polish, run errands, be the vent man on pitstops and entertain Lloyd while Darrell Soppe, Danny Jones and Devin tried to figure out what the car was doing.

You see, nobody drove a car harder or better than Ruby, but he wasn't much for the details like set-up. He just drove hard and made do. A lot like Gordon Johncock. So I'd sit on the sidepod and 'BS' with the pride of Wichita Falls, Texas while the crew huddled behind us.

Anyway, those were the days when drivers didn't have PR people, sponsor commitments or advisors – they simply had fun. It was a risky business and they played as hard as they raced.

Nobody had greater recovery powers than Rube. He could close down a bar at 3am and be running the wheels off an Indycar 10 hours later.

One night Dan Jones was going through the rear end and gearbox and sent me out to get him some dinner. I came back with a meatloaf sandwich, which leaked through the brown paper bag and plopped onto the greasy floor. Jones stormed out, leaving Jim Bob Luebbert and myself with that disassembled Eagle.

Thankfully, Luebbert was a good mechanic so he was bolting things together and I was handing him tools when 'ol Rube stumbled through the garage door at about midnight.

"Hey," he shouted, "I know I've been drinking but I also know Robin ain't supposed to touch my car."

We assured Rube I was merely serving as technical advisor and he needed to go get some sleep. He was running fourth the next day when he ran out of fuel.

Looking back and ahead

Those characters like Hurtubise, Finley and Ruby are long gone, just like the days when three or four savvy guys comprised a pitcrew and Gasoline Alley was full of innovation and free thinking and possibilities.

We've been stuck with spec cars and engines for almost a decade and the month of May has never recovered from 'The Split' in 1996.

It's doubtful we'll ever see big crowds again on Pole Day, and with NASCAR, Formula 1 and MotoGP having shared the facility, IMS doesn't hold the magnetism it did in the glory days.

But this is not to say that things aren't looking up. For the first time, the IndyCar Series finally has a smart, savvy, open-minded leader who possesses marketing skills and a tremendous drive to make things better. Randy Bernard accomplished more in his first 10 months than all the CEOs of CART/IRL/Champ Car did in 15 years.

He wisely hired Tony Cotman to oversee the new cars and engines for 2012, and he and Tony Purnell have come up with a plan to restore some creativity and diversity to the Indy 500.

General Motors and Lotus are joining Honda for 2012, while McLaren, Ferrari and Porsche have all expressed interest in getting involved down the road and Ford is also sniffing around.

For all it's been through since The Split, the Indianapolis 500 is slowly regaining its swagger. Sure, it hasn't been a sellout since 1995, but there are still more than 220,000 people there on race day.

It can still make drivers sweat, mechanics cuss and owners cry. And, undoubtedly, the Speedway can still leave a lasting impression on any kid who sees it for the first time and gets smitten.

100 YEARS OF THE INDIANAPOLIS 500

The 10 greatest '500' finishes

From blazing cars to victory by inches, the Motor Speedway's official historian talks us through the most dramatic race climaxes

BY DONALD DAVIDSON

There has long been a saying in the United States, attributed to the legendary New York Yankees baseball star Lawrence 'Yogi' Berra, who is alleged to have coined the masterpiece "It's never over until it's over," or something along those lines.

Regardless, that basic observation could easily be applied to the history of the Indianapolis 500 Mile Race, for, while many of the 94 contests held thus far were effectively settled well before the end, the number of examples in which a driver led within the final 10 laps of the 200-lap contest and did not win is 20. Twelve of those 20 unfortunate souls never were able to pull off a victory, and to take the point a stage further, there have been 10 examples of somebody leading within five laps of the finish and not winning. While Ralph de Palma, Rodger Ward, Parnelli Jones and Al Unser Jr each managed to triumph in other years, Eddie Sachs, Kevin Cogan, Scott Goodyear, Robby Gordon and Michael Andretti never did, all of them sharing that frustrating distinction with young Marco Andretti, the only one of the group who is still active and therefore in a position to seek redemption.

This is not to infer that a finish is only exciting if somebody drops out while leading within sight of the chequered flag, but the fact that something could go wrong at the end has certainly tended to hold one's attention over the years.

With that in mind, what follows is an interpretation of what we perceive to have been the 10 most dramatic finishes in Indianapolis 500 history.



Dawson (leaning forward) and officials watch as de Palma and Jeffkins slowly push the big Mercedes to the finish. Right: winner Dawson (left) remained in awe of the dapper Italian

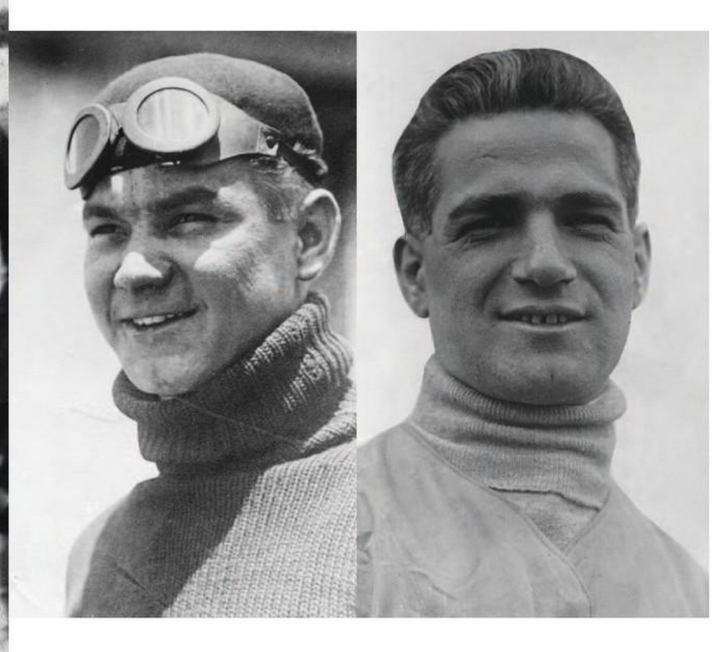
POOR RALPH DE PALMA! WHILE HE did win the Indy 500 in 1915, morally he should have won at least three more, and in the second running in 1912 he had the most wretched luck of all. Incredibly, he led for 196 of the 200 laps, and the only four he didn't lead were laps one, two, 199 and 200.

Driving a privately entered 1908 chain-driven Grand Prix Mercedes, de Palma had taken over on lap three and built up an extraordinary lead. With but 10 laps remaining he was approximately five and a half laps ahead, which in terms of time represented about 11 minutes. The crowds were already heading

1912



IMS Media



for the exits in an attempt to beat the rush for home when a cry went up: de Palma was slowing down!

Sure enough, thick smoke was billowing from the engine compartment, the result of a connecting rod having snapped and smashed a gaping hole in the crankcase, causing all the oil to be pumped out onto the track's brick-and-mortar surface.

Finally, while crawling across the north end of the 2.5-mile rectangular oval on its way toward Turn 4, the Mercedes ground to a halt. Not to be outdone, the 29-year-old de Palma, an Italian immigrant, and his freewheeling Australian riding mechanic, Rupert Jeffkins, climbed out and began to push the heavy car through the turn and down the main straight.

In the meantime, there was much excitement in the pits of the National Motor Vehicle Company. One of its three locally built stripped-down passenger cars was second, driven by 22-year-old Joe Dawson, a Marmon engineer who had been loaned to the rival National outfit for this one event, Marmon having withdrawn from competition the previous year following the win by Dawson's superior, Ray Harroun.

Dawson was lapping at over 80mph and getting an up-close view of the progress by de Palma and Jeffkins about every one minute and 50 seconds, the struggling pair now through the turn and pushing down the main straight. Gradually, the polite applause and occasional call of encouragement had developed into quite a healthy ovation as they slugged out the final couple of hundred yards. To everyone's amazement throughout all of this, de Palma had been grinning and occasionally waving acknowledgment.

Dawson, in the meantime, had been able to un-lap himself to the point of catching de Palma and then lapping him on his way to the chequered flag. There is a classic photograph (left) that shows de Palma and Jeffkins, still grinding out the final few yards, while Dawson, having taken a couple of extra laps in order to protect himself against a possible scoring issue, is already in his pit and out of his car.

There is a theory that de Palma believed he was on his final lap, rather than his next-to-last, and that he was so far ahead of second place he would still be able to push home and win. When he learned that (a) Dawson had already won, and (b) there was another 2.5-mile lap to push, he reluctantly threw in the towel. To everyone's further amazement, de Palma, smile on face, sportingly strode over to the bashful Dawson and extended his hand in congratulation.

A quarter of a century later, at a running of the Vanderbilt Cup on Long Island in either 1936 or '37, little had changed. Dawson by this time was a very prominent and respected AAA racing official. The always beautifully dressed and mannered de Palma, long since retired, came over to greet Dawson with great affection. After he left, Dawson was chided by his friends for having hung his head in embarrassment, hardly saying a word. It was evident that even after all that time, Dawson was still in awe of the great de Palma. »»»

WHILE A WIN BY THE visiting Grand Prix combination of Jules Goux in a Peugeot had resulted in the greatest margin of victory ever – a whopping 13 minutes and eight seconds – it was the battle for second that had everyone talking in 1913. Racing for that position many minutes after Goux had already finished were a pair of basically street-worthy sports cars, entered by their ultimately iconic manufacturers – Mercer of Trenton, NJ, and Stutz of Indianapolis, the latter's factory located less than five miles from the track.



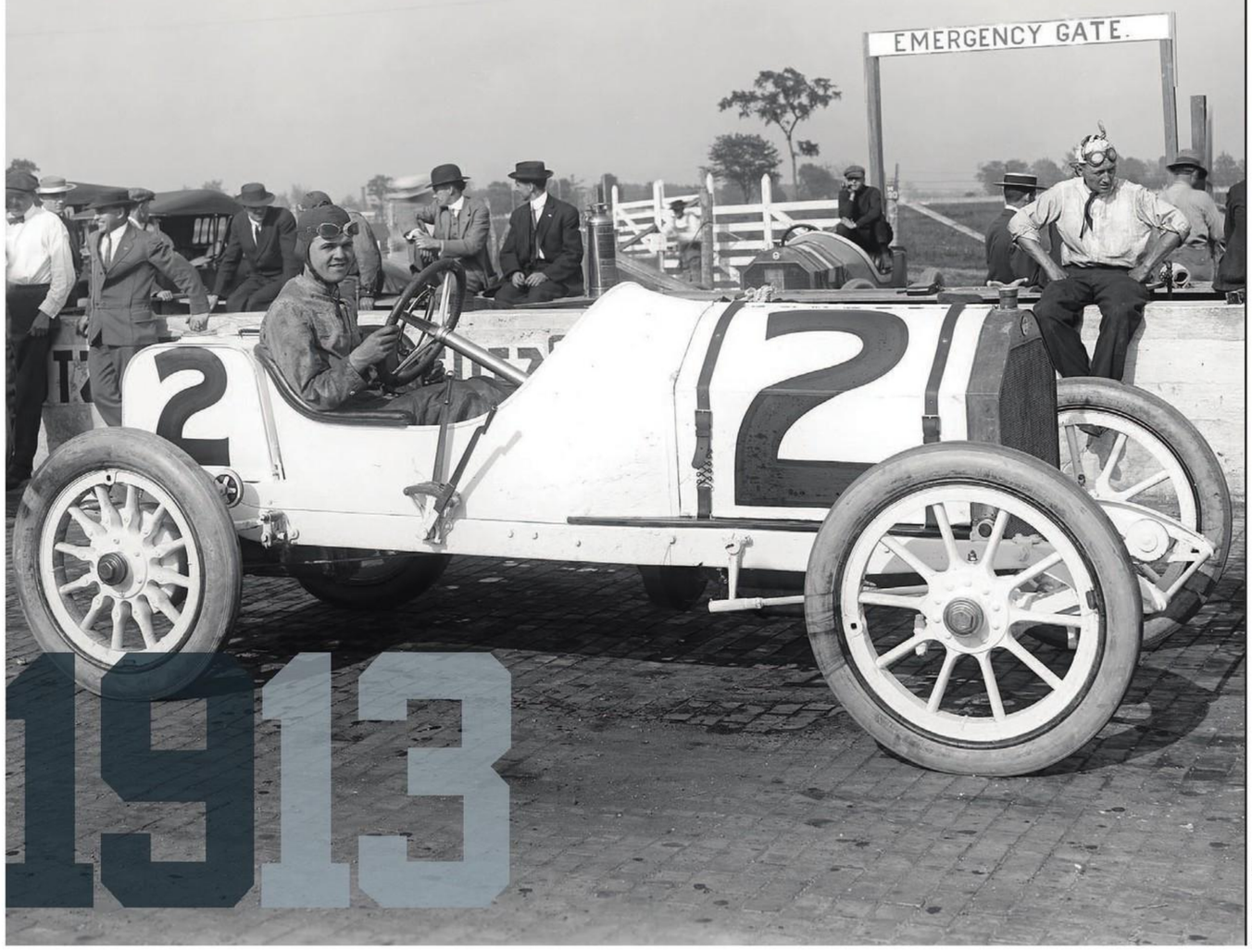
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Out of Turn 4 to commence the final lap came the Mercer with an advantage of several seconds, but when company head Harry Stutz, who was effectively serving as his own team manager, saw his pride and joy come into view he was alarmed to see that flames were pouring from the engine compartment.

He of the Pork Pie hat stepped to the edge of the track, shrugged and resignedly motioned his driver to head for the pits. But Charlie Merz (above and below), the son of an Indianapolis policeman, would have none of that and neither would Harry Martin, his riding mechanic. In fact Martin, who had ridden to victory with Joe Dawson in a National the year before, was now leaning forward in a bid to ascertain the source of the fire and even to contemplate trying to extinguish it. The car disappeared into the Turn 1 and Stutz began to wonder if he shouldn't be fearing the worst.

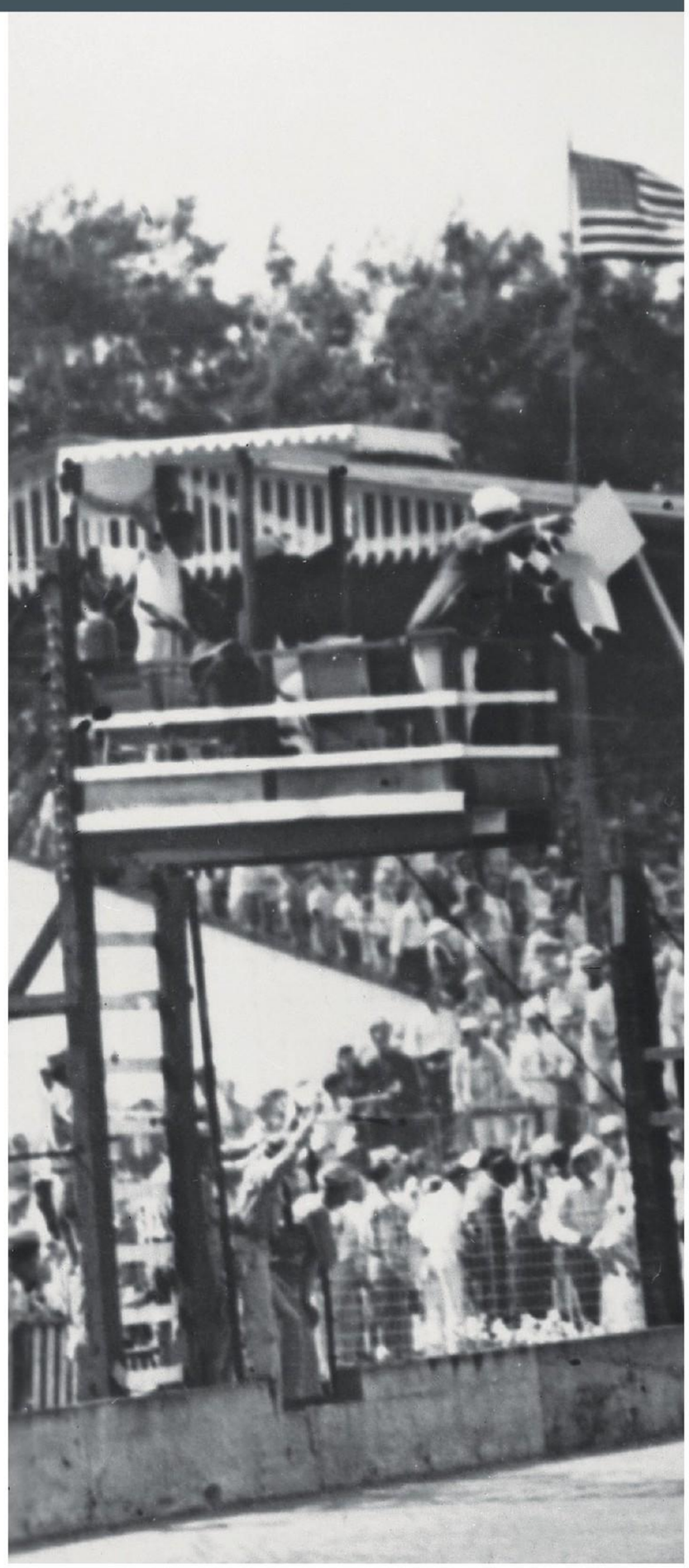
Attention turned once again to Turn 4. The seconds ticked away and eventually here came the Mercer, shared during the day by wealthy young Spencer Wishart (whose sister would marry the 1916 500 winner-to-be, Italian-born Englishman Dario Resta) and Ralph de Palma, the hard-luck driver of the year before.

Down the straight and under the chequer it came. But Merz and Martin in the Stutz still had not given up. To a thunderous ovation by the partisan crowd, some 36sec after the Mercer had taken second place the Stutz claimed third, Martin now completely spread out over the hood and valiantly attempting to beat out the flames.



1913

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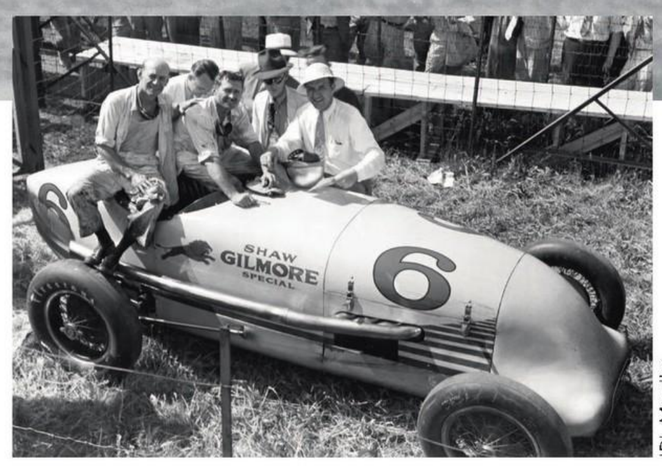
FOR THE FIRST 20 OR SO YEARS OF the Indianapolis 500, the margin of victory typically would be measured in terms of minutes rather than seconds. In 1934, however, Bill Cummings beat Mauri Rose by only 27 seconds, but even this would pale in comparison with the finish of 1937.

Wilbur Shaw, runner-up in 1933 and 1935, had appeared to be the man to beat in 1936, driving a streamlined car that he and his riding mechanic, master metal craftsman Myron Stevens, had built themselves. They would, no doubt, have won handily had they not been delayed twice by lengthy pitstops to try and secure loose bodywork. They finished seventh. Shaw was now back with the re-engineered car, along with a different riding mechanic, John W 'Jigger' Johnson, who had ridden with winner Louis Schneider in 1931.

1937

Shaw takes the flag with rival Hepburn out of shot but just 2.16sec behind. Left: Shaw, with riding mechanic Johnson, built his Indy winner

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With 30 laps to go, they had a lead of almost two minutes over the 1936-winning mount of Louis Meyer, which was now being driven by a longtime friend of Shaw's, Ralph Hepburn. The former motorcycle great had suffered serious injuries early in 1932 and Shaw had led that year's 500 substituting in Hepburn's car. Never having fully recovered from that accident (he had a pronounced limp for the rest of his life), Hepburn had to seek a relief driver midway through the 1937 event. In jumped Bob Swanson, a West Coast short-track specialist who was driving at Indianapolis for the first time. Starting with another car, he had moved all the way from 21st to seventh within the first 10 laps, and was fifth by lap 30. Sidelined by mechanical trouble, Swanson then hopped in for Hepburn and took the lead on lap 130. He was still holding it 33 laps later when a rested-up Hepburn was ready to go back out for more. Shaw resumed the lead at that point, and at lap 170 was almost two minutes ahead of his friend.

The interval remained fairly constant during the next 10 laps, and at the 180-lap mark it was 1min 56sec. But Shaw was slowing. He had noticed that the oil pressure would drop whenever he was negotiating a turn and that it would not rise appreciably on the straights. With 10 laps remaining, the margin was down to 1min 8sec. Shaw was slowing as much as he dared, reading the pitboard on each lap and trying to gauge what speed he needed to run in order to keep his ailing mount ahead.

If the unofficial reports of the day are to be believed – they claim that Shaw was ahead by 14sec going into the final lap – he must have slowed down considerably. He held on for the win, but crossed the line only 2.16sec before the fast-closing Hepburn.

As great a victory as this was for the hugely popular local driver, many an insider 30 years later was suggesting that Hepburn had made a mistake by returning to the wheel, and that had Swanson been allowed to stay in he, not Shaw, would have won. Regardless Shaw, who for a variety of reasons remains one of the three or four most important people in the entire history of the track, won by a margin of victory which would survive as the closest ever until 1982. ›››

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1947

THE 1947 RACE WAS WINDING DOWN and 39-year-old Bill Holland had a commanding lead. In spite of that being an age at which most still-active drivers would be contemplating retirement, this was Holland's first start. After years of making a handsome living driving dirt-track cars on the East Coast, he had finally decided to try Indianapolis.

He had been entered in another car, but when one of former driver Lou Moore's pair of brand-new, low-slung front-drive Blue Crown Spark Plug specials suddenly needed a driver, Holland (right) jumped at the opportunity. There was, that year, an unfortunate dispute between management and participants over prize money and many of them – but not all – were holding out for a much higher guarantee. They had formed an association called the American Society for Professional Auto Racing, otherwise known as ASPAR.

Moore's drivers were Mauri Rose and Tony Bettenhausen, but when Moore (a non-member) was ready to start practicing and Bettenhausen chose to hold out with his ASPAR colleagues, Holland inherited the chance of a lifetime. He proceeded to be the fastest qualifier (although not on pole because of having qualified on the second day rather than the first), and it wasn't long before he was leading.

The laps were running down and Holland had a half-minute lead over Rose, who in turn had a massive advantage over third. Ever the master strategist, Moore instructed his crew members to slow down both drivers by chalking the word 'EZY' on their pitboards. Holland saw the sign, acknowledged, and then backed off the pace. Rose came by, acknowledged and did not slow down. For the next several laps, the interval shrank by three to four seconds per lap (the crew now showing both drivers 'OK'), and pretty soon Rose was right behind his team-mate.



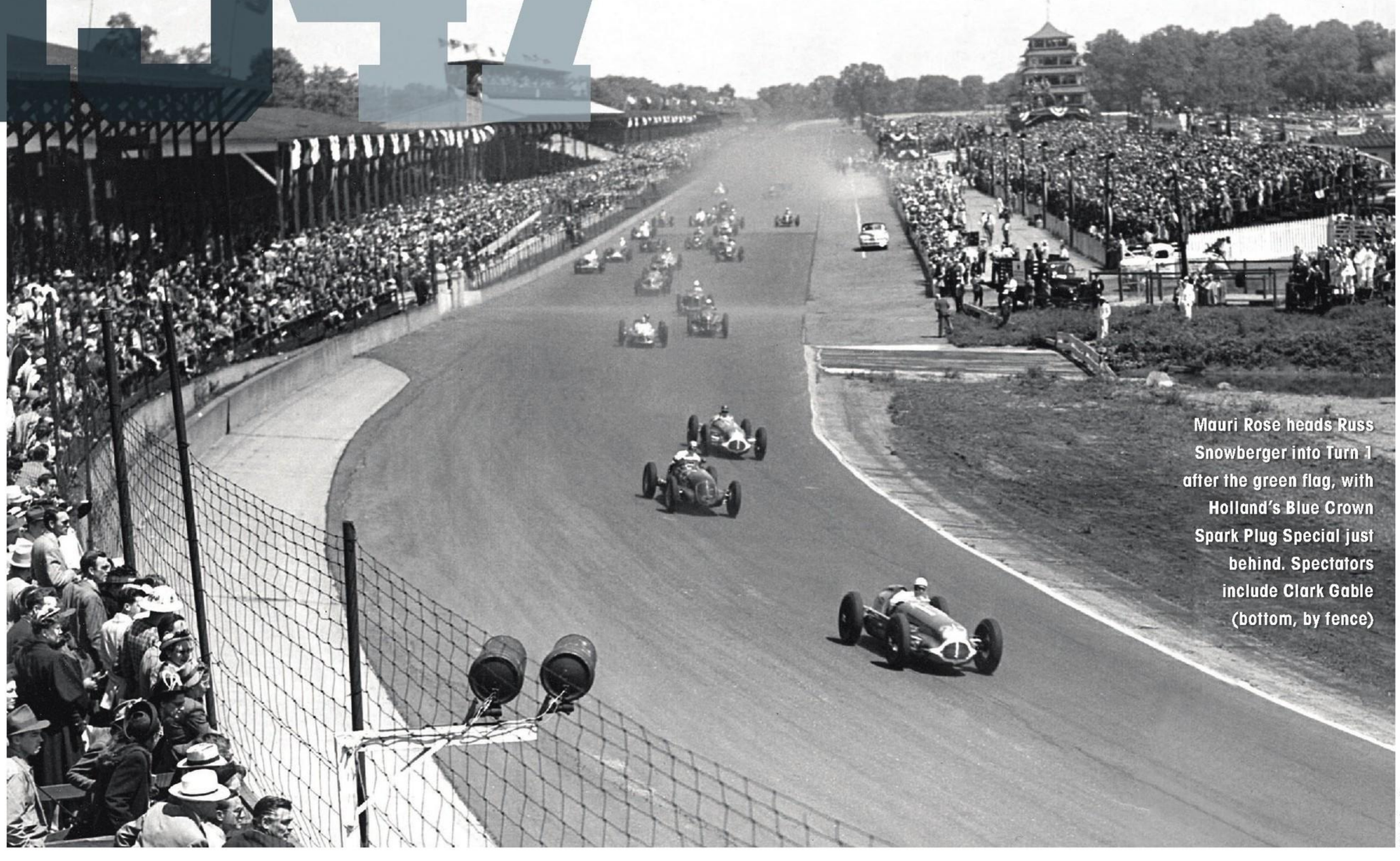
On the 193rd lap, he drew alongside on the backstretch and Holland, apparently believing Rose to be merely un-lapping himself, waved him by. Rose then thundered off into the distance, ultimately to be the first to reach the chequer. Holland followed 32sec later, believing that he had won.

He was understandably furious when he learned he had not. As he rolled down past the pits on his way to Victory Lane with his engine shut off, he was flabbergasted to hear Rose already being interviewed over the public address system. Grilled by the media over the most unpopular outcome (the general public accusing Moore and Rose of "ganging up" on the newcomer), Moore explained that the cars had cost him in the region of $30,000 each and that everything he owned was tied up in them.

With a 1-2 finish all but guaranteed in the closing laps, he did not want to risk either or both coming to grief, and it was of little consequence to him which driver won. This was not entirely true. Rose's view was that he was a professional driver who drove to win. When he saw the 'EZY' signals, he decided to keep going and see what happened. When he caught up with Holland, knowing he had seven laps left, his next tactic was to be far enough ahead that Holland would not see him be the first to receive the white flag, indicating one lap to go. He also stated that it would have been far more beneficial for Moore to have Holland win because while he (Rose) was driving for 40 per cent of the prize money, Holland had agreed to only 30 per cent in return for driving such an outstanding car.

Another interesting point is that Holland, who was a great showman but all business, was known to have a short fuse and an almost paranoid outlook, apparently believing that everyone was "out to get him". While his wife and friends were convinced he would "blow up" at Moore, he rather surprisingly refrained from doing so, evidently reasoning that he did, after all, have one of the best "rides" at the track and that to keep his mouth shut likely would ensure him being asked back in 1948, as indeed he was.

He and Rose finished 1-2 again that year in precisely the same cars, and in '49 they almost did it again, Rose dropping out while running second with eight laps to go, and Holland finally winning.



Mauri Rose heads Russ Snowberger into Turn 1 after the green flag, with Holland's Blue Crown Spark Plug Special just behind. Spectators include Clark Gable (bottom, by fence)

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1960



Rathmann (4) and Ward's 1960 duel was the stuff of Indy legend. Below: this time it was Rathmann's turn to drink the milk

PERHAPS THE GREATEST INDY 500 EVER was the 1960 classic, highlighted by an extraordinary sustained battle throughout the entire second half between two outstanding drivers, Jim Rathmann and Rodger Ward. There were a record 29 lead changes during the day (a mark which remains unbroken), of which 14 were between these two drivers during the last half alone. Eyewitnesses recall the crowd would stand up en masse every time the two cars came into view, wondering which of them it would be this time.

Front-runners in those days typically would get by with three pitstops, and this was long before the implementation of the procedure of sending out a pace car during a caution period for the purpose of packing up the field into a single-file procession at a controlled reduced speed. In the event of a 'yellow', each driver was required to slow down and maintain a constant interval behind the car in front of him at the time the caution was called, whether it was 10 feet or 400 yards. Some contestants were more sporting about this than others.

The early stages of the 1960 race were extremely competitive, but one by one, leaders like Troy Ruttman and Eddie Sachs had run into difficulties and fallen by the wayside. It came down to Ward and Rathmann, the 1-2 finishers of the previous year. An incident that was to play a major role in the outcome took place during the first round of pitstops when Ward stalled, losing himself valuable time. He raced hard to catch up during the next 75 or so laps, and it was just past the 120-lap mark when he finally pulled up behind Rathmann, the current leader. But Ward knew he had been especially hard on his tyres in catching up, and he was about to engage in a most fascinating tactic.

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It should perhaps be stressed here that while there certainly was communication between driver and pitcrew, it basically consisted of hand signals by the driver and brief messages scrawled in chalk on a pitboard. The rest of it was pretty much left up to the driver. There were no computers, no two-way radios, no spotters. In fact, most teams either removed a car's gauges for the race or at least taped them over, the attitude being, 'Run it 'til it blows up!'

Rathmann and Ward were good friends, and Ward had a theory about a Rathmann idiosyncrasy that, in his estimation, Jim would race hard for a position, but once he was in front his pace would tend to slow down a fraction. Ward therefore elected to try running behind Rathmann for a while and see what would happen. Sure enough, the pace eased very slightly, this playing right into Ward's hands, because it was placing less stress on his tyres.



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"Even though I was running second," he confided years later, "I felt as if I was controlling the race." That was until about the 160-lap mark when the pitboards advised the pair that third-placed Johnny Thomson was catching up. The pace of the leaders picked up, but it soon became a moot point when Thomson stopped for fuel and tyres at lap 175 and then began to encounter engine problems, ultimately dropping him to fifth. But the damage was done.

Rathmann, also concerned about tyre wear but throwing caution to the wind, traded the lead with Ward four more times between lap 178 and 194, Ward going to the front again with only six laps remaining. It was shortly after this that Ward's heart sank. A telltale stripe, off-white in colour, began to show through in the middle of his right front tyre, a dreaded indication that the cord beneath the rubber surface was about to come into full view. Not a good sign.

But while many a driver would have come in for a tyre change at that point, Ward knew, from thousands of miles as Firestone's number one test driver, that he could slow down and still likely baby it home.

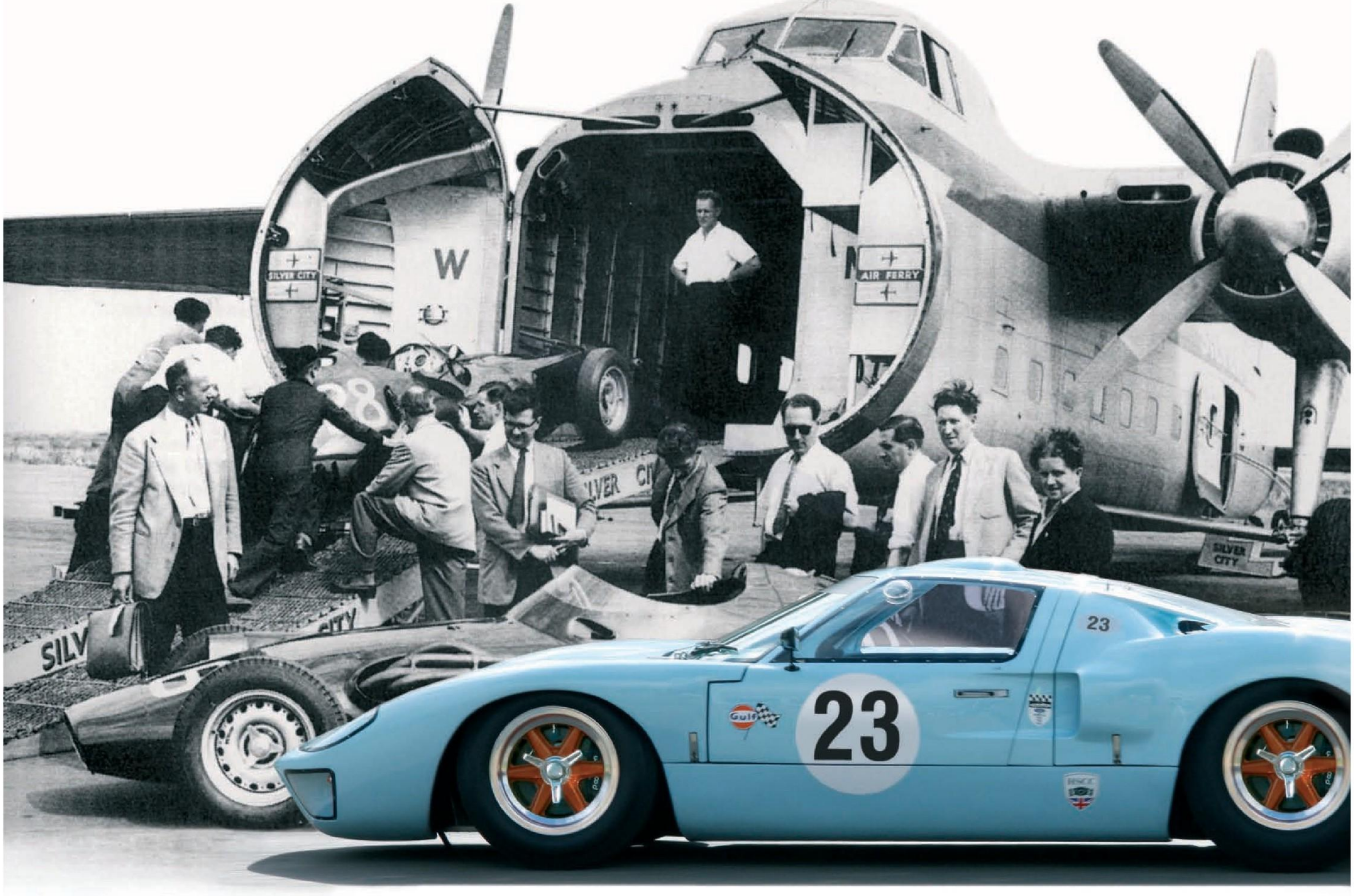
Reluctantly he backed off, and on lap 197, Rathmann went ahead for good, Ward ultimately cruising home 12.67sec behind the 1958 Monza 500 winner. Had Rathmann finished second, he would have achieved the dubious honour of being history's only four-time 500 runner-up. It is also noteworthy that the winning car had been towed back from the Los Angeles shop of AJWatson by none other than Rathmann and his chief mechanic, Takeo 'Chickie' Hirashima, the car bouncing around on an open trailer behind a station wagon. >>>

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1961



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THE CONCLUSION OF THE 1961 classic was very similar to that of the previous year, in that once again it was excessive tyre wear within sight of the finish which was to be the deciding factor. This time it was AJ Foyt and Eddie Sachs who were the two gladiators battling it out at the end.

It had been an extremely competitive first half, with Jim Hurtubise, 'rookie' Parnelli Jones, and former winners Jim Rathmann, Rodger Ward and Troy Ruttman each running stints out in front, along with Foyt and Sachs. By the time they made what they assumed would be their final stops, it was down to Foyt and Sachs, with Ward the only other driver still in the hunt.

Once the stops had been made, Sachs was dismayed to discover that while they had been quite evenly matched up to this point, Foyt now seemed to be able to pull away. Sachs tried desperately to stay with the young Texan, but without success. What Sachs did not know – and neither did Foyt, unless he had noticed a change in the handling – was that AJ's refuelling mechanism had malfunctioned on the most recent stop and he had received either very little fuel or none at all. The crew did not immediately inform Foyt, hurriedly making an arrangement to roll in another rig from Len Sutton's pit, Sutton being out of the race.

Several insiders went down to tell Clint Brawner – crew chief for Sachs – that he could slow his driver down because Foyt was going to have to come in again. Brawner, cautious about believing them, elected to let Sachs continue the chase. Finally Foyt was shown the pitboard advising him to prepare for an emergency stop. That came at lap 185 for what was effectively a splash-and-go, his crew yelling "GO, GO, GO!" as he roared back into competition.

That gave Sachs a lead of over half a minute, and while upon reflection he could have slowed



Foyt gives chase after the perennially unlucky Sachs. AJ (left) would go on to score the first of four '500' wins following a late splash-and-dash pitstop, below

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down substantially, he did not. Concerned about his tyre wear, he'd sneak glances on the straights, and finally, with about five laps to go, another of those dreaded telltale off-white stripes of cord began to make an unwelcome appearance.

On lap 197, Sachs came in to change the right rear, and before he could get going the 26-year-old Foyt swept by on his way to the first of four historic wins. Sachs was devastated at the end, and after having made it back to the garage area he remained in the cockpit for quite a period, stunned and staring into space, deep in thought. The question remained as to whether the tyre would have lasted another three laps. Opinions were mixed.

Also, what would have been the outcome had Brawner slowed Sachs down prior to Foyt's emergency stop, and even more importantly, having been given a half-minute lead on a platter, could Sachs have slowed down substantially and babied the car home for the win?

IT WAS PERHAPS THE MOST controversial car ever to appear at Indy, certainly among those in a position to win. Had it done so, it likely would have changed everything. The laps in the 1967 race were winding down, and out in front was a car with a unique profile and sound.

Built in secrecy under the direction of Andy Granatelli, it was an STP-sponsored four-wheel-drive vehicle, its driver basically sitting in a capsule on the right side of an aircraft-type bulkhead and the engine sitting in another capsule on the left. The engine? It was, of all things, a Pratt & Whitney gas turbine designed to power helicopters.

Turbines had been entered before, but none had so much as made a qualifying attempt until this major effort came along. The outstanding Parnelli Jones, who qualified sixth in the car, was accused of sandbagging during practice, meaning never putting together a full lap at speed, thus preventing one's competition from seeing what one has.

The field came down for the start with Parnelli moving to the outside of everyone and, using all of his advantages, including the four-wheel drive, he powered past all but polesitter Mario Andretti by the time they came out of Turn 2. He then passed him easily on the backstretch and led the opening lap by a huge margin.

The weather was not cooperating, however, and a downpour halted the event after 18 laps. Throughout the following day, Parnelli had the race clearly in hand, enjoying a lead of 53sec over AJ Foyt with 10 laps remaining. Members of Granatelli's family were preparing to head down to Victory Lane, and Andy's crew was getting ready to make a mad dash in that same direction as soon as the chequered flag fell.

Lap 195 passed and so did lap 196. Then came the astonishing report: Parnelli was slowing down. What could possibly have happened? Across the north short chute he went and over to Turn 4 going slower and slower, finally to stop near the entrance to the pits. By this time Foyt had already swept into the lead and was racing for the finish.

The stunned Granatelli crew ran north toward Parnelli's stricken car as Foyt made it into his final lap, the booming voice of legendary public address announcer Tom Carnegie talking the crowd through the whole thing with his typical flair for drama. Foyt was on his way to becoming a three-time winner. Or was he? Suddenly, it was as if the north end of the track had erupted.

Cars were spinning and crashing all over, the most spectacular being that of Chuck Hulse, who pirouetted around between contacts with his wildly spinning right-rear magnesium wheel ignited and throwing off showers of sparks like a Roman candle.

"Where is he?" bellowed Carnegie. "Will he get through, will he get through?" followed by, "There he *is*," as indeed Foyt had slowed and was picking his way through the shrapnel and debris.

Foyt later stated that he'd had a premonition on the final lap that something might happen, and with more than a lap-and-a-half advantage over young Al Unser, he decided to slow down. Having avoided the mess, he roared down toward the chequer, gearing up at least twice as he went.

The Indianapolis 500 now had a fourth three-time winner, Foyt joining Louis Meyer, Wilbur Shaw and Mauri Rose, while the Speedway had on its hands one of its most controversial dilemmas ever: what to do about that darn turbine? »»»

1967



Parnelli Jones tries to ignore his crew's outfits as he sits in Granatelli turbine car

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WITH 20 LAPS LEFT TO RUN, 1973 winner Gordon Johncock, competing in the 500 for the 18th consecutive time, had a slight lead over Rick Mears, who, while having won in 1979, still was considered a relative newcomer. But the general thinking was that Mears, driving for Roger Penske and already gaining a reputation for being a master tactician, was merely playing a waiting game and pacing himself for the laps that would follow his final scheduled pitstop.



LAT



Johncock holds off charging Mears for victory following first 'timed' pitstop, above right. Above: Nine years after his first 500 win, Johncock celebrates a second

IRL Media

Mears came in for fuel on lap 183, and his crew had him away in 18 seconds. Three laps later, it was Johncock's turn. True, he had been leading to begin with, but his Patrick Racing Team crew was up against the mighty Penske squad and its reputation of being the very best.

But then there was an audible gasp from the crowd. Johncock was on his way after only 13sec, his Patrick crew members jumping up and down in the pitlane and giving each other high fives!

While it has long since become the accepted practice, they had at that time very likely pioneered the strategy of a 'timed stop' by putting in only the amount of fuel they calculated Johncock would need to finish. At lap 188, Mears found himself with a deficit of 11sec, which represented something in the region of a quarter of a lap. The gap remained virtually unchanged for a couple of laps, but then Mears went to work.

In a truly virtuoso performance he began to slice away at the advantage, reducing it from 7.9sec at lap 192, to 6.4sec at 193, and to a mere 4.6sec at 195.

Out of Turn 4 on lap 199 and there was a tremendous roar from the crowd. Mears had managed to draw to within a few feet of Johncock. Down the straight they came and Mears made a move to the inside. They entered Turn 1 literally side by side. Surely somebody would have to back off, and somebody did. It was Mears, lifting just momentarily, but enough to cause him to fall behind by quite a number of yards. He remounted the challenge straight away, but simply ran out of time.

Down for the chequered flag he tried once again, but came up short by 0.16sec. Rather than witnessing fury at the outcome, with Mears perhaps storming back to his garage, those who saw the aftermath on television were amazed to see Rick, still in the cockpit, remove his helmet and head sock to reveal streams of perspiration, thoroughly soaked hair and, amazingly enough, a wide grin.

The following night at the victory banquet, when all 33 drivers stepped up to receive the prizes on behalf of their teams in reverse order, it was Mears who was the first of the two up to the podium. At some point during his acceptance speech, he made a comment and turned to look at Johncock, who was sitting close by. The two of them grinned at each other with wild eyes and a wolf-like, almost demented expression, as they recalled that south "short chute moment" on the final lap.

With great mutual respect for each other, which continues to this day, they were sharing an experience that few other people in the world could truly understand.

THERE WERE TWO LAPS TO GO, and Al Unser Jr had a lead of just a few feet over Emerson Fittipaldi. The second-generation driver, who was more than happy to answer to the nickname 'Little Al', was out there courtesy of a daring pitstop strategy made by members of his crew. The strategy, during a late-race caution, was basically don't make one!

In the lead had been Fittipaldi with Unser second followed by Raul Boesel, who due to a variety of circumstances was behind the other two by *six* laps. Car entrant Rick Galles had gathered with his brains trust and reasoned that to come in and take on fuel would place them behind Fittipaldi regardless. To stay out would give them the lead, and if all worked out well, they might conceivably be able to stay there.

But with such a huge lead over third, they could risk running out of fuel even with *five* laps to go and *still* finish second. This was the strategy, and as soon as the green light flashed back on at lap 187, Unser took off with Fittipaldi in pursuit.

Heading down the backstretch with one and a half laps to go, the pair were quickly closing in on a line of four slower cars which they were about to lap again. Unser moved to the inside, a few hundred yards before the entrance to Turn 3 *and suddenly Fittipaldi was there too!*

The two-time World Champion had whipped to his left and was able to draw alongside Unser just as they headed into the turn. At right about the apex, *they touched!* Unser immediately spun and crashed into the outer wall, Fittipaldi fishtailing but regaining control, while the four cars in the process of being lapped all stayed high and clear.

The yellow and the white flags greeted the pack at the start/finish line and the pace car was already out on the track in a successful effort to get ahead of Fittipaldi and the others, slowing them down to the accepted caution-period speeds. Glancing into his rear view mirrors, Fittipaldi had seen Unser go into the wall with considerable force, and he obviously had great concern for his friend. Coming around Turn 3 and into the north short chute behind the pace car, his fears were put to rest when he saw Unser strolling out to the edge of the track and giving him a "double thumbs-up".

Unser later admitted that initially he had been furious over the incident, but that the calming voice of one of the orange-suited safety workers had pointed out to him that the eyes of the television world were on him and that he should give serious thought as to what he might be motivated to do. Having a few seconds with which to think it over, Unser realised the validity of that advice before Fittipaldi came around.

The following day, Fittipaldi was posed with his car on the main straight surrounded by piles upon piles of paper currency designed to represent that, for the first time ever, the winner's share alone had exceeded one million dollars.

Unser, who would go on to win the race in 1992 and again in '94, continues to this day to be very proud of the fact that he set a record that could be tied but never broken. That is, the highest position one can obtain without actually finishing in a race that goes the distance: second.

1989



Unser slams into the wall following his clash with winner Fittipaldi. Cue double thumbs-up...

IMS Media

OF ALL THE TOPSY-TURVY FINISHES in the history of the 500, there has never been one like 2006. There have been epic battles involving two drivers, and, in the cases of 1996 and '97, not two but three different drivers leading in the final stages. But during the final 18 laps in 2006, the total number of different drivers to lead the event was *five*.

Each with a compelling storyline, they were, in order: Dan Wheldon, who having switched from Andretti Green to Target Chip Ganassi was in a position to be only the sixth different driver to win twice in succession, but the first to do so with different teams. Then it was Tony Kanaan in front, a perennial favourite who by leading yet again had become the first driver ever to lead in his first five *starts*, breaking the record of four which he had held jointly with Jim Clark and Parnelli Jones.

Then came a late-race caution period and Kanaan ducked into the pits, giving up the lead to none other than Michael Andretti, the second-generation standout, now a car entrant, who had retired after 14 starts without having achieved a much-anticipated 500 victory, but was now back out of retirement. Not only did he feel he still had some unfinished business here, he sought to have the personal satisfaction of driving against his own son, Marco, who was making his 500 debut. Was Michael now finally going to be able to pull it off?

The restart came at lap 196 and all of sudden somebody was passing Michael on the outside going into Turn 1. It was Marco!

Lap 197 went into the books and then 198, but here came Sam Hornish Jr, the polesitter who had seemed out of contention after a pitstop incident caused him to leave while his refuelling hose was still connected, causing a minor disaster in the pits. Surely Hornish had been effectively out of it, but now here he was, challenging for the lead.

He tried an inside pass on Marco on the penultimate lap but then he had to back off, losing many yards in a situation extremely reminiscent of the 1982 battle between Gordon Johncock and Rick Mears. Sam was now so far behind that even while crossing the north end of the track between Turns 3 and 4, he seemed to be just too far behind to be able to make up the distance.

Off Turn 4 they came, Marco moving down to the middle of the track and apparently on his way to the win. Up to this point, Troy Ruttman at 22 years of age in 1952 had been the youngest winner. Marco was about to break that record by three years. What a story that would have been! A 19-year-old rookie pulling off what his famous grandfather, Mario, had been able to accomplish only once and what his famous father had not been able to pull off at all. But what was this?

Suddenly here came Hornish, seemingly appearing out of nowhere behind Marco, catching a tow and then being sucked around within 300 yards of the start/finish line to squeak ahead by inches and pull off the most unbelievable win of them all. The lead had *never* changed hands on the final lap, let alone within yards of the finish. And while eight drivers had led as late as lap 196 and not won, Michael Andretti became the only person ever to have done that with *two* drivers leading after him.



Hornish's Penske sneaks past Andretti Jr at the finish of the '06 race for a remarkable win

LAT

INSIGHT

CLOSE SECONDS...

More Indy 500 dramas that proved too good not to rate a mention

1966 A Grand Prix battle as Jim Clark and Jackie Stewart trade the lead – but when Stewart's Ford V8 fails on lap 192 a surprised Lola team-mate Graham Hill takes a rookie victory. Clark is 41sec adrift despite two spins.

1968 Joe Leonard's Lotus turbine leads but a shunt brings out the yellows on lap 183; on the restart the engine flames out, handing Bobby Unser's Eagle-Offy the first turbo win.

1977 AJ Foyt makes it four wins only 29sec in front of Tom Sneva – but only after Gordon Johncock, who's been battling Foyt for 160 laps, breaks his crank 16 laps from home.

1983 Tom Sneva's hopes of a first win look doomed by Al Unser Jr protecting his father's lead, but when Al Sr hits traffic on lap 190 Sneva boldly jumps both for an 11sec victory.

1986 Rick Mears, Bobby Rahal and Kevin Cogan fight for the lead until two laps from the flag, when Rahal explodes out of a caution for a 19th and final lead change.

1987 Mario Andretti has led 170 laps when the sparks die and Roberto Guererro takes over – only to stall in fuelling. Trapped by a caution, he has four laps to pass six cars to wrest it back from Unser Sr. He misses by one...

1992 When a crook fuel pump blows Michael Andretti's 160-lap domination, the resulting yellow leaves Scott Goodyear only six laps to take first off Al Unser Sr. He gets alongside on the final straight but he's half a car down – the closest finish ever.

1995 A pace car penalty looks to have put early leader Jacques Villeneuve back to second as Scott Goodyear takes the flag – until he's disqualified for the same offence.

1996 A last-lap green releases a desperate dash won by Bobby Lazier by 0.695sec; as the flag falls a three-way smash sees Alessandro Zampedri finish fourth – upside-down!

1999 Leader Robby Gordon's attempt at stretching his fuel to the finish is thwarted. The white flag is waving when he has to come in, dropping him to fourth. Kenny Brack wins.

2005 Coming out of a caution with 10 laps to go, Danica Patrick leads for the second time, first woman to top the board. But Dan Wheldon wins, leaving Patrick a historic fourth.

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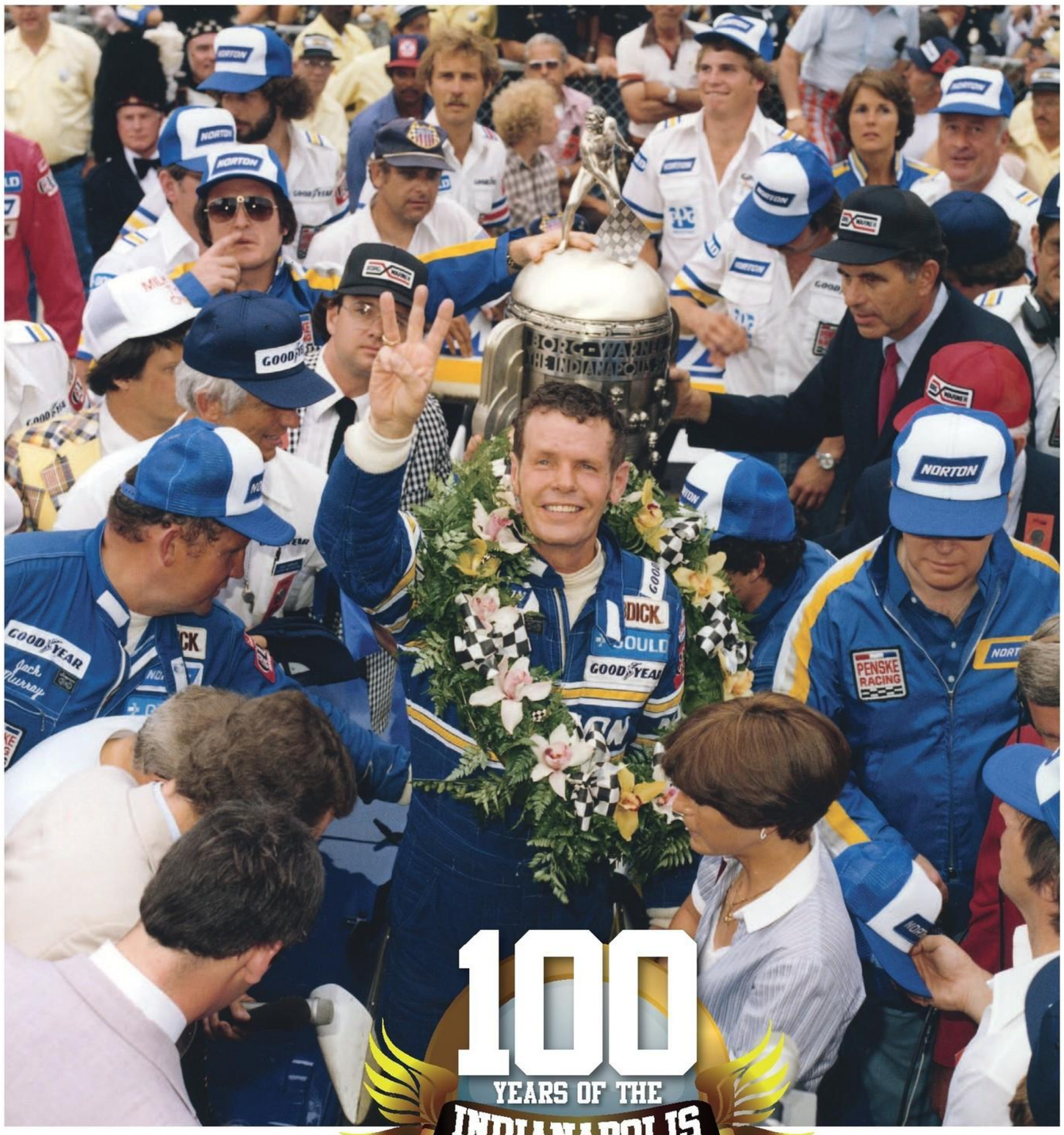
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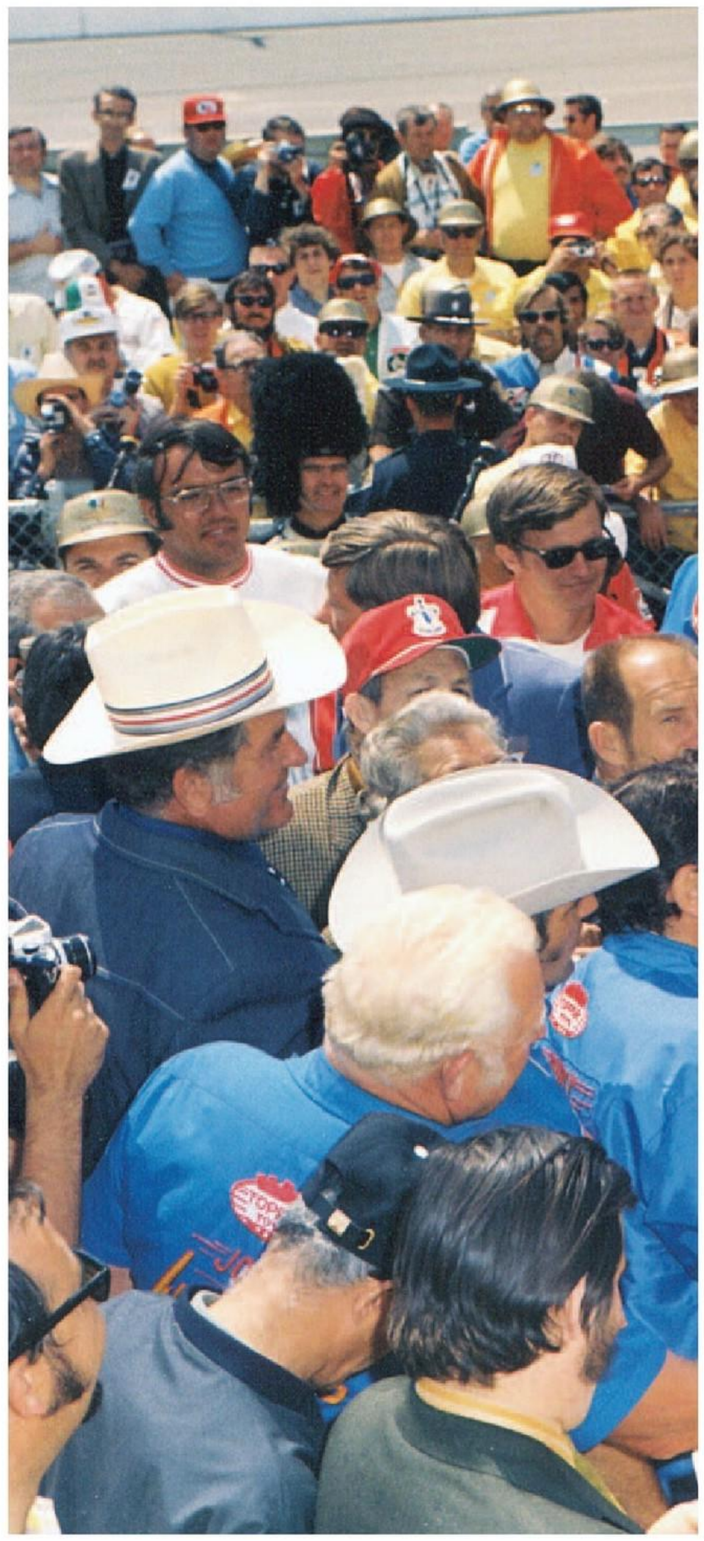
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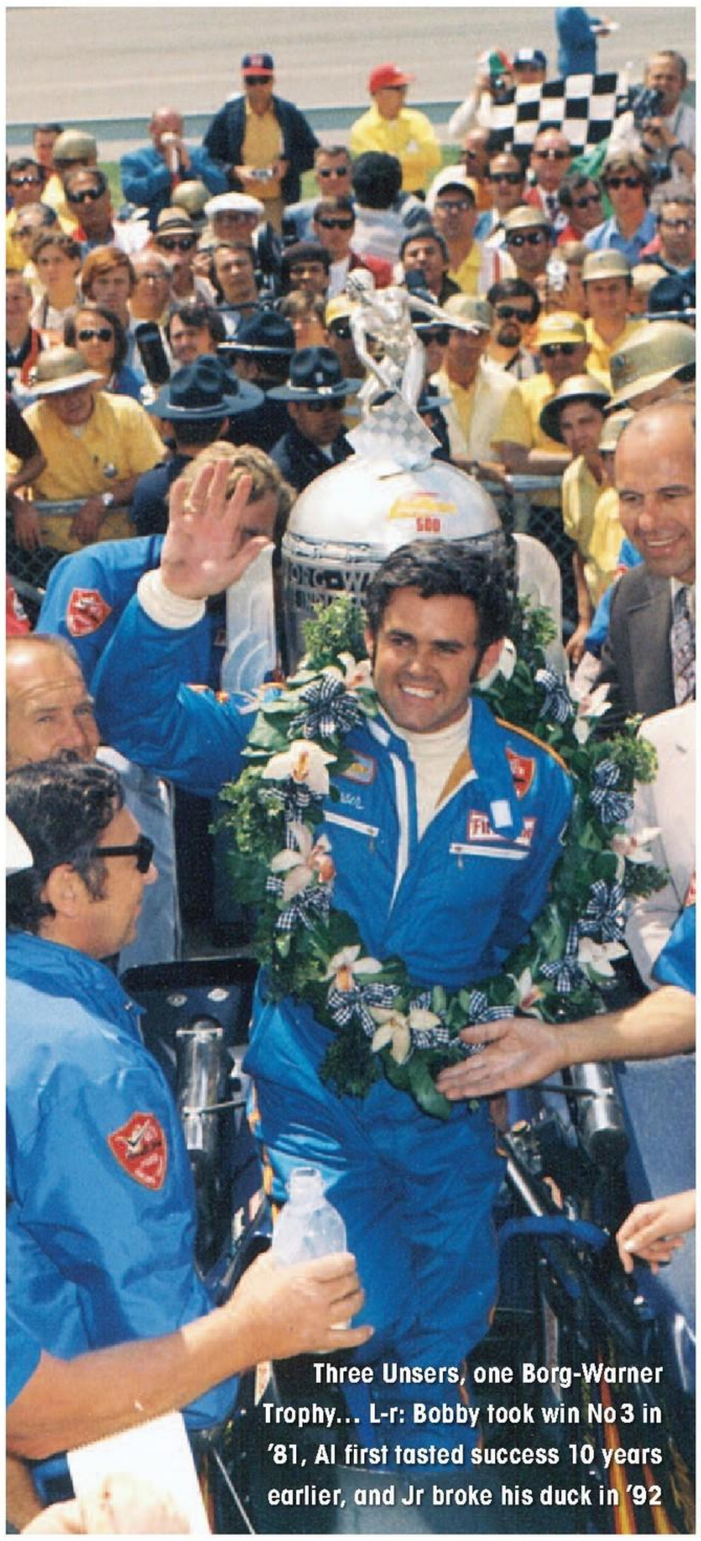
IRL Media

100 YEARS OF THE INDIANAPOLIS 500

Speedway royalty

One family – the Unsers – has enjoyed more success at the Indianapolis 500 than any other in its 100-year history

BY GORDON KIRBY



Three Unsers, one Borg-Warner Trophy... L-r: Bobby took win No 3 in '81, Al first tasted success 10 years earlier, and Jr broke his duck in '92

IMS



LAT

Without doubt they are the first family of the Indianapolis Motor Speedway. Between 1968-94, the Unsers – Bobby, Al and Al Jr – won nine Indy 500s, an incomparable record unlikely to be equalled. Older brother Bobby won three times, Al is a rare four-time winner, with the final two victories going to his son Al Jr.

The Unsers made their name at Colorado's Pikes Peak hillclimb, which Bobby won 13 times. In fact the family record at Pikes Peak embraces 24 wins over three generations. Bobby arrived at Indianapolis in 1963, racing a series of Novi-powered front-engined cars (including a Ferguson 4WD) for Andy Granatelli until 1965. He finally hit a winning combination three years later after joining Bob Wilke's Leader Card team, with A J Watson and Jud Phillips as chief mechanics. Victory came in a second-generation Eagle with a turbocharged Offenhauser engine after Bobby had led for most of the race.

"Wilke was a good owner," he says. "He wasn't the big spender but he was the Roger Penske of that era. I remember we had some clutch trouble in the race but the car worked really good. We had 75 gallons [of fuel] on board in those days and you ran a long time between pitstops. Those were the days you got blisters on your hands."

Bobby battled with Lloyd Ruby's Gene White Mongoose-Offy and Joe Leonard's STP Lotus turbine, but both ran into trouble, so Bobby led an Eagle 1-2 with Dan Gurney in second place in All American Racers' Ford/Weslake car. Unser went on to win that year's USAC championship, narrowly beating Mario Andretti and younger brother Al.

Al had made it to Indy two years after his sibling. He finished second behind A J Foyt in 1967 driving Al Retzloff's Lola-Ford, before joining the burgeoning Vel's Parnelli Jones team in '69. But Al missed that year's 500 after breaking his leg while fooling around with team owner Jones on a pair of motorcycles. He bounced back to win consecutive 500s in 1970 and '71, driving a pair of Lola-based Johnny Lightning Colt-Fords.

Al also dominated the 1970 USAC championship by winning 10 races – five of them in Colt Indycars and the rest in ➤➤➤

Ford-powered King dirt championship cars. This was the last year that dirt tracks featured in USAC and George Bignotti, VPJ's chief mechanic, took the team's Lola Indycars and turned them into Colts with a different suspension and other tweaks.

"George was a terrific mechanic," says Al. "He hired the right people, put a team together and made it work. George Bignotti made my career. If I hadn't broke my leg in 1969 that car was capable of winning, and in 1970 it showed. As you know, technology moves on. Back in the late '60s a car would last five or six years, but from 1970 on they became obsolete overnight because of technology and the designers."

That year Al led all but 10 laps at the Motor Speedway and won by more than half a minute from Mark Donohue in Penske's Lola-Ford with Gurney third in his AAR Eagle-Offy. The following year was tougher, with serious competition from Donohue (Penske McLaren-Offy), VPJ team-mate Joe Leonard and brother Bobby (AAR Eagle-Offy). But they all broke down, leaving Al to beat Peter Revson in a works McLaren.

"That was a hard race," recalls Al. "I still say that if Revson had been a sharper, more polished oval driver I'd never have outrun him. He was just too new to Indianapolis and oval racing. If that had been Donohue, I wouldn't have made it."

By this time the aerodynamic revolution was well and truly underway at Indianapolis. McLaren developed its successful M16 wedge or wing car that would win the 500 with Donohue and Penske in 1972, and again with Johnny Rutherford for the works team in 1974 and '76. Gurney and AAR had created a similar but different solution with the 1972 Eagle, while Bob Riley designed Foyt's wedge Coyote and later Pat Patrick's Wildcats.

"We thought we would rule the roost again in 1971, but it didn't happen," says Al. "I won Phoenix, the Speedway and Milwaukee, but I never finished another race that year. Things went to pieces and the car became obsolete overnight. The McLarens and then Gurney and Bobby had us covered. From the middle of '71 onwards everything went wrong. We took the Ford engines out and put Offys in and there wasn't anything that went right."

As Al foundered, Bobby hit his stride with All American Racers and Roman Slobodynskyj's Eagle. He broke the Indianapolis track record by more than 17mph when he took pole position for the 1972 race. Later that season he and team-mate Jerry Grant became the first men to lap an oval at over 200mph.

"We made almost an 18mph gain that year, the biggest increase in the history of the 500," grins Bobby. "Roman designed a good car, one that didn't break. Just imagine the amount of downforce we gained with that car. And man, did we have horsepower! That car was acres ahead of everything."

Bobby failed to finish at Indy in 1972 (broken ignition rotor) and '73 (blown engine), and was second to Rutherford in '74, but finally won the following year. The race was shortened by rain, and Rutherford often says he could have beaten Bobby if the final 26 laps had been run. Bobby disagrees: "Rutherford always says he was going to catch me, but I'd made my last pitstop and [engine man] John Miller had put some boost in. After that I could've passed Rutherford in the short chutes. Him thinking

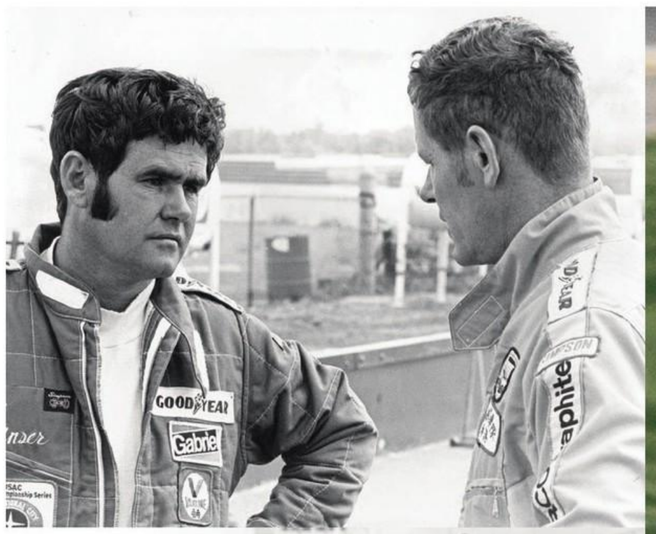


The brothers at the Motor Speedway in '67



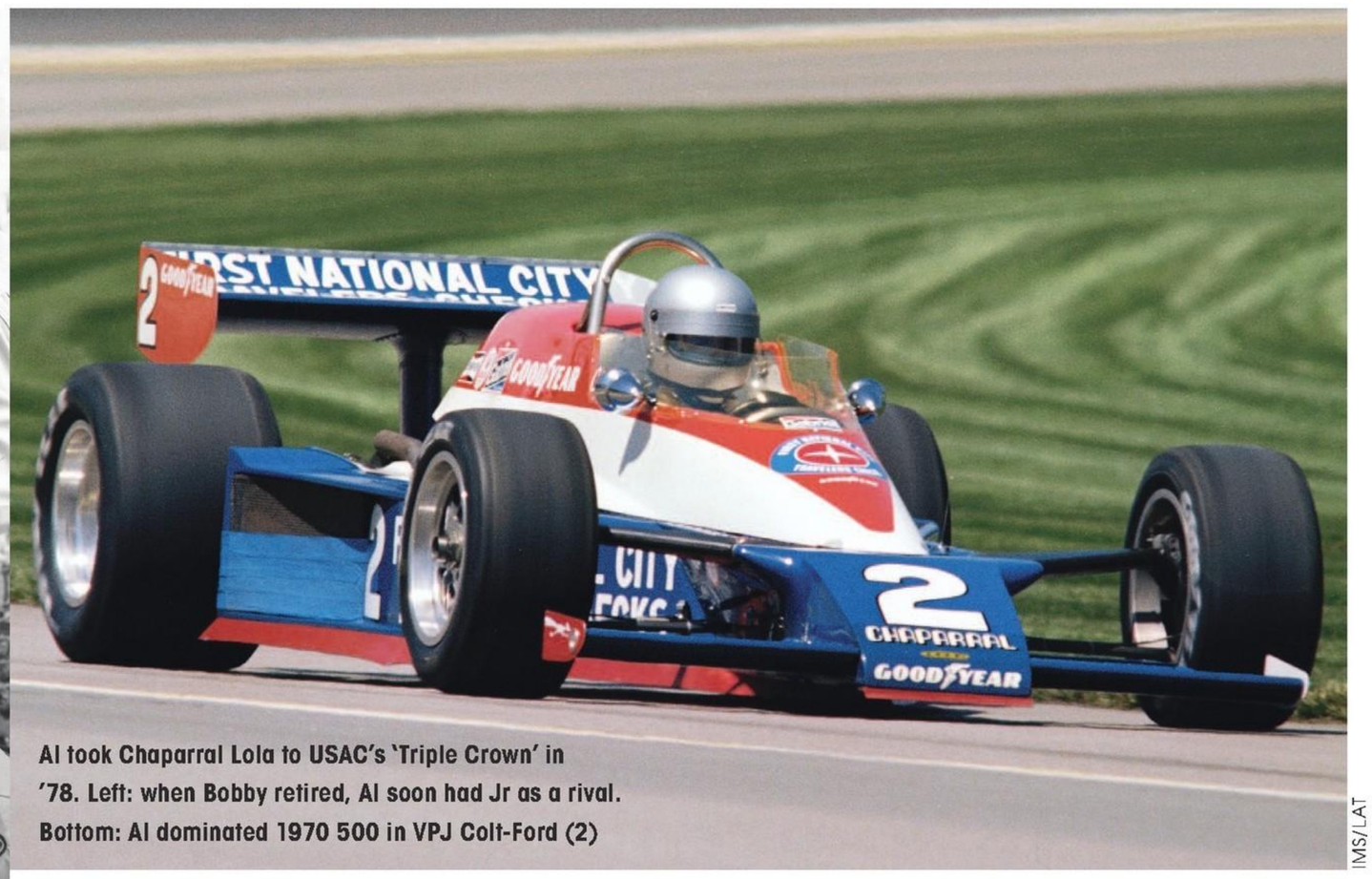
Bobby's first 500 was aboard a Novi in '63. He won rain-hit '75 race in AAR Eagle, right











Al took Chaparral Lola to USAC's 'Triple Crown' in '78. Left: when Bobby retired, Al soon had Jr as a rival. Bottom: Al dominated 1970 500 in VPJ Colt-Ford (2)

IMS/LAT

he could have passed me is so full of shit."

Because he feared Bobby was running his engine too hard, team boss Gurney wouldn't let him have an onboard boost control knob – something that most other drivers enjoyed. "Dan thought I was killing the engines because I broke a lot of them. Maybe I drove 'em a little too hard. But in my world a race driver is supposed to drive as hard as he can, and that's what I did. Dan made me run that whole race where I was guaranteed, in his opinion, not to break the engine. I hate to admit it, but Dan probably did me a favour."

Bobby and Gurney parted ways at the end of 1975. Bobby took an Eagle and most of his crew to Bob Fletcher's Cobre Tire team for the next two seasons, before returning to AAR in '78 for a frustrating year with a new Eagle-Cosworth. "Dan Gurney is still one of the biggest things that happened in my career and one of the smartest guys I've ever met," says Bobby. "But we weren't getting along. We argued too much and went our own ways."

Al had also been on the move, leaving VPJ at the end of 1977 and joining Jim Hall's new team. Hall hoped to race his new Chaparral in '79, with a Lola Indycar commissioned in the interim. The car wasn't fast, but it was reliable, and incredibly Al won not only the '78 Indy 500 but also the Pocono and California 500s – the only man to secure USAC's 'Triple Crown'.

"How we did that I'll never know," he says. "That car didn't handle good at all. Yes, I had a good team and everything went right. But that car, other than in the 500s, was a shitbox. The team made it finish."

> "I was a bit of a rabble-rouser in those days"

In 1979, driving the new Chaparral 2K, Al dominated half the 500 before retiring with an overheated transmission. He won just one race with the 2K – the season-closer at Phoenix – before quitting the team after a series of disagreements with Hall. Al was then replaced by Rutherford, who won the 1980 Indy 500 and the CART title.

Bobby had joined Roger Penske's team for '79, staying there for the remaining three years of his career. "Penske took off the gloves," says Bobby. "He said, 'Fight however you want to fight.' I told Roger, 'I don't work like a normal driver. I have to be the one making decisions', and he said, 'You make the decisions any way you want to.' Penske let me have the authority and I got results."

The older Unser was teamed with Rick Mears, whom he respected, but they didn't work together as a unit. "I'm sure I was a little bit of a rabble-rouser in those days and I didn't make a good team-mate," he admits. "Rick was as good a team-mate as I could have had. He could win races and championships. But in my world secrecy was such a big thing because there was so much innovation."

Bobby helped develop Penske's first ground-effect cars, the PC7, PC9 and 9B. He won 11 races for the team including the 1981 500 – his third and final success at the Speedway. "That year the car, the team, everything was ideal. It was similar to 1972 with Gurney. I had a car that was decidedly better than everybody else's. I was smarter in '81 than in '72, even though back then I drove the car easier than it could've been driven. But in '81 I did it the right way. We were the car to beat all day, and even the dispute about me passing cars under the yellow couldn't take that race away from me."

The morning after the 500 Bobby was penalised one position for passing lapped cars under the yellow line, ceding the victory temporarily to Mario Andretti. Roger Penske protested the decision, which was finally resolved in Unser's favour that October. "There was nothing wrong with what I did," says Bobby. "That was an acceptable and legal thing. Exiting Turn 2 is where the pit entrance ended, and that's where I passed those cars. It didn't make any difference – we were going to win. The sad part was that it brought a lot of bad attention to Indycar racing." ➤➤➤

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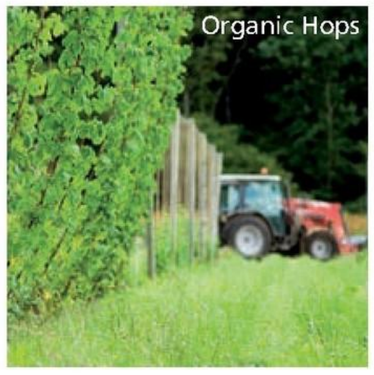

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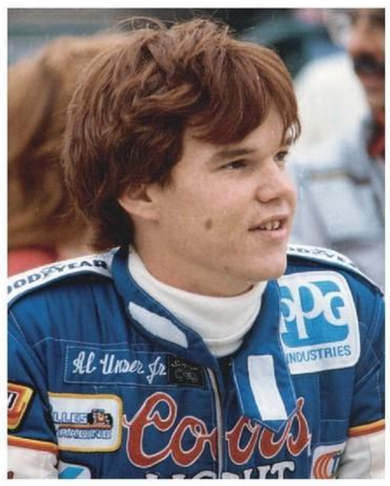
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IMS

In '71 Al Sr was made to fight harder for his second straight Indy win aboard the VPJ Colt

Bobby quit Penske that winter and took up briefly with Pat Patrick's team before retiring. Al carried on, enthusiastic as ever, driving for Bobby Hillin's Longhorn team for three years before also joining Penske in 1983. Al won the CART title that year and again in '85 by a single point from Al Jr, driving for Doug Shierson. But the next year Al Sr was relegated to a third-string role behind Mears and Sullivan, running only the three 500s. He agreed to a similar deal for '87, but Ted Field bought the ride for Danny Ongais for the month of May. So Al was without a ride until Ongais crashed in the second week of practice at Indy. Suddenly he was back in business aboard a year-old March-Cosworth.



"I thought, 'Well, I've blown another one'"

AL UNSER JR

"There were six or seven guys trying to hire me, but I didn't feel they were capable of winning," he says. "Then Roger asked if I would run the third car. Whether it could win or not, nobody knew. But I figured I could run up front and finish better than with anything else. And things just fell into place."

Mario Andretti dominated that year's 500 in Newman/Haas's lone Lola-Chevrolet, running away from the field until his engine dropped a valve. Andretti's DNF opened the door to another Unser victory as Al came through to beat Roberto Guerrero for his fourth win.

"When the green flag dropped we went down into the first corner and Josele Garza went by and spun in front of me," Al grimaces. "We touched, but it didn't hurt anything on his car or mine. Right then I said, let's play it cool. Then Mario went by and put me a lap down. When he lapped me in just 25 laps it really did wake me up. Nobody else lapped me, and Guerrero and I went at it all day. We couldn't outrun each other."

Late in the race, after Mears and Sullivan had retired with engine trouble, Penske took over Al's radio. "Roger came on the radio and said, 'We're going to pit early and put the pressure on Guerrero.' I did what I was told. Roger said, 'Just don't make a mistake.' I didn't, and Guerrero did. He stalled in the pits and burned up his clutch.

"Penske still takes gambles. Sometimes they don't work, but 90 per cent of the time they do. He's very remarkable like that."

Al drove for Penske at Indy for two more years, finishing third in 1988 behind Mears and Fittipaldi. In '89 he qualified second but broke a clutch in the race. Al's last 500 was in '92, when he replaced Nelson Piquet after the Brazilian crashed heavily. Driving one of John Menard's Lola-Buicks, he came through the field for third behind Al Jr and Scott Goodyear.

Al Jr had made his first start at Indy in 1983 aged 21, driving first for Rick Galles, then Doug Shierson. Back with Galles in '89, he was challenging Fittipaldi late in the race when they collided on the penultimate lap. Al crashed heavily, but jumped out to famously give 'Emmo' a victory wave (see page 65)...

Junior's big days at the Speedway came in 1992 in Galles's Galmer-Chevy and in '94 aboard a Penske-Mercedes. His first win was a late-race surprise after others crashed in uncommonly cold weather. Designed by Alan Mertens, the Galmer had plenty of downforce but too much drag.

"When we started testing it didn't have the performance we were hoping for," recalls Al Jr. "It wasn't very fast in a straight line. We went to Surfers Paradise for the first race of 1992 and sat on pole. It seemed to be a pretty good road-racing car on a tight circuit that didn't have long straightaways."

Unser's team-mate Sullivan won the Long Beach street race before the month of May. But at Indy the Galmer's straightline speed deficit meant Sullivan qualified eighth and Unser 12th. "We were hoping for a hot race because it would give the Galmer an advantage," says Al Jr.



Daimler Benz/IMS/IRL Media



Three Unser winners – Galmer, March and Penske – at Indy in '08. Left: Jr powered to Penske win in '94. The family in '92, below



But race day was cold, with temperatures struggling to get up to 4deg C. "When I woke up I said to myself, 'We'll have to wait until next year.' It was so cold that [polesitter] Guerrero crashed on the parade lap trying to warm up his tyres. It became a race of survival."

In frigid conditions there were many accidents. Mario Andretti crashed on a restart and broke a foot, while youngest son Jeff broke both legs and a hip in another bad accident. But Michael Andretti dominated in a Newman/Haas Lola-Ford Cosworth, running away from the field until his fuel pump drive belt broke with 11 laps to go. "Michael understood what the day was about and he was gone," says Al. "He had the fastest car and had the field covered. He did a fantastic job in difficult conditions."

Unser had been racing hard with Goodyear for second. "When Michael broke I'd just passed Scott for the third or fourth time after lapped traffic destroyed his momentum. Then it was a race between us for the win. I had the car laid out as low as I could, trying to get some straightline speed. I ran those last laps wide-open doing everything I could to stop Scott getting a draft on me. I was weaving back and forth on the straightaways, but I was getting looser every lap.

"Finally on the white flag lap I went into Turn 3 and the back end broke loose. Then when I went into Turn 4 to come around for the chequer the back stepped out and I had to get out the throttle. I thought, 'Well, I've blown another one', because Goodyear had a tremendous run on me. I honestly thought I'd lost. I tried to make my car as wide as I could and barely beat him. Had it gone one more lap Goodyear would've passed me going into Turn 1."

That was Al Jr's 10th start at Indy, and it was a great relief to finally win. "My lifelong dream was to race in the 500 and win it. I'd already won Long Beach four times and the CART championship in 1990. But the one race I wanted most was the one that was eluding me. When we finally got it in '92 it was like I'd been carrying around this stack of bricks on my shoulders that suddenly disappeared. I could breathe. It was truly an emotional day."

Following his move to Penske – the third Unser to drive for the team – Al Jr won Long Beach a fifth time and seven other races to seal the 1994 CART title, driving a standard four-cam, 2.65-litre Ilmor-powered PC23. But Penske commissioned Ilmor to build a special 3.4-litre, single-cam pushrod engine for the 500, taking advantage of USAC's rules and selling Mercedes-Benz on branding it (see story in August 2010 issue). The engine, producing over 1000bhp, was developed amid great secrecy. After months of testing it finally completed a 500-mile run at the Michigan Speedway on the same weekend that practice started at Indianapolis.

"I was testing when the engine finally went 500 miles without a failure," says Al Jr. "It was high risk because when Mercedes put their stamp on it the engine hadn't gone 500 miles. We had to be careful how fast we went in practice because USAC's chief steward could lower the boost at any time. I would run a few laps and get close to P1, and Roger would say, 'Get out of the car. You're done for the day.'"

Al admits that team-mate Fittipaldi did a better job of sorting his car. But Al took pole after drawing a better qualifying position than Emerson, who was compelled to make his run on day two in hot, windy conditions. When the race started the pair left the rest behind.

"I led until the first stop, then I stalled in the pits," recalls Al. "That engine didn't idle very well or pull away well from a dead stop. So Emerson got the lead and took off. Near the end of the race he was trying to put me a lap down because I'd made a pitstop and he still needed to make his final stop. Emerson tried so hard he ended up losing control coming off Turn 4 and hit the wall. I couldn't believe it. He was the only one I was racing against, and to win with 'The Captain' after all that secret testing was truly great."

Thus Al Jr scored the family's ninth Indy victory to complete an unparalleled story in the Speedway's epic 100-year history. In this way, no other family comes close to the Unsers.

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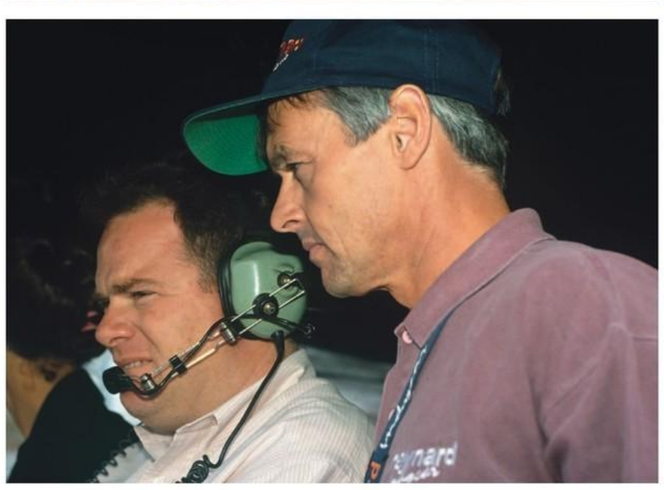








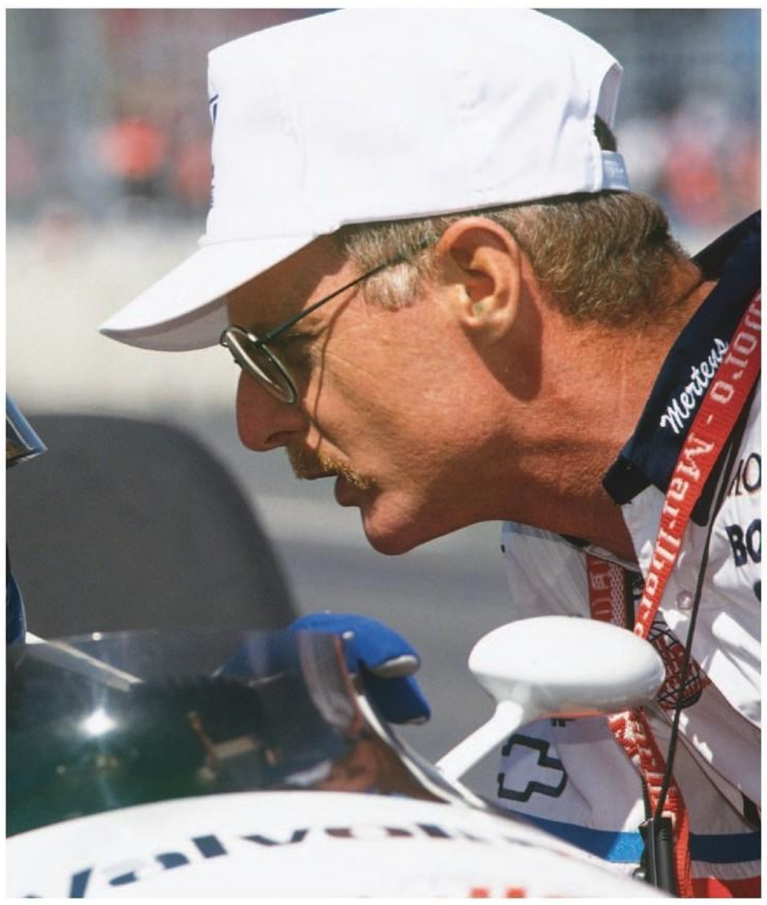






Clockwise from top left: Tyler Alexander and Adrian Newey at March test at Laguna in '87; Rick Mears in March 86C during company's golden Indy era; chief Indycar designer Alan Mertens with Al Unser Jr; Tom Sneva (7) took 82C to fourth in '82, two places ahead of Don Whittington's similar car; Brit designers Bruce Ashmore and Nigel Bennett went head-to-head in the late '80s for Lola and Penske; Johnny Rutherford's Chaparral (4), and Mario Andretti (12) and Bobby Unser's Penskes were all Cosworth-powered in 1980; Chip Ganassi and Adrian Reynard went to Indy together in '94; 81C was quickest during Indy qualifying in '82; Marches dominate the front row in '84, driven by (l-r) Mears, Howdy Holmes and Sneva









LAT/IMS Media/Ford

100 YEARS OF THE INDIANAPOLIS 500

When Britain swept the 'Yard

...and we don't mean 1965. By the 1980s every car on the Indianapolis grid was built in the UK – and that goes for the engines too

BY IAN WAGSTAFF

The majority of Americans watching the 1982 Indy 500 probably didn't realise its significance. It was to be the last time, with the exception of the 2004 race, that a car built in their country would win the event. For the next 15 years every victorious chassis would be built in Britain. Indeed, during that time most of the 33-car field would originate from Bicester, Huntingdon or Poole. And the engines? They came from Northamptonshire, whatever they were branded.

The second British invasion of Indianapolis following Lotus's historic 1965 win started in '78, coincidentally the only season that true Indycars raced in the UK. Most of the first wave – Cooper, Lotus, Ferguson, Brabham and BRP – had gone. However, McLaren was still competing, Lola had returned after a brief hiatus and Penske had built its first cars in Dorset. One third of the cars on the grid were British – a record that grew until, eight years later, every qualifier had a UK-built car. This was the era that ushered in the mass-produced Indycar; it was a time of British engineers, expertise and design.

Archetypal production race car manufacturer Lola had returned with just one car, driven by Al Unser Sr, which won. It would be a few years before the company began to build Indycars in any great numbers, but founder Eric Broadley recalls how important such racing became to Lola in the 1980s and '90s. He reckons to have crossed the Atlantic 200-300 times on behalf of the business, describing the experience as "murder". As demand grew, so Lola would produce more than 30 Indycars a year, peaking at 38. "The heyday of supplying Indycars was good while it lasted, but these things never last forever," he says.

It was March that first 'productionised' the Indycar, however, supplying much of the field between 1982 and '88, including a record 29 cars in 1984. It started in haphazard fashion. Robin Herd admits that the company discovered its American market by accident. Legendary Indy engineer George Bignotti became involved when March built a Formula 2-derived car, the Orbiter, for entrant Sherman Armstrong. He discussed the idea of a March Indycar with the company's future managing director, Dave Reeves, but no money was initially available. Then along came former Le Mans winner









Clockwise from top left: Bennett's PC17 ruled in '88, when Al Unser Sr (1), Danny Sullivan (9) and Rick Mears locked out the front row; Mario Andretti tests Ashmore's Lola T89; G-Force kept Britain at the front with Arie Luyendyk in '97; Bobby Rahal heads a Lola/March pack in '88 race; Brit Geoff Ferris, with Mario Andretti in '78, designed Penske's first two Indy winners; Tom Sneva retired March 81C, but won for the manufacturer two years later



Don Whittington. Nobody at Bicester had heard of him, but he had the money to buy four cars. A few weeks later Bignotti had also found the wherewithal.

The new car used a beefed-up version of March's 1981 Formula 1 tub. While the 811 F1 car was basically a failure, however, the 81C was anything but and, with Tom Sneva driving, it was the quickest car in qualifying at that year's 500. It was Gordon Coppuck, carrying out the groundwork on the car, who made the difference. Coppuck already had an Indianapolis winner, the McLaren M16, on his CV. "Gordon showed us what the difference was between an F1 car and an Indycar," remembers Alan Mertens, who became March's chief Indycar designer. Before the season was out, A J Foyt had abandoned his Coyotes to buy an 81C, scoring March's maiden Indycar win in the Pocono 500. Sneva also won a couple of late-season races, and America became March's premier market, with 20 cars being sold the following year.

Victory at Indianapolis did not come until 1983, though, with Sneva driving. For five years March was to top the podium. In '84 every finisher used a March. Even Roger Penske had bought a pair of 84Cs for evaluation, one of which Rick Mears used to win the race. (By now, such was the emphasis on customer cars that Lotus was shunned when it built what would have been, in effect, a works entry – the Type 96 for Roy Winkelmann.) Mertens recalls that in its early days at Indy it was "pretty easy" for March to be successful "as there wasn't much competition". However, there was pressure to make each car more successful than the last. Just as it seemed to be getting difficult, along came designer Adrian Newey. March Indycars tended to be designed by committee including – at different stages – Mertens, Newey, Reeves, Tim Holloway and Ralph Bellamy. However, Mertens acknowledges Newey's "genius". There were times when the pair lived in each other's pockets while designing the 85C, Newey working on the aerodynamics, giving Mertens the envelope in which to design the mechanical car.

By this time former F1 designer Nigel Bennett had joined Lola and the Huntingdon firm was back in the frame as a potential winner. March's order books were still full, and in 1985 when it produced one of its best Indycars, it sold 44 examples. But Bennett's Lola was working well straight out of the box, while the teams were taking time to settle with their Marches.

The end came quickly for March with just four cars entered for the 1989 and '90 500s. Mertens and Newey had become frustrated by the politics at Bicester, and were plotting to form their own company to build Indycars. Herd discovered this and summoned the pair to his office. Mertens still expresses surprise that it was Newey whom Herd let go, while he stayed on. The future Red Bull designer left to engineer a Newman-Haas Lola, leading *The Indianapolis Star* to state: "Mario Andretti had a secret weapon in winning pole at the Indianapolis Motor Speedway. It was an Englishman named Adrian Newey."



LAT/IMS Media

British engines still dominated the Speedway, the Cosworth DFX which had won every year since 1978 giving way to the Chevrolet-badged Ilmor in '88, so perhaps it is fitting that the end for March came after it was announced as the chosen chassis for Porsche and Alfa Romeo power units. Al Unser Sr took out an Alfa-engined 89C for one lap, returning to observe, "the engine's shit".

There had been a significant move during March's final winning year – Bennett had left Lola for Penske. The next few years were to see a battle between two Englishmen – Bennett and his former Lola colleague Bruce Ashmore – to design the Indy 500 winner. However American the name may appear, all of Roger Penske's Indycars have been built in Poole. The reason dates back to then-sponsor First National City Bank's desire for European exposure and F1. Acquisition of Graham McRae's Formula 5000 manufacturing operation enabled Penske to move "quietly", as Penske Cars general manager Nick Goozee puts it, into F1 away from the limelight. Fittingly it was a Brit, former Brabham and Lotus man Geoff Ferris, who designed the company's first two Indianapolis winners.

The 1979 season was the first when true ground effects were used at the Speedway. The car was the Chaparral, another apparently American car but built by former Lotus mechanic Bob Sparshott's B&S Fabrications and designed by Englishman John Barnard. The latter had insisted that the work be done in the UK. Ferris' PC7 was more semi-ground effects, sporting sidepods that contained the underwing. In the event both Chaparral and PC7 led but ultimately failed, leaving Rick Mears' older PC6 to score the first victory by a Poole-built car. The Chaparral, in the hands of Johnny Rutherford, won the following year, although Barnard and Chaparral boss Jim Hall had now parted company. Penske won again in 1981 before the March era took over.

In '84 Ferris stood down; the Penske team continued to win Indianapolis 500s but using March chassis. Bennett joined during this period, ushering in what Goozee describes as "the most successful period for Team Penske by far". His first attempt at an Indycar had been a once-used Theodore. Mario Andretti, with whom he had worked at Lotus, noted the stiff characteristic of the Theodore and persuaded Lola to take on Bennett to deal with the problems of its all-aluminium car. Bennett had his first taste of the 500 in 1983. "I used to loathe it," he says, reflecting the view that a number of his compatriots had regarding the length of 'the month of May'.

Lola had returned to Indianapolis that year with a car so bad that Andretti observed, "this car's got leprosy and you're trying to cure it with a Band-Aid". Bennett's arrival changed much. "We had another set of eyes that had recently been in F1," says Ashmore, who had first worked on a Lola Indycar in the drawing office in 1978. Bennett and assistant Ashmore found themselves in a tussle with Newey and Mertens. Andretti scored a second place for Lola in the 1985 500, but for '86 Ashmore says rule changes left the manufacturer, "with a black eye. Our heavy car did not have enough downforce". The following year's model was "a complete makeover". Andretti took pole for the 500 itself while Bobby Rahal won the championship, but again it was a March driver's name on the Borg-Warner Trophy.

It was at this point that Bennett, described by Goozee as "the last of the gentlemen designers", left Lola to set up his own Indycar design operation only for this to fall through and for him to be headhunted by Penske. It was now game on, Bennett versus Ashmore. "After three years working with him, I reckoned I knew the way he thought," says Ashmore. However, he made an initial mistake of carrying on with a car that Bennett had started designing. He put everything into lowering the centre of gravity and making the T88/00 stiffer, but to no avail – Bennett's more complex PC17, a logical development of his work at Lola, and PC18 won in 1988 and 1989. Ashmore was now concentrating on aerodynamics, but "I was still playing catch up".

For 1990 Ashmore and Broadley had a "real brainstorm", the result being that the T90/00 was a major departure, "a 100 per cent aerodynamic project". Arie Luyendyk used one to take pole and win the fastest-ever Indy 500. After two frustrating years, Ashmore had beaten Bennett. The latter bounced back during the early '90s as a few Penskes held off the Lola hordes. Ashmore's 1991 design took seven of the top places that year, but Mears' Penske was ahead of them all. In 1992 an outsider won, Al Unser Jr's Galmer, but even that was built in Bicester and designed by ex-March man Mertens.



"March didn't have much competition"

ALAN MERTENS

The PC23 of 1994 is one of Bennett's favourites. "It had extraordinarily good traction, so much so that the opposition accused us of having traction control." It swept the board in the championship and with a Mercedes-Benz engine won the 500. If that seems to inject a Teutonic note into this British tale, forget it. Ilmor, which had now won five consecutive 500s with its Chevrolet-backed engine, took advantage of a rules loophole to build a beautiful-sounding pushrod unit. Design was carried out in secret and it was not until the month before the 500 that Mercedes learnt about the project and came on board. It won, the rules were soon changed but only regarding the boost, and the orders flowed in. "Then we were banned," recalls Ilmor founder Mario Illien.

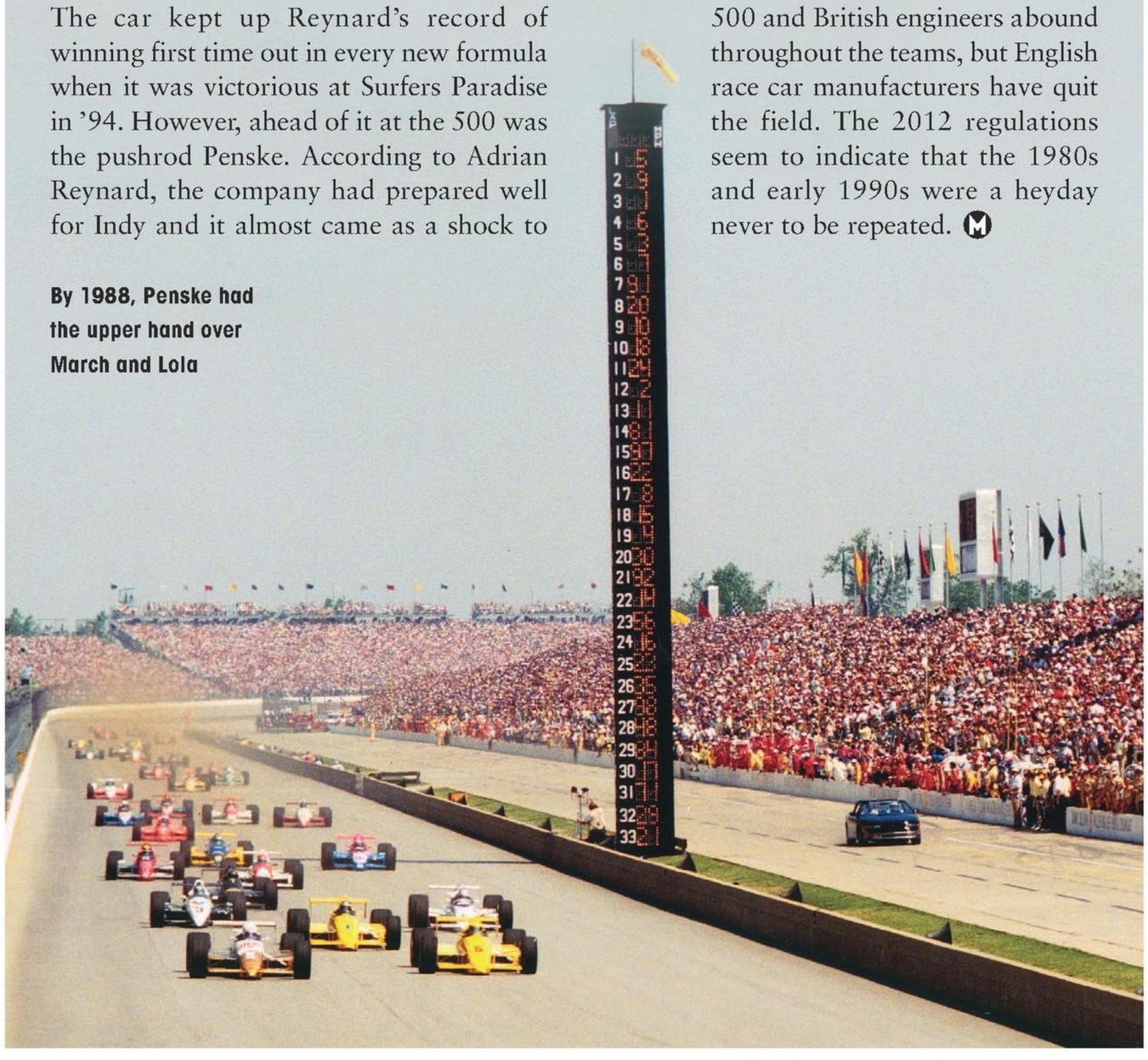
The following year was a nadir. The Penske team went testing at Indianapolis and, says, Bennett, "Our drivers were totally spooked by the wind." Emerson Fittipaldi wanted more and more front wing, but the car went loose on entry and still understeered on the exit. Matters did not improve and by the end of the second week of practice for the 500 Penske, according to Bennett, "had lost faith in our ability to solve the problem". Roger purchased a Reynard and that didn't work well, so he borrowed a pair of Lolas but they couldn't be qualified either. Later in the year Paul Tracy, who had been absent from the team at Indianapolis, tested one of the Penskes and remarked that he could not see what the problem was.

Bennett was to leave Penske and spend a short while as consultant to G-Force. Ashmore joined Reynard after the 1993 500, and while running Reynard North America also worked on the suspension geometry for its first foray at Indianapolis. The car kept up Reynard's record of winning first time out in every new formula when it was victorious at Surfers Paradise in '94. However, ahead of it at the 500 was the pushrod Penske. According to Adrian Reynard, the company had prepared well for Indy and it almost came as a shock to him not to win. Determined to succeed the following year, he moved his family to just north of the city and watched as Jacques Villeneuve took the first of two wins for the marque. It was also the first Indy 500 victory for Cosworth's XB engine.

The ill-conceived birth of the Indy Racing League now heralded the end of the British manufacturers' domination. A ragbag collection of Champ Car-spec Reynards and Lolas contested the first IRL 500, with designs that ranged back to 1992. Again, a Reynard-Cosworth won, but it was hardly the same. For 1997 the IRL had authorised three manufacturers, only one of which was British, a 'new boy', known as G-Force. There would be two more victories for British cars before that manufacturer, having been acquired by Panoz, transferred build to Georgia.

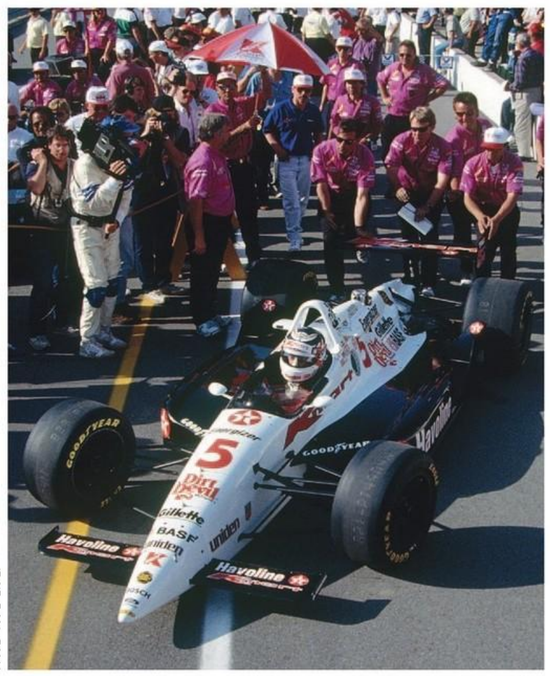
> "The birth of the IRL heralded the end of British domination"

Today, the balance has shifted. The Dallara chassis are made in Italy, although the Ilmor-built Honda engines and the Xtrac gearboxes come from the UK. British drivers dominated last year's Indianapolis 500 and British engineers abound throughout the teams, but English race car manufacturers have quit the field. The 2012 regulations seem to indicate that the 1980s and early 1990s were a heyday never to be repeated. Ⓜ



By 1988, Penske had the upper hand over March and Lola

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INSIGHT

BRITS ON THE TRACK

While British cars ruled Indy, one of few driver exports was N Mansell

DESPITE THE PLETHORA OF BRITISH CARS during the period in question, only two British drivers qualified for the Indianapolis 500. Jim Crawford was a regular during this time – a story of determination and ultimate tragedy that culminated in 1988. Although in constant pain from a qualifying accident the previous year, the Scot took the lead in his year-old Lola on lap 99. Eight laps later he fell back to third after yellow-flag pitstops. Eventually an unscheduled stop due to a deflating tyre dropped Crawford to sixth. It was one of the most courageous drives ever at the Brickyard.

Bruce Ashmore recalls that the other Brit, Nigel Mansell, "raised the game". The reigning Formula 1 champion focused world attention on the 500 in 1993 after leaving Williams for Newman-Haas and going on to win the CART series. Recovering from back surgery after a practice crash at Phoenix, Mansell's first oval race was Indianapolis itself (above, in Lola T93). By lap 174 he was third, and then pulled off the manoeuvre of the race to overtake Andretti and Fittipaldi. Inexperience meant he lost those places under a restart following a yellow, but he still took 'Rookie of the Year'.

Mansell can be forthright about what happened in the following Indy 500. He had gone a lap down following a controversial stop-go penalty but was now the fastest man on track. The yellows came out and everyone headed for the pits, rookie Dennis Vitolo faster than the rest. As the cars slipped into the pitlane entry, Vitolo hit and flew over another car to land on Mansell's Lola. "It was the craziest accident I ever had in my life," says the Englishman.

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DARIO FRANCHITTI



For more than a decade this Scot has proved there is a racing life beyond F1, emulating his hero Jimmy Clark with victory at Indianapolis and much more besides

BY SIMON TAYLOR

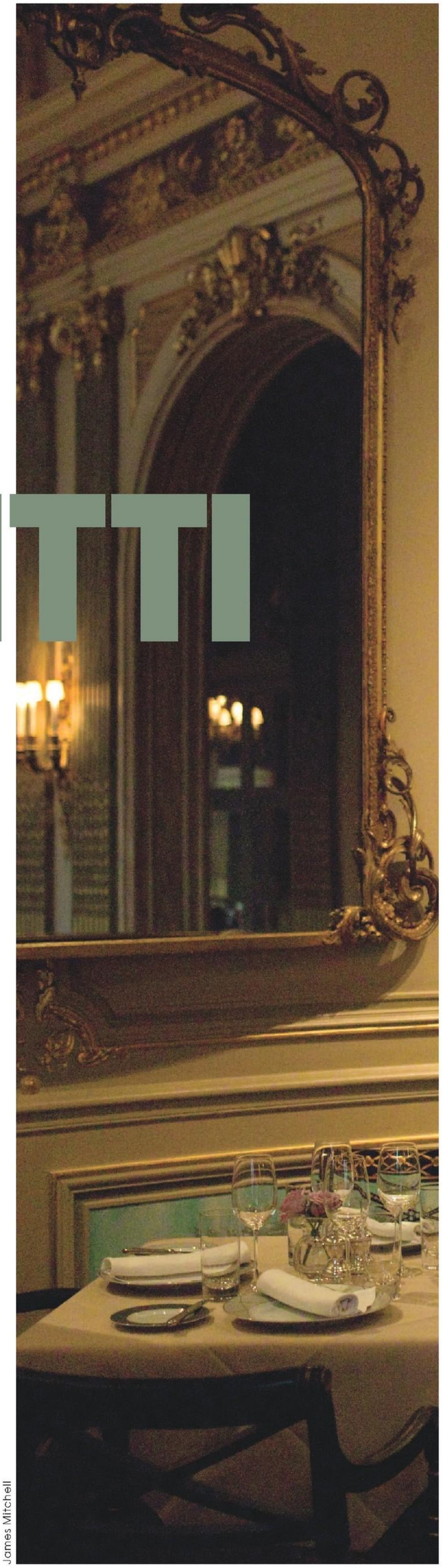
In today's Formula 1-obsessed world, the name of Dario Franchitti does not loom as large as it should. All those reference books and websites that believe motor sport starts and ends with Bernie's fortnightly round will list the smallest career detail of any driver who has achieved a few faltering laps of a Grand Prix. Yet this Scotsman, who has been Indycar champion three times in the past four years, is far less familiar.

In North America it's different. There Dario is a hero with a big fan following who appears good-humouredly on TV chat shows and, with his Hollywood actress wife, makes up a golden couple. Despite career earnings in the multi-millions, and in marked contrast to some current F1 drivers, he is utterly unspoiled by success. He remains a friendly Scottish lad, modest, down-to-earth and lacking in any air of self-importance. After 20 years in racing he retains a boyish delight in being able to spend his life doing what he loves. And, most unusually for a 21st-century racing driver, he has a well-educated fascination for the sport's history. In his houses in the USA and Scotland his collection of books and memorabilia, much of it covering periods long before he was born, is remarkable. In one house an entire room is devoted to his hero, Jim Clark.

So, appropriately, he suggests we lunch in the historic Royal Automobile Club in Pall Mall. He's on a flying visit from his Tennessee base to be inducted into the *Motor Sport* Hall of Fame, the first non-F1 name to receive this accolade. He notes with delight that an ex-Clark Lotus 21 F1 car is on display in the foyer, and then we take lobster ravioli and sea bass in the Great Gallery.

Dario is one of a remarkable clan that has its roots in Italy but ended up in West Lothian, that nondescript area between Edinburgh and Glasgow under the shadow of the closed Leyland factory and the defunct Polkemmet coal mine. The Franchittis made and sold ice-cream, and the Di Restas had a café. "The families are related – my dad George and Louis di Resta, [Force India driver] Paul's dad, are second cousins – and it's made more complicated by how close we all are. Dad started racing karts in the 1960s, and then did some Formula Ford at Ingliston. Of course I'd go with him. As a kid the only things I ever read were racing magazines. My dad helped Louis, who's 10 years younger, into karting, and then at the age of 10 I got into a kart, and I won my first race. I just went out and did it, it came naturally with no thought."

By the time he was 11 Dario was Scottish Junior Champion. Then the clan ventured south and he won back-to-back British Junior titles. "My parents made a lot of sacrifices. The business was seven days a week, so Mum ›››



James Mitchell



would stay behind to run that while Dad was away racing with me. By 1987, when I was 14, I was doing the World Championships, up against a lot of names: Rubens, DC, Fisichella, Jan Magnussen. One year, when I was the only British guy to qualify for the final, I started 17th and got up to sixth behind Christian Fittipaldi. Then Luca Badoer took me out.

"When I was about to leave school – this was 1990 – David Leslie's father suggested I should go to the races with his team, polish the cars, do odd jobs, watch and learn. It taught me a tremendous amount. For 1991 Formula Vauxhall Junior came in. I was 17, and it was time to do it for myself. At the time Dad's business wasn't going so well, so he decided to remortgage the house. That raised enough to pay for one season. He didn't tell my mum until after he'd done it. They both had so much faith in me it was unbelievable, but in the end it turned out not to be too bad an investment."

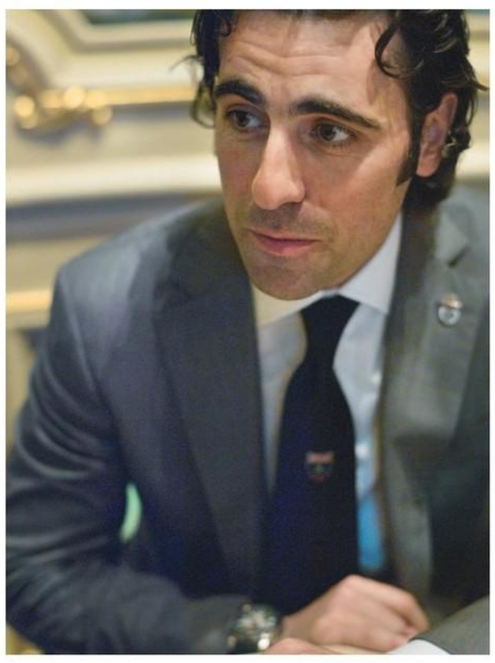
In his first season of car racing Dario took the Vauxhall Junior title, and Paul Stewart Racing offered a Formula Vauxhall test. "Graham Taylor, the engineer, had to do a report for Jackie Stewart on how I went. Years later he showed me his notebook from that day: scribbled across the bottom of the page was 'Sign immediately'. Of course I now had no money at all, but Jackie said, 'You drive the car and I'll find the money.' Essentially we did a future earnings deal, no interest, no life percentage, just paying back when I could what it had cost them to run me. But Jackie didn't like talking to prospective Scottish sponsors about a driver with an obviously Italian name. He wanted me to change it to Jock McBain – I still wonder if he was serious about that....

"Jackie found the money, but for the first time, instead of being with my family, I was in a professional team, there were sponsors involved, and it was all rather daunting. I struggled to learn how to drive the car properly, and it got so I was telling Graham Taylor how to engineer the car and he was telling me how to drive it. I said to Jackie, 'I don't think I can work with Graham any more.' Jackie said, 'Graham's a good guy, I think you should work things out between you.' So Graham and I sat down over a cup of tea and we sorted it out." They are still friends today. At the end of that difficult season came a big confidence boost when Dario won the McLaren/*Autosport* Young Driver Award – and in 1993 he was FVL champion.

"The cash from the Young Driver award all went on my racing, and I still had literally no money, couldn't even buy myself a shirt. When I wasn't in the car I'd do anything to keep body and soul together, instructing at racing schools, doing circuit days for BMW and Nissan: you'd get £100 a day, but it was often absolutely terrifying, sitting in the passenger seat next to some complete wally. A lot of young drivers were doing the same. We were all skint but we had a lot of fun, we lived the life.

"Another way to earn money was delivering cars. You could get £20 a day doing that. I was driving a truck for an Edinburgh Mazda dealer when I had a call from Jackie Stewart: 'Come now to Milton Keynes, because King Hussein of Jordan is arriving to view the facility. Put on your team gear and look smart.' So I turn my 7.5-tonner south down the M6, and it's 4am when I fall asleep and go over the centre barrier. Somehow I manage to get it back to the hard shoulder, but I'd blown the front right tyre. I had to struggle to change this big truck wheel, and I arrived at Milton Keynes with my team gear no longer looking so smart. I don't know what the King thought."

After his storming year in 1993, the pendulum swung away again in '94. "Stewart moved me up to F3 with Jan Magnussen. In Vauxhall Lotus I'd usually beaten Jan, so I was happy about that. And I won the first round. But after that Jan could do no wrong, won 14 out of 18 races. For me nothing seemed to go right: various problems, odd failures. I scored enough points for fourth in the series, but whenever it was going well something would happen. It was soul-destroying.



"Then I was on a train and a girl with a strange German accent called me and said, 'Norbert Haug of Mercedes-Benz vant to speak to you. Call ziss number.' I was sure it was one of my mates winding me up, and I didn't even bother to write down the number. Then one of the *Autosport* journalists called me and said, 'Have you heard from Norbert? He asked us who we'd recommend as young talent for the Mercedes International Touring Cars team, and we said you.' After a frantic struggle I got Norbert's number, called him, and he said, 'Be at Hockenheim next Tuesday to test our ITC car.'

"The car was phenomenal: nearly 500 horsepower, sequential gears, ABS brakes, active aero, active rollbars. The pokiest thing I'd driven up to then was an F3 car. I loved it. I must have gone reasonably well, because they asked me back, but Jan Magnussen showed up too. That was bad news, because I knew there were two places in the team. One was going to Giancarlo Fisichella, and I expected Jan to get the other because he'd just landed a McLaren-Mercedes test contract. We set just about identical times and Gerhard Unger, who was running the team, was happy. But when I got home he called and said, 'Sorry Dario, the drives are going to Giancarlo and Jan.' Shit. I didn't have the money to go F3000, I was going to get further into debt if I stayed in F3 and, although I think Jackie still believed in me, the engineers and mechanics at PSR probably didn't. Then Gerhard called again: 'We've fallen out with Fisichella. Get over to AMG at Affalterbach and we'll see if we can do a deal.'

"They put a contract in front of me, and I signed it. It was a huge amount of money to me then, six figures, the first time I'd ever earned any money out of racing. Plus I went from driving around in old borrowed bangers to my own Mercedes C36. I went back to Milton Keynes and told Jackie I was leaving. I didn't handle it well – I should have told him before I went to Germany – and he was a bit pissed off with me for a couple of months. Then he went back to being the same old Jackie.

"As soon as AMG finished the first of the new cars for 1995, back to Hockenheim, and I was the first driver they put in it. I went out on new tyres to put in a time, lost the back end going up to the first chicane, hit the barrier and flipped over backwards. The car was totally destroyed. It was like Armageddon. The biggest thing they found was half a carbon-fibre door. The steering wheel was bent, the pedals were bent, the inlet trumpets were torn out of the centre of the Vee. I was a bit concussed, so I got a lift back to the pits, and the team went out to the wreck and couldn't find me. They thought I'd run off into the forest to hide. I almost lost the whole drive there. But I qualified on pole for the first race, thank God."

> "We had flexible wings in ITC 15 years ago"

During his first season with Mercedes Dario finished third in the international series, the ITC, and fifth in the German series, the DTM. In the 26-round combined series in 1996 he finished fourth, winning at the final event in Suzuka. "I loved racing those cars. They evolved at a tremendous rate: semi-automatic gearboxes, movable ballast, trick aerodynamics. They talk about flexible wings in F1: we had them in ITC 15 years ago. At one point I was qualifying a car with full ground-effect, full skirts, and a button to raise the car hydraulically to beat the ride-height test. By the end of the year it had all got too expensive, and the series died. ›››



Clockwise from top: 1995 ITC Mercedes "was phenomenal"; squaring up to Montoya for '99 Champ Car showdown; Wheldon and Franchitti collided at Michigan '07 – cue first of two flips in successive races; Dario gave up F1 goal after Jaguar test in 2000; enjoying historic action in an E-type at '05 Revival; the Scot drove for Barry Green's team for a decade in CART and IRL; actress wife Ashley Judd is often at races; debut NASCAR season was cut short in '08; back to more IndyCar success in '09, this time with Ganassi

LAT, IRL Media & NASCAR/Getty



Franchitti emulated his great hero Jimmy Clark in '07 with the first of two Indianapolis 500 victories. The second came last year

"At the end-of-season dinner in Stuttgart I sat next to Paul Morgan of Ilmor, who built the engines Mercedes were running in Champ Car. Lovely guy, died in that plane crash in 2001. He said, 'What are you going to do next?' I said, 'I'd love to try Champ Car.' Paul said, 'Maybe I can help you on that.' Next thing I know, Norbert's sending me to the Homestead track in Florida to do a test for Carl Hogan. That was a wake-up call. The DTM cars had power steering, and in terms of upper body strength were not difficult. With the Champ Car, when I took one hand off the wheel to change gear, I couldn't hold it in a straight line, the thing would weave all over the track. And God, it was quick. I'd come from 500 horsepower to over 900, big heavy car, loads of downforce. Jimmy Vasser was testing there as well, and I remember thinking, 'How am I ever going to get near his times in this thing?' But after two days I got within a second of him, and Hogan said, 'Right, let's do it.'

"I'd already had a run in an F1 car at the end of 1995. Because of the Mercedes relationship I got half a day in the McLaren MP4/10B at Jerez. After about 50 laps my neck was gone, but it went fine. David Coulthard was there having his first run in a McLaren, having just quit Williams, and I ended up about a second slower than him.

"But now I'm focused on Hogan and Champ Car for 1997. Then I get a call from Norbert. 'Ron Dennis wants to see you in Woking, just for a chat.' I've never told anybody this before. I turn up at the McLaren factory, and Ron says, 'We want to give you a test contract. You'll drive the Champ Car at weekends in America, and fly back and test the F1 McLarens during the week. We'll pay a good part of your American budget, and we'll also pay you a test driver salary. If one of the regular drivers gets hurt you could become a Grand Prix driver.' Then he hands me this 60-page contract. You can guess the sort of thing: I'd be locked into a seven-year deal, but they could dump me any time they chose. I took the contract home and ploughed through it, and then I called Ron and said, 'Thanks, but no thanks.' I think that was the start of the end of my relationship with Mercedes, but I just didn't feel comfortable with that. But I always got on well with Norbert. He liked to take a gamble on young drivers, and if it hadn't been for Norbert I wouldn't be sitting where I am today.

"So, there I am in Champ Car. And my second time in the car I'm doing an oval. That was a massive shock. It was bloody scary. These days I left-foot-brake on ovals, although I still right-foot-brake on road courses, much to the surprise of the younger guys. But then I was right-foot-braking everywhere. I qualified in the top 10, next to Michael Andretti, and I did OK in the race until the leader, Gil de Ferran, came up to lap me. I tried to leave him lots of room, got on the marbles and went off. I didn't make that mistake again. But I got pole in Toronto, and led three races that year. In my sixth race, on the oval at Gateway near Carl's home town of St Louis, we were in front with 20 laps to go when the gearbox broke. Our Mercedes engines were strong, the car was quick, but the team was pretty disorganised and we had lots of problems.

"I had various offers for 1998, but Honda and Firestone seemed the way to go, so I joined Team Green. Paul Tracy was my team-mate, and we got on really well: a fun guy to hang out with, a good team player, no mind games, no bullshit. But in the car, phew, unbelievably aggressive. I was now being measured against a top guy in an identical car, and I hadn't really done much over there at that point. But I'd got it figured out a bit now."

He certainly had. Five poles, more than any other driver; nine front-row starts; storming wins at Road America, Vancouver and the wet Houston; only a blown engine in the final round robbed him of second place in the championship. "The Vancouver win was cool, because they had a thing called the Marlboro Pole Award. If you won a race from pole position you got $10,000, but if nobody won from pole the money rolled on to the next race. Before Vancouver nobody had won from pole for 33 races. So I got $340,000 added to the rest of the prize money. We had a good party that night.

"Most of that season I was fighting Alex Zanardi, who won his second title before going back to F1 and Williams. Alex was incredible on

the road courses: he had this attitude in his head, he just didn't comprehend that he could be beaten, ever. Even today, after the accident in 2001 when he lost his legs, he still has that attitude. At Long Beach he was a lap down, and he came back and won. Ten years later he was still talking about it: he said to me, 'Did you have any mirrors that day?' Funny he should say that, because at Long Beach the glass vibrated out of both mirrors, so I could see nothing behind. 'Thought so,' he said. 'You didn't put up much of a defence when I came through.'

"I was still enjoying the road courses more than the ovals. On the ovals I tried to follow Greg Moore. He was the master, you never saw anything like it – and at that stage those cars were beasts on the ovals. He became my best friend. We'd travel together, train together, chase girls, go skiing in the off-season. That period was one of the happiest times of my life. In 1999 I had a great battle for the title with Juan Pablo Montoya. On the ovals Greg would give us a hard time, but on the road courses Monty and I kind of separated ourselves from the rest. He was always quick, and always looked quick – all arms and elbows – whereas my style makes it look like I'm not going that quick. In qualifying I beat him 10 times, he beat me 10 times. We both made mistakes during the year, and at Surfers Paradise I had to qualify on pole, lead the most laps and win the race to stay in contention. I did that, and Monty crashed. But in the last round at Fontana I had a wheel-nut problem in the pits and lost a lap. We ended up dead level on points, but Monty had more wins, so he was champion."

In the early laps of that Fontana final, Dario's friend Greg Moore perished in a massive crash. More than a decade later, Dario goes quiet when he thinks of it. "I'm glad I didn't win the title that day. His death took away the enjoyment of racing, it burst the bubble. He was from Vancouver, and when I finally managed to win the Vancouver race in 2002 it was good to be able to dedicate the victory to him. I did the same thing when I won the championship in 2009, because it was the 10th anniversary of his death. It's important that people don't forget about him. An unbelievable driver – on the ovals, the quickest of all – and a special person.

"I told Barry Green I had to get away for a bit, took the winter off, and the next time I got in a car was February, testing at Homestead. Into Turn 3 on the oval at 190mph, the spindle holding the right rear wheel to the upright failed. I don't remember any of this, but I hit the wall with such force that it cracked my pelvis in three places. My head somehow missed the cockpit surround and hit the wall too, so I had a massive head injury. I was back in the car four weeks later, but the brain contusions took me several years to get over. It affected my mental concentration, my balance, my memory, my fatigue levels. It also changed my personality: I became more serious, although Greg's death may have been part of that."

Soon after the Homestead crash Dario had another F1 test. "The Stewart team was now Jaguar, but Jackie was still close to it. In a throwaway remark I told him I'd quite like a run, and he said he'd make it happen. But because it was F1 it was terribly complicated: contracts, clauses, sub-clauses, all that crap. It



"I tried to treat Indy as just another race, but the place got to me"

was at a full two-day test at Silverstone, and if a journalist spoke to me I had to have my lawyer there, because he'd read all the small print and knew what I was and was not allowed to say. I'd already got a bad feeling about it when I went to the factory for a seat fitting, because one of the mechanics started telling me what was wrong with the team and who was doing a bad job. I did the first day and struggled a bit but it wasn't too bad, and I knew I could build on that on day two. But next morning my car had Luciano Burti's name on it. They put me in another car which was a dog, play in the steering rack, wouldn't even brake in a straight line. It felt as though the team didn't really want me there. I went back to America, relieved it was over. I hadn't made a good impression, and at that point I decided that F1 wanted to forget me.

"I'd had two ambitions as a kid: to do F1 and to win the Indy 500, like Jimmy had done. F1 was now a closed book, and at that time I was in CART and Indy was IRL. But in 2002 Team Green had a separate Indy programme too, and I did the Brickyard for the first time. I tried to be nonchalant, treat it as just another race, but the emotion and magic of the place got to me. At the end of '02 Michael Andretti bought into Team Green and they switched to the Indy Racing League. At that time IRL was all ovals, no road circuits. But I trusted the team, and decided to stick with them. In the end I did 10 years with Barry Green.

"By now the effects of the head injury had gone away, and I felt I was back to my best. Then I broke my back. I was in Scotland, riding my MV Agusta, when an oil line came adrift and sprayed onto the back tyre. I had to stand the bike up and put it through a hedge. The other side there was a six-foot drop, the bike dug in and I took off. Back in the US the brilliant Dr Terry Trammell fixed me up, with titanium rods in my back which are still there. But I missed most of the 2003 season.

"In 2004 I won Milwaukee and Pikes Peak, and I qualified third at Indy. I was still learning those IRL cars – a bit less power than the Champ Cars, a higher centre of gravity, and on the ovals you had to run them with more oversteer. And I don't like oversteer. With a Champ Car, if you got a wiggle on and you didn't catch it first time, you were in the wall. With IRL you had to run loose, with the rear end dancing away. It took me a while to get comfortable with that. By '05 I'd got it all figured out, and the IRL was now running road courses as well, which made me feel a lot better. We led several races, won Nashville and Fontana. But '06, for various reasons, was just a bloody disaster, and I decided to make a big change. I did a deal with Chip Ganassi to go to NASCAR. We're about to sign and Chip calls and says, 'Nobody else could have taken this drive from you, but I've just signed Montoya.' That was a blow. Back with IRL and Team Green, I went into 2007 with low expectations."

But this time everything went right. Dario fulfilled a dream by winning a rain-interrupted Indy 500 with a brilliant mix of storming pace and clever strategy. "I'd hit one of my life's goals, and it changed the way I went about racing, it relaxed me. After that I had a run of poles and wins, and it was as though I could do no wrong. I thought, 'This is too good, something's going to happen.' And it did, at Michigan Speedway.

"I'd stalled in a pitstop and fell to last, but the car was a rocket ship that day, and I came through and caught the leader, Dan Wheldon. I got alongside him and he tried to side-draught me. You can do that in NASCAR: if you get really close to the other car's rear quarter you can slow it down. But in open-wheelers there's just no margin for error. His right front

clipped my left rear, and I looped high in the air. The engine was bouncing on the rev-limiter, and on the radio I heard my spotter, Dave, say, 'Aw shit.' I thought, 'That's the last thing I'll ever hear.' It seemed to go on for ever. I open my eyes and I'm still way off the ground, with cars flashing past beneath me. Then I land and flip again, that's when the roll bar snaps off and my head's going r-r-r-r-r-r-r down the track. When it finally stopped and the marshals rolled the car over I just had a bruise on my nose from the helmet. Thanks, Mr Dallara.

"Then, six days later, it happened again. This time it was my fault. At Kentucky Speedway I was coming back after a problem, nobody told me it was the last lap, and I didn't see the flag. I'd just shifted into sixth as Kosuke Matsuura slowed after the finish line. I hit him, looped up into the air, hit the wall hard. I was pretty shaken up, and I hurt my knees, but I flew my helicopter home that night. We had more dramas towards the end of the season, but I beat Scott Dixon by 637 points to 624 to take the title.

"So I'd won Indy, I'd won the title – and I decided to go to NASCAR for 2008. Strange decision, I know. The Team Green guys were really upset with me. People said it was because of those two accidents, but it was nothing to do with that. I was straight back in the car after those two loops. I suppose I was looking to accomplish something else, a new challenge. I signed with Chip Ganassi, flew to Talladega, got in this huge great barge, steering wheel this big, pulled out of the pits and thought, 'What have I done?' I did the first Nationwide race and qualified on the front row, which wasn't too bad, but then they put me in a Sprint Cup car for the first time at Atlanta, which is the fastest oval they run. I was a fish out of water. It's a totally different technique driving those cars. I like to be tidy, keep the car working in shape, but you can't do that with NASCAR. Those things spin their wheels at 190mph coming off a corner. I didn't have a clue what I was doing. I had glimpses of getting it together, and then I broke my ankle in a crash at Talladega. Coming back I started to qualify the Cup car in the top 10, and I had a Nationwide pole at Watkins Glen and a good fight with Jimmie Johnson. But at the end of June Chip said there was no sponsorship for my car, and he closed it down. I was reigning Indycar champion with nothing to drive.



"Getting in the car was like coming home"

"In August I went to watch the IRL race in Detroit, stood at Turn 1 as the cars went through, and thought to myself, 'What have I been doing?' I went to Chip and said, 'I want to do IRL with you.' Chip said, 'Fine, I'll pay you this much.' I said, 'No, I want this much.' He said, 'OK, you're on.' That was it. And as soon as I got into the Target Ganassi Dallara Honda it was like coming home.

"My worry was whether, after a year away, I'd be able to keep up with my new team-mate Scott Dixon, who was starting his eighth season with Chip as reigning IRL champion. Luckily I was able to get the job done." Five poles, five wins, and his second IRL title 11 points ahead of his team-mate: it was as though he'd never been away. And in 2010 he was champion again, after a torrid battle with Team Penske's Will Power which went down to the final race. High point for Dario was his second Indy 500 victory.

"I led 155 of the 200 laps, but I wish it'd been as easy as that sounds. The track temperature went up 10 degrees between qualifying and the race, and my car was a real handful, dancing all the way through the corners. I was really marginal on fuel. My crew were saying, save fuel, save fuel, I was going as slow as I dared and Wheldon was second and getting closer. I decided to let him creep up on me, and on the last lap go all out. But with a lap to go there was a caution, so we queued up to the finish, and I'd won it with a gallon left.

"This season Dixie and I are in the Target Ganassi cars again. Everyone is in Dallara-Hondas these days, although that changes for 2012 when Chevy and Lotus come in. So it's pretty much a one-make formula, but that puts more emphasis on race preparation and organisation, and the Ganassi guys are really good at maximising that."

In 1999 Dario was introduced (by Greg Moore) to the actress Ashley Judd. Despite the pressures of their wildly different careers – Ashley has now appeared in over 30 films – they managed to spend time together and in 2001, in a memorable Scottish ceremony, they were married in Skibo Castle. "Ashley is a fantastic supporter. Her own life is incredibly busy – she's involved in a lot of humanitarian activities, she's a global ambassador with Population Services International for education and prevention of Aids in young people, and recently she went back to Harvard and got her master's degree. But she still gets to a lot of races. We live in the middle of nowhere and, although there's a bit of fuss when we turn up together at one of her events or one of mine, most of the time we manage to stay below the radar.

"When Colin [McRae] was killed I lost enthusiasm for my helicopter, and I sold it. But I've had my Ferrari F40 for 12 years, I've got a 355, a Mini-Cooper, a Porsche turbo. I like Porsches. I've got a 964 Speedster, a Carrera GT with straight pipes, and a 993 RSR replica, a real hooligan's car. Among my racing stuff – helmets, overalls, paperwork, I never throw anything away – I've bought back my original Formula Vauxhall Junior, I've got a Reynard Champ Car, I've got the Corvette pace cars from my two Indy wins. And the Jim Clark collection is growing: I have the actual chalk pitboard that was used when he won at Indy in 1965, and I've just got the entry forms for his first race, Crimond, June 16, 1956, in Ian Scott-Watson's DKW.

"A real thrill was driving Jimmy's winning Lotus 38 around Indy just after Classic Team Lotus had restored it for the Ford Museum. It's hard to put into words what that meant to me. I had a replica set of Jimmy's overalls made for that day, and a helmet – we got a special paint sample made up so the blue was precisely right – and the correct goggles. And I had the pitboard sent over from my Clark room.

"I love sports car racing. I've won the Daytona 24 Hours for Chip, got second overall and first LMP2 at Sebring, and I'd love to do Le Mans. I couldn't do it justice right now, but that's on the list. [Dario's brother Marino, five years younger, is a successful sports car driver in the ALMS.] Historics, too: winning the TT at the 2006 Goodwood Revival was a blast, with Emanuele Pirro in the ex-John Coombs E-type. Not so good in '07: the E-type went backwards into the bank at Fordwater on my second lap of practice – I still maintain a wheel came off. I woke up in hospital in Chichester next to Adrian Newey, who crashed his E-type in the same session.

"I want to keep going in IndyCar for as long as I can. Now I'm almost 38, and nearer the end of my career than the beginning, I realise how much I love it. I'm winning more than I ever have, but it's a results business, and if I don't perform I'll have to retire. I wouldn't like to step back and drive for a team that isn't top-notch. I've been lucky enough to drive for some great teams, none greater than the team I'm with now. And no regrets now that F1 didn't work out for me. I wouldn't trade any of what I've had."

It must be something in the water in Scotland. That rugged country of a mere five million souls bred Jimmy Clark, Jackie Stewart and Colin McRae; it bred David Coulthard and Allan McNish; it bred Ecurie Ecosse. And it bred Dario Franchitti, an export of which it can be very proud.


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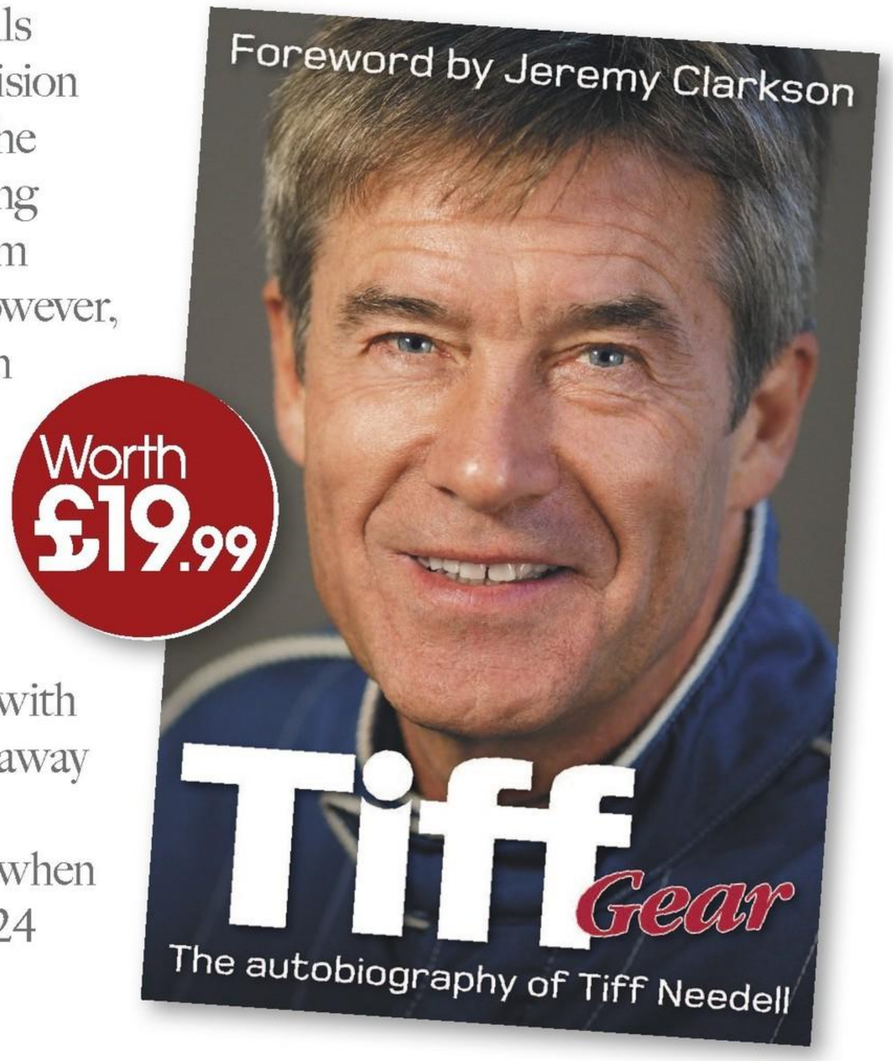






Writing with honesty and humour, Tiff tells the story of his life around cars and a television career spanning 25 years. Brought up in the 1950s with a father who was a motor racing enthusiast, Tiff had little money to help him realise his dream. Everything changed, however, when he won a Formula Ford racing car in 1971. Working his way up, he eventually got an F3 drive with the Unipart team, and nine years after winning that FFord car he reached the heights of Formula 1 at the Belgian and Monaco Grands Prix. Tiff also raced in 14 Le Mans 24 Hours, with a best result of third in 1990, and walked away from a 200mph crash on his second visit.

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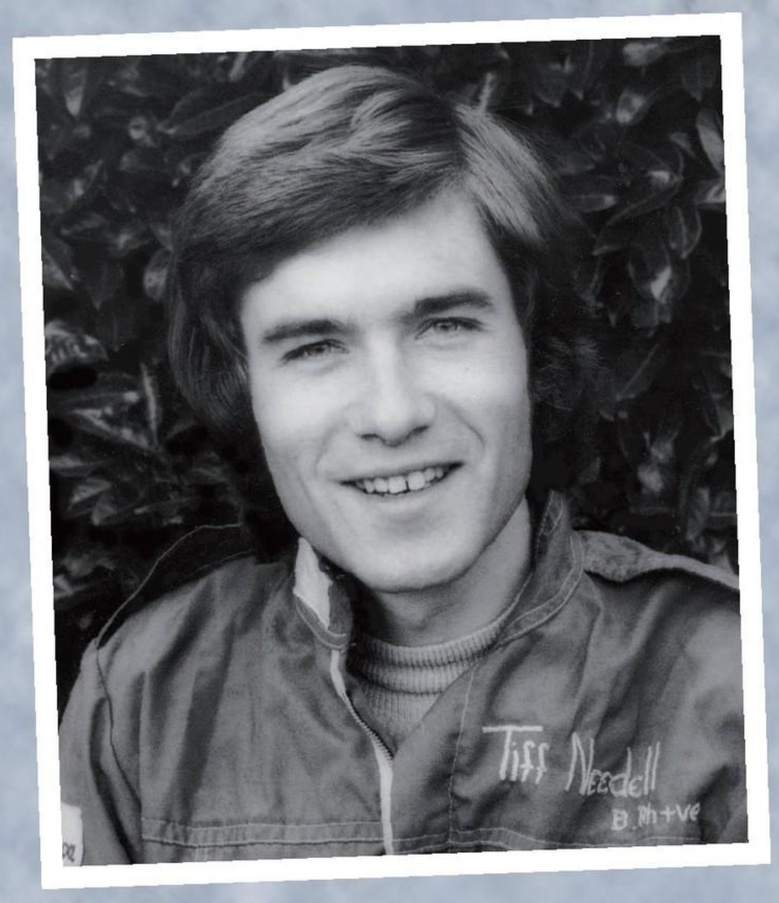
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Tiff's early focus

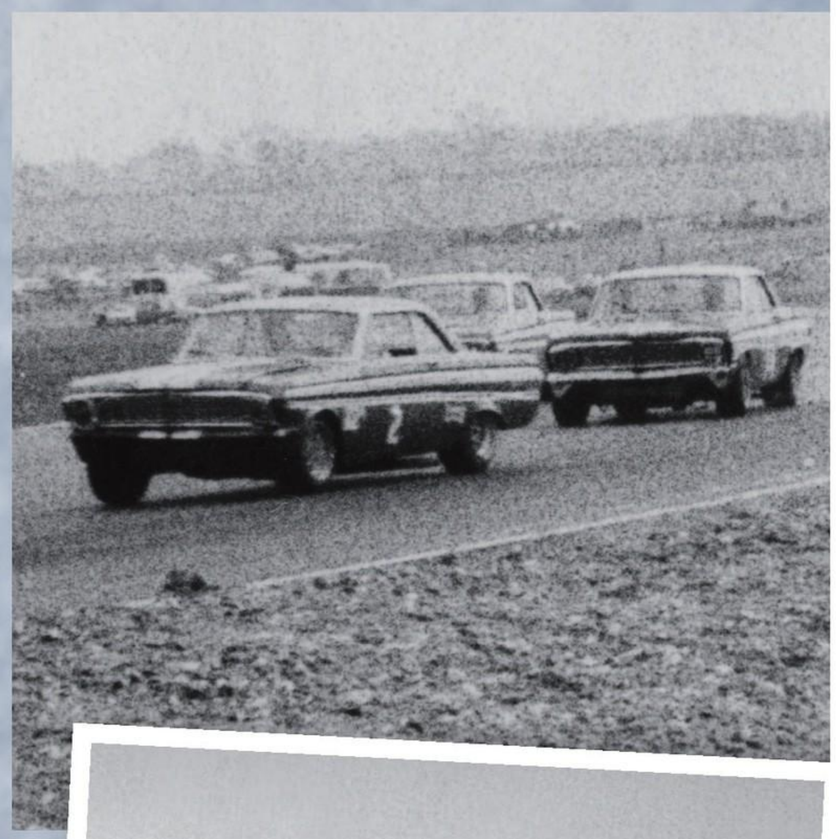
Tiff Needell is that rare case: a racing driver who was a fan first. As a peek into his scrapbooks shows, he trod the spectator banks in the 1960s, and was handy with a camera, too

He's been a racing driver for 40 years, but still there remains a boyish enthusiasm about Tiff Needell. His new autobiography (see Reviews, p129 and a special subscription offer, p90) tells his roller coaster story of 'could've beens' and 'should've beens', to the edges of Formula 1 and back again, on to success in sports cars and tin-tops, and of course his 'other' life on the telly. Through it all, one fact remains: Tiff just loves motor racing.

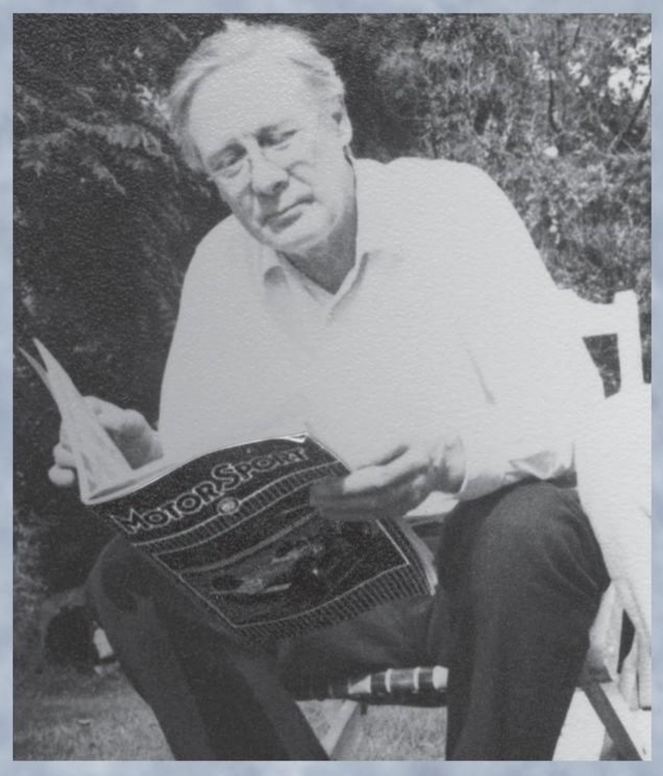
Like many of us, the influence came from his father, who was a pre-war spectator and auto-tester at Brooklands. After the war, Tony Needell entered the first Members' Meeting at Goodwood in 1949, driving a Ford V8 in a handicap event. But with the arrival of a young family, the flirtations with racing stopped – and happy days on the spectator banks of Goodwood and Brands Hatch replaced them. Young Michael and his little brother Tiff (he couldn't say Timothy) were smitten.

Needell Sr was a boat designer who became the "Jean-Marie Balestre of powerboat racing" according to Tiff, who briefly tried his hand at speed on the wet stuff. But his first love was always racing on four wheels. He bought a little second-hand Pal M4 camera to capture his heroes and developed the films himself in a lab at boarding school. The results filled family scrapbooks, which Tiff dug out and dusted off as he began work on his book.

Racing drivers usually only visit tracks to compete, but Tiff is different. Like most of you reading this, he first loved the sport sitting on a spectator bank with his family. Here, he shows us the evidence.







WEYBRIDGE, 1968

Dad reading the September issue of Motor Sport, with Graham Hill going round the Karussel at the Nürburgring in Lotus 49B resplendent on the cover. This was taken in our back garden at our home in Surrey.



THRUXTON, 1968

The Easter Monday F2 meeting. Piers Courage (Brabham, number 12) battles with Jean-Pierre Beltoise (Matra). Brian Muir won battle of the Ford Falcons in the saloons (left), while little Fiat Abarth Berlina 1000s (above) added continental flair! Formula Vee field swarm into the Complex (below left).



SILVERSTONE, 1967

View from Copse for Easter Monday BARC F2, which had just been re-introduced at Snetterton (under the BRSCC) on Good Friday. Inevitably (with hindsight), Jochen Rindt won both.

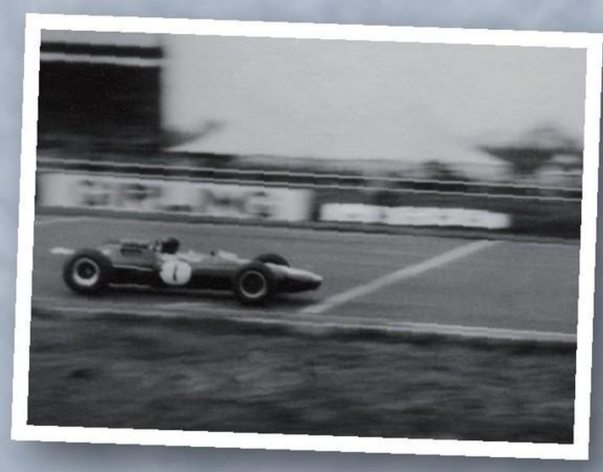


MALLORY PARK, 1963

Me, aged 11, waving the chequer for a racing drivers vs powerboat racers event organised by Dad, held on Mallory's lake. It was one of John Webb's innovative ideas, but it didn't catch on. I'd race junior powerboats a few years later.

SILVERSTONE, 1964

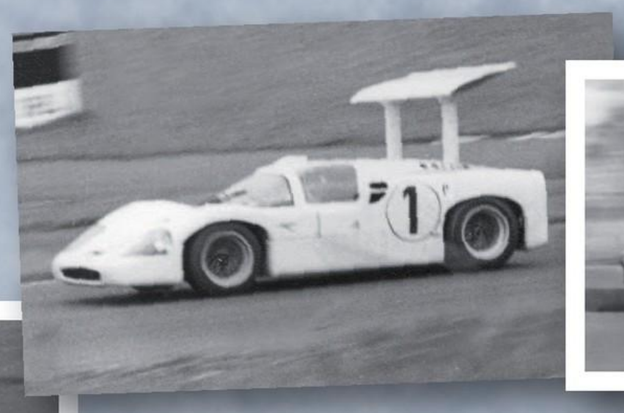
My ultimate superhero, Jim Clark, in Lotus 25B at the International Trophy. His engine would seize on lap 10. I tried three times to get his autograph, but he was always busy...





BRITISH GP, 1963

Same angle for saloon car support race, a year earlier. This was taken from The Daily Express enclosure, which Dad got access to via his powerboat links. Usually, family trips were limited to Goodwood and Brands Hatch. Silverstone was too far from Weybridge!







BRANDS HATCH, 1967

By this time my brother Michael would take me racing. He was three years older and had just got his car licence. This is the BOAC 500 which Phil Hill and Mike Spence won in Chaparral 2F (above left). Also pictured are battered Ferrari P4s of Jackie Stewart (left) and Jonathan Williams. »»

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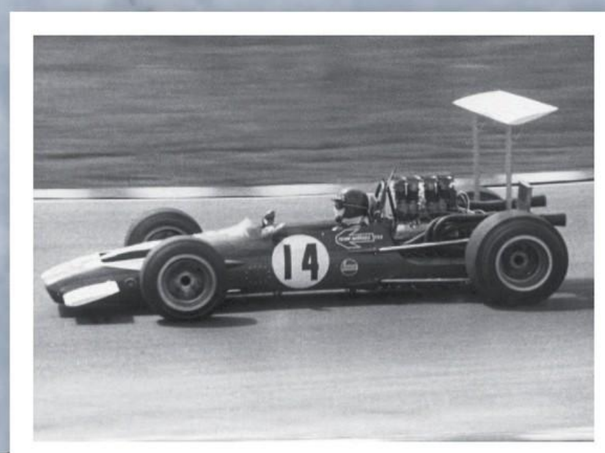
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BRANDS HATCH, 1965

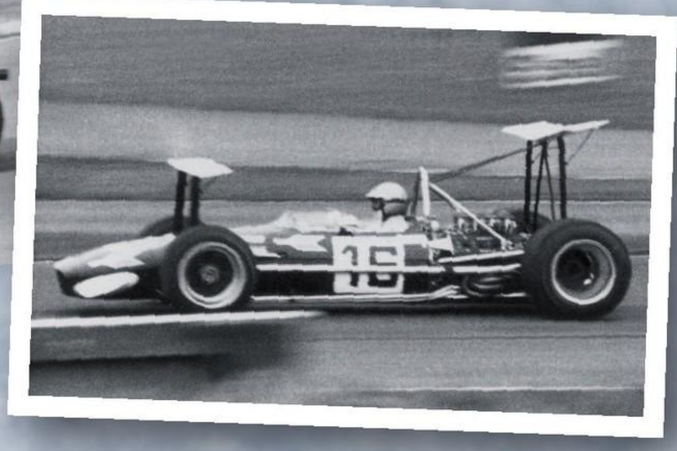
Jack Brabham on his way to victory in Alan Brown's Ford Mustang in the Guards Trophy saloon support race. Jim Clark was in a Cortina that day, but for some reason I didn't take a shot on-track!

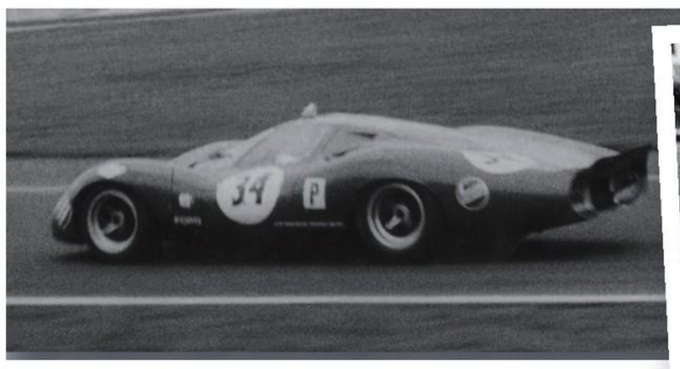


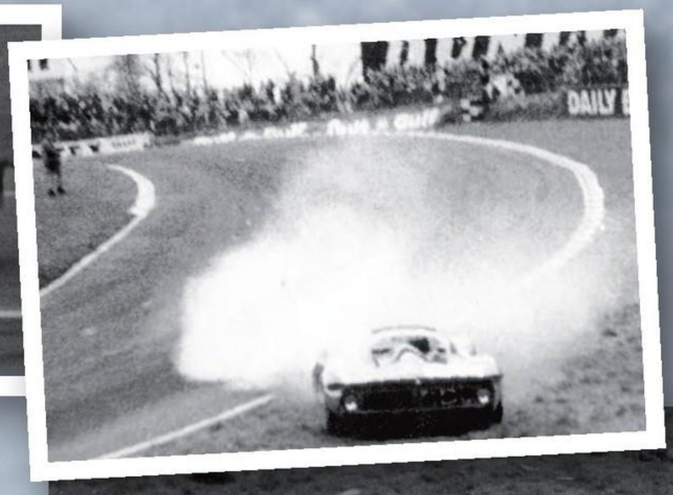
BRANDS HATCH, 1969

Anti-clockwise from left: Andrea de Adamich (Surtees TS5), Peter Gethin (McLaren M10) and Piers Courage (Brabham BT26) at the Race of Champions. As usual, I'd been at the fence since 6am and had already read the programme at least three times!









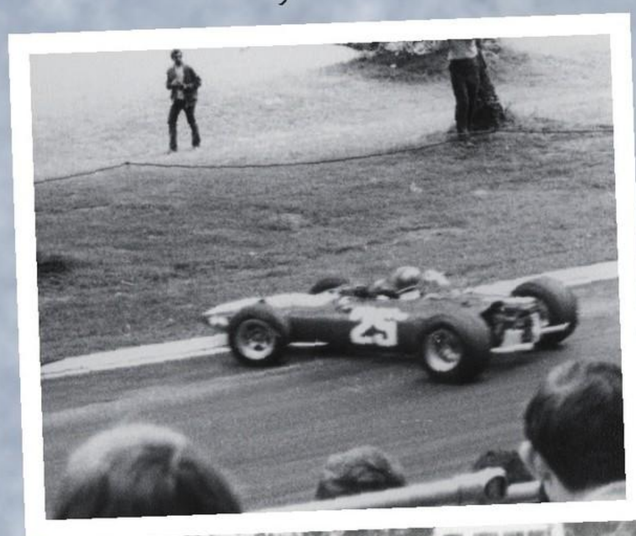
BRANDS HATCH, 1968

April 7, the day my hero died. Jim Clark should have been in the Ford F3L (above), but went to Hockenheim instead. I didn't hear he'd died until I got back to my uncle's house and he opened the door to tell me. Right: as my original scrapbook caption says, 'Tony Dean loses it at Clearways in the Ferrari Dino.'



CRYSTAL PALACE, 1968

Jacky Ickx heads Jackie Oliver, Henri Pescarolo and Courage before spinning his Ferrari F2. I loved Crystal Palace because you could get so close. I think Mum took me to this meeting...





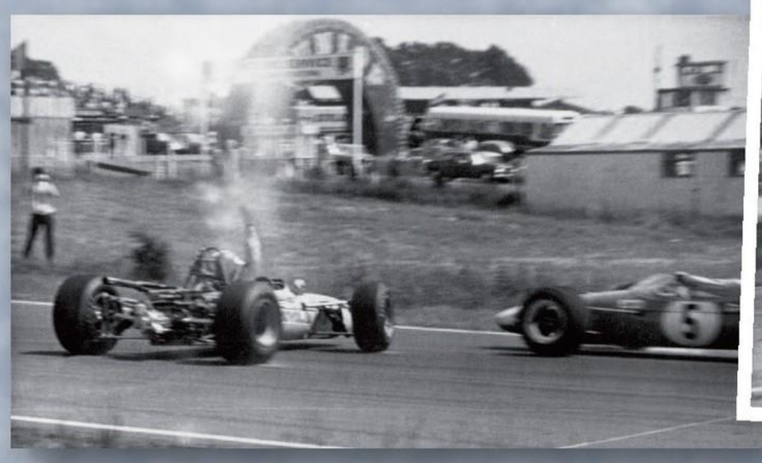
BRANDS HATCH

Something different. I don't remember much about it, but here's a motorbike scramble which started in the dip of Paddock at Brands. These were major events back in the 1960s. Another John Webb innovation, I guess.

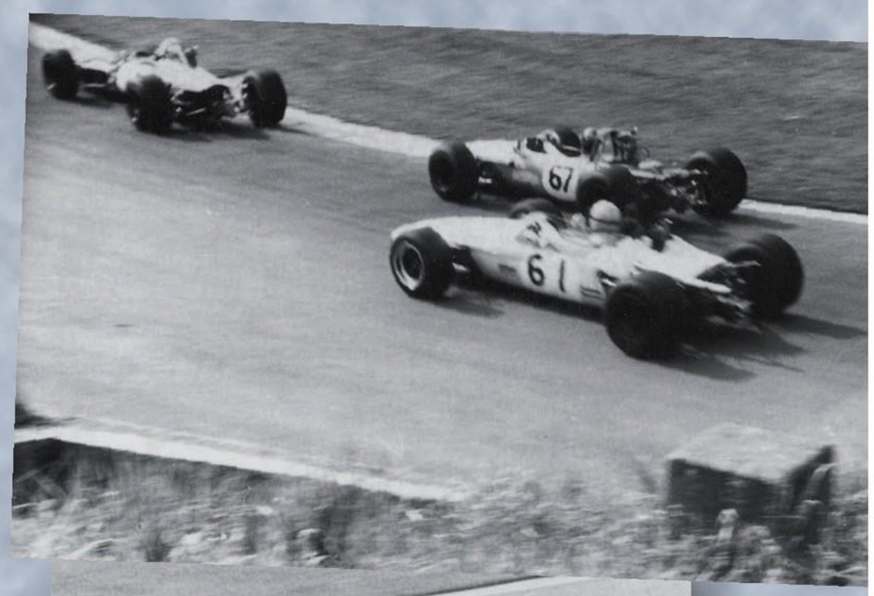


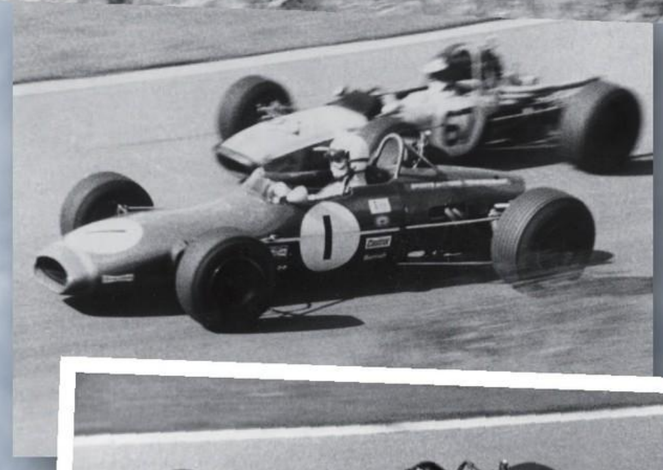
MALLORY PARK, 1969

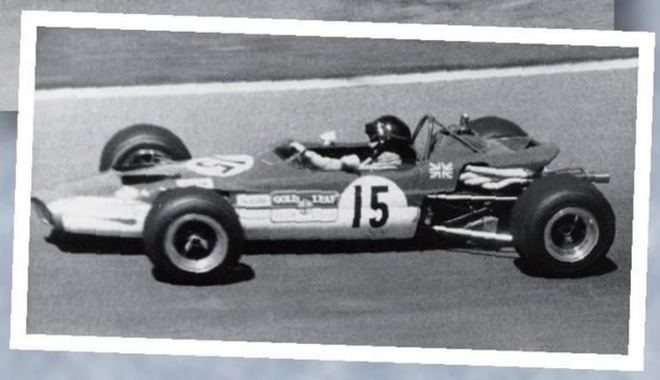
'Photographer of the Year!' was my caption for capturing this moment for Jurg Dubler in his Tecno. Below, Tetsu Ikusawa – who I would later drive for in Japan in 1984 – leads Tim Schenken. This meeting was just after my 'A' Levels and I returned to school with friend Peter White very late. We got into a lot of trouble for that one...





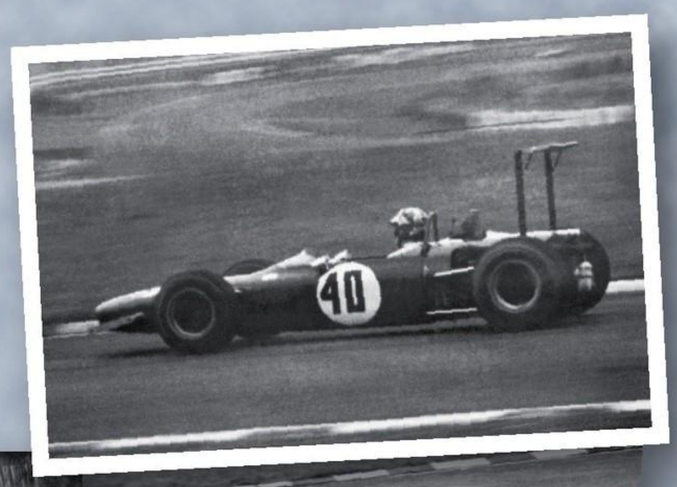






BRANDS HATCH, 1968

December 27 (it was cold, but yes, I was keen!), Lombank Christmas Trophy races, with Tony Lanfranchi (right) and Bev Bond (below right). Below, Tony Dron leads relative newcomer James Hunt and Tony Trimmer. As usual, I was at Clearways.







CRYSTAL PALACE, 1969

Great F3 thrash as Tim Schenken (Brabham, number 1) leads Ronnie Peterson's Tecno (67) and Alan Rollinson. Above, Roy Pike steers Gold Leaf Lotus 59. Single-seaters were 'it' for me – everything else was just fun. By '69, I could drive myself to races. And soon, I'd be joining in on track...

BRITISH GP, 1968

My scrapbook caption says, 'Jo Siffert to hold off poor Chris Amon until the end'. Just goes to show 'poor' Chris was already considered unlucky, even in '68! I so wanted him to win in the Ferrari, with his bald tyres that were showing through to the canvas. By this stage I was out of love with Lotus because Jimmy had gone. Graham Hill was the enemy because he'd driven for BRM... Above right, Frank Gardner leads Hubert Hahne, Brian Muir, Roger Clark, Brian Robinson and Tony Dean in the saloons. Ⓜ







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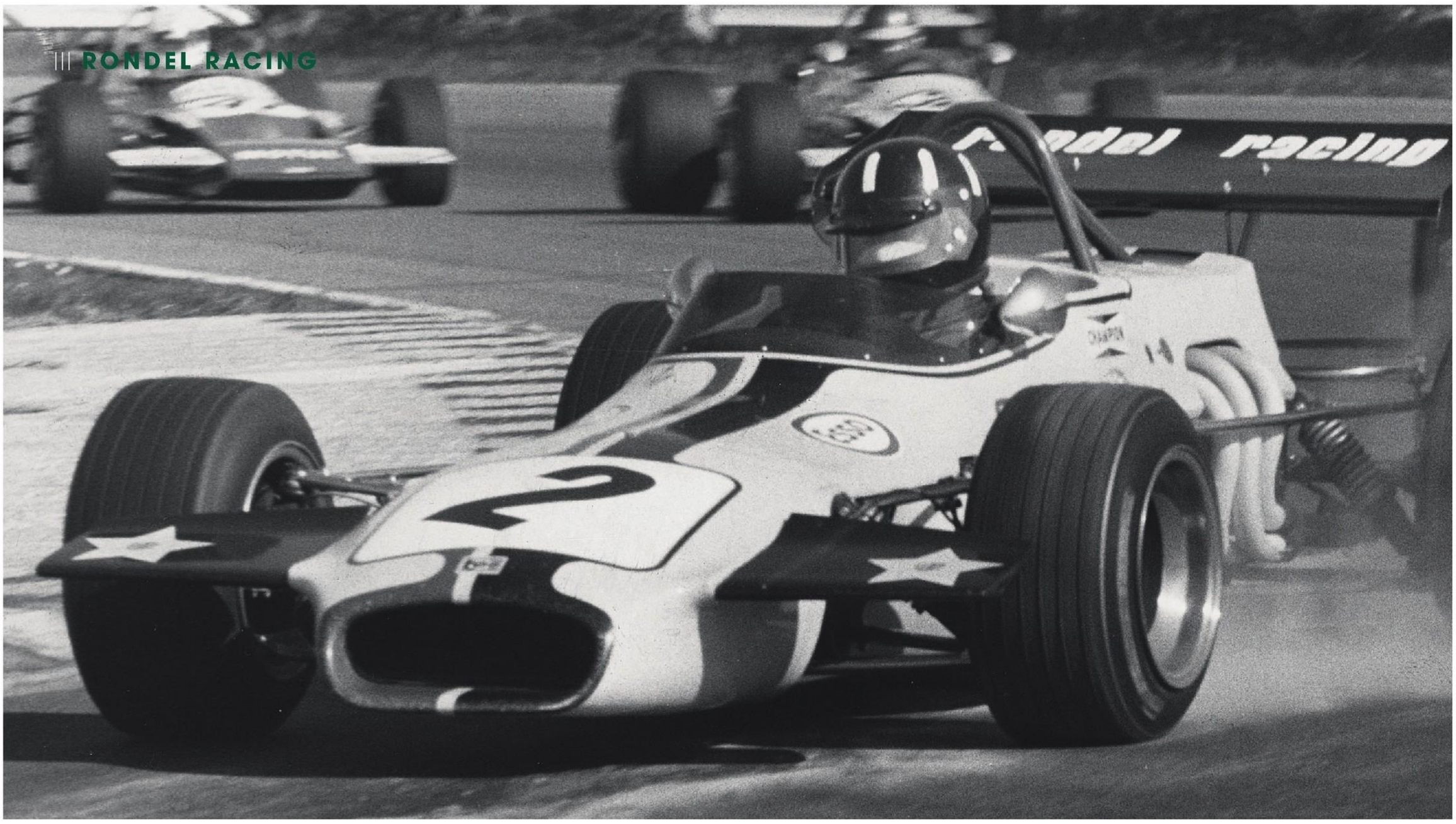
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The shiny decals of Rondel Racing might have caused a few sniggers in F2 paddocks 40 years ago, but Ron Dennis and Neil Trundle set new standards in team image – and they had the last laugh in the years to come

BY ALAN HENRY

A TIDY

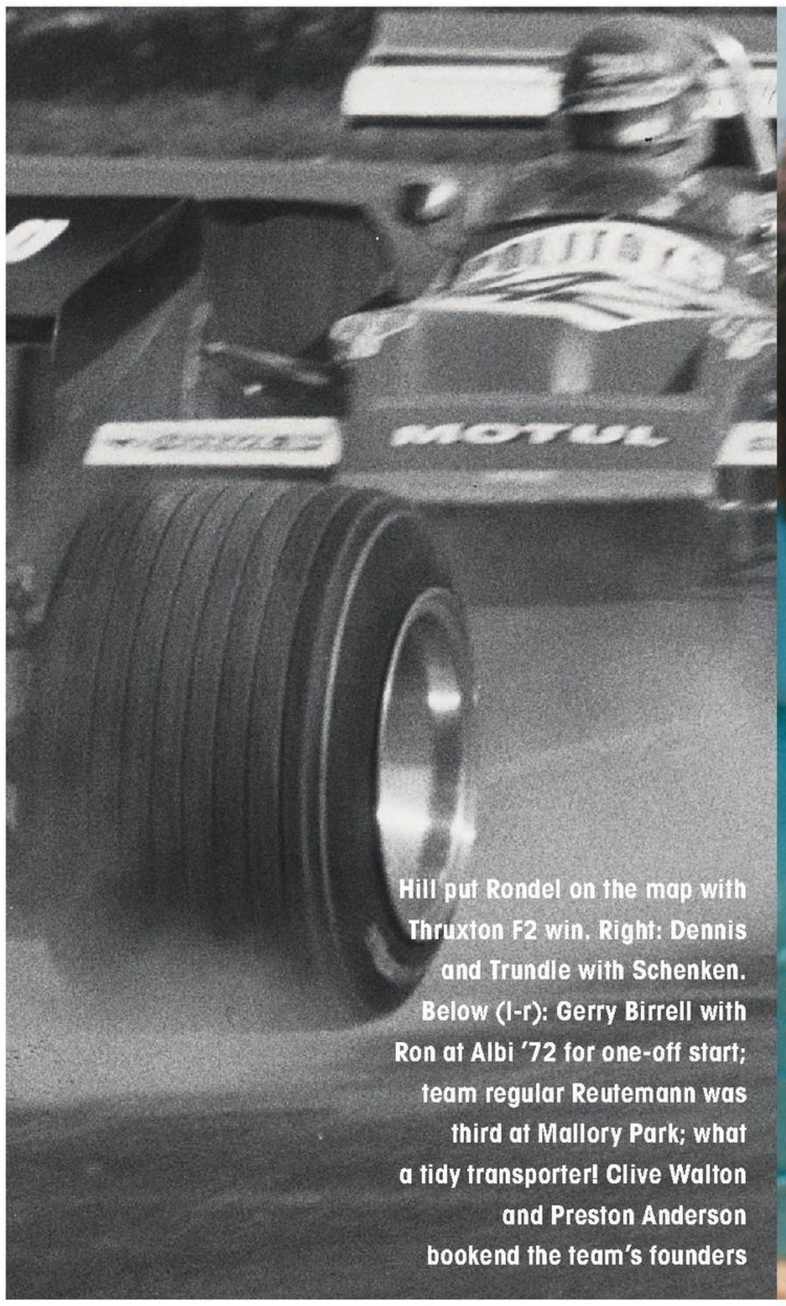
Forty years ago on April 17, Palm Sunday, the complexion of European motor racing took the first step towards changing forever. Two pale blue Brabham BT36 Formula 2 cars rolled out onto the starting grid at Hockenheim for the opening round of the prestigious European F2 Trophy, the key feeder series just beneath Formula 1 which had long since established itself as a bubbling cauldron of latent talent and promise for the future.

The Brabhams were driven by twice World Champion Graham Hill and Aussie rising star Tim Schenken, and by the end of the day Hill had finished second to François Cevert's works Tecno in the second heat. Eight days later, on Easter Monday, Hill stormed to victory in the Thruxton F2 international, putting Rondel Racing's name up in lights.

The men behind this audacious new operation were ex-Brabham Formula 1 teamsters Ron Dennis and Neil Trundle, and their sterling efforts laid the groundwork for the re-branded McLaren F1 squad which would morph from









Hill put Rondel on the map with Thruxton F2 win. Right: Dennis and Trundle with Schenken. Below (l-r): Gerry Birrell with Ron at Albi '72 for one-off start; team regular Reutemann was third at Mallory Park; what a tidy transporter! Clive Walton and Preston Anderson bookend the team's founders

PROPHET

these modest beginnings almost 10 years further down the road.

On one particular visit to the Brabham factory, Dennis bumped into Hill, who was driving for the F1 team that season. The two men chatted and Ron asked whether Graham would be interested in driving a few races for the new Rondel operation. He agreed and duly contested the team's debut race. Rondel Racing had arrived.

Cars that were 'beautifully turned out' were quite a novelty in those oily-rag days, when the odour of Castrol-R hung heavy in the pitlane. Even the Rondel transporter was immaculate. Such fastidious care might have amused a few of Rondel's rivals, but it didn't go unnoticed, either, by the guys who mattered – the sponsors. They liked a tidy backdrop for their logos.

"That is true," says Dennis. "We were proud of our high standards of preparation, but that also masked the scope of Rondel's achievement to a certain extent. Here were two guys who had previously worked for Brabham setting out to start their own team with precious little in the way of resources. Things like that just were not done. It had never happened before.

"Ron Tauranac loaned us three Brabham BT36 chassis; we sold them at the end of the year and paid him the difference. So he effectively created a cash flow, but it was also good for him because we were the only [team] running his cars really competently. We bought the engines from Bernie Ecclestone, which had come back from the South American F2 Temporada series as deck cargo. They were covered in corrosion, but we tidied them up a bit and then went on to use them."

It had originally been decided that Rondel – an incredibly corny acronym derived from »»»

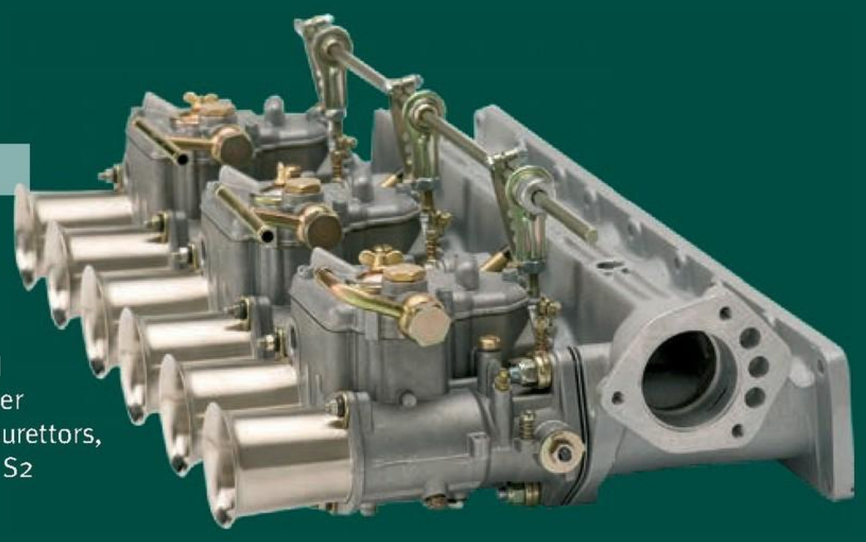




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Schenken catches a lift on Hill's BT36 at Rouen '71. Their support for Rondel proved crucial

'Ron' and 'Trundle' – should run a single F2 Brabham for Schenken, but then Dennis hit upon an idea that had the potential to generate valuable additional revenue for the emergent team. The financial structure of F2 at the time meant any team running an established 'graded' driver with a proven record of achievement in F1 or sports car racing would attract extra starting money from the race organisers.

With that in mind, Ron approached Clay Regazzoni, winner of both the 1970 Italian Grand Prix for Ferrari and that year's European F2 Trophy crown at the wheel of a Tecno. Negotiations went ahead, but then Ferrari works driver Ignazio Giunti was killed in an appalling accident during the Buenos Aires 1000Kms right at the start of the 1971 international season, and the *Commendatore* became nervous about permitting any of his contracted drivers to race for an outside team. The deal never came to fruition.

Instead, Rondel turned to Hill, but then young French F3 rising star Bob Wollek arrived with some tasty-looking sponsorship from the Motul oil company. So a third car was fielded and things really began to move.

Of course, the emergence of Rondel was accelerated due to the fact that Formula 2 in the 1970s had a higher public profile than either GP2 or GP3 do today because there were top Grand Prix drivers also competing, and that had several benefits.

"It gave fresh, young racing talent the opportunity to measure themselves against the best," recalls Dennis. "It also offered F1 drivers the opportunity to keep their hand in at a time when intervals between Grands Prix could be a month or six weeks, it boosted their income at a time when financial retainers were not stratospheric, and it gave the spectating public an extra chance to see their favourites racing more than once a year.

"It was also a shop window for team managers like myself, of course. As for F2's effectiveness in bringing on new talent, today's GP2 and GP3 series probably sort out the best newcomers as efficiently."

> "Graham admired the thoroughness with which we prepared for our inaugural season"

As far as long-term planning was concerned Dennis confesses that, to some degree, Rondel was flying by the seat of its pants. Yet quite early on the team had identified some trends and traditions which were worth keeping an eye on. So did Ron ever imagine that the road down which he had decided to travel would eventually lead him to F1?

"Teams often spread themselves wide in those days," he ponders. "I recall, for example, that McLaren was planning to build an F2 car for the 1972 season as well as F1 and Can-Am cars. And F1 drivers at the time would fill out their much shorter seasons with F2 drives. For instance, the 1971 European Formula 2 Champion, Ronnie [Peterson], was already proving a spectacular force in F1. And our own main driver [in F2], Tim [Schenken], would have finished third in the F1 British Grand Prix that year if his gearbox hadn't failed in the works Brabham BT33.

"So naturally, Neil and I at least held thoughts about F1 in the back of our minds, but that's where they had to stay. Remember, there were 25 Formula 2 races in this, the fifth and final year of the 1600cc regulations, so trying for success in F2 consumed all our energy and resources. Don't forget either that we didn't design our own car at this stage – in 1971 and '72 we ran Brabham BT36s and BT38s, though we did modify them as we saw fit.

"In short if this 'road we were choosing', as you put it, would eventually lead to F1 then we certainly wouldn't resist it, and our competitiveness in 1971 and '72 was encouraging – Tim finished fourth overall in our first F2 season. But don't think we were ever seduced into taking our eye off the F2 ball."

So just how important for Rondel was Hill's win in the Easter Monday 1971 F2 international at Thruxton?

"Important? Very," says Ron. "It went a long way to validating our team and our competitiveness. Most of all, it confirmed in mine and Neil's minds that the leap in the dark we'd taken following Jack [Brabham]'s retirement hadn't been a rash move.

"Of course, Graham was still a world-class F1 driver, so don't think we weren't grateful for his contribution. But Tim also did us proud. The fact that Graham, a two-time World Champion, was willing to drive for our untried team on an occasional basis speaks for itself, I think. He knew we were serious players, and he admired the thoroughness with which we prepared for our inaugural season."

Yet in so many ways Rondel was ahead of its time, both on and off the track. Early on Ron and Neil produced a promotional brochure outlining their aims and ambitions – in itself something of a novelty at the start of the '70s – and a timely sequence of events brought them into contact with someone well qualified to help.

The father of Dennis's former fiancée owned a large antique dealers and told Ron of a Ferrari owner with a taste for antiques who often visited his premises. Ron promptly despatched a brochure to the individual concerned who turned out to be City shipbroker Tony Vlassopulo, a great motor racing fan and a regular commentator at BARC club ➤➤➤

meetings. Tony took over as company chairman and helped greatly in smoothing out the ups and downs of Rondel's maiden racing season.

Schenken to this day has hugely positive memories of his three seasons driving for Rondel, his overwhelming recollection being that Dennis and Trundle were in effect engineering a sea change in the way people tackled professional motor racing.

"In those days, in terms of transporters, the best you could reasonably hope for outside F1 would be some greasy and grimy Bedford TK truck which had seen better days and was so filthy you wouldn't want to go near it for fear of soiling your clothes," recalls the 67-year-old.

"But Rondel's truck was immaculate and set the tone for some pretty merciless mickey-taking among those who thought Ron was a bit too smart. Some unkind souls nicknamed Rondel 'Team briefcase' or 'Team dream', but I think it's pretty fair to say that he had very much the last laugh as far as those detractors were concerned."

Tim's wife Brigitte also contributes to the recollections of those happy days by reminding us how immaculate Rondel's team base at Feltham, near Heathrow, was turned out, with spotless decor and upstairs offices overlooking the preparation bays. It was another sign of what we could expect from RD in the future, even though it was only for the 1973 season.

After winning the final race of the 1.6-litre F2 category in Cordoba, Argentina at the end of 1971, Tim looked forward to continuing with Rondel as an adjunct to what promised to be a busy '72 as a member of the Ferrari endurance racing team as well as remaining with Brabham in F1 now that Ecclestone had bought it.

"Foolishly I listened to Ron Tauranac, who advised me to keep clear of Ecclestone, so I left Brabham – a bloody silly thing for me to have done – and joined the Surtees team. That was the start of a downhill slide for my F1 career, but when Rondel indicated that they were going to build an F1 car for 1974 I had so much confidence in them that I vowed that I would sit out '73 if necessary so I could be in pole position for the new drive. Then came the fuel crisis and that was the end of that."

> "I truly believe that to be professional you absolutely have to look professional"

Five-time Le Mans winner Derek Bell also had a taste of the Rondel magic in 1972 when he was hired to drive one of the team's new monocoque Brabham BT38s in the Eifelrennen at the Nürburgring. "I was leading but had a misfire that the team couldn't trace all weekend, so I had to live with it," he says. "Jochen Mass in the works March overtook me on the penultimate lap to win, but I got the fastest lap which I believe stood for a couple of years."

The '72 season also saw Carlos Reutemann driving for Rondel in certain races, plus Frenchman Henri Pescarolo thanks to added investment from Motul, while Schenken's great friend and Ferrari sports car team-mate Ronnie Peterson was signed up for the end-of-season Brazilian Torneio series, comprising three races on consecutive weekends at Interlagos.

Schenken bagged another final with the Motul M1 in 1973 at the Norisring, while Pescarolo won the Easter Thruxton classic at the start of the year on the second anniversary of where the Rondel Racing story seriously began. Other drivers during that final season included the blissfully talented Tom Pryce, Jean-Pierre Jaussaud and future World Champion Jody Scheckter.

Scheckter, for his part, thought the team was overstretched. "They were running five cars in some races," he says, "and I always felt that they were relying too much on Tim Schenken for chassis set-up work, but I suppose that made sense as he was the senior driver. To this day I've got one of the Motul M1s in my personal collection, but as I recall it was short on downforce."

Dennis regrouped to form three more teams in the late '70s including Project 4, which shared a sponsor – Philip Morris (Marlboro) – with McLaren. The sponsor was so concerned about McLaren's dramatic loss of form from its mid-70s high point that it insisted on a merger (really a takeover) of McLaren by Project 4 in 1980, or it would take its dollars elsewhere. Momentous times. McLaren had the good sense to come quietly after which, towards the end of 1979, Dennis briefed and bankrolled Indycar designer John Barnard to produce F1's first carbon-fibre chassis – a radical leap that wrong-footed every other team. It changed everything, just as Colin Chapman's first monocoque had nearly 20 years earlier and as Rondel had done in F2.

"Being immaculate was indeed part of our strategy, both for Neil and myself," says Dennis. "But you don't keep that sort of priority nailed down for decades, stretching into how we do business at McLaren today, without it being an in-built mechanism. So yes, I truly believe that to be professional you absolutely have to look professional. To look sloppy is to be sloppy."

On such a foundation the next generation of McLaren success was built.



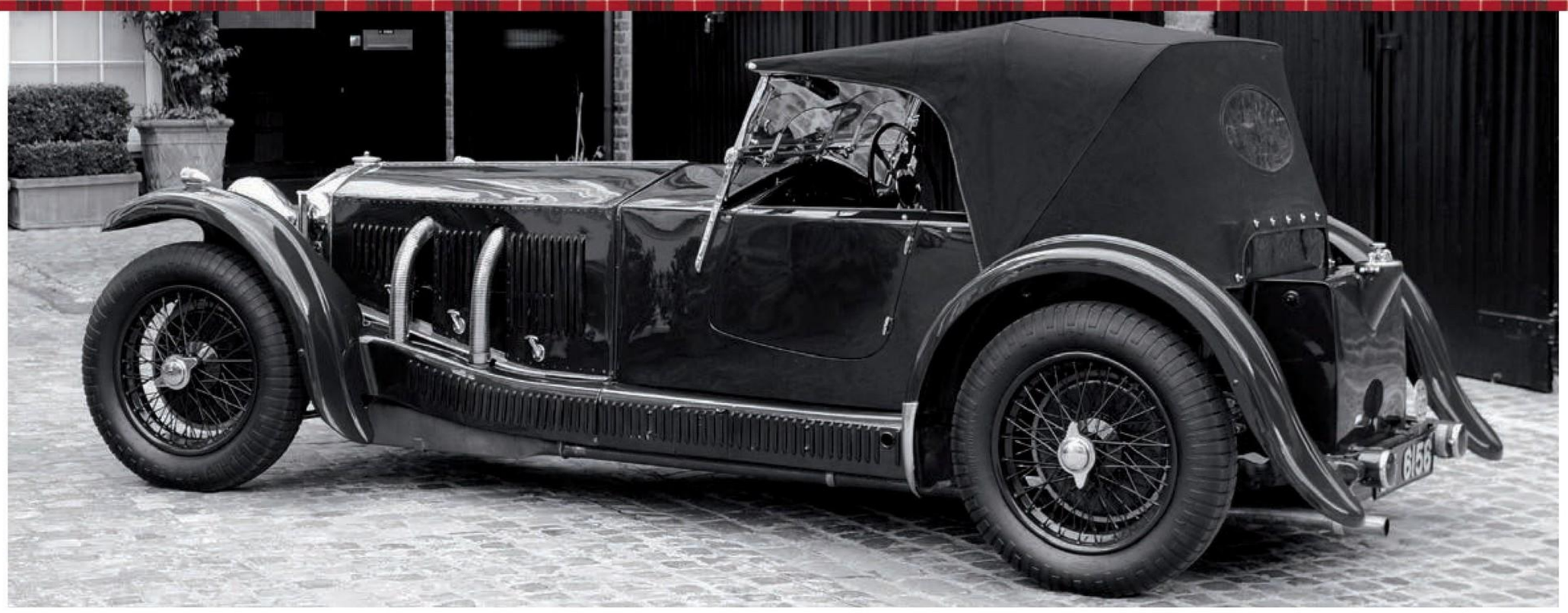
Future Le Mans winner Jean-Pierre Jaussaud in Motul M1 at Thruxton in '73

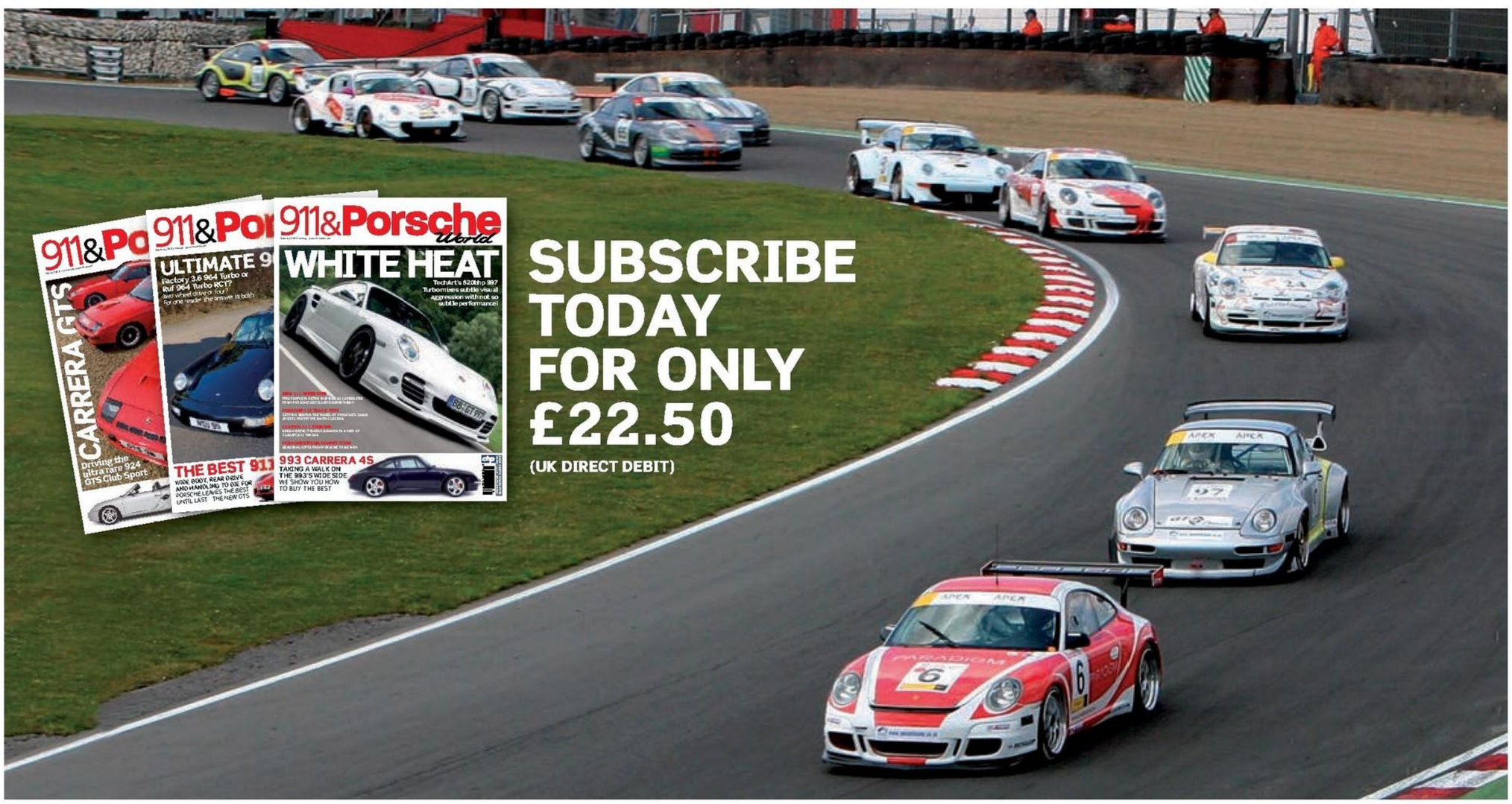
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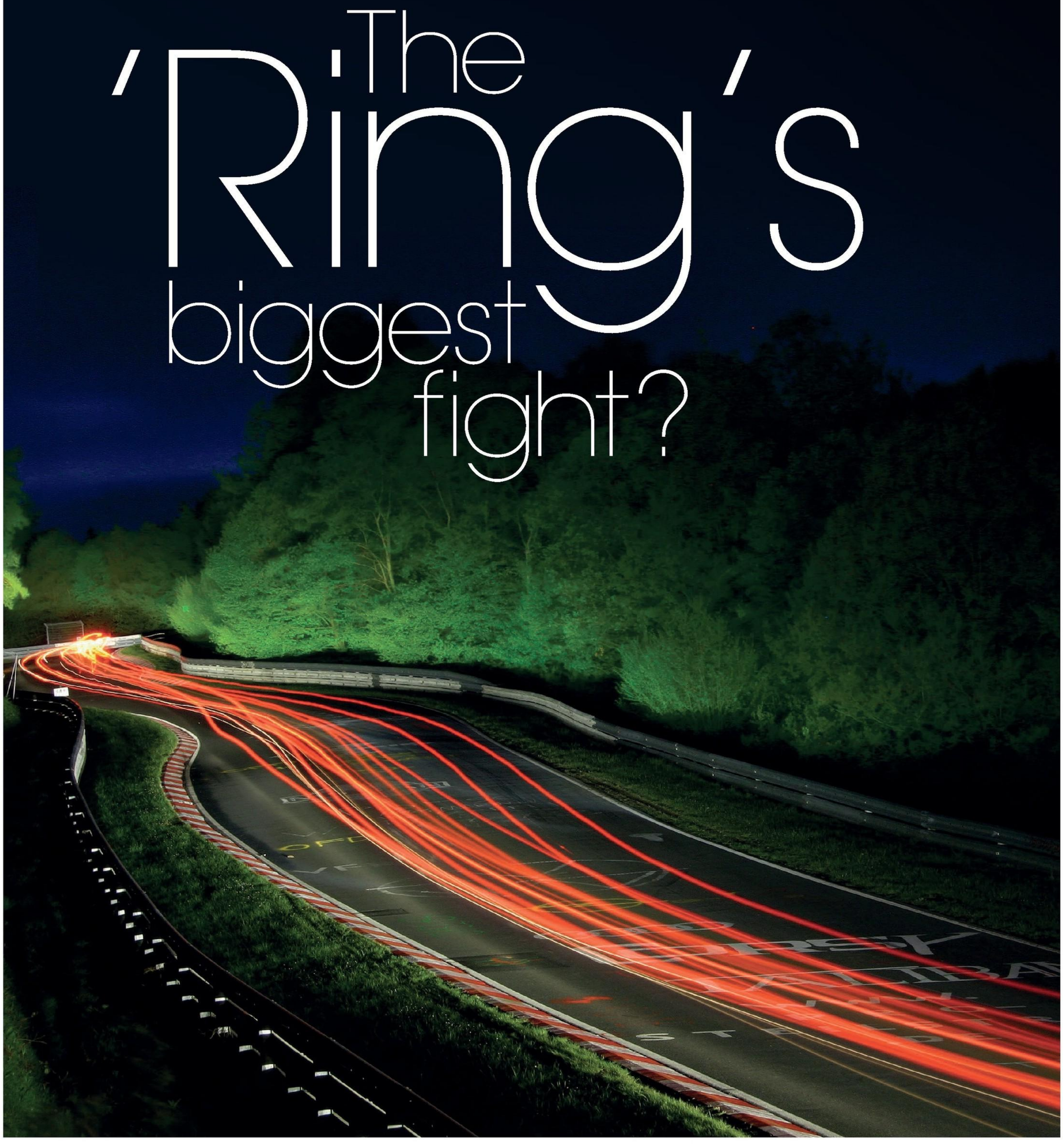
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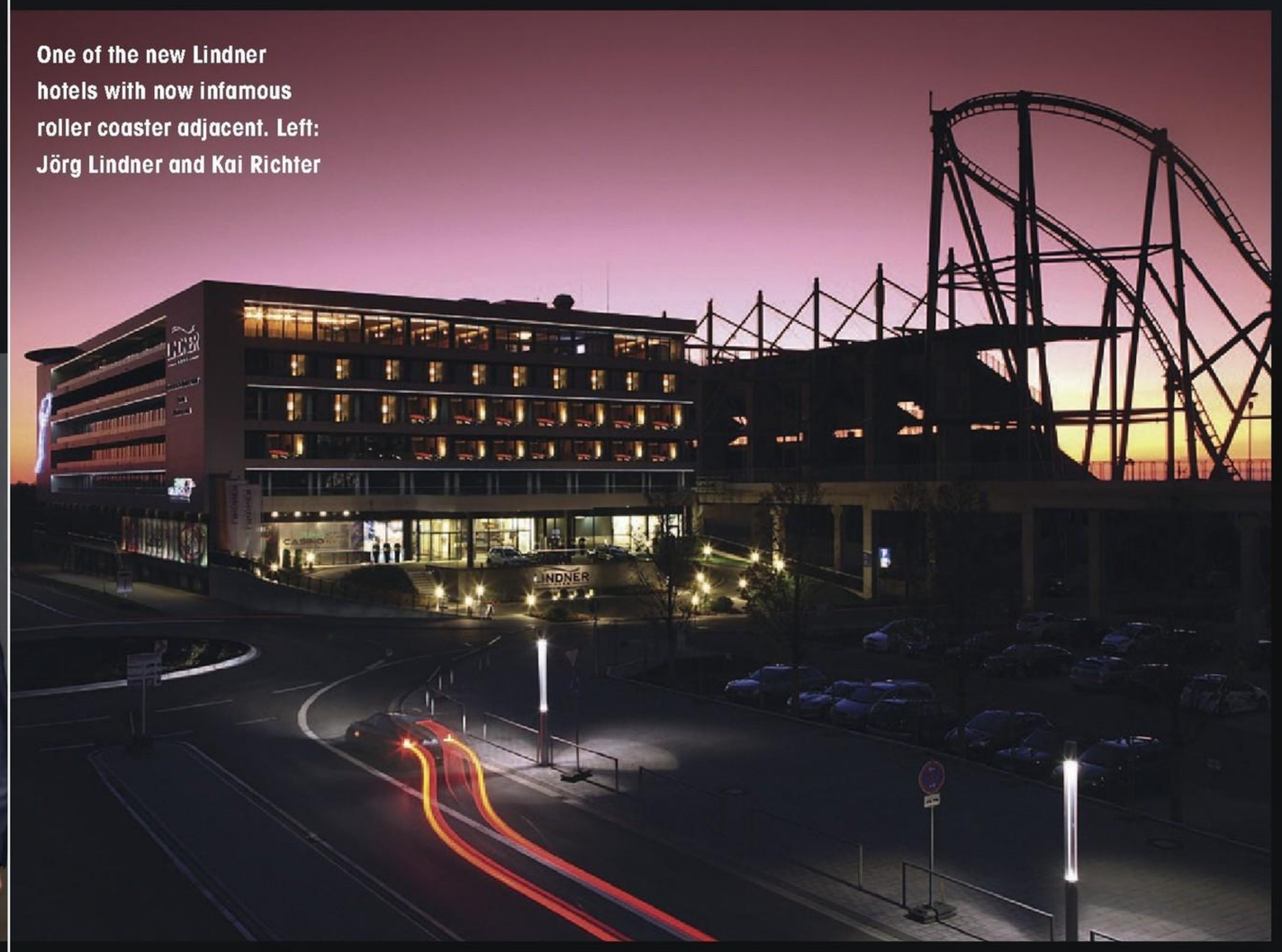




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The 'Ring's biggest fight?





One of the new Lindner hotels with now infamous roller coaster adjacent. Left: Jörg Lindner and Kai Richter



Developers trying to turn a profit at the Nürburgring are embroiled in a bitter dispute with local businesses that has cast a shadow over this great circuit

BY ED FOSTER

The first glimpses of spring abound in the Eifel mountains. There are bright blue skies overhead, but the atmosphere at the Nürburgring – the world's greatest and most infamous race circuit – is far from cheerful. Why? We need to rewind seven years to get to the beginning of one of the most expensive and controversial revamps of a race venue ever seen.

Like many circuits around the world the Nürburgring was losing money. Despite the thousands of tourist laps, the manufacturer interest and a packed racing schedule, the 'Ring needed to be turned into a profit-making enterprise. In 2004 former Nürburgring CEO Walter Kafitz and chairman of the 'Ring's supervisory board – and regional finance minister – Ingolf Deubel decided that the best way out was through investment. Investment that would allow the development of hotels, a new village complete with restaurants and nightclub, a new 'boulevard' that would act as an events area and shopping mall, and even a casino. The total cost? Over €200 million.

Investors were duly sought, but come 2007 not a single one had been found. Since its inception in 1927 the Nürburgring has been publicly owned – 90 per cent by the state of Reinland-Palatinate and 10 per cent by the smaller region Ahrweiler – and so the huge cost of the development looked set to fall on their shoulders. Despite this, project 'Nürburgring 2009' was given the green light and building work commenced.

"The concept was to use private money for half of it," says Ron Simons, owner of car rental, driver training and track day company RSR Nürburg. "Without the private money it wouldn't go forward and they kept saying that it was there, but it never appeared." The obvious anger from the general public – whose tax would now be used to fund the project in its entirety – lead to Deubel resigning immediately once it became clear that the promised private investment had not materialised.

The state, needing someone to take the helm of a new development that was escalating in cost every day, turned to Kai Richter, who had first been approached as a potential investor. Hotel owner Jörg Lindner was also brought in, and the pair have been given a 20-year lease to run Nürburgring Automotive GmbH on behalf of the state. By the end of 2010, though, the estimated cost of the development – dubbed 'NüroDisney' by critics – had reached a staggering €500 million. The roller coaster that ran alongside the Grand Prix circuit and through the boulevard still wasn't »»»

Anthony Soete

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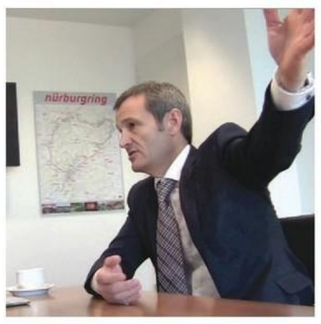








Top and below: Lindner is adamant that motor sport isn't enough to attract visitors to the 'Ring. Above: entrance to boulevard of shops near the circuit. Bottom: Grüne Hölle fan shop; inside the boulevard the lack of visitors was apparent









working, and the locals were becoming increasingly concerned that the Nürburgring was about to spiral out of control.

There were problems before the building even started, however, as unbeknown to many people the visitor numbers on which the project was based were inaccurate. "The visitor numbers were hugely exaggerated," confirms current director of the management team Lindner. "That's down to my predecessors and it's been a problem. I think if my partner [general manager Richter] had known about the size of the real figures, the scale of the development would have been different.

"Today, I know they're not true, but does this help me do my job of making the Nürburgring profitable? No. Do I care? No, because I have other things to think about."

News about the money that had been spent on the Nürburgring travelled fast, and rumours that locals were being forced out of business due to Richter and Lindner creating a monopoly travelled even faster. 'Ring 'taxi driver' and well-known circuit specialist Sabine Schmidt's family runs the Hotel am Tiergarten in Nürburg and she has been very outspoken on the new Lindner hotels and whether or not people are being forced to use them when they visit the track.

"We used to get lots of manufacturers using Tiergarten when they came to test, but since Lindner and Richter have arrived all of them now stay in the Lindner hotels because they said that if they didn't stay there, they wouldn't be able to use the track. It seems pretty strange that all of them have left. I'm now about €200,000 down in the last 12 months compared to the previous year."

I mention this to Lindner, who is clearly angry about the rumours. "That is absolute bullshit. Complete bullshit. I have just come from a meeting with the manager of the hotel you're staying in – Blau Ecke – and we are actually promoting her hotel and other hotels on our website." My shock that he knows where I'm staying despite my not having told anyone thankfully doesn't show, and he continues: "It's absolutely not true and these rumours are being spread by people in Nürburg who have a special interest in doing that."

The word monopoly keeps appearing throughout my time at the 'Ring, though, and it's not long before the 'Ring card' is brought up. Last year a card was introduced to visitors that had to be topped up with money and which could then be used at various restaurants and bars in the area, most of which are owned by Lindner and his team.

"The Ring card is being accepted without problems," argues Lindner. "It makes things easier for our catering partners as it speeds up service." However, it doesn't fit so well with Simons or Schmidt. "A new thing this year is that when you buy a certain amount of tourist laps you get a voucher to use in the Lindner businesses," says Simons. "For example, if you buy four laps for €89 you also get a €10 food and drinks voucher for the Eifeldorf Grüne Hölle [the new Green Hell village with restaurants and nightclub run by Lindner and Richter] and also a ring°werk ticket [the new motor sport leisure complex, also run by Lindner and Richter].

"If you get a free ticket for lunch, of course you're going to use it. But it's not free – they say it's free but it's not. The prices have gone up by five or 10 per cent over the last year, so you definitely pay for it. They will tell you that everyone is free to join – yeah, right. It's just taking away more customers from local businesses without competing on a fair basis."

> "Visitor numbers were hugely exaggerated. It's been a problem"
>
> JORG LINDNER

Prices going up is a sore point as there are also claims that the industry pool – a group of car manufacturers and companies that use the Nürburgring for testing – has had its prices bumped up from €1m to €10m. It's a figure that has made many of them question the power of testing on the Nordschleife. "I would be really happy to confirm that, but it's bullshit," says Lindner. "It is absolutely not true. We are talking about companies like Aston Martin and Porsche. Do you really think that a medium-sized company like ours could pull the world's automobile industry over the table? It's ridiculous. We can go to our accounting department and I can show you the signed contracts."

There may well have been signed contracts, even if he didn't get round to showing me them, as various companies have confirmed that they have signed. However, since visiting the Nürburgring I have spoken to a couple of manufacturers who claimed that yes, prices *had* been increased, and not just to €10m, but a staggering €25m. They have gone back with a counter offer and say that the negotiations have not yet finished.

The whole reason behind the development was to introduce new visitors to the region – people who would otherwise not come and spend their money in the area. "It's built for a type of visitor that doesn't exist," says

Simons. "The only reason people come here is because of the track and *nothing* else. They wanted to attract people who would otherwise be at Disneyland in Paris, but that's not going to work. Nowadays you can fly to Brazil in a day and people just don't want to spend a mainstream holiday in the Eifel region anymore."

Lindner disagrees, despite having had reservations about the scale of the development. "If you look at the figures for Formula 1 here over the last few years the numbers are going down. You can't change motor sport itself, so you have to look elsewhere. Thanks to the new facilities we had 25,000 people here between November 2010 and February this year. None of them used the track, which means that our hotels are working as a complimentary product. We are not competing with the little hotels because they can't handle those numbers or hold conferences."

But none of this helps Ron Simons, whose company – which survives thanks to the Nordschleife – has been banned from using the track by Richter and Lindner.

"We can't put our cars or our instructors on the track," explains Simons. "We can usually have customers here all year round – 200 days a year – so if we can't overturn the ruling soon it doesn't look good. They accused us of everything, but mostly it was because of breaches in their safety regulations, which is ridiculous. They want to get rid of us because we are a successful company with a large budget and they want our business."

"We have very strict safety rules," counters Lindner, "and everybody sticks to those apart from Mr Simons who has been constantly in conflict with them. We have a lot of companies that do what he does which we co-operate with, without any problems." I ask which safety rules he actually broke? "His cars were not safe for starters," claims Lindner.

RSR has had 10,000 customers since it opened 10 years ago and Simons argues that he has only ever had three customers – who didn't have his instructors beside them – who have had to go to hospital because of an accident (two of which were just precautionary checks). When you consider that up to 30 accidents happen on the Nordschleife on busy tourist days, a 0.0003 per cent accident rate isn't bad at all. Simons took Lindner and Richter to court and lost, which Lindner is keen to point out. "It has been to court and we were proved right and he was proved wrong," he says. Simons is appealing the decision through the German and European courts.

The numbers may be looking up according to Lindner, but when I had a look around the boulevard and the Grüne Hölle there was not a soul to be seen. Nor were they busy during the famous 24-hour race in 2010 when I was also there. "Yes, but the 24-hour race is different," claims Lindner, who points out that the majority of fans camp at the event and don't stray far from their campsites. Of course, this time I was at the 'Ring pre-season, so no firm conclusions can be drawn from the photographs, however worrying they may appear.

The fact remains that RSR Nürburg, Scuderia Hanseat (one of the most established driving schools in the world with 52 years experience on the Nordschleife) and the Dorint Hotel have all filed lawsuits against Richter and Lindner through DG Competition at the European Union in Brussels and Bundeskartellamt (the EU counterpart for inter-German affairs). It is a clear indication that all is not well at the Nürburgring.

Sadly Kai Richter couldn't make our scheduled meeting and when I tried to contact him afterwards I was told that Lindner handles the interviews. Richter was involved in the project planning and its implementation, so any questions about these aspects were rejected by Lindner, who wasn't involved in the project until May 2010. Still, Lindner and Richter have a rent to pay to the state (reportedly €2m for the first year, €5m the next and €15m thereafter) and to do this they must make the Nürburgring a profitable enterprise. Lindner is adamant that much of the media attention is down to the elections that are taking place on March 28 (after *Motor Sport* closed for press) and the opposition wanting to dirty the current labour leaders, Socialistisch Democratische Partei.

> "They want to get rid of us because we're a successful company"
>
> RON SIMONS

What is certain is that the Nürburgring has lost (hopefully only temporarily) one of its best-known and respected track day companies in the shape of RSR.

So will the Nürburgring look drastically different when you visit? The development aside, no. Tourist driving will continue throughout the year, as will the regular race meetings. However, under the surface much has changed, the circuit has lost some of its charm and local businesses are struggling to survive. Only time will tell whether the unique atmosphere at one of the world's most famous circuits has been irrevocably ruined. Ⓜ











Top and below: Nordschleife veterans Sabine Schmidt and Ron Simons have accused Lindner and Richter of running a monopoly. Above: Simons's RSR Nürburg business no longer has access to the 'Ring. Bottom: roller coaster track runs through deserted boulevard





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2008/09 - PORSCHE 997 TURBO COUPE MANUAL 2009 MODEL (GT SILVER METALLIC) 11,000 MILES.
Black Leather Interior 'Sport Chrono Pack' (PCM) (PSM) (PASM) (Touch Screen Sat Nav) (Telephone Module) BOSE Sports Suspension Sport Mode Xenon Headlights USB & IPOD Connection Climate Control Xenon Headlights 19" Turbo Alloys OPC Service History

2007 - PORSCHE 997 TURBO COUPE TIPTRONIC S (ARCTIC SILVER METALLIC) 21,000 MILES.
Black Leather Interior 'Sport Chrono Pack' (PCM) (PSM) (PASM) (Sat Nav) (Telephone Module) BOSE Cruise Control Sports Suspension Sunroof Sports /Electric/Heated/Memory Seats CD Changer Park Assist Climate Control Xenon Headlights 19" Turbo Alloys OPC Service History

2007 - PORSCHE 997 TURBO COUPE MANUAL (BASALT BLACK METALLIC) 25,000 MILES.
Black Leather Interior 'Sport Chrono Pack' (PCM) (PSM) (PASM) (PCCB - Porsche Carbon Ceramic Brakes) (Sat Nav) (Telephone Module) BOSE Tracker Short Shifter Sunroof Sports/Electric/Memory Seats Climate Control Xenon Headlights 19" Turbo Alloy OPC Service History

2006 - PORSCHE 997 TURBO COUPE TIPTRONIC S (GT SILVER METALLIC) 22,000 MILES.
Black Leather Interior 'Sport Chrono Pack' (PCM) (PSM) (PASM) (Sat Nav) (Telephone Module) BOSE 6CD Changer Cruise Control Park Assist Sport Mode Sunroof Heated/Electric/Memory Seats Multifunction Steering Wheel Climate Control Xenon Headlights 19" Turbo Alloys OPC Service History

2009 - PORSCHE 997 C4S COUPE PDK (GEN II) (BASALT BLACK METALLIC) 5,000 MILES.
Black Leather Interior 'Sport Chrono Plus' (PCM/Voice Control) (PSM) (PASM) (Touch Screen Sat Nav) (Telephone Module) BOSE I-Pod 6CD Changer Sunroof Climate Control Xenon Headlights 19" Sport-Design Alloys OPC Service History

2007 - PORSCHE 997 C4S CABRIOLET TIPTRONIC S (BASALT BLACK METALLIC) 27,000 MILES.
Charcoal Leather Interior (PCM) (PSM) (PASM) (Sat Nav) (Telephone Module) BOSE DVD Player Heated/Electric/Memory Seats Lumbar Support On-Board Computer Climate Control Xenon Headlights 19" Sport-Design Alloys OPC Service History

2006 - PORSCHE 997 C4S COUPE MANUAL (BASALT BLACK METALLIC) 13,000 MILES.
Black Leather Interior 'Sport Chrono Pack' (PCM) (PSM) (Sat Nav) (Telephone Module) Sport Suspension Sport Mode White Dials CD Changer Parking Assist Climate Control Xenon Headlights 19" Sport Alloys OPC Service History

2007 - PORSCHE 997 C2S CABRIOLET MANUAL (ARCTIC SILVER METALLIC) 20,000 MILES.
Navy Leather Interior Navy Roof (PCM) (PSM) (PASM) (Sat Nav) (Telephone Module) BOSE DVD Player/6 CD-Changer Sports/Electric Seats Park Assist Multi-Function-Steering-Wheel Climate Control Xenon Headlights 19" Sport-Design Alloys OPC Service History

2006 - PORSCHE 997 C2S CABRIOLET MANUAL (BASALT BLACK METALLIC) 27,000 MILES.
Full Black Leather Interior 'Sport Chrono Pack' (PCM) (PSM) (Sat Nav) (Telephone Module) BOSE 6 CD Changer Heated/Sports Seats Rear Park Assistance Crested Headrests Climate Control Xenon Headlights 19" Carrera S Alloys OPC Service History

2005 - PORSCHE 997 C2S CABRIOLET MANUAL (BASALT BLACK METALLIC) 65,000 MILES.
Black Leather Interior 'Sport Chrono Pack' (PCM) (PSM) (PASM) (Sat Nav) (Telephone Module) BOSE DVD Player/6 CD Changer Heated/Electric /Memory Seats Aluminium Look Centre Console Cruise Control Multifunction Steering Wheel Climate Control Xenon Headlights 19" Sport-Design Alloys OPC Service History

2006 - PORSCHE 997 C2S COUPE TIPTRONIC S (ARCTIC SILVER METALLIC) 34,000 MILES.
Black Leather Interior (PCM) (PSM) (Sat Nav) (Telephone Module) BOSE CD Changer Computer Sport Suspension Sports/Electric/Memory Seats Park Assist Rear Wiper Climate Control Xenon Headlights 19" Classic Alloys OPC Service History

2005/6 - PORSCHE 997 C2S COUPE TIPTRONIC S (ARCTIC SILVER METALLIC) 20,000 MILES.
Black Leather Interior (PCM) (PSM) (Sat Nav) (Telephone Module) BOSE Sports Suspension Sports Exhaust Sports/Heated Seats CD Changer Parking Assistance Multifunction Steering Wheel Sunroof Climate Control Xenon Headlights 19" Carrera S Alloys OPC Service History

2005 - PORSCHE 997 C2S COUPE TIPTRONIC S (GT SILVER METALLIC) 56,000 MILES.
Black Leather Interior 'Sport Chrono Pack' (PCM) (PSM) (PASM) (Sat Nav) (Telephone Module) BOSE DVD 6 CD Changer Multifunction Steering Wheel Electric/Sports Seats Park Assist Climate Control Xenon Headlights 19" Sport-Design Alloys OPC Service History

2004/5 - PORSCHE 997 CARRERA 2 TIPTRONIC S (ARCTIC SILVER METALLIC) 48,000 MILES.
Full Black Leather Interior (PCM) (PSM) (Satellite Navigation) (Telephone Module) BOSE Multifunction Steering Wheel Heated/Electric Seats Cruise Control Rear Wiper Climate Control Xenon Headlights 19" Classic Alloys OPC Service History

PORSCHE 996 / GT3 / GT2 / TURBO / C4S / C2 / C4

2003 - PORSCHE 996 GT2 COUPE MANUAL (BASALT BLACK METALLIC) 31,000 MILES.
Black Leather Interior (PCCB - Porsche Carbon Ceramic Brakes) Climate Control Small Aluminum Pack GT2 Bucket Sports Seats 18" Porsche GT2 Light-Weight Alloy Wheels Official Porsche Centre Service History

2002 - PORSCHE 996 GT2 COUPE MANUAL (POLAR SILVER METALLIC) 25,000 MILES.
Black Leather Interior (Sat Nav) (PCCB - Porsche Carbon Ceramic Brakes) Porsche Radio & Single CD Player Climate Control Small Aluminum Pack Bucket Sports Seats Recent Service & New Tyres Park Assistance 18" GT2 Light Weight Alloy Wheels Official Porsche Centre Service History

2003 PORSCHE 996 TURBO COUPE TIPTRONIC – AERO KIT (MIDNIGHT BLUE METALLIC) 43,000 MILES.
Black Leather Interior (PSM) BOSE Porsche Crested Headrests Rear Wiper CD Player Sports Seats Sunroof Alcantara Headlining Headlights Electric Sunroof Climate Control Xenon Headlights 18" Turbo Alloys OPC Service History

2001/2 - PORSCHE 996 TURBO COUPE MANUAL (MERIDIEN SILVER METALLIC) 44,000 MILES.
Mid Grey Leather Interior (PSM) (Sat Nav) (Telephone Module) BOSE CD Changer Sunroof White Dials Computer Climate Control Xenon Headlights 18" Turbo Alloys OPC Service History

2001 - PORSCHE 996 TURBO COUPE TIPTRONIC (ARCTIC SILVER METALLIC) 40,000 MILES.
Mid Grey Leather Interior (PCM) (PSM) (Sat Nav) (Telephone Module) Electric Memory Seats Electric Sunroof Climate Control Xenon Headlights 18" Turbo Alloys OPC Service History

2005 - PORSCHE 996 C4S COUPE TIPTRONIC S (MIDNIGHT BLUE METALLIC) 48,000 MILES.
Metropole/Navy Leather Interior (PCM) (PSM) (Sat Nav) (Telephone Module) BOSE 6CD Changer Sports Exhaust (Switchable) White Dials Aluminium Interior Trim/Threshold-Plates Electric/Heated/Memory Seats Alcantara Headlining Rear Wiper Climate Control Bi-Xenon Headlights 18" Porsche Techno Alloy Wheels OPC Service History

2002 - PORSCHE 996 TARGA TIPTRONIC (SEAL GREY METALLIC) 74,000 MILES.
Black Leather Interior (PSM) (Sat Nav) (Telephone Module) BOSE CD Changer Crested Headrests Full Carbon Pack Cruise Control Sports/Electric Seats Climate Control Xenon Headlights 18" GT3 Split-Rim Alloys OPC Service History

2002/3 - PORSCHE 996 C2 CABRIOLET MANUAL (MIDNIGHT BLUE METALLIC) 47,000 MILES.
Black Leather Interior (PSM) (Sat Nav) (Telephone Module)Kenwood Stereo With MP3 & DVD Player Stereo Pack Sports/Heated Seats Aluminum Pack Uprated Radio System & CD changer Climate Control 18" Turbo Alloys OPC Service History

2002/3 - PORSCHE 996 C2 COUPE MANUAL (ARCTIC SILVER METALLIC) 46,000 MILES.
Black Leather Interior (PSM) Porsche Radio with CD Player Heated Seats Rear Wiper Park Assistance Climate Control 18" Carrera Alloy Wheels Official Porsche Centre Service History

1999 - PORSCHE 996 C2 COUPE MANUAL (BASALT BLACK METALLIC) 76,000 MILES.
Full Black Leather Interior GT3 Rear Wing/Spoiler Porsche Radio Rear Wiper 4 CD Holder Climate Control 18" Porsche Turbo Alloy Wheels Full Porsche Service History

PORSCHE 993 / TURBO / C2S / C4S / C2 / C4 / TARGA

1997 - PORSCHE 993 TURBO COUPE MANUAL (FOREST GREEN METALLIC) 29,000 MILES.
Cashmere Leather Interior Uprated Full Carbon Fibre Pack Rear Roof Spoiler Integrated Break Light White Dials Electric Sunroof Electric Seats Sports Seats Rear Wiper Lightweight Pedals Stainless Steel Kick-Plates Turbo Red Calipers Climate Control 18" Split Rim Multi Spoke Alloys OPC Service History

1995 - PORSCHE 993 TURBO COUPE MANUAL (BASALT BLACK METALLIC) 51,000 MILES.
Grey Leather Interior On-Board Computer Electric Sunroof/Seats Sports Seats Rear Wiper
Uprated Sony CD Radio Nokia Digital Sound System Sports Seats Turbo Red Callipers Full Climate Control Porsche 18" Alloy Wheels Full OPC Service History

1996 - PORSCHE 993 TURBO COUPE MANUAL (MIDNIGHT BLUE METALLIC) 67,000 MILES.
Classic Grey Leather Interior Rear Roof Spoiler Integrated Break Light On Board Computer Electric Sunroof/Seats Sports Seats Rear Wiper Uprated Sony Stereo/CD Player Turbo Red Callipers Full Climate Control 18" Porsche Turbo Alloy Wheels Full OPC Service History

1996 - PORSCHE 993 C4S COUPE MANUAL (IRIS BLUE METALLIC) 59,000 MILES.
Marble Grey Leather Interior with Blue Dash Sunroof On Board Computer Electric Seats Sony Radio & CD Changer Electric Windows/Mirrors Rear Wiper Porsche Climate Control 18" Turbo Alloys OPC Service History

1995 - PORSCHE 993 C2 COUPE MANUAL (RS-SPEC) (MIDNIGHT BLUE METALLIC) 58,000 MILES.
Marble Grey Leather Sports Seats Sunroof CD Radio RS Specification Onboard Computer Electric Windows/Mirrors/Sunroof Sports Seats Rear Wiper Climate Control New 18" Porsche Turbo Alloy Wheels & Tyres OPC Service History

1996 - PORSCHE 993 C2 TARGA TIPTRONIC S (MIDNIGHT BLUE METALLIC) 68,000 MILES.
Klassik Grey Leather Interior Onboard Computer Uprated Blaupunkt DAB/CD Player Rear Windscreen Wiper Tinted Top Windscreen Immobiliser Electric Targa-Top Roof Electric Windows/Mirrors Electric Seats Climate Control 17" Porsche Alloy Wheels Full OPC Service History

1994 - PORSCHE 993 C2 CABRIOLET TIPTRONIC (RIVIERA BLUE) 82,000 MILES.
Navy Blue Leather Interior Full Restoration Electric Windows/Mirrors/Hood Adjustable Sports Suspension Turbo Rear Spoiler & RS Front Spoiler (Original Spoilers & Bumper Included Also Painted Riviera Blue) Climate Control 16" Porsche Carrera Alloy Wheels Full OPC Service & Specialist Service History

1988 - PORSCHE 911 CARRERA 3.2 COUPE MANUAL (GRAND-PRIX WHITE) 88,000 MILES.
Navy Leather Interior/White Piping Sports/Electric Seats Pioneer Stereo & CD Changer Rear Wiper Sunroof Porsche Fuchs 16" Alloy Wheels Full Porsche Service History

PORSCHE BOXSTER
Model Types 2.5 / 2.7 / 3.2 S

2008 - PORSCHE BOXSTE R 'S' 3.4 MANUAL SPORT EDITION 300 (BASALT BLACK METALLIC) 12,000 MILES.
Black Leather Interior 2 Owners From New White Dials Heated/Sports Seats Porsche Radio & CD Changer 19" Porsche Sport Alloys Official Porsche Centre Service History

FERRARI
Models from 1967 +

2004 - FERRARI 360 SPIDER F1 (TOUR-DE-FRANCE BLUE METALLIC) 16,000 MILES.
Sabbia Leather Interior Aluminium Brake Calipers Hi-Fi Pack Daytona Seats Full Ferrari Service History Major Service Just Carried Out All Original Keys & Alarm Fobs Present All Original Manuals Present Tracker 18" Ferrari Alloys Full Ferrari Main Dealer Service History

1998 - FERRARI 550 MARANELLO COUPE MANUAL (SILVER METALLIC) 53,000 MILES.
Full Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD Changer Climate Control Full Ferrari Main Dealer Service History

1995 - FERRARI F355 SPIDER MANUAL (GIALLO MODENA YELLOW) 26,000 MILES.
Full Black Leather Interior Electric Sports Seats Climate Control Sports Suspension 18" Ferrari Alloys Full Ferrari Main Dealer Service History

1976 - FERRARI 308 GT4 COUPE MANUAL (ROSSO RED) 84,000 MILES.
Rosso Red Cream Leather with Red Carpet Electric Mirrors Electric Windows 16" Ferrari Alloys Full Ferrari Main Dealer Service History

1972 - FERRARI DINO 246 GT (WHITE-ORIGINAL PAINT) 38,000 MILES.
One Owner over the last 35 years One of approximately 400 RHD cars only manufactured by Ferrari Black Leather Interior Electric Windows Complete Service History

1972 - FERRARI DINO 246 GT (ROSSO RED) 45,000 MILES.
Black Trim Original Right Hand Drive One Of Approximately 400 RHD Cars Only Manufactured By FERRARI Electric Windows Complete Service History Complete With Tools Fully Restored Recent Total Engine Rebuild Stunning Example

1967 - FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER METALLIC) 59,000 MILES.
Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repaint & Work Done By Ferrari Exceptional Condition Throughout

Other Models

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 MILES.
1 of 26 RHD Lightweights Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 28 Vehicles Manufactured.

1991 - AC COBRA LIGHT WEIGHT (SPEED YELLOW) 9,000 MILES.
Black Leather, 1 of 26, RHD, Lightweight's, Previously Owned By Rod Stewart 1st Class Specification Previously Owned By Rod Stewart 9,000 Miles Yellow Coachwork With White Stripes Full Black Leather Trim Full Weather Equipment Side Exhausts AC/Shelby Alloy Wheels Blue Printed Engine Roll Bar Many Extras

1974 - JAGUAR E - TYPE V12 ROADSTER MANUAL (BLACK METALLIC)
Full Black Leather Interior Royal Blue Mohair Hood 5.3 Litre V12 Engine Convertible Full Body-Off Restoration Convertible Metallic Black Full Black Leather Interior Royal Blue Mohair Hood 5.3 Litre V12 Engine Manual Transmission Convertible Full Body-Off Restoration

1936 - BENTLEY 41/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Leather Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Full Mid-Grey Leather Interior Sunroof Produced By Gurney Nutting Chassis # 25HM Engine Number F8BA Completely Original Throughout

2007 - MINI COOPER S (WORKS GP) MANUAL 1 OWNER (SEAL GREY METALLIC) ONLY 2,500 MILES.
Recaro Black Leather Interior Mini Works Spoiler/Body Addenda/Limited Slip Differential Recaro Heated Seats Multifunction Steering Wheel CD Changer Climate Control Xenon Headlights 18" GP Alloys Full Mini Service History

2006 - MINI COOPER S (WORKS GP) MANUAL (THUNDER BLUE METALLIC) 32,000 MILES.
Recaro Black Leather Interior 6 Speed Manual Mini Works Spoiler/Body Addenda/Limited Slip Differential Recaro Heated Seats Multifunction Steering Wheel CD Changer Climate Control Xenon Headlights GP 18" Alloy Wheels Full Mini Service History Mini Works

2002/52 - MINI COOPER S 1.6 MANUAL (SILVER METALLIC) 33,000 MILES.
Black Leather Interior (Sat Nav) (Telephone Module) Multifunction Steering Wheel On-Board Computer CD Radio Xenon Headlights Sunroof Rear Park Assist Rear Wiper 17" Mini Alloys Full Mini Service History

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A lesson in ambition

Lewis Hamilton's father Anthony knows how precarious the path to Formula 1 is, which is why he's trying to educate young karters – and their parents

BY ROB WIDDOWS

World Champion F1 racing driver Lewis Hamilton has a lot to answer for. So does his father-the-grafter Anthony. When Lewis swept into Grand Prix racing in 2007, and came close to winning the World Championship in his first year, he left in his wake a trail of youngsters who thought they too could pull off this trick.

Some sought advice from the Hamiltons, but too many did not, and that's where the problems started. And it is also why a scheme called Formula Kart Stars (FKS), whose patrons include Bernie Ecclestone, is working hard to help young racers find their feet. And prevent too many more dads losing their shirts.

FKS is managed by Carolynn Hoy (née Grant-Sale), the former kart racer who was runner-up in the 1982 British Championship. Carolynn bought the McLaren-Mercedes Champions of the Future series from Martin Hines who, with Ron Dennis and Norbert Haug, had established it as a path to Formula 1.

"In the early days I spoke to [Red Bull team boss] Christian Horner and asked what an F1 team is looking for in a driver. His answers surprised me," says Carolynn. "Teams are increasingly looking for drivers who are highly educated – ideally in physics, chemistry and maths – because they have to listen to engineers, understand what they're saying, apply what they hear, and then deliver. They also have to understand how a car is built, how it works and why. Karting, he said, is still important experience, but top five is fine, they don't have to be championship winners.

"I also wanted to tackle costs. Some teams were charging more than £100,000 a year to go kart racing. This is crazy. Two years ago Tom Ingram won one of our championships on £10,000 using one engine and one chassis, with his father running the team and looking after the kart. They had the confidence, whereas many parents just want to pay a team to put their son at the front. What pleases me most is the support we've had. Bernie Ecclestone takes a real interest, even though he has far bigger fish to fry. He's telling all the Grand Prix circuits that they have to build a kart circuit as part of their plans – that's fantastic."

> "Fine, you want to go motor racing, but don't neglect your studies"

Many youngsters have tried to emulate Lewis Hamilton's mercurial rise through the ranks – a career nurtured, lest we forget, by McLaren. The chances of a schoolboy finding a McLaren contract in his pocket, however, are slim.

Anthony Hamilton no longer manages Lewis, but he remains involved and now looks after new Force India driver Paul di Resta – a former Stars of Tomorrow winner – and Dutch kart champion Nyck de Vries. What is left of his time is devoted to FKS in the hope of helping young racers avoid falling by the wayside.

Anthony is tough to track down. People to see, things to do, never in one place for very long. You have to be persistent, just like him. But when he does sit down to talk he makes a lot of sense and is keen to pass on what he's learnt on his own journey to F1.

"Very few young drivers are going to make it to F1 and the problem is that along the way many of them get lost," he says. "Their parents get into financial difficulties, and children end up with no education, no money and broken homes. They have also missed other opportunities while chasing that elusive chance of a place in F1.

"The purpose of Formula Kart Stars is to set out a baseline for youngsters and their families who want to experience motor sport at various levels, and to combine that with a proper education. When Lewis was a kid, we did the Champions of the Future series, and that meant taking him out of school for one or two days a week, or a week if we were racing in Scotland. So I made sure Lewis had a private tutor and kept up with his studies, because if you're going to be in F1 you need to be smart enough to stay in F1."

So how can FKS help change the mindset of ambitious children and their families?

"The emphasis is on education," explains Anthony. "Fine, you want to go motor racing, but don't neglect your studies. And for parents we advise them not to mortgage themselves to the hilt in the pursuit of a dream, to take it one step at a time. We want to maximise ›››















Clockwise from top left: as a young karter, Lewis Hamilton was famously picked up by McLaren; big names to support to the category include John Surtees, Stirling Moss and Bernie Ecclestone; Lewis credits Champions of the Future with helping him reach F1; Formula Kart Stars at the Rowrah track last year; Paul di Resta is another F1 driver with karting roots; Lewis with FKS boss Carolynn Hoy, and his 'True Grit' winners at McLaren's HQ; FKS isn't just about the racing...



Patrick Gosling/kartpix.net



The Hamiltons, with FKS TV presenter Ed Hoy, want other families to benefit from their experience

the potential of kids who go karting so that those who don't make it as drivers can still achieve in other areas.

"I know many families who were racing at the same time as us who are now bankrupt, the parents have split up, and the kids have much worse career opportunities than they would have had if they'd stayed in school. It's tragic."

So how far do the Hamiltons accept that they laid a trail precious few can follow, that most fathers won't get three jobs at once to pay for the best equipment, and not every son has the commitment and drive to take him all the way?

"When Lewis went to F1 we had hundreds of people writing to us asking how we did it, how do they do the same," says Anthony. "Then we heard of families who'd sold their houses in Kent and moved to Italy to go racing in the hope of emulating what Lewis had done. One of our objectives now is to put something back, make sure people don't try to copy what we did. It was very hard work, we pulled together as a team, we had a plan, and we always had in mind that – if the plan failed – then Lewis still had his education and there would be other options. Too many kids have given up their education, and that's not good news."

Agreed, but surely he can understand the passion of these children and their families?

"Us parents, especially us fathers, are a competitive bunch of people. We want our kids to be the best, and I was probably no different," he concedes. "But I kept my feet on the ground. I honestly believe that when you look at Lewis, what distinguishes him from other drivers is that he is a unique individual, and I think it will be a long time before somebody else like Lewis comes along and makes it to F1 in that way.

"Everybody has a unique ability, though that may not be as a Formula 1 driver – it may be as something else in the business. It's a matter of having the presence of mind, and having parents with the same open-mindedness who can accept that their son may not be the next Lewis Hamilton. Instead they have to look at what else the sport has to offer."

Time, then, to hear from the man himself, the boy karter who made it all the way to the top. Lewis Hamilton, now a FKS patron, will never forget his roots. Last winter he invited the winners of his 'Lewis Hamilton True Grit' award (presented at each of the 12 FKS rounds) to spend the day with him at the McLaren Technology Centre in Woking.

"I wouldn't be where I am today had I not done what was then the McLaren-Mercedes Champions of the Future series," he says. "All the top guys in F1 came from karting, it's where you learn so much that helps you in the future. But first and foremost you need to ask yourself how much you want it, and you have to commit yourself, make sacrifices, take every opportunity and listen to people around you who've been in the sport for longer than you have. They will pass on some valuable knowledge.

"When I started, I don't think I really thought so much about the future, I just wanted to go racing, to learn – and to win. Later you know what you can do, where you want to go, and being in a series like FKS helps you focus."

Back in the F1 paddock this year, Hamilton Sr is not anxious to take on a stable of superstars. He's more concerned with guiding talented people in the right direction at the beginning. For those lucky few who do make it to the top, the job may not yet be done. Anthony thought that he and Lewis were well prepared for the political labyrinth that is F1. In many ways they were, but in some they were not.

"I knew you had to be smart to be there," he reflects, "but nothing prepares you for some of the things we encountered in the first three years. You go in believing in people, believing in humanity, and you keep your eyes open. You try to do the decent thing and then you start to realise that perhaps this is not what the business is all about. I don't want to go into any detail about some of the things that went on, but I'm now well prepared for any of that – and now I can advise my drivers to do things a little differently. I tell them not to wear their hearts on their sleeves and be careful what they say. It's not just about being a racing driver, or about money, fame and glory. It's a great business to be in, but you need to be careful how you go about it, and you must be there for the right reasons."

Bernie Ecclestone rarely lends his name and influence to anything outside his control. But he is supportive of this karting enterprise, deciding to adopt the scheme in 2009 and rename the Stars of Tomorrow series as Formula Kart Stars.

Not only does he invest in FKS and sponsor the Sky TV coverage, he also awards a 'Bernie Ecclestone Driver of the Day' prize at each race. Two years ago he flew the winners of this prize to Monza for the Italian Grand Prix. He is passionate, too, about the educational aspects, coming up with the FKS strapline 'the road to Formula 1 through racing and education'.

"I have a feeling," he says, "that in the future our F1 World Champions may well come from Formula Kart Stars. That's why Formula One Management supports the scheme."

The signs are that Carolynn Hoy and Anthony Hamilton have created a valuable school for would-be racing drivers. The ethos is clear, and is communicated at every opportunity by a man who speaks from experience.

"I think we have a unique agenda, and we're seeing a great crop of young drivers coming through who are not only fast but smart," says Hamilton. "Our question is not 'how deep are your pockets?' but 'how big is your heart?' We want to know that they have a commitment to fulfilling themselves in the right way, at the right pace, just as they would in school."

This, in many ways, is what a 21st-century Grand Prix team is looking for. A modern F1 car is a highly sophisticated machine, increasingly packed with complex technologies, and testing is severely limited. Yes, the top teams still seek the fastest drivers, but these days they want to see brains as much as bravery.

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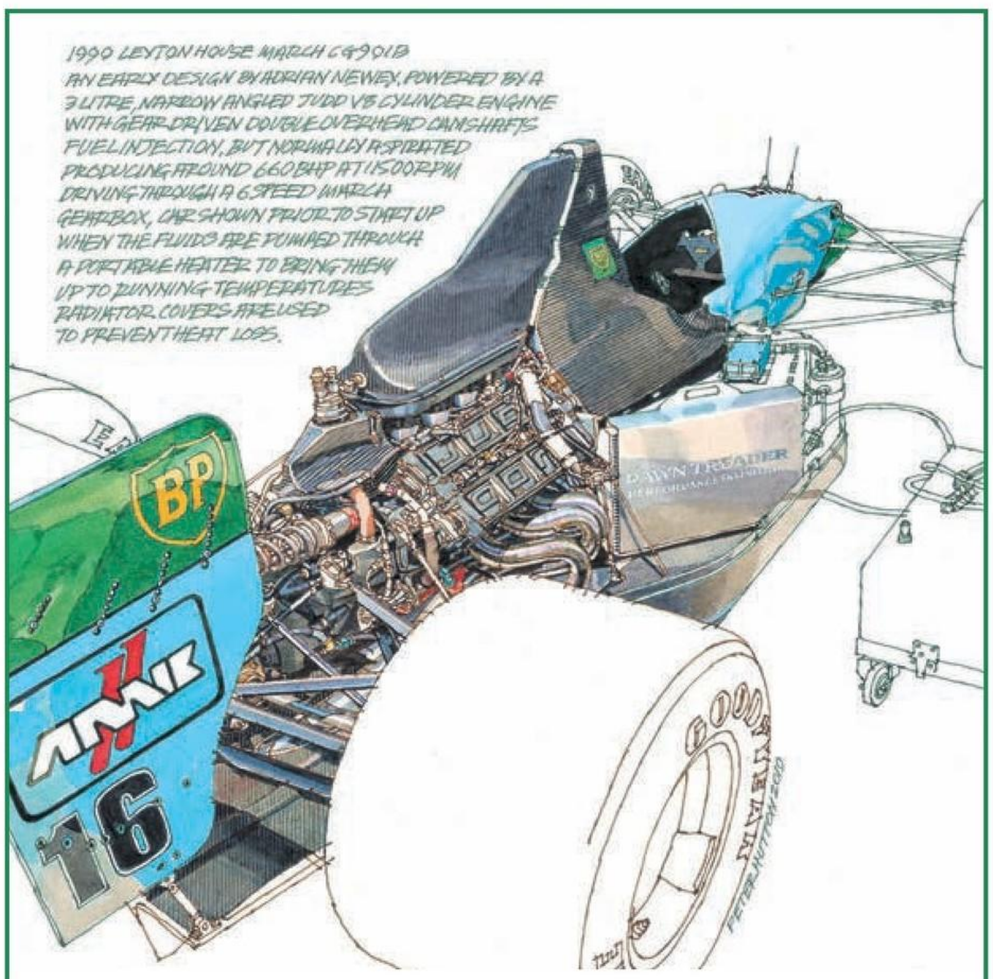
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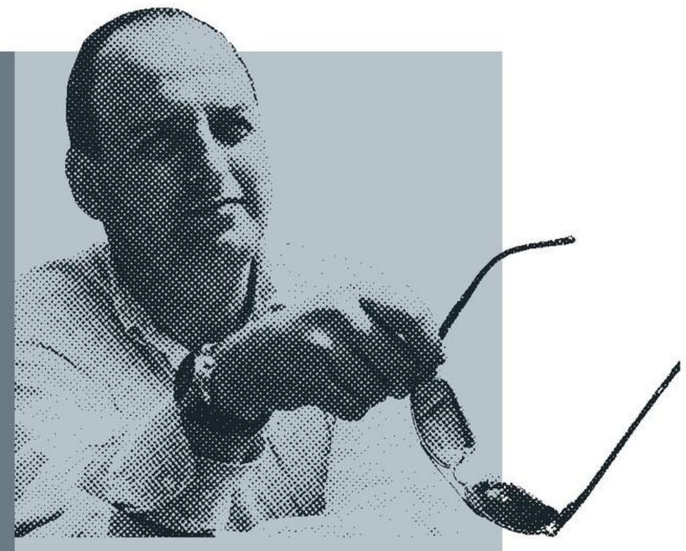
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Road cars



by Andrew Frankel

This year's exodus to Geneva for the world's most important motor show was more than usually worth it. For those who turned up to a frozen Cobo Hall in Detroit in January to wander around stands sparsely equipped with largely old or uninteresting products and ponder where all the interesting cars had gone, Geneva provided the answer.

After two years of cutting down and staying home to watch daytime, Geneva marked the moment the motor industry dusted off the party frock and headed out once more. There was so much to see.

Happily my fondest hope, as alluded to last month, that Alfa Romeo would deliver the sports car we all knew was on the way came spectacularly true. In part at least. I'd assumed the 4C (right) would be a mainstream Audi TT/Merc SLK competitor, for that way lies the market volume and profits. Not so. In fact Alfa showed off a carbon-fibre, Dallara-chassised, 850kg mid-engined sports car which drew huge interest. It has a 235bhp engine, a 0-60mph time of under 5sec and a top speed in excess of 155mph.

It looked like the kind of concept designed to make customers drool over the idea of an Alfa Romeo once more, rather than actually pull out the chequebook and order one. So I thought it classy that Alfa left it to literally the last line of the press release before revealing the car will go into production next year. At current exchange rates, the price of the most exciting Alfa road car since before the last war is around £38,000.

Mini's Rocketman concept was another of many small masterpieces in Geneva. Unlike the current range, which veers ever further from the concept of the original with each successive product, the Rocketman is just 10cm longer than the Issigonis car, yet still seats four (just) in much the same way as a Toyota iQ. It will go into production in a couple of years' time, hopefully with an ultra-efficient hybrid or all-electric powertrain, plus a less ambitious name.





Morgan secured its future by revisiting its past. After the Alfa, it never occurred to me there could be a car at the show I might like more, but the new three-wheeler (top) came close. Not only is it beautiful, close examination suggested it's also beautifully engineered. Perhaps it has taken Morgan too long to exploit fully its position in the market and the unique ability to get away with such shameless nostalgia. Imagine Ferrari producing a facsimile 250GTO or Lotus a carbon-copy Elan… But because Morgan has always dwelt in the past, the three-wheeler comes across not as some hideously inappropriate pastiche, but the most natural thing in the world.

Then came the supercars. Whether it was Lamborghini with its new Aventador, Ferrari and its FF, Pagani and its inexplicably entitled Huayra or the Koeniggsegg Agera, all the exotics came to Geneva with new wares to peddle. One even came back from the dead: De Tomaso with a new Deauville.

So all the talk was of what a fun show it had been. Yet so too did the party lack something. We were served exquisite little delicacies, but you know what it's like with finger food: the more you eat, the more you crave something substantial. And that's what was missing. Where were the cars real people with real needs and budgets would be buying?

A trot through some of the big-hitters illustrates the point: Volkswagen showed a convertible Golf, BMW an M-version of the 1-series coupé. Audi had a strange idea of what the next A3 might look like, but not the car itself, as did Vauxhall with a Zafira concept. Land-Rover had a diesel-hybrid Range Rover concept, while Mercedes had a revised C-class and, to be fair, the new SLK. Porsche offered nothing save a hybrid Panamera.

There were a few genuinely new mainstream cars, like the Citroën DS4 and Kia's all-new Rio and Picanto, but they were the exception to a rule that if it wasn't unaffordable or unusable, you weren't going to find it in Geneva.

What the show did provide is a tantalising insight into the future of Jaguar. Tantalising and concerning too. Jaguar appears suspicious of stability, as if the moment it finally rights the ship and sets a steady course

it feels an overwhelming compulsion to veer off in some new direction. Six years ago the company was nowhere but now, with the XF, XK and XJ, it has conceived and expertly executed products selling in areas where profits should be high enough to offset necessarily low volumes. You'd think it'd want to sit tight.

Instead Jaguar wants to diversify further. In a refreshingly frank and only partly on-the-record conversation with its new brand director, Adrian Hallmark, I was given a clear picture of where Jaguar is going. What remains less obvious is how it's going to get there.

Some I can share with you. The good news is that the oft-speculated, never seen small sporting ('please don't call it the E-type replacement') E-type replacement is being worked on flat out. I quote, "I think our credibility would be in doubt if we didn't have something to show you in the next year." As expected it will sell against the likes of the Audi TT and Mercedes SLK, but at the premium end of that market.

Also, a Ford-sourced 2.2-litre, four-cylinder diesel engine will find its way into the XF, opening up 80 per cent of the market currently denied to the car. There will even be a four-cylinder petrol XJ, the first in the model's 43-year history, but only for sales in China where such a powertrain is essential to the market.

Then, as talk turns to the rumoured smaller model range, the tape stops. I can tell you Jaguar is not only interested in the idea, but acting on it. I can also give you Hallmark's assurance that whatever it is, it is *not* going to be another X-type. Jaguar has learned from that mistake. From which I read it will focus not on the market mainstream, but its niches. I shouldn't be shot for telling you Hallmark does not equate a smaller model to go hand in hand with a need to chase volume, and that he sees 'premium' as existing in all parts of the market.

The whole notion scares me because the niches Jaguar seeks are already full of BMWs, Mercedes and Audis, all with pre-existing platforms and a massive head start. Where I want Jaguar to be in positioning if not product is the territory vacated by Porsche when it decided to chase volume with gigantic off-roaders and saloons. Small, expensive, and better than anything else.

Then again, the reason Porsche abandoned that turf was that it felt too vulnerable/small/reliant on too small a product range for its survival. I expect it's these fears that now drives Jaguar's board onwards. Once again Jaguar is embarking on what could be a choppy ride to an unknown destination. At best it could finally allow Jaguar to realise the potential we all know exists in the brand, but the consequences of the strategy failing are best not dwelt upon. I shall be watching through my fingers.

MY MOTORING MONTH



200MPH-PLUS FELT 'UNDRAMATIC' IN ULTIMATE VEYRON

A BRIEF BUT MEMORABLE encounter with the ultimate Bugatti Veyron, the 1200bhp Super Sport. Although it looks like the normal car, everything about it is different from the bodywork, to the suspension, (British) gearbox and, of course, the mighty 8-litre, V16, quad-turbo motor. The car is not only 200hp more powerful, it's lower, lighter and grippier too.

I was gate-crashing someone else's party and was keen not to outstay my welcome, but I hung around long enough to get two laps of Bruntingthorpe at the wheel, including the full length of its 10,000ft runway.

You'll get an idea of how absurdly fast the Super Sport is when I tell you that on my first sighting lap it cruised up to 200mph with the same nonchalance that most fast cars reach 100mph. It felt absurdly quick and composed given that I was asking two tonnes of mass to change direction with each wheel-turn.

Trying to enter the runway as fast as possible for the second lap caused serious traction issues on the cold concrete, despite its ultra-sophisticated all-wheel-drive system. Only when it was pointing straight was it possible to put all 1106lb ft of torque where it was needed.

All speed is relative and, in this case, relative to the environment you're in. If you do 50mph inside a channel tunnel train it feels like 200mph anywhere else. Or so I'm told. Likewise, 200mph in a car as stable as the Super Sport on a runway wide enough to cope with Cold War bombers is almost disappointingly undramatic. Eventually it wound itself up to an indicated 226mph (about a true 218mph) despite a 30mph crosswind meaning we had to run with the wings in maximum downforce configuration. Wings in, it would have blown past a real 230mph without problem.

The truth is that though the numbers (1200bhp, 1100lb ft etc) are mind-boggling, the car itself is remarkably easy to drive so long as you have the space in which such power can be safely deployed.

By any statistical measure the Super Sport is the fastest road car the world has ever known. Its replacement should endeavour to be nothing less than the greatest. Imagine a three-quarter-scale Veyron – more compact and therefore more usable, with just the 900bhp from its 6-litre, V12 engine to power its 1500kg mass. The power-to-weight ratio would be the same, the driving experience transformed beyond recognition.



KANKKUNEN'S BENTLEY ON ICE STUNS DEREK BELL

DEREK BELL HAS BEEN WORKING for Bentley for at least a decade, brought in to advise and be a brand ambassador during the three-year assault on Le Mans which ended in success in 2003. But in all that time I've never seen him so wide-eyed as when he recounted watching Juha Kankkunen drive a Supersports Continental at 205mph across the frozen Baltic sea.

"I went out across the ice at 130mph in a Volkswagen and that was interesting enough," he mused, "but watching Juha – well, that was something else." The four-times World Rally Champion elected not to use studded tyres – "he didn't like the feel of them" – and had to constantly correct the car in his five-kilometre run up to maximum speed. "It's one of the most extraordinary things I've ever seen," said Derek, who doesn't impress easily. I could have been there too, but an altogether more tedious prior engagement kept me in the UK. Kicking myself now.



NORMAN'S SWISS E-TYPE ALL-NIGHTER: ENGLAND EXPECTS

MET NORMAN DEWIS ON THE shores of Lake Geneva at the Hotel du Parc des Eaux Vives for the 50th anniversary of the E-type celebrations. He'd been testing an E at MIRA one afternoon in March 1961, only to be told that both it and he were required at this very hotel for breakfast. He drove flat out through the night from Coventry to Geneva, delivered the car on time and, exhausted, asked Lofty England where his hotel was. "Why do you want to know that?" was the reply. "You need to start demonstrating the car." Which he duly did. All day. Now 90 years old, he still looks fit enough to do it again.

Followed the route Norman used to terrify journalists half a century ago in Stefan Ziegler's ultra-original lightweight. On the rare occasions I could give it a squirt, it was properly fast. Fifty years ago a normal E-type would have been electrifying. A lightweight must have appeared from another world.

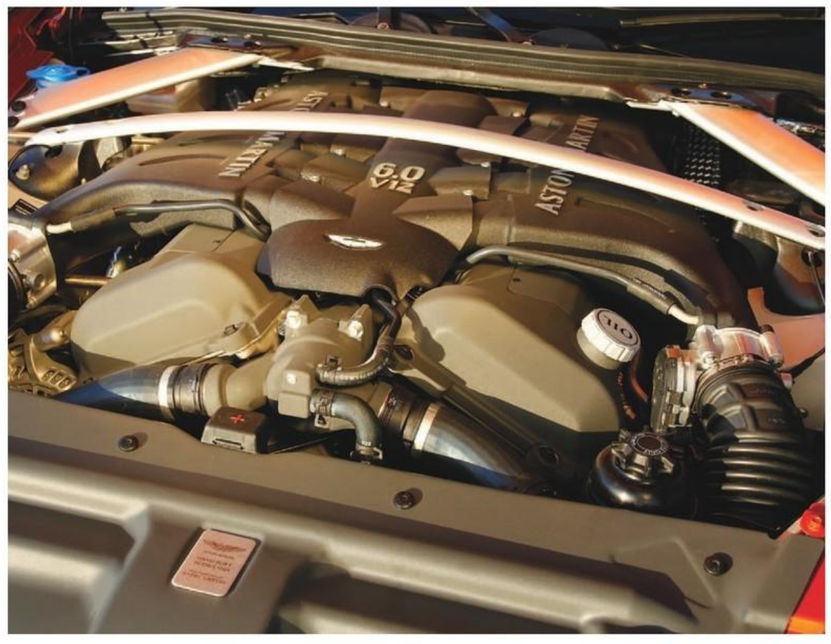
ASTON MARTIN VIRAGE



There are two ways of looking at the Aston Martin Virage. There's the charitable approach that sees the new look, the unique engine specification, bespoke suspension settings, carbon brakes and new name, and considers it a car in its own right. Less kind but as easily argued is to portray it as a kind of DB9 Ghia, a makeover to help keep afloat a model already in the autumn of its life.

For Aston Martin, which argument proves more persuasive among its customers is probably the difference between the Virage hitting its targets and not. For most of the rest of us, however, it's probably enough simply to know whether it's good enough to justify the £150,000 Aston Martin asks for it.

It's a lot of money, the £25,000 Aston wants over the price of a DB9. It's enough to lift it beyond the Bentley Continental GT and Ferrari California. But you can see the strategy: extraordinarily, since 2007 the average transaction price for an Aston Martin has risen by 50 per cent. According to Aston boss Dr Ulrich Bez, this has allowed the company to stay profitable throughout the slump. And this despite volumes being culled from a 10,000 capacity to fewer than 5000 cars last year. Aside from the Cygnet city car oddity, Aston's drive is relentlessly upmarket, and the more you charge,





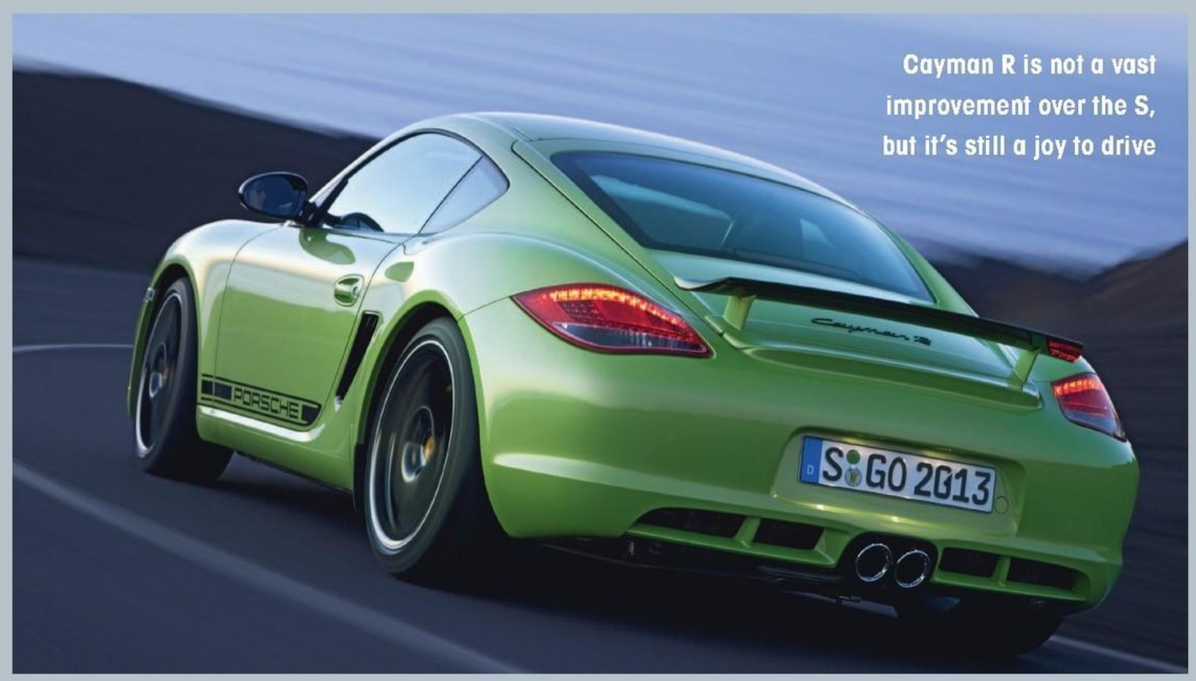
FACTFILE
ENGINE: 6-litre, V12
TOP SPEED: 186mph
PRICE: £149,995
POWER: 490bhp at 6500rpm
FUEL/CO_2: 17.2mpg, 389g/km
www.astonmartin.com

the less price sensitive the customer becomes.

Besides, it's not as if Aston Martin has simply slapped a new badge on the car and sent it out to the showrooms.

Take the engine. By using the airbox from the yet more powerful DBS, with valves that open at 5500rpm to allow better breathing, its output has been tickled up from the 470bhp of the DB9 to 490bhp. But when you drive it, it's not the extra power you notice so much as the cleaner noise and added eagerness around the redline.

Likewise the gearbox is still the same old six-speed ZF auto that's been sitting between the DB9's rear wheels since launch, but a Sport button on the dash now permits faster changes as well as a more aggressive throttle map. »»»



Cayman R is not a vast improvement over the S, but it's still a joy to drive

PORSCHE CAYMAN R

WALTER ROHRL IS a great brand ambassador. Not only can he drive like few others on earth, if you ask him a question he'll give you a straight answer. When the Cayman first came out, it was Walter who told us the reason it lacked a limited-slip diff was nothing to do with cost and everything to do with Porsche not wanting it to lap faster than a 911. Now, six years on, when I asked if he could feel the 54kg Porsche has shaved from the Cayman's weight to make this lightweight Cayman R, he simply said "no, not really". Compared to some of the rubbish spouted by representatives of exotic car manufacturers, such honesty comes as a gale of fresh air.

It also means that when he praises the car, you listen. As I said, he's a great ambassador.

So when I headed out onto the roads of Mallorca with Walter's words about how much more incisive the Cayman R feels relative to the S, I was ready to be impressed.

Besides, while I too cannot feel that the doors are 15kg lighter, there are many pleasant side effects to the diet. There's more room inside, thanks to slimmer, lighter seats. Unsprung mass has been cut by over a kilo a corner thanks to lighter wheels. And I like the fact that you open the door by pulling a simple strap and that if you want to put back the air conditioning or full-sized fuel tank, it won't cost a penny to do so.

FACTFILE
ENGINE: 3.4-litre, flat-six
TOP SPEED: 175mph
PRICE: £51,728
POWER: 325bhp at 7500rpm
FUEL/CO_2: 29.1mpg, 228g/km
www.porsche.com/uk



Most of all I like the other stuff Porsche has done to turn the S into the R. I defy anyone to detect the extra 10bhp boasted by its 325bhp, motor, but the fact it breathes more freely and revs more eagerly up to 7500rpm is clear. Similarly the changes wrought by the chassis modifications, including a 22mm drop in ride height, firmer springs, re-rated dampers, a standard LSD and a revised aero package to reduce lift by 40 per cent at the back. By any standards, the Cayman enjoys exceptional road handling, but the R is yet more lucid, involving, neutral under power and controllable beyond the limit.

But what's best about the R is you'll need only £4124 over the price of the S to buy it. It's barely less civilised, less comfortable and just as sensible an everyday option.

Anyone expecting it to be to a normal Cayman what a GT3 is to a 911 will be disappointed. But if you just want a car that offers even more of the things we love about the Cayman and that make it Porsche's purest driver's car, the R couldn't be more recommended.



Subtle design tweaks, including new lights (below), help the Virage's cause. Right: thinner seats contribute to car's weight loss





But the biggest changes have been wrought upon the chassis. Firmer springs and new, five-way adaptive dampers seek to offer new levels of control, while those carbon ceramic brakes promise not only fade-free retardation, but substantial savings in unsprung mass at each corner.

We meet at the Ascari Race Resort in the south of Spain, though the track itself is set aside for the new Vantage S, details of which I shall bring you next month. Happily, and in the early spring at least, you can simply drive out of the exit barrier, turn right and be on a road quieter and more suited to a car like the Virage than almost any in the UK at almost any time of year.

I'd liked the new exterior look, which was a relief as Aston's last attempt to tinker with the DB9's near-unimprovable appearance had resulted in the rather uncomfortably shaped DBS. This time the approach of chief designer Marek Reichman has been to alter the shape in more subtle ways, reprofiling the front wings, introducing new lights and styling new front and side skirts to give the car a lower, more purposeful look, without making it appear like the victim of an after-market bodykit attack.

Inside thinner sports seats combine with those carbon brakes to make the Virage some 20kg lighter than the DB9, but there's still not enough room for my 6ft 4in frame. Driving in socks is the only way I can be comfortable behind the wheel, a restriction I'd not mind in an old short-chassis Caterham, but seems a little galling to have to put up with in a £150,000 Aston Martin. At least there is now modern Garmin satellite navigation on board, in place of the utterly antiquated, thoroughly useless old Volvo system that will slowly be removed from all other Astons over the course of the next year. If you're ordering one, don't be fobbed off with the old tech.

So off we went, gently ramping up the pace until the Virage reached the delicious gait you hope to find in all pedigree GTs where you're driving without apparent effort while the rest of the world appears to have selected reverse.

I was reminded of my first drive in the DB9, a car launched in precisely the same week as Ferrari let us drive the 612 Scaglietti, itself now replaced by the all-wheel-drive FF, impressions of which I will also bring you in the next issue. At the time I massively preferred the Aston which, while slower, was more compact, communicative, lighter and fun.

Eight years later, the Virage showed me the enduring nature of these qualities. This is not a car of ultimates: none of us would have to think very hard before naming another available for similar money that was faster in a straight line or around a corner. But I'd defy anyone who appreciates qualities like poise, feel, sound and response not to be captivated by this car.

The V12's charms are undiminished. It may be big, thirsty and old (first firing up in a Ford concept car 15 years ago), but in its voice and power delivery it provides all the reason you need to mourn the current drive towards smaller turbo motors with fewer cylinders. And while the torque converter gearbox is slower than a double clutch alternative, its smoothness matches the Virage's urbane nature so well you'd think it was made for the car. In fact it's an off-the-peg, one-size-fits-all component used in millions of mass-produced motors.

But the car is never more in its element than when sweeping through the many wide-open corners you'll find in this part of the world. What impresses most is how a car weighing 1800kg with that huge lump in its nose can talk back to you, conveying all the information you need about conditions underfoot like a small sports car weighing half a tonne less. Balanced by its rear transaxle, the Virage seems able to distribute near-equal workloads to each tyre, and thanks to its new damping, have the class and suppleness to either accommodate or shrug off all the unexpected surface and camber changes, lumps and bumps that make the public road such a challenging environment for such a car when driven like this.

So I found the Virage a very hard car not to like. I can think of no better way to describe its character than to call it a High Definition DB9. In almost every area of its endeavour it feels a sharper, more lucid, better focused product.

But a DB9 it is, even though it doesn't suit Aston Martin to say so. You can see why: the DB9 is a very mature product and people would prefer to taste something new than reheated. Therefore in marketing terms, I understand the name change very well. But from a product point of view it is equally important to understand that even now there is very little wrong with a DB9. Like its shape, the car within has aged exceptionally well and the Virage is simply that made better still. From where I'm sitting, I can't see much wrong with that at all.



MASERATI GRANCABRIO

AS A LOVER OF FAST, beautiful Italian cars, it pains me to say that most Maseratis I've driven have been desperate disappointments. I think I've been in most of the major ones and found the likes of the Khamsin, Indy and Ghibli merely looked and sounded great. To drive they seemed slow and ponderous. The cars of the 1980s and '90s had some charm but were always ugly and often incompetent. In fact, and until the modern era, the Bora was the only one I liked, though I'm told the Merak SS is underrated.

Which is why it feels so good to see Maserati with more fine cars on its books than at any time in its history. The Quattroporte is flawed but still massively desirable, the GranTurismo coupé an interesting alternative to a pricey Jag or a cheap Aston.

So why can Maserati still not figure out how to do a convertible? This GranCabrio is just like those early cars: a treat for the eyes and ears but a waste of time for everything else. It's not fast because even 434bhp doesn't go far in a two-tonne car, while the chassis exhibits levels of scuttle-shake you'd not expect to find in a convertible hatchback costing five times less money than the £98,200 asked for this. Which reminds me: it's outrageously expensive too.

It doesn't handle or steer as you'd like, which might be forgivable or at least understandable if that meant it rode like a Rolls-Royce Phantom. But it doesn't. The only thing it does like a Phantom is drink fuel.

What I struggle to understand is why it is so much worse than the GranTurismo upon which it is based. Of course you can't expect any cabriolet to match a coupé sister because it will always be heavier and less rigid, but if you drive, say, a Porsche, Aston or Jaguar convertible these days, the dynamic shortfall is small and if you raise the roof you're barely aware it's made from fabric rather than metal. Not in this Maserati. I guess it will still appeal to fashion victims, but if you are at all interested in the way your hundred-grand convertible drives please take it from me: you won't be interested in this.

FACTFILE

ENGINE: 4.7-litre V8
TOP SPEED: 175mph
PRICE: £98,200
POWER: 434bhp at 7000rpm
FUEL/CO_2: 18.3mpg, 358g/km
www.maserati.co.uk





TWENTY QUESTIONS



SUBJECT
EDMUND KING
OCCUPATION
PRESIDENT OF THE AUTOMOBILE ASSOCIATION

What is your greatest achievement? Helping Max Mosley, the Department for Transport and others get the first Euro NCAP crash tests off the ground in the face of opposition from car manufacturers. NCAP has saved lives.

What is your biggest regret? Not learning to play a musical instrument.

Whose work in the industry today do you admire most and why? Richard Woods did a great job as FIA spin doctor. I like to think I taught him all he knows (he worked for me) but I didn't.

Who inspired you to join the industry and why? As a kid in the '60s I lived next door but one to Colin Chapman. My brother and I hung out with his kids and he flew us to a couple of GPs.

What's the best advice you've ever been given? Living in California I found many American habits annoying. One day a good friend said: "If you don't like it Ed, f*** off." Since then, I've let annoying things go over my head.

What's the biggest challenge you're facing in the next 12 months? Trying to get to the Monaco Grand Prix.

What car do you drive for fun? Any I can get hold off. Last week it was a new Ford Mondeo at an AA DriveTech track day.

When did you last go for a drive for the sake of it, and where? Christmas. I had a Toyota Landcruiser on loan and I drove across the Clifton Bridge in Bristol, just to look for snow.

What's the best moment you've had in a car? Driving a Rolls-Royce Ghost up the hill at last year's Goodwood Festival of Speed.

What was your first car? '68 Mini Traveller.

Did you pass your test first time? Yes, but I struggled when I had to retake it in California.

How will most cars be powered in 30 years time? Hybrid.

It's your last drive. One car, one road. Which and where? Jaguar E-type V12 along the Pacific Coast Highway.

What music do you play in the car? New Order, Radiohead, Stiff Little Fingers, Coldplay.

What's the best book on cars/car people you've read? *On the Road* by Jack Kerouac.

Should there be more or fewer fixed camera sites on our roads? The same amount but located in the right places.

What should the national speed limit be? 80mph on motorways, but enforced.

What does the AA do when EV-driving members run out of battery power? We are developing fast-charge units but currently transport EV to the national grid.

What should be the Government's policy on fuel duty? Abandon the fuel duty increase in April and introduce a fuel duty stabiliser.

What's the one thing you'd do to improve the lot of the British motorist? Co-ordinate roadworks but still fill in potholes.

AND THAT REMINDS ME...

It's not all glamour being a motoring journalist, even when you're whisked off to Hawaii

Car launches should be simple affairs. All you need do is fly somewhere with quiet roads (hardly anyone launches cars in the UK because they get crashed by foreign journos), drive the car, talk to some engineers, fly home. How hard can it be? Very, apparently. Tales of terrible launches are standard fodder for travel-weary hacks. General Motors once thought the centre of Hamburg would be a good place to put its cars through their paces, while Fiat plotted a test route along a dual carriageway.

I've been to launches where there were no cars to drive because the manufacturer failed to realise one group would arrive before the previous one departed. Or they provided too few cars. When Alfa Romeo launched the 156 in Lisbon it flew over 1000 journalists and I doubt there was a car between 10 of us. Not a few of us got food poisoning on the plane home, too.

Volvo held an outdoor press conference at 2am without realising none of us could see to make notes. Another, this time for Porsche, saw us listening to an interpreter translating a presentation given in German. Nothing odd there, save the fact that every person in the room was British, including the engineer giving the talk.

But this is nothing compared to the launch of the current Mazda MX-5. If I say it was in Hawaii, you'll not pity me. Yes, it took three flights and 28 hours to get there, but hey, it's Hawaii. What they failed to mention was that the bit I went to is a densely-populated dump with bad traffic and the greatest concentration of police this side of Scotland Yard. Nor did they flag up that we'd get 90 minutes in the car (45 to drive it) because there weren't enough to go round. So that was 56 hours on the hoof for less that one at the wheel, on crap roads too heavy with traffic and police to get a feel for the car.

Motoring journalists are often blessed with the most privileged of experiences. That was not one of them.



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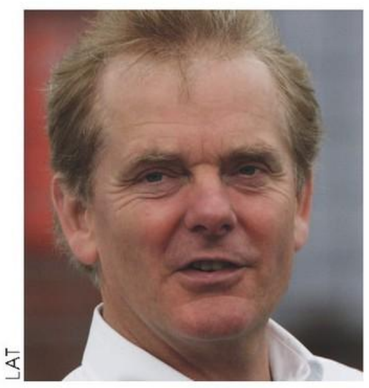
Ferrari
APPROVED



On the road
WITH ED FOSTER







LAT

NORWICH, NORFOLK

SNETTERTON GETS **PALMER TOUCH**

MOTORSPORT VISION BOSS (LEFT) HAS USED RACING EXPERIENCE TO HELP REVAMP TRACK

Jonathan Palmer admits that the £3.5 million revamp of Snetterton is a bold move. However, the chief executive of MotorSport Vision – the company that owns and runs five UK circuits including the Norfolk track – expects to recover the capital cost within 10 years.

"It was a big spend for what is essentially a club circuit," Palmer tells me, "but I wanted to transform Snetterton from something that had a couple of challenging corners and two long straights into one of Britain's prime circuits. Not unjustifiably it had a reputation of being on the scruffy side and now it will be one of the top venues in the country. I think we're going to achieve that, and if we don't, it will be mostly my fault!"

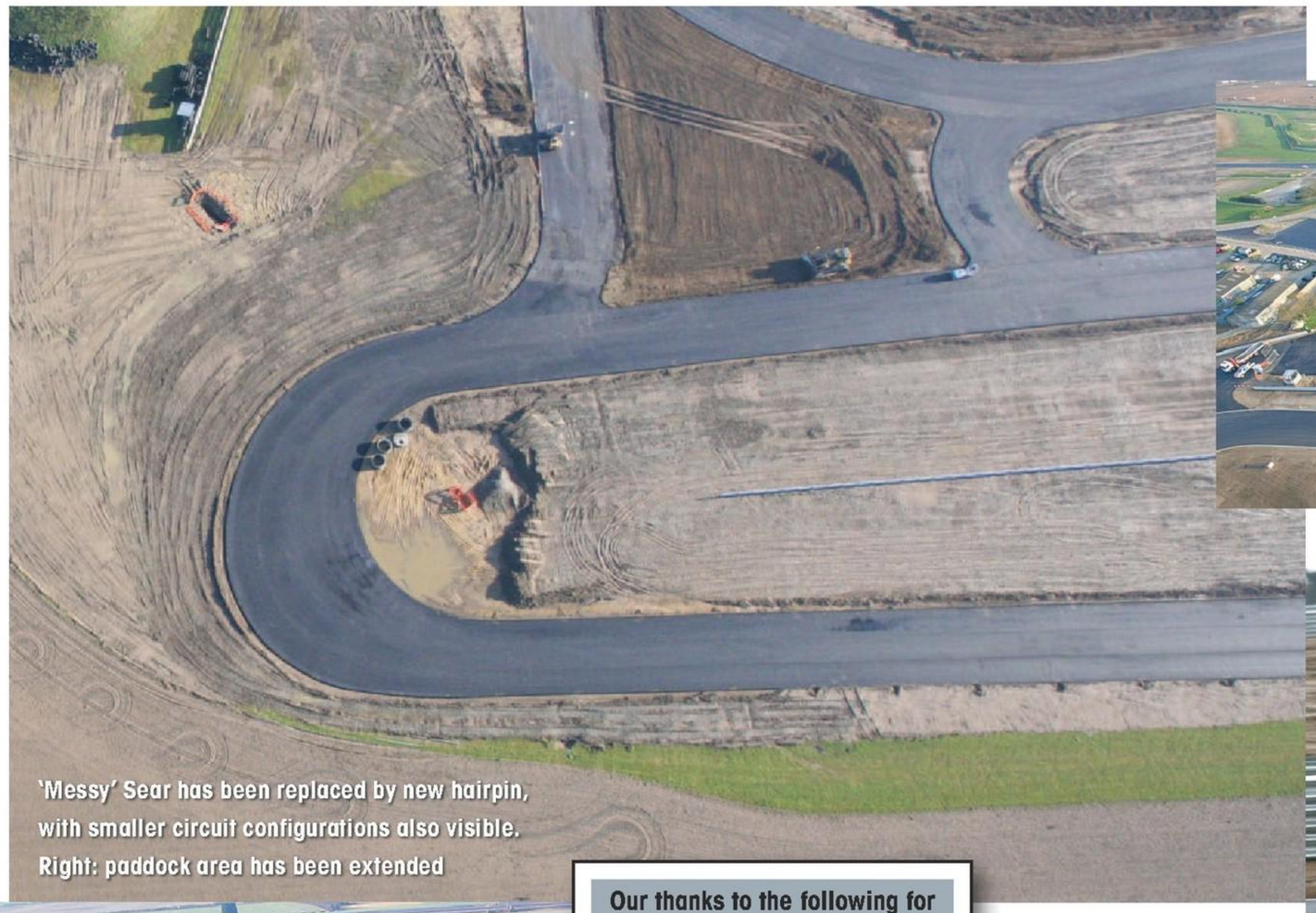
So what exactly has been done? Rather a lot… Not only is there a whole new infield section – bumping the lap length up to just short of three miles, hence its new name 'Snetterton 300' – but parts of the old track have been modified, the entire lap resurfaced and the paddock area extended to 20,000sq ft.

"We've tried to keep as much of the old circuit as possible," continues Palmer. "I've kept the classic corners that everyone loves like the Bomb Hole, Coram and the Esses, but I loathed the old Russell chicane. It was an abomination of a corner because you used to clatter across it, it wasn't a good overtaking point and it looked a mess.

"I also wanted to get rid of Sear because that was just a mess of concrete and it wasn't a challenging corner in its own right. What's more, it wasn't a good overtaking point because if you went down the inside there, you'd definitely get nailed down the Revett straight.

"The whole reasoning behind this was I decided that race circuits, much like hotels, shouldn't be left for decades on end in the same way. I also had a gut feeling that we could enhance the feel of the circuit for spectators and competitors by evolving what was there."

Palmer may be applying for an FIA Grade 2 licence that allows the circuit to host any race meeting bar Formula 1, but he says the main aim is to simply attract more people. "We want more people on the track and more spectators, but not particularly more events. We don't necessarily want to attract major international events, because as any honest UK circuit owner will tell

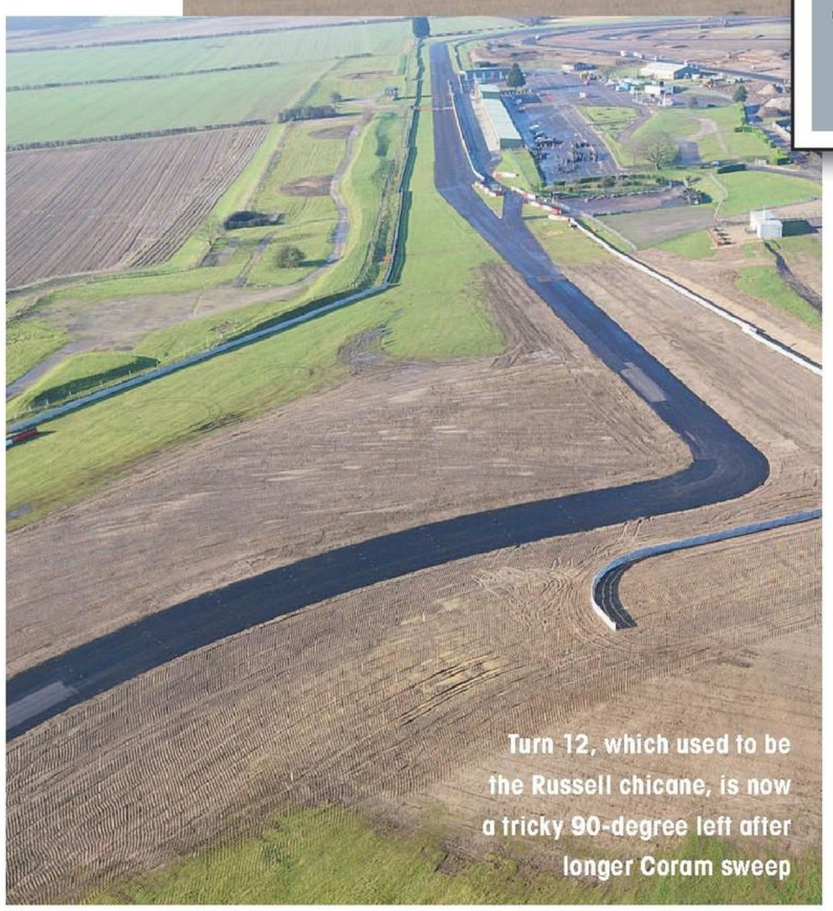


'Messy' Sear has been replaced by new hairpin, with smaller circuit configurations also visible. Right: paddock area has been extended





MSV car takes to the new-look '300' track



Turn 12, which used to be the Russell chicane, is now a tricky 90-degree left after longer Coram sweep

Our thanks to the following for their help with this feature
www.yokohama.co.uk
www.garmin.com

you, they're not successful business models. The club racers are very important to us and I think they're going to really appreciate driving on a much more interesting track."

Palmer actually designed much of the new layout (far left) himself with help from GP2 team iSport's simulator. "I enjoy it – I was a driver, and having designed much of our Bedford Autodrome circuit I've got a pretty good idea of what should be good."

Every corner has been looked at individually and has been built not only to be challenging, but also to allow overtaking. Having driven the track it's clear that Palmer has succeeded – the various straights followed by wide hairpins certainly offer more chances to make up a place than many F1 tracks.

So what's next on the list? Oulton Park, Cadwell Park or Brands Hatch? "As I said, circuits shouldn't just be left alone," says Palmer, "but revamping a circuit may mean sorting the facilities and not altering the track. At some places – like the Brands Hatch GP circuit – you really wouldn't want to be touching the layout. There are a couple of aspects at Oulton Park I'd like to change, and a few at Cadwell, but you have to do it carefully and in phases."

It's a relief that Jonathan Palmer is keen to spend money on these UK circuits, as without regular cash injections we wouldn't be so spoilt for choice when it came to doing a track day, competing in a race meeting or going to watch one. I personally think the new Snetterton 300 is a huge improvement, but if you want the definitive answer on its success go and try it yourself. I think you'll be pleasantly surprised.



LONDON, UK

ISLE OF MAN TT FILM PREVIEW

DOCUMENTARY-STYLE PIECE FOLLOWS RIDERS ON THE ROAD

I WAS RECENTLY INVITED TO THE PREVIEW of a new film about the Isle of Man TT race. The movie is due for general cinema release on April 22 and I would urge you to go and see it.

Instead of using actors and a script, the film was made by simply following the action during the 2010 event and using historical footage. If you've seen videos of this incredible race before you'll know just how breathtaking – and mad – it is. The documentary-style piece follows crude but hilarious rider and truck mechanic Guy Martin (left) as well as fellow competitors John McGuinness, Ian Hutchinson and Conor Cummins. Don't miss it.



Bentley is unusual in still using full-size clay models

CREWE, CHESHIRE

BENTLEY OPENS ITS DESIGN DOORS

CAR MANUFACTURER IS LIFTING THE LID ON 'NO GO' DESIGN DEPARTMENT

JUST BEFORE HEADING TO THE Nürburgring (see page 104), I took the *Motor Sport* Lotus Elise up to Bentley HQ in Crewe.

The 350-mile round trip was worth it because Bentley has launched a new exhibition called An Unbroken Line, which follows the design of the new Continental GT from its inception to the finished product. It's relatively easy to do a factory tour at the company – something I highly recommend even if it's only to see the fork, which could have been taken from your school canteen, being used to space the stitches on the steering wheels – but the design process has always been very closely guarded.

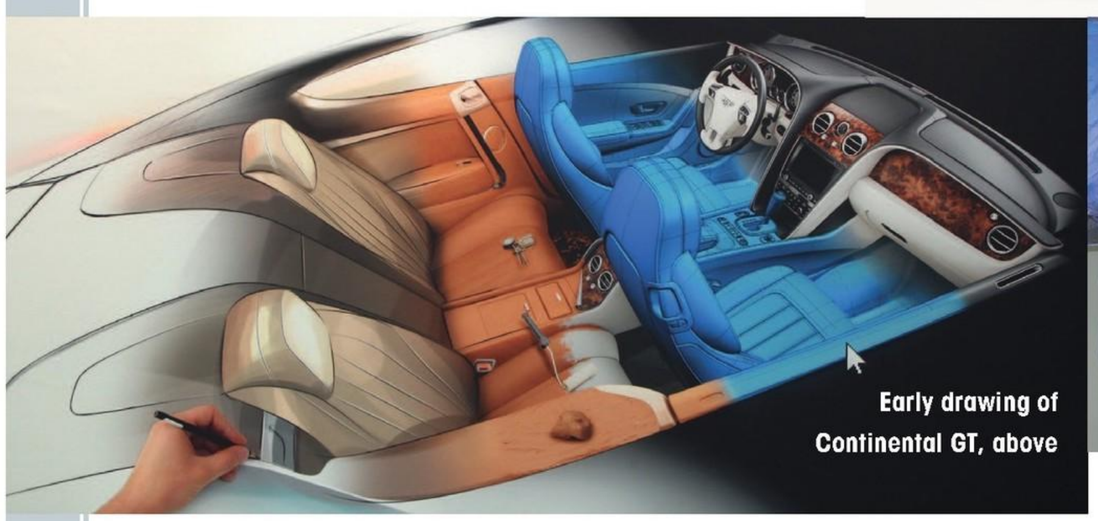
Of course, this new exhibition doesn't give away any future secrets, but it does take you through the painstaking process that is car design. As you walk from the first drawings, concepts and computer renderings to the full-size clay model and finally on to the finished product, you get a great insight into what goes on behind the scenes.

The exhibition has been very popular with new and existing customers, students and the general public. "I think a lot of people are finding it interesting," says Brett Boydell (below), senior interior designer at Bentley Motors Ltd, "because it's an area of the factory people aren't usually allowed in to. On factory tours visitors get to go in almost every area, but styling has always been a 'no go'. In fact, we don't usually even point out where it is and you certainly wouldn't see it.

"A lot of people are very interested in the whole artistic side as well. People don't necessarily understand it, as it's not something you get to see unless you have been lucky enough to go into a design studio before. Also, the way we do things is quite bizarre in that we still build full-size clay models and people are pretty shocked to find that out."

The exhibition is open from Monday to Thursday for customers and on Fridays for the general public, although you do need to book in advance by e-mailing public.tours@bentley.co.uk.





Early drawing of Continental GT, above



LONDON, UK

INDYCAR ACE JOINS ROARY

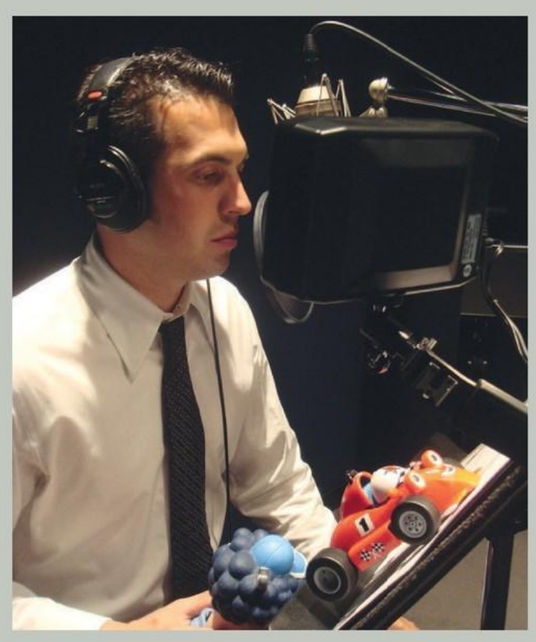
SAM HORNISH IS LATEST STAR VOICE TO JOIN ANIMATED SERIES

MANY OF YOU WILL HAVE heard about children's TV show *Roary the Racing Car*. Sir Stirling Moss and Murray Walker are both involved in the series in the UK, and if you've got children (or grandchildren) between the ages of two and five I'm sure you'll have sat through an episode wishing the programme was around when you were that age.

The show – which has already aired in 110 countries worldwide – has broken into both the USA and Canada with the help of three-time Indycar champion and 2006 Indianapolis 500 winner Sam Hornish.

The Ohio driver has taken on Sir Stirling's job as main narrator for the animated series in the US and had the unenviable task of recording the first 52 episodes in one day. "I thought it was a great thing to do," he says. "I realised when I started recording it how much my kids would like it. I get a lot of feedback from fans when I'm signing autographs who say 'I heard you on Roary, my kids love it!' It hasn't got to the level of (children's TV programme) Sponge Bob Squarepants yet, but it's amazing how many people know about it."

If you haven't already heard the current NASCAR driver in action, then tune in to Treehouse TV in Canada and Sprout® in the USA. He's just recorded the second series so there'll be lots of opportunity.

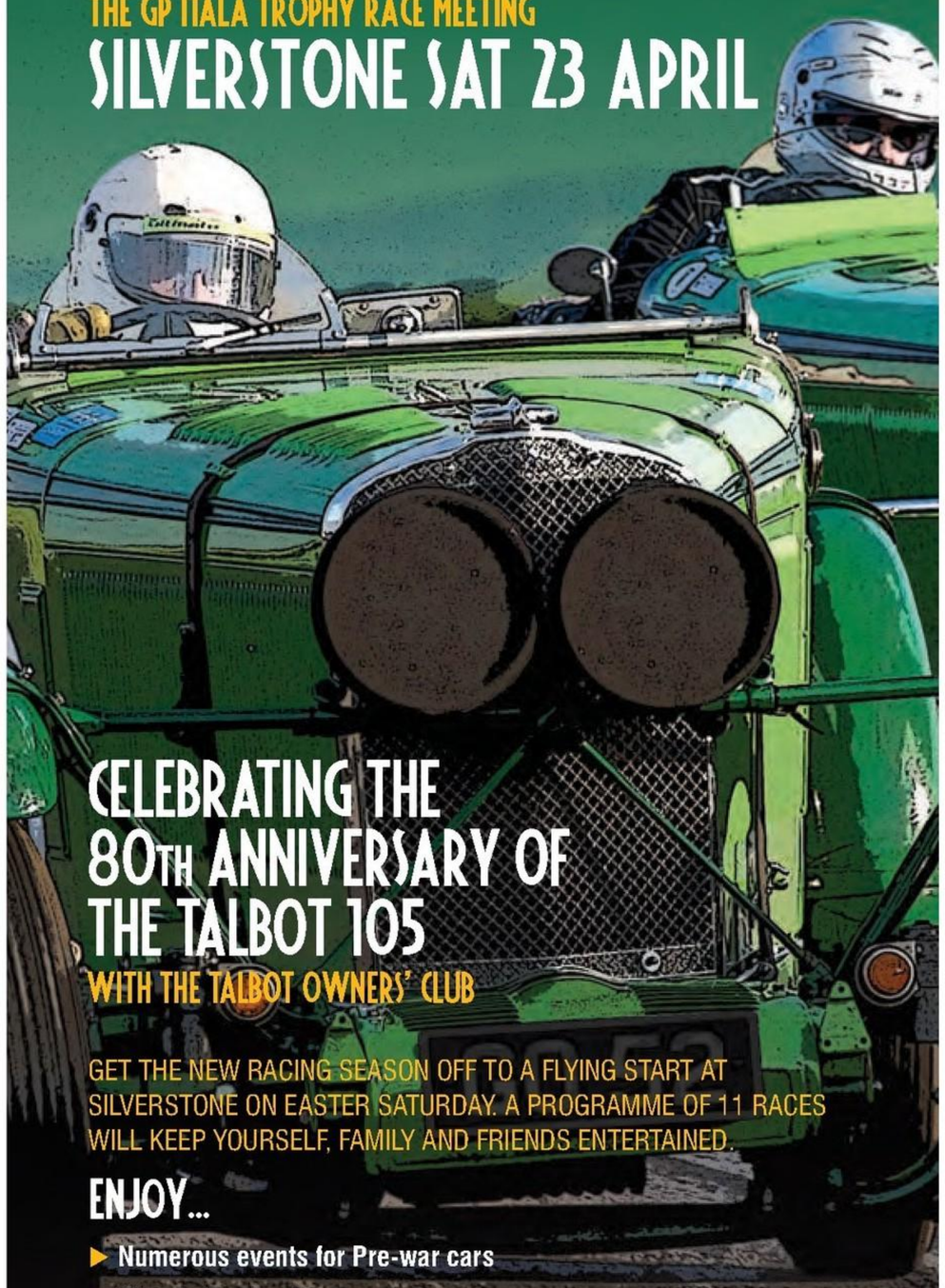


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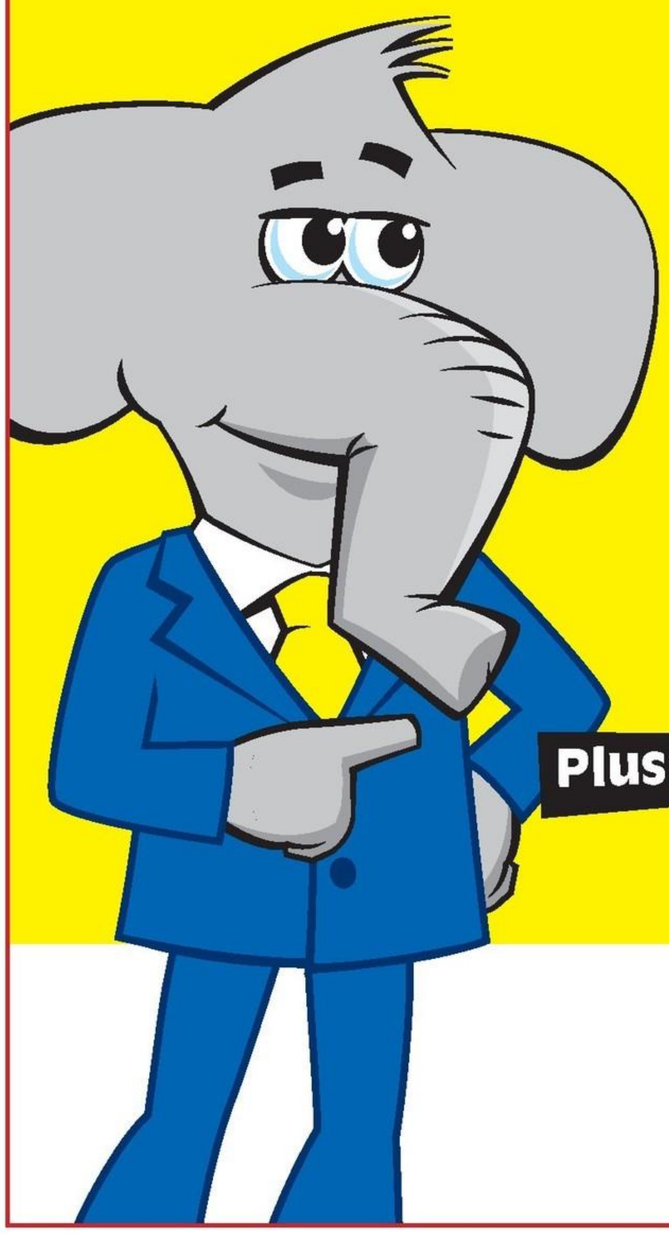
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Darin Schnabel/RM Auctions

Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– RM AUCTIONS –

Thanks to an impressive 96 per cent sell-through rate, RM sold over £15 million worth of cars at its Amelia Island sale on March 12.

Top of the results sheet was the 1952 Ferrari 340 Mexico coupé that *Motor Sport* featured in the April issue. The rare Ferrari sold for £460,000 above estimate at £2,663,885.

Other interesting sales included a stunning 1930 Alfa Romeo 6C 1750 GS spider (above, £615,030), the 1950 Fitch-Whitmore Le Mans Special (£123,005), a fully restored 1968 Lola T70 MkIII GT coupé (£102,495) and a race-ready 2002 Cadillac Northstar Le Mans Prototype (£129,840) which finished third in that year's Petit Le Mans.

– GOODING AND COMPANY –

A day earlier on March 11 Gooding and Company broke seven world auction records on the way to posting £11.05m in sales.

The star lot was a 1951 Ferrari 212 Export cabriolet that went for £1.16m – a new world record for a 212 – while the Austin-Healey 100S featured in our April issue also sold well. We called its £375-470,000 estimate 'whopping', yet the hammer dropped at £392,770, which is, unsurprisingly, a new world record for a 100S. Once upon a time only 3000s went so high.

Other notable Amelia Island sales included a 1995 Ferrari F50 (£409,850), an ex-Brian Redman/Bob Snodgrass 1963 Lotus 23B (£126,375), a 1971 Lamborghini Miura P400 SV Prototype (£1.06m) and a 1953 Siata 208 CS Berlinetta (£375,850).

– SILVERSTONE AUCTIONS –

An auction house has opened at Silverstone circuit in the new 'Wing' building. The joint venture between Silverstone Circuits and sports car dealer Nick Whale will hold three auctions this year on June 11, July 23 and November 4, and four sales in subsequent years.

The first sale coincides with Silverstone's MotoGP round and will feature motorbikes and 'bike memorabilia, while the July 23 auction takes place over the weekend of the Silverstone Classic and will comprise classic cars, modern supercars, competition cars, motorbikes and automobilia. The final auction of the year, which will feature the same wide range of lots as July, will be called The Walter Hayes Sale.

FORTHCOMING AUCTIONS

APRIL 2 COYS *Techno Classica,* Essen, Germany Tel: 020 8614 7888

APRIL 7-9 BARRETT-JACKSON *Palm Beach Auction,* Palm Beach, Florida, USA Tel: 001 480 663 6255

APRIL 11 BONHAMS *Collectors' Motor Cars and Automobilia,* RAF Museum, Hendon Tel: 020 7468 5804

APRIL 13 H&H SALES LTD *Classic Cars and Automobilia,* Pavilion Gardens, Buxton, Derbyshire Tel: 08458 334455

APRIL 18/19 BARONS *Jaguar Heritage and Classic and Collectors Motor Cars,* Esher Hall, Sandown Park, Surrey Tel: 023 8066 8413

APRIL 29/30 WORLDWIDE AUCTIONEERS *The Houston Classic Weekend,* Seabrook, Texas, USA Tel: 001 609 449 1000

APRIL 30 OLDTIMER GALERIE *100 Classic Cars and Motorcycles,* Toffen, Switzerland, Tel: 0041 31 819 61 61

APRIL 29-MAY 1 AUCTIONS AMERICA *Auburn Spring Collector Car Auction,* Auburn Auction Park, Indiana, USA Tel: 001 877 906 2437

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– BRIGHTWELLS –

The Leominster-based auction house sold 44 of the 76 lots offered at its Classic Cars and Motorcycles auction on March 2. The three cars that we featured in last month's issue had mixed fortunes, as although the c.1965 Austin-Healey WSM sold above estimate at £45,000, the 1965 Ford Lotus Cortina Mk1 racer went unsold and the 1967 Ginetta G12 was withdrawn.

– HISTORICS AT BROOKLANDS –

The collection of classic American vehicles from the set of *Captain America* sold well at Historics at Brooklands' March 3 sale. However, the ex-Louis Klemantaski 1956 Ruddspeed-modified AC Aceca didn't find a new owner.

– BONHAMS –

On March 5 Bonhams hosted another successful sale at New Bond Street where it sold a 1929 Rolls-Royce 40/50hp Phantom II Weymann Sports saloon for £205,000, a 1959 Jaguar XK150 3.8-litre roadster for £46,600 and a 1962 Jaguar E-type Series 1 roadster for an astonishing £100,500. It would seem that the 50th anniversary of this model is having a positive impact on sales.

On April 11 Bonhams will hold its annual sale at the RAF museum in Hendon and has already confirmed a trio of modern greats: a Ferrari F50 (£350-400,000), an F40 (£300-350,000) and a 288 GTO (£350-400,000).

– H&H SALES LTD –

The Race Retro sale on February 26 was once again packed full of competition cars, and most sold extremely well. Highlights included a 1950 Healey Silverstone (£121,000), a 1979 Vauxhall Chevette HSR works car (£66,000), a 1971 Ford Escort RS 1600 rally car (£33,000), a 1966 Lotus Elan S2 coupé rally car (£24,750) and a 1963 MGB roadster with MSA HTP papers (£18,150).

– BARONS –

On April 18/19 Barons will hold its Jaguar Heritage sale including a 1948 Jaguar 3½-litre DHC (£90-120,000), a 1974 E-type S3 Roadster (£25-30,000) and an unusual Jaguar MkIX – powered by a 6-litre V12 (£50-60,000)!

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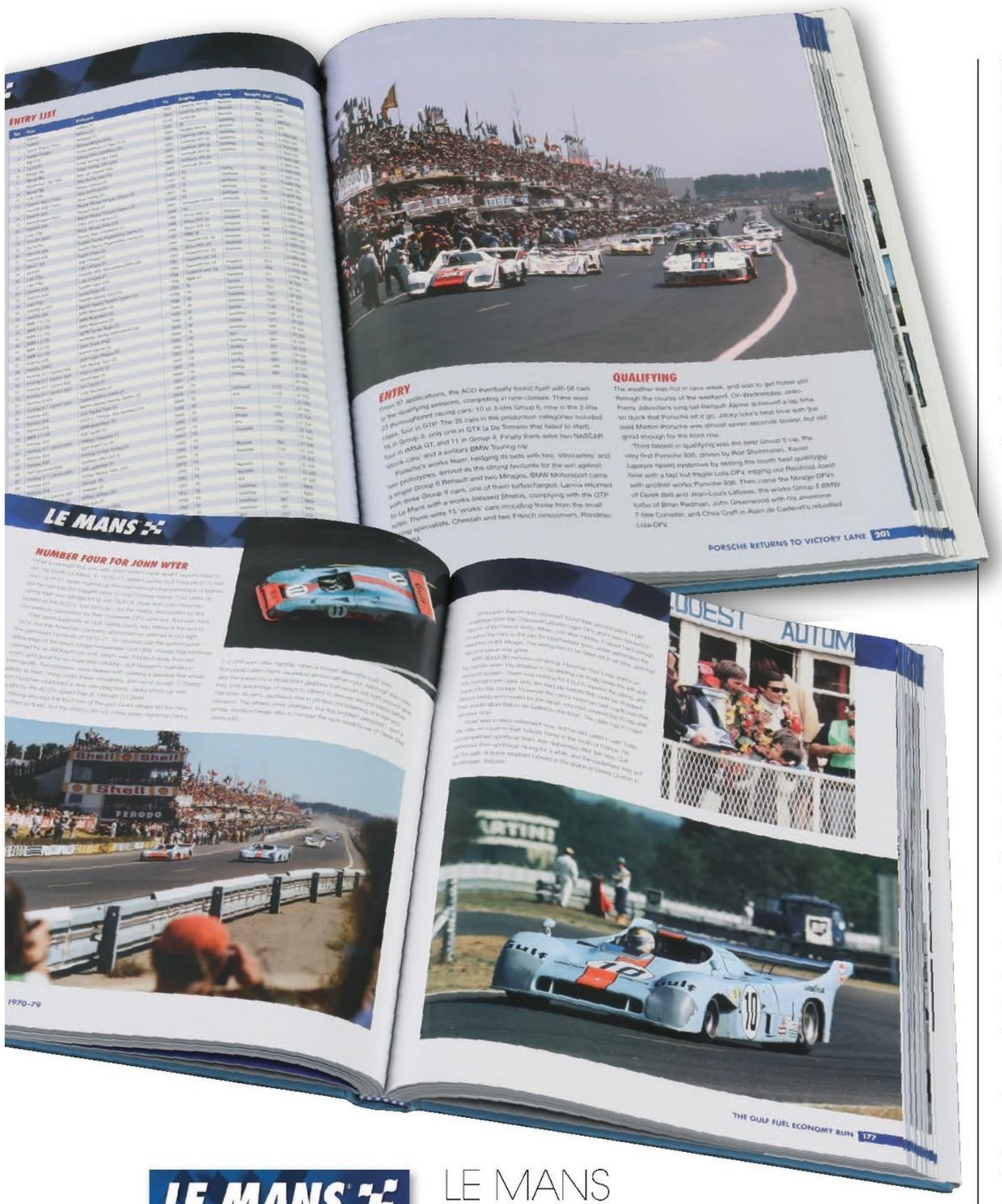
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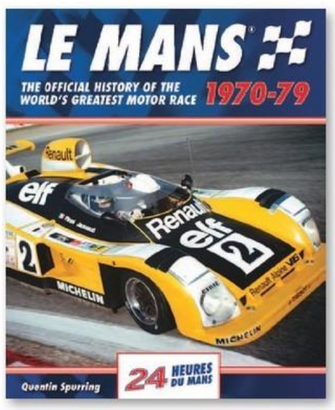
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Reviews





LE MANS

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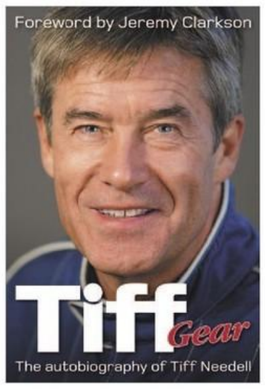
by Quentin Spurring

There are so many great nuggets in this book. The story of the 'Pink Pig' Porsche 917, for example, and how Reinhold Joest was cleared of blame a decade after the crash that eliminated it in 1971; how Tony Adamowicz used raw potatoes to demist the windscreen of his Ferrari 312P in 1970; how a pair of NASCARs became the heaviest Le Mans contenders of the decade in 1976, a year in which the field was split into 22 classes…

This is the second in the official Le Mans-sanctioned series of books written by the authoritative Spurring – a separate project to the box set reviewed last month. As with last year's release of the 1960s volume, it is structured clearly and chronologically. Brief descriptions of each entry and race are complemented by sections on rule and circuit changes. But it is in the individual stories dedicated to the key (and not so key) entrants each year where this book comes alive. The words, combined with excellent colour photography on a high-quality format, inject a true flavour of a troubled – but in hindsight, quite wonderful – decade at La Sarthe. And the pie-charts and myriad stats at the back? You can either take them or leave them.

It was no surprise this series started with the '60s – in our experience the most popular decade in motor racing history, followed by the '70s. But what next? Push on into the '80s or backtrack to the '50s? We await the next volume with intrigue. **DS**

Published by Haynes Publishing, ISBN 978 1 84425 539 5, £45



TIFF GEAR

The Autobiography of Tiff Needell

by Tiff Needell

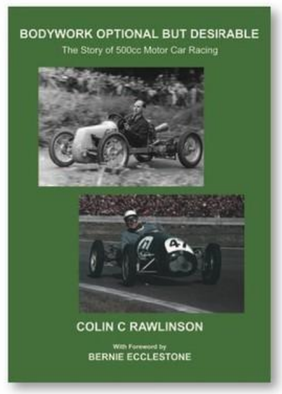
The first chapter is called 'The Grand Prix Career' – which hints at the lovely, dry delivery in which this engaging narrator will be telling his story.

Tiff's life in F1 consisted of a promising first race for Ensign at Zolder in 1980, as a replacement for Clay Regazzoni (paralysed at Long Beach) – and a heart-breaking DNQ at Monaco. That he found himself humming Fleetwood Mac's *The Chain* on the Zolder grid says much about this true enthusiast's approach to racing and life.

The tale of how he got to F1 and what happened next in Group C, touring cars and more is honest, funny and riveting. Then there's the telly stuff – a fascinating insight into the rise of 1990s *Top Gear* before the move to Channel 5 when the BBC lost faith in the show.

Needell's life has been a breathless – and at times exasperating – adventure. This was an autobiography well worth writing, and well worth reading, too. **DS**

Published by Haynes Publishing, ISBN 978 0 85733 089 5, £19.99



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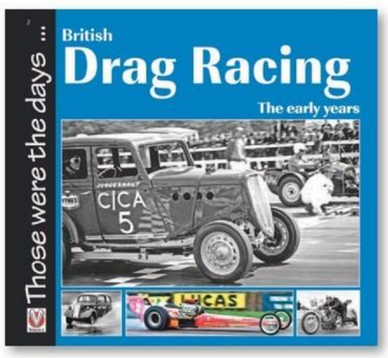
The story of 500cc motor car racing

by Colin C Rawlinson

In this country we recall 500cc racing as a prime example of ingenuity overcoming tradition – tweaked 'bike engines were mounted in the back of skimpy chassis mainly to simplify the transmission, but pointed the way to the rear-engined revolution. So the tale of "racing for the impecunious" is crucial to the sport and this book compiles the whole story from 1946, through the heyday as an international series and stepping stone to F1, to 1963 when half-litre racing ran out of puff.

Undoubtedly a thorough work, but in its relentlessly chronological form no thriller. It has the required detail of a reference work, though, including lists of drivers, builders and marques and lots of photos of restored cars. But apart from one reprinted *MS* editorial, no mention of WB who championed such racing in these pages. Bernie Ecclestone writes the foreword. **GC**

Published by Iota Publications, ISBN 978 0 9554826 1 8, £35



BRITISH DRAG RACING

The early years

by Nicholas John Pettitt

Another instalment in the 'Those were the days…' series brings the birth of British drag racing into the spotlight. It's not the most glamorous of subjects, but for the speed freaks of the 1950s there was only one way to prove how fast their home-built specials really were, and that was to head to the nearest disused post-war airstrip and blast your way a quarter of a mile into the distance.

The sport's early days featured such names as Sydney Allard and our own Denis Jenkinson, who raced a Bristol-powered dragster through the '60s. With the opening of Santa Pod in '66, British drag racing finally had a permanent home, and the book follows the story through to the end of the decade.

The text is balanced towards the factual rather than the anecdotal, but the real reason to get hold of this book is the wonderful collection of period photos which bring to life a sport with humble beginnings. **DC**

Published by Veloce Publishing, ISBN 978 1 845843 37 3, £14.99

Ferrari 312P Brands Hatch 6 Hours 1969



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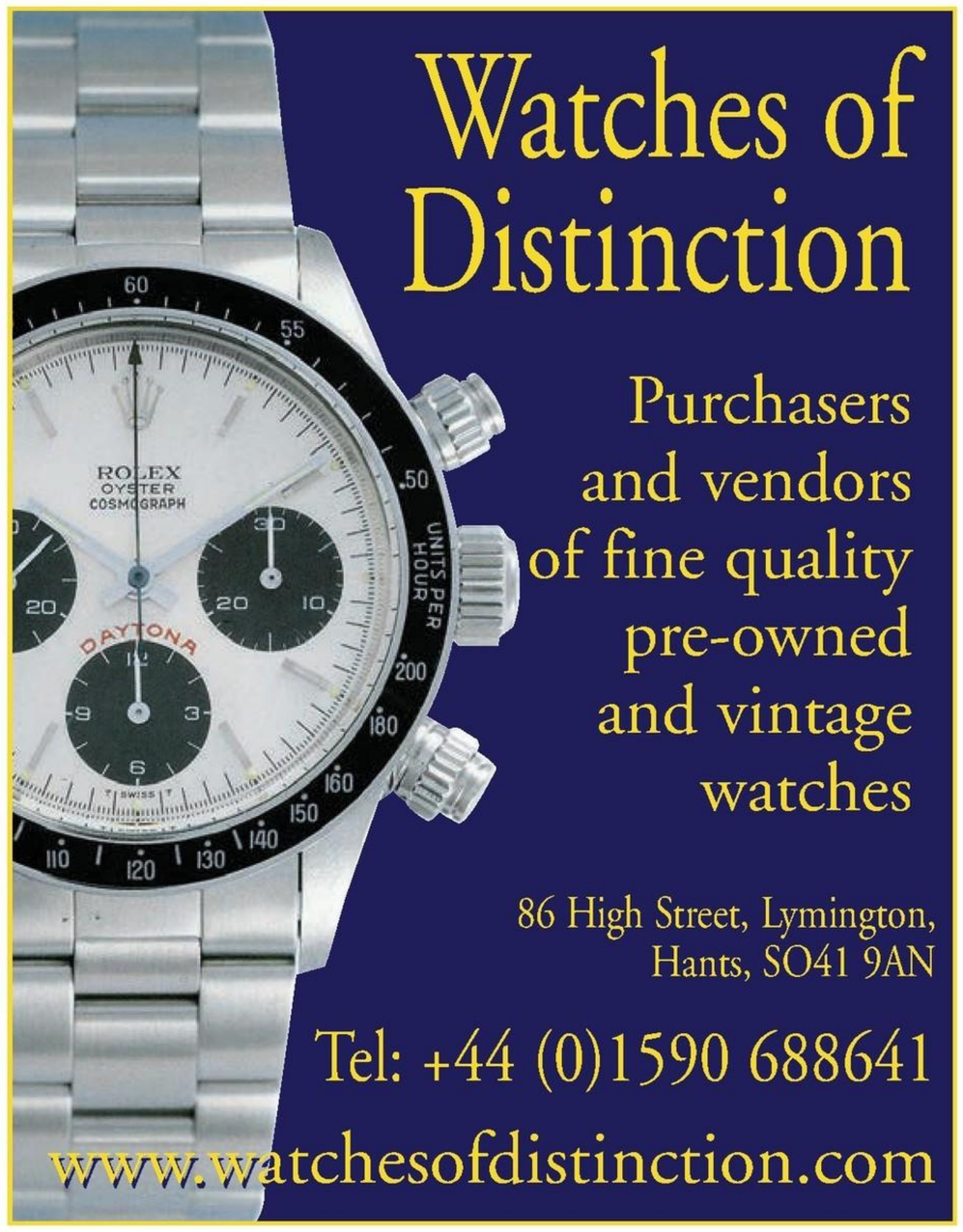
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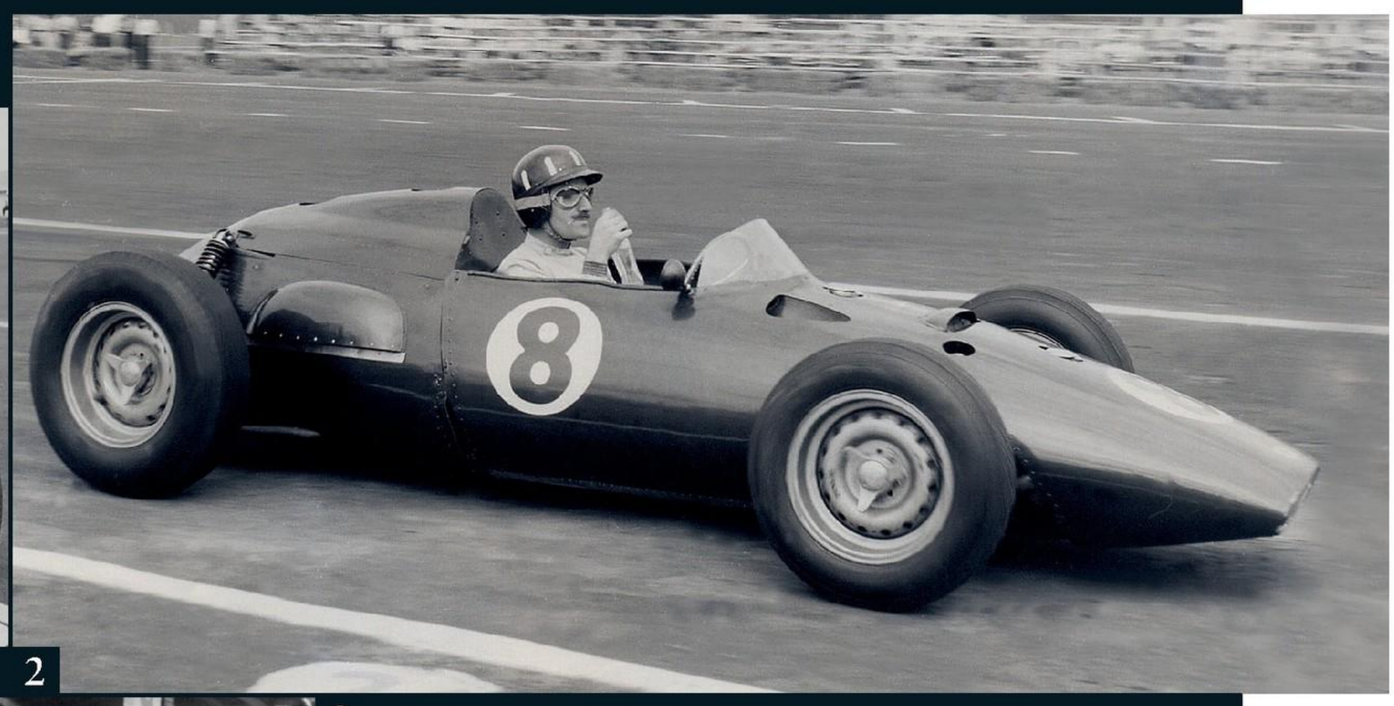




YOU WERE THERE

We've never thought of *Reader's Digest* as a rival racing title, but that was what sparked these shots





1 2



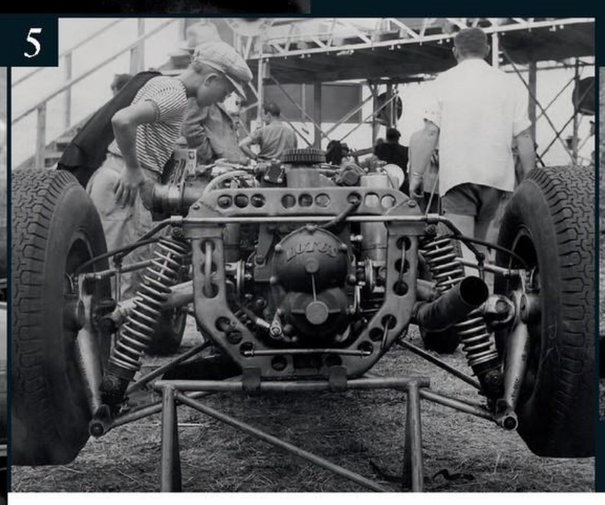
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ROBERT FLEMING

New Zealander Bob got hooked on F1 after seeing a *Reader's Digest* article on Fangio, and first travelled from his Wellington home to the Ardmore track for the GP aged 16. These shots are mainly from '61, when Graham Hill took some refreshment during practice... "He left the pits with a bottle of Coke, did a lap drinking it down the back straight, and arrived back to raptures from his crew!" {1} Reigning World Champion Jack Brabham's works Cooper sits next to Innes Ireland's Lotus. {2} Hill – swigging Coke in practice – took third for BRM. {3} Gearbox trouble meant Jo Bonnier's Yeoman Credit Cooper lasted barelya lap. {4} Brabham nursed his sick Climax motor home to a win ahead of team-mate Bruce McLaren. {5} Five Lotuses began the race, but only Jim Clark's finished, in sixth. {6} Moss's Yeoman Credit Cooper from the 1960 GP, when a broken clutch ended his bid for victory.



4 5



6



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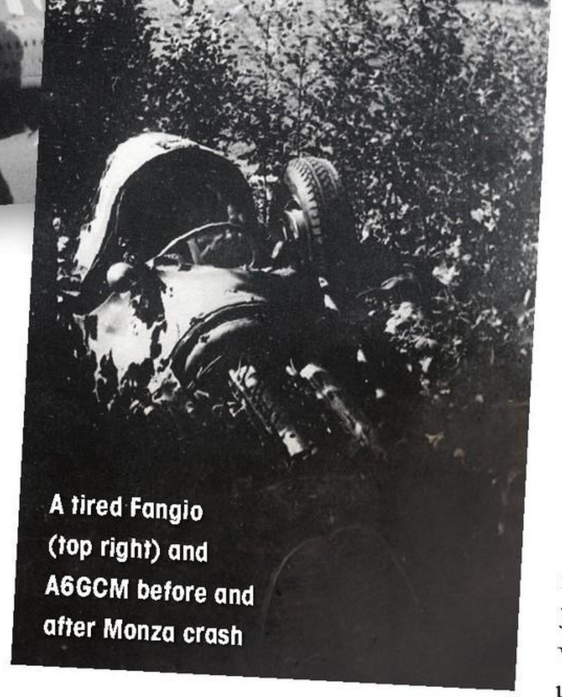
Injury is a constant risk in motor racing, but some drivers have shown immense powers of recovery

Robert Kubica's career-spoiling injuries in his February rally crash are a reminder of how fragile a Grand Prix driver's career can be. Mark Webber's magnificent 2009 comeback from breaking a leg in his Tasmanian cycling accident is a shining recent example of grit, determination, modern medicine and rehabilitation. Michael Schumacher before him had (in some respects literally) bounced back from breaking a leg, and Johnny Herbert won Grands Prix after having his legs and feet shattered in an accident that for most athletes would have spelled curtains. Graham Hill, of course, is another to have come back to racing a car while almost unable to walk to it – as did Rudi Caracciola pre-war. In his case his 1933 Monaco GP practice crash, which snapped his thigh bone and shattered his hip, left him limping and in quite severe discomfort for the rest of his life; so he just closed his mind to it, and drove around the problem.

The list of other Formula 1 and Grand Prix drivers who have fought back from injury to compete again at the top level is extremely long. Patrick Depailler filed a vertical flight plan in a hang-glider. Moss broke most parts – excluding the most vital, but including his back – in his 1960 practice shunt at Spa. Niki Lauda survived his horrific grilling at the Nürburgring in 1976 – and Tony Brooks his fiery somersault in the BRM Type 25 at Silverstone in '56.

But perhaps the most successful driver to recover from major injury was five-time World Champion Juan Manuel Fangio. After he had taken his first world title with Alfa Romeo in 1951, the Italian company withdrew from racing. Fangio then signed up to drive for Maserati in what had become World Championship-status Formula 2 for 1952, while driving the BRM V16 (whenever it should emerge) in old-style F1/Libre events, plus sports and GT-type Alfas.

Raymond Mays of BRM had notified Fangio that they would be running a V16 for him in the Ulster Trophy at Dundrod on Saturday, June 7. Nello Ugolini of Maserati then notified him that they would be running an F2 car for him in the important Monza Autodrome GP, in Italy, the next day. Fangio arranged with the aviating Prince 'Bira' to hitch a lift in his private plane, which 'Bira' planned to fly direct from Belfast to Milan that Saturday evening, immediately after the Dundrod race.



A tired Fangio (top right) and A6GCM before and after Monza crash

All was fine and dandy until 'Bira' encountered a car problem and decided to fly out of Belfast early, leaving Fangio's plans in tatters and the great man stranded. Veteran French privateer Louis Rosier now stepped into the breach. After he and Fangio had both done their bit in the Ulster Trophy – Rosier finishing fourth in his Ferrari 375 while Fangio's V16 BRM had boiled its way into retirement – they dashed to Belfast Airport and caught a scheduled flight to London.

They found no Milan flight available, not least due to stormy weather in central France, so they hopped on to Paris, from where all Italian flights were also cancelled. Fangio then tried to book himself onto a Paris-Milan sleeper train, but was too late. Rosier had hung around to help if he could, and finally offered the Argentine a lift in his Renault road car as far as Lyon. It was around midnight, so by the time they got there perhaps a Lyon-Milan flight might be available. They arrived in the small hours – but found no such flight...

Rosier was heading for his home nearby at Clermont-Ferrand, and at 6-7am he lent Fangio his Renault, as the Maestro recalled "...to continue my journey to Italy. I drove over Mont Cenis like a man possessed. Poor Rosier's tyres were down to the fabric by the end. I got to the Monza Autodrome at two in the afternoon, at 2.30 I was racing and at three I was in hospital..."

He had flurried into the Autodrome just in time to take a shower, don his driving kit, pop some aspirins and drive his brand-new Maserati A6GCM to the startline – organisers and rivals all having agreed that the World Champion (who had of course not been able to practice) could start from the back of the grid.

"Monza was one of the circuits I knew best, and I had already decided that I would have time to take the lead even if I started from the back. Self-confidence is a good thing, but no use if one is not in good physical condition. We started – I passed six cars on the first lap… still getting the feel of the car, which was quite new to me. In the second lap into the Lesmo corners… I'm not certain if I was taking the second Lesmo in third or fourth. What is certain is that I touched the barrier there on the inside of the curve, and instead of correcting the car quickly, I let it go. I did this hoping to regain control later, but I wasn't quick enough.

"I skidded off the track and hit the last of a long line of straw bales. Later I learned that the bales had been there for years, and the sun and rain had made them rock hard. The Maserati hit the bale and flew into the air. Then I felt myself flying through the air towards a strip of dark green, the trees. I remember losing consciousness as I smelled the grass I was lying on. What luck I was wearing a helmet…" Hard crash hats had only recently been made compulsory wear for drivers.

Fangio was carted off to hospital with concussion, a broken left thumb and crushed vertebrae in his neck. He then spent long days bed-bound in traction and it was three weeks before he was able to change position, unaided. He was then immobilised within an upper-body plaster cast, encasing his torso, neck and shoulders. It was not removed until September 3 that year and Fangio then made his public reappearance back at Monza, as honorary starter of the Italian GP. He had missed the heart of the 1952 racing season, and vowed thereafter never, ever to start a race without adequate rest and sleep beforehand.

But for the rest of his long life Fangio, famously, could not turn his head easily from side to side, and when he wanted to glance around he would move his whole upper body, shoulders and head in concert. And his left thumb healed at an odd angle. But he always looked on the bright side – as perhaps is understandable considering his subsequent success and stature. For him the added bonus was "…never again did I suffer a headache after racing". He left that to his rivals.



Moss (right) chose Jack Fairman as co-driver in 'Ring 1000Kms. Below: Jack tries a local car to learn the track at Indy

'Jolly Jack' – a safe pair of hands

He was the archetypal journeyman driver from the 1940s into the '60s. 'Jolly Jack' Fairman wasn't a top-flight driver, nor was he perhaps even second rank – but he was steady, dependable, indefatigably keen and always willing to help. He drove essentially for peanuts, for Jaguar and Connaught and BRM and Aston Martin and Ferguson, and was never averse to being used as a back-up, in order to keep a car on the road ready for a team's top-rank driver to take over, should his own mount fail.



Occasionally Jack got to share the top step of the podium, not least in the 1959 Goodwood TT, but in particular when he was chosen by Moss to co-drive the lone quasi-works Aston Martin DBR1/300 in the 1959 Nürburgring 1000Kms. Moss was running the loaned car at his own expense and said he chose Fairman "…because I wanted someone who would do just what I asked him to, and Jack was prepared to do just two laps (of the scheduled 44) and then come in, if necessary. He was a steady driver who would drive sensibly and keep it on the island, which was all I needed."

Moss's best practice lap was 9min 43.1sec against 'Jolly Jack's – careful not to bend it – 10min 16.7sec. In the race, Stirling handed Jack a 5min 40sec lead. But it then began to rain, and as Fairman tried to pass a backmarker he was bundled off-line and slid into a ditch. The car became plugged at a steep angle, its tail against the trackside bank. But ex-Army tank driver Fairman was up to the challenge. Desperate to redeem himself he braced his feet against the bank, his broad shoulders against the car and simply muscled it bodily back onto the level. Not bad for a 46-year-old.

In the pits Moss had given up in disgust, had packed his helmet, gloves and goggles and was about to change out of his overalls when someone yelled "Here's Jack!" And here, indeed, he was. The time lost in the ditch had left Moss with an almost two-minute deficit, but after another 10-lap stint the Aston had repassed the works Ferraris and built another two-minute lead. Jack did two more laps and then the Boy took the final 10, starting 40sec behind the leading Ferrari, and beating it by 41sec. Heaving that car back onto the road became the pinnacle of Jack Fairman's long career.

He drove his final F1 race at Imola in 1963, earning decent start money in Count Godin de Beaufort's second-string podgy Porsche 718. The Dutchman finished sixth in his Ecurie Maarsbergen Porsche, 50-year-old 'Jolly Jack' – dutiful to the last – right behind him, seventh.

He was quite well regarded as a test and development driver, and put many useful miles on the Ferguson P99 in 1960-61. In 1962 he failed to qualify Pierre de Villiers' outclassed Connaught at Indianapolis, then test-drove for Ferguson when it developed its P104 with Novi V8 engine for Andy Granatelli's STP Corporation. Jack had shown good pace in the P99 at Indy while Bobby Unser drove the Novi-Ferguson (briefly) in the 1964 '500'. They also serve who only stand and wait. Jack Fairman today is too often forgotten. »»»

LAT & GP Library



Olivier Gendebien and Phil Hill: comfortable team-mates – mostly...

LAT

You're either with me or against me

The interaction between motor racing team-mates must provide a challenge of career-long proportions to graduate psychologists. Lord knows we saw enough see-saw relationships within just last year's Formula 1 – Vettel with and versus Webber, Alonso with and versus Massa. Digging deeper, one might dare try to penetrate the Masonic-lodge relationships between each team's mechanics, and then between the platoons of engineers, specialist techies, computer nerds and management figures.

Of course this is nothing new – though the TV spotlight has immensely magnified the pressures. Maybe old-time racing drivers were just more rounded, better-formed human beings than today's youthful orchids, insulated within their cash-padded specialist-sport hot house? Certainly top drivers used to accumulate wider life experience with one another, often travelling, carousing and skirt-chasing as a group. While one weekend top drivers might be battling in Formula 1, the next weekend they might be teamed together in sports or GT racing. A week later they could become flint-eyed rivals once again at Indy or in F2. They really got to know each other. A true pecking order would emerge, in every respect, and between most of them a genuine respect evolved. What's more, under less intense scrutiny by the media, more of what really occurred on tour, stayed on tour. And there was less reporting of A says B "Couldn't drive his way out of a paper bag", and C says D "Crossed some palms to pinch my best engine..."

This in no way denies that from time to time team-mate relationships have had their tensions. The 1961 World Champion Phil Hill perhaps suffered most. He recognised how tense he could become and had his own ways of coping, but among all the great drivers of the 1950s and '60s, Phil's self-generating immediate pre-race torment out-pressured even Graham Hill. While Graham could lash out and verbally destroy even the friendliest unwanted approach in that hour before a race, Phil would retreat into his own closed, deaf, mental bubble, obsessively re-arranging his driving kit, repeatedly polishing his goggles, and asking the time. Despite being very Anglicised and Europeanised, Phil never developed adequate armour against British-style irony. His literal-minded American background combined with his pressure-cooker sensitivity to make him a favourite target for winding up – especially from the mischievous likes of Moss and Innes Ireland, and before them Hawthorn or Schell.

Once, on the starting grid for the Dutch GP, Phil's 'Sharknose' Ferrari had lost its clutch on the warm-up lap. Phil almost had steam issuing from his ears as his mechanics tinkered with the clutch behind him. Lined up alongside, Moss first loudly demanded "That car's dead. Push it away!" before announcing "My God, Phil – they've got the whole back end of your car apart now!" Each lance wound up Phil even more... before he would recognise it as groundless needle. Once the flag dropped he was fine – well, almost every time.

One exception was an extraordinary episode in the 1961 Targa Florio. Phil and long-time co-driver Olivier Gendebien were sharing the latest rear-engined Dino 246SP sports-prototype cars, their team-mates 'Taffy' von Trips and Richie Ginther sharing another. In pre-race briefing, team directors Eugenio Dragoni and Romolo Tavoni told Phil and Olivier that if their untried new car should break they'd take over the other.

> "I was out of my mind with rage, just driving my head off"

Gendebien normally took the opening stint, but apparently stewed overnight that their car was completely untested, and that Phil knew it handled horribly so was keen for Olivier to drive it first. If it broke during his opening stint, he could well be left stranded up in the hills (it was a 44-mile circuit), leaving Phil in the pits to be switched into the proven Trips/Ginther car, which could have a good chance of winning.

Minutes before the start, as Phil was relaxing as much as he could, not expecting to be required until the first fuel stop, Olivier approached him "...with a funny look on his face, and he said, 'Phil, I do not take this start' and I said, 'Why? You always take the start.'" He said he was feeling unwell – "not up to it".

Phil's usual ritual was to focus by himself for at least 20 minutes, soaking his hands in hardening solution to prevent blisters, cleaning his goggles and fitting his ear plugs. Now, at no notice, he was in the hot seat. He didn't even have his goggles with him. He just had to borrow a pair. The Targa used a staggered start, with single cars being flagged away at 30-second intervals. Phil was wildly agitated as he scrambled into the car, and was almost immediately flagged away. And he absolutely blitzed it. On that opening lap he caught Trips who had started just ahead of him.

By his own admission, Phil was "out of my mind with rage" and lunged to pass Trips, but found no room. "I tapped him a couple of times but still he didn't move over. I was incensed, just driving my head off. Then I got my car's nose inside him in a tighter turn and tapped him again, but this time on loose gravel we both spun. There was shouting and waving, 'What the hell are you doing?' 'What the hell are YOU doing?' Then we both set off and at last he gave me space."

Still enraged, Phil then gobbled up Ricardo Rodríguez's leading TRI/61 – which had started a clear minute before him – "...and buffaloed past him as well. But on the descent from Collesano I just kept going too fast at the end of a short straight into an ess-bend like the Masta Kink at Spa. I couldn't get enough speed off to make it and maybe the parallax through that big screen helped me misjudge it..." His hurtling Ferrari clipped a hedge, bounced into a couple of roadside marker stones, then slithered to a halt on a bank with its underpinnings torn out. "I was in the local farmhouse having a drink with the farmer by the time Rodríguez and Trips came by..."

He remained furious with Gendebien – who sure enough took over the Trips/Ginther car to win the race – but was even more angry with himself for losing it. But fate is a funny thing. On the way back to Palermo Airport, Gendebien rolled his hire car – and returned home nursing not only his winnings, but also three stitches in a head wound. Next time they were paired together – in the Nürburgring 1000Kms – Phil crashed without his team-mate being to blame. And then at Le Mans the pair won the 24-Hour race for their second time. The team-mate relationship has always been a fickle thing.

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Douglas Russell (in cap, also right with cigarette) watches concours judging at his Sportsdrome. Top, pint-sized ERA

A MODEL ENTERPRISE

After World War II, 'Round the Pole' racing for model cars became very popular, and even had its own autodrome

After the war the pastime of racing miniature car models with miniature internal combustion engines normally used in model aeroplanes grew spectacularly, because of the ban on the flying of petrol-powered model aircraft in the war years. Such models were timed for their performances when raced either in a straight line or 'Round the Pole', in which the model cars were tethered to a pylon so that they made circular laps. I attended one of the first club meetings of this kind which I was able to describe in the magazine *Model Car News*.

The Model Car Racing Association was formed in 1936. Its president was Alan Hess, the editor of *Speed*, and motoring broadcaster at such venues as Shelsley Walsh and the Veteran Car Club's London-Brighton Run. This club included the rubber-band cars and the clockwork models, with its principal venue at the Metropolis Garage near Olympia, which allowed a clear stretch of floor of 150ft for the car to run. The four-wheel-drive model was favoured for these straightaway sprint events and speeds reached 40mph in 2.8 seconds with a model weighing only some 3lb. Timing was tricky and could cause grievous bodily harm, calling for a quick eye and good judgment and, as few cars had brakes, a blanket into which a bolster was sewn so that the car was enveloped into its folds as it crossed the finishing line. This more often caused spectacular crashes, and major repairs were carried out in the pits.



In November 1937 *Motor Sport* published the regulations for their Grand Prix which included classes for 'Schuco, Woolworth' and 'unlimited' models. There were four classes, Class A for cars not exceeding eight inches in overall length and over a distance of 50ft, Class B cars not exceeding 16ins over 100ft, Class C not exceeding 24ins also over 100ft and Class D for unlimited length cars over 150ft.

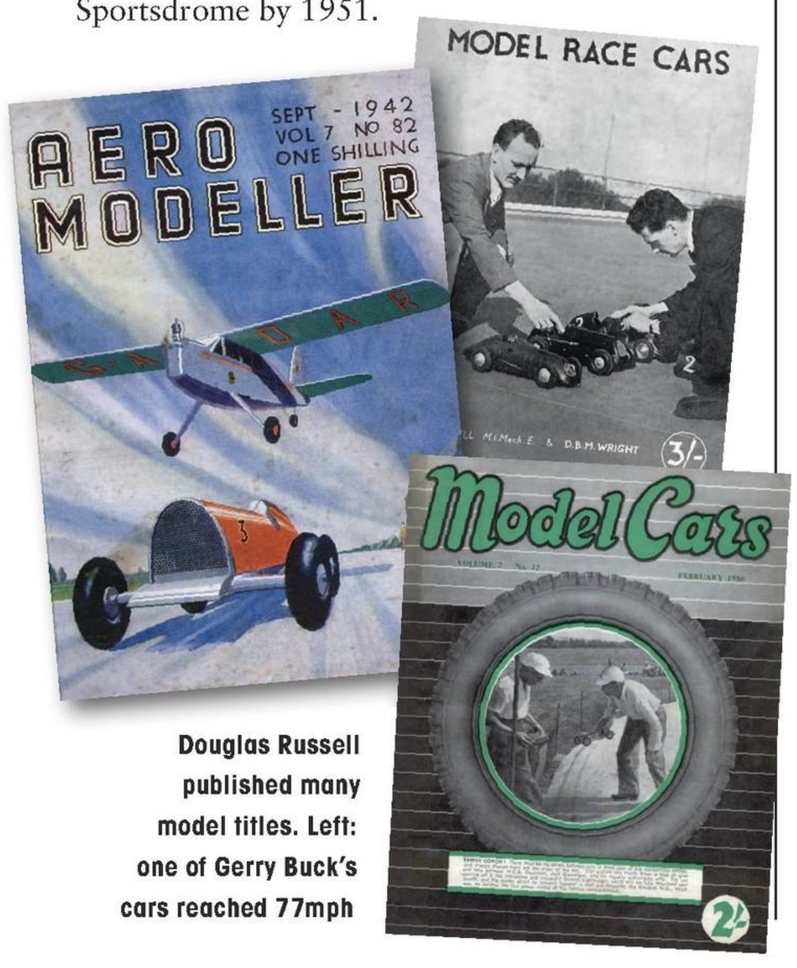
In the early part of 1942 D A Russell published in *Aeromodeller* (which was part of his MAP

stable of magazines) a simple design for a 2.5cc car and instigated a competition for cars powered by an internal combustion engine up to 6cc and not exceeding 10cc, with the outcome that F G Buck won at 45mph. Eventually with development his car reached speeds of 77mph.

By 1946 Russell opened the British Model Car Club's permanent headquarters at Eaton Bray Model Sportsdrome in Bedfordshire. Having 72 acres of level ground, the intention was to devote the site to model activities such as race car tracks, take-off areas for model aircraft and later ponds for power boats. With some 200 members, future plans also included two permanent tracks of 72ft diameter, with pits and workshops, a members' clubhouse, and later a holiday camp for modellers. With a permanent track a more elaborate ball-bearing pylon was erected, being several feet high and incorporating a platform and small circular wooden rest to enable a 'line master' or time-keeper to stand while the cars revolved around him. At the opening meeting W P Jones's car, a beautiful scale model Alfa Romeo powered by an OK Super 60 motor, made the fastest time of the day with 57mph.

By 1949 the Austin Trophy, presented by the Austin Motor Co Ltd for annual competition, was won by W S Warne with his 10cc Dooling at 113.22mph, taking the national record.

The waning of tethered car racing and Russell's other business failures, including a large fine for building the Sportsdrome without planning permission, saw the end of Eaton Bray Sportsdrome by 1951.



Douglas Russell published many model titles. Left: one of Gerry Buck's cars reached 77mph

London's palace of delights

TEN YEARS AFTER THE CRYSTAL PALACE HELD ITS first motorcycle meeting in May 1927 it staged its first road circuit car race, on April 24, 1937. It was attended by some 30,000 people, probably a record crowd at a long-distance car race in this country. The day was warm and sunny but there was no covered accommodation for competitors.



Heat one for the Coronation Trophy was for !½-litre cars, over 20 laps of the two-mile circuit. Of seven starters, the Continental-type grid saw five cars on the front row. Pat Fairfield in an ERA won, with an average speed of 52.63mph.

After the second heat, won by Raymond Mays, also in an ERA, there was a two-lap demonstration run, shamelessly called by the announcer the 'Old Crocks' run. Dick Nash's 1912 15-litre Lorraine Dietrich 'Vieux Charles Trois' and Cecil Clutton's 1908 12-litre Itala 'Floretta' took part. The crowd, in awe of these two large veterans, saw Nash's car show masterful handling and fine acceleration.

In the 30-lap final, Pat Fairfield won, taking the course record at 54.59mph. Also that year, in June, bicycle racing arrived with a 100km International Cup Race for professional riders.

On July 17 the London Grand Prix was held, which with shorter races, famous drivers duelling throughout and the absence of pitstops was a considerable success. On the Thursday before, during practice, 15 out of 17 competitors got into trouble due to torrential rain, and the blowing-up of the remains of the Palace ruins added to the grim day, but Dobson with a 1½-litre ERA set a new lap record of 56.43mph. Again ERA had four cars, but Mays had back axle trouble and Dobson crashed, so Prince Bira's 'Romulus' won at 54.36mph. Connell took second place.

During October the BBC televised the first ever live motor sport event, from the International Imperial Trophy meeting, Bira wining again at 57.8mph though Dobson took the fastest lap at 58.63mph. Dick Seaman also gave a demonstration run in the Grand Prix Mercedes-Benz W125.

The general opinion of the circuit was that it was too wiggly in places and could be wider with a better surface, but with the onset of war the final race was run on August 26, 1939 and won by Bert Hadley in an Austin, although it was Mays in an ERA who held the final lap record at 60.97mph. Ⓜ

Pat Fairfield with the first Coronation Trophy. Above, Reg Parnell's Magnette tackles Fisherman's Corner



LAT

Parting Shot

Monaco Grand Prix, May 29, 1960

Tony Brooks' Yeoman Credit Cooper T51-Climax and Phil Hill's Ferrari Dino 246 round Station Hairpin en route to fourth and third places respectively. Only four of the 16 starters were still running at the end, with Stirling Moss's Lotus 18-Climax finishing first.

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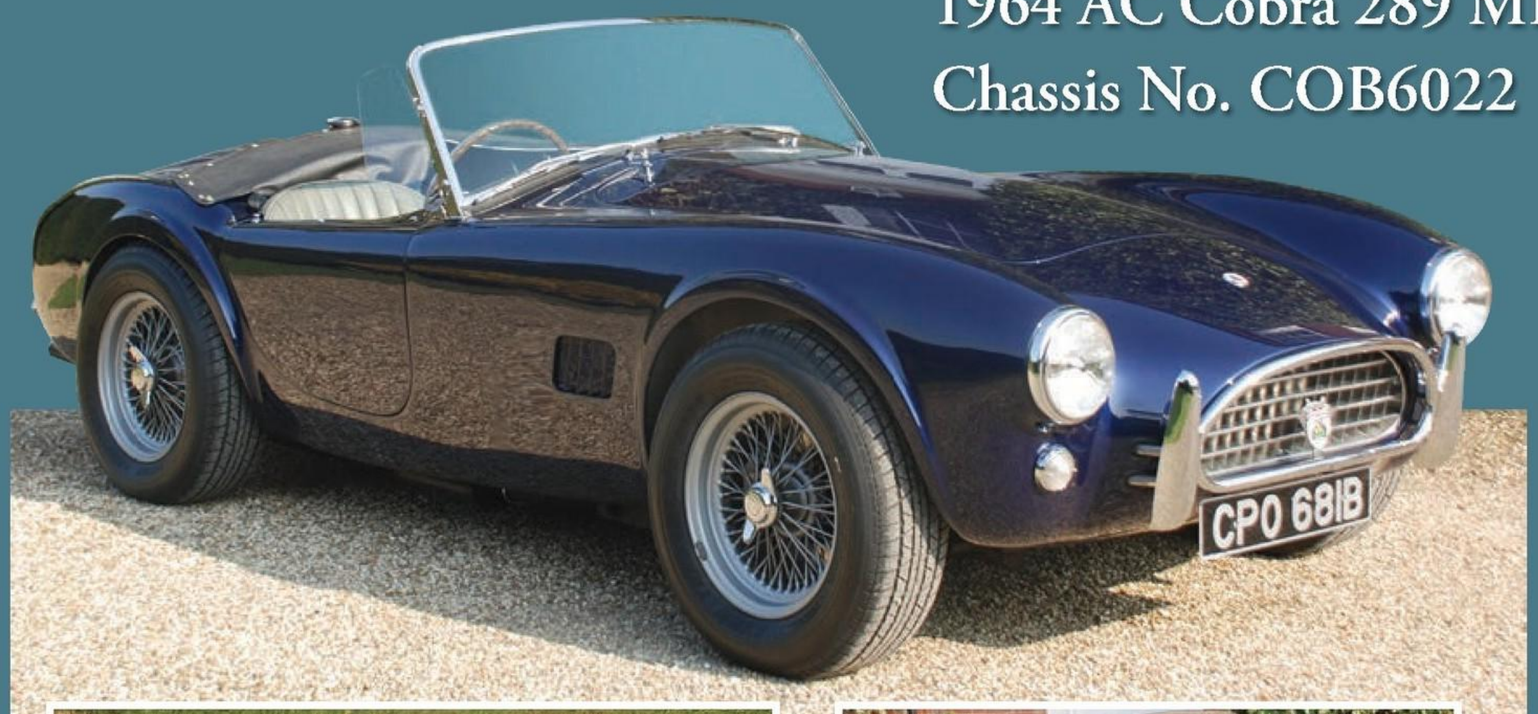
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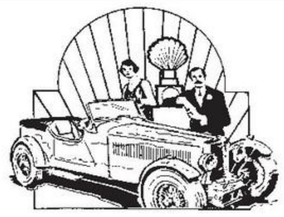
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Presented in Silver Birch with dark blue hide. Chassis 2152/R was originally supplied new in October 1965 and has in recent years undergone a total restoration with a complete photographic record, this included a bare metal re-spray and a rebuild of the engine with lead free conversion. This exceptionally well presented car is ready to be driven and enjoyed and will come fully prepared by ourselves and comes complete with its original logbook.



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A most wonderful example finished in British Racing Green with fawn hide and matching carpets. This Series 1 DB4 is a matching numbers car that was supplied new in October 1959 and comes complete with a fully comprehensive history file from well respected Aston Martin specialists R.S Williams LTD, including many invoices and MOTs. This car will be fully prepared through our workshops to include a full road test and service and fresh MOT.



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Bentley Turbo R Left Hand Drive 1990 but first registered in 1992
Finished in gleaming unmarked ebony black with black hide interior, piped in St James red, lambs wool overugs, picnic tables, cocktail cabinets, footrests, alloys, rear quarter badges, expensive in car stereo equipment, 35,000 miles, garaged from new, totally stunning **£19,750**



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**



Jaguar SS 100 1936 Replica
Finished in Squadron Blue with Beige hide interior, headrests, radio and stereo, CD player, stainless boot rack, sparkling chrome wire wheels, auto, power steering, powered by a 4.2 Jaguar engine, fantastic to drive, all weather equipment, very rare, only a few coach built in aluminium, built by the famous Birchfield coach builders. This car is absolutely stunning. Becoming a very rare car and will enhance any collection, whilst still being a pleasure to drive. A fantastic investment **£59,750**



Jaguar E Type 1969 Roadster series 11 4.2
Finished in Gleaming Midnight Blue with Black Hide interior, headrests, C/D stereo system, manual transmission, sparkling chrome wire wheels, new white side tyres, this amazing car has 7,000 miles since very high restoration, with records and history, always garaged, just magnificent..... **£57,750**



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**



Bentley Arnage 1998
Bentley Arnage 1998 Finished in the most delightful colour of Verdant Green with Oatmeal hide interior, thick lambs wool overugs,many extras,non smokers car,tinted glass,39,000 miles from new,full history,recent service,garaged from new,this could easily be mistaken from new. **£29,750**



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**



Jaguar E Type 4.2 Series 11 Roadster 1970
Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout **£95,750**



Aston Martin DB6, 1968
Finished in Olive Green, with tan hide interior, stereo system, power windows, manual transmission, power steering, chrome wire wheels, ONLY 112,000 miles from new. ONLY 2 owners. Last owner for 33yrs service frequently, invoices & MOT, original buff log book from new, amazing condition, drives like new, pampered and garage from new, if you want the very best this is it, rapidly appreciating ..... **£125,500.**



Jaguar E Type V12 Roadster 1974/5
Finished in Regency red with Black hide interior, headrests, stereo system, auto,power, chrome wire wheels, only 60,000 miles from new,bills and Mots, classic colour combination, very original example **£45,750**



Mercedes 300SL 1986
Finished in Arctic White with superb interior, rear seat, headrests, hard and soft tops, stereo system, CD player, alarm, alloys, power windows, power steering, automatic, service history, garaged, lovely example **£16,750**



Bentley Arnage 2000/1
Red Label Finished in the most desirable colour of Fire glow with Cotswold hide interior piped Red, headrests front and rear, matching lambs wool overugs, rear walnut veneer picnic tables and waist rails, CD and sat nav, folding mirrors, air bags, tinted glass, parking sensors, sports switch gearbox, 18" Bentley wheels, just had major service, only 29,000 miles from new, full service history, garaged from new, easily mistaken as new, totally stunning **£35,500**



Mercedes 300 SL AMG
1986 Finished in Arctic white with Navy Blue interior,hard and soft tops, auto, power, stereo system, full body kit, alloys, power windows, ABS, only 44,000 miles from new, with service history, absolutely stunning **£16,750**



Mercedes 560 SL Sports 1986
Left Hand Drive, finished in gleaming Signal Red with black hide interior, hard and soft tops, headrests, air bags, light up vanity mirrors, cd/stereo system, power mirrors, power windows, centre arm rest, air conditioning, climate control, cruise control, 18,000 miles, garaged from new, very difficult to repeat **£25,500**



Rolls Royce 20/25 Limousine 1935
Coach built by Thrupp & Maberley, Finished in Very pale Two tone blue with cream hide interior, the veneers have a silver inlaid coach line, glass divider, with occasional seats to the rear, side mounted spare wheel, fine coach lines to compliment the exterior, this car can only be described as similar to new, probably the finest in the country .. **£49,750**



RR Silver Cloud 1963
Three finished in two tone blue with dove grey hide interior, full length sun roof, air conditioning, picnic tables to rear, power windows,lambs wool overugs, stereo system, auto, power,history folder and Mots, original handbook, totally stunning **£36,500**



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**



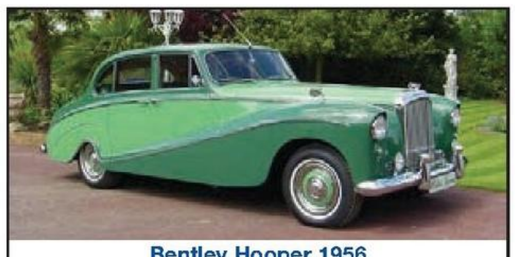
Aston Martin 2002 DB 7
Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, Cd, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history,this car is just remarkable, never seen rain **£49,750**



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**



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 **£250,500**



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**



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**



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**



Jaguar E Type 1973/4 Roadster
Jaguar E Type 1973/4 Roadster Finished in Old English White with black hide interior, manual transmission, power steering, chrome pressed wheels, only one owner from new, good history, original paperwork and handbook, totally original, very unique never seen rain **£69,750**

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Rolls Royce Left Hand drive Corniche Convertible series 11 1985 model.

Finished in Ivory with matching tan hide interior,matching power convertible top, lambs wool overugs,stereo system,air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example **£49,750**



Bentley Arnage T Mulliner 2005

Level 2 Finished in Silver lake with Nautic Blue with contrasting Cotswold quilted seats and door inserts, walnut veneer to fascia and waist rails, with Bentley recessed badges, Le mans vent and Mulliner badges, sat nav, sunroof, quad exhaust, parktronic, many more extras, 27,000 miles, FSH, very high spec, this car is totally stunning **£75,500**



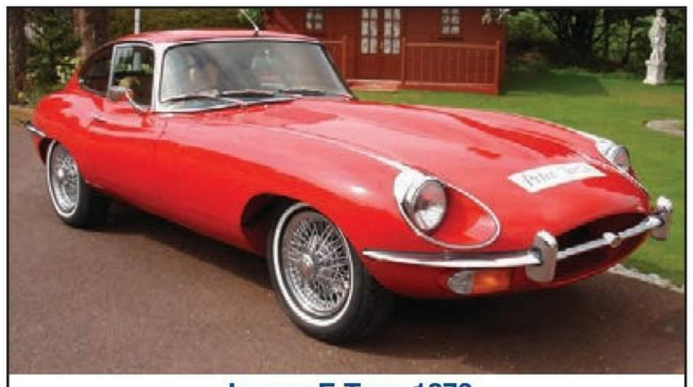
Jaguar V12 E type Roadster 1974/5

Finished in Gleaming Old English White with Cherry Red hide interior, headrests, stereo system,overmats,sparkling chrome wire wheels, virtually one owner, only 21,000 miles from new, with original British Leyland service book with stamped up service history, hand book in original leather wallet, garaged from new, this E type is quite remarkable and totally superb **£125,500**



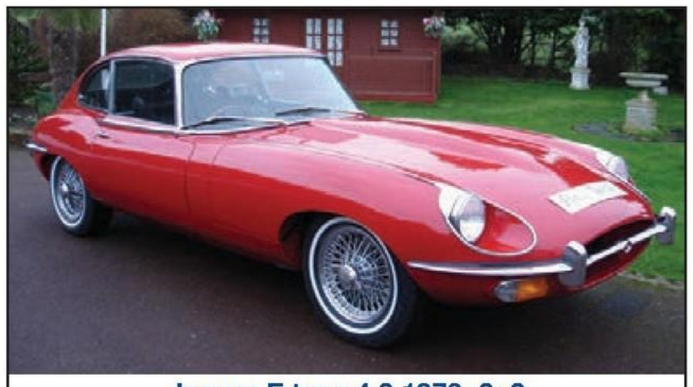
Jaguar E Type 1973/4 Roadster

Finished in Azure Blue with Tan hide interior, manual transmission, power steering, original radio,pressed chrome wheels, only 34,000 miles from new, lots of Mots and service history, original service book and handbook, superb original example **£66,750**



Jaguar E Type 1970

Series 11 FHC Finished in gleaming Signal Red with Tan hide interior, head rests,sparkling chrome wire wheels, stereo system, spare unused, well known car in the Jaguar world, this E Type is just incredible in condition, totally rebuilt every nut and bolt, by a top club member, only covered 2,000 miles since rebuild,l ots of bills, handbook in leather wallet, it would probably be impossible to find better, the ultimate E Type **£65,500**



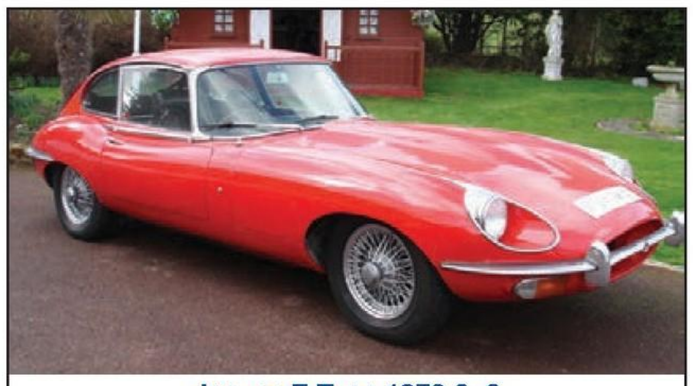
Jaguar E type 4.2 1970 2+2

Finished in Brilliant Signal Red with Black hide interior, headrests, stereo, manual transmission, sparkling chrome wire wheels, only 2,500 miles since total nut and bolt restoration, carried out by one of England's top restorers (Colin Ford) featured in December 09 Jaguar World, can only be described as concourse and just remarkable **£47,750**



Jaguar E type 1972 V12 2+2

Finished in regency Red with superb Black hide interior, headrests, stereo, immobilliser, chrome wire wheels, auto transmission, power steering, drives excellent **£25,500**



Jaguar E Type 1970 2+2

Finished in Signal Red with Black hide interior,manual transmission, power steering, radio and stereo, headrests, chrome wire wheels, one previous owner, maintained by the last owner of thirty three years. Lots of old Mots and bills etc, always garaged, drives extremely well **£25,750**



Jaguar E type 1965 4.2 Series 1

Finished in Dark Blue with Burgundy hide interior, radio, sparkling chrome wire wheels, dark blue mohair hood and matching tonneau cover, this E type has only covered 28,000 miles from new, then restored to the ultimate condition, A complete hand built nut and bolt restoration, bringing this vehicle to a like new condition, total perfection, massive history file, only 400 miles since restoration, the closest you would get to a new car, this car is breath taking **£155,500**



Jaguar E type V12 Roadster 1973/4

Finished in Primrose yellow with superb Black hide interior, piped Primrose, headrests, stereo system, automatic transmission, power steering, sparkling chrome wire wheels, huge history file, only 32,000 miles from new, garaged from new, this car is in magnificent condition throughout . . **£85,750**



Jaguar E Type V12 1972 2+2

Finished in unmarked Silver Blue with Parchment hide interior, headrests, navy blue carpets, webasto sun roof, manual transmission, power steering, stereo system, sparkling chrome wire wheels, spare unused, only 4,000 miles since total nut and bolt professional restoration, concourse condition, any questions just ask, my answer will be like new, the best we have seen, never seen rain, always garaged, totally stunning **£65,750**



Jaguar V12 E Type 1971/2

Finished in signal red with black hide interior, headrests, radio/stereo. chrome wire wheels, manual transmission, power steering, thousands spent, 1 years Mot, drives excellent, tax exempt, last owner for fifteen years, garaged, one for the enthusiast **£19,750**

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MASERATI MC12, 2005, *Pearl White/Blue, 700 km's from new, the 31st of 50 manufactured, USA EPA/DOT Show and Display status, Collector owned.* ***$ P.O.A.***

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Aston Martin V8 Volante, 1982, White/Red/White top, 28k miles, Auto, Restored	$145,000.00	Lancia AureliaB24 Convertible, 1957, Grey/Red/Black top, Restored, Matching #'s	$255,000.00
Aston Martin V8 Volante, 1985, Silver/Black/ss, Auto, Chrome bmprs	$165,000.00	Lotus Exige S 240, 2010, Solar Yellow/Black, 6-spd, Many Options, Delivery miles-New	$70,850.00
Aston Martin V8 Volante, 1988, Dk Red/Tan/Tan Top, 45k miles, Auto, Chrome bmprs	$145,000.00	Lotus Evora, 2010-2011 Models, Please contact us for colors and options	$MSRP
Ferrari F40, 1990, Red/Red, 3,000 miles from new, Collector owned, Superb throughout.	$545,000.00	Lotus Elise 190, 2011, Aspen White/Black, New Del. Miles, Black Pack	$55,660.00
Aston Martin DB7 Volante, 1997, Avon Black/Charcoal/Black top, 44k miles, 5-spd	$39,500.00	Porsche 356B, 1961, 1600 Carrera GT, Silver, Restored, Exceptional, Prepped & Ready	$P.O.A.
Aston Martin DB7 Vantage Volante, 2001, Silver/Grey/Black top/ 15k miles, 6-speed	$48,500.00	Porsche 911 ST, 1971, Extensive Race History with Brumos, Restored, Prepped & Ready	$P.O.A.
Aston Martin Vanquish, 2004, Meteorite Silver/Black, 16k miles, Works Service 6-speed	$115,000.00	Pagani Zonda C12 Roadster, 2005, Red Met./Black, 5,000 miles from new, As New	$695,000.00
Aston Martin DB9 Volante, 2006, Gold/Brown/Black top, 6k miles 6-spd manual	$98,500.00	Porsche Carrera GT, 2005, Silver/Charcoal, 2k miles, Recent Major Service, As New	$395,000.00
Ferrari 355 Spider, 1997, Black/Tan/Black top, 25k miles, 6-spd, Recent major service	$59,500.00	Porsche 356 C Coupe, 1965, Red/Black, original tool kit, jack, ready for road use or show	$59,500.00

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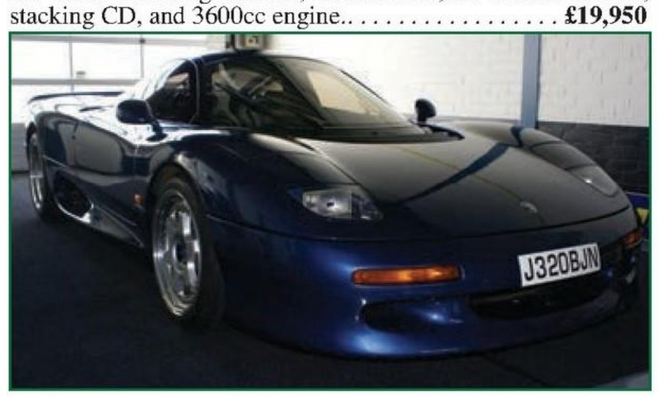
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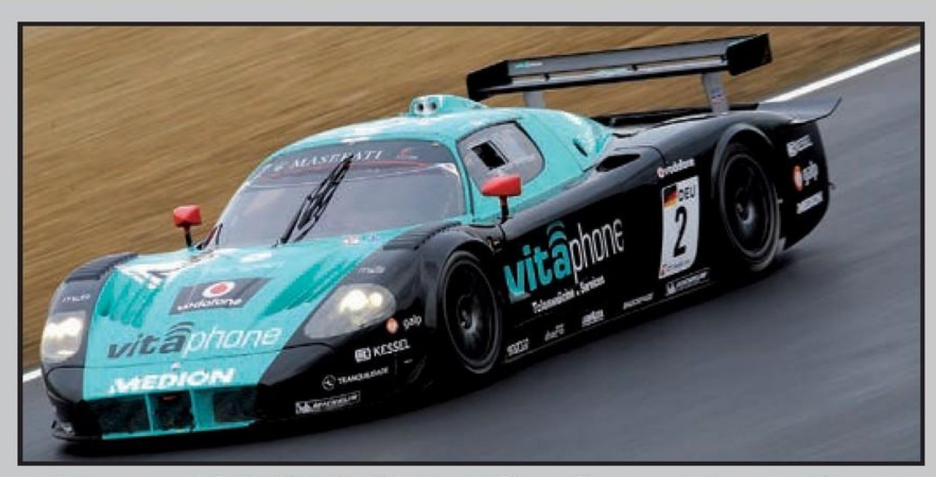
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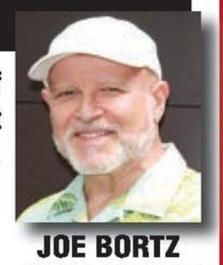
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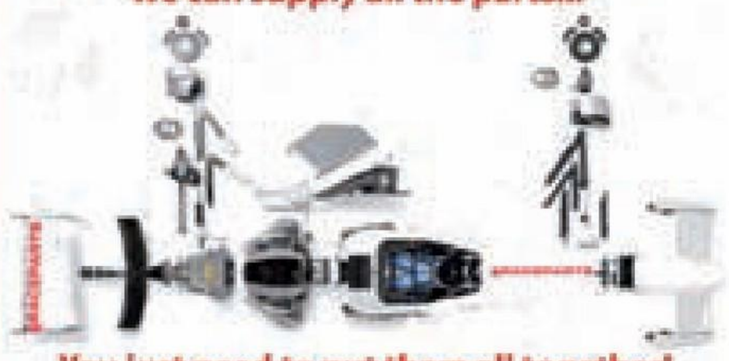
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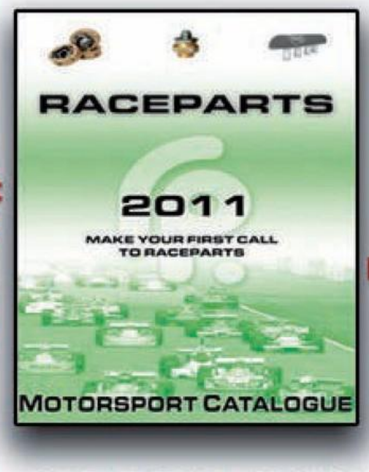
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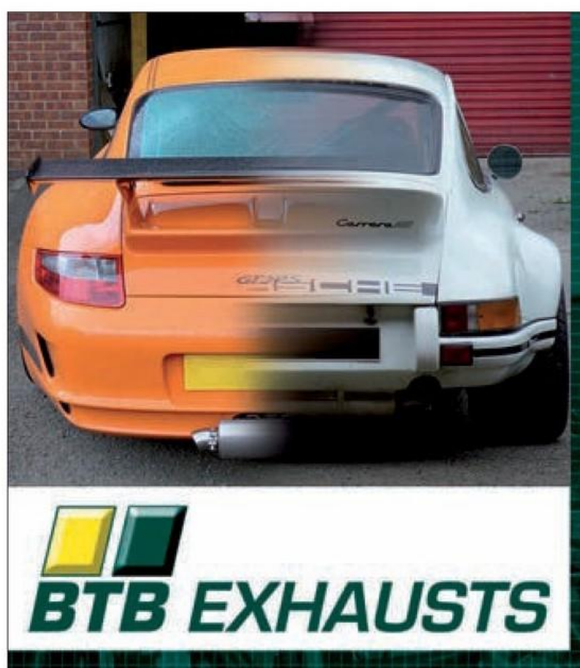
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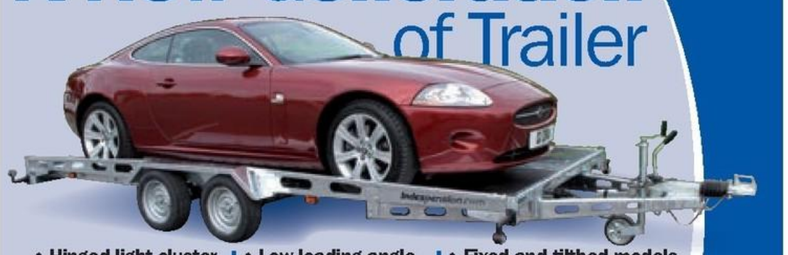
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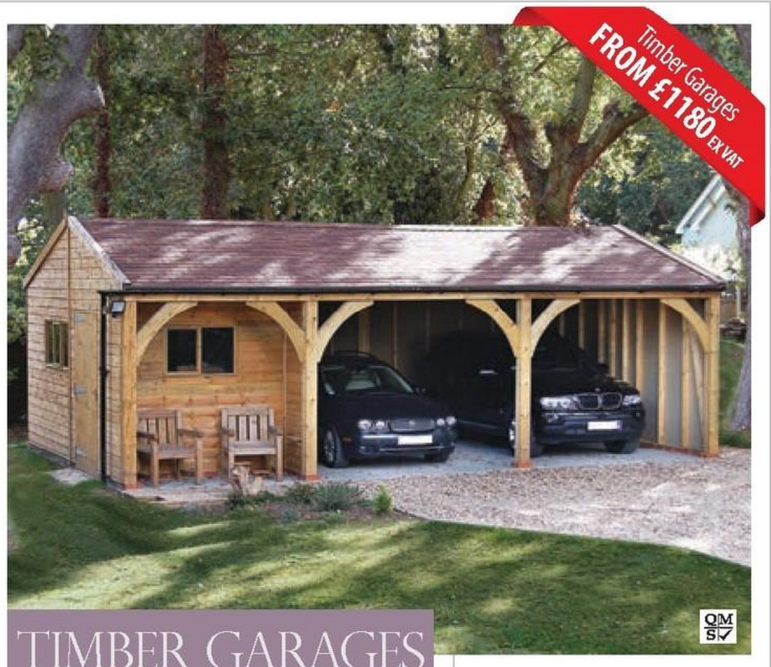
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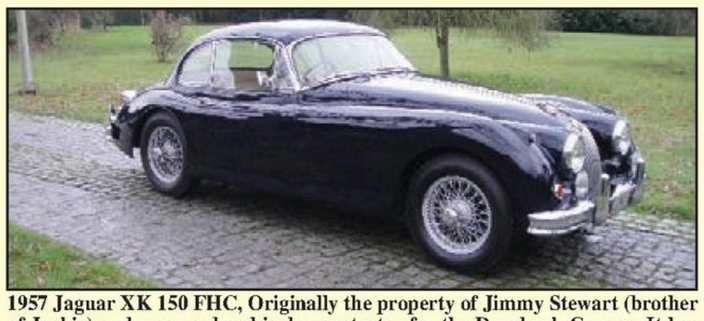
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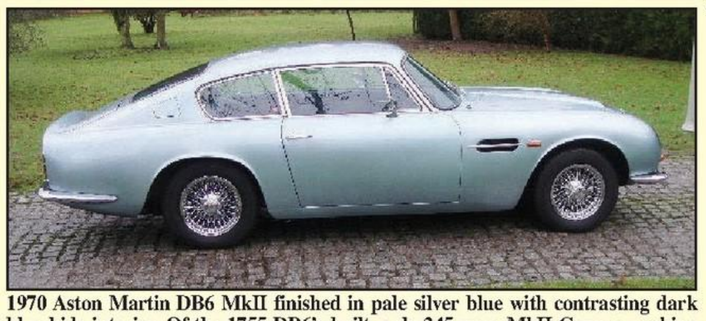
Aston Martin in the Thames Valley

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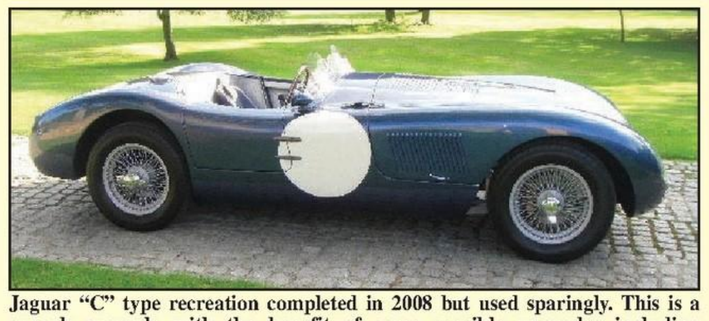
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1957 Jaguar XK 150 FHC, Originally the property of Jimmy Stewart (brother of Jackie) and was used as his demonstrator for the Dumbruk Garage. It has been kept in very nice order and drives extremely well. Undoubtedly appreciating in value but realistically priced at £45,950



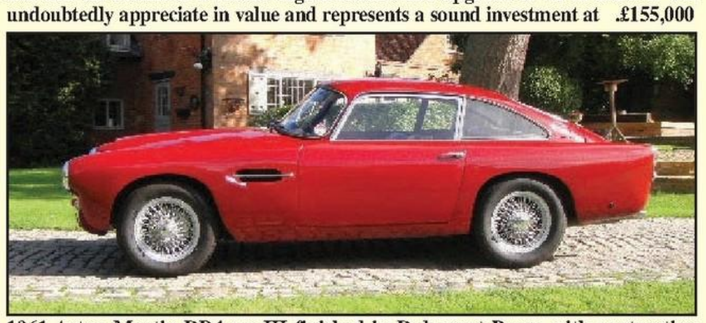
1970 Aston Martin DB6 MkII finished in pale silver blue with contrasting dark blue hide interior. Of the 1755 DB6's built, only 245 were MkII Coupes, making this a particularly rare car. This car is in extremely nice condition throughout and has had the benefit of a recent engine rebuild and upgrade to 4.2 in 2010. It will undoubtedly appreciate in value and represents a sound investment at .£155,000



Jaguar "C" type recreation completed in 2008 but used sparingly. This is a superb example with the benefit of some sensible upgrades including independent rear suspension and all round disc brakes. It is beautifully finished in Ecosse blue with period style interior. Sensibly priced at . .£65,000



2002 Aston Martin DB7 finished in Derwent green with parchment hide interior and green Wilton carpets. This car which was supplied in 2 seater configuration is in fabulous condition and a credit to its previous owner. With only 47,000 miles, it is totally unmarked, just serviced and ready to be enjoyed. Wonderful value at £27,950



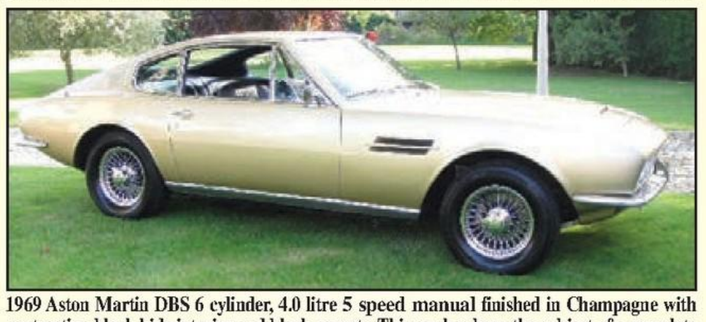
1961 Aston Martin DB4 srs III finished in Dubonnet Rossa with contrasting black hide interior. In very nice condition throughout and with the benefit of a comprehensive history with details of a recent full engine rebuild. Very nimble and great fun to drive, these cars are undoubtedly appreciating. Sensibly priced at £140,000



1989 Bentley Mulsanne "S" finished in Brooklands green with red hide interior. This is a very nice example and comes with a huge history file and is stunning value at only £8,995



1987 Aston Martin Vantage Volante "X" pack in Cumberland grey with black mohair hood and pale beige hide interior piped in Burgundy. An excellent example just fully repainted by an Aston Martin specialist in Kent. Specification includes an electrically operated power hood, Becker Satnav, adjustable steering column, Ronal wheels, driving lamps and a flipped tale for added driving stability, 380BHP engine. A sound investment at this price. .£82,500



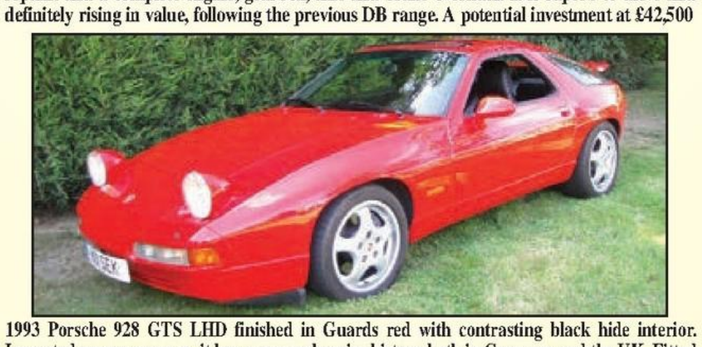
1969 Aston Martin DBS 6 cylinder, 4.0 litre 5 speed manual finished in Champagne with contrasting black hide interior and black carpets. This car has been the subject of a complete restoration by its previous owner, including new sills, detailed engine bay, back to metal repaint and a complete engine, gearbox, axle and brake overhaul. It is superb to drive and definitely rising in value, following the previous DB range. A potential investment at £42,500



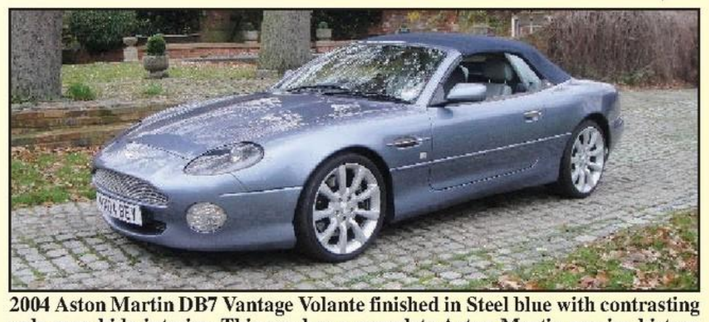
1994 Aston Martin Virage Volante finished in Cairngorm grey with mushroom hide interior. These cars were £165,000 when new and were the flag ship of the Aston range; they now represent incredible value. Fitted with power hood, heated electric seats and air conditioning, they are a joy to drive and a pleasure to own £39,950



2004(04) Aston Martin DB9 finished in Celeste blue with blue hide interior. Fitted with most available options including touchtronic transmission and sat nav, this car has covered only 28,000 miles with full Aston Martin service history, Must be the most economical way into the current model at only £42,950



1993 Porsche 928 GTS LHD finished in Guards red with contrasting black hide interior. Imported some years ago, it has a comprehensive history both in Germany and the UK. Fitted with air conditioning, 17" cup alloys, automatic transmission, electric heated seats and adjustable steering column. This car has just had a major service and is in superb condition throughout and realistically priced for a car which is fast becoming a collector's item £16,950



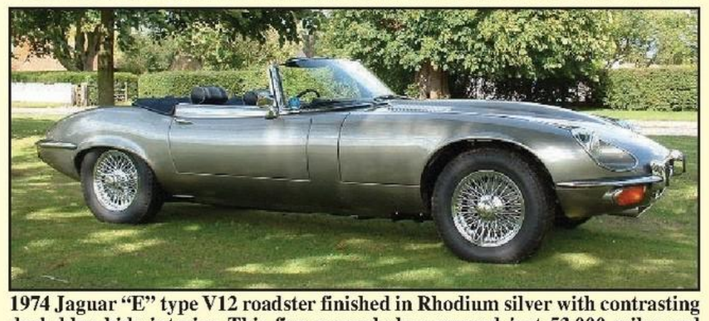
2004 Aston Martin DB7 Vantage Volante finished in Steel blue with contrasting pale grey hide interior. This car has a complete Aston Martin service history and has covered only 36,000 miles. It comes with most available options including air conditioning and 19" alloys and is competitively priced at £33,950



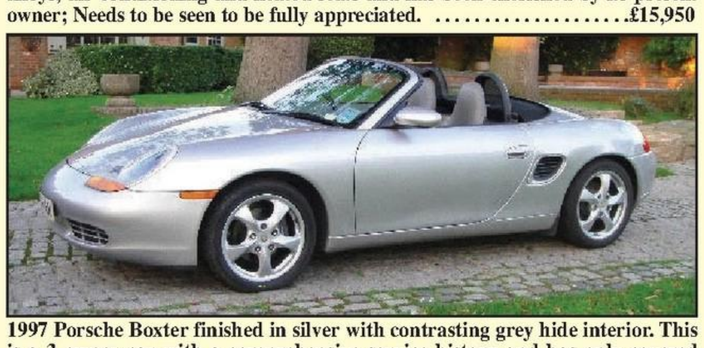
1988 Jaguar XJS V12 convertible finished in Rhodium silver with contrasting dark blue interior. This is a stunning example that has covered just 30,000 miles and comes with a completely documented history file. It is fitted with cross spoke alloys, air conditioning and heated seats and has been cherished by its present owner; Needs to be seen to be fully appreciated. £15,950



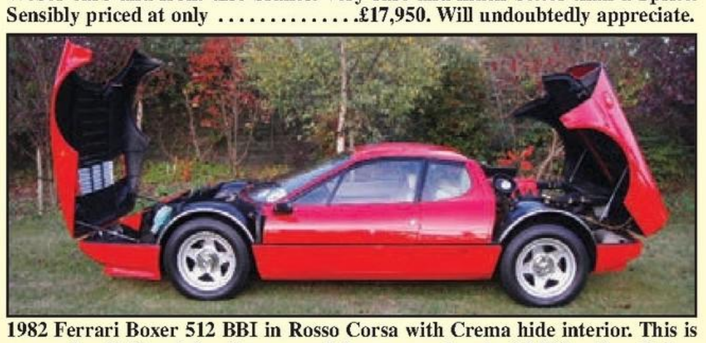
1960 Turner Sports Mk I, finished in classic blue with black bucket seats and wire wheels. This is probably the most well preserved Turner in captivity and is a credit to its previous owner. It has a 1380cc "A" series engine with 40dcoe Weber carb and front disc brakes. Very rare and much better than a Sprite. Sensibly priced at only .....£17,950. Will undoubtedly appreciate.



1974 Jaguar "E" type V12 roadster finished in Rhodium silver with contrasting dark blue hide interior. This fine example has covered just 53,000 miles and comes with a comprehensive history file. Fitted with chrome wire wheels and automatic transmission, the car drives superbly and is competitively priced at £42,500



1997 Porsche Boxter finished in silver with contrasting grey hide interior. This is a 3 owner car with a comprehensive service history and has only covered 51,000 miles. It is in excellent condition and represents wonderful value at only £7,750



1982 Ferrari Boxer 512 BBI in Rosso Corsa with Crema hide interior. This is an ex Saudi Royal family car and has covered only 13,500 miles. It has considerable service history. These cars are now well undervalued and are bound to rise in the next 24 months despite the current economic climate. We think that this is an excellent investment. Please enquire for more details.



2004(54) Mercedes 350 SLK finished in Bronze with contrasting Buffalo hide interior. This is a low mileage 2 owner example with 21,000 miles with a full Mercedes service history and most available options. Very sensibly priced at £14,950

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