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Dom Romney

Cover image: Matthew Howell

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Matthew Howell

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Lotus fights on all fronts

Prancing Horses gallop apace through this issue! We carry a rare and exclusive interview with the man who hopes to become the next Ferrari Formula 1 World Champion, and there's another with the last chap who managed it for the Scuderia. Then there's the cover story in which Maranello's stunning 458 Italia becomes a tool *de luxe* to re-trace the routes of the glorious Targa Florio road race. Now, I'm no road tester, so I've left it to Andrew Frankel – a man far more qualified than I – to give our definitive verdict on the best-looking Ferrari since the 308GTB. Is beauty skin-deep on this occasion? Find out on page 108.

Ferrari also plays a significant role for the man who was Simon Taylor's lunch guest this month, Stefan Johansson. But never fear, this isn't Ferrari overload: as usual, there's plenty of diversity within these pages. As for who's in the news, the manufacturer we've previously labelled 'Britain's own Ferrari' trumps the Scuderia at every turn.

Yes, Lotus peppers our 'current affairs' pages this month. Much of the news is good, exciting even. But if you sense a tone of deep concern, you won't be imagining it.

Take road cars first. The strength of Lotus ambition was on display at the Paris Motor Show, where six new models were announced. Great – but as Andrew writes on p106, should Lotus really be taking on Ferrari and the other giants? Let's hope it doesn't overreach.

The same can be said for the group's racing plans. Ex-Ferrari personnel led by CEO Dany Bahar are taking Lotus back to Le Mans on two fronts (see p24), while a link-up with crack single-seater squad ART in two junior series hints strongly at future Grand Prix ambitions.

And this is where we voice our biggest concern, for of course there is already a Lotus team in F1. As you can read on p12, the breakdown in relations between Group Lotus and Tony Fernandes's Lotus Racing is alarming. *Motor Sport* has always expressed reservations about this supposed return of Lotus to GP racing, on the grounds of a new team 'piggybacking history'. Now, if Fernandes's squad, which has performed respectably on track in its first season, has no direct relationship with the company building road cars it ceases to be Lotus. It may well call itself 'Team Lotus' in 2011, having apparently bought the rights to do so. But if it does, it will mean little. For some, Team Lotus died with Colin Chapman in 1982 – for the rest it definitely ceased to exist when the team finally went under in 1994.

In our March issue, we asked former Team Lotus employees how they felt about the return. Among them was Peter Warr, Chapman's trusted lieutenant and the man who kept Team going after Colin's death. Warr was supportive, but couldn't help being "a little anxious. It's not Team Lotus as we know it." Sadly, we couldn't go back to ask Peter for his thoughts: we mark his passing in this issue, along with former Team driver Trevor Taylor. But as Peter told us in March: "I'd have been perfectly happy for Lotus's 79 Grand Prix wins and seven constructors' World Championships to remain as crystallised pieces of F1 history."

Don't worry, Peter, they will be – at least for long-time fans with memories. Like the Jaguar team that eventually begat Red Bull Racing, Lotus F1 Racing struggles to maintain a true link to its heritage because it is manufactured. It's not real. The Fernandes team looks set to prosper in 2011. But does it need to string out this tie to Lotus, when the relationship with the Group appears broken beyond repair? If respect for the Lotus name means anything, an honourable withdrawal would be best. Then, if Bahar's plans come to fruition and another new Team Lotus makes the grid, Fernandes's Team Malaysia (or whatever he might choose to call it) can concentrate on the best revenge – by soundly beating them on track!

Damien Smith, Editor

CONTRIBUTORS



Vic Elford

When the Editor was planning his trip to Sicily he rang Elford – former Targa winner, F1 pilot and all-round race and rally star – for some pointers. Afterwards Vic asked how it went. When Damien mused on how hard it must have been to tackle, the Targa Florio winner said 'Would you like me to describe it for the readers?'. We added pages to make room. When gems fall in your lap you don't argue.



Nigel Roebuck

What with his Q&A on our website and the steady flow of e-mails asking for Nigel's opinion on all things racing, our man with his eye on F1's oil pressure is always ready to respond to readers. And you have the chance to meet him at the Daytona 24 Hours sports car race in January if you enter our new competition (see p124). But it's not just readers: even Fernando Alonso wants to talk to him.



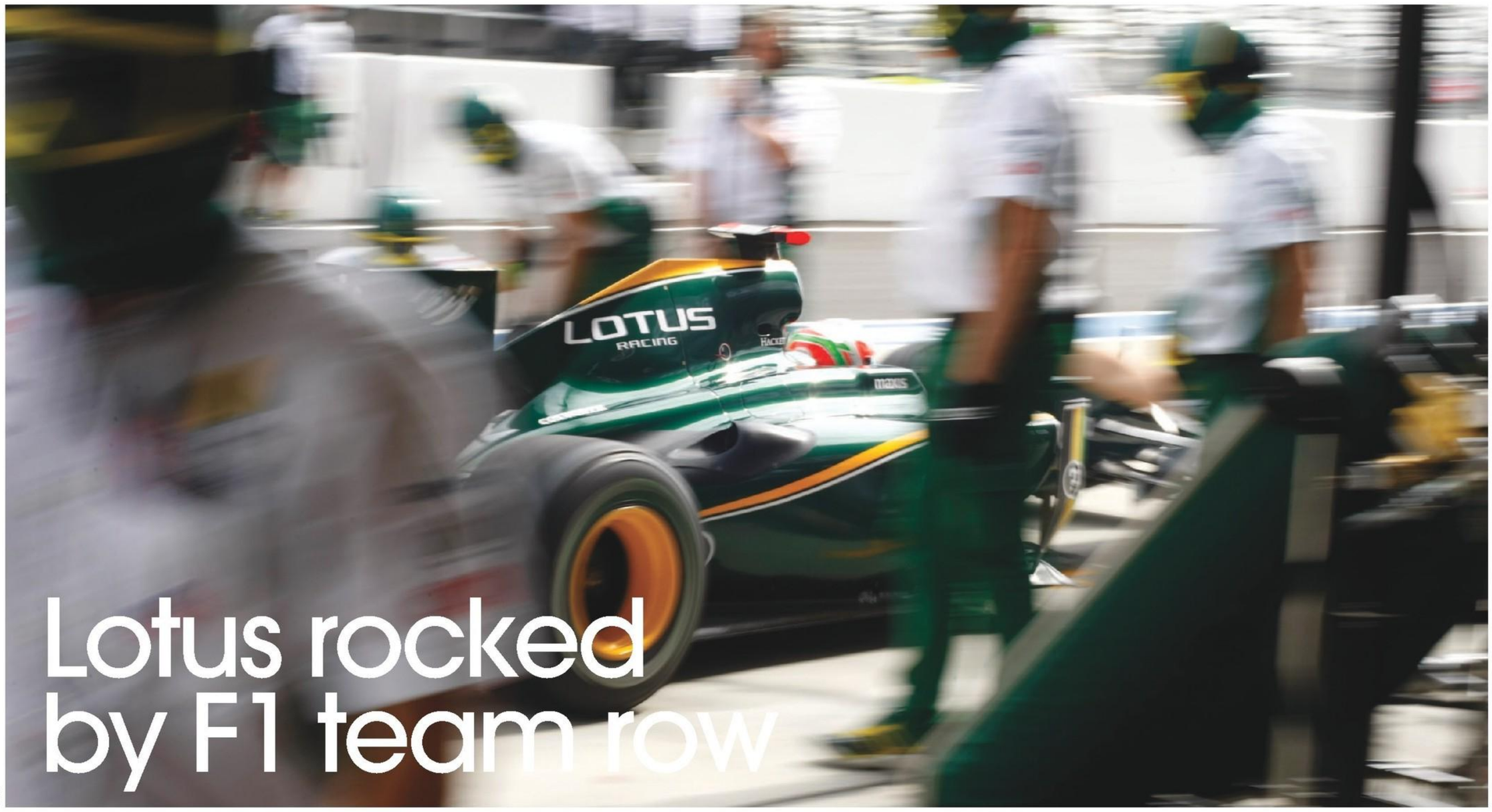
Andrew Frankel

Not only does Andrew's position as one of the motor industry's most respected commentators give him access to exciting cars even before they're released, he's also lucky enough to be part of a small private race team with a fine stable of historic machinery. Hence his recent pan-European tour alternating motor show with motor race. Which made up for a less than satisfying Revival weekend…



Simon Taylor

If we said that Simon was recently spotted opposite-locking his brawny 'Stovebolt Special' HWM between two houses he might sound a bit of a hooligan. Luckily it was during the revived Bo'ness hillclimb in Scotland. In fact Simon and car were in action eight weekends in a row, so we're not quite sure when he found time to have Lunch With a Swedish watch-maker. Why? See p68.



LAT

Lotus rocked by F1 team row

TONY FERNANDES WILL BE forced to rebrand Lotus Racing under a new identity if he loses a bitter war with Group Lotus over the use of the famous name.

The extraordinary fight between the two parties came into focus when Fernandes announced that he had concluded a deal to use the Team Lotus name in 2011 with rights holder David Hunt.

In fact he had no choice but to pursue an agreement with Hunt – who with partner Kenny Wapshott bought the dying race team at the end of 1994 – as Group Lotus has withdrawn its permission for Fernandes to run under the Lotus Racing identity.

The story began last summer, when Fernandes used his Malaysian connections to obtain a licence from Group Lotus to use the name in F1 while awaiting confirmation of an entry from the FIA.

Just before that announcement former Red Bull and Ferrari marketing man Dany Bahar arrived at Group Lotus as its new CEO, and soon began bringing in other ex-Maranello personnel. With racing ambitions of his own, he immediately tried to stop the Fernandes deal, but it was too late.

Lotus Racing was duly launched with a somewhat frosty relationship between the two parties. The first sign that Bahar had his own motor sport plans was Takuma Sato's Indycar project, which had no connection with Fernandes.

Bahar and his colleagues have since put together a busy programme for the Lotus brand, with GT and Le Mans prototypes on the way and most significantly, a deal with Nicolas Todt's ART team to take the Lotus name into GP2 and GP3 (see page 24). Todt Jr knows Bahar and the other ex-Ferrari personnel at Lotus well, and has made no secret of his own F1 ambitions.

With the Fernandes team clearly standing in the way of any future 'works' F1 project Bahar cancelled the Fernandes licence, citing breaches of contract – which Lotus

New car geared around Red Bull

LOTUS WILL IN EFFECT UTILISE THE DRIVETRAIN OF THE 2009 RED BULL RB5 ON next year's car. Having already agreed to use Renault engines, Lotus has opted to source its gearboxes and hydraulic systems from RBR, as the works Renault team was not able to fulfil its requirements.

Ongoing problems with hydraulics forced Lotus to move away from the Cosworth package, although the engine supplier itself was not at fault. The team has bought its way out of the last two seasons of its three-year contract.

While using the 2009 Red Bull gearbox sounds like a retrograde step, in fact its layout is better optimised for next year's regulations, when double diffusers are banned. Last year Red Bull had to compromise because its gearbox did not lend itself to the double diffuser concept as well as those of rival teams, so the 2010 gearbox was designed around it.

"We talked to several teams regarding the gearbox," Mike Gascoyne told *Motor Sport*. "And the only one that could really supply for the engine we wanted, for the rear suspension layout that we wanted, was Red Bull.

"It's not their 2011 package, but it's very much a lighter layout than the 2010 'box. It's exactly the right package for us."

Racing claims involved minor details such as T-shirt logos.

Having originally perceived Hunt as a threat, Fernandes concluded a deal to get the Team Lotus name, and announced it at the Singapore GP. Group Lotus immediately made it clear that it believes that the arrangement is worthless and that Hunt has no right to use the Lotus name.

Hunt and Fernandes remain confident that they can prove their case in court, while former Malaysian Prime Minister Mahathir bin Mohamad – an ally of the team but also a key influence at Group Lotus via owners Proton – has become involved in a peacemaker role.

One interesting angle is the position of the Chapman family, who initially were fully behind Fernandes. Clive Chapman, son of Lotus founder Colin, declined to comment to *Motor Sport* on suggestions that he had withdrawn that support and sided with Bahar.

It's worth noting that Clive and his mother Hazel attended the Paris Motor Show as guests of Group Lotus, where the Chapman heritage was very evident. In addition Group Lotus apparently has plans to build a museum at Hethel, which would finally give Classic Team Lotus an opportunity to properly showcase its cars.

While the existing team could clearly run under another identity – such as Air Asia, Fernandes or Malaysian1 Racing – the loss of the Lotus name would be a huge blow. Meanwhile, technical boss Mike Gascoyne says that it's business as usual for the team.

"There's a lot of work going on in Malaysia to resolve that issue," he said. "It's a distraction we don't need. We want to get all of that behind us, and concentrate on making the car go quicker."
Adam Cooper

For more on Lotus's racing and new road car plans see p24 & 106

IN BRIEF

■ In the latest round of a legal dispute between Force India and its former sponsors Etihad and Aldar, the Court of Appeal overturned an earlier decision of the High Court, leaving the Abu Dhabi companies as victors and the team forced to pay costs. The matter arose after the sponsors pulled out when Vijay Mallya bought the team that was then known as Spyker.

■ The new feature film documentary about Ayrton Senna received rave reviews when it opened in Japan on the weekend of the Grand Prix. Known simply as Senna, it is expected to come to Europe next summer.

■ The team behind the 2012 US GP in Austin continues to face a barrage of red tape, with a particular focus on plans for traffic arrangements. Race promoter Tavo Hellmund has engaged UK expert Graham Lake-Grange, who for many years was responsible for traffic and other operational aspects of Silverstone.



■ Renault managing director Bob Bell has parted company with the team, seemingly because he became surplus to requirements for the new owners. An aerodynamicist by training, Bell took over the administrative role when Flavio Briatore left, having previously been the Anglo-French team's highly respected technical director.

■ Silverstone's new pit and paddock complex, due to be used for the first time at next year's British Grand Prix on July 10, looks set to be finished on time, according to the circuit's managing director, Richard Phillips. "We are on schedule to meet our self-imposed completion date of May 2011," he said. The complex is being constructed on the inside of Club and Abbey corners.

■ Former FIA president Max Mosley will be interviewed on stage at a Motorsport Industry Association networking event at the Williams F1 factory on November 24. His latest 'public appearance' follows his recent inclusion on the panel of the BBC's *Question Time*.



GP2 Media

Sauber signs Mexican Perez for 2011

SERGIO PEREZ WILL BECOME THE FIRST Mexican Formula 1 driver for three decades when he races for Sauber Motorsport next season.

Currently lying second in the GP2 Series, Perez (above) is a protégé of billionaire Carlos Slim and his Esuderia Telmex programme, which is promoting young Mexican racing talent.

It remains to be seen whether the Telmex arrangement with Sauber extends to a shareholding rather than just sponsorship.

Still only 20, Perez raced in Formula BMW Europe aged just 15, having said he was a month older than he really was to comply with the rules. He later competed in British F3, where he lost the 2008 title to Jaime Alguersuari.

He will get his first sample of F1 power when he takes part in the young driver tests in the week after the Abu Dhabi Grand Prix. Fellow Telmex protégé and new GP3 champion Esteban Gutierrez – regarded by some as potentially the greater talent – is likely to be the team's third driver.

The last Mexican to compete in a Grand Prix was Hector Rebaque with Brabham in 1981, although he made a one-off return in the Race of Champions two years later.

Kamui Kobayashi has been confirmed for the other Sauber seat, leaving German veteran Nick Heidfeld looking for a job for 2011.

Veteran de la Rosa refuses to give up

PEDRO DE LA ROSA SAYS HE'S STILL chasing a race seat for 2011, despite the approach of his 40th birthday.

Having been dropped by Sauber in September de la Rosa slipped straight into the Pirelli testing role, which was vacated by Nick Heidfeld, the man who replaced him.



LAT

He had his first experience of the Italian tyres when he drove the company's Toyota test car at Barcelona. He is focussing on compounds, after the earlier tests with Heidfeld and Romain Grosjean concentrated on constructions.

The teams will try the Pirellis for the first time in Abu Dhabi a few days after the final race of the season, and it's not clear what the future will be for de la Rosa and the Toyota programme.

Meanwhile, de la Rosa – who turns 40 in February – is hoping that his Pirelli knowledge will give him a head start when he looks for a seat, although there appear to be very few obvious vacancies.

"I will learn, but also it could potentially make me more attractive for next year," he said of the testing. "It will be difficult, but I'm going to give it 100 per cent. I don't know which teams will have a seat available or not, but I'm working on it already."

Russian Grand Prix to follow Olympics

AFTER SEVERAL ABORTED ATTEMPTS over the past 30 years Russia will finally host a Grand Prix, in the Black Sea resort of Sochi.

The city is currently going through huge development in time for the Winter Olympics in February 2014, with the first F1 event scheduled to follow later the same year.

The track will be built around the Olympic Park, where ice hockey, skating and curling events will be held. The lead time obviously means that the site can be constructed with the eventual handover to race circuit use in mind. In addition, F1 can take over Olympic facilities such as the media and broadcast centre.

Nigel Roebuck



REFLECTIONS
– Why qualifying will be key for the world title
– Watkins Glen, the true home of the US GP

As I write, three of the 19 rounds of the 2010 World Championship remain, and Ferrari's Stefano Domenicali suggests that qualifying will play a pivotal role in deciding which of five drivers will end up with the title.

This is not, it must be said, in itself a ground-breaking declaration. The long overdue ban on refuelling (and consequently greater emphasis on tyre wear) has done much to improve Grand Prix racing – one could weep for all those years lost to the numbing sprint-stop-sprint syndrome – and we have had unquestionably the most exciting season in nearly two decades, but still Formula 1's abiding problem – 'dirty air' – remains. Some drivers, notably Lewis Hamilton, are rather more adventurous than others, but it is not easy to overtake a slower car, and near-impossible – unless the leading driver makes a mistake – to pass one of similar performance.

Look at Sepang earlier this year. Webber qualified on pole position, with Red Bull team-mate Vettel next to him: at the start Mark got away well, but into the first right-hand corner he moved left to give himself the ideal line, giving Sebastian room to sneak by. Game over: an hour and 40 minutes later they went over the line in that order. If Webber hadn't left Vettel that momentary opportunity, it would have been he who took the flag.

It was this scenario that led to the 'team orders' controversy at Hockenheim. At the start pole man Vettel chopped Fernando Alonso so abruptly as to delay both of them, and Felipe Massa was able to snatch the lead. Once everything had settled down the Ferraris were running 1-2, but not in the order suggested by qualifying – or, for that matter, desired by the management. Alonso – Ferrari's only hope in the World Championship – was behind Massa, but unable to pass him. Thus the radio message to Felipe: "Fernando is faster than you – have you understood...?"



Do not pass: overtaking is as hard as ever in F1, as Alonso found out when chasing Massa in Australia

(The thought occurred, in the early laps of the Japanese Grand Prix, as Button (on hard Bridgestones) ran ahead of Hamilton (on soft), that McLaren may have been tempted to make a similar remark to Jenson. Mercedes, meantime, tried to be subtle about it: "Michael, there's no team orders – but Nico knows to be sensible if you make a move...")

In Australia Alonso, after being nudged into a spin at the first corner, was trapped behind Massa for much of the race – and finished behind him, too, fourth to Felipe's third. On that occasion Ferrari desisted from requesting Massa to move over, something perhaps now regretted as Alonso fights for the championship.

Domenicali is right to emphasise the importance of qualifying in these decisive races to come. In Singapore, after all, Alonso 'stole' pole position from Vettel, and went on to steal the race from him, too. Dominant throughout practice, Sebastian faltered on his final qualifying lap – and that also cost him the race. Had he beaten Fernando to pole position, he would – without another mistake, that is – have won, and ahead of the Korean GP been seven points closer to Webber in the championship.

"We have had the most exciting season in nearly two decades"

Whether or not Alonso can duplicate his Singapore qualifying performance in the concluding Grands Prix remains to be seen, but on paper the odds lie solidly with the gentlemen of Red Bull. The RB6 has been quantifiably the quickest car of the season, starting from pole in all but three of the Grands Prix, and the average qualifying positions of Vettel (2.1) and Webber (2.4) contrast starkly with those of the other championship contenders: Hamilton (5.2), Alonso (6.3) and Jenson Button (6.9). "I ran just as fast as I had to," said Vettel after the Japanese Grand Prix, and you could believe him. He and Webber had plainly cruised it.

In absolute terms, you might argue that the new 25-18-15 World Championship point scoring system (introduced this year) has changed little. Following the Japanese Grand Prix, Webber led the standings, with 220 points, followed by Vettel and Alonso (206), Hamilton (192) and Jenson Button (189). Were we still operating on the old 10-8-6 scale, the order would be virtually the same: Webber (88), leading from Vettel (84), Alonso (83), Hamilton (79) and Button (76). »»»

All images LAT

Nigel Roebuck

If the revised scoring system has changed little in terms of the order, however, it does have the merit of putting a greater premium on winning, and somehow, too, the bigger numbers have given a fresh impetus to the World Championship.

I have always thought that in a perfect world the title should finish up in the hands of the driver who has won the most Grands Prix that season. As a kid I was appalled in 1958, when Stirling Moss (with four victories) and Tony Brooks (with three) were beaten to the title by Mike Hawthorn (who won only at Reims), and since then the World Champion has frequently been out-scored on race victories.

That said, I don't believe that this should be the sole criterion in deciding the title. I may instinctively dislike a season-long tactic of 'driving for points', but it seems to me that consistency should have some worth. Not often, but sometimes, after all, a driver has won the World Championship in other than the best car – one thinks immediately of Alain Prost in 1986 – and on those occasions it is just reward for a man who has routinely got the very most out of the equipment available to him.

In '86 Prost's McLaren-TAG (Porsche) was very much outgunned – to the tune of 150 horsepower – by the Williams-Hondas of Mansell and Piquet, and, as Patrick Head pointed out, that power advantage enabled Nigel and Nelson to run significantly more downforce than Alain could contemplate.

No one more intelligent than Prost ever drove a racing car, however. Not only the best driver of that time, he was also supreme – in the pre-telemetry era – in the art of set-up, in going to the grid with a car as perfect for his needs as could be achieved. As Steve Nichols, who worked with Alain at both McLaren and Ferrari, said, "The really great drivers don't do it on talent alone – they also *work* harder…"

Mansell liked to deride Prost as "more of a chauffeur, who likes the car to do the work", but Alain, far from being insulted, took it as a compliment: "Of *course* I like the car to do the work!" To him it was a matter of common sense: if the car were spot-on, it would require less work from the driver, which in turn kept him fresher through a race, and with more time and opportunity to think.

It also reduced the likelihood of mistakes – and was ever there a Grand Prix driver who made fewer than Prost? I remember once watching a test session at Donington with Eddie Cheever, whose Arrows had blown up. "Look at that!" Cheever shouted, pointing into the distance. "Prost spun!" Then, after a suitable pause, "Oh, what the hell, he'll probably do it again in three or four years…"

In a season like 1986, Prost was never going to be the driver who won more races than anyone else: his car simply didn't allow it. At a place of finesse like Monaco he simply drove away from everyone, but more usually he could only do a perfect job with the equipment he had, and hope to be near the sharp end when the race ended. He hit a wall during practice at Detroit, I remember, and the shock in the pits was tangible when his McLaren, dangling from a breakdown truck, was brought back.

It was his only mistake of the season, which accounted in part for his being in championship contention at the last race. "We didn't have the best car that year," John Barnard said, "but we did have the best driver – and it was only right that he won the championship."

Consistency of that kind – at a very high level – should be worth a lot, as far as I'm concerned, but recently Bernie Ecclestone has again stated his wish to settle the World





Prost won '86 title, but not in best car. Above: Hawthorn (right) beat Moss to '58 crown with only one win



Once Robert Kubica's Renault had retired, the Red Bulls were in a race of their own at Suzuka

Championship by means of a medals system: gold for a win, silver for second, bronze for third. At the end of a season he with the most gold medals would be named World Champion, and only in the event of a tie would the silvers and bronzes come into the equation.

Superficially, I suppose, medals around necks would add an ingredient to the podium ceremony, but I can otherwise see no merit in the idea, and know of no one in the paddock who feels differently. Mind you, Stirling *would* have been World Champion in '58...

I like to think of this as one of Bernie's little eccentricities, and doubt that his idea will be adopted, for Jean Todt, after all, so far shows no signs of being another 'rubber stamp' FIA President. Ecclestone claims credit for the current 'drop out' qualifying system, and right well that has turned out – qualifying is now an event in itself, and few would dispute that it generates excitement.

That said, there are loopier ideas around. Some time ago the highly regarded Tony Fernandes came out with the idea that blue flags, advising drivers of slower cars that the front runners are about to descend on them, be banned. Given that Lotus will run Renault engines and Red Bull technology in 2011, one wonders if Fernandes might one day have cause to rethink his suggestion – which has now also been championed by one Richard Branson.

It's a fact that, in later days, when the Tyrrell team was no longer the force it had been, the lamented Ken would routinely instruct his drivers that they should get on with their own race, and *not* move over for faster cars. Over lunch at the Barley Mow in East Horsley, once a noted watering-hole for racing folk, I one day took Tyrrell to task about this. Would he have had similar enthusiasm for this policy when such as Stewart and Cevert and Scheckter were front runners?

I braced myself for one of Ken's fabled 'froth jobs', but one of the many endearing things about him was that he could always laugh at himself: "Something you must learn, Nigel, is that you have to adapt to changing circumstances..." It's no wonder we miss him still.

"I see no merit in the medals idea"

We have had this year three teams new to F1, and to no one's great surprise they have struggled. At Bahrain, the opening race, their fastest representative – Timo Glock's Virgin – was 5.845sec away from pole position; at the most recent race, Suzuka, Jarno Trulli's Lotus – quickest of the new intake – was 4.561sec away. In F1 terms, light years.

The new teams, operating on budgets minuscule compared with the McLarens and Ferraris, have had a savage baptism in F1, and all credit to them for braving it out, but the fact remains that on occasion some of their number have qualified less quickly than the front runners in the supporting GP2 race. As we have seen on a number of occasions, lapping them – even when the driver, aware of the blue flags, is trying to cooperate – is not always the work of a moment. In such circumstances, indeed, Alonso lost second place to Button in Montreal. To suggest that the task of coping with backmarkers be rendered more difficult still – by the removal of blue flags – strikes me as absurd. Perhaps, as a final flourish, we might throw in Jacques Villeneuve's eccentric notion that mirrors be banned in F1.

Not that the Red Bull drivers had any real need of them at Suzuka. Before the race a point of interest was that Button had qualified – and qualified sixth – on the harder of Bridgestone's two compounds, the only front runner to do so. After countless hours of monsoon weather on the Saturday, qualifying had been postponed until Sunday morning, and now of course the track was completely 'green'. Before the race, the teams were forecasting that the softer 'option' tyre would last no more than a dozen laps, which meant that nine of the top 10 would be in for an early stop, while Button could stay out, make a late stop for the soft Bridgestones – which would be new, and now running on a track well 'rubbered in', of course. On the face of it, Jenson could be in the pound seats.

In the end, though, the tactic came to nought. Two accidents at the start, one involving Petrov and Hulkenberg, the other Massa and Liuzzi, brought out the safety car, which came in only at the end of lap six, having bought the leaders more time on their soft tyres. Not until lap 22 did they start coming in, and although Button now obviously found himself in the lead, he wasn't able to build up enough of a cushion. Once he had made his stop, and put on soft tyres, he was indeed very quick, but one wondered why McLaren hadn't brought him in earlier.

During the safety car period – mercifully – Robert Kubica's Renault shed its right rear wheel, and that robbed the Japanese Grand Prix of an intriguing element, for Kubica had qualified fourth, ahead of Alonso, and would surely have played a major role in the race.

The only driver outside 'the big five' to invade their space at Suzuka, Robert's contribution to Renault this year has been profound. After all the tribulations of ➤➤➤

Nigel Roebuck

2009 – the coming to light of the Piquet/Singapore scandal, the enforced departure of Flavio Briatore, the looming loss of Alonso to Ferrari – Renault's position looked dire this time last year, and there were suggestions that the company might join BMW and Toyota in the exit queue. In the end, after selling off a major chunk of the team to private interests, Renault kept its name in F1, and it was their good fortune that Kubica – a free agent following BMW's departure – was available.

Recently Kimi Räikkönen, who has lost his Red Bull Citroën drive in the World Rally Championship, let it be known that he might be interested in a return to F1 with Renault – but then became angry when this was revealed, suggesting that Renault had been 'using his name', and he would *not*, under any circumstances, drive for them in 2011.

This all sounded a little bit like grandstanding. Räikkönen, let's face it, was hardly the hottest property in F1 a year ago, when Ferrari terminated his contract 12 months early so as to bring in Alonso, and after a year in the WRC – predictably spectacular, but lacking in results – there seemed little reason to suppose Renault would bite his hand off. Team principal Eric Boullier said the company was flattered by Kimi's interest, but for the moment could make no decision about the driver of the second car. The number one driver was set, and that was obviously what mattered most. I doubt there is a better driver than Kubica in the world.



1961 US GP at Watkins Glen was scene of first win for Team Lotus



Gilles Villeneuve's wet-weather display in '79 amazed Jenks

It was with sadness that I recently noted the absence of Watkins Glen from the 2011 IndyCar Championship schedule. There remains the NASCAR race, won this year by Juan Pablo Montoya, but from now on 'The Glen' will be without a serious single-seater race, and that can't be right.

As I mentioned last month, my favourite point in the season is that glorious time when Spa is followed by Monza and the Goodwood Revival, and of course it doesn't hurt that autumn is the season I have always loved best. At this time of the year Watkins Glen often comes to my mind, for it used to be about now that we would set off for what was traditionally the last Grand Prix of the season.

For me it had a magical quality, the Glen, and if ever Formula 1 had a spiritual home in the USA, this was surely it. Upstate New York in the fall… Long before I went there, I had heard and read all about the leaves of red and burnished gold, but no words can do them justice. More often than not, the weather was ideal – cool and crisp and bright – and into this mix you added a Grand Prix on a great circuit.

As well as that, of course, there was always at the Glen an 'end of term' feeling, and even if the World Championship were still up for grabs, the ambience of the weekend was unusually laidback. All the teams were housed together in the Kendall Tech Center, a huge building in the paddock, and over the weekend they would flog off jackets and shirts now redundant at season's end.

I was among several journalists who wrote articles for the race programme, and on the Sunday evening, when the Grand Prix was all done, we'd go along to the track office, and get paid – in greenbacks – from the day's takings. All very informal and agreeable. Then, after the Glen weekend, I'd go to Manhattan for a few days and put the dollars back into the US economy.

I'll admit it stunned me to realise the



In it for the money: the US GP left the Glen for the bright lights of Las Vegas in 1981

other day that 30 years have gone by since I was last at the Glen. Could it be? It could. After the 1980 race, we never went back there. In '81 it was instead to Las Vegas, and that began an endless period in which F1 wandered rootlessly around America, hoping for another permanent home, never finding one. The move from Watkins Glen to Vegas, it has always seemed to me, was the start of the 'doesn't matter where it is as long as the money's right' World Championship.

The crowd at the Glen was always a knowledgeable one. Grand Prix racing had been there since 1961 (following unsuccessful flirtations with Sebring and Riverside), and it was the fans' preferred form of motor sport. They knew about the teams and drivers, and they had their heroes. I remember once being in a local store, buying cigarettes, when Jean-Pierre Jarier walked in. At once the shopkeeper recognised him, and requested an autograph.

"I put a hundred bucks on Jones at 4/1"

You didn't get that in Vegas. In 1981, the year of the first Caesars Palace Grand Prix, as I queued to check in at the MGM Grand, the man behind me grumpily asked what all the fuss was about, why all these foreigners were in town. "It's the last round of the Formula 1 World Championship," I said. "Jesus," he groused, "I hate race cars – I wouldn't care even it was the *American* Championship…"

A certain philosophical discrepancy between the two venues, you see. We had left a place everyone loved for a place pretty well everyone detested. Brabham's Gordon Murray, I remember, spent most of that first Vegas weekend in his (darkened) hotel room, and no one blamed him. After recently witnessing F1 at Monza, this was like Sassicaia in a gilded beaker.

Whether or not Murray was staying at Caesars Palace I can't recall, but probably he was, in which case he would of course have been able to peek out between the curtains and watch the action, for the race track – at which the destiny of the World Championship, no less, was to be decided – was in the hotel's car park, a novel twist all of its own.

The move from Watkins Glen to Las Vegas, then, swung a lamp over the path Grand Prix racing would increasingly follow, and in more ways than one. Criticism, for example, was absolutely not to be tolerated: when Jacques Laffite, interviewed by *Gazzetta dello Sport*, said he thought the track unsuitable for F1, Caesars Palace announced a multi-million dollar lawsuit against the journal.

Still, out of the tackiness came at least some good for me that weekend. Vegas lives or dies on gambling, and, F1 being new here, they didn't know much about motor racing odds. After perusing the board at the Barbary Coast Casino for a little time, and rejecting such as Peron, Grabbiani, Munsell and Cheevers, I put a hundred bucks on Alan Jones at 4/1. On race day he duly dominated, so my weekend wasn't a total loss. Come to think of it, I also went one night to a small club, where the attraction was none other than Tina Turner, lately separated from Ike, and rebuilding her career. There can't have been 50 people in the place.

I didn't see Tina again until 1993, when she starred in the post-race concert at Adelaide, now watched by tens of thousands as she sang 'Simply The Best' to Ayrton Senna, who joined her on stage after what would be the last Grand Prix victory of his life.

Of the two races in Vegas, in 1981 and '82, I confess to remembering rather little. Jones, as I said, won the first consummately, on a day when a perilously unfit Nelson Piquet – almost comatose by the end – finished fifth, which was enough to beat Carlos Reutemann, eighth, to the World Championship. Reutemann had easily beaten Jones, his Williams team-mate, to the pole, and his drive that day – beyond lacklustre – remains the most unfathomable I have ever seen. By any standards, Carlos was a complex character, but in Vegas it was as if he had abruptly decided on race day that he did not *want* the title.

Earlier this year Reutemann's inexplicable performance came up in conversation with Mario Andretti, and maybe he shed some new light on it. "In '81," Mario said, "I never thought Piquet won the World Championship – I thought Carlos lost it. Threw it away. The night before the race I remember getting a bit of a work-out with a physio, and the guy had just done Carlos – but he didn't know who he was. He said to me, 'Jesus, that guy was *so* uptight – his back muscles were *solid*!' And the next day he didn't drive – just didn't drive. Handed the championship over…

"You know, Enzo Ferrari once made a comment to me about Reutemann. He said, 'He's a tormented individual', and he was right, actually – Carlos *was* tormented. He was my team-mate at Lotus in '79. I remember staying in Northampton for the British Grand Prix, and it was the night before the race. I was by myself, and I hate to go to dinner on my own, so I called Carlos and suggested we eat together. And he wouldn't do it – he just would *not* do it. We could never get to socialising together at all, and I have no idea why. I always liked Carlos, but he was so weird in some ways, so intense. Whenever I saw him, I'd think, 'Jeez, lighten up…'" ➤➤➤

Nigel Roebuck

A year on, Keke Rosberg clinched the World Championship in Vegas, and there were no such problems with him. As so often that year, Prost led most of the race, then slowed with Renault trouble, and was reeled in by Tyrrell's Michele Alboreto, who took the flag, accepted the trophy from Diana Ross, and became the *eleventh* driver to win a Grand Prix in 1982.

On the podium, too, Rosberg celebrated his World Championship, dealing readily with an over-effusive interviewer. Had Kay-Kay found the track different at all this year? Yes, he said, he thought it much better. And why was that, Kay-Kay? "Well, since last year we've been to Detroit..."

And so we had. This was, as I said, the period in which F1 scoured the USA for places which might be interested in F1, and came up constantly short. And all the while the Glen just sat there, willing Bernie to go back.

In part it fell from grace with the powers-that-be because the area was hardly suffused with the sort of hospitality increasingly required by F1's new aristocracy: the sponsors. It was a fact that not all the restaurants were memorable. As I perused a menu one evening, the voice of Rob Walker rang out from the other side of the room: "Nigel, *don't* have the fish, I beg of you..."

No one loved Watkins Glen more than Rob, however, and he found the move to Las Vegas hard to take. "Did you know," he said in his inimitable way, "that on the ceiling of every room at Caesars Palace there's a huge mirror? Presumably to allow you to shave in bed..."

If the hotel's car park offered little in the way of challenge to drivers, the Glen was very different, a traditional open road circuit, quite unforgiving, up and down, with every kind of corner. And it had a way, too, of coming up with the unexpected. At the first Grand Prix there, in 1961, for example, Innes Ireland scored the first victory for Team Lotus. Five years later the team was successful again, this time with Jim Clark: nothing very remarkable about that, you might say – save that Clark's Lotus 43 was powered by the hideously complex and unreliable BRM H16, and this was the engine's one and only victory. In 1970 Emerson Fittipaldi and Reine Wisell, F1 rookies both, finished first and third for Lotus, just a month after the death of Jochen Rindt at Monza. A year earlier, at the Glen, Rindt had won his first Grand Prix.

My first visit to the track came a year later, and so I saw François Cevert take his only Grand Prix win. Two years later, during qualifying at the Glen, Cevert was killed in an accident at the top of the ultra-fast esses, after which Ken withdrew his other cars, and Jackie Stewart took no part in what would have been the 100th, and last, Grand Prix of his career.

> "You had to work hard to impress Jenks"

Anyone who ever went to Watkins Glen for a Grand Prix will have a favourite memory of the place, and undoubtedly mine is of 1979, despite the fact that for once the weather was atrocious.

At dinner, the night before first practice, Denis Jenkinson produced one of his lists, written in his tiny hand in one of his tiny notebooks. He had compiled it on the flight over, he said, and it rated the drivers of the moment, with an appropriately cryptic comment alongside each name.

As was always the way of it, you had to work very hard to impress Jenks. Opposite the name of Jacques Laffite (who had won a couple of Grands Prix that season), he had written simply, 'Good worker'.

Moving up, I came to Alan Jones. 'On the hill,' DSJ had scribbled. And, at the top of the page, Gilles Villeneuve: 'He is the hill'.

That came back to me the next day, as I watched practice with Jenks. The weather was utterly foul, cold and grey and wet, and the temptation was strong to leave the track after lunch and get back to the hotel for a Scotch and a hot shower. Conditions were not dissimilar to those on the Saturday at Suzuka recently, when qualifying was called off.

We stayed, however, even though not too much was happening on the track, for the rain continued to beat down, and the drivers reckoned there was little point ›››



Diana Ross and the Supremes – that'll be Rosberg and Alboreto





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Nigel Roebuck

in venturing out: all around the circuit were deep puddles, great expanses of standing water, and the forecast was dry for race day, so why bother?

Jenks and I were in the pits, sheltering, when Laffite caught our attention. "Gilles!" he exclaimed, and there was a Ferrari mechanic carrying a tiny figure in overalls and helmet across the pit lane river to the cockpit of a waiting T4.

Only eight of the 30 drivers went out that afternoon, and there was no doubt Michelin's wet tyre, as used by Ferrari, was the thing to have: Goodyear's fastest runner, the Alfa Romeo of Vittorio Brambilla, lapped in 2min 24.957sec, and then Jody Scheckter, Villeneuve's team mate, went round in 2min 11.029sec, which stood as the second-fastest time of the day. Gilles, for his part, lapped in 2min 01.437sec. As Laffite said, "He's different from the rest of us…"

Jenks was barely able to speak. He had felt the same way, he said, at Monaco in 1964, when Jimmy Clark came by with a three-second lead at the end of the first lap.

Some in the paddock – most, perhaps – couldn't see the point of what Villeneuve had done. It was supposed to be dry on Saturday, and that would decide the grid, so why the unnecessary risk? Jenks responded with some vigour: "He's shown them all – *again* – that he can do things with a racing car that they can't…"

Saturday, as forecast, was dry, and the Ferrari was out-qualified by Jones's Williams and Piquet's Brabham, but race morning was dark and threatening, and clearly rain wasn't far away. It arrived half an hour before the start, and Villeneuve rubbed his hands.

At the start he passed Piquet immediately, and then outbraked Jones into the first turn. "Couldn't believe it," said Alan. "I braked as late as I dared – and he just kept coming..."

Out of the corner, Gilles had two wheels on the grass, but he didn't lift. "Alan had the better car," he said, "but I had the better tyres. I didn't know how long it would be very wet, so I had to build up an advantage."

By lap 25 he and Jones had lapped everyone but third man René Arnoux, but now the track was beginning to dry, and in merely damp conditions Jones's Goodyears were superior to the Michelins. By half-distance Alan was right up with Gilles, and on lap 32 went by him.



Scheckter and Villeneuve spark memories of the Glen for Nigel

Soon Villeneuve came in for slicks, and a couple of laps later Jones did the same – but he was waved out before the right rear wheel had been fully tightened, and within half a lap it detached itself, leaving Alan to stomp back to the pits.

Thereafter it should have been a canter for Villeneuve, but in the late laps the flat-12's oil pressure began to drop, and Gilles had to baby the car home. Had he been relieved to see the Williams parked at the side of the track? Gilles grinned, and said no, actually he had been disappointed. "I was eight seconds behind him, with 20 laps to go – I wanted to pass him on the last lap..."

The following year Ferrari was nowhere, and Jones – World Champion in 1980 – duly won, but it didn't come easy, for the first half of the race was dominated by Bruno Giacomelli's Alfa, which had taken pole position by more than a second. At the Glen, as I say, you never knew what to expect…

What I remember most about that weekend is Scheckter's retirement. Jody had won the World Championship in '79, then, like Villeneuve, endured a miserable season with Ferrari's recalcitrant T5. Gilles was a separate case, though, in that he simply loved driving any racing car, and he also had the future to console him, or so we all thought at the time. For Scheckter, who had announced his impending retirement back in July, the 1980 season was simply an unremitting slog, a matter of crossing off the races until he could walk away.

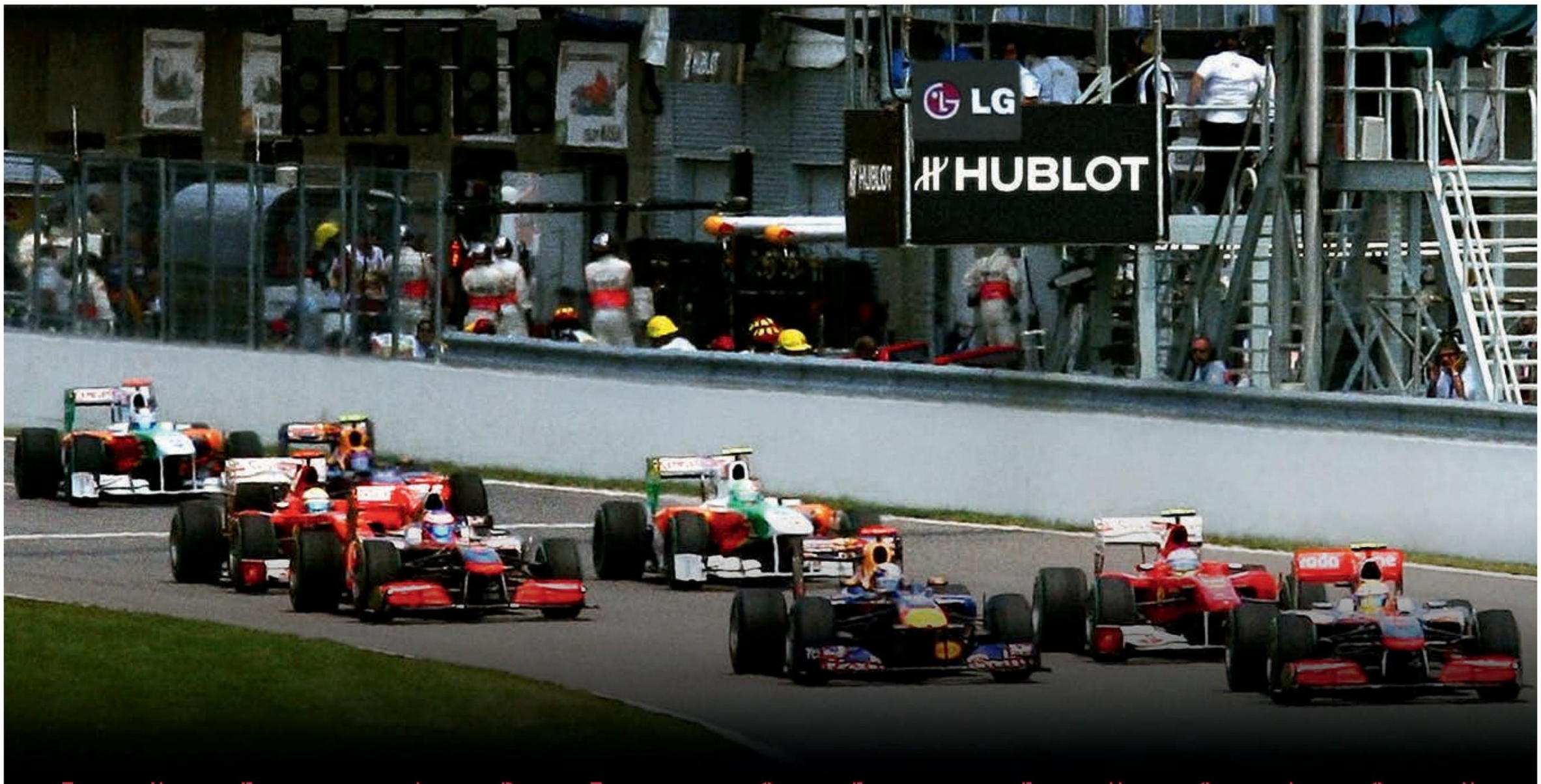
He finished 10th at the Glen, brought the Ferrari into the pits, flicked off his belts, then stood up in the cockpit, and walked forward – over the front of the car – into the embrace of his emotional mechanics. "I'd have liked it all to finish on a higher note," he said. "I was singing to myself for the last few laps, but on the slowing-down lap I realised I was getting much more of a cheer than I should have had after a drive like that. It was a curious feeling, waving to the spectators for the last time…"

As we stood around the Elf motorhome that evening, eating barbecued steaks and drinking wine, we talked of Scheckter's retirement, and of F1's impending 'winter of discontent', for the FISA-FOCA War was coming, and we all knew it.

Then an Italian colleague arrived, and put everything else out of our minds. He had been speaking, he said, to one of the race organisers: "It's very bad news – he told me that now it's finished for F1 at Watkins Glen…"

And it was. Well, never mind, there's always Korea.

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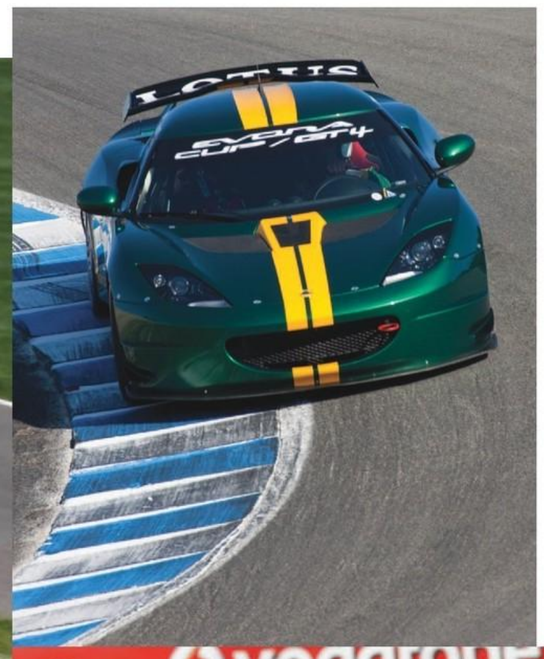
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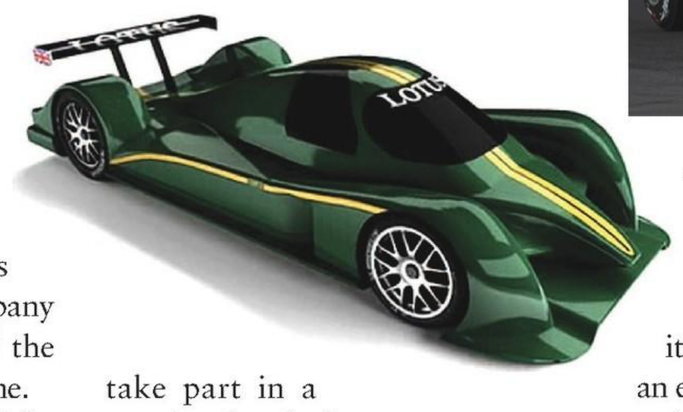
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Lotus to take on the world!









LOTUS HAS LIFTED THE LID off an ambitious and wide-ranging motor sport attack that will take it back to the Le Mans 24 Hours race on two fronts.

The "360-degree programme", announced ahead of the Paris motor show in late September, includes an all-new LMP2 sports car prototype (right) and a GT-specification Evora. The British sports car manufacturer is also linking up with the French ART team (far right) to effectively create junior teams in the GP2 and GP3 single-seater series on the Formula 1 support bill and will expand its involvement in the IndyCar Series in America (above).

The company's new motor sport director Claudio Berro explained that Lotus is "committed to doing our motorsport heritage justice" and that the organisation wanted to "tick all the boxes".

Central to the plan is a return to Le Mans for the first time since the Elise-based Lotus GT1 competed at La Sarthe in 1997. This could happen next year with a GT2-spec version of the Evora Cup GT4 that competed in the Britcar 24 Hours at Silverstone in October, but in any event will definitely take place when an all-new LMP2 Lotus hits the track for the 2012 season.

The LMP2 will be designed and built in house by the company and would not be "a Lotus by Dallara or a Lotus by Lola". To that effect the company has recruited the designer of the Peugeot 908 HDi, Paolo Cantone.

The new car, a coupé, will be powered by a 4-litre V6 based on a Toyota powerplant, which will be developed in conjunction with Cosworth Racing. This unit will be shared with a car designed to the Le Mans GT Endurance and FIA GT2 regulations.

Berro envisages that the Lotus LMP2 will be up and running by the end of next summer and could take part in a couple of end-of-season events in 2011. This will be a precursor to a Le Mans attack in the following season and the sale of cars to customers.

There won't be a full factory programme, Berro added. Lotus will take part in races for development purposes but "will not be a team that does a full championship", something that "will be left to our customers".

The Lotus name could be back on the grid at Le Mans next year if any customers of its new Evora decide to apply for an entry. The GT race car is already under development, with Dallara supplying aerodynamic expertise, and the five cars ordered so far are scheduled to be delivered ahead of next season.

This car will be superseded by a car based on the next-generation Esprit unveiled in Paris. The race version of the Lexus-engine sports car isn't expected to race until 2013 or 2014.

Lotus is also increasing its single-seater activities, which started this year with a technology tie-up with the KV team in IndyCars. The plan is that this will expand to two cars in 2011, most likely with KV, after which Lotus will develop its own aerodynamic package for the new-for-2012 Dallara IndyCar.

A similar arrangement is being forged with the ART Grand Prix team, a winner of multiple titles in the F3 Euroseries and GP2, as well as the inaugural GP3 crown.



LAT

Chevrolet has claimed its first British Touring Car Championship in nearly 30 years. Jason Plato sealed a second crown at the wheel of a factory RML-run Chevy Cruze in this year's Brands Hatch finale in October to emulate the late, great Frank Gardner, who won the British tin-top title at the wheel of a Chevrolet Camaro in 1973.

Indy lines up its 'greatest grid'

INDIANAPOLIS KICKED OFF ITS centenary celebrations for the Indy 500 in October by gathering 33 winners of the great race for a special photo opportunity.

The cars lined up in the traditional 11 rows of three that make up the Indy grid and ranged from the Marmon 'Wasp' in which Ray Harroun won the first 500 in 1911 to the Dallara-Honda Dario Franchitti drove to victory this year.



Doohan to face Schuey and Prost

MOTORCYCLING LEGEND MICK DOOHAN will take on Michael Schumacher and Alain Prost in November as the Race of Champions stadium event heads to Germany for the first time.

The five-time 500cc champion made his RoC debut in Beijing last year and has signed up again for Düsseldorf on November 27-28. Sébastien Loeb and Sebastian Vettel will also race.

IN BRIEF

■ Chevrolet Europe has become the first manufacturer to test a Global Race Engine on the track. Its new 1.6-litre turbo unit, built by factory Chevy squad RML, completed more than 600 miles at Jerez in early October.

■ Opel has revealed that it is considering a return to the DTM, five years on from its withdrawal from the German-based touring car series in 2005. It is evaluating its future motorsport plans and has confirmed that a DTM entry when new rules come into force in 2012 is among its options.



■ Volvo will join the World Touring Car Championship full-time for next season. The Swedish Polestar squad, which has masterminded its Scandinavian campaigns and sporadic WTCC appearances, will field a solo C30 for team regular Robert Dahlgren.

■ The British round of the WTCC will move from Brands Hatch to Donington Park next year. Brands has hosted the UK WTCC event since 2006.



■ The new AMG-developed Mercedes-Benz SLS GT3 contender made its race debut in a VLN long-distance race on the Nürburgring-Nordschleife in September. Bernd Schneider and Thomas Jager drove the first race car, but a collision meant a low finish. Customer cars will be available for next season.

■ The Bucharest street race will return to the international calendar after an absence of two years. The 1.9-mile circuit around the parliament building in the Romanian capital, which hosted FIA GTs and British Formula 3 in 2007-08, will hold a round of the one-make Auto GP single-seater series next July.

■ Jochen Rindt and the Type 72 will be celebrated at the Racing Lotus Film Festival taking place at Eynsham Hall, near Witney, on November 13/14. GP driver John Miles, ex-racing manager Dick Scammell and mechanic Bob Dance will be special guests. For tickets, go to www.legendsfilmfestivals.com



New Giro has tempted Pirro, who did 1980 event in Lancia Stratos

Giro d'Italia reborn for 2011

THE CLASSIC MULTI-DISCIPLINE GIRO d'Italia tour is being brought back for next season after an absence of more than 20 years.

The revived event, like the original in the 1970s and '80s, will pit GT machinery and rally cars against each other in a series of races, hillclimbs and asphalt rally stages next October. The format remains true to the old Giro, with cars driving on public roads in between.

The new Giro is the brainchild of former FIA rules expert Gabriele Cadringher, who was involved in the organisation of the event in the 1970s. He has described the revived Giro as a "big celebration of motorsport".

The event will take in top circuits in Italy, including Monza, Imola, Mugello and Vallelunga. There will be a number of races at each track, with cars grouped according to performance.

The total mileage for the Giro, which will start in Turin and finish in Rome, will be 1000 miles, and approximately one third of that distance will be on competitive sections.

The rules will again allow for one car to be shared by one racer and one rally driver, switching seats to suit their specialities. For example, Riccardo Patrese won the 1980 event in a Gp5 Lancia Beta Montecarlo, sharing the driving duties with Markku Alen.

Eligible cars will include GT2, GT3 and GT4 machinery and Super 2000 touring cars. S2000 and Group N rally cars will also be invited, along with one-make race and rally cars.

Five-time Le Mans 24 Hours winner Emanuele Pirro, who took part in the 1980 event at the wheel of a Group 4 Lancia Stratos together with rally driver Fabrizio Tabaton, has declared a wish to take part in the new Giro.

"I did the circuit races and was usually third behind the Lancia Beta Montecarlos," he said. "I hope the new event maintains the old spirit and that I can be part of it."

The Giro d'Italia was first run in 1901. It was reinstated in 1973 and continued until 1980, before making a two-year return in 1988-89.

BMW gives green light to DTM return

BMW WILL MAKE ITS LONG-AWAITED comeback to the DTM in 2012 with an all-new M3 challenger.

The manufacturer, which last raced in the German-based touring car series 18 years ago, has been in open discussions with series organiser the ITR, and rivals Mercedes-Benz and Audi since the spring. BMW motor sport boss Mario Theissen said: "We began making technical preparations following our declaration of intent in April. We can now shift up a gear and give the green light for development."



Touring car hero Steve Soper joined John Surtees at BMW's Park Lane dealership in October. The pair were on hand to launch the manufacturer's new UK Classic parts service.



Peter Warr

1938 - 2010

After *Motor Sport*'s revered continental correspondent Denis Jenkinson had to shave off his beard when Jochen Rindt won the 1969 US Grand Prix in a Lotus, it was a moment of great amusement for the newly appointed Lotus team manager Peter Warr. Yet more than a decade later Warr rashly made a similar prediction about Nigel Mansell, stating that as long as he [Warr] had a hole in his backside the British driver would never win a Grand Prix.

Warr, who has died at the age of 72, learned to laugh at his own error of judgement. More importantly, he earned a crucial place in F1 history as the keeper of the Team Lotus flame during the 1980s after the company founder died of a sudden heart attack just before Christmas 1982. He played his personal trump card by signing Senna to drive for Lotus in 1985, a move which would have undoubtedly attracted Colin Chapman's approval.

Warr originally nurtured his own racing ambitions, eventually purchasing a Lotus 7 which had been specially built for Graham Hill to drive in the traditional Boxing Day Brands Hatch fixture in 1959. He raced it enthusiastically for a couple of seasons before switching to the Formula Junior category.

It was an exiting and absorbing time for Warr. After working all hours at the Lotus factory, he would then rush off on Friday evening, towing his car, to get to a race on the Continent and be back to work on Monday morning. He won the Formula Junior Eifelrennen at the Nürburgring in a Lotus 20 and made two trips to Japan for races at Suzuka, winning the 1963 Japanese GP, then a sports car race, driving a Lotus 23B.

Warr retired from racing in 1964 and originally intended to follow Lotus with its move to Hethel, Norfolk, in '66. But when it came to the crunch, Warr decided not to go and left the team, in part because the job he really wanted as Lotus F1 manager had gone instead to his colleague Andrew Ferguson. Then one day in 1969, Ferguson tipped Warr off that he was leaving the company, too. Chapman judged Warr as the right man for the vacant post.

Warr managed the team through the golden years of the Lotus 72, suffering the tragedy of Rindt's death in 1970 and then presiding over the team's re-birth in '72 when Emerson Fittipaldi became world champion. This domination continued into '73 when Ronnie Peterson joined Fittipaldi, but over the next two years their fortunes began to wane and things weren't helped in the spring of '75 when Warr broke both legs in a road accident.

At the 1976 British GP Warr was presented with a golden opportunity. He was approached by the Austro-Canadian oil millionaire Walter Wolf who had just acquired the assets of the bankrupt Williams team. Wolf wanted a clean-sheet approach for '77 and offered Warr the job of masterminding the project. He quickly accepted the new challenge.

Colin Chapman was hugely disappointed to have lost his key administrator. For all his outward bluster, the Lotus chief retained a keen perception of Warr's contribution. Warr could be tart and critical on occasion, displaying a brusque approach which could rub people up the wrong way. But he was immensely loyal to Lotus, conscientious and meticulous about the way in which the team was run. Chapman bade him good fortune and suggested that he regard his detour to Wolf as 'temporary leave of absence'.

Jody Scheckter took the new Wolf to second place in the '77 World Championship, a success which was as impressive as it was unexpected. But in the summer of '81 came the call from Chapman. It was time for Warr to return to Lotus, but just 16 months later he was telling the team the tragic news that their leader had died. Warr now found himself unwillingly thrust into the Lotus driving seat. And he did a brilliant job. *Alan Henry*

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Obituary

Trevor Taylor

LOTUS GRAND PRIX DRIVER TREVOR Taylor has died from cancer aged 73. At the peak of his career he was team-mate to Jim Clark, sharing one victory with him and on one occasion beating him in a non-championship F1 event, but he was not a lucky driver and a number of accidents, not necessarily his fault, overshadowed his abilities. He made up for luck with Yorkshire grit, repeatedly bouncing back from crashes and career reverses to try new directions, coming close to taking the inaugural F5000 title in 1969.

Growing up around his family garage business near Rotherham, racing was an obvious outlet and after finding his feet in 1954 and '55 in a Ford-based special and a Triumph TR2 his father bought him, he began serious competition in a variety of 500cc Formula 3 machines. In 1958 he secured the national championship, progressing to F2 the following year, when he tried unsuccessfully to qualify his Ace Garage Cooper-Climax for the British Grand Prix at Aintree. However, Colin Chapman had noted his speed and offered him a Formula Junior drive for 1960 if the Taylors bought a Lotus 18. The proposal worked well; by the final round he and team-mate Jim Clark were on equal points in the lead, but as Clark could not make the last race Taylor sportingly asked that they share the title. The following year as a works driver he won the FJ championship outright and made his F1 debut, deputising for an injured Innes Ireland at Zandvoort, though he finished last.

In a quartet of South African races over the winter he took a second and that win over Clark, leading Chapman to drop Ireland and slot the Yorkshireman alongside the Scot. The 1962 season started well and then collapsed, a second at Zandvoort presaging several bad crashes, but sharing victory with Clark in Mexico and then winning the Natal GP closed the season on an upturn.



1963 brought a couple of seconds but only one title point, while Taylor had an amazing escape in the non-championship Enna GP when flung from his car at over 100mph, rolling to a stop virtually uninjured. Clark's dominant ride to the title only highlighted the contrast in fortunes, and following Napoleon's precept about lucky generals Chapman replaced him with Peter Arundell. Instead Taylor followed Ireland to BRP for 1964, a move which brought many retirements and one solitary title point. At the same time he started a touring car team, Aurora Gear Racing, running Mini Coopers with his sister Anita. Still compelled to race single-seaters, he reverted to Formula 2 for 1965-6, running a Brabham under the Aurora banner, and also made the brave decision to drive the under-developed Godiva V8-powered Shannon F1 car in the 1966 British GP. It retired with a split fuel tank, Taylor's last Formula 1 race.

A switch to Ralph Broad's equipe brought much touring car success in Anglias and Escorts, and Taylor also continued to race sports cars, culminating with victory in the 1969 Tourist Trophy in a Lola T70. That year also marked the beginning of F5000, and a new single-seater career for the outspoken Northener. In a Surtees TS5 he challenged Peter Gethin for the title right to the last event where the two collided, giving Gethin the edge. Taylor continued to race the 5-litre machines for three seasons, but never recaptured the fire of the first year and retired from racing at the end of 1972, aged 36.

When asked about 'the old days' he always hedged, saying "I'm writing my memoirs – that's my pension fund" before producing a string of gleeful tales about teams and rivals. The memoirs remain unpublished.



In trademark yellow helmet and suit, 1963. Above: F5000 in 1970

LAT

This month on the *Motor Sport* website

www.motorsportmagazine.co.uk

NIGEL'S Q&A

Nigel Roebuck has stirred things up on the website this month in his Q&A column after Pat Kenny asked whether it would leave a bad taste if Alonso were to win the 2010 F1 title following the team orders drama at Hockenheim.

"I grow rather weary of the anti-Alonso sentiment which seems rife in this country," wrote Nigel. "What I find staggering is that for countless years Michael Schumacher demanded – and got – absolute number one status at Ferrari and I don't recall anything like the criticism of him that Alonso has received."

It prompted Stuart 'Caribstu' Sampson to retort: "if Alonso wins it will be, in my opinion, *undeserved*. Not only did Alonso get away with breaking the rules, he also avoided a grid penalty at Monza." Whether we like them or not, Nigel wasn't far wrong when he wrote on July 23: "Ferrari has been through a very bad patch, but Alonso continues to insist that he can still be World Champion this year. I'm betting that Fernando will come on very strong through the balance of this season…"

BLOGS

Our American editor recently travelled to Elkhart Lake to speak at a fund-raising dinner in aid of the late, great Paul Newman's Victory Junction 'Hole in the Wall Gang' camps.

In response to Gordon Kirby's blog, Don Helms wrote: "This past summer my daughter spent a week at a camp founded by Paul and record executive Lou Adler. Paul's legacy will live on."

RACE REPORTS

There's a growing fan club for Kamui Kobayashi forming on the site. After the Japanese GP Mario Carneiro Neto wrote: "Kobayashi was the star! What an amazing display. That kid knows how to put on a show… Almost reminds me of a young Juan Pablo Montoya."

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RACING LIFE



LAT

GETTING BACK TO WORK

I AM FINALLY BACK HOME IN THE STATES AFTER MY TRAVELS through Europe in pursuit of what is supposed to be a hobby – my historic racing weekends at Silverstone, Goodwood and Spa. There were mixed results, with a crash at Goodwood which left me a little sore and a fantastic run at Spa in a Shelby Mustang.

I'd never raced a Mustang before and I gotta say that to get my hands on one for the endurance race at Spa was just fantastic. The circuit is just fabulous, of course, and we ran well until the alternator started playing up during the night. We qualified 38th out of about 90 entries and got up to 10th which was pretty good. You have to understand how to push these cars because they're not bullet-proof like the cars of today. The brakes are the biggest factor – they wear out like brakes always used to do, and it reminds you how different it was back then.

It was important, however, for me to get back to my real job in the USA with Rahal Letterman Racing as we had the final round of the ALMS, Petit Le Mans at Road Atlanta. Then my son Graham was racing in the final round of the IndyCar Series. The season just seems to get busier and busier on both sides of the Atlantic.

Petit Le Mans went well, with our BMW cars in the running for both the manufacturer and the team championships, so there was a lot on the line for BMW and we really had to focus. Interestingly, Petit Le Mans is tougher than Sebring for one big reason, and that's the number of quick corners at Road Atlanta. There's only one line through them so it's easy for the slower guys to get caught out by the faster prototypes trying to come through. It's a lot more stressful trying to stay out of the way so we put a spotter up on the hill out back and he'd tell our guys when to expect faster cars and that way they didn't have to spend the whole time looking in the mirrors. It worked well but we still had a fraught race trying to win those titles because one of the BMWs bottomed out so hard on a bump that the gearbox housing was damaged and the starter shaft was bent so we couldn't re-start the car in the pits.

That meant taking it back to the truck and we lost about 50 laps machining a new shaft and putting the gearbox back together.

But we got it absolutely right with the other car, the strategy was perfect, and we had some luck. The Ferraris and the Corvettes had the legs on us but the lead Ferrari was penalised for an infringement in the pits and then it ran out of fuel so we came through to win both the manufacturer and team championships for BMW. David Letterman was bragging about this on his Monday night TV show – BMW and all our sponsors were pretty pleased with the exposure that show gets right across the States. It's been a tough year but we were consistent and that's what wins titles.

Talking of titles, I was so pleased to see Dario Franchitti take another IndyCar Championship – I'm a big fan of Dario and he's a gentleman, which just goes to show that nice guys can win. He had another very strong year, the Ganassi team did a great job, and in the end they got the job done while the pressure began to tell on the other teams. So, accolades to them all, and who knows how many more titles Dario can go on to win from here.

My son Graham had a great end to the year, coming 10th in the final round despite losing a piece of the front wing in a touch with Ryan Hunter-Reay, and running higher than that earlier in the race. Since Toronto he's been driving better than ever so maybe the tough times he had earlier in the year have been good for him. I think those hard times, looking for a drive and sponsorship, did him a lot of good and now he's on a high. He's now the guy with the ball and everyone wants to talk to him for 2011. He's got the security of a sponsor for the next two years and I believe he now has a great opportunity to make it happen next season. So, a positive end to the year, and now it's time to focus on the final round of our historic series which has been a lot of hard work, but again I think the prospects for a second season look good.


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DISPATCHES



Bruce McLaren Trust/Dave Ayres

FITTING WORDS FOR BRUCE

ON THE DAY BEFORE THE GOODWOOD REVIVAL I DROVE the short distance from home to the circuit where I have spent so many happy days over the past six decades. Madame Mégane knows the way too, her turbocharged diesel pulling us effortlessly up and over the Sussex Downs.

Tucked away under the trees on the edge of the paddock is a memorial garden, the centrepiece of which is a headstone inscribed with these few words: 'Bruce McLaren – Engineer, Constructor, Champion and Friend'. On June 2, 1970 Bruce was killed testing his Can-Am car at Goodwood. Forty years later we came to remember him. Parked next to the memorial was Denny Hulme's beautifully restored M8D chassis 01, the car in which he won the 1970 Can-Am title. The team leader's car was cut up and destroyed after the accident.

Bruce's sister Jan, who runs the Bruce McLaren Trust in Auckland, spoke movingly about her brother and the trust's work. Bruce's widow Pat was there with mechanics, designers, friends and fans from the old days. Among them was Neil Trundle who, with Tyler Alexander and Ray 'Tex' Rowe, was recently made a 'Fellow of McLaren' in recognition of his loyalty and long service to the team. Ray, who left Cooper to start McLaren with Bruce, still works in the gearbox shop, while Tyler only recently retired from the F1 team.

We were reminded of some words written by Bruce after his friend and team-mate Timmy Mayer was killed in 1964 while practicing for the final race in the Tasman series at Longford.

"Who is to say that he had not seen more, done more and learned more in his 32 years than many people do in a lifetime?" wrote McLaren. "To do something well is so worthwhile that to die trying to do it better cannot be foolhardy. It would be a waste of life to do nothing with one's ability, for I feel that life is measured in achievement, not in years alone."

With these words in mind, we moved into the paddock to make some noise. There we found Bruce's big M1A and M1B sports cars, forerunners of the all-conquering Can-Am winners. As five mighty 8-litre Chevrolet V8s zapped into life everyone grinned, the massed trumpets of the injection systems sucking in the autumn air. We had come not to mourn him, but to celebrate the life of one of motor racing's great men. Bruce would have approved, the pragmatic engineer probably wondering what was happening on the Chevys' temperature gauges. There had been a similar scene in June when Denny Hulme's car was fired up inside the pristine McLaren Technology Centre as its workforce looked on. Ron Dennis himself stood behind the car, in the thick of the noise.

As I walked away I thought of the days I'd spent with the team, watching as they tested the Can-Ams, sticking bits of blue cotton to the orange bodywork to better understand the airflow. One day they used splodges of ink. Round and round they went, nearly 900bhp launching them out of the chicane towards Madgwick. Finally I plucked up the courage to ask for a ride. I'll never forget those laps with Hulme – no seat, no seat belts, just bracing myself against the mind-blowing power. A fire extinguisher sat between my legs. I hung on to the rollover bar to stop myself falling onto Denny's left shoulder. Between the power slides and rocketing down the straights he glanced across at me, grinning.

Back in the pits Bruce mentioned, with that famous smile, that we'd been doing over 160mph towards Woodcote Corner. Then he walked round the car, with that famous uneven step, a legacy of a childhood illness, and went back to work.

From 1967-70 the 'Bruce and Denny Show' annihilated the opposition, taking four Can-Am titles on the trot, and in 1971 Peter Revson gave McLaren a fifth. Three years later Emerson Fittipaldi captured its first Formula 1 World Championship. The cars may not be orange any more, and the Kiwi badge has gone, but Bruce would surely be enormously proud of what is being achieved.



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ON TWO WHEELS



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FACING THE FEAR

IN SEPTEMBER MOTORCYCLE GRAND PRIX RACING ENDURED its worst week in decades. Two riders died on consecutive weekends at the Indianapolis and San Marino Grands Prix.

American Peter Lenz passed away following an accident during an Indy support race; Shoya Tomizawa (above) after a horrific high-speed pile-up in the Misano Moto2 race.

The deaths were the first at a MotoGP event since Daijiro Kato's fatal crash at Suzuka in 2003. The last time the motorcycling World Championships experienced such a horrible few days was at the 1988 French GP at Paul Ricard, where three riders lost their lives.

Inevitably, the sad passing of Lenz and Tomizawa raised many questions; fundamentally, how can further tragedies be avoided? Both riders died in similar ways – they fell and were hit by other bikes travelling at speed. The sad fact of the sport is that however safe the tracks and however distant the guardrail, in motorcycle racing there will always be other motorcycles. Protective riding gear keeps improving, but there is only so much it can do.

There were other questions too – to the riders who must deal with the realities and carry on, or not. Obviously, MotoGP pros know the risks and are at peace with what they're doing and why they're doing it. Casey Stoner, a tough young Aussie who always calls a spade a bloody shovel, admits that danger is an attraction.

"It's bad to say it, but it's part of what gives you the adrenalin rush," says the 2007 MotoGP champion. "It's part of why we love to do it, because it gets your heart racing, it gets your blood pumping. It's that slight bit of fear that keeps you interested.

"It's unfortunate when a death happens, but if there was no fear involved there'd be no real want to race and there wouldn't be the passion you see from riders trying to pursue their dreams. That's what keeps us all here, to be honest. If you leave doing something you love – what you dreamed about doing your whole life – that can in some ways be a nice way to go; doing something you love rather than something you dislike."

But how do MotoGP riders deal with the passing of friends or rivals when the time comes to climb aboard their 210mph motorcycles? Do they simply block it out?

"It sounds hard, but yes," says Dani Pedrosa, not long before he breaks his collarbone at Motegi, thus ending his 2010 title challenge. He mimes the act of removing the memory of Indy and Misano from his mind. "Otherwise it's a story you cannot end," he adds, circling his left index finger around his temple, gesturing the process of endlessly contemplating thoughts of his own mortality.

I know what he means. In June 1989 I was contesting my sixth Isle of Man TT. I had just completed early morning practice (4.30am start) and was enjoying a full English in a Douglas cafe when Manx Radio announced that a rival had crashed and died during the session. Phil Hogg was one of five TT riders to lose their lives that year. He was also riding the same type of motorcycle as me – the engine had seized and he had been hurled into a trackside wall.

I quit racing 18 months later, but in reality I'd retired the moment I heard the news that morning. After that, more often than not, whenever I ate breakfast on race days that moment would come back to me and I'd wonder if this might be my last breakfast. I suppose it was my way of telling myself it was time to stop – you can't go racing when you're asking yourself questions like that.

I shouldn't relate these sad events without mentioning that Indy victim Lenz was just 13 years old. He was hit by a 12-year-old. They were both riding Moriwaki MD250s, capable of 125mph. I think that is too much, too soon. For the record, so does seven-time MotoGP champion Valentino Rossi. And yet these children are actively encouraged by the people in charge of our sport to race these motorcycles; and the bosses are the same people who can't understand why MotoGP doesn't attract more blue-chip sponsors.

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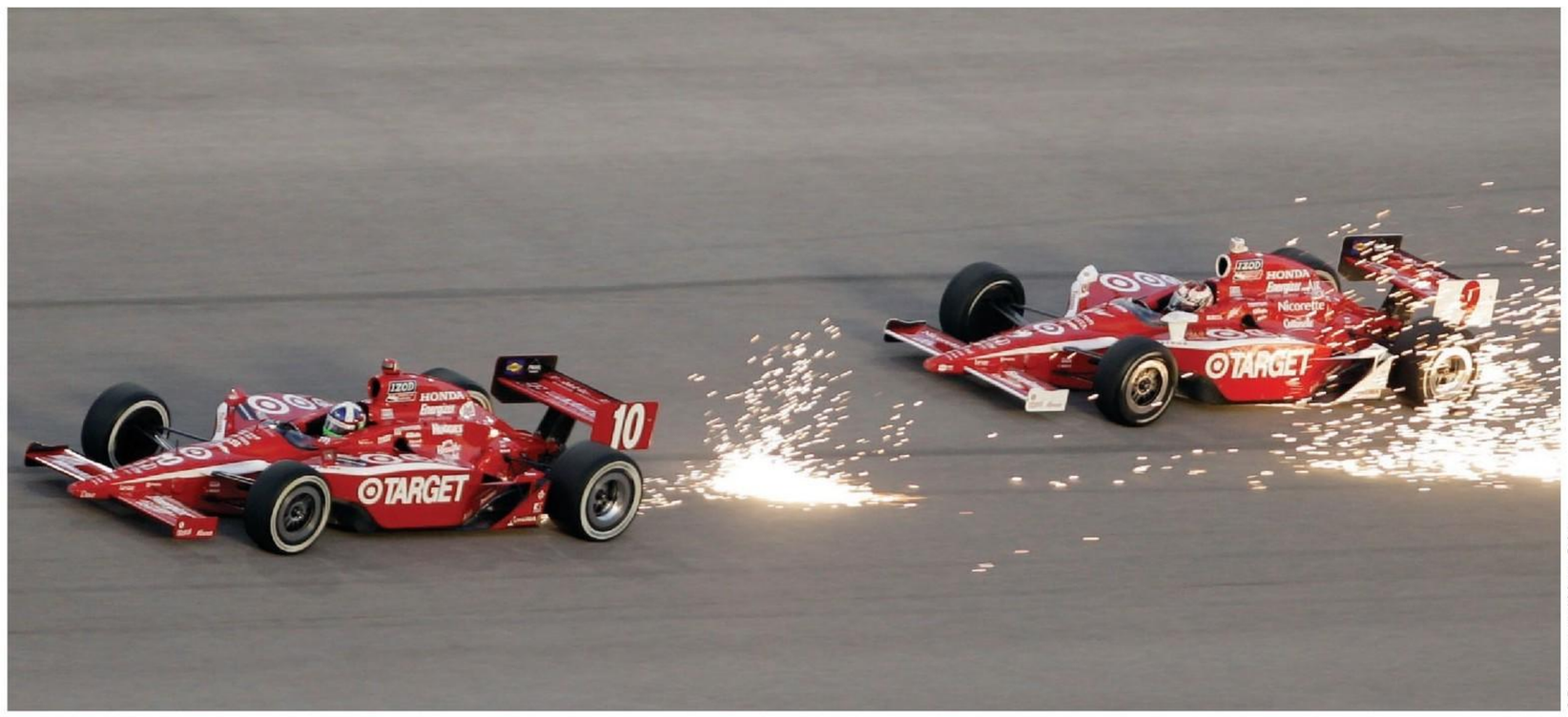
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THE US SCENE



AP Images/Alan Diaz

FRANCHITTI'S POWERPLAY

WE SAW DARIO FRANCHITTI AT HIS BEST IN 2010 AS HE chased down Will Power and beat the Australian to his second consecutive IndyCar title and third in four years. Franchitti qualified on the pole and led most of the season-closing IndyCar race on the Homestead oval until Power crashed, which led Dario to adopt a conservative strategy to the finish.

"The car was really fast at Homestead," he grins. "I had one of the best cars I've had and it was one of the best races I've driven. As soon as Will was out we changed tactics. It was a case of we had to finish tenth or better. We couldn't afford to run out of fuel and finish off the lead lap so we started being very conservative. I backed off to try to save fuel and went from the lead to about fourth. Then they pitted me and put me all the way at the back which was pretty scary, but it worked out. It was definitely a race of two strategies, one before Will had his problem and one after."

Franchitti won the Indy 500 and IndyCar title for the first time in 2007, his last year with Andretti-Green before trying NASCAR with Ganassi's stock car operation. He then returned to Indycars with Ganassi and has found a comfortable home teamed with Scott Dixon, who won the '08 IndyCar title for Ganassi.

"I've learned so much from all my team-mates over the years and none more so than Scott," Dario observes. "We've got such different styles and there are times when I wonder, how the hell does he do that? He pushes you and I've learned a tremendous amount from him on certain types of tracks and that works the other way too."

Dario admits it's challenging to share an open book with your team-mate. "You absolutely get better results, but it's a tough thing to do. All these secrets are hard won and you're giving them to someone else who's out to try and beat you, and in a lot of cases do just that. But you've got to understand that if you give it out you'll receive it back from your team-mate."

Ganassi's team has won the past three IndyCar championships and established itself as IndyCar's top team ahead of Roger Penske's celebrated outfit. "Chip's strength is putting the right people in the right positions and guiding them thoughtfully," Dario remarks. "He doesn't micromanage anyone or anything. Chip is definitely the boss but he lets everyone do their jobs. Sometimes he'll jump in but he very much lets people get on with it. So it's that combined with the fact that we've got a pretty good budget from Target.

"Another thing is Chip won't take credit. I would say he's quite elusive in taking credit. He doesn't want to blow his own trumpet. But you look at his success in the past 15 years and he's been the most successful IndyCar owner even compared to Roger, which is saying something."

Dario possesses tremendous passion for and knowledge about racing's history and at 37 he has no thoughts of retiring. He may well be the sport's most eclectic modern racer competing in a wide variety of categories in the manner of the greatest drivers such as Stirling Moss, Jim Clark, Dan Gurney and Mario Andretti.

"I like to drive different types of car whether it's a Grand-Am or ALMS sports car, an Indycar or an Australian V8, or historic cars, too. That's part of the fun that I get to have and I don't think a lot of guys nowadays get to do that. It's definitely one of the good things of driving for Chip because he allows you to do that, no problem."

Last September Dario enjoyed the rare pleasure of driving his hero Jim Clark's 1965 Indy-winning Lotus 38 at the Speedway. "That was definitely a highlight of my career," he grins. "It was a lot of fun. There are not many days where you can have as much fun as that. It was a sublime day."

In these trying times the IndyCar Series is very fortunate to have such a fine sportsman as its champion.

Letters

Medicine and duty

Sir,

I live in Thailand and I love watching motor sport here. Why? Because there's clean racing and it's a breath of fresh air seeing respectful driving. Why is this so? It's because racing budgets are so tight, the last thing any of them want is the added expense of accident damage.

As Nigel points out, the reason for the unruly driver behaviour within F1 and other lower formulas is because there is insufficient punishment to deter dangerous driving – the Schumacher and Barrichello incident was a perfect opportunity for the officials to ban Schumacher for at least one race. Thus the FIA, in its failure to deliver an effective punishment, has yet again failed to deter dangerous driving.

One day someone (be it a driver or spectator) is going to be seriously injured or killed and my hope is that the injured party goes straight to the European Court of Justice and sues the FIA for failing in its duty to encourage safe and fair race driving standards. There is currently ample video evidence and much proof of zero or insufficient punishment to demonstrate that the FIA has and is currently failing in its 'duty of care' to deter such deliberate and dangerous driving antics. Perhaps then the FIA might take race driving standards more seriously.

David Inglis, Klongkum, Bongkum, Bangkok

Inputting variables

Sir,

I read the October issue about driving habits, particularly in F1, with some sadness.

Having been an F1 fan since the mid-Fifties, I have witnessed most of the major changes in the mechanics and aerodynamics of the cars, and believe that what we are seeing is the 'law of diminishing returns' forcing drivers into nasty behaviour because nothing else works anymore. The engines are within fractions of each other, the aerodynamics still mitigate against overtaking, there is only one tyre supplier, etc. What was fabulous to watch in the 1960s-80s was the sheer number of variables, which along with reliability issues favoured one combination over another on different circuits, and of course aerodynamics was nascent. Throw in the varied driving skills and what we had was pretty variable and very exciting, unlike today's processions.

Let's throw out the rule book and let the makers compete with all the ingenuity they can. Make a simple rule such as the amount of energy (from any source) that can be used, and let them get on with it. This would allow the manufacturers (even McLaren is one now) to develop ideas that would transfer directly to road cars.

And let's remember, this is a sport; we are entertained by it because we can see the effects of driver skills in combination with the mechanics of the vehicle. We need this visceral ability to empathise with the drivers in order to relate their skills to our lack thereof; that is the stuff that imagination is fuelled by. F1 has simply become an expensive version of Formula Vee, and the only person who seems to benefit from it would be Mr Ecclestone, and he seems very intent to keep it that way!

John Arnott, Toronto, Canada

LETTER OF THE MONTH

Slough: motor sport mecca!

Sir,

When my firm relocated to Slough, it didn't seem exciting news. However, as an avid *Motor Sport* reader I was fascinated to see your article on the GT40s built in Slough, and it prompted me to find the location. Further research proves that Slough ought to be considered the UK's own Maranello!

Ford Advanced Vehicles and Lola were located in Yeovil Road and then Banbury Road. Surtees F1 was also in Banbury Road, which became Fittipaldi F1 and later Spirit Honda F1, until as late as 1984.

Frank Williams apparently started his business from a flat in Bath Road before moving under a bowling alley on the trading estate. Roy Winkelmann Racing was later in Slough at that same bowling alley. They ran Jochen Rindt in F2 in a Brabham, which became Jochen Rindt Racing, managed by a certain B Ecclestone. Lyncar, well-known for their Formula Atlantic, F2 and one-time F1 entries, were in Aberdeen Avenue and later in Bath Road.

Vandervell wasn't very far away in Maidenhead, Rondel Racing was in an old laundry in Burfield Road, and of course McLaren's birth-place was in Colnbrook, Slough from 1966-78. Nearby Cookham was the home of my childhood hero, Ronnie Peterson…

It seems the area was key in the story of some great names. If you'd like to take some photos around Slough *a la* 'Track Tests' I'll be happy to oblige, but sadly am unable to provide a GT40!

Iain Gordon, Sherfield-on-Loddon, Hampshire

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Partners in time

Sir,

The article on the British Racing Partnership (October) is an excellent explication of a key era in Formula 1; well done!

Its mention of the Samengo-Turner brothers raises a potentially interesting story that you could do well to pursue. Whilst we accept corporate sponsorship of almost all racing cars, it should be remembered that this was not always the case. So what the Samengo-Turners did through their company Yeoman Credit really changed the game. After all, it must have been a successful advertising strategy based on how things have developed since. Also, there is an interesting back story in that the brothers' father had been interned in the UK as an enemy alien during WWII. So, whilst his family was being bombed in the Blitz in London, he was helpless to do anything to help them.

Motor Sport does such an excellent job in providing thoughtful background on various personalities from earlier days such as drivers and team managers. I would think a review of the Samengo-Turner brothers' contribution to the sport would be a solid contribution to the public understanding.

Philip Kozloff, Marylebone, London »»»

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Letters

Plain-clothes Aston

Sir,

Fascinated to see in You Were There (November) the picture of a 'lash up' Aston Martin in a suburban driveway. This is the prototype running DB4. I have a couple of pictures taken by the late Des O'Dell of this car under test, which carried sufficient lighting to allow it to have a legitimate set of trade plates affixed and to be driven on the road. I was fortunate enough to be asked to handle an auction of his motor sporting effects a number of years ago, and could not help buying a few lots.

Des's must be quite a notable story. He worked for Aston Martin as development engineer, particularly with the DB4 and Zagato, having 'spannered' for the race team as well as noted privateers. He then moved to FAV and JWA to help bring the GT40 programme to life, and thence to Rootes to help Marcus Chambers, becoming the team manager for the 1968 Hillman Hunter's London-Sydney success. Des then masterminded the Sunbeam Talbot Lotus, and indeed gave one Jean Todt his first-ever motor-sport contract!

Guy Loveridge, by e-mail

Lotus blossoms in US

Sir,

I was pleased to read about the return of Lotus to sports car racing and the reference to the race cars of the '90s (The Motor Sport Month, October issue). You may not be aware that in 1990-91 Lotus built five Esprit race cars to run in the US in the SCCA World Challenge and the IMSA Supercar series. These cars were driven by Doc Bundy, Dave Murry, Andy Pilgrim, Paul Newman and others. In 1992 Doc Bundy won the IMSA Supercar Drivers Championship. This is the last professional championship won by a factory-built Lotus race car.

Three of these cars, including the championship-winning car, have been restored and actively race in vintage races in the US where they continue to win races and attract a loyal following of fans. Doc Bundy and Dave Murry still occasionally drive the cars when their schedules permit. At the recent Watkins Glen Vintage GP, two cars finished second and third in class beaten only by a newer Audi S4 with AWD in a rain-soaked race. Doc Bundy started the race in 12th because of a blown turbo in qualifying. He passed eight cars to finish third in an eight-lap sprint.

Kevin McGovern, Ellicott City, Maryland, USA

Hard and fast

Sir,

As an ex-Brit who has raced in both Europe and America, I take exception to Zak Brown's contention that American historic racing is a much more "sedate" affair than in Europe. He says "In American vintage racing there are rules like 'two wheels off and you're done for the day', or there's the 13/13 rule where you can't come back for 13 months if you crash..."

This is only true of the General Racing-promoted Historics at Laguna Seca, held once a year on the West Coast. I've raced in HSR and SVRA on both the east and West coasts and believe me, a lot of British and European drivers have had quite a surprise, (dare I say shock?), at just how hard a lot of the entrants in these historic races go about their racing.

Before settling in America, where I have lived for 14 years, I too thought that American vintage/historic racers didn't really race; how wrong I was!

John Starkey, St Petersburg, Florida, USA

GTO history

Sir,

I read with great pleasure Andrew Frankel's test of 250GTO, 3505 GT (October issue). It was well done and to the point.

Your test brought back dear memories. In 1982 and '87 I was the organiser of the 20th and 25th GTO anniversaries in France, the first in Burgundy and the second in Bordeaux. I invited Innes Ireland as our special guest in '82, and the Harrison brothers came with 3505 GT. Innes was enthralled to see and test his old car, and the Harrisons were also pleased with the encounter. Actually, Innes was such an entertainer that he was the darling of the meeting, so I invited him again for the 25th anniversary.

I have owned a 250GTO (3607 GT) for 20 years and driven it 100,000km. It has never let me down and the pleasure of driving it has never faded. I'm happy to see that the restoration hasn't turned 3505 into a Christmas tree! But can I be naughty and suggest that the air opening on the nose is a bit too big when compared with the 1962 version?

This car was the first-ever right-hand-drive GTO made. Actually it was a converted left-hand-drive car. Its first outing was the Le Mans test in April 1962 (when Mairesse had a best lap of 193.230km/120mph). Ferrari was taking Stirling Moss very seriously, so much so that in order to have a RHD car they hurried to convert a LHD one, and the Le Mans test betrays this with the position of the dry sump oil tank still being on the right side behind the passenger seat (for weight balance). But it was converted to the left side later on, filler and all. A GTO of course has a full undertray but also a large spoiler about 10cm under the gas tank to catch the air flowing underneath and add a bit more downforce to the rear. It must have worked because the two railings supporting that panel had a tendency to break after a while. People think the panel is protection for the gas tank, but this is not so.

Jess G Pourret, Modena Co Ltd, Thailand

Slow motion

Sir,

Once again a superb driver interview. I really felt for Martin Donnelly. What a man. Thank you.

On another subject, in *My Motoring Month* Andrew Frankel mentions slow drivers. I remember in my youth, when bus timetables meant something, a bus driver who was ahead of his schedule and driving slowly to the next stop was pulled over by the police. He was charged with 'operating a mobile obstruction'. I believe in France the police have the power to pull a slow-moving vehicle to the side of the road to allow the build up of traffic behind to make headway.

David Gosnell, Glenelg, South Australia.

LETTERS TO THE EDITOR

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"A fighter with a lion's heart"

That's what Bernie Ecclestone says of Fernando Alonso. In our exclusive interview, the bullish Spaniard reveals how he handles fame, Ferrari – and some fiery magic

BY NIGEL ROEBUCK



On the basis of cream rising to the top, perhaps we shouldn't have been surprised that the five fastest qualifiers for the Singapore Grand Prix were the five contenders for the 2010 World Championship: Alonso, Vettel, Hamilton, Button, Webber. The race, though, swiftly distilled to a two-hander between Alonso and Vettel, Bernie Ecclestone's dream team. Were he still a team owner, Bernie says, Fernando and Sebastian would be his drivers of choice.

"Let's be really blunt," said Martin Brundle last winter. "If you were starting a Formula 1 team, there are three guys on the 'must have' list, aren't there? Alonso, Vettel, Hamilton – you'd need to have one of them. I know Alonso can be a difficult character sometimes, but boy, does he deliver!

"Fernando is a *great* racing driver – and, for me, his greatness was confirmed at Monza that year they gave him a five-place grid penalty for supposedly holding up Massa…"

This was 2006, and the circumstances were these: in the closing minutes of qualifying Alonso's Renault suffered a rear puncture, which meant a long lap back to the pits. The car was damaged, but after a swift safety check Fernando began the mother and father of all out-laps, striving to get back to the line in time for a final banzai run. He made it by precisely two seconds and then drove a quite stupefying lap, setting fifth-fastest time in a car with significantly damaged rear aerodynamics.

That wasn't the end of the story. Fernando's out-lap may have been the fastest in history, but it wasn't *quite* as quick as Massa's final flying lap, and afterwards Felipe complained that he had been held up. There was no protest from Ferrari, but the FIA stewards concluded that Alonso 'had impeded another driver during the qualifying session', and, while allowing that 'such action may not have been deliberate', deleted his three best laps.

Going into Monza, with four races left, Alonso headed Michael Schumacher in the World Championship. The stewards' decision moved him down to 10th on the grid. It was a good day for conspiracy theorists.

"That was *utterly* scandalous," said Brundle, "but Fernando's final qualifying lap was unbelievable – how he set the time he did, with the sidepod hanging off that car, I will never understand. That was folklore stuff – instead of penalising him, they should have carried that car to an honorary pole position!

"In the Renault days Alonso had this »»»

LAT



Life's a blur: on the way to third in Canada and centre of attention as Ferrari's new star (right)

Ferrari

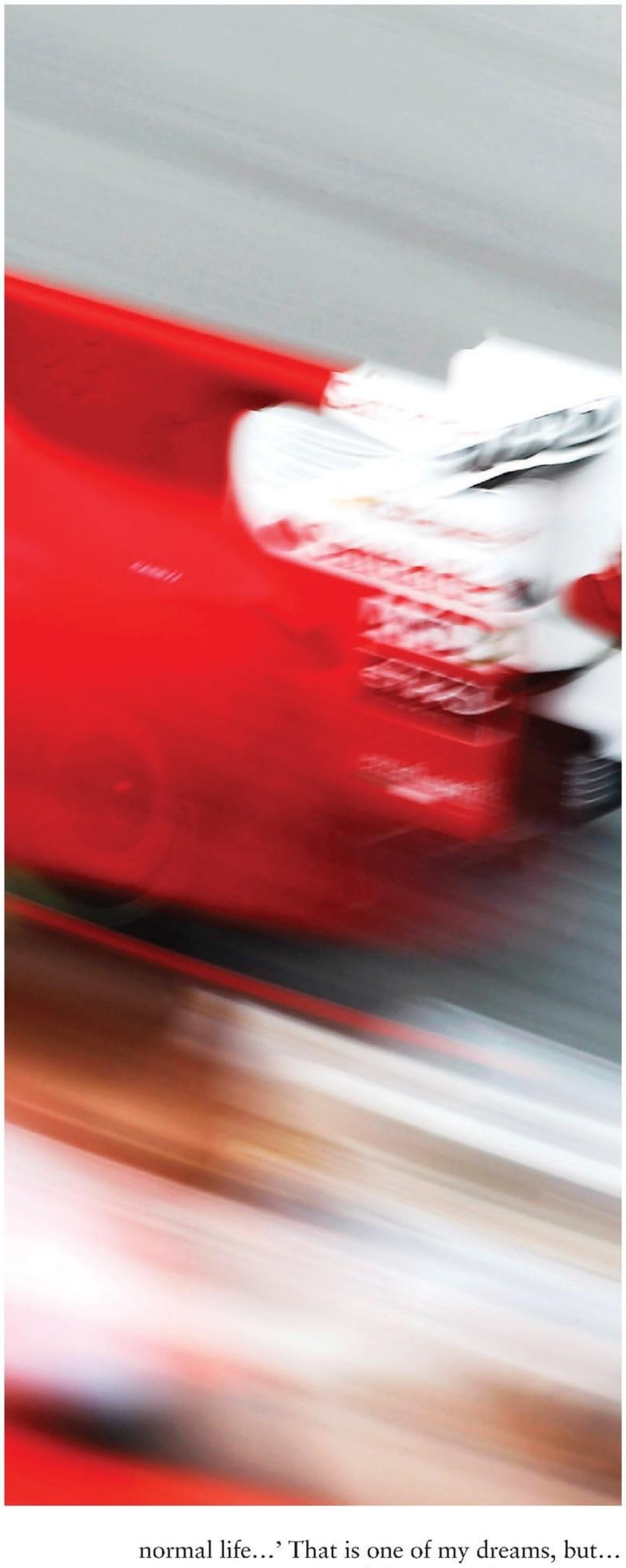
bizarre driving style, and I remember thinking, 'How will he ever get on in a McLaren?' – and he went to McLaren, and drove in a completely different way. The bizarre style in the Renault was simply Fernando adapting to the car's terminal understeer – it wasn't his *natural* style at all, but he could produce it if he had to. He can simply adapt to whatever he has to drive, and that is a skill that's a step above the others. The guy's awesome…"

A Latin he may be, but fundamentally Alonso is remarkably composed. Engine mapping problems could have compromised his qualifying in Singapore, but he and the team calmly sorted everything out, and Fernando duly stole a crucial pole position from Vettel's faster Red Bull. On his slowing-down lap there was no whoop of delight on the radio: "Thank you everybody, thank you…" was all he said.

Years ago Alonso told me that the only disagreeable aspect of life as an F1 driver was that he truly did not enjoy fame. At the time he was with Renault, living in Oxford, and he found it a way of life entirely to his taste. If he went out to a restaurant, he said, people didn't bother him, and he appreciated that.

At Monza, where Fernando and I sat down to talk, I reminded him of what he had said. Given that he didn't care to be famous, surely moving to Ferrari had only amplified the problem…

He gave a resigned smile. "Well, for sure it's not an ideal situation – privacy is one of the secret dreams you have every night when you go to sleep. You say, 'Well, maybe tomorrow I'll be completely anonymous, and able to lead a



LAT

normal life…' That is one of my dreams, but… it's the way it is, and there's nothing we can change. I try to be as normal as possible when I'm away from racing – I try to be in places where there aren't many people, and to have a very calm lifestyle."

I recalled a Monza evening the previous year, when I'd been sitting with friends on the terrace at the Hotel de la Ville, and Alonso arrived with an entourage of maybe a dozen people, none of whom I recognised.

"Yes," Fernando smiled, "I remember. It was two particular friends with their families who had come for the race. Still, my best friends – my *real* friends – are the ones I made at school, people I knew in the early days – not part of motor racing. It suits me very well."

Life in his native land, he went on, has become ever more difficult – when he is there, it is as if he were under house arrest. "Honestly, I'm not in Spain very much, and when I am I spend most of the time with the family – at home, rather than in a shopping centre or anything like that. I concentrate on very relaxed days, to wind down and recharge batteries…"

An intensely private man, then, which Fernando concedes is at odds with being a Ferrari driver: "It's the same everywhere you go. In Melbourne, for example, you could really feel it there – there are Ferrari fans everywhere. But, you know, in a way it's nice too, to feel all this passion from the fans – all these people wishing for good things for you. Yes, it's a nuisance sometimes, in restaurants and so on, but it's the price you have to pay, and… it's OK."

Alonso is the first world-class racing driver to come out of Spain, and until his arrival the country, while traditionally besotted with motorcycle racing, showed little interest in four wheels.

"No, F1 was not very important – it was not easy to follow it in Spain. For all Spanish kids racing karts at that time, I suppose the name we knew best was Ayrton Senna – he was the man, the big idol – but it wasn't until 2003 that F1 was televised live in Spain. When I started in F1, in '01, my parents had to watch recordings on RAI, on Italian TV!"

Like Mark Webber, Fernando came into F1 with the much-loved, now defunct Minardi team, and I wondered if that spawned hopes of one day driving for Ferrari.

"Not really," he said. "Something like that was far in the distance. Really all you think about is driving a better car. In a way Ferrari was always in my head, yes, but I think that's natural for anyone who loves motor racing. Kids normally play with red cars, don't they? That has nothing to do with Ferrari, but the red colour is… competition, is *passion*, isn't it? If you ask people if they would like to drive a Ferrari, even on a motorway or in the city, 99 per cent will say yes – so imagine what it's like for an F1 driver to be asked to drive for Ferrari!"

For years it seemed inevitable to me, and others, that one day Alonso would be bound for Maranello. "Fernando's very much a typical Ferrari driver, isn't he?" said Bernie Ecclestone. "He's a fighter with a lion's heart – he has a passion for competing."

For most of last season, it was an open secret that Alonso's move to Ferrari – agreed long before, and originally set for 2011 – was likely to be brought forward a year. In the meantime though, Fernando was stuck with an uncompetitive Renault, and I suggested that it must have been difficult to keep his motivation alive.

"Not really," he said. "To know after qualifying that you are at best eighth or ninth is not really my thing, but I'm a competitor, and I don't like to lose. In terms of the complete package we were not competitive, but I went to every race in the hope of being on the podium, or maybe – if the weather conditions were unusual – winning.

"In one way I was counting down the races – you think that very soon you are going to achieve one of the targets of your career: you are going to drive for Ferrari. Of course your mind turns to the future, you have some telephone calls with the designer of the car you will drive. So yes, you start thinking about next year, but… You know, with all the history I had at Renault, with a lot of success and a great group of people – most of them very good friends of mine – in a way I was sad, knowing that every race was a little bit closer to the final one. Seven of my nine years in F1 had been spent with Renault. The last race was very emotional for me."

As was the first time he took the wheel of a Ferrari. Spain may once have been lukewarm about F1, but the Alonso factor long ago changed all that. "When I first drove the car, it was at Valencia, and it would be difficult to think of a better place to make my debut in a Ferrari – in my own country, just a test, but with 40,000 people there! It was like a big party. I felt very emotional and a little bit stressed, I must admit – it was not a normal test!"

Integration with Ferrari has proved easier than Alonso expected. "Being part of the team, knowing the philosophy… For some reason I thought that would be difficult for me, but the culture is similar – I am Spanish, they are Italian, and we have the same philosophy of life. The integration into the team was very straightforward, from day one.

"From the outside, Ferrari is big – very impressive – but from the inside it's much more. When I arrived, I was surprised by the town of Maranello – in fact, by the passion for Ferrari everywhere in Italy. Whether they like motor racing or not, they feel that Ferrari is *theirs* – it's as if they all own Ferrari. Then there's the factory, the people working there… The road cars are made 200 metres away from the F1 cars, and the people there also feel part of the successes and problems of the race team. When I arrived at Ferrari, it was like finding a big family – everyone with the same passion, whether they work on F1 cars or road cars, whether they are engineers or cooks or whatever. They are all *Ferrari*, and I love that."

In the second half of the season, Alonso and the team really began to come on strong, but prior to that the cars' competitiveness was patchy. Through it all though, Fernando continued to stress that this was the best, the happiest year of his career to date. Even more so than the 2005 and '06 seasons with Renault, when he was World Champion? »»

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"Yes, really," he said firmly. "For one thing, my personal life is better than ever, and in part this is thanks to being at Ferrari, to the great atmosphere in the team. All right, it's true that I won championships with Renault, but still it wasn't complete somehow – I didn't feel a hundred per cent happy with myself and my life. Now I have more experience and maturity – and also I'm not too stressed any more about media or anything like that. Overall my quality of life is much better now – there is no comparison. It's true that the championship makes you very happy, yes, but overall – whether we win or whether we don't – this year will be the best so far."

Perhaps, I ventured, he has been more relaxed about the press since 2007, his unhappy single season with McLaren, on the basis that nothing could ever again be as bad as that?

Fernando laughed. "Well, I did not exactly have my best time at McLaren, but... I think it's something you get with experience – you learn how to separate the important things from the unimportant things. Nowadays, whatever the questions at the press conference, whatever the papers say that morning, I sleep all night long – whether it's good news or bad. I know that working with the media is a very important part of the job, but... It's not something that gives you performance..."

Performance. The word defines Alonso. It was Martin Whitmarsh, after Fernando's dominant victory for McLaren at Sepang in 2007 (only his second race for the team), who described him as 'a lean, mean, killing machine' – a man, in other words, put on earth to win.

Alonso's remark about the media chimed with one Brundle had made to me. "Whenever I've interviewed Fernando," Martin said, "I've always had the feeling of, 'Will you make any difference to my career? No, so I'll do whatever I have to do with you, but if it's not affecting the stopwatch, then don't expect any more from me...' And you know what? He's absolutely right."

Alonso won his first race for Ferrari in Bahrain, but thereafter went through a difficult period with a car neither as quick nor – more surprisingly – as reliable as he might have anticipated. Untypically for Fernando, there were also quite a few mistakes, and we suspected that he was trying to compensate for the car's deficiencies.

"No, it wasn't that," he said. "I was always on the edge – not only this year. I accept that maybe I have made more mistakes this year than any other, and I have no problems in admitting that."

Perhaps the most surprising error came at Shanghai, where Alonso's Ferrari got on the move some little time before the lights went out. Not like you, I said.





Happy times at McLaren were rare in '07 after Renault title years (below)

"I won championships with Renault, but still I didn't feel 100 per cent happy with life"



LAT

"I know," Fernando shrugged. "It never happened to me before, and hopefully it never will again. I saw green – and it was not green!"

Perhaps he feels that he has come in for more criticism than others. "Look at Spa, for example. On lap one [Rubens] Barrichello hit me from behind, and I was immediately last – but what people will remember about Spa is my spin, seven laps from the end. Yes, I admit it was my mistake – but look at the first two in the race: Hamilton was in the gravel and was lucky to miss the barrier, and Webber lost six places at the start when he was slow off the grid. I thought to myself that if I had done that kind of thing, we would have seen two weeks' review of my mistakes!"

Most costly of all was the error in practice at Monaco. Alonso had been fastest in both Thursday sessions, and looked like a contender for pole – until, in the Saturday morning session, he hit the fence at the entry to Casino Square.

"That was the worst," he agreed. "The car was good at Monte Carlo, and we were very confident after the first day – quickest in both sessions, good on low fuel, high fuel... Then I braked late and crashed. Of course I was upset with myself, but I thought it would be a matter of changing the suspension and the front wing – I hadn't had the chance to try the soft tyres, but I thought, 'No problem, I'll use them in qualifying, and I'll be away...' I *never* imagined that the car couldn't be repaired in time for qualifying, but when it was brought back to the garage they found the chassis was damaged."

No spare cars in this era, of course, which meant that Alonso started this, of all races, from the back. A fine drive took him to sixth place and eight points – but of course there lingered the thought that he should have been at the sharp end, running with the Red Bulls.

Perhaps Fernando's best drive in the first half of the season came at Sepang. His engine failed in the late laps, but prior to that he had coped brilliantly with a clutch problem, and remained among the front-runners.

"It was not possible to downshift, so... When I was, say, on a straight in seventh gear and needed second for the next corner, I had to downshift with the paddle normally – although the gears did not engage – and then, at the last moment, go back on the throttle to get the gear I had selected. A combination of things – all in 50 metres! I did 50 laps like that – it was busy..."

After Silverstone, the halfway point in the season, Alonso's championship aspirations looked about done: fifth in the table, he had 98 points, while Hamilton was on 145. On the plus side though, Ferrari's competitiveness was improving – at Montreal Fernando finished third behind the McLarens, but he was in the mix all afternoon and reckoned that had he not been held up by backmarkers, he might have won. As for the championship, he continued to assert that he wasn't out of it. ›››

He was right. At the next race, Hockenheim, he won – albeit in controversial circumstances, for this was the day when Massa was instructed to move over, and Ferrari's intention to concentrate on Alonso for the title became clear. The team was fined by the stewards on the 'no team orders' rule, but no further action was taken by the World Motor Sport Council.

The German Grand Prix marked the beginning of an Alonso spree: second at the Hungaroring, a blip at Spa, then superbly flawless victories – each from pole position – at Monza and Singapore. Five races, post-Silverstone, yielded 93 points; in the same period Webber scored 74, Vettel 60, Button 44, Hamilton 37.

One driver not a factor in the World Championship is Michael Schumacher, and that has been to the surprise of many, not least Alonso. "For sure, I thought he would go better. In fact, when we were winter testing I expected him to be a contender for the championship – although I also thought that [Nico] Rosberg was at a very good level, and Schumacher would not have an easy time.

"Maybe his performance has not been as good as we all expected, but I don't think Michael has forgotten how to drive cars. OK, this year has not been perfect for him, but next year I expect him to be a contender – from race one."

Really?

"Yes. Since he retired, F1 has changed a lot. We have gone onto these very hard Bridgestone tyres, and the downforce we have now is maybe half what we had when he raced in the past. Overall, I think the cars are more tricky to drive – or at least they drive in a different way. He needs time – even Michael…"

> "The cars are more tricky to drive. He needs time – even Michael…"

I brought up the subject of Schumacher's driving ethics, citing the incident with Barrichello in Hungary. Alonso responded tactfully: "Well, I wasn't in either of the cars involved in that, so I don't know the situation exactly…"

All right, I said – but as long ago as 2003 you were in the Renault that was shoved onto the grass on the Hangar Straight at the beginning of the British Grand Prix…

"Hmm, OK, yes! Michael has always been… aggressive, when you go to overtake him. I think he needs to be careful with manoeuvres of this kind…"

His response reminded me of the unruffled manner in which he has dealt at press conferences with endless hostile questions about the 'team orders' controversy: I'm not here to be distracted by off-track disputes – I'm here to win, and nothing's going to get in the way of that.

Alonso the private man has a fascination for cards – and, more unusually, for card tricks. "I've always loved playing all the games, with friends. As for the tricks, that came from my grandfather when I was a kid – he was doing tricks with me, and I was fascinated. He started teaching me, and always gave me books and DVDs about card tricks as birthday presents."

Some time ago, at the Renault motorhome, Fernando one day gave an impromptu performance of some of his tricks, and it made quite an impression on everyone present, including me.

"Ah," he smiled, "I remember that, but you saw me four or five years ago – I've improved a *lot* since then! Now I do tricks with fire and everything, and my favourite at the moment is this: you choose a card, you look at it, and you write it down on a piece of paper – I don't see any of this. Then you burn the paper, and I pick up the ash and rub it on the inside of my arm – and you see the name of your card…"

After the interview I thought of something Brundle said to me last winter: "So here we are, near the docks, late at night, and we get caught up in something. Gangsters everywhere, threats, guns, all that stuff. You've got all the drivers there. Which of them are you going to get to sort it all out?"

"Alonso?" I said.

"Exactly!" said Martin. "I rest my case…"



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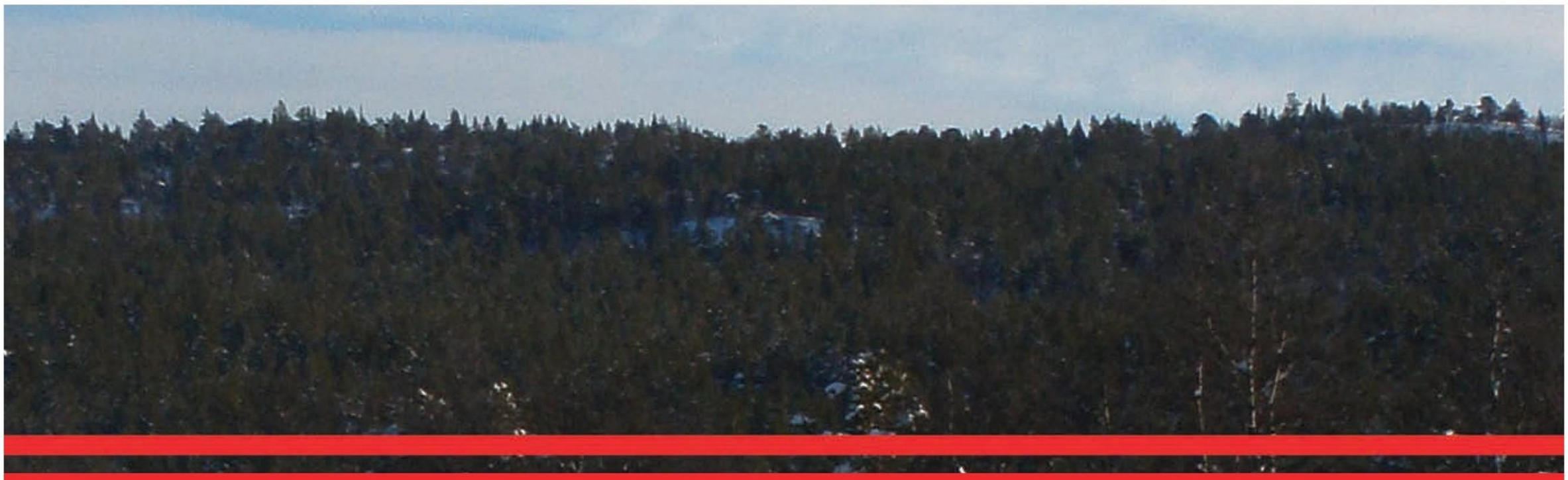
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Lap of the Godfathers

Aristocrat Vincenzo Florio created it, local hero Nino Vaccarella made it his own. Return to the roads of the Targa Florio today and the echoes they created live on – even above the bark of a modern Ferrari V8

BY DAMIEN SMITH



"Vaccarella was 'not afraid of anybody' on the Targa. He rebuffed Redman three times"

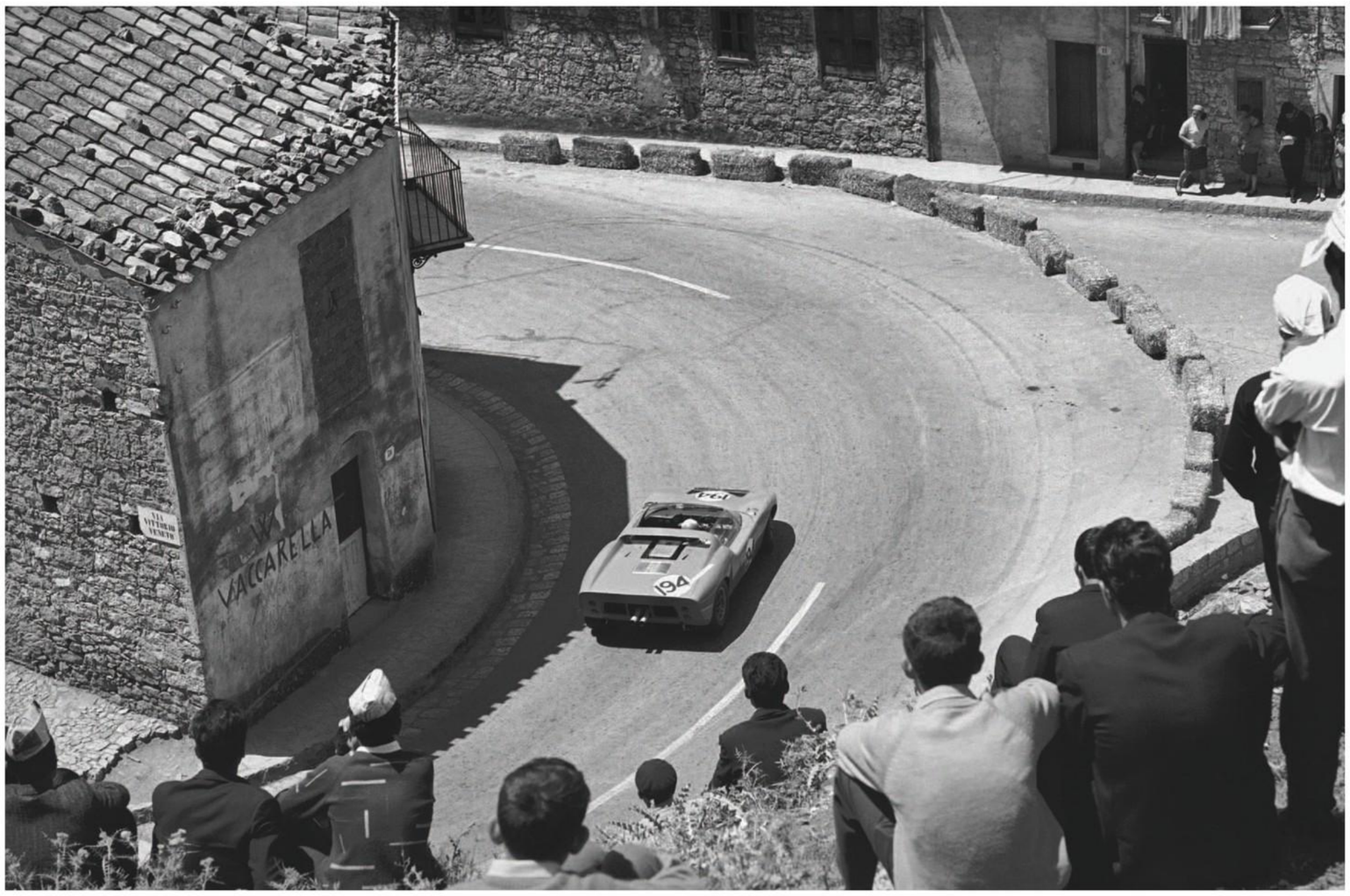
"I'll give you the same tip I gave to Jacky Ickx in 1973 when he was driving the Targa for the first time, in the Ferrari 312P," says the voice on the end of the phone. "I told him 'This is not a race!' He crashed on the first lap and had an enormous accident. I saw him afterwards and asked him if he was OK. 'Yes, I'm OK,' he replied. 'But I had a very *interesting* accident – a *very* long way down a mountain!'"

The voice is Brian Redman's. I've called him at his Florida home a couple of days before my first visit to the Circuito delle Madonie on the volcanic island of Sicily, the ball at the toe of Italy's boot. The Targa Florio. An epic race steeped in lore, where men pushed their limits of endurance, bravery... foolhardiness, to the edge and over it. Nazzaro, Nuvolari, Moss... Vaccarella, Elford, Siffert... Ferrari, Porsche, Alfa Romeo, Mercedes-Benz – so many names, so many stories, so much history. And so many miles. To grapple with the Targa – nearly 70 years of myth and legend, a race that is hard to relate to from the safety of our homogenised, modern world of infinite run-offs, carbon composite construction and the HANS device – is daunting in the extreme.

And of course, I'm not even racing there. The last 'proper' Targa was held back in 1973, after which its World Championship status was stripped. It continued until 1977 when two spectators were killed as a car skidded off the road. Too much, even for the 1970s. Brian's words – "This is not a race!" – are simply a reminder. These roads are perilous, the best and worst of their kind. Don't get carried away.

Later when I read over the old race reports, it appears Jacky might have been spooked by the place: in practice he smashed the nose off his 312P against a wall and retired from the race when he hit a rock on lap three. Then I reflect on Brian's record in the Madonie: four starts, only one finish – albeit a very special one. Victory in 1970 with Siffert in the squat 908/3 Porsche built specially for this race. Then there







Viva Vaccarella! Locals are within touching distance as their hero swoops past in Ferrari 512S. He finished third in 1970. Above right: Bondurant/Whitmore GT40 rounds Nino's Collesano hairpin in '65. Today, graffiti is lost under rebuilt walls

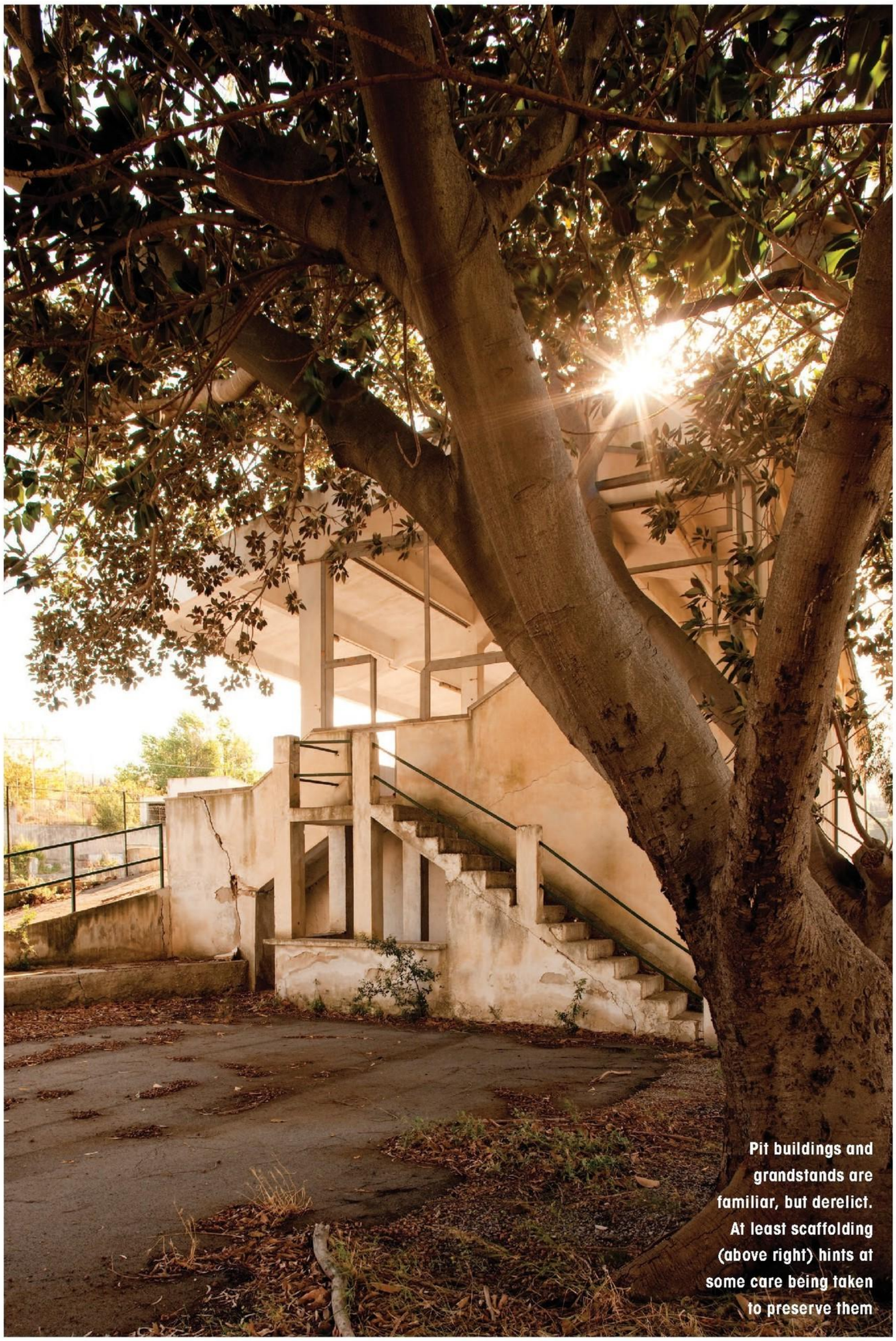
is '71, a year on from his great victory, and the crash in which he was terribly burnt: "I had my accident about 20km in, but I don't remember where. Siffert had crashed in practice and the car's handling was very poor. I hit a concrete post and the fuel tank exploded. Do not crash – there are a lot of things to hit."

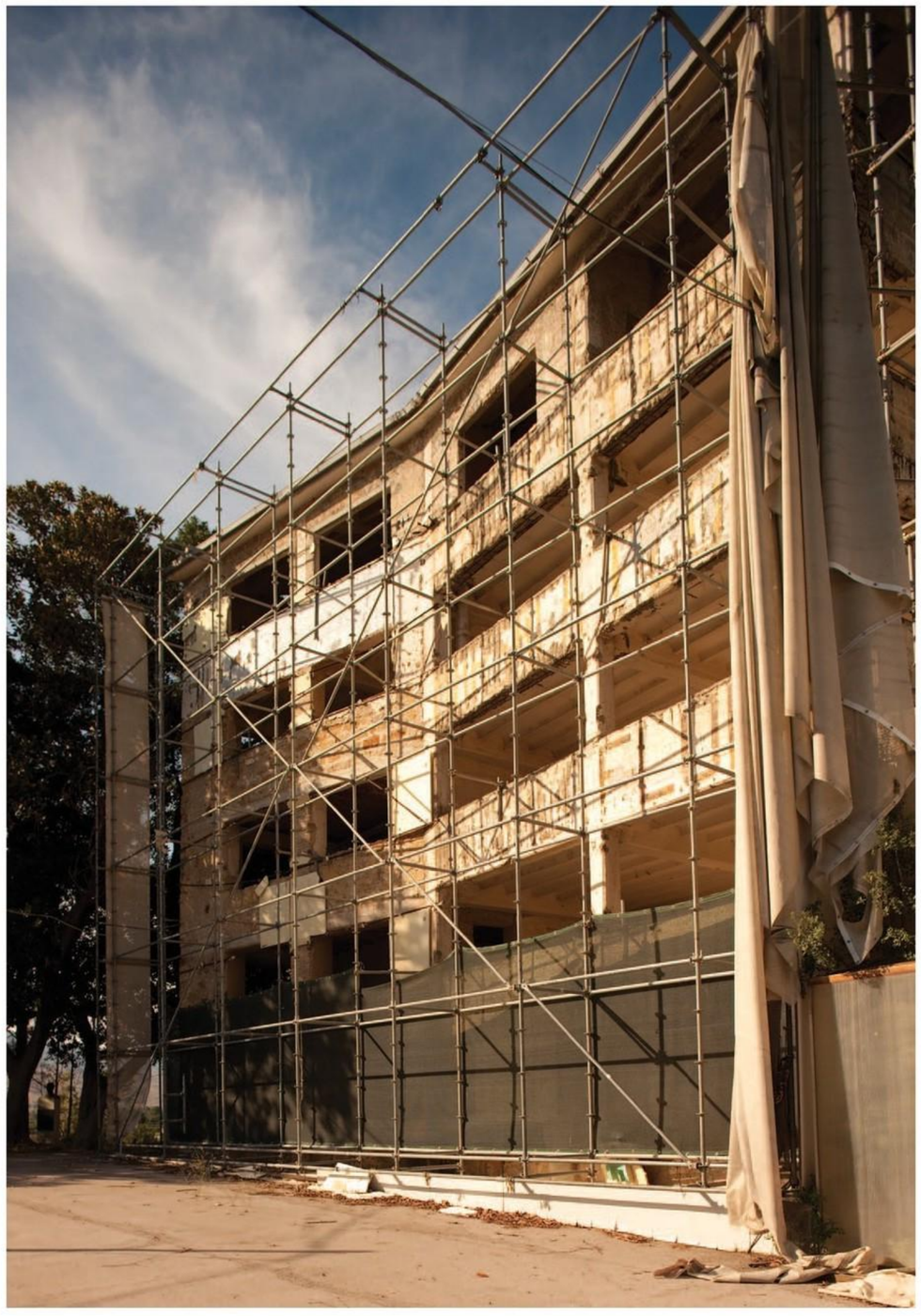
But I'm only visiting the place, there's nothing for me to worry about. Except there is, you see. To make this a trip worthy of *Motor Sport*, I wanted to experience the Targa roads in something more than a Fiat hire car. Hence the stunning £170,000 Ferrari 458 Italia – everything a modern sports car aspires to be – awaiting me, fresh from Maranello. The violent yellow paint job is worth £15k alone, apparently. I'm no racing driver – just a bloke who got lucky. If I bend it here, this place is likely to bend me.

"We never really talked about the danger. Apart from the long straight it wasn't all that fast," said Redman last week. It's time to take a leaf out of his book and just get on with it. The Ferrari glides out of the pretty, ancient town of Cefalù in automatic mode – surprisingly docile and 'normal' in traffic – in search of the Piccolo Madonie, the 'short' circuit on which the legends were created since WWII. I'll worry about the pre-war Grande Circuito tomorrow.

Out of Cefalù heading west we ignore the signs for the autostrada and stick to the SS113 (A-road in Anglo-Saxon). It's not very 'Targa Florio' here. It's industrial, there are roadworks and it's nondescript. It's also very straight and images from period photographs flash through my mind. This is Buonfornello, the only proper straight on the Targa.

It offered a welcome slug out of the town of Campofelice di Roccella after the miles of twisting mountain roads. I'm starting at the end of the 'Piccolo' – but as I would later discover, the start of the 'Grande' circuit. ➤➤➤







Pit buildings and grandstands are familiar, but derelict. At least scaffolding (above right) hints at some care being taken to preserve them

On the same day I'd spoken to Brian Redman, Vic Elford had also kindly talked me through a lap. Like Brian, he was on the end of a phone line in Florida, but with a little help from Google Maps he'd been my guide. "The straight was about four and a half miles long and with the Targa gearing we were limited to about 185mph," he said. It's a heavily populated road today and I keep it sensible. There's no sense of the Africa-bound Scirocco crosswind he mentioned that would push his Porsche across the width of the road as he blasted down the straight.

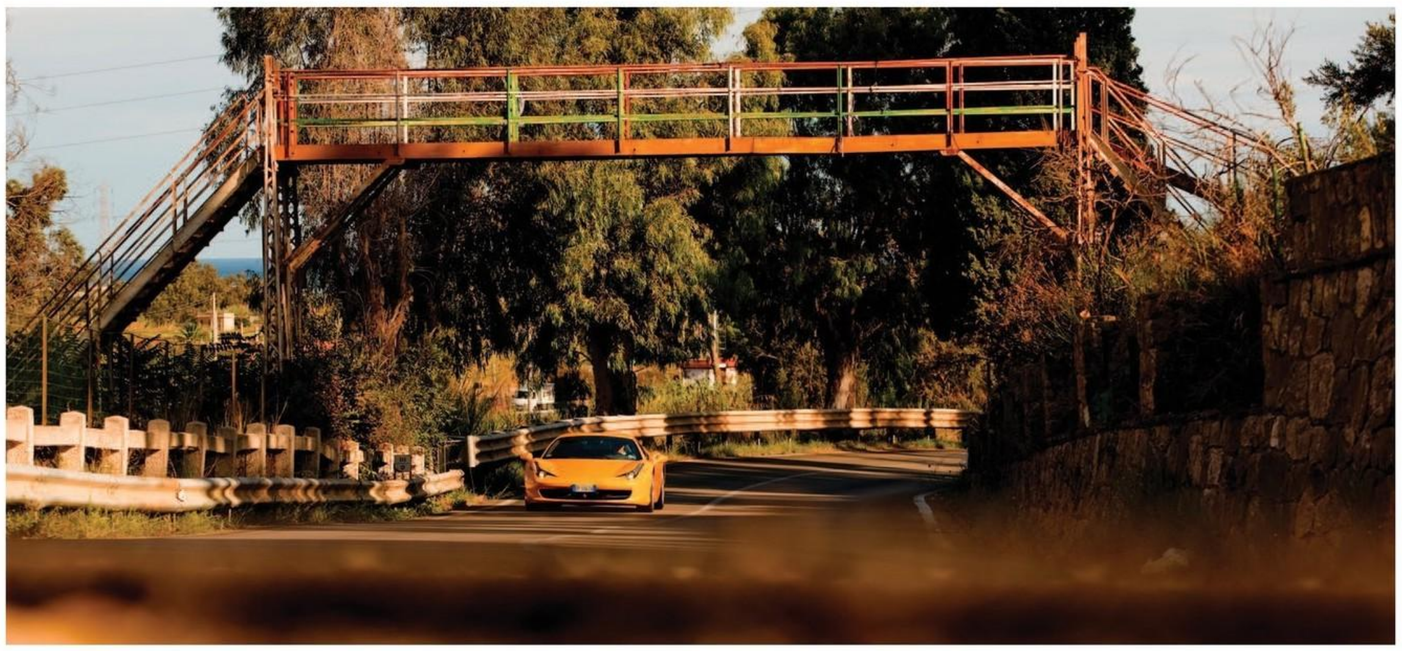
Monte San Calogero looms large ahead of us as the road turns inland, away from an unsightly heavy industry plant. Ahead of a railway crossing, there are signs to Cerda and a junction turning left. We take it and within a minute we're upon the pit buildings and grandstands as the road swoops up to the left.

We stop and look back at the start/finish. It's that shot of Arturo Merzario powering away in his 312P at the start of the '73 race, crowds spilling on to the road, right there. A gap in the fence allows us to wander through the crumbling concrete stands. A monument to the Targa's father, Vincenzo Florio, sits shaded under trees and, as is typical of such places, the atmosphere is still, quiet and spooky. Signage is visible, but fading fast, and I'm surprised how neglected these familiar buildings appear. They're derelict, but at least they're still standing.

We press on towards Cerda. Here, the roads begin to sweep, but there is still too much traffic to really enjoy the Ferrari. Vic told me the road is now 50 per cent wider than it once was – so single-track, then.

We enter the bustling small town of Cerda and recognise the long high street that climbs slow and straight. At the top it sweeps left then immediately into a long right. Today, traffic restricts us to a crawl. According to Elford, "At the top end of Cerda in the Porsche I was the only one in fifth gear. That was over 170mph." The street is virtually unchanged and such speeds, attained while locals stood applauding from their doorsteps and balconies, are almost impossible to imagine. This is what I came to Sicily to discover.







My notes from the conversation with Vic read: "After 2km there is a junction – turn left. This is where the wheel of my 907 fell off in '68. There's a wall about 10 feet high where spectators were standing. They jumped down and lifted the car back on the road for me." So this was where it started, the great comeback. Elford, sharing the Porsche with Umberto Maglioli, lost over 18 minutes at this spot, then set off on one of the greatest sports car drives in history, smashing the lap record on the way (see page 60). It's why his name is still whispered with reverence in these parts.

As we climb away from Cerda, all signs of traffic melt away. The Ferrari is in 'sport' mode now and we begin to press on. But there is never a moment's peace. The stunning, rugged scenery is wasted on us because there is too much to do: second-gear right-hander, accelerate up to third with a tug of the right paddle, flick the left for a satisfying blip down to second (this car makes me sound so much better than I am!) and turn in. And so it goes on. How could anyone remember this?

As the road plunges down into a valley and begins to climb towards Caltavuturo, Vic's words echo: "I had a photographic memory. Having come from rallying, when I learned the Targa I realised I was writing imaginary pace notes in my head. It was the same as the Nürburgring – I knew every inch."

On the Targa, drivers could practice weeks in advance on the open roads, but still Redman's words strike a chord: "I never knew any of it. How do you remember 950-odd corners?"

There was also the road surface to contend with. It's not very good now, and although period reports explain attempts to resurface sections, it couldn't have been much better then. Earthquakes, landslips, floods – they've all left their mark. Round a blind bend in the low-slung Ferrari and you're likely to find a cracked step in the surface – perhaps there'll be a temporary road sign, perhaps there won't.

Back to Vic's notes: "Just before Caltavuturo turn left and go downhill. Pass under the autostrada and climb up to Scillato (don't go into the town, it should be on your left)." »»

Now we slow down for the next town and look for more famous landmarks: Collesano.

This is the birthplace of one Nino Vaccarella, the revered local hero who triumphed for Ferrari in 1965 and for Alfa in '71 and '75. Here, we find the hairpin so often photographed from a bank looking down on the street. This is Vaccarella's corner, where he crashed out in front of his faithful in '66, where they'd daubed 'VV – Viva Vaccarella' on the sides of houses.

From the turn, the road plunges into a walled right-hander, again popular with the photographers. But where's the graffiti now? Much of it has been scrubbed clean or lost to newly built walls, but if you look hard enough not all of it is gone.

We take a break. We're only 48 of the 72km in, and we feel like we've been driving for hours. In 1970 Leo Kinnunen smashed the lap record in 33min 36sec, at an average of a shade under 80mph. I'm getting some perspective now.

The official Targa Florio museum is easy to find in Collesano (there are also two private collections open to the public in Cerda and Campofelice), and is signposted 200 yards off the main street. They don't speak much English here, but it doesn't matter. The collection of photographs, the drivers' overalls and helmets on display – they speak for themselves.

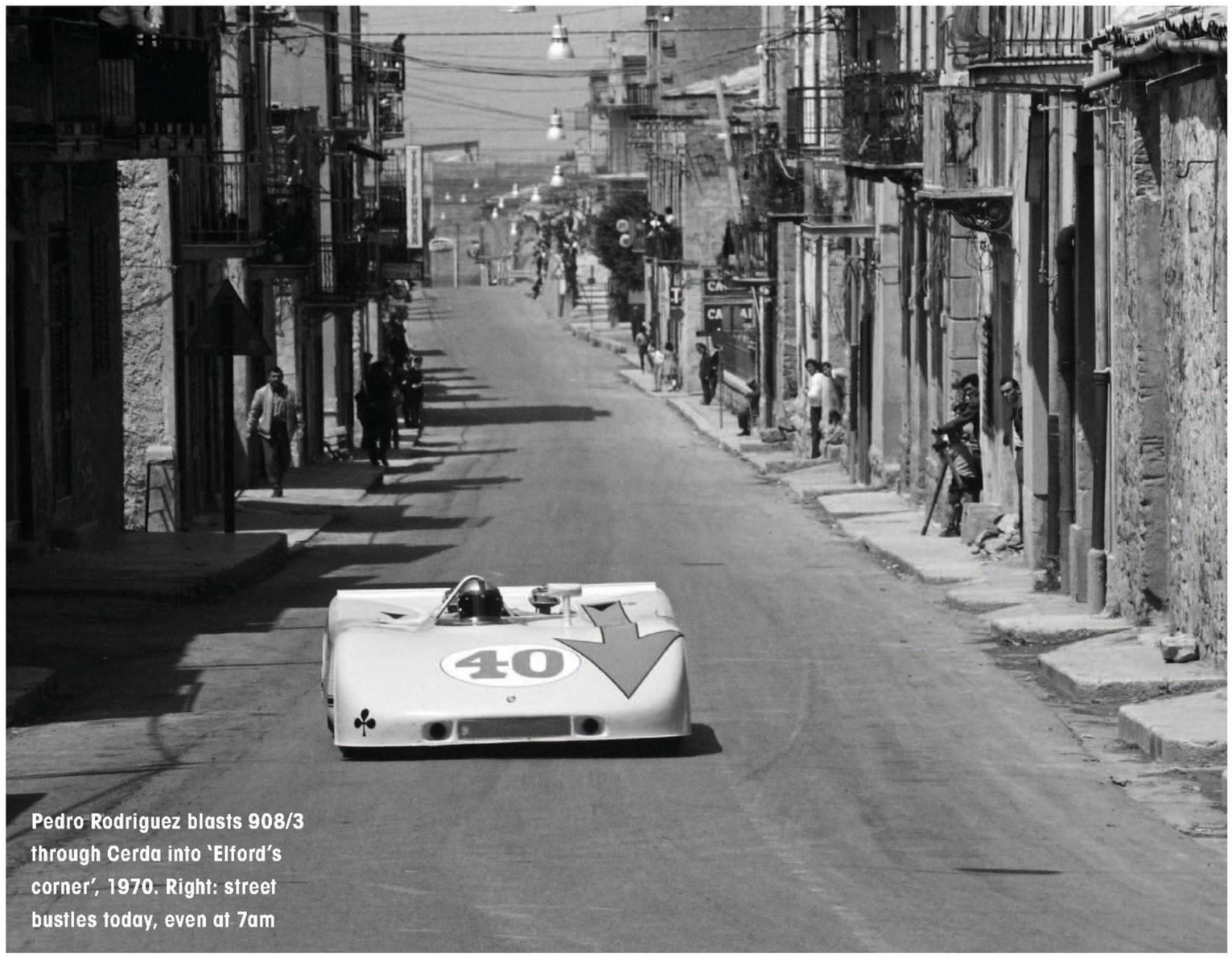
We've arranged to meet a friend of Vic's here at the museum. Giuseppe Valenza is a local with the Targa in his blood – and he speaks good English, which is useful. He has big news: we are to meet the man himself. Nino will see us this afternoon, but not here – in his apartment, of all places, in the city of Palermo.

Signs around the island herald a much-anticipated visit from the Pope, but we're not interested in the Pontiff. On Sicily, the nearest thing to God begins with a V…

Our new best friend leads us out of Collesano to complete the 'Piccolo' lap and the last leg down to Campofelice. As Vic said, it's "pretty fast and downhill", but also busy with traffic. For now, my mind is on other things besides the Ferrari and the winding roads.

Palermo is a shock to the system after the Madonie. The bright yellow Ferrari sticks out somewhat as we nudge carefully through the congested streets. Young Sicilian boys and girls, bare-headed, in T-shirts and shorts, stare as they cut us up on scooters, and we quickly cotton on to why so many of the cars bear the scars of city life. Traffic lights mean little, roundabouts – well, you just plunge in and hope. That £15k paint job is at more risk here than in the mountains.

We cling to the brake lights of Giuseppe's Alfa and ride the Ferrari's horn until we finally pull up by one of the many towering apartment blocks. I'm sweating despite the air-con.



Pedro Rodriguez blasts 908/3 through Cerda into 'Elford's corner', 1970. Right: street bustles today, even at 7am




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The old-fashioned elevator is only big enough for two and we push open its door to emerge into a dim hallway on the fourth floor. This is the no-frills home of the racing teacher, the hero of all Sicily.

The Man opens the door to us. Receding grey hair slicked back into a flick at the neck, cream slacks, beige loafers (no socks), shirt open almost to the navel and a giant gold medallion nestling against his abdomen – complete with Prancing Horse insignia. Then there are those heavy-lid eyes, staring into us with more than a glint of old warrior pride. He smiles and then Nino Vaccarella welcomes us into his home.

The neat but small apartment is a shrine to motor racing, and notably it is Ferrari that dominates, on his bookshelves and in the pictures on his walls. Giuseppe is here to help with translation, but 'Ninni' is irrepressible and spouts forth a glorious torrent of broken English.

"In my time, it was possible to die. Big drivers – Musso, Castelotti, Clark, von Trips… Now, very difficult – many regulements [sic]. No overcross [sic!]. When I see F1 I sleep [he mimes, head resting on hands]. FIA is no good,

"In my time there was Targa, Nürburgring, Le Mans, Reims… *They* were roads. My opinion, OK?"

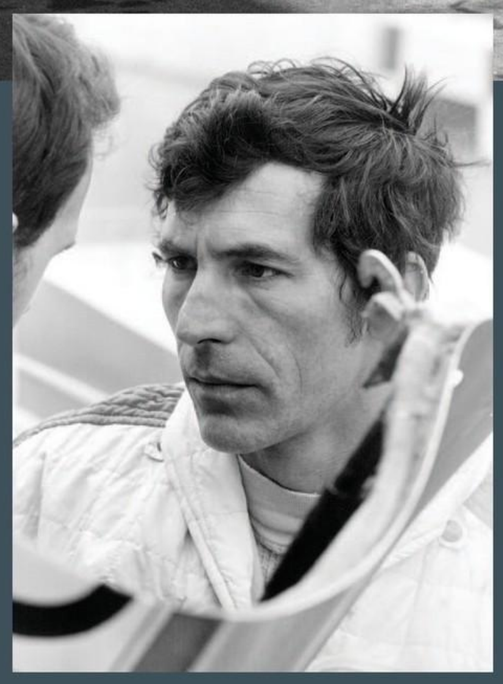
Max Mosley – no good. Todt – exact man. He is experienced. He will change the sport for the good. Ecclestone – very intelligent. A fox. Money, money, money."

The modern sport leaves him cold, although his animated speech and open humour warms the soul. "Singapore – fantastic. Big buildings, the lights. But it is not possible to pass. Just see Hamilton and Webber. It is not a good circuit like Spa, Monza, Silverstone. In my time there was Targa, Nürburgring, Le Mans, Reims… *they* were roads. My opinion, OK?"

No arguments there, Signor Nino.

He opens his photo albums, full of faces and memories. "See here? Who is this? Chiti, Scarfiotti, Bandini, Dragoni, Parkes…" There's Sebring – "stupid. An airfield." And here's Graham Hill – "an English Sicilian. When Graham Hill wins the English crowd… [mimes polite, reserved applause with a po-face]. It is different in Sicily," and he tells us of his reception in '65, when he was carried victorious from his 275P2 and lofted high in ➤➤➤





INSIGHT

"I MADE MY RACE DEBUT ON THE TARGA"

Vic Elford explains how he built his formidable sports car reputation in the Madonie road race

1967

AFTER AN INITIAL approach to try to get them interested in rallying and a third place on the Tour de Corse in 1966, I was able to drag Porsche kicking and screaming into the European Rally Championship in 1967. Robbed of victory by a snowfall catching me with the wrong tyres, I finished third on the Monte Carlo Rally, whereupon Huschke von Hanstein immediately decided that I should start serving my apprenticeship for the World Sportscar Championship.

My first real race in a real race car was therefore the Targa Florio, sharing a Porsche 910 with Jochen Neerpasch. Learning the 44-mile track was obviously the first priority since all the Porsche team drivers were there in Sicily for the first time, and we started lapping in standard road-going 911s.

Having come from a rallying background I discovered that I had a very real advantage over the others; first I have an almost photographic memory for roads and second – I didn't realise this at the time but became aware of it later – I found that I was dictating imaginary pace notes into



Good on the slippery bits: Elford used his rally background to fine effect through the towns in '68

my head. My approach was to drive perhaps two or three laps at a brisk speed, making my imaginary pace notes, then stop for a coffee before setting off on a *slow* lap where I would reel off my imaginary notes *out loud*, corner by corner, including braking points, line into, through and out of corners, etc. The secret to the success of this method is that if you just 'think' your way around and make a mistake, you will persuade yourself that you really knew what you were doing, but when you have said *out loud* what is coming you most definitely know when you have made a mistake. That first year with Jochen, I finished third. Bearing in mind it was the first time I drove a real race car I was very happy and absolutely convinced that I would come back the following year and win.

1968

I'D ALREADY ENJOYED a sensational start to the year, winning the Monte Carlo Rally and then only a week later the Daytona 24 Hours, followed by a second place at the Sebring 12 Hours and third at Brands Hatch.

Now I was back, driving a Porsche 907, and having left the start line only minutes before, was thundering up the main street of the little town of Cerda, into fifth gear and reaching about 175mph before braking for the tight left-right combination heading for the countryside. During our regular 'road learning' practice we were never able to drive quickly through the three little towns on the route; in fact we were severely restricted by the fact that we could encounter cars, trucks, horses or flocks of sheep and goats at every corner and this certainly played into my hands as my memory allowed me to 'visualise' what a corner taken at 20mph was going to look like at 60mph on a closed road.

Although all the race cars came from Stuttgart with the same gearing, after our one solitary official practice lap on Friday, where I set the fastest time, I found that in many places I was running out of revs just before I needed to brake. Thankfully, by now, I had already convinced Huschke and Ferdinand Piëch that I knew what I was doing and they allowed me to change my first four gear ratios by about two hundred rpm so that I could actually go a little farther and faster in each gear, except fifth/top gear which was limited by the four-mile straight along the sea front before the start/finish and pit area.

Even with the higher gears I was still the only Porsche driver to get into fifth gear on the long uphill main street in Cerda and I was feeling in top form as I left the town behind and turned to start climbing toward the mountains…and then everything came to a grinding halt as the centre wheel nut came loose, allowing the right rear wheel to come off the splines and lose traction. Incredibly, a horde of fervent Sicilian spectators came to help the Brit driver in a German car and physically lifted the car off the road while I tightened the wheel back on. Further on the same thing happened with even worse results as I slid off the road and punctured a front wheel. Once again the spectators lifted the car for me while I tightened the rear wheel and put the Goodyear 'spacesaver' spare on the front. By the time I made it back to the pits, had all four wheels and lug nuts changed and started the second of ten laps, I was eighteen minutes behind the leading car and my only thought was, "obviously now there is no way I can win, but I am sure going to have the lap record." So I did, lap after lap and with my co-driver Umberto Maglioli doing a great job with his three laps in the middle, we clawed back all the lost time. I actually took the lead on the penultimate lap to pull away and win by almost three minutes, with a new lap record over a minute faster than the previous one.

The job was certainly made easier by the car we were driving; the 907 represented Porsche's first tentative step toward winning outright as opposed to just dominating the 2-litre class. It was comfortable, reliable, had no vices and was easy to drive as shown by the fact that it had already won two of the first four races of the year and finished second in the other two.

Another advantage from my rally background was the way I could change from one style of driving to another. Most of the way I would drive like a 'racing' driver, keeping the car on rails and not losing time by getting sideways – until I came to the three towns, Cerda, Collesano and Campofelice. The roads through the towns are always covered in very fine marble dust from the surrounding quarries and have so little grip it is almost like driving on ice, which means that the fastest and safest way to drive is like a 'rally' driver, completely sideways going from one lock to the other and steering with the throttle. So the 'racing' driver would drive the mountains and the 'rally' driver would take over for the slippery bits through the towns!

1970

WITH THE ADVENT OF more powerful and sophisticated cars, Porsche could no longer operate as a 'little family team' in international racing and the John Wyer/Gulf team became the official factory outfit in 1970, but there was no way that Ferdinand Piëch was going to relinquish control of the cars and the technical development going into them.

Although Wyer anticipated being the only official Porsche team, Piëch, or to be exact, Louise Piëch, his mother and Ferry Porsche's sister, created Porsche Salzburg and there were frequent face-offs between him and Wyer. He always won, of course, and since I was his unofficial number one driver I often benefited, too. At Monza we all had the new 5-litre engine for practice, but Wyer declined to use it in the race, which prompted Piëch's retort that, "OK, if you don't want it, Elford gets it." Later at Le Mans I was the only one who wanted the 5-litre longtail which then became the first car ever to lap Le Mans at over 150mph average!

The war of words continued at the Targa when Wyer thought that only he would have the new, made to order, 908/3. On Friday after I had done my one lap of official practice and set the second-fastest time, Piëch took me aside and asked if I would do him a favour; drive one lap in a 917 to show Wyer that it would be impossible to use the car for the race. It had a four-speed gearbox and suspension more suited to the smooth circuits where it excelled. Visibility was poor through the twists and turns in the mountains, it leaped and lurched all over the road and with the tremendous power and torque of the engine, I used only second and third gears for the entire lap apart from the straight along the seafront. I actually did the fifth-fastest time in it but I am sure at every corner it must have looked like an accident trying to happen and by the time I arrived back at the pits I was totally exhausted, both mentally and physically and had to be lifted out of the car. That was the only lap of the Targa ever done in a 917!

adulation by his people. Viva Vaccarella…

It's been a special visit, an honour to be welcomed into his home. He looks fit and well, and remains busy – two phone calls interrupt the stream of memories. He has an appointment, but there's time for more reminiscing and he hands round sweets. "Ferrari in my heart," he tells us, and we do not doubt him.

Back on the bustling street, we blink and try to take in our meeting with the Master of the Madonie. At the Targa, on home turf, he knew every turn and was tough to beat. He "was not afraid of anybody". Redman told me that he remembers catching Nino and trying to pass three times, only to be vigorously rebuffed on each occasion. Sensibly, he waited and followed for 100 miles to jump him at the pitstops.

Once again, I take a leaf out of Brian's book as we head back into the Palermo throng. No heroics in this crazy city.



Museum in Collesano is a treasure trove of artefacts and photographs

Vincenzo Florio was just 23 when he founded the race that would stamp his name on the pioneering world of motor sport. He was already well travelled and had the benefit of a European education via both Paris and Eton. Indeed, he was a cultured 18-year-old when in 1901 he first toured the Madonie area, described as practically unexplored, a virgin land. He borrowed a Renault with a De Dion-Bouton engine from his brother-in-law, Prince Pietro Lanza of Trabia, to blaze a trail over the rocky paths that would one day become the roads of Targa legend. After four days which took him to Collesano and Isnello, he returned to Palermo fired up by the artistic, cultural and geographical attractions of the villages and landscapes he had seen.

He had also become fascinated by the new sport of motor racing and in early 1902 he took part – and won – the Targa Rignano Bovolenta-Padova race on a Panhard-Levassor. His imagination gave him a new ambition: to promote the Madonie region with a race across its winding tracks.

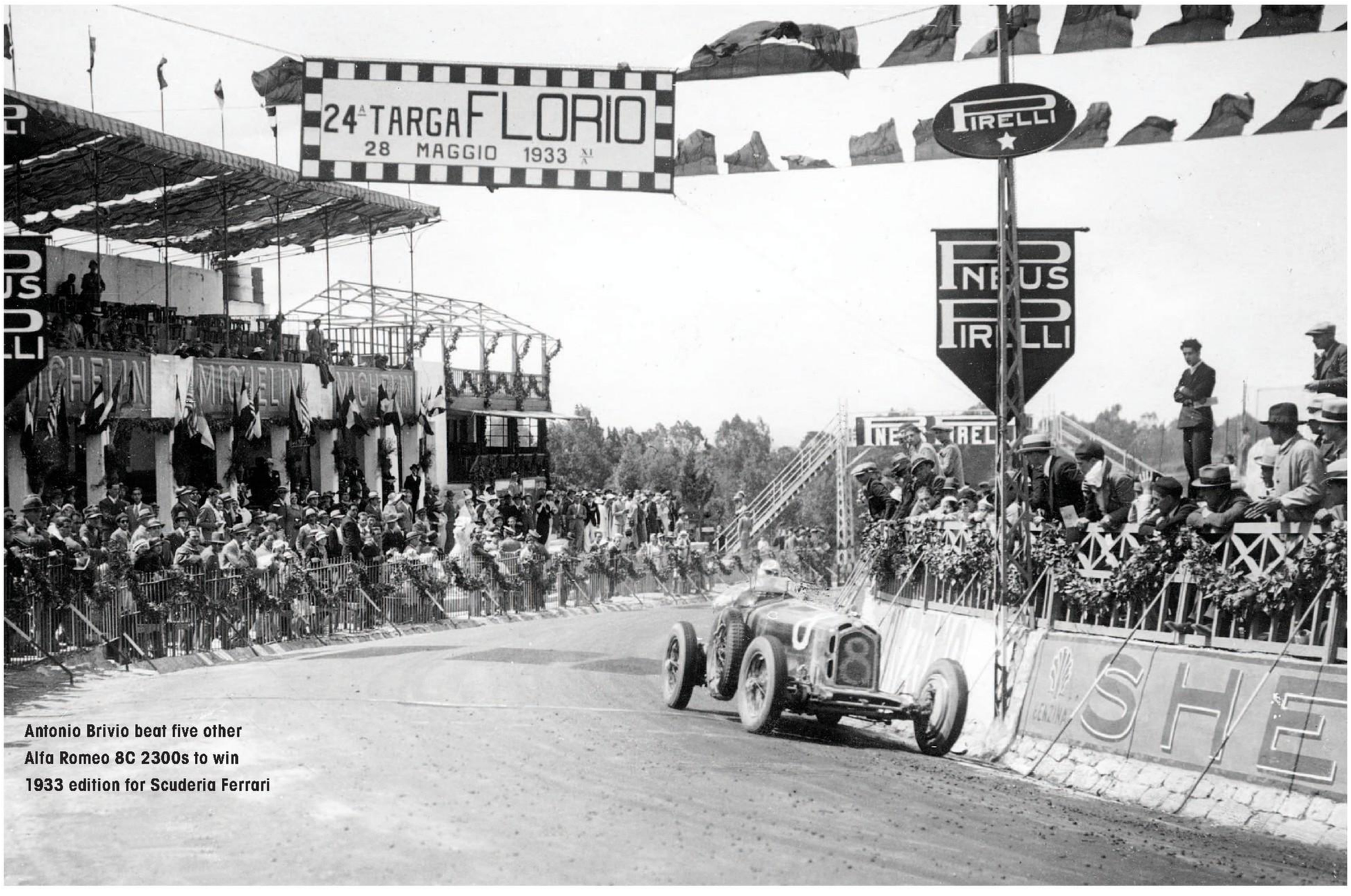
Florio's career as a race promoter began in Brescia, where he created the Coppa Florio, then closer to home with the Palermo-Monreale rally in 1904. The success of that event hardened his determination.

The following year he took his friend and racing aficionado Marquis Della Motta for a drive on a FIAT in an attempt to survey a route, taking in the towns of Geraci and Castelbuono. His friend offered encouragement.

In 1905 Florio founded the Permanent Society for Economic Development, Festivals and Sporting Events and after months of lobbying in Paris, the Targa Florio was established, to take place over a 148km mountain circuit – the Grande Circuito delle Madonie. Competitors would be challenged to complete three laps.

On May 6 1906 just 10 cars took the start of the first Targa Florio, including a FIAT for Vincenzo Lancia. The start/finish would be located on the Buonfornello straight, where Sicilian high society gathered with a crowd of thousands to witness Turin's Alessandro Cagno become the race's first victor, on an Itala in a time of 9hr 32min 22sec and at an average speed of 46.8kph (29mph).

From then until the start of WWI, the Targa Florio endured fortunes as rocky as the roads on which it was run. Between 1912 and '14, Florio abandoned the Madonie in favour of a single lap around the perimeter of the island. But Vincenzo Florio's hard work was to be rewarded. After 'the war to end all wars' the race bearing ›››



Antonio Brivio beat five other Alfa Romeo 8C 2300s to win 1933 edition for Scuderia Ferrari


Ferrari 275P2 di Nino Vaccarella e Lorenzo Bandini vince la Targa Florio
198
"Nino opens his photo albums, full of faces and memories. His animated speech warms the soul"







his name would become a peak any marque with pretensions to greatness had to scale, and feats on the Madonie turned to legend. Florio's legacy for all Sicily would be assured.

Day two in the Ferrari. We decide to trace the Grande Circuito, in the wheel tracks of Vincenzo Florio. A third circuit, the Mezzo, was used between 1919-30 and turned left at Castellana Sicula to wind back towards Collesano. Time will beat us on this one and it's a road we'll have to miss on this trip.

Through Cerda and up to Caltavuturo, our route is as the day before. But instead of plunging left towards Scillato and Collesano, we keep climbing straight on. The roads become smoother and faster as we head deep into the Madonie national park. The Ferrari's in 'race' mode now (see Andrew Frankel's road test on p110) and revels in the fast sweeps that lead us first to Castellana Sicula and then on to the stunning twin mountain towns of Petralia Sottana and Petralia Soprana. They have clearly changed little in centuries.

Next, it's a climb into the clouds to Geraci Siculo on fresh, smooth Tarmac – we feel spoilt here after some of the roads we've faced – but Madonie has saved the best till last. It's mostly downhill to Castelbuono, but I rarely get out of third gear as the 4.5-litre V8 rasps and barks behind my shoulders. It's the best road I've ever driven.

Our journey is nearly over as we pass through Isnello and back to more familiar territory in Collesano, picking up the final leg of the 'Piccolo' course as we had done the day before.

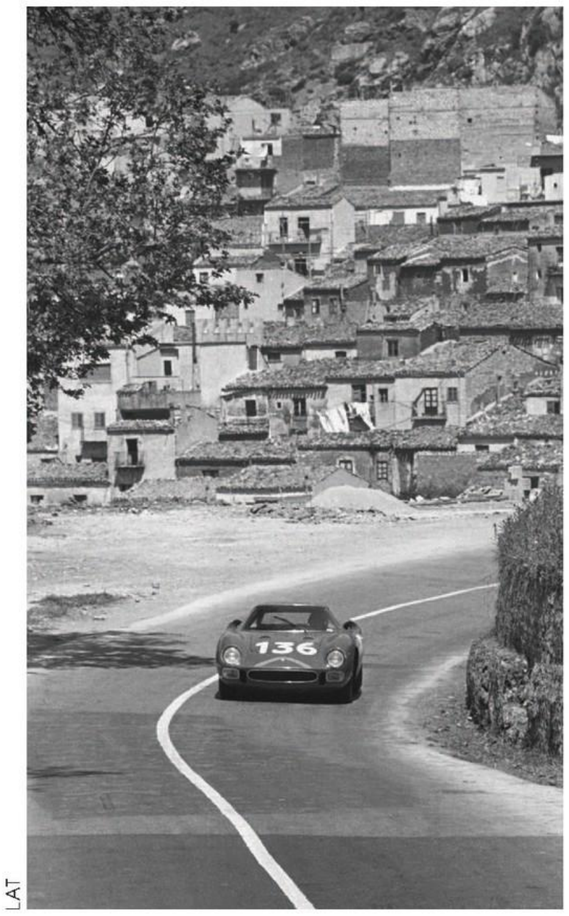
As we cruise back to base in Cefalù I can't help but marvel at Vincenzo Florio's vision, and the bravery of the men who accepted his challenge.

It couldn't go on, of course. The modern world was always bound to impose its restrictions even on this beautiful, desolate land. Even so, one can still pass through miles of Madonie without seeing a soul. Here, the spirit of the Targa Florio lives on. As each year passes, the great race gets further away. But the locals haven't forgotten – and neither will we. Ⓜ

Our thanks to Ferrari, Giuseppe Valenza, Vic Elford, Nino Vaccarella and Brian Redman for their help with this feature



Ferrari 458 Italia at rest in Collesano. Above: museum in Cerda offers more treasures



LAT

COMMENT

DSJ ON...

The Sicilian roads stirred Jenks' blood on his trips to the Targa

The Targa Florio is not so much a race as a state of mind, and a drive down through Southern Italy and along the fantastic northern coast road of Sicily puts you well into the atmosphere that can only be Targa Florio. No matter how quietly you leave Messina, heading west for Palermo, the mountain roads soon get into your blood, as does the approaching awareness of the Targa Florio, and if you do not get involved in a hair-raising dice with a local 'sporty boy', which is hard to avoid, the mere nature of the road tends to lead you on until tyres are screaming and rock walls are getting perilously close.

The pre-race centre of the Targa Florio used to be Palermo, but with increasing chaos in the city traffic the organisation moved out to Cefalù, a few miles from the Circuit of the Madonie where the race is held. Known as the Little Circuit of the Madonie, it is 72kms (44 miles) to the lap, and not to be confused with the real Circuit of the Madonie on which the race used to be held in early days, which was many times longer. Official practice is held on the Friday before the race, allowing all day Saturday to prepare for the 10-lap event, which takes more than six hours to run, but most drivers are out during the days before practice trying to learn the way round, trying out their cars and generally getting into the spirit of the Targa Florio.

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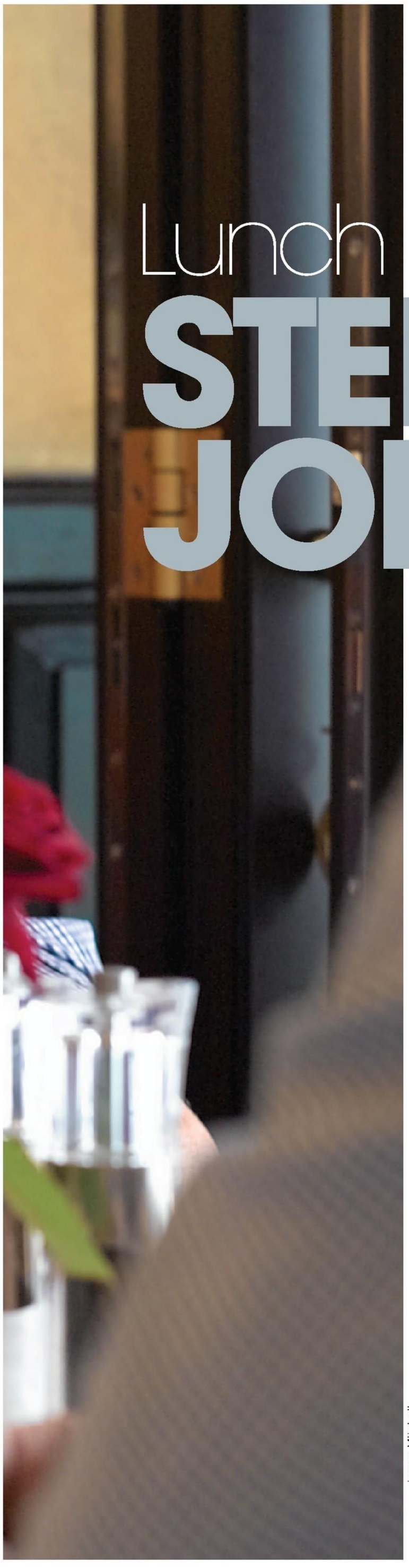
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James Mitchell

Lunch with...

STEFAN JOHANSSON

He drove for both Ferrari and McLaren in Formula 1, starred in Champ Car and won Le Mans. But for this cultured Swede, there's more to life than motor racing

BY SIMON TAYLOR

He's had a lifetime of racing whatever he could get, grabbing any opportunity, rolling with the punches when it went wrong, and never losing his laid-back, good-humoured approach. Having started with karts as a pre-teen, he's still getting behind the wheel more than 40 years on. But, as well as managing Indycar hero Scott Dixon, he's busy outside the sport, too. He's a watch designer whose fashionable timepieces ride on some very expensive wrists. And he's a painter whose hyper-realist canvases have graced several exhibitions. This is racing driver as renaissance man.

Stefan Johansson has lived in America for nearly 20 years, but for much of his career he lived in London. In F3 days that meant dossing with friends, but when the drives got better he took a flat in South Kensington, over La Brasserie in the Brompton Road. In 1985, when he was suddenly signed by Ferrari, that's where I interviewed him with a BBC TV crew for the *Six O'Clock News*. So for old times' sake, when he passes through London on his way to drive an Audi R8LMS in the Spa 24 Hours, he suggests we meet there.



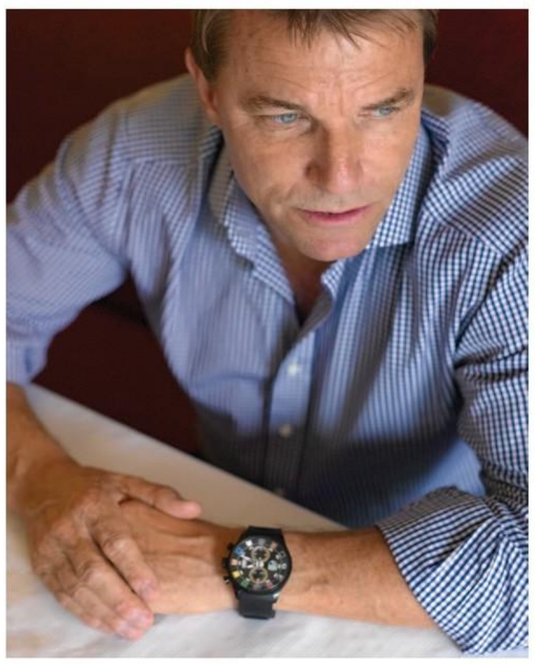
His spiky hair and craggy face with its wide grin seem unchanged by the years. He looks wiry and fit: lunch is just a salad with a slice of very rare tuna, and a glass of mineral water. As a boy he played ice hockey and football at a serious level, but racing was always his priority.

He was born in Vaxjo, in the south of Sweden, 54 years ago. "My dad had a little body repair shop, and raced saloons at weekends: VW Beetle, Mini, an ex-Alan Mann Escort. At eight I was driving a kart, but in those days you couldn't race until you were 12." With help from his enthusiastic father, he rose rapidly through the national karting scene, and won the Scandinavian Championship in 1973. "I only ever thought of karting as a stepping stone to cars. Somehow we scraped together enough to buy an ancient Formula Ford Merlyn, and then I raced an old twin-cam Brabham. A guy who had links with the Swiss designer Jo Marquart, who was then with Modus in Norfolk, helped me to get one of their F3 chassis for 1976, but I could only afford to do sporadic events. At Knutsdorp Riccardo Patrese and Conny Andersson were fighting for the European F3 title. They'd both qualified at the front, I was mid-grid. I made a lightning start, from about 14th to third at the first corner, left my braking way too late, and absolutely nailed Riccardo. The Italians

said it was a conspiracy, that Conny had paid this unknown kid to deal with Patrese. Later on, of course, Riccardo and I were good mates."

The Modus was destroyed on the old Nürburgring in the rain, but now Marquart had set up Argo, and lent a chassis to Stefan. He rewarded him with fourth in the prestigious Monaco F3 race, and scored the marque's first win at Anderstorp in August. Then, almost penniless, he moved to England. "I pretty much slept in my car for two years, scrounging a bed here and there. Sometimes I couldn't afford to eat, because it was either put food in my belly or gas in my car to get to the next race. But when you're young you can do these things. It never felt like hardship, it was just what I did.

"Then I fell in with race journalists Ian Phillips and Chris Witty, who shared a notorious house in Buller Road in darkest Kensal Green. It was a good scene, drivers and mechanics constantly coming and going. When Danny Sullivan vacated the sofa in what passed as the living room, I grabbed it. Ian and Chris did a good job of talking me up to people, and for 1979 I ended up in Derek MacMahon's F3 team with a Chevron B47, alongside Bernard Devaney and Eddie Jordan. The B47 didn't really work, but when we changed mid-season to the March 793 it came good. I won on the Silverstone GP circuit and would have won Cadwell, but the head gasket went. I ended up fourth in the British series. EJ and I became good friends: as a driver he was erratic, but I never really had a run-in with him on the track, although Bernard did. But I do remember at Oulton Park, in a short practice session to sort the car out, I wanted to try my two different noses. I rushed in mid-session for my other nose, but it was gone. EJ had pinched it. We had a big bust-up in the caravan afterwards about that."



"EJ pinched my nose. We had a big bust-up"

The following January, straight from this promising but not dramatically successful F3 season, Stefan found himself at Buenos Aires for the Argentine Grand Prix, trying to qualify the F1 Shadow DN11. "Right up to the last minute they were trying to sell the seat to Beppe Gabbiani or Renzo Zorzi, but the money never materialised. So there I was, first practice, standing in the pit lane among my heroes like Andretti and Reutemann while somebody made me a seat. I'd never been near an F1 car in my life. Talk about being thrown in the deep end. I think Witty had suggested me to Bert Baldwin, the ex-Goodyear guy who was the Shadow team manager. The car was, to put it mildly, a disaster, and no way could I or my team-mate David Kennedy qualify it. All I could do was look in the mirrors and try to keep out of everybody's way. We tried again at the Brazilian GP, and on that long, superfast downhill left-hander on the old Interlagos the car was flexing so badly that the steering was locking solid. You could still just about do it flat, but it was important to get the radius right going in, because once you were committed the steering was stuck where it was. And the *g*-loads with the sliding skirts, I just wasn't race-fit for that. I couldn't hold my head up."

Back to F3, and a ride with Ron Dennis' Project 4 team. "It was the first time I ever got paid to race – not much, but enough to buy my first decent road car, a second-hand BMW 2002, which I got off John Macdonald. You'll remember John in F1 with the RAM team: he's had his ups and downs, but now he's stadium director at Queens Park Rangers for Bernie [Ecclestone] and Flav [Briatore]. Ron was just the same back in F3 as he became in F1. I have nothing but admiration for him. No compromises, everything has to be the best you can make it. He had Marlboro sponsorship and the new March 803 – but that turned out to be inferior both to the older 793 that Kenny Acheson had, and to Roberto Guerrero's Argo. So we switched to a Ralt. With four races left in British F3, the only way I was going to win the title was to start from pole, win and set fastest lap every time. That's basically what I did, and I took it by two points. That got me my drive in F2."

This was with Alan Docking's Toleman-Hart team and, despite season-long tyre troubles, Stefan won at Hockenheim and, after a switch to Avons, at Mantorp Park. He ended up fourth in the F2 championship. "Hockenheim was one of my best wins. In practice we didn't realise we had an engine problem, and I qualified 13th, but we had a fresh engine for the race. I got the car hooked up and drove through the field, picking everybody off one by one. At the start of the last lap Manfred Winkelhock was leading, with everybody in those huge grandstands already cheering a German victory. Going into the Sachskurve I faked a dive up the inside, Manfred moved in tight to block me, and I went round him on the outside to take the flag.

"At the end of 1981 John Wickham and Gordon Coppuck, who ran March's F2 programme, got a deal with Honda to set up a brand-new team – Spirit. They hired me and Thierry Boutsen to drive their V6 F2 cars. The first F1 turbo V6 was ready at the start of 1983, in a converted F2 chassis, and I did the Race of Champions in March. In Friday practice we were second quickest, four-tenths behind Keke Rosberg's Williams, which amazed everybody. It was so cold that nobody could get any heat into their tyres: our car was so overweight we were blistering the hardest compound Goodyear had." But the good news ended there: on Saturday the car blew two engines, and a third four laps into Sunday's race.

"We managed to do six Grands Prix that year and usually qualified mid-field, but it was dreadfully unreliable. At the end of the year Honda took their engines to Williams, Spirit lost the deal, I lost my drive, and it was back to Square One. I'd done Le Mans for the first time that year, finished sixth in a Joest 956 with Bob Wollek and Klaus Ludwig. So I decided I'd accept any drive in anything, anywhere, just to keep racing and practise my craft. For 1984 I based myself in Japan, fought all season for their F2 championship, won races and just missed the title in the final round. And I did sports cars: in Europe with Joest, in Japan with Toyota, won the Sebring 12 Hours in a Columbian guy's Porsche. Countless long-haul flights and living out of a suitcase. I did 36 race weekends that year. In the middle of all that I drove for two F1 teams. When Martin Brundle was injured in Dallas, KenTyrrell called.

"Established drivers sometimes found Ken difficult, but for a young guy like me he was wonderful. Like a father, his arm around my shoulder, giving me the confidence to get the best out of myself. I only drove five races for him, but he gave me a whole book of knowledge that I didn't have, little things that were really important, how to approach a race, the right way to warm the tyres. At the time everybody was talking about Stefan Bellof as the *wunderkind*, but in my first race, at Brands, I out-qualified him: then I was taken out in the first-lap pile-up. I finished eighth in Austria, ahead of Stefan. Then Tyrrell was banned because of the water-tank ballast affair. But Johnny Cecotto didn't come back after his Brands Hatch crash, so I found myself a Toleman driver at the Italian GP."

Stefan's drive at Monza was sensational. Having qualified a lowly 17th – "I was always a better racer than qualifier" – he climbed to fourth by the end. "I had to make a late pitstop to check a wonky rear wheel bearing. Otherwise I would have been on the podium. Then at ➤➤➤

Clockwise from top left: Spirit-Honda F2 drive in 1982 led Stefan back to F1 the following year; life wasn't easy at Ferrari; Marlboro backing was central to career; winning 1980 British F3 title in Project 4 March; Spirit showed promise in F1, but was blighted by unreliability; Onyx was also ill-fated in '89; blond, blue-eyed boy was popular among his peers; two years at Ferrari didn't result in wins, but reputation was enhanced anyway. This is Spa '86 where he finished third; Indycar switch suited him well

LAT, IMS



Johansson returned this year in Audi R8LMS. Right: winning Le Mans, 1997

Estoril, in Friday qualifying, I was fourth quickest, and my team leader Ayrton Senna was sixth. He just couldn't accept that anybody could out-qualify him in an identical car. He had it torn apart – he thought there must be something wrong.

"Ayrton was always the same, very focused, very intense, very serious. To have the success he had, maybe that's how you must be, but I could never work like that. If you take a small step away from the little closed world of racing, you find so many other interesting things. But if he'd decided to work in a bank, he'd probably have been running Goldman Sachs within five years. People like Ayrton and Alain [Prost] and Michael [Schumacher], their talent may be no more than five per cent ahead of the rest. But their work ethic is probably 20 per cent ahead. That's what it takes to be truly great.

"Not that I wasn't working hard. I was absolutely 100 per cent dedicated to making it in F1. But my problem was that I was so grateful to be there at all, it wasn't in my mind to be World Champion at any cost. When I was in the car there was no question of my commitment, but to get to the top you have to be a bit of an arsehole, and there are plenty of them around. If you want to beat all those guys you have to get into arsehole mode too."

In that Portugal race Stefan was running sixth, ahead of Niki Lauda who needed second place to be World Champion. Lauda dived inside him and dislodged the Toleman's front wing, and the ensuing stop dropped Stefan to 21st. In his drive back up to 11th he set the third fastest lap of the race.

"Enzo Ferrari had watched Monza and Estoril on TV, as he always did, and soon I had a call offering me a test contract at Maranello. But René Arnoux and Michele Alboreto were well ensconced there, so no question of any races. And I'd tested the new Toleman, which was fantastic. Rory Byrne was a genius." So he signed with Toleman for a full 1985 season. John Watson, in the twilight of his F1 career, was to be his team-mate. But two weeks before the opening race in Rio, having failed to secure a tyre contract, Alex Hawkridge announced that Toleman was pulling out. In Rio Stefan got one more drive in a Tyrrell (because Uncle Ken was in dispute with Stefan Bellof's management) and finished a doughty seventh. Then he returned to England, with no prospects.

What happened next was like a fairy story. "A week after getting back from Rio I got a phone call from [Ferrari team manager] Marco Piccinini, saying he was flying to London to meet me. There'd been a monster row with Arnoux, and he'd been fired. There were lots of rumours why, but to this day nobody really knows what went on. I met Piccinini at the Savoy Hotel: he just told me to hold myself ready, and flew home. Next day, Tuesday, another phone call: come to Maranello at once, the Old Man wants to see you. I go straight to Heathrow and catch the next plane to Milan. An assistant meets me at the airport and drives me, not to the new factory where everything was by then, but to the old place. It was pretty much derelict, completely quiet, no lights. We walk down a long dark corridor, late afternoon sunlight filtering through grimy windows. Watching me from the walls are photos of my dead heroes, Nuvolari, Ascari, Hawthorn, von Trips. I had goose-bumps. At the end of the passage I walk into a room and inside are Piccinini and [Ferrari's son] Piero Lardi. Sitting at the back of the room, in the gloom, is the Old Man, so I can only see his silhouette. It was like a Fellini movie, with him the master of this little drama, orchestrating it all.

"Piccinini and Lardi did all the talking. The only question the Old Man asked was, 'Are you hungry?' Actually I was starving because, in the excitement, I hadn't eaten all day. But I didn't like to say so. It turned out they'd already released to the press that afternoon that Arnoux had left and I was replacing him. I had a seat fitting that night, tried a 126C4 turbo at Fiorano the next day, and the day after that flew to Estoril for the Portuguese GP. After just 14 Grands Prix for four different teams, having never done a full season for anybody, I was a works Ferrari driver."

At Estoril, in that torrentially wet race, Stefan was punted off (ironically, by Patrese), rejoining 17th and climbing back to eighth by the end. But his second race, two weeks later in front of the *tifosi* at Imola, was sensational. A misfire in qualifying meant he started 15th, but after a brilliant drive up the field he was in the lead with three laps to go – when the Ferrari ran out of fuel. In Canada he finished an obedient second to team-mate Michele Alboreto. In Detroit a week later he came through again, starting ninth and finishing second, almost brakeless, to Rosberg's Williams-Honda. Despite his late start, he was now lying fourth in the World Championship. Thereafter Ferrari lost form, with unreliable engines and handling problems, although he continued to score brave fourths and fifths. He started from the front row in Germany, only to be hit by his team-mate and suffer a puncture, but at Ricard, in a hugely brave last-lap move, he passed the Lotus of Elio de Angelis on the outside at Signes to take fourth place.

"Every time we tested at Fiorano lunch would be laid on in the little house by the track, and the Old Man would hold court. He loved to talk, talked all the time, with Piccinini translating. It was always the same: he'd talk for five minutes about the chassis, all the work





All images LAT

we were doing to sort out the handling, then he'd talk for 25 minutes about the engine. He was all about the engine, didn't give a shit about the rest. As long as Ferrari had the most horsepower he was happy. Then he'd stop talking about cars and ask about the girls you'd been dating, wanted real detail, then he'd tell stories about when he was a frisky young lad. Piccinini, doing all the translating, would be blushing pinker and pinker. The Old Man did it just to wind him up. Such a sharp guy, great sense of humour, and an unbelievable presence. He was always friendly towards me, even after I'd left the team. Whenever he saw me it was always, 'Ciao, caro Stefano!'

"I had a tough two years at Maranello. I had to learn to deal with the politics and in-fighting. At Ferrari everything was always on several levels: you made one friend, you made two enemies. It was me and Harvey [Chief designer Harvey Postlethwaite] against the rest. But it was a fantastic experience, the best you could have in racing. As the No 1, Michele got rattled when I arrived. Suddenly all conversations were in Italian, me picking out the odd word here and there. Later we became really good friends, and 12 years later we won Le Mans together. It wasn't a good period for Ferrari then: when Michele and I got our first look at the 1986 car, we glanced at each other thinking, it's going to be a long season. It just looked wrong, bulky and ungainly. It was quick in a straight line but not much grip, not much downforce, so in corners it was crap.

"But I loved those turbo cars. They were a handful, but so much brute power. In corners you had to alter your driving style to give yourself as much room as possible at the exit to sort your shit out. Of course, they had the traditional gate gearchange. Nowadays with paddles it's a doddle, but back then you'd be fighting a big powerslide through a corner, and in the middle of all that you'd have to snatch the next gear. I'd go to the factory and work on my gearbox myself, file the forks smooth and get them precisely how I wanted so I could make a really quick change across the gate. The mechanics didn't mind, they loved it that I mucked in. I don't think you'd see an F1 driver today on the shop floor with a file in his hand…

"I beat Michele in the points that second year, got four podiums [Spa, Zeltweg, Monza and Adelaide]. At that time McLaren was streets ahead of everybody on aerodynamics. When I'd been driving for Project 4 in F3 they had this little room upstairs called The Fishtank with three guys sitting there, John Barnard, Alan Jenkins, Steve Nichols. All hugely talented, plotting a carbon-fibre F1 car that none of us knew about. Now they were all at McLaren. I kept telling the Old Man how much wind tunnel work they were doing, and he'd say to Lardi and Piccinini, 'What are we doing?' Then in the factory it was like a firing squad was waiting for me. And what happens? They get the best wind tunnel money can buy, they hire John Barnard, and they fire me.

> "The McLaren was probably the most difficult car I raced"

"So for 1987 I went to McLaren, back driving for Ron again, to replace Keke [Rosberg] who'd retired. I knew it wasn't for long, because Ron was determined to get Ayrton Senna alongside Alain Prost. He hadn't been able to get him out of Lotus yet, but he was working on it. But it was a good option for me, and it was a far more harmonious team than Ferrari. Gordon Murray was the designer: what a cool guy. Ron himself just cared, cared about every detail, cared about everybody who worked for him. You could see that in the loyalty of his staff, people who'd been with him since the beginning. He took the time to get the best out of everybody. And he wasn't always serious: there was a clear line between work and play, but once work was over he could be a lot of fun.

"And Prost: I probably learned more from Alain in one season as his No 2 than in the rest of my career put together. He was in a different league to everybody else, the way he operated, the way he organised himself. From the first race I was just blown away by the flow of information he fed back to his crew, the clarity and depth of detail. No electronic data then: his crew just had to go by what he told them. He was like a computer himself. It made me realise how I could raise my game. Even Ayrton, when he arrived from Lotus, Prost's example helped him move up to the next level."

Stefan's McLaren season brought second at Spa and Hockenheim (on three wheels after a tyre disintegrated on his last lap), third at Rio, Jerez and Suzuka. In practice in Austria he breasted a rise in top gear to find a large deer in his path. It tore off the left side of the car which then cannoned into the guardrail at 140mph. With a broken rib and a splitting headache, he qualified the spare car that afternoon. "The MP4/3 with the TAG turbo was probably the most difficult car I ever raced, very nervous, with a tiny window between being on the pace and being, um, out of the window. I ended up sixth in the championship, Alain was fourth, only 16 points between us." Then, as expected, Senna arrived, and Stefan was looking for a drive again.

"After that it all went downhill. For 1988 Ligier was the best seat available, alongside Arnoux, and the car was hopeless. René and I used to say, Aerodynamics by Galileo. The only thing that kept it on the ground was gravity. Then came Onyx, which at first sounded exciting. The men behind it were Mike Earle, whom I knew well from F2 days, and Alan Jenkins, who'd been a mate since Project 4. There were various semi-dodgy characters involved on the money side before the Belgian Jean-Pierre van Rossem, who was Moneytron, came in initially as a sponsor for my team-mate Bertrand Gachot. Gradually he put in more until he ended up owning most of the team.

"It was all brand-new, literally finishing the cars in the paddock in Rio for the first race, and we had to pre-qualify, which was brutal. Talk about pressure: it made Indy 500 qualifying look like a walk in the park. You had to get to the circuit at 6am, and at that hour it took a lot to be absolutely on the limit at once, looking for tenths and hundredths. Plus the track was cold and damp at the beginning, so only the last five or ten minutes mattered anyway. If you made it through, you were a basketcase for the rest of the day. Even so we ended the season 10th in the Constructors' Championship

out of 16, ahead of people like Ligier, March, Minardi and Lola. And I got a podium in Portugal!" From 12th on the Estoril grid, Stefan went through without a tyre stop, hanging on with threadbare tyres to finish a sensational third.

"The team was right on the edge with money, Funds would always appear just in time to get to the next race, but I couldn't get paid. My retainer was a serious amount to me, close to $1 million, and race followed race without a sniff. Before the last race at Suzuka, Van Rossem called me and asked me to meet him in a hotel in Tokyo. I went to his room, he opened a suitcase and it was crammed full of cash, my entire salary for the year. I walked out of the hotel with a couple of bulging plastic bags. I didn't know what to do with it. I called a friend from my racing days in Japan and we managed to pay it into a bank. Then I wired it to my account in Europe.

"After van Rossem lost interest, the team was bought by the Swiss Peter Monteverdi, helped by Gregor Foitek's father Karl. I never met Monteverdi, just had a 15-second phone conversation with him. 'I just bought the team, I don't want to pay you any money, are you still interested in driving?' 'Well, I'm not sure about that...' 'OK then, you're fired.' Click. Unsurprisingly my seat was taken by Foitek, but by August the team had died.

AGS was next. "That was just as weird: another out-of-the-blue phone call, no testing, just turn up for the first two races, Phoenix and Brazil, to find a car that isn't fit to qualify. Decent money, but of course it was never paid. Over a year later I'm sitting in my office in Monaco – one of my projects then was a little brand development company – and a debt-collector comes to see me. He was buying up all the unpaid AGS contracts, and then going after the ex-owners of AGS for the cash. He bought mine for half its stated value, which was a nice windfall because it was a sensible sum of money.

"Then I became a McLaren test driver, plus I filled in at Arrows in 1990 when Alex Caffi got hurt, and that was the end of F1 for me. I'd had enough. I looked to America, and in mid-1992 I joined Tony Bettenhausen to drive his CART Penske-Chevrolet. My first race was Detroit, on the Belle Isle road circuit. I finished third ahead of Michael Andretti and Danny Sullivan, who'd preceded me all those years before on the Buller Road sofa. I got two more thirds that season, and Rookie of the Year. That was good enough for me: I left Europe, moved to Indianapolis, and did CART for five seasons.

"The ambience was altogether different from F1: Mario Andretti, Emerson Fittipaldi, a good crop in the days before the CART/IRL split. Mario's the real deal, the ultimate racer. His approach is, you do it first and foremost because you love racing. It's not about doing stuff behind the scenes, trying to get some advantage over your team-mate. It's about the man-to-man battle on track, how to pass a guy without pushing him off the road. You get that in F1 too, but the F1 environment lends itself less well to the straightforward stuff. Emerson was reborn when he came to CART. I felt the same: you get re-energised. That's why F1 careers are shorter than Indycar or sports car careers. There's so much bullshit that has nothing to do with the racing. When you step out of all that, suddenly you come alive again.

"The worst thing for me was the accident in Toronto in 1996 with Jeff Krosnoff. There were four of us going into the braking area. I dived out to have a go at Emerson, and Jeff took a run on me from way back, coming up the inside. He clipped my rear wheel with his front and catapulted into the air in a massive accident. Jeff was killed, and a marshal too.

"At the end of '96 I kind of stopped driving. I'd done plenty of sports car races – I won the Spa 1000Kms in 1988 for Sauber, and in 1990 and '91 I did Le Mans for Mazda, and Toyota in '92 – and then [Team Scandia owner] Andy Evans persuaded me to do the 1997 Sebring 12 Hours in a Ferrari 333SP with Fermin Velez and Yannick Dalmas. Well, we won that, and then Joest got me into a TWR Porsche for Le Mans with Michele and Tom Kristensen, and we won that too. So I realised I hadn't stopped after all." Indeed not: in the US and Europe Stefan has raced Reynard, Audi, Zytek, Acura and Lexus Riley. During his career he has done no fewer than 19 24-hour races.



"I felt driven to paint after Elio died in 1986"

He has been a team owner, too: his Indy Lights team, Johansson Motorsports, ran for five seasons. "The Lights team was how I got involved with Scott Dixon, and I've been his manager ever since. He's won the Indy 500, been Indycar champion twice, second twice, third this year. He's one of the best I've seen. We had a couple of opportunities to get him into F1: he had a Williams test, but the timing wasn't right, and he's too old now, he's 30. In America, of course, that's young. I also look after Justin Wilson's brother Stefan, who's doing Indy Lights now.

"In 2003 I was brought in by Jimmy Vasser and Ryan Hunter-Reay to run a Champ Car team. We won a race in our first year, that wet race at Surfer's Paradise, but it folded when Champ Car was swallowed up by the IRL. I also built America's first indoor kart track at Indianapolis, ran that for seven years. Then I sold up and moved to California, bought a house beside the beach at Playa del Rey.

"You have to be passionate about what you do in life. I was passionate about my racing, and it's the same now with my watches. It was just a hobby at first, but now it's got really serious. I design the case and face, and the movement is the one that's in most luxury watches – like the Cosworth DFV of the watch world. This year I shall do about 150, selling for between £6000 and £10,000. No retail, no advertising, just word of mouth. Brad Pitt wears one, Mario is a big fan.

"As for the painting, this is going to sound weird, but I felt driven to start it in 1986 after Elio de Angelis died. Elio and I were best mates, never in the same team, but we spent a lot of time together. When we were in Rio he bought a Goddess of Bahia bracelet. You tie it on your wrist and make a wish, and it's supposed to come true. A couple of months later we were testing at Ricard, me in the Ferrari, him in the Brabham, and things hadn't been going well for him with the new low-line BT55. I joked with him, 'Hey Elio, you're still wearing your bracelet. Did your wish come true?' 'No', he said, 'it doesn't work,' and he pulled the bracelet off and threw it away. Then he went out, something broke on the car, and he crashed fatally.

"Anyway, for me painting's the thing that comes closest to reproducing the sense of solitude you get in a racing car, that concentrated state of mind, almost like meditation. I usually paint late at night: suddenly it's 4am and you don't know where the time went. Perhaps that's what I should have been doing with my life.

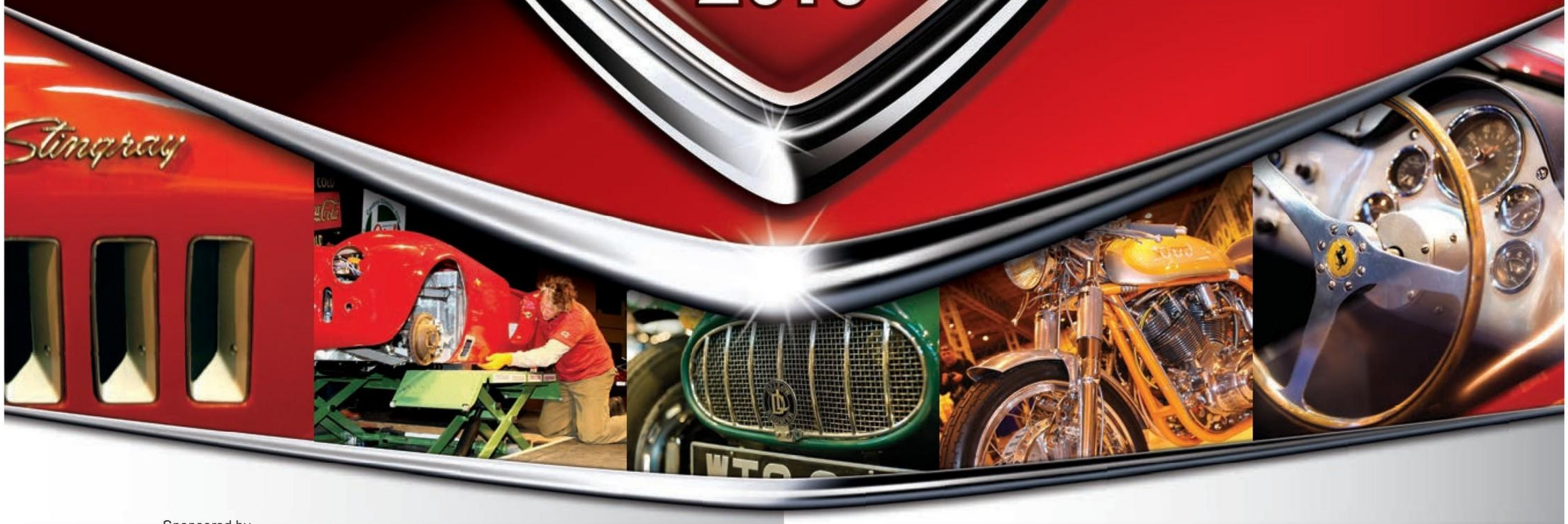
"But I can honestly say I've never woken up without looking forward to getting stuck into the day. I'll stay involved with racing until I don't enjoy it any more, or I'm not contributing, whichever comes first. But simply racing cars, and doing nothing else, doesn't make you a happy human being. There are lots of other good things going around. You just have to find a balance along the way." Ⓜ

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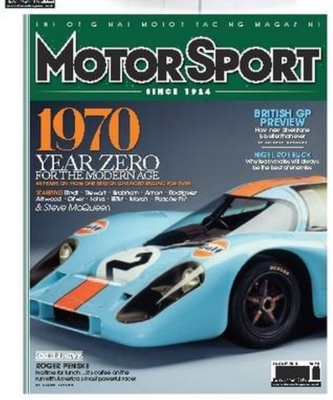
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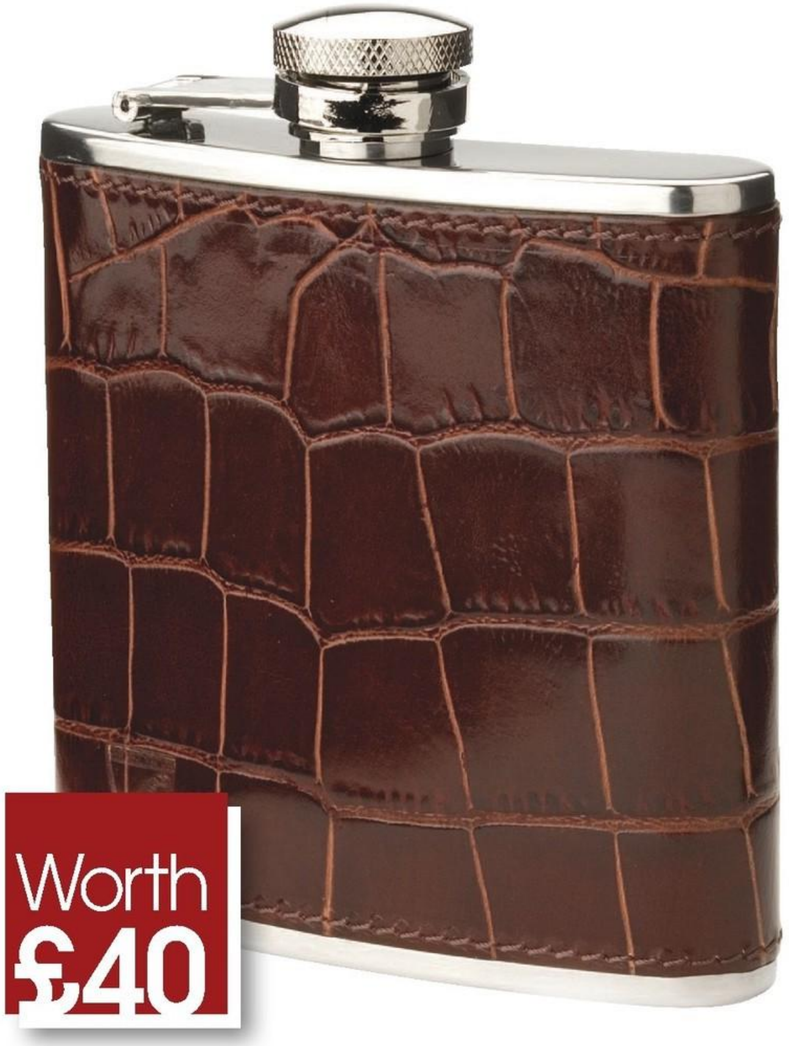
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Five-Corse feast

To mark Alfa Romeo's centenary, the company offered us a mouth-watering menu. But the tastes would prove both sweet and sour...

BY ANDREW FRANKEL

That day at Fiat's old and once secret Balocco test track, they lined them up like rentals in the Avis section of Malaga airport. Unlike hire cars though, I could climb into whichever I most wanted to drive. Which was nice. The selection was not exactly normal either. Instead of Golf, Astra and Focus, it went Tipo B, Disco Volante and TZ2: the choicest cuts from 100 years of Alfa Romeo and its extraordinary racing history.

The excuse was simple: this year Alfa Romeo celebrated its centenary and in a literally once-in-a-lifetime offer, opened the door of the chocolate factory, inviting me not just to come

and have a look, but to have my fill of some of the most eclectic and extraordinary competition cars ever conceived.

Being Alfa Romeo this was a free-form event, which was both good and bad. Had this been Mercedes or Audi I imagine all the cars would have been immaculate and run like clockwork, which is some distance from the condition and reliability of many of the cars Alfa made available. On the other hand I find it hard to conceive any other manufacturer even holding such an event. And if they did, there would be briefings, disclaimers, rules, chaperons and limits in every direction: how fast you drove, how many revs you used, how many laps you did… With Alfa Romeo, there was none. You got in the cars and for as long as they lasted, which wasn't always very long, you drove.

Of course they weren't all there and even if they had been, there would have been no time to drive them all; even so, choosing which to dwell upon was no easy task. Regular readers will have read last month of my astonishment when it became clear they were prepared to make Fangio's 159 available to me on a no limits basis, but that's a different day. Today there were choices to be made. There had to be something pre-war and something else relatively modern. I needed to drive a Grand Prix machine but also a sports car, a prototype and a tin-top. Anything else would be a bonus.

What was making those choices difficult was that Alfa's racing history is as long as it is varied. None of the really early cars could be driven. Alfa has a P2, but not to be sampled today. Likewise the 24HP, Alfa's first car and, indeed, its first racing car. It took part in the 1911 Targa Florio when A.L.F.A, as then it was known, was less than a year old. It was at Balocco but for display only.

I liked very much the look of the 1750 Gran Sport with its beautiful, blown straight six motor, but with time to sample just one pre-war car there was never really any question as to where my quest for the soul of Alfa Romeo would start. Not when there was a Tipo B, more commonly but less accurately known as the P3, waiting to grab my attention. »»

All images Alfa Romeo & Charlie Magee



Yes, it really is *that* car: Nuvolari's German GP winner from 1935. And no helmet required

1932 Alfa Romeo Tipo B



WHAT MORE CAN BE SAID ABOUT the Tipo B, the greatest Grand Prix car until the Germans waded in with a rather different way of doing things? The story of its design by Vittorio Jano and that of its two four-cylinder engines sharing a common crank is well known. So too are its racing exploits, from its first win at Monza in 1932, to its most famous victory at the Nürburgring in 1935 where it defied the apparently insuperable might of the German teams on home turf. And, of course, on both those occasions it was Nuvolari that guided the Tipo B home. Nuvolari. He sat here.

I know this because this particular Tipo B has never been owned by anyone other than Alfa since it was built in 1932 so all I think I can do now is give some impression of what it is like to drive.

First, it is not easy. Driving a car built to fit a diminutive Mantuan when you are 6ft 4in was never going to be a breeze, but to make matters worse the seat is tight, its back bolt upright and between your legs is not only a gearbox but a differential from which sprouts the diagonal driveshafts leading underneath you to the rear wheels. The driving position and environment feels even older than it is. Positively vintage in fact. It has two rev-counters too, but as neither is working I won't be unduly delayed by that.

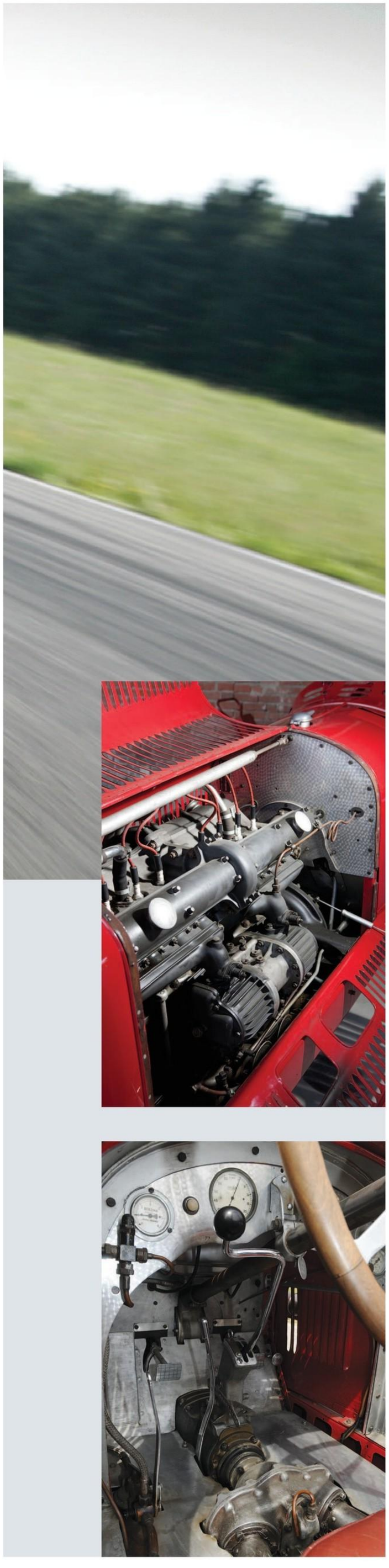
It has to be pushed to start but with a compression ratio of 6.5:1 and a rich mixture of fuel hand-pumped into its twin Weber carbs, it takes no coaxing at all to come to life. In my rankings of the world's greatest sounding engine configurations, the supercharged straight-eight is up there with the normally aspirated V12 and air-cooled flat-six as among the best of all time; and the willingness of this engine to flick up and down its rev range doesn't feel vintage at all. Clutch up and we're rolling. There's torque everywhere, so much that you could drive it in top right around this tight and twisting track without being inconvenienced.

It's tempting too, because the gearbox is tricky, even once you've got used to the sight and sound of the transmission between your legs. Apparently some Tipo Bs had just three gears but this one definitely has four, despite the severe reluctance of second to show its face. But with time and timing it can be managed.

The surprise is how explosively fast the Tipo B is. It would have started life with a 2.6-litre motor giving 215bhp but the imperative to at least try to keep up with the Auto Unions and Mercedes saw the engine grow through 2.9, 3.2 and eventually up to 3.8 litres and 330bhp. Clearly there's no way this car is giving that kind of power, but I'd not be at all surprised to discover it was actually the 255bhp 2.9-litre motor under my right foot. It positively thunders up the road, reaching ear-renting revs in top gear down Balocco's long straight and from what can be divined by the hurricane force winds passing my unhelmeted head, what feels like massive speed. I'd put money on it being more than 120mph.

But what I'm struggling to understand is the chassis. The drum brakes are actually surprisingly good, more than strong enough for a 700kg car of this performance, but the Tipo B still seems to want to mug me. It's so stiff that even on Balocco's smooth surfaces it's deflected by the tiniest bumps and can set up an oscillation that threatened to bounce me out of my seat.

Then, when you head into a corner you find the steering is light and accurate in a way you'd not expect from any pre-war machine. But just as you've recovered enough confidence to give it a bit of a boot, you find it doesn't so much slide gracefully as skid disgracefully. It may all just be the way this particular car was set up, but I departed its quarters more intimidated than by any pre-war race car I've driven. It was an inestimable privilege to be allowed to drive it, but the truth is that instead of the experience enlightening me as to how Nuvolari achieved such greatness in the Tipo B, I left even more puzzled and in awe of the man's talents than ever.







1967 Alfa Romeo 33 Stradale

IT SEEMED APPROPRIATE THAT, IN THE mix, we should include at least one road car, not least because its twin sister was a racing version (of which none was available) which itself is one of Alfa Romeo's most fabled competition machines.

It was also one of its most long lived – only the 158/159 GP cars having a longer race career and that thanks largely to a six-year hiatus called the Second World War. For while the 33 was seen for the first time in 1967 and won the Targa Florio in 1971, it wasn't until 1975 that its true potential was realised, so dominating the World Sports Car Championship that it won seven of the eight rounds it entered. Even Porsche could offer scant opposition.

But that Alfa 33, the so-called TT12, was similar only in name to the little jewel sitting in front of me, water gently seeping from under its gorgeous body. The ultimate 33 was very little more than an F1 car with pugnacious, aerodynamically optimised, enclosed bodywork and powered by a flat-12 boxer motor reputed to give 500bhp at 11,500rpm.

This one could hardly be more different. It's mid-engined for sure, but there all similarities end. Just 18 road or *stradale* 33s were built, their peerlessly beautiful bodies the work of Franco Scaglione. It was powered by a new V8 motor displacing just 1995cc, and producing 230bhp in road trim and 270bhp for racing, both fabulous outputs for the era but barely half what the 33 would produce in later years.

The power was fed to the rear wheels through a six-speed gearbox (an unheard of innovation for a road car though even then a reasonably common occurrence in racing) which thanks to the car's slippery shape and dry weight of just 700kg, could rotate at over 160mph.

But today they're not going to be rotating at all because the water under the car means the pump has gone and there aren't too many of those lurking around, even at Balocco. So I have to content myself with gazing at it instead.

There's not a machine in the world I'd rather look at than drive, but this is closer than most. The most beautiful road car ever conceived? I can think of few better candidates. Everything about it from its curving wings, to its GT40-like doors creating an almost entirely glass roof is perfect, and as for the achingly evocative cabin, there can scarcely be a better place in the world from which to watch an Alpine vista as you twist and turn your way through some mountain pass, that little V8 barking its approval behind you as you hit 8000rpm in every short-geared intermediate.

But this is the stuff of fantasy: truth is the real tale of the Alfa Romeo 33 Stradale will have to wait for another day. »»»



A broken water pump means the 33 Stradale's 2-litre DOHC V8 remained silent

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1967 Alfa Romeo TZ2

WAS THERE EVER A PRETTIER 1600cc sports car than the TZ2? Well, yes as it happens. One of the things that happened when Autodelta turned the Tubolare Zagato into the TZ2 is that some of the original's extraordinary purity of line was lost. While the TZ, or TZ1 as it's inevitably called these days, truly deserved its baby GTO epithet, the TZ2 looked a little less sculpted, a little more mean, more race ready.

The TZ had been a success from the moment it was introduced in 1962 and with over 100 examples made (as required for homologation purposes), it had been seen competing strongly as far afield as Sebring. But by 1965 it was dated and an upgrade was required. The car would also be raced as a prototype which meant a tiny number would be produced – I've seen as few as nine and as many as 14 quoted, though 12 is the most common.

Although visually similar to the TZ, the TZ2 was a very different car under the skin. The principle of using a lightweight spaceframe chassis powered by a 1.6-litre engine running through independent suspension was retained, but the bodywork was changed in shape and made not from aluminium alloy but lighter glassfibre. The car was lower and at a flyweight 620kg, lighter by 30-40kg. It was more powerful too, thanks to the twin spark head developed for the GTA and its ability to extract around 170bhp from the little twin-cam motor.

As I approached, it was as if stepping into an optical illusion. The closer I got, the smaller it seemed, a trick I'd hitherto only seen pulled by the Porsche 917. By the time I reached its gossamer-thin door, it seemed more like a toy than a racing car. Even the Alfa mechanics looked dubious as I tried to funnel myself into its interior, but they reckoned without a determination developed over 20 years of trying to drive racing cars I don't fit.

Because I'm fortunate enough to race some Alfas from this era, though none so vaunted as a TZ2, this was the one I wanted to drive hardest but, not for the first time that day, circumstances were against me. It dragged its exhausts on the ground every time I tried to turn into a corner so I had to content myself listening to the sound of the twin-cam on open pipes (quite deafening) and the sight down that long glassfibre bonnet.

From what little I could tell, it felt like an early Italian Caterham and if you look at its mass and where it's carried I guess it would be a surprise had it not. But as for the TZ2's innermost secrets, until I can work out how to squeeze at least a gallon into a pint pot, sadly it is secret that they must stay.





1952 Alfa Romeo C52 'Disco Volante'

THE IDEA WAS GOOD. AND LIKE SO many good ideas, the translation between theory and reality didn't quite go according to plan.

With nothing left to prove in Grand Prix racing after the utter dominance of the 158/159 and with no 2-litre car to contest the 1952 F1 season, Alfa instead turned its attention to producing a sports car as radical as any seen up to that time.

The host vehicle was the 1900 road car but by the time it was finished, little more than the suspension remained. A spaceframe chassis was built and clothed by bodywork by Touring of Milan. The idea was that not only would it present as clean a shape to the air flowing over the body from front to back, it would do the same at the side so as to minimise the effect of side winds. Wind tunnel testing showed the best shape for these purposes resembled a saucer so it was no surprise in an era when the world was obsessed with extraterrestrial life that the result soon became known as the flying saucer, or Disco Volante.

There were plans to race it, allegedly with Fangio at the wheel at Le Mans in '52, but once it became clear that the only thing the design did better than smooth the flow of air over the car was to create lift under it, the project was shelved leaving just this spider and a coupé as two fascinating 'what-ifs'.

It still drives remarkably well. The engine was bored out from 1.9 to two litres and fitted with an aluminium block to produce 158bhp, a very healthy output for such a motor from that era, and it feels as if they're all still there today. It's a sweet sounding, free-revving engine and lets that oh-so slippery shape accrue speed with remarkable ease.

Yet what I found most engaging and surprising was the way it handled. If you look at its shape and styling with its Commer van narrow track and overhangs, it seems like it should fall over if hustled through some turns. In fact I found it eager to sniff out an apex, resolutely resisting understeer and even keen to let its tail slide gently wide at the exit. It never felt like a quick car and I suspect it would have been uncompetitive at Le Mans even without its aerodynamic issues, but it was the one car I'd approached with no expectations at all. Yet I left it having been afforded a genuinely rewarding driving experience.

Larini finished 57 points ahead of second-placed Roland Asch in the '93 DTM aboard this 155

1993 Alfa Romeo 155 V6 Ti DTM



IN THE ENTIRE HISTORY OF GERMANY'S fabled touring car series, the DTM, only once has it been won by a foreign car company. That company is Alfa Romeo, the year was 1993 and the car is the one here. That year this Alfa 155 took on Mercedes, BMW and Opel, not simply beating them but stuffing them out of sight. Nicola Larini won half of the 20 races on offer, his team-mate Alessandro Nannini mopping up a further two. It was Alfa's greatest sporting triumph of the modern era.

So what kind of car gets to beat the Germans on home soil? If it looks barely like the 155 upon which it is based, there is a sound reason for that, for it's almost a silhouette racer. Its engine is a 2.5-litre V6 installed north-south in the engine bay, driving all four wheels in a one third/two thirds front to rear split. None of this save the basic engine configuration bore the merest relation to any 155 you could actually buy. Nor was the fact that the engine put out 450bhp at, wait for it, 12,000rpm. All its major panels are carbon fibre and because the aero rules were free below the centre line of the wheels, it looks like a victim of steroid abuse. Better still, I'm told it's running perfectly.



You can tell just by looking at it that this is not a car that's going to reward a light touch. To get anything out of it at all will mean manhandling it around the track. The prospect is deliciously exciting.

The motor sounds evil, its flywheel apparently non-existent. It revs like a DFV but with even more menace in its voice. The transmission is a six-speed dog 'box but you only need the clutch to pull away. So long as you lift off the gas for an instant on the way up and match the revs on the way down, your left leg has no further role in proceedings.

It feels frantically fast: slick tyres, all-wheel drive and dry track means traction is effectively limitless. This means you can come out of a slow turn and even before the car is close to straight be hard on the power, throwing gear after gear at it. Today we are using the full 12,000rpm, feeling how little the revs fall from one gear to the next and noting with incredulity that there is apparently no let up in acceleration at all.

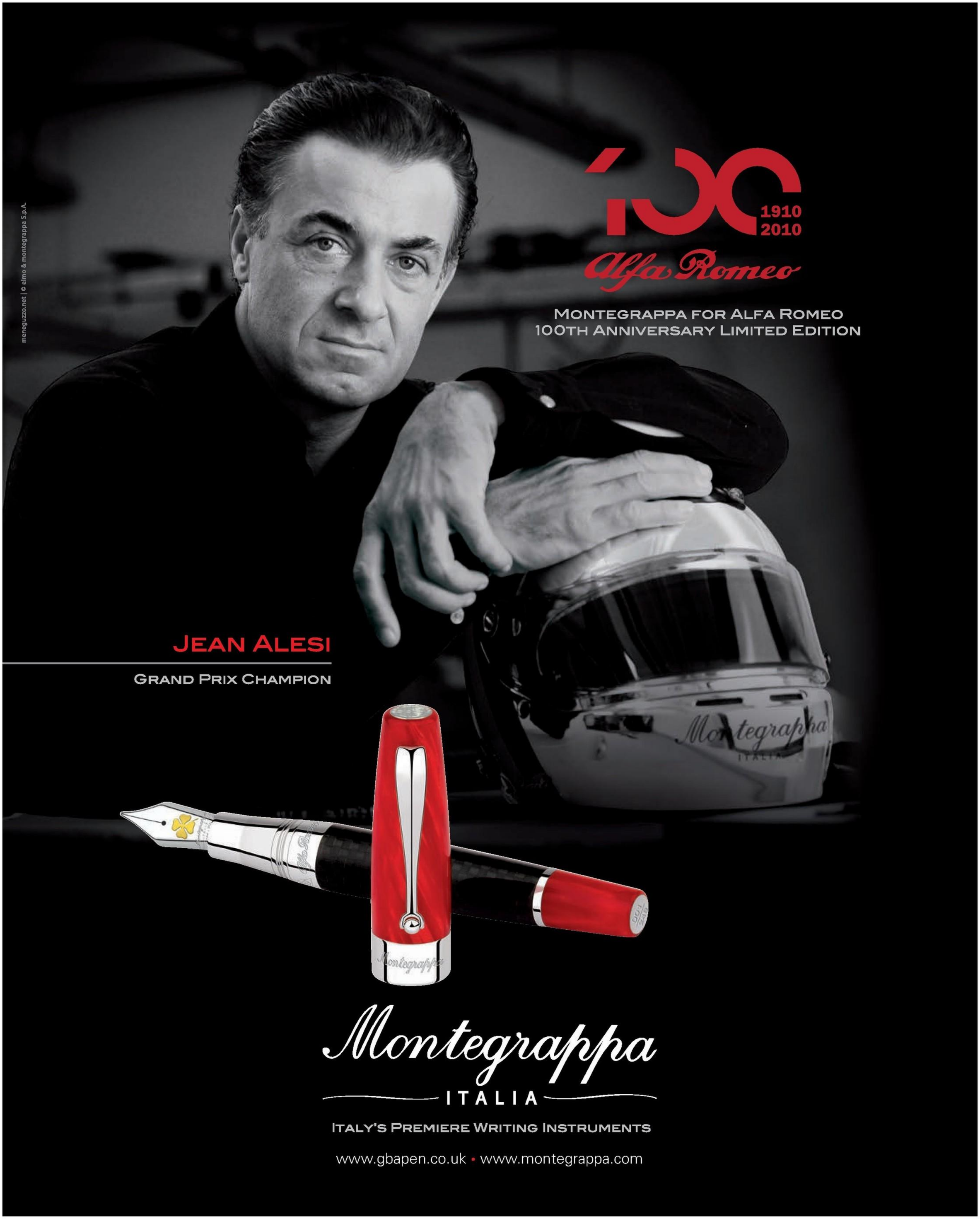
But the corners are the best bits. Forget all you ever learned about delicacy and balance, never treading too hard or turning the wheel too fast. In the 155 you simply scream up to a corner, stamp on the brakes, throw it in and jump back on the gas just as soon and as hard as you can. Just once did the 155 fight back, jinking sideways as I provoked it just a little too much, but the steering ratio was more than quick enough for it, snapping it straight before a situation had any chance to develop.

True, the 155 DTM was about as far from my image of a racing Alfa as you can come, but it wasn't one micron less fun to drive as a result. Of them all, this is the one I'd drive again.

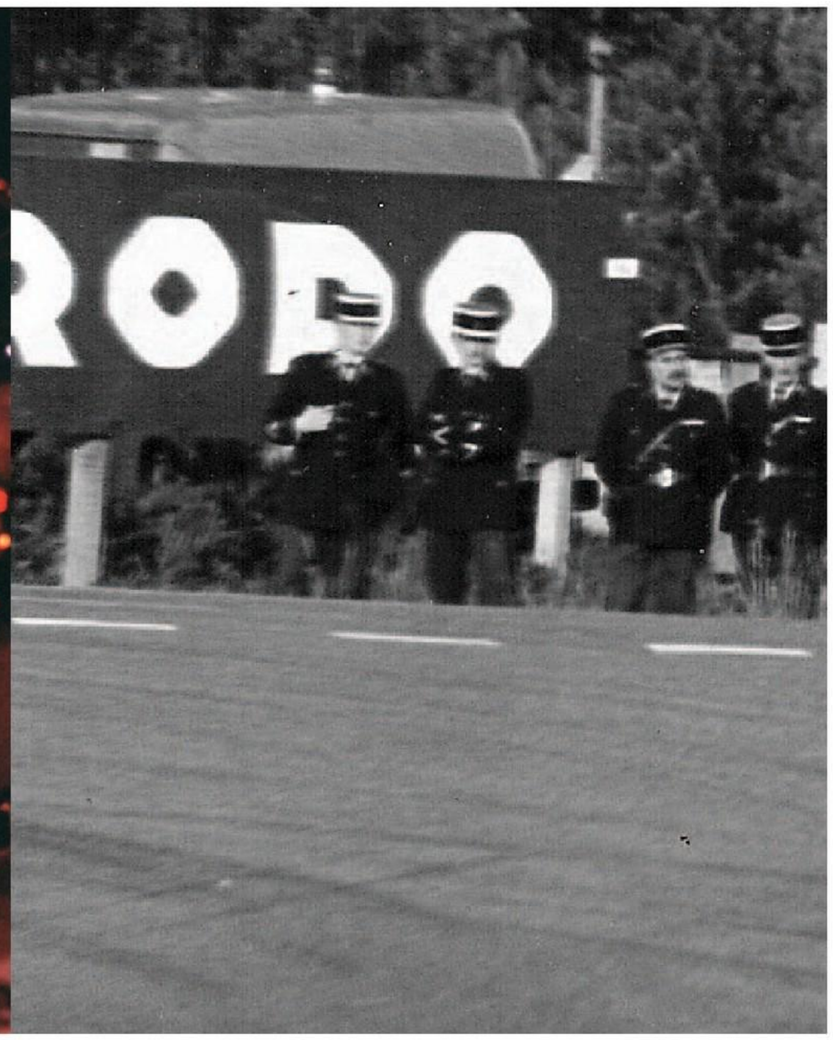


And so concluded my brief wander through at least part of Alfa's competition past. It was a strange and eclectic bunch, some touched by pure genius, others more by a sense of what might have been. Finding a thread that unites them all would be contrived, for they were built in different eras and to do different jobs.

Except this: the single most instructive thing about that event was that it happened at all. In all the years I've spent doing this job, I've never known any car manufacturer attempt to stage something similar. It spoke volumes not only for the extraordinary richness of Alfa's racing heritage but, more importantly, how important it still is to Alfa today. If ever you needed reminding that even now Alfa Romeo is not just another car company, that day at Balocco provided it.


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ROCK 'N ROLL

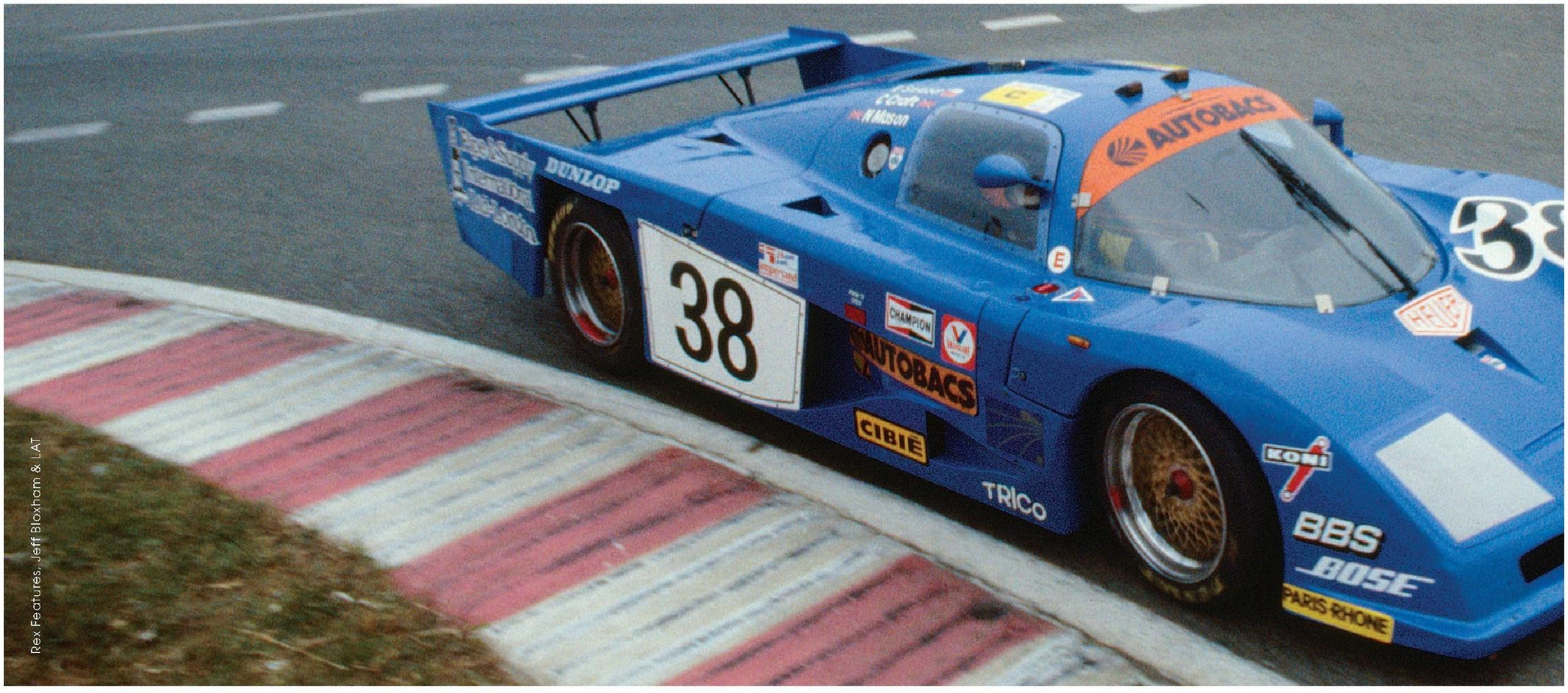
Forget playing Wembley Arena – the stadium that Nick Mason loves best is in France,

The door is open at the top of the metal staircase. Enter the large upper-floor warehouse office and you're met by three objects which offer a perfect snapshot of the man who owns this place: on the left is a Formula 1 car that at first glance looks like a Patrick Tambay Ferrari circa 1983, but isn't (I'll find out what it is later); on the right are two drum kits, one that also happens to sport the logo of Italy's most celebrated car make. Yes, this is Nick Mason. Welcome to his world.

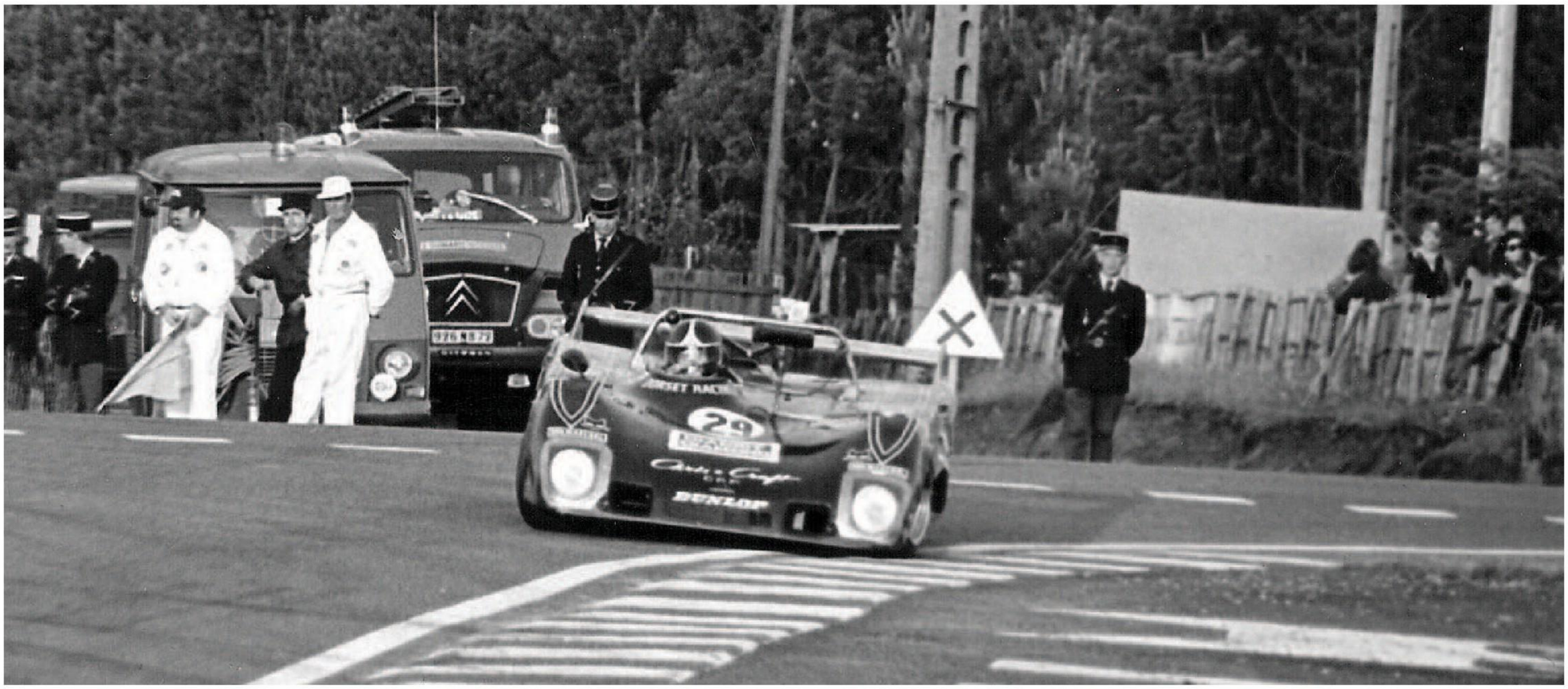
He doesn't look much like a rock star, which is entirely the point. Unassuming and modest, Mason has never conformed to the stereotype of his profession. He'd shudder at the thought. Then again, Pink Floyd always did go its own way, saving the theatrics for the stage and recording studio. English, understated and all the more potent because of it.

Yet as Pink Floyd reached its technicolour zenith, Nick would slip quietly away to indulge his other love. His enthusiasm for motor racing would lead him to Le Mans, not just once but five times. Music had given him the means, and he meant to make the most of it.

The balance in this office is shifted strongly towards the second passion – although it probably came first. The walls are lined with car books, magazine volumes and assorted memorabilia of a true racing man. This is the original home of Ten-Tenths, the company



Rex Features, Jeff Bloxham & LAT



’N RACING

just outside a small town called Le Mans

BY DAMIEN SMITH

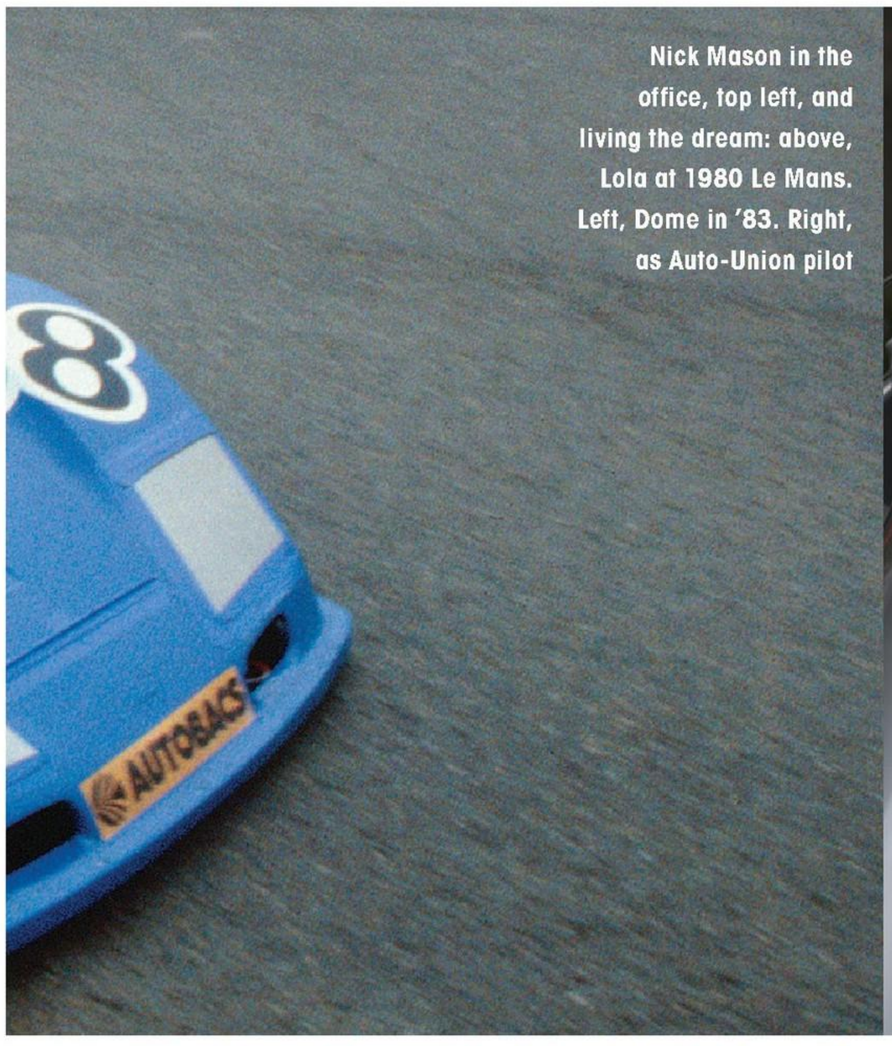
Mason set up to manage his bevy of great racing cars. The collection, for want of a better word (he hates to call it that – too clinical), has long since outgrown these premises, but it’s from here that he manages a life devoted to his twin interests.

I’m here to talk about *Passion for Speed*, an update of his book *Into the Red* first released 11 years ago. It celebrates a century of motor racing, featuring 24 of his cars driven as they were meant to be – hard and fast – by co-author Mark Hales, who has also joined us. Suitably for a sticksman, sound has always been intrinsic to Mason’s passion for speed and the performance tests are accompanied by a CD of bombastic engine noise.

They did it before, to great acclaim. So why have they done it again?

“With the first book, I think we both felt that we hadn’t quite done 100 years of motor sport,” shrugs Nick. “So we thought we’d bring it right up to date. We’d gone from the 1901 Panhard up to the McLaren F1. But the great thing about the Ferrari Enzo [on the cover of the new book] is that we’re into the electronic era where people are actually using F1 technology on the road.

“It was nice to put that sort of span in and maybe register with another generation. I’m really interested in the fact that a lot of people don’t realise how quick these old cars are. When you compare them round a circuit they might be quite slow, but when you compare them »»»





Nick Mason in the office, top left, and living the dream: above, Lola at 1980 Le Mans. Left, Dome in ’83. Right, as Auto-Union pilot

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0-60mph from a standing start, it's unbelievable how quick they are. I mean, the Blitzen Benz did something like 140mph – in 1908."

There's another reason. "We had a really good time making it," says Hales. "It was enormous fun."

Nick chuckles. "Yes, we thought what we really want to do is spend a really long day at some windswept airfield at a time when it won't be used by anyone else, which almost certainly means February."

He never was a fair-weather motorist. During their student days, future Floyd bassist Roger Waters introduced himself to Nick by asking to borrow his car – of all things a little Austin 7 'Chummy'. The love of old cars, instilled by his father the documentary maker Bill Mason, took hold long before cymbals and snares.

"It would make an interesting graph," says Nick of his car-collecting roots. "The real kick-off was the Austin 7, my first car. That was sold and I bought a 'Nippy', and then the first Aston Martin International (£180) when I was still a student. Then there was a Mini Cooper, then I bought the Ulster – that must have been the first royalty cheque. Suddenly it took off."

The seismic moment was *Dark Side of the Moon*, the 1973 album that shot Pink Floyd into the stratosphere. Did it change his life? "Not that much, but it did as far as cars were concerned. I didn't immediately buy a bigger house, but I did buy a car. There's good news and there's bad news, darling...

"I was looking for a 250GTO, but couldn't find one, so I bought a 275GTB. Then I bought a D-type because I thought I might have to do a swap [to get the GTO]. Fortunately I didn't. Everything really came pouring in. I did my first race in 1974 and within four, five years I'd got the GTO and went to Le Mans." Rock 'n Roll excess, Nick Mason style.

It was because of, but never about, the money. As Hales says, "None of them were bought to make a few quid. They were bought for good reason. People do buy cars for investment, but the reason this book came about was because Nick is very keen for his cars to be used, and used as they were meant to be – as fast as possible."

"When I kicked off with it old racing cars hadn't really become as valuable," says Nick. "The writing was on the wall – [no pun intended] – but not many people seemed to recognise it. The genius has to be Anthony Bamford. He talks about going down to Ferrari to see the Old Man, who thought he was a complete idiot. There's a great picture of Brian Classic, the car dealer, in a velvet suit and long hair. In front of him is a skip, piled high. You can recognise a 512S crankcase and some uprights off something else. Anthony bought the skip – that's how ahead he was.

> "When they've finished with the Tyrrell in Aurora, you can have it for £7k – with DFV"

"But I remember when I bought my Tyrrells the concept was still that F1 cars were built, used that year, then sold for the Aurora series. And when they'd finished with it in Aurora, yes, you can have it for £7k – with the DFV still in it."

Like his band, Mason was mining gold. Then came Le Mans.

"I was lucky in a way because I was slightly mugged by Dorset Racing," he smiles. "They needed a driver and they persuaded me that it would be a good idea to launch myself into Le Mans. It was the first modern car I'd driven. I remember quite clearly Brian Joscelyne saying 'would you be interested in coming to Le Mans? No, no, old boy, it's nothing too heavy...'"

It was 1979, the year of *The Wall*, a record that finally broke Pink Floyd apart. The intensity of the album was reflected in the tensions that wracked the band – but not for Nick. "It was perfect timing in a way. I'd done the major part of my work on the album, so it was much easier just to say I'm going to disappear for a week.

"At this time there wasn't much aggro. Most of the recording of *The Wall* was intense and we'd been through some slightly tough times because we'd been chucked into recording at a time when it wasn't our intention. We'd taken up with these slightly dodgy accountants and it looked like we might have to bankrupt ourselves. So we all headed off to France as tax exiles.

"But when the recording was done the atmosphere was quite good. It was only later in the summer that Rick [Wright] suddenly threw this wobbly. He'd been hanging round for months and Roger suddenly wanted him to work in the summer holiday when he wanted to take time off. Eventually, Rick was pushed out."

Before the storm, Nick dived into Le Mans in Dorset Racing's Lola T297. "I'd been living in France, and Roger and I had been running up and down a hill every day, so I was probably fitter than normal. Plus playing the drums had always been a good physical workout.

"Le Mans was the 'pro-am' place back then. It's tougher now. Look at how much faster the cars are going, pulling more g-force, and it's a tougher circuit with the two chicanes. Back then professional teams only ran two drivers. Now, all teams need three."

He shared driving duties with Joscelyne and Richard Jenvey. "For practice they said just go out, lift for the kink until you get used to it and don't worry about how you are comparing to the others. The car was a delight to drive – really quick in its own funny way."

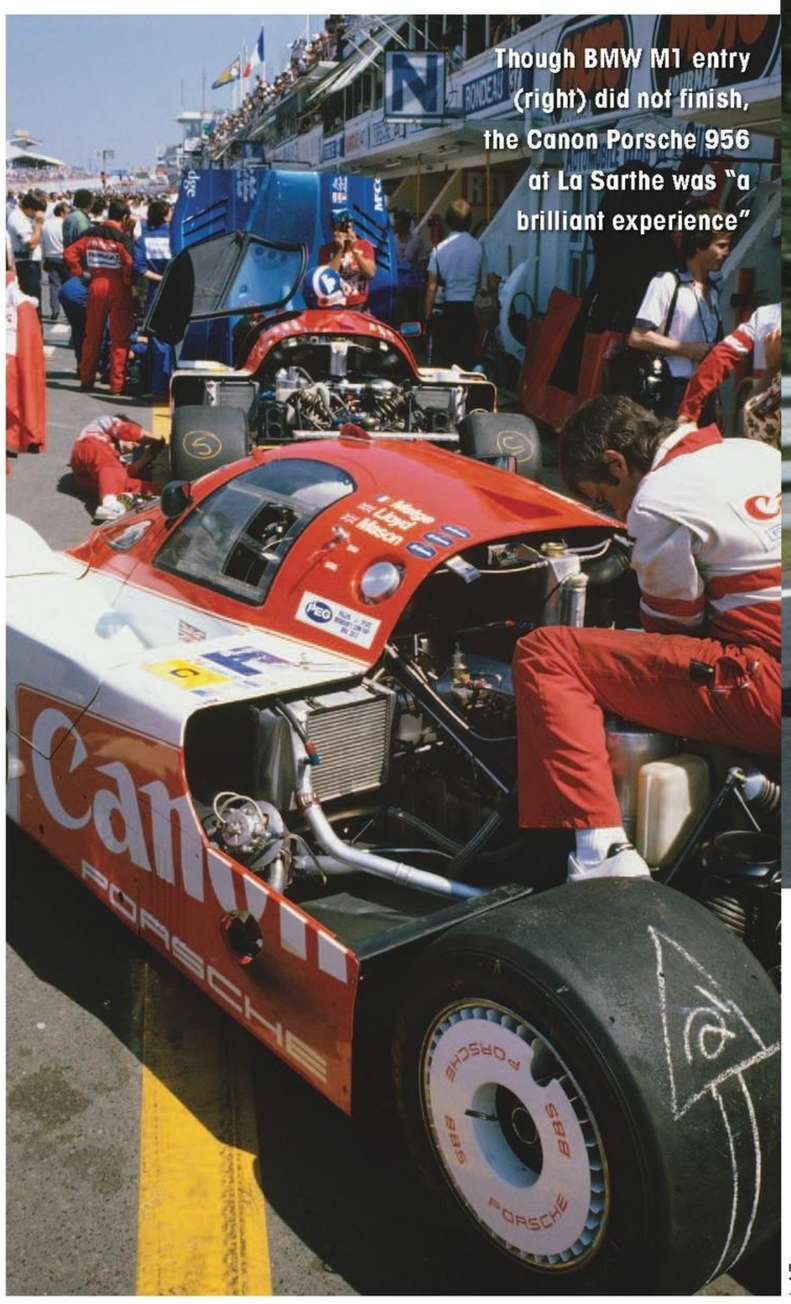
From historic racing to Le Mans in one leap, Nick left La Sarthe with an 18th place overall and second in class. But he must have been diverted. Wasn't there 'celebrity attention'?

"Absolutely bugger all," he deadpans. "I didn't publicise the fact I was there and there



Hard to spot a future President of the Guild of Motoring Writers in the band's technicolour zenith...

Rex Features



Though BMW M1 entry (right) did not finish, the Canon Porsche 956 at La Sarthe was "a brilliant experience"

LAT



was no reason for anyone else to do so. Paul Newman was there so the press were not in the least bit interested in some dodgy old drummer. It was horrendous for him and Le Mans got turned into a media circus. But it's hard for me to judge – I'm hardly an A-list celebrity."

Mason was teamed with future Lola boss Martin Birrane and Peter Clark in 1980, the T297 this time being classified 22nd overall, third in class. He missed 1981, but returned in '82 with music business mate Steve O'Rourke and Richard Down in a BMW M1 (retired, engine). Then in '83 he graduated to a Dome-Cosworth prototype run by John Macdonald of RAM, driving with Chris Craft and Eliseo Salazar. His relationship with RAM gave him his first and only proper contact with contemporary F1.

"What I did was lend money to RAM so they could buy engines before the Skoal-Bandit sponsorship came in. It was a pretty rocky operation, particularly because of the Hart engines. God, we went through them. At one point there were 27 engines waiting to be worked on. It was a great shame because the year after, Gustav Brunner designed a really nice car. Then Manfred [Winkelhock] got killed at Mosport [in a Porsche 962C] and soon everything collapsed.

"John was a pretty good team operator. At Le Mans he'd motivate us all in different ways. He was quite gentle with me – 'don't worry about the time, just get dialled into the car.' Whereas with Chris he'd say 'you're too old for this, you shouldn't be doing it', to get him wound up! With Eliseo – 'you just want to go home in a box, don't you?'

"At Brands in F1 he had Philippe Alliot and Jonathan Palmer. If Philippe was out and Jonathan was waiting in the pitlane, he'd swing the pitboard casually so Jonathan would see that Alliot had done a 1min 36sec or whatever – when he'd really done a 1min 38sec! He was brutal but very funny."

A phone call interrupts us. As Nick excuses himself briefly, Mark Hales points to the 'Ferrari' by the front door. It's a RAM in Prancing Horse clothing...

Nick made his last appearance as a driver at Le Mans in '84 – in Rothmans overalls, driving a Porsche 956. "I'd got to know Rothmans through some music I'd done with a friend of mine, Rick Fenn [from 10cc], for a number of films. There was a scheme to run a camera car that would take part in the race. We'd done Silverstone, but for Le Mans the 'works' had a big falling out with the organisers and didn't go. So they put the camera on a Canon car run by Richard Lloyd.

"The car was fantastic. The faster you went the more it stuck. I always remember the sound of it because even with your helmet on it was almost as if someone was rushing up behind you and sighing! It was a brilliant experience and we made a documentary about it called *Life Could Be A Dream*."

So why no more Le Mans starts after '84? "Basically, we went back to work." Pink Floyd had reformed, without Roger Waters, and *A Momentary Lapse of Reason* was the eventual result. Then the band took the new record out on the road. "In the early 1980s we weren't very busy, so I could race every weekend and do all the testing. Once we started work again from '85 onwards it was full-on – and you can't do both."

> "I'd like a really good drum-braked sports car. I should have bought a Testa Rossa..."

Today, Roger Waters is about to take *The Wall* back on the road under his own name. Rick Wright died in 2008, meaning Pink Floyd's reunion at the Live 8 concert in 2005 is likely to have been the band's final coda. Nick continues to work in music through various projects, many of them revolving around the Roundhouse in North London, but there is still time to indulge his passion for cars.

So is there anything he hasn't owned that he would like? "The answer is yes – but I'm a little wary to say because the dealers will be listening!

"No, there are a few things. A really good drum-braked sports car – I should have bought a Testa Rossa. Or a DB3S or a DBR1. Or a Maserati 300S...

"It's odd. It's not like collecting stamps where you increase the value by having them all. It's simply a weird way of expressing yourself and your tastes."

Passion for Speed? As a title that's something of an understatement.

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BY GORDON CRUICKSHANK

Since McLaren revealed the MP4/1 in 1981, a racing car that doesn't have a carbon-composite monocoque has been just an also-ran. To the spectator this perfect melding of technique and material is only obvious in a crash, where the huge strength protects the driver, but its effect on chassis design has been enormous.

If you build a car around a traditional chassis you have to clad it in something, and apart from its streamlining effect that bodywork is dead weight. Pioneer French aeroplane builders learned to steam and glue thin plywood into the desired external shape to produce a strong, light 'stressed skin' which required little internal bracing – hence the French term monocoque, or 'single hull' – and that remains the goal.

In its purest form a monocoque is both structure and body, with no removable panels. But a car needs access openings, which compromise the integrity. For a simplistic example, think loo rolls. That tube inside is light yet relatively strong – but if you slit that tube up the side it reverts to just a floppy sheet of card. That's how crucial shape can be in giving strength to a structure.

If that tube is your racing car you need an opening for a driver, but as soon as you cut into the tube you weaken it. It will both twist and bend easily. You need reinforcement around the opening, perhaps along the sides, certainly in front of and behind the driver in the form of bulkheads. Next you need suspension, but as soon as you apply a force to one end of your tube it will buckle inwards. Too much local stress – a monocoque is good at resisting evenly spread torsion and bending stresses, but not localised compression. A simple answer is to close both ends – more bulkheads – making the tube much stronger, but to ensure the suspension doesn't punch through the thin skin we have to reinforce those areas with cross-braces or bulkheads, so the eight suspension mounts (if you're using wishbones) become the corners of a box. Suddenly our 'monocoque' has become a hybrid form, an assemblage of tubes and boxes.

In fact the strong point loads – suspension, engine, gearbox – mean that there has probably never been a true monocoque vehicle; an F1 car comes closer in that its skin is broadly also the structure, whereas a sports-prototype conceals most of its monocoque under removable panels. Both, however, have the same aim – to rigidly connect the load points, as rigidity is crucial to making the suspension work predictably. This is where carbon fibre scores: a spaceframe will flex at the junctions, and even an aluminium monocoque depends on the integrity of its rivets or welds. A composite monocoque, however, is one solid unit however complex the shape. Once the sheets of woven carbon-fibre material are embedded in epoxy resin and cured in an autoclave, a large pressurised oven, they become one jointless whole which is light, strong and exceptionally rigid – a composite open sports car will be virtually as stiff as its closed cousin.

Piece for piece carbon fibre is triple the strength and a quarter the weight of steel, but it's hugely expensive, has to be stored at low temperature, and is labour-intensive, which is why composite (or CFRP – Carbon Fibre-Reinforced Plastic) monocoques are usually reserved for racing cars and a few high-spec sports cars such as Bugatti Veyron, KTM X-Bow and McLaren F1.

Because of these constraints the design of the monocoque needs to be fixed well in advance, which means knowing which power units and gearbox you will be using and having an accurate picture of the suspension geometry. Anchorage points cannot be changed later, at least up front: since the Lotus 49 appeared F1 cars have thrown away the rear of the chassis and used the engine and gearbox as a stressed member to hang the rear wheels on. Making double use of this big, heavy unit reduces weight, although the rear bulkhead sees major stress concentrations where the engine bolts up to it. To handle these and other point loads such as suspension and harness fixings, metal mounts on 'load spreaders' are bonded in, which can also be 'blind' – ready to be drilled to suit. With these minor modifications a company such as Lola can offer a standard tub able to handle a range of running gear.

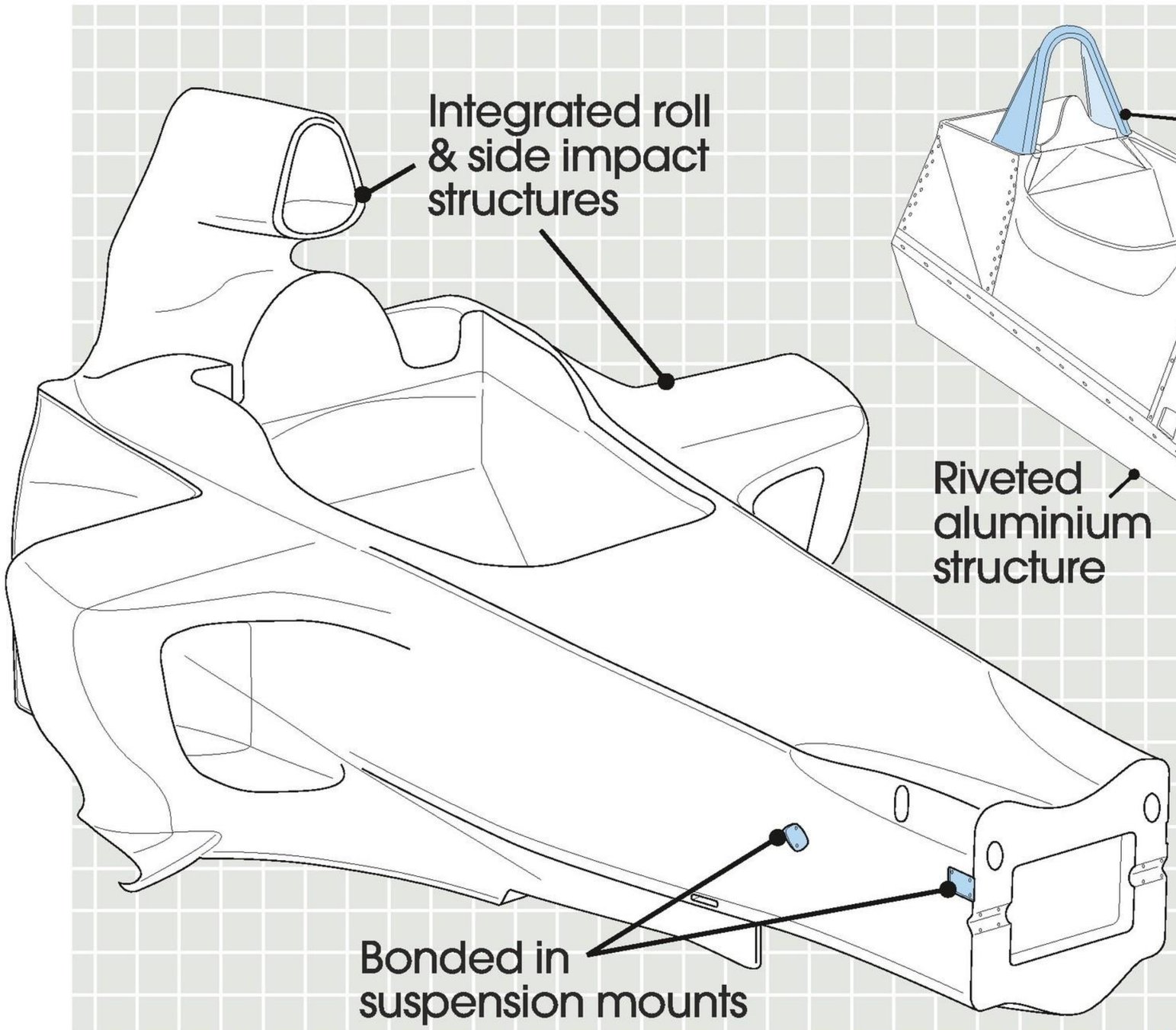
Like timber, carbon fibre is much stronger along the fibres than across, so these must run in different directions according to the stress paths, with extra layers at high-stress points. This means every piece of mat has to be individually planned before cutting, a task made easier by Finite Element Analysis. A powerful computer tool, FEA 'breaks down' the chassis to tiny cubes and triangles which are simpler to analyse individually but which add up to a good picture of stress and strain; this allows engineers to refine the structure for strength and also to see where weight can be cut from low-stress areas. The resulting digital model develops shapes for each piece of mat, controls their cutting and steers the milling machine that shapes the full-size buck or pattern from a resin-aggregate block. Once the mould, itself made of composites, is formed round this and cured, construction can begin.

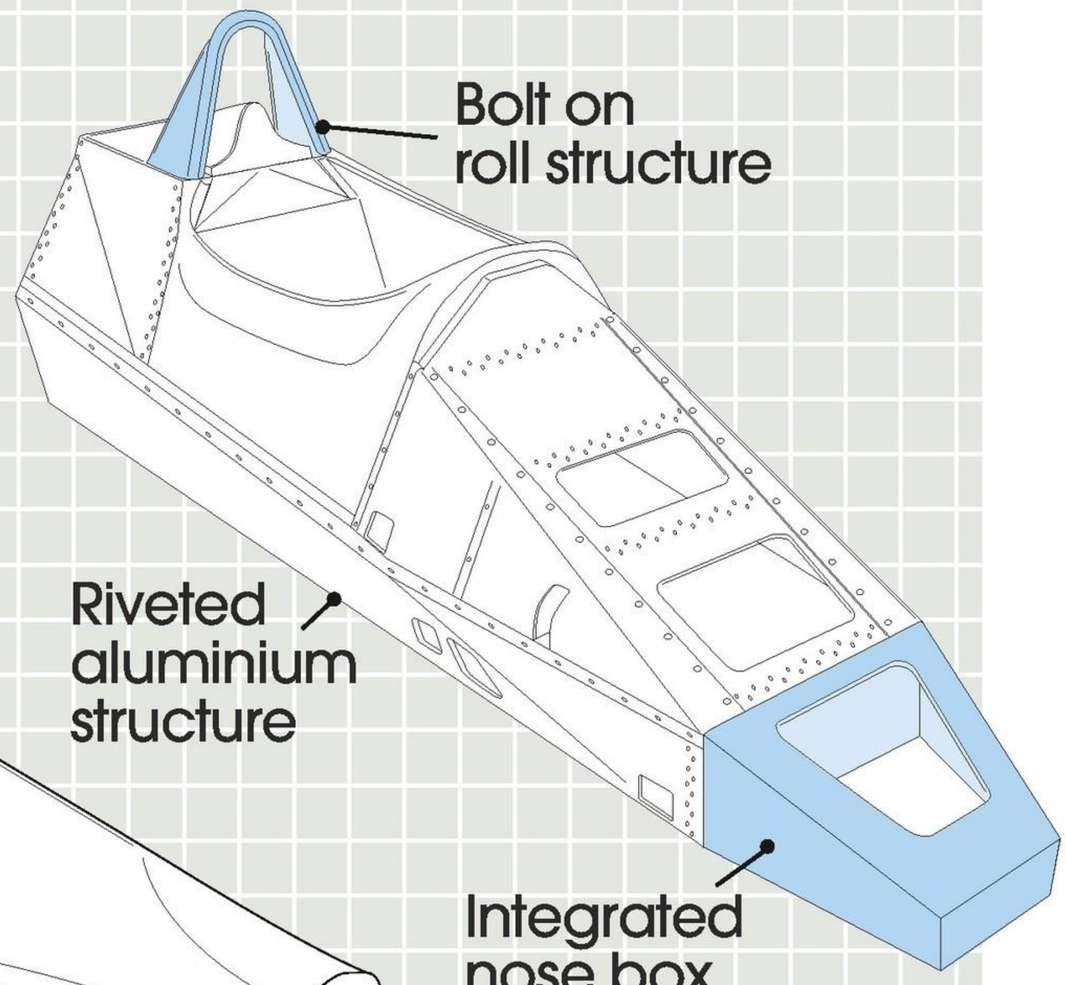
A racing tub is typically stiffened by using sandwich construction – twin skins kept apart by a lightweight core, usually aluminium honeycomb, in places foam. First the outer skin is laid up, then the core, then the inner skin, with curing after each stage. It's this length of process which hobbled Virgin Racing at the start of 2010: with the monocoque design fixed months before, it took an age to alter it once they knew the integral fuel tank was too small. Plus an FIA dispensation, as the monocoque should be homologated pre-season. The new tub only appeared in Spain, five races in.

The immense strength of carbon fibre protects drivers, but still it's vital to build-in crumple zones outside the safety cell to absorb as much crash energy as possible. Composites don't crumple like metal, they shred, but by tapering chassis elements and altering the fibre layup the structure can be made to deform progressively to absorb energy. Repairs are possible, but time-consuming if strength is to be maintained. Impacts also bring a risk of internal delamination which would diminish integrity; ultrasound can be used to check for this.

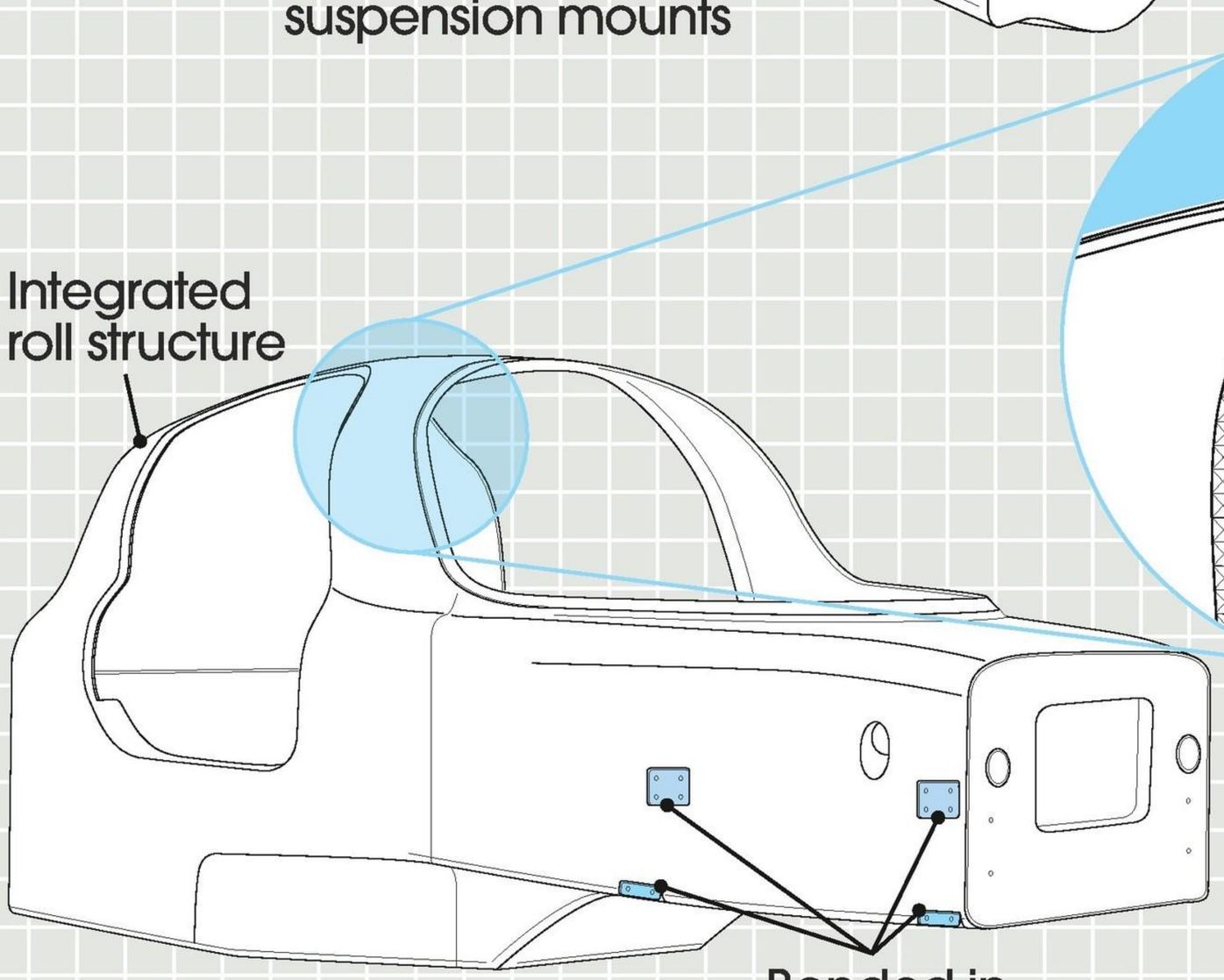
Despite earlier worries, composite hulls even seem to be ageing safely: Lola, which applies its composite technology in aerospace and military fields as well as racing, is monitoring its earliest tubs and reports that if they haven't been crashed too often, they are retaining their rigidity. So far there seems little danger that the mounts of Rosberg, Senna and Prost will collapse into coal dust before our children get to see them race.

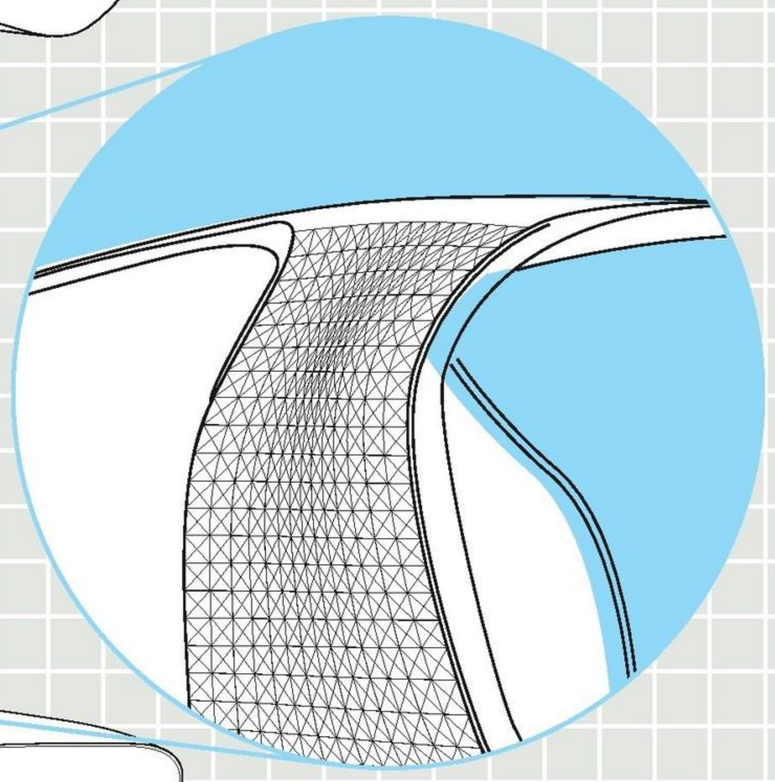
With thanks to the Lola Design Office for their consultation. For more information on Lola click on to www.lola-group.com





Aluminium alloy monocoques (above), used up to the 1980s, weakened with use. Composite tubs unify all elements into one jointless rigid form





Sports-prototype tub is mostly concealed by removable CFRP bodywork. FEA process analyses structure by tiny cells (above) to produce complete picture of stresses

Illustrations by Craig Scarborough



Räikkönen is enjoying the learning experience in WRC. Right: his first competitive run in the Citroën C4, in January's Arctic Rally

What Kimi did next

Famed for his 'Iceman' persona, Kimi Räikkönen seems happy to have swapped F1 politics for the more relaxed setting of world rallying. Now there's just that man Loeb to deal with…

BY ANTHONY ROWLINSON

Day two of Rally Finland, noodling slowly along a public road between special stages three and four, near a place called Kukkaro, Kimi Räikkönen and co-driver Kaj Lindström have pulled their Citroën Junior Team C4 onto the grass verge to make a final check on tyre pressures. While Kaj fiddles with dust caps and miniature bottles of compressed air, Kimi wanders into the woods nearby to answer a call of nature.

This gentle pastoral scene is, on the one hand, nothing more than entirely natural. But it's simultaneously surreal and amusing. This is the 2007 Formula 1 World Champion we're witnessing here, to say nothing of his being 'The Most Famous Sportsman in Finland'. Race suit peeled down to his waist, back to a slowly gathering crowd who have spotted their hero in unexpected repose, Kimi finishes his business and returns to duty. From the smile on his face it's safe to assume he needed the rest stop and he strides back to Kaj and car relaxed enough to attend to the sudden, unexpected demand for autographs.

This is not the Kimi Räikkönen who quit F1 at the end of 2009 jaded, demotivated by a lumpen Ferrari and restless for a change of scene. That Kimi had little time for the clamour, bustle and politics of F1. That Kimi needed out.

This Kimi, by contrast, has found a little space to breathe. Everything is still to prove in ›››

this new, hugely different arena, but these days it's only to himself. And while that challenge creates its own, uniquely personal pressures, no longer is there the attendant drain of being a lead character in the Formula 1 global soap opera. For the World Rally Championship, currently a shadow of the multi-manufacturer shoot-out it was a decade ago, is very glad to count Kimi among its number. And if he's not yet anywhere near the competitive level he desires (nor at that which his name and reputation demand), no bother. There's space and time here to learn and grow; to let the tentacles of his talent reach out and explore something new.

He has rallied in Finland before, of course: in 2009 he hammered a Fiat Punto S2000 over a few stages before wrecking it. His attempt seemed nothing more than a bit of fun, a release from the Prancing Horse day job. In retrospect, perhaps we should have paid more attention to his restlessness and to the fact that Ferrari – always a demanding employer – was happy to set him free for a few days, risking breakages, injury… (His long-time physio Mark Arnall tells, as an aside, how Kimi thinks nothing of flying into trees from an out-of-control snowmobile as part of his winter training.)



But that was then. 2010 has Kimi rallying for real in a code switch that for its bravery alone deserves credit.

Thus far it hasn't been easy, as the results attest: his best finish to date was an encouraging fifth place on Rally Turkey, but despite glimmers of speed his results have been… middling, and the 'offs' frequent.

This much, however, Kimi expected. "It's much easier to have a very big accident," he says. "There are no Formula 1 run-off areas and a small mistake can destroy the car. I knew I'd probably crash quite a bit, but still you want to go as quick as you can. For sure it's difficult to get the pace I want."

Räikkönen is sharing his thoughts during a scheduled pause before the opening exchanges of Rally Finland, where, as chance would have it, the Iceman is greeted by the country's warmest hot spell for 80 years. The swelter is making headline news ("38.2°!" screams local rag *Keskisuomalainen* in towering numerals); Finnish elders, constitutions accustomed to dealing with similar figures, but in the negative scale, are wilting.

Finland's rally-crazed and Kimi-blinkered youth, however, are loving it. Through the streets of Jyväskylä, where rally HQ is based, a blue-and-white body-painted throng creates a dense daily bustle that's a rich visual accompaniment to the burble-pop-rumble soundtrack of rally machinery returning to, or venturing from, service. It's clear that even in this rally-mad land that pops out winners like Smarties from a tube (Tommi Mäkinen, Marcus Grönholm, Juha Kankkunen and Markku Alén all stroll through the lobby of the rally HQ hotel during one 10-minute spell), a certain Mr Räikkönen is held in particular affection. One of those enjoying the weekend's festivities, Lina Virtanen, offers her thoughts on his appeal: "He's the most famous sportsman in Finland," she says, "and people think he's more relaxed now. After his first rallies the papers were punishing him like crazy because he wasn't finishing. But that's gone away because they can see how hard he is trying and that he is working to get better. He has fans who are adults and fans who are kids. You're English, right? Maybe he's a bit like David Beckham for you."

> "From the first rally I could see Kimi's potential"

As the lissome Lina talks, she is good-naturedly accosted by a group of lads of the type you'd imagine would make up a Räikkönen barmy army. "They're typical," she says. "They get wasted on the Thursday, sleep for a couple of hours, come out to a stage, then drink some more." She translates a snatch of their conversation: "They're saying, 'We don't know how we got home last night. We don't even know where we're staying, but we wanted to see Kimi.' They asked me to go with them to the next stage. Er, no thanks."

Such is the level of Räikkönen fever in these parts, the degree of success achieved seems almost academic. His being here, a champion on his home event (something never possible in F1 owing to the non-existence of a Finnish GP) is reason enough to celebrate.

The man himself, however, is predictably underwhelmed by the hoopla. With a hint of a half-smile cracking the right side of his mouth, he notes: "Ach… you know I never really had any interest if it's home or whatever. For me it doesn't matter. In the end the things are the same. Even in Finland… You know how things are in Finland [he rolls his eyes and smiles, laughing at his famously crazy fans].

"In F1, whether you were in China or in France… it made no difference. You do the same things at the same time. You go to a foreign country so the culture is a little bit different, but in the end it all becomes the same."



This year has provided welcome relief from the F1 soap opera. Left: co-driver Kaj Lindström previously called notes for Tommi Mäkinen

Get the feeling Kimi is a hard man to impress?

He's not immune, however, to his fans' loyalty and passion, and in his own cool way seems almost touched by it: "I don't know really what to think, but it's nice to have support when we are learning so much and not getting the big results. It's always important to have those people. It's a good thing and good for the rally."

The theme of 'learning' is one that pops up often in any conversation about Räikkönen's 2010 adventure. And he admits his season is all about adapting to the varied demands of new car, new team, new countries, thumping rocks with abandon, a smorgasbord of surfaces: "On a track you always have the same road that you



learn, but in rallying it's always a new road, so it's always difficult."

But perhaps hardest of all to get used to is the voice in his head: that of Kaj Lindström. Kimi observes: "I was used to talking on the radio in racing, of course, but the big difference is that you really have to listen in rallying, to your pace notes. Most of the mistakes are made when I have not heard something right. It's hard to learn. It doesn't happen immediately because it's such a new thing."

For a man so often dismissed in Formula 1 as incommunicative ('The Arctic Mute', as one press veteran would have it) Kimi is remarkably lucid on topics that engage him, such as the process of driving. And the mental, physical process of making a WRC car go faster is something that interests him – indeed, right now, is his life's purpose.

"For the guys who have done this for years, they don't have to think about it, it just comes naturally," he reflects. "In F1 I didn't have to think about what I was doing, everything was just natural. Now we're not at that level of 'not thinking'. If you don't listen enough, you miss some small thing and you do not have the pace."

Hard enough when you're the man in the hot seat; how about for the guy who's passenger to the ultimate learner driver?

Lindström is past partner to multiple WRC champion Tommi Mäkinen and a man who once observed that "some pain is good for the soul". Not one, then, to shy from a challenge. But he would not be mentoring Räikkönen had he not seen the foundations of speed on which to build.

"From the first rally I could see he was a really talented guy," says Kaj. "I could see the potential to be a top driver in rallying, and I had to see that, you know, because without it there would be no motivation. Right now Kimi's experience is like a very junior race driver and he wants to drive at 110 per cent all the time. But in every way you can see he's a really professional racing driver who's capable of adapting his style – like changing from figure skating to ice hockey. He has that fully professional touch."

Strikes a somewhat different tone from certain quarters left less than enthused by Räikkönen's spectacular apathy towards F1's peripheral activities, such as media engagements or even factory visits.

None, however, ever questioned his commitment to on-track matters, to the business of taking on his rivals, to *racing*. Think of those he sparred with, and beat: Schumacher, Montoya, Alonso, Hamilton... In F1 the benchmark was always 'The Best'; nudge him now and he'll concede there's been no change for the WRC. Different game, same tactics: "I measure myself against Sébastien [Loeb], of course. You end up comparing yourself against him because he's the best. And in the Citroën team all the drivers are good: Dani [Sordo], [Sébastien] Ogier... Ogier is very fast now. So it's not easy and there is a gap to close before I win a rally. I know the difference and sometimes »»

I get close to them. That's a nice feeling, but I can't do it all the time because I don't have the experience. Still, I'm confident I can be close."

Confident and then some: there's not a shred of self-doubt that given time and experience he'll be up with the quick guys, beating them. He has taken counsel from Mäkinen, a long-time friend, on how best to approach, say, gravel as opposed to snow, and how to release the instinct to 'drive what you see' (as any track racer does) rather than always defer to the pace note. "Last year when I did some rallies, Tommi was looking after my car and I always trusted him," says Räikkönen. "We did some driving together and definitely I had a big help from him, to know the basics. He still helps me and without that it would have been much harder."

> "The WRC is a different world. The people are more relaxed and friendly"

Perhaps, too, some technical assistance will come Kimi's way. The Citroën C4 WRC has been developed around Loeb's driving style to a degree similar to that enjoyed by Michael Schumacher in his Ferrari pomp. Räikkönen suffers for Citroën's devotion to its ace, as his race engineer Cedric Mazenq explains: "Kimi's style is too smooth for the way the C4 has been developed around Seb, and that means Kimi's style is too smooth for gravel. He is actually very smooth with his inputs – he still has his F1 habits! But the telemetry shows us he's learning and people forget that he's a novice in terms of his experience."

Now Kimi has ruled out a return to F1 with Renault it appears he will stick with the WRC for next year, possibly in a Monster-backed, M-Sport-run Ford Fiesta if rumours are to be believed. And his technical handicap will likely disappear, as all drivers will have to adapt to a new, less powerful technical package. This season he has amassed invaluable experience, but clearly doesn't regard 2010-spec Kimi as the definitive rallying Räikkönen.

"We'll have to see what we do next year," he says. "Obviously I realise we are not so good now and I know we have to improve a lot. I'm still far away from where I want to be but all the time I am getting closer. That really is our aim, to get closer. I didn't have any expectations for this season, so that was my goal, to be more comfortable for next year."

On this warmest of days he's already looking pretty darn' comfy in this foreign-familiar environment, dressed as he is in flip-flops, board shorts, baggy T-shirt and a pair of rather outré blue-mirrored, crystal-framed Oakleys. These, we learn, were bespoke-ordered by Lindström to better achieve a 'Team Kimi' look when the pair were between stages. From the depths of the padded armchair into which he reclines – each minute a degree more horizontal – he chuckles with what by Räikkönen standards must constitute hearty appreciation of the angst-free vibe for which the WRC is famed: "It's a different world. The people are more relaxed and friendly and I enjoy the atmosphere. F1 was friendly too, in its own way, and I had a good time there, but always too much politics. Maybe it's easier to be open because now we're racing against time, not against the man.

"In Formula 1," he concludes, "there were a lot of good relationships, but also lots of not-so-good relationships."

This is about as touchy-feely as Kimi gets, and while his words are hardly a window on the soul they do hint at a recurring theme among those asked to opine on this most studiedly impenetrable individual: he's dead loyal to those he trusts. He has been with Arnall since McLaren times, back in the early noughties, while his father-and-son management team, David and Steve Robertson, saw him into F1, through it and are now drafting the next chapter. One or two of his old mates regularly come to rallies, too. They're easy to spot: they're the guys dressed head-to-toe in Räikkönen hand-me-down team freebie kit, a couple of sizes too small.

Somewhere deep in the woods, air thick with mosquitos and the heavy fug of spruce, the urgent screams and chatter of a WRC machine being caned hurry through the trees. Something fast and wild is approaching. A taste of disturbed dust on the air, that sudden atavistic tingle that tenses the senses. And –WHAAAAARRRRRPP! – there's Räikkönen, *hard on it* through the timing beam, a squall of red-white-blue; then just as hard off it, brake discs squealing, Pirellis scratching to reverse thrust into slow-down. A collective exhalation (audible). Nervous laughter. Mumbling. Smiling glances to strangers, transported on exhilaration. People stir. Children dressed in too-large Räikkönen T-shirts pick up empty cans.

He wasn't first, nor was he fastest. But the Kimi clan, now mobile toward the next stage, have made their subconscious collective judgement. They've seen what they came to see, are satisfied.

After Kimi, nothing else matters. Ⓜ



The results are coming gradually... Kimi was seventh on Rally Deutschland

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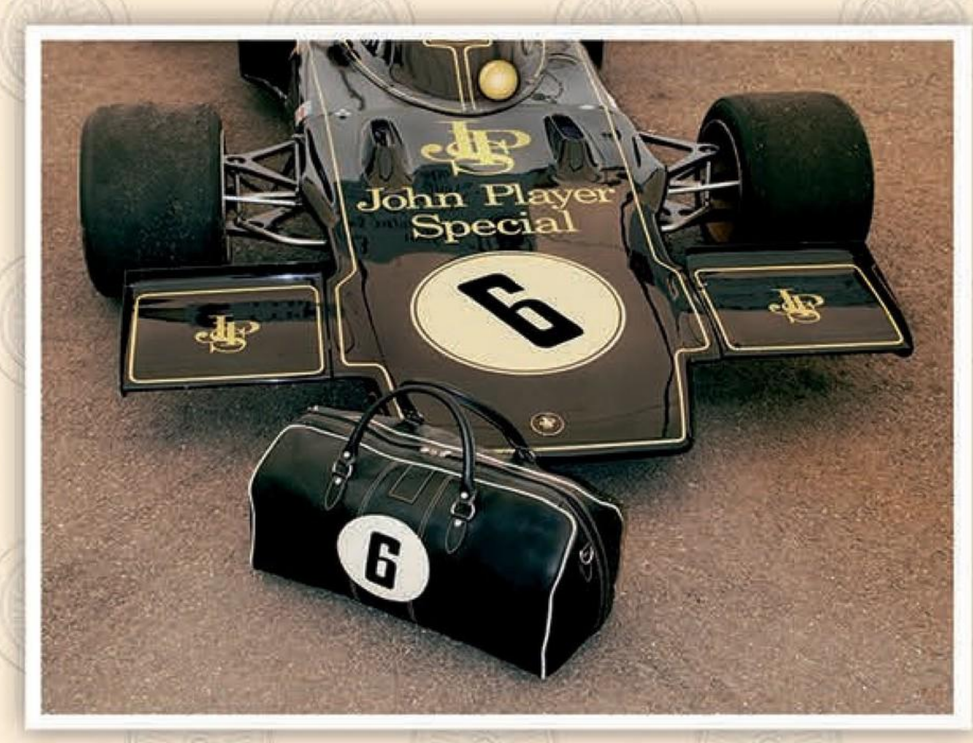


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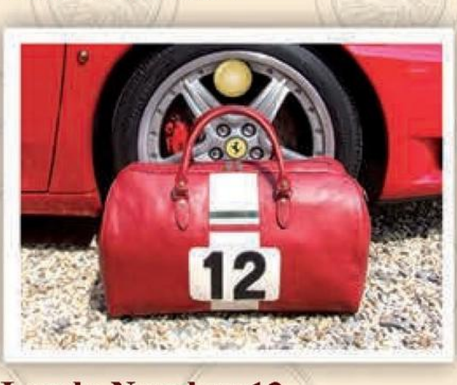
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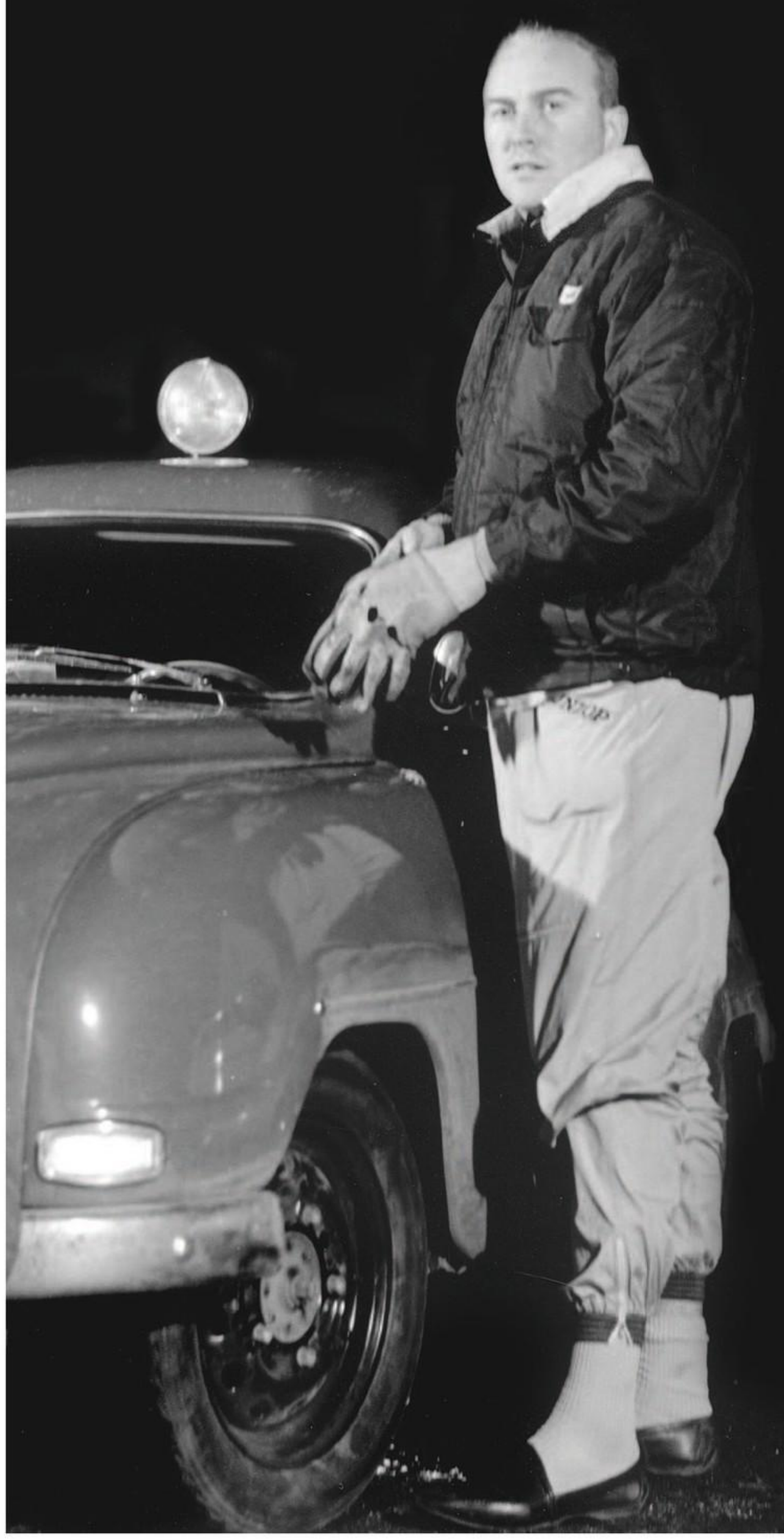
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ERIK CARLSSON

“I tried a Beetle once, but I didn’t like it...”

It’s 50 years since Erik Carlsson scored the first of three RAC victories for Saab – and he’s still loyal to the manufacturer now

BY RICHARD HESELTINE



You have to feel for the kid, although judging by the age of the photo he’s probably in his fifties by now. “They were mad Saab fans from Belgium,” recalls rally deity Erik Carlsson, surveying the sepia-tinged image of a beaming couple. “I remember them because they had named their son Carlsson. It was his first name.” He dispatches this anecdote without additional comment, save for a “ja, ja” delivered in his wonderful sing-song Swedish lilt. This isn’t even the strangest case of fan fervour he’s ever encountered, but for a legion of the marque faithful Carlsson is a god. The title of his biography is *Mr Saab*, after all.

Few drivers spend their entire career with one make. It’s rarer still that they’re employed by that same manufacturer as they enter their ninth decade. Straining to get comfortable in his armchair, photograph albums stacked high at his side, he still looks much the same as he did in his heyday. The hair is thinner, his eyes magnified slightly behind thick-framed glasses, but his broad shoulders and wide girth render him instantly recognisable. Carlsson is a bulwark of a man, his size at odds with the cars he drove: with one exception, he only ever rallied Saabs. “I tried a Volkswagen Beetle once but I didn’t like it. The clutch broke,” he says dismissively. >>>



LAT

The third straight RAC victory with David Stone and Saab 96 in 1962. Left: a trim Erik in Monte Carlo in ’61


4

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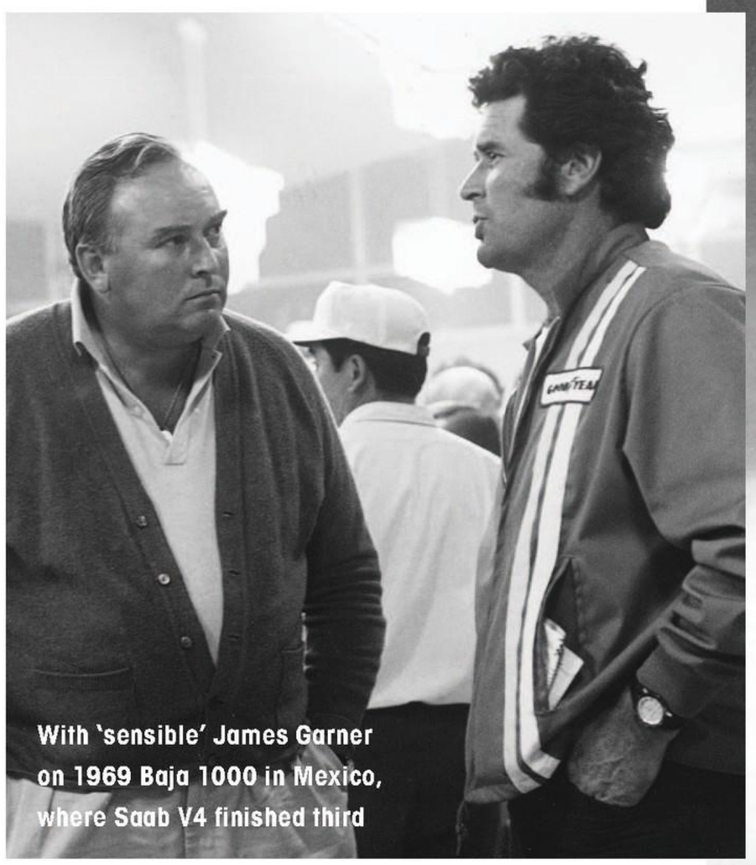
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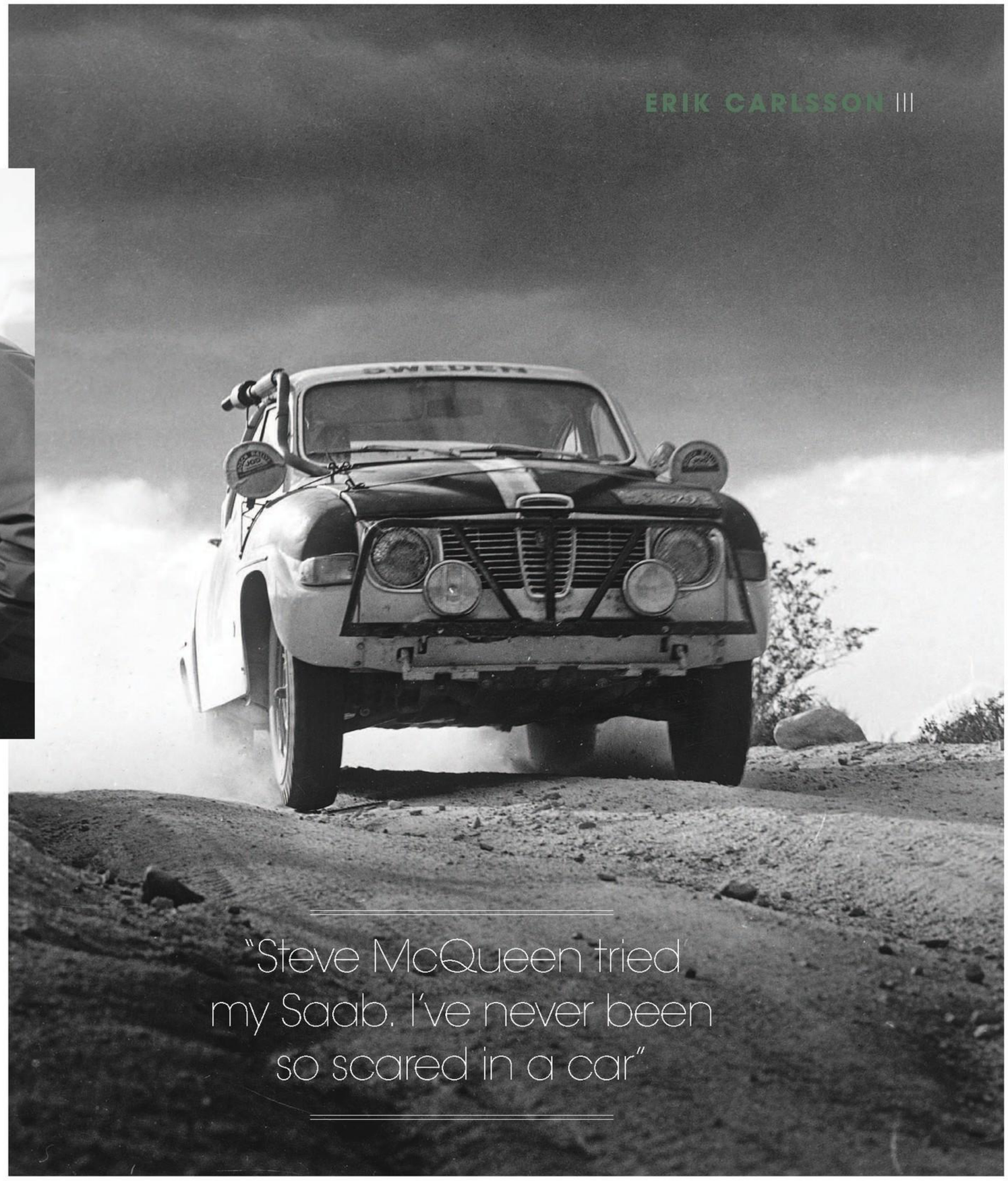
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With 'sensible' James Garner on 1969 Baja 1000 in Mexico, where Saab V4 finished third



A big-hearted and hospitable man, there is nothing retiring or hesitant about Mr Carlsson. He clearly enjoys the reverence his stature affords him but he wears this status lightly. November 2010 signifies the 50th anniversary of his first RAC Rally win, a victory that in many ways marked him out as a superstar, yet he plays down its significance. "I did the rally with Stuart Turner, who is a funny guy. I like him very much still," he smiles. "I met him for the first time in 1960. He had done some small rallies with Pat [Moss, the future Mrs Carlsson] and she said he was the best I could get. And he was incredibly skilful. Stuart could read the road using only a simple map. We didn't get a single penalty that year for arriving late at checkpoints, even at the end of the rally when we had to drive through London on our way to Brands Hatch for the final stage. Stuart was telling me to run red lights, to drive on the pavement…"

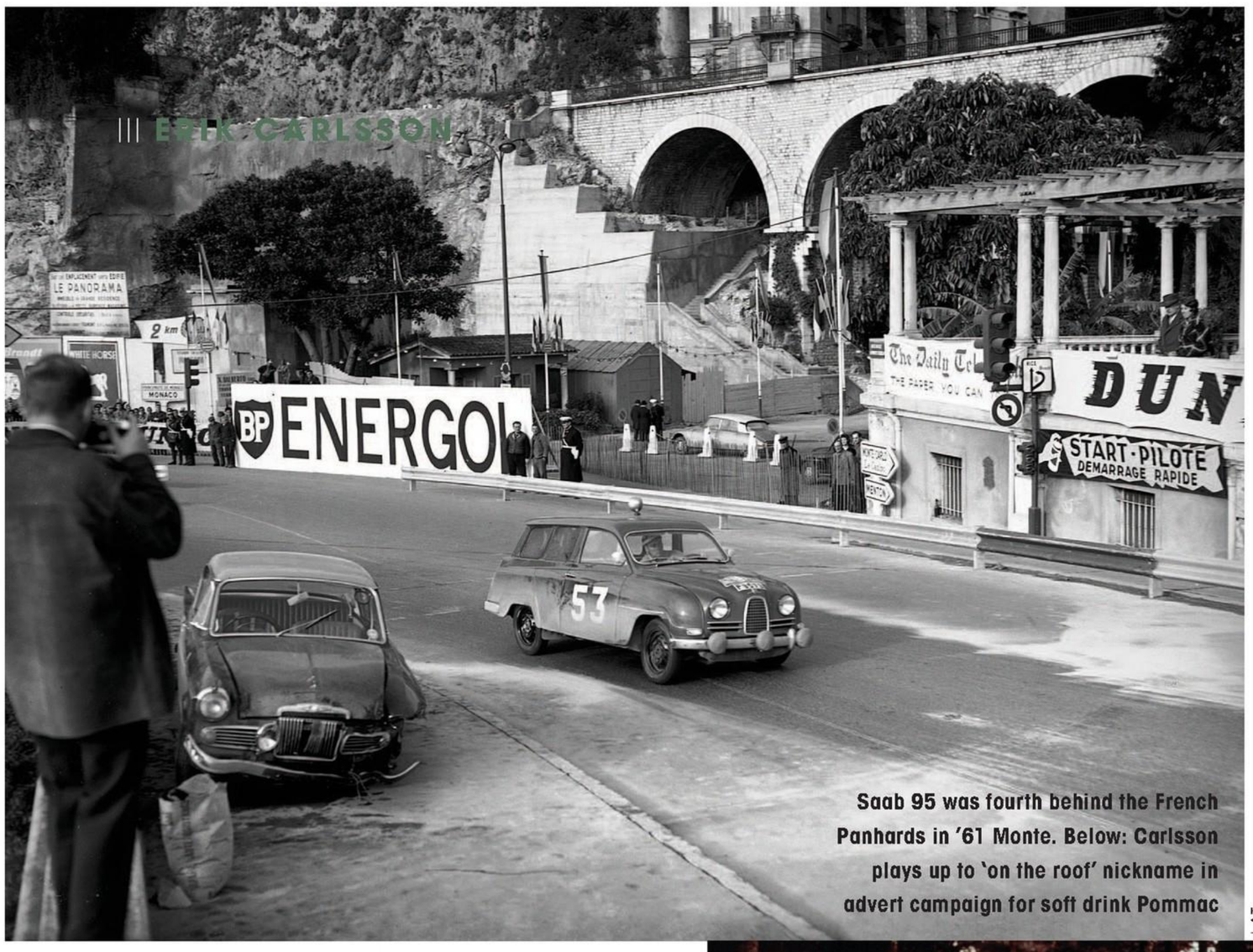
What he neglects to mention, at least without some prompting, is that he was in considerable pain at the time. "I broke some ribs a couple of days before the rally," he admits. "We had rented a Morris Minor; we wanted to have a look at the roads in Scotland. The route was secret but it at least gave us an idea. We were driving along a country road and went around a corner; a lorry was taking up the entire road and there was no room. I drove up a bank and rolled. Pat and Anne Wisdom took us back to the hotel – the four of us in an MGA. We went to a doctor and sat there waiting and waiting, so in the end I got up and left. Stuart found a chemists, taped me up and that was how it was."

Carlsson's legendary strength and stamina set him apart from his rivals, a case that was evident from the get-go. "When World War II ended I was 15 years old. In 1947 I bought my first Norton motorcycle and started competing. There were five of us who rode as a local team [SMK Trollhättan]. I did that for three years and then went into the army. After that I worked for a Norton importer, Pelle Nyström, who was a very good motorcyclist but he had damaged his leg in 1929 trying to beat a world record on the ice track in Ostersund. He changed to rallying cars and it was with Pelle that I got into it: I was his co-driver on the Dalslandsloppet and Swedish rallies in 1952."

Our hero made his debut as a driver in his native Trollhättan that same year aboard a second-hand Saab 92, bought from a bankrupt farmer. His press-on style was immediately evident: with foot to the boards over the crest of a hill, a hard landing caused the battery in the back of the car to break loose. The pale green Saab lost power and went backwards through a hedge and into the garden of a grocer's shop. He went on to win his class.

"Living in Trollhättan meant I had quite good contacts with the Saab factory," he says. "If anything broke I could go to the gates and pick up whatever parts I needed. I rallied my own car with good support and they loaned me one from 1954. In '56 I was employed by Saab and I still am." Three years later he scored what he regards to be his breakthrough success – a class win on the Tulip Rally. "We very nearly didn't finish, though. The last stage was at Zandvoort. As the cars drove down to the track in a long line, the plugs in my 93 began to oil up; I only just made it onto the circuit. Parc fermé had been applied which meant I wasn't allowed to touch the car before the start. My co-driver Karl-Erik Svensson remembered that this rule didn't apply once we were out on the track but I still needed to change the plugs. I persuaded Ingemar Johansson, who was driving a Porsche, to take his time as he was called up to the startline. He did this, which gave me just enough time to fix the problem and close the bonnet before the race began. The car was running on all three cylinders again and I beat Harry Bengtsson by one car's length.

"That victory meant a lot as it was the start of me winning at a high level. It also meant a lot to Saab, which was still quite a small company, because we started to do well all over



Saab 95 was fourth behind the French Panhards in '61 Monte. Below: Carlsson plays up to 'on the roof' nickname in advert campaign for soft drink Pommac

LAT



GM Media

Europe." By 'do well', he means those famous Monte Carlo Rally wins of 1962 and '63 and three consecutive RAC victories. "I should have won the Monte Carlo three times also," he laughs. "We were fourth in 1961 after they changed the rules to favour the French Panhards which finished first, second and third. When we won the RAC in 1960 we went to a club in London called Talk of the Town. There was a banquet and we were all there in our dinner jackets. We rose through the floor on the stage with our car, in front of all the guests. The RAC committee told me to come back the following year and try and win it again; if I did, the trophy would be mine to keep. John Brown and I won it in 1961 and then they claimed we had to win it three times in a row – which I did. Then they said that it was to remain a challenge trophy so I never did get to keep it. We were taught at school about British sportsmanship…

"I did my first Monte in 1960 with John Sprinzel but we didn't do very well. The following year I drove a Saab 95 estate car because it was the only model we had with a four-speed gearbox. We really needed that extra gear on the Alpine hills. When I won in 1962 it wasn't all that dramatic. Not as much as in '63 when there was so much ice. It was so bad you could barely stand up, let alone drive. I had the start number before Pauli Toivonen – who had been a Saab dealer by the way – for the concluding stage on the Grand Prix circuit. His tactic was to drive very slowly during the warm-up lap so he could be as far behind me as possible. I wouldn't then see him in my mirrors. I managed to stay ahead of him anyway…"

Carlsson brushes aside the endurance element of the Monte, his outlook in period only serving to wind up his rivals. "It was always the same. My co-driver and I used to wash and shave during rallies – if we had the time – and would also take care of our clothes. We had to look refreshed in the car as it was all part of the game. When others would complain about how tough things were, we'd say that it was a pity it wasn't harder and a little longer. We would grin and bear it, no matter how bad we felt.

"This all started on the Monte in 1962. That year the organisers brought in some stupid rule that they had learned from Sweden. If you had damage on your car you got penalised. On the last night I was driving through a village and skidded into a big stone that stuck out into the road. It damaged the right-front wing and also the door. Eugen Böhringer was maybe 15 seconds behind us overall. We had service that year and they sat there waiting for us, also in a red Saab. I told them to 'get the wing and door off, quick as hell now'. They swapped them over but the car was covered in shit – with a clean door and wing. So as quickly as we could we washed it and got back out. At the finish ours was the only clean car. The press got on to this and in all the headlines it said we had arrived so early, we'd had time to clean the car. Saab got a lot of publicity out of that."

But if Carlsson's uncompromising will to win didn't always endear him to others, he bats away the suggestion that he was robbed of victory by foul play on the '66 Coupe des Alpes, his Sonnett II famously dying virtually within sight of the finish. "No, I don't honestly believe that," he says, palpably perishing the thought. "I know of one driver who was always coming up with excuses, talking about sabotage, but I don't think anyone would do that. Sure, it was strange. My wife Pat was driving the sister car and that also died. The following day both of them started without any problem. To this day I have no idea what the problem was, but I don't think anyone would ruin our rally like that."

Yet for a man so used to winning, it's ironic that he considers his greatest achievement as being a brace of second places on the Liège-Sofia-Liège classic. "Pat had won it in 1960 and that was pretty amazing. That was by far the toughest rally. Just finishing it felt like you'd won. You would drive for 100 hours with a break of only one hour. We finished second in 1963 and '64 and that was more important personally than winning the Monte. You have to remember that wherever we went, we always had the smallest-engined car."

After effectively retiring from motor sport at the end of 1967, due largely to chronic backache, Carlsson returned two years later for a tilt at the Baja 1000. "That was fun. There wasn't more than a page of regulations. In 1969 I did it with Gunnar Palm and we led in our V4, but the universal joints broke after a few stages. We got them fixed and got back into the lead but then they broke again. We ended up third. In second place was James Garner [driving a tubeframe Oldsmobile]. Steve McQueen was also there in a strange beach buggy [the Baja Boot], although he didn't finish. He tried my Saab after the finish and I've never been so scared in a car before or since; he was crazy, I think. Garner was a good, sensible driver, though. He was a very nice guy and didn't act like a Hollywood star." Carlsson would place fifth overall a year later after losing five hours digging his car out of a sandbank. This time he retired for good, though his role as roving Saab ambassador shows no sign of ebbing. He's also clearly excited by talk of the marque returning to rallying, the firm's new owner having leaked details of a possible WRC bid.

But you have to ask, was he never tempted to look elsewhere? "Yes, and I'd agreed to do the Circuit of Ireland – in 1963, I think – in a Mini but I hurt myself on a rally in Sweden and that stopped that. I also came close to signing for Ford at one time. I had the pen in my hand but I then called the Saab MD who told me I was 'a son of Trollhättan'… Saab has been very good to me, so I have no reason to complain."



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Ferrari
APPROVED

Road cars



by Andrew Frankel

It's not often that the Brits get to upstage the entire motor industry at a foreign motorshow, but that's precisely what happened in Paris at the end of September. The only question was whether it was for the right reasons.

I am a long-term concept-car sceptic. While some portions of the motoring press find them endlessly exciting, my perhaps too cynical nature always wonders whether they are not more motivated by a desire to have something to show on the big occasions than providing any great insight into the future. Sometimes this is demonstrably not the case as Land Rover proved when converting its LRX concept into Evoque reality almost without visible change. But what we are to make of the Jaguar or the six new Lotus models that were revealed is another matter altogether.

For its ability to stop a show in its tracks, the Jaguar C-X75 (below) knew no equal. For its ability to tick every box on the showgoer's must-have menu, it was probably also unsurpassed. It was striking, beautiful, clean, green, forward-thinking in its implausibly impressive statistics (nearly 1000bhp, yet with a range of 68 emission-free miles, albeit not at the same time) yet backward looking in its clear visual homage to the original XJ220 which first showed its face some 22 years ago. Which makes me feel rather old.

There was also some genuinely original thinking within its outlandish shape. There's nothing new in it being a lithium-ion powered plug-in hybrid (a concept now so familiar it seems strange to think none is yet freely available for sale in the UK), nor is the fact that it is driven by four separate motors, one at each wheel, exactly a novelty in the concept car world. But its use of gas turbines as the means of extending the car's range once the batteries are depleted – well, that's truly novel.

Jaguar says the technology is serious and could be made to work, but the truth is, of course, that they say so from the comfort of not having to make any firm commitments because, after all, the C-X75 is just a concept car and any production version inconceivable in the next five years, if at all.

Whereas the Lotus Elise (above right), Elan, Esprit, Elite and Eterne are all meant to be destined for the showroom. Lotus has a five-year plan to transform its business which involves not simply the launch of these five models plus a compact city car and the transformation of the Hethel factory and facilities, but dragging the Lotus name so far upmarket it will become natural for people to consider Lotus a rival to Aston Martin, Maserati and Porsche.



The news makes me quiver. I know of no other brand to have successfully undergone such a radical repositioning in so short a period: the Elan is eyeing up the 911, the Esprit the Lamborghini Gallardo. The Elite



is a coupé in the style of the Maserati GranTurismo while the Eterne is Lotus' answer to the four-door Aston Martin Rapide. Even the Elise, the Lotus staple these past 15 years, will be faster, heavier and far more expensive.

I'm petrified that while Lotus might feel it needs these cars to compete on the world stage, the world might not share the same view. For myself I need Lotus to build small, light, technologically clever cars that can be afforded by the many rather than the few. Nobody else is making such cars in any number at all, while the market for the kind of products Lotus now aspires to make is bulging with competitors with more money in their petty cash tins than Lotus has seen in its life to date. I hear talk that it's all just posturing, that Lotus is being fattened up for sale but Lotus itself is adamant it's all for real. If that's true it is attempting what many people far cleverer and more in touch with the car industry than me regard as no less than impossible.

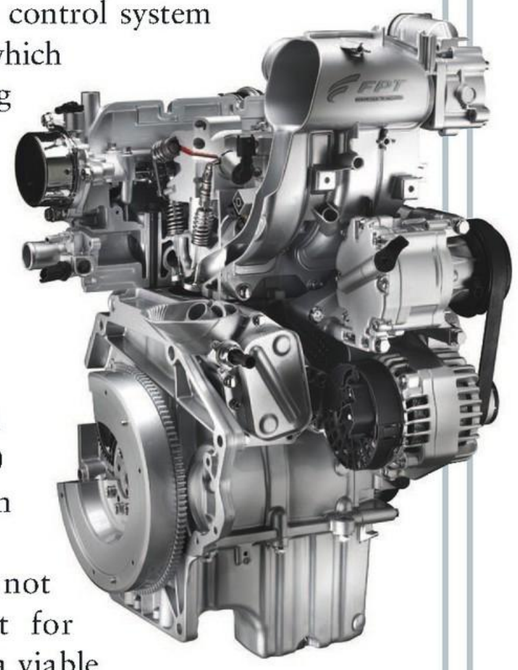
I was much more encouraged by the Lamborghini Sesto Elemento. It looked so outlandish, so unreal that it was easy to dismiss it as just another publicity stunt concept rather than spot it for the technological breakthrough it contains. In fact it's incredibly exciting and not because it has a 562bhp V10 engine and four-wheel drive.

Rather more compelling is its 995kg kerbweight and the innovative way it has been achieved. As you might expect the Sesto Elemento is made almost entirely from carbon fibre, but instead of being cooked in resin for hours it's pressed in a tool for less than 10 minutes. Not only does it offer the light weight and much of the strength of traditional carbon without the hideously expensive and time-consuming production process, you can also stamp it into some pretty wacky shapes as the Sesto Elemento shows.

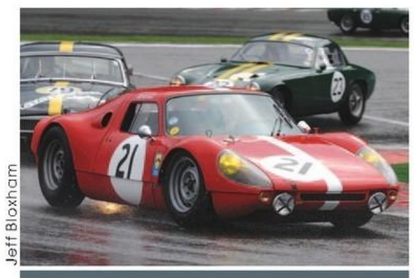
Look at it this way: a one-tonne Lamborghini would need only 390bhp to maintain the power to weight ratio of the current Gallardo which has 552bhp. It could do that with a normally aspirated 3-litre V8 engine (whose specific output need be scarcely any higher than a Ferrari 458 manages today) which would enable huge follow-on weight savings in transmission, suspension, wheels, tyres, brakes and so on. Light weight breeds light weight. Think of the fuel and CO_2 savings if you like, but above all, think how much more fun such a car would be! As Lotus looks to add power and weight to its cars, surely the future lies with cars that do precisely the reverse.

It's innovations like this that really get me excited. They're real, their benefits are clear and quantifiable and they can be put to use right now.

The same can be said, albeit at a rather more humble level, of the Fiat 500 TwinAir. Trust Fiat to see the relevance of a return to two-cylinder power. It has built a 900cc turbocharged twin with power of up to 105bhp, an output for which you'd need a normally aspirated four-cylinder engine at least half as big again both internally and externally. And by applying its clever multi-air control system to the inlet valves which allows their timing to be advanced, delayed or even for them to be opened twice within the same combustion cycle, Fiat claims its fuel consumption and emissions are 30 per cent better than conventional alternatives. I've not driven it yet but for those looking for a viable solution for small car transport – the hybrid option being altogether too cumbersome and heavy for such cars – the TwinAir sounds as convincing as anything I've yet heard.



MY MOTORING MONTH



Jeff Bloxham

904 AND LATEST TOYOTA TECH DELIGHTS

MY MONTH WAS DOMINATED by an unforgettable European jaunt. First stop was Spa for the Six Hours meeting. Equipe Frankel was licking its wounds after the Revival which saw two cars retired and a third in the tyres without a single lap completed, and at first Spa seemed to have little more to offer. In the fiercely competitive U2TC 2-litre tin-top race I sat out most of my stint under the safety car, we couldn't do the Six Hours itself as last year's Alfa GTAm was still recovering from the experience and the final event, the Masters two-hour Gentleman Driver race, was so wet that a large number of competitors headed for the door before the race even started.

As I had done a total of one flying lap in the Porsche 904 I was meant to be driving, I approached it for my hour at the wheel with some trepidation. In fact the car was a joy, the most fun thing I've raced in the wet, and the moment I overtook a helpless Bizzarrini and a flailing Cobra on the same lap will stay with me for a while.

From there it was off to Paris to drive the Lexus CT200h (page 111). It's always interesting to talk to Toyota about what new pieces of tech they have up their sleeves, and their latest wheeze is to look at 3D mapping for navigation systems on its hybrid as a way of saving energy.

The proposition is deliciously straightforward: you plug in your destination in the normal way and the car optimises its use of the battery accordingly. So if you are chugging up a steep gradient but the car knows there's a long downhill stretch at the top, it will allow greater than normal use of the electric motor knowing that the energy lost will be immediately recovered. It's simple applications like this that give me hope, far more than theorising of what might transpire at some unspecified time in the future.

After Paris it was off to the 'Ring to meet the 2012 Nissan GT-R and thence to Hockenheim for a few laps in Mercedes' new SLS GT3 car which is already proving extremely competitive despite being barely out of the box. Having driven it, it's not hard to see why. But all that is for a future issue.



ARE YOU STILL SAFE TO DRIVE? S-CLASS KNOWS BEST

MY EURO MARATHON CONCLUDED with a return to Paris for the motor show, and I was pleased that the car which took me on these travels was the F1 driver's wheels *du choix*, a Mercedes S-class. Never has the flagship Merc's position as the world's finest mass-produced luxury car – a crown it has worn without challenge for more than the 22 years I've been doing this job – been more threatened. Cars like the Audi A8 and the Jaguar XJ still lack its awesome ride and refinement but offer more enticing looks inside and out.

But if you're on a marathon, I still don't think the big Benz can be topped. By the time I had returned home some 2500 miles had passed but seeing it there, ready to take me on the next journey and knowing there wasn't a better tool for the job made the whole business easier.

Often four-up, often at whatever speed it would do on the autobahn, the diesel motor still managed 34mpg from start to finish while providing unrivalled comfort and quiet and never doing less than 600 miles on a tank. When you've a schedule like mine has been of late, that's what matters most.

An interesting feature of the S-class I've been driving was that it included an extraordinary piece of technology whose presence you notice only by a small graphic of a cup of tea on the dashboard. But unbeknown to you, on a long drive it monitors your first 20 minutes behind the wheel and, using 70 different parameters, learns how you drive when you are fresh. It then uses this and other information, gleaned from how you turn the steering wheel, operate the pedals, how long you've been driving, whether it is light, dark, raining and so on, to work out when you're still safe behind the wheel.

It has been available on upmarket Mercs for a while though I've never witnessed it working before, but at the end of my longest day which involved three different jobs in three locations hundreds of miles apart, I found myself being given a gentle visual reminder that it was probably time to call it a day. As it was dark, raining and I was lost in the middle of Paris at the time, I felt rather inclined to agree. The good news is that as of next spring, it will start to spread among Mercedes' more affordable ranges.

The other pleasant surprise of the month was discovering how well Peugeot's pretty RCZ coupé works on British roads. I'd been quite taken with it when I drove it in Northern Spain but often cars that have been optimised on Europe's smoother surfaces fall to pieces in the UK. Not this one: it was taut, poised, quick and fun. Quite unlike most Peugeots, in fact.

FERRARI 458 ITALIA



It is instructive to mark the arrival of Ferrari's latest V8-powered, mid-engined two-seater by looking briefly back to its first. Some 35 years ago it was called the 308GTB and despite the fact that it was less powerful than Ferrari claimed, slower, tricky on the limit, cramped and inexactly constructed, it was welcomed then and is remembered now as one of Maranello's great street cars.

It is a view with which I wholly concur. I've always thought pure pace an overrated pursuit as almost every car will one day seem slow by the standards of later generations; what endures are the way a car is styled, the feel of its interior, the sound of its engine and lucidity of its steering. In all these regards a 308GTB is as good now as it was in 1975.

The question is how its direct descendant, this new 458, will be judged by future generations.

The easiest aspect to judge is its looks, a subject upon which the views of an experienced road tester carry no more and possibly less weight than those of a small child. But having the mind of one and the heart of the other, I feel I can say I think it looks fabulous, the best clean-sheet Ferrari design since the 308GTB. The difference is the 308 was hewn from Pininfarina's richest seam, which had delivered the Boxer, Daytona, Dino and perhaps prettiest of all the 365GTC/4. And that was just the Ferraris. By contrast Pininfarina's recent work for Maranello has missed more often than it's hit. But the language of the sleek, menacing, beautifully proportioned 458 speaks of a new design which, like all the best Ferraris, looks only forward.

Nor has Ferrari allowed the pace of change to slow when developing its mechanical specification. Its 4.5-litre engine is only half as



Matthew Howell

FACTFILE

ENGINE: 4499cc, V8 – 90°
TOP SPEED: 202mph
PRICE: £169,546
POWER: 570bhp at 9000rpm
FUEL/CO2: 20.6mpg, 307g/km
www.ferrari.com

big again as the 308's, but it develops 570bhp, far more than double even the official and hopelessly optimistic 255bhp claimed for the 308. And while us schoolboys marvelled at the fact that the 308's flat-plane V8 would spin safely at 7700rpm, the 458's is no less comfortable at 9000rpm, a figure rivalled by no other remotely comparable car.

Allied to launch control and a seven-speed semi-automatic and seamlessly shifting transmission, it has nearly halved the amount of time a 308 needed to reach 60mph – 3.3sec has been seen in independent testing. ›››



Mini Countryman may be a step too far for the Mini brand

MINI COUNTRYMAN

HOW FAR CAN A BRAND be stretched before it snaps? BMW's Mini may be about to find out.

Its new Countryman is a let-down on almost every level. When BMW relaunched the brand in 2001, I joined the cheers as it was cute, brilliantly engineered, great fun to drive and felt special even beyond its eye-wateringly high cost.

And with the Countryman the ability of its price to bring tears to your eyes is all that's left. The top of the range Cooper S All4 I drove costs £22,030 or, put another way, about the same as an entry-level 3-series BMW.

For that you might expect it to be quick and fun, but it is neither. Its acceleration is mediocre and its handling flawed by steering made horrid by its overly aggressive reactions and distinct lack of feel. Most notably the steering response is out of touch with its soft suspension, exhorting the car to change direction like a sports car, a command it is ill-equipped to obey.

The interior is an ergonomic mess, with that absurd central speedometer performing no function other than to condemn a whole raft of switches to a dark recess in front of the gear lever where they are difficult to read and reach. Moreover there are details that you'd not expect any car, let alone a BMW, to get wrong. The sun visors, for example, are bizarrely inadequate, nor is it possible in the four-seat version I drove to conceal the contents of the boot from the outside world.

There are aspects of the Countryman that do impress: the engine is quiet and notably free of lag for a 1.6-litre motor giving 184bhp. I liked the ride quality, and refinement levels are perfectly acceptable for this kind of car. Moreover the gearshift is pleasant and the quality of interior materials commensurate with its pricing.

Is this enough? Not even close. It is hard to see the Mini Countryman as anything other than misconceived. It's a poor car and the wrong move for Mini. Let's hope it impresses more on the special stage than it does on the public road.

FACTFILE

ENGINE: 1598cc, four-cylinder turbo
TOP SPEED: 130mph
PRICE: £22,030
POWER: 184bhp at 550rpm
FUEL/CO2: 42.2mpg, 157g/km
www.mini.co.uk







Ferrari



458 is abundant in both F1 technology and good looks

So it looks good and goes like hell – but the truth is that you could have said as much about most TVRs, most of which were dreadful cars. More is needed.

And, at first at least, the 458 seems disinclined to provide it. Ferrari has tried hard to evoke images of Formula 1 by loading the steering wheel with more buttons than any other car on sale and offering ancillary information by way of TFT screens, and while some will find this thrilling, I found it merely off-putting. If Ferraris really were all about driving, which is in fact a very simple business, it would follow the example of the best Porsches and place no such artificial barriers between you and it. In fact Ferrari knows a huge proportion of its customers buy into the brand for the image, the statement of wealth and the look on the faces of their friends when they see a driving environment superficially similar to that of a racing car.

But as I tentatively headed out onto British B-roads I discovered a Ferrari that, in one regard at least, does owe something to the past: unlike any of its brethren, it is a surprisingly



difficult car to drive. On the road a Ferrari should never be an obedient servant, there to be bent to the driver's every whim. A Ferrari should need taming, it should require both the respect and the undivided attention of its driver at all time. The 458 does.

It's a wide car and one that tends to fidget over the lumps and bumps of British B-roads, even if you set the dampers as soft as possible. You can drive it slowly and while it is tolerant of such behaviour, it is not receptive to it. Given that all 458 owners will have an S-class Mercedes or similar at home, it is entirely appropriate for it to ask why you've woken it up if you're not going to use it properly. It is not simply far faster than the F430 it replaces, it has a far harder core, too. Which is excellent.

Its problem on the road is environmental. Unlike the Editor my time with the 458 coincided not with the Circuito delle Madonie, but the roads of rural Leicestershire where any attempt to use the car's performance merely shortened still further time spent between queues of traffic.

Then again, you tend not to stay stuck for long in one of these because all it takes is the shortest

SHOWS AND LAUNCHES

OCTOBER 2010

■ **Audi** A1 ■ **BMW** 5-series M Sport styling ■ **Citroën** C4 Picasso ■ **Citroën** Grand C4 Picasso ■ **Ford** C-Max ■ **Kia** Cee'd VR-7 Special Edition ■ **Kia** Pro-cee'd VR-7 Special Edition ■ **Lexus** IS F ■ **Lexus** CT200h ■ **Mercedes-Benz** CL Class ■ **Infiniti** M30d Diesel ■ **Suzuki** Swift ■ **Volkswagen** Passat

NOVEMBER 2010

19: LOS ANGELES Auto Show

■ **Audi** Q5 Hybrid ■ **Bentley** Continental Supersports convertible ■ **BMW** X3 ■ **Ford** C-Max ■ **Ford** Mondeo Ecoboost ■ **Ginetta** G40 ■ **Kia** Sportage First Edition 2.0 CRDi AWD ■ **Mercedes-Benz** CLAMG ■ **Mercedes-Benz** SL63 AMG ■ **Renault** Laguna ■ **Volkswagen** Touareg Hybrid ■ **Volvo** S60 R ■ **Volvo** V60 R

DECEMBER 2010

2: BOLOGNA Auto Show

■ **Audi** A1 1.4 TFSI ■ **Citroën** DS3 Racing ■ **Porsche** Carrera GTS

JANUARY 2011

10: DETROIT North American International Auto Show

■ **Audi** R8 Spyder (V8) ■ **Chevrolet** Orlando ■ **Citroën** C4 e-HDi 110 ■ **Ferrari** California Stop-Start ■ **Hyundai** ix20 ■ **Peugeot** 508 ■ **Porsche** Speedster

FEBRUARY 2011

11: CHICAGO Auto Show

■ **Citroën** DS4 ■ **Ford** Focus ■ **Honda** Jazz Hybrid ■ **Maserati** Gran Turismo MC Stradale ■ **Toyota** Verso-S

MARCH 2011

■ **Infiniti** M35 hybrid ■ **Lexus** CT 200h ■ **Mercedes-Benz** A-Class E-Cell ■ **Mercedes-Benz** CLS500

APRIL 2011

■ **Chevrolet** Captiva

JUNE 2011

■ **Chevrolet** Cruze hatchback

straight and a couple of tugs on the left-hand paddle and you're not only past, but gone. And on those rare occasions where it could be driven as its makers intended, it was all you could hope a Ferrari might be. It was flashingly fast, of course, but also utterly thrilling. It communicates exactly how quickly you are travelling unlike others which remove you from the sensations of driving so much you can be genuinely surprised when you look at the speedo. Its brakes are flawless, its gearshifts instantaneous. The grip is so abundant and the safety systems so numerous and well tuned that only a lunatic would unstick it in the dry. It is, in short, a perfectly optimised Ferrari road car, all and more that the majority of its customers will be hoping for.

Almost. For just a few will venture out onto race tracks in their 458s, only to discover that a car that's close to perfect on the public road can be some distance from it on a private track.

Essentially there are two issues working together if not to poison the experience of driving the 458 as fast as it will possibly go, then certainly to pollute it a little. First is the steering which, like all mid-engined Ferraris since power assistance was adopted for the F355 15 years ago, is lacking somewhat in feel. But its real problem is that it's substantially too direct and aggressive, creating an unusually big reaction from the car to any given input. You notice it less on the road because you can get away with being less precise. But on the track where accuracy is everything it's a needless annoyance, as if Ferrari had made it that way to make it feel



better than they were. The second problem is that the transition from quite heavy understeer to fast-moving oversteer is too swift, making it a difficult car to balance where you want it, on the cusp between the two. On Ferrari's advice I drove it in 'race' mode which left in place one final safety net to keep me out of the gravel, and I was grateful for it.

I'm pleased to say the 458 is a fine Ferrari, one of its very best in modern times. With slower steering it might make my top five road Ferraris of all time and even as it is its place in the top ten is secure. One thing's for sure, the McLaren MP4-12C is going to have to be a landmark to beat it.



CT200h offers too little to entice buyers away from 118d

LEXUS CT200H

LIKE THE MINI Countryman, Lexus's new CT200h, the self-styled 'world's first premium compact hybrid', is also asking more questions than it answers.

In essence it's a Golf-sized Lexus running a minutely modified version of the hybrid powertrain of the Prius and consequently uses less fuel and has lower CO_2 emissions than any rival. Add in the savings in company car tax, tax disc, congestion charging and likely strong residuals and you have a car which, Lexus claims quite plausibly, can reduce annual running costs by a four-figure sum compared to its conventional diesel-powered opponents.

The problem is that this is a Lexus with prices starting just shy of £23,000, which creates a level of expectation in areas important to buyers of premium cars that it fails to meet.

It's slow, slower even than its double-digit 0-60mph time suggests because the faster you go, the slower it gets. Off the line with full electrical assistance its performance is acceptable, but much above about 80mph it runs dramatically out of puff because by then its weedy 98bhp petrol motor is doing the work. So while its 112mph top speed may seem academic, it reveals the tail-off in performance from which low-powered hybrids suffer.

Perhaps the best way to illustrate the fact is to compare it to its closest rival, the BMW 118d. Not only does it hit 60mph in less than 9sec, it'll carry on to 130mph, meaning that in the 60-85mph bracket the BMW has power and torque aplenty. Nor is there such a big hit at the pumps: the Lexus does 68.9mpg, but the BMW will hardly break the bank at 62.8mpg.

Moreover the Lexus suffers from a mediocre ride quality and resolutely uninvolving handling, leaving its strengths lying in what you can see: the quality of its cabin fittings and the impressive length of its standard equipment list.

As with all hybrids, it has a clear appeal to those wishing to demonstrate their environmental sympathies in public while offering an evident and substantial saving in running costs. But to crack a market where your rivals are not Fords and Vauxhalls, the area in which the Prius operates, but BMW and Audi, will I think take more than the CT200h has to offer.

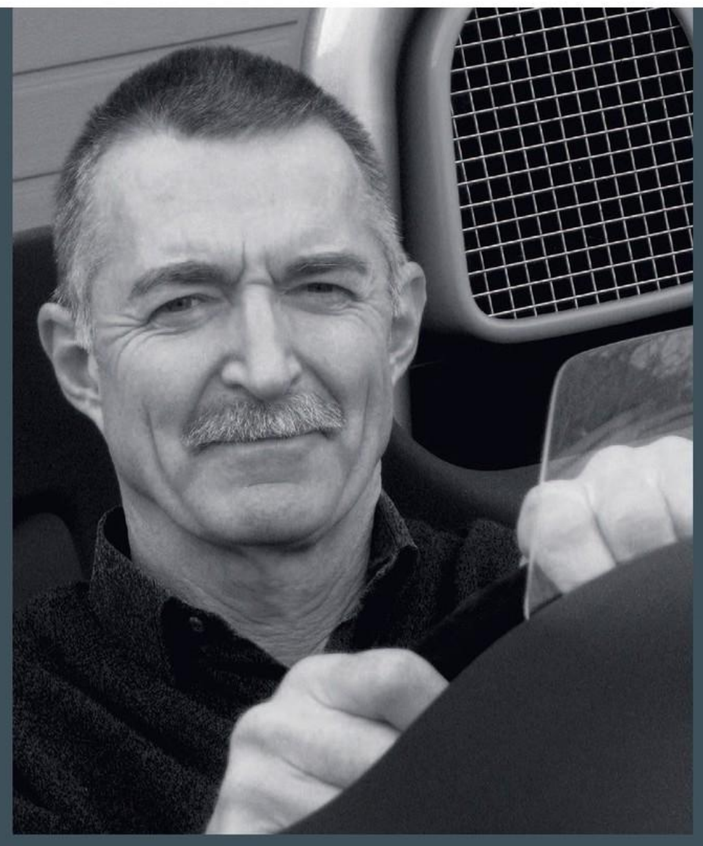
We know that the future of hybrids does not belong to cars with heavy, inefficient, nickel metal-hydride batteries like those used in this Lexus but with lithium-ion technology that allows cars to be charged from the mains and complete most journeys on battery power alone, using internal combustion power merely to extend the range of the car. And you can bet all the *sake* in Japan that a plug-in version of the CT200h is being readied for market just as we know the same is being done with the Prius. Then its proposition may prove tempting or even compelling. But right now, it feels somewhat harder to see its point.

FACTFILE

ENGINE: 1798cc, four-cylinder petrol and electric motor
TOP SPEED: 112mph
PRICE: TBC
POWER: 98bhp at 5200rpm
FUEL/CO_2: 68.9mpg, 96g/km
www.lexus.co.uk



TWENTY QUESTIONS



SUBJECT

SIMON SAUNDERS

OCCUPATION

MANAGING DIRECTOR, ARIEL MOTOR COMPANY

What is your greatest achievement? It has to be the success of the Ariel Atom. But designers are seldom happy with what they have achieved so the best is always yet to come.

What is your biggest regret? Looking backwards isn't healthy, although learning from mistakes and turning negatives into positives is part of our philosophy.

Whose work in the industry today do you admire most and why? I admire Morgan and their steady, moral way of doing things.

Who inspired you to join the industry and why? As a boy I loved drawing and I loved cars, so I thought drawing cars would be a good job. Naïve but it worked out.

What's the best advice you've ever been given? If you're determined and keep on trying you can make it happen.

What's the biggest challenge you're facing in the next 12 months? As a small manufacturer with low production numbers legislation is our single biggest hurdle.

What car do you drive for fun? The Atom of course. At the other end of the scale my geriatric, jacked up Defender.

When did you last go for a drive for the sake of it? Where did you go? Last weekend on a motorbike, but that was kind of work too (we're working on a new Ariel bike).

What's the best moment you've had in a car? It was an interesting night in what turned out to be someone's drive, just outside St Tropez in an Escort.

What was your first car? An E-type Jaguar FHC 3.8. I debumpered it, deseamed it, painted it black and got it up to a wayward 155mph.

Did you pass your test first time? No. I called it the racing line… the examiner called it cutting a corner. Second time, though.

How will most cars be powered in 30 years time? I'm unsure that cars, as we know them, will be around. Maybe 30 years is a bit soon but in 50 years cars you drive will be trailered to a track.

It's your last drive. One car, one road. Which and where? The road home. In an Atom of course.

What music do you listen to in the car? No stereo in the Atom or Defender...

What's the best book about cars or car people you've ever read? Tricky. I read a lot, but not about cars.

How has Ariel survived where other new car companies have failed? We are very good at what we do and don't do what we can't.

How many V8 Atoms will you build and how many have already been sold? There will be 25 V8 Atoms. I think we are up to 21 sold now.

Will Ariel build a car faster than the V8? The V8 will be the fastest Atom but a quicker Ariel? We'll see. I would think so.

Will Ariel build a more user-friendly car with proper weather equipment? My aim was always for Ariel to build interesting cars. If Ariel made a limousine it would likely need a roof and wouldn't have a trellis frame!

What emerging technologies interest you? Will we ever see an electric Ariel ? Because of costs probably not, but I can see a very high performance hybrid Ariel in the future.

AND THAT REMINDS ME...

Of the time the 'Ferrari spell' was broken and reality set in with the 348tb

If I try to recall my most formative experiences as a motoring journalist one I can remember very clearly was the moment I realised Ferrari had made a crap car.

The Ferrari was the 348tb. It followed a line of two-seat, mid-engined, Pininfarina-designed Ferraris that had commenced with the 206GT in 1968 and not put a fingernail out of place since. So the 348 duly rolled in for testing and I presumed it was business as usual.

The road test team headed for the hills, me in the Ferrari, they in a 911 and a Honda NSX, and at first I couldn't work out why I was unable to keep up. I had more power than either so I presumed I was simply having an off day.

And I might have gone on blaming myself had we not swapped cars and one of our number, a Canadian who'd grown up unseduced by the magic of Maranello, taken the wheel. At the next stop I sauntered up to him, noting with approval the thunderstruck expression on his face: he had never driven a Ferrari before. 'Pretty good, huh?' I ventured. 'Good?' he drawled back. 'It's a piece of crap.'

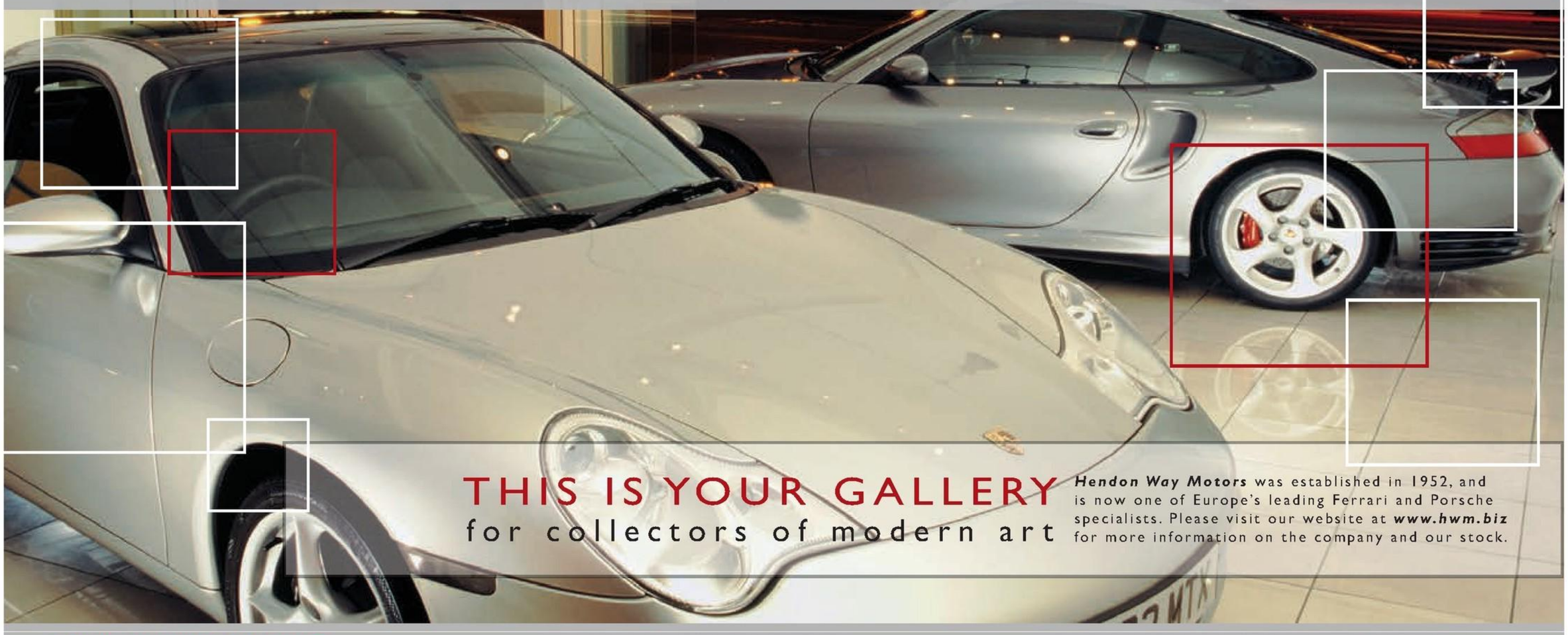
So I took it upon myself to enlighten the poor, befuddled fool. We drove together in the Ferrari but something was different. He had broken the spell and now a cold, damp dose of reality set in. The gearbox was not a challenge to be risen to, it was a disgrace in need of a redesign. The handling wasn't a dream, it was a nightmare. The cabin wasn't charmingly Italianate, it was a parts bin mess. The car was an overpriced turkey.

I've never forgotten that drive and how much better it enabled me to do my job. Even Ferrari ended up winning because although the resulting road test gave the 348 the kicking it so richly deserved, when it was replaced by the visually similar F355 I was able truly to appreciate that as one of Ferrari's finest creations of all time. What's more, it still is.

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PORSCHE 997 / TURBO / C4S / C2S / C2

2010 PORSCHE 997 TURBO S COUPE 7 SPEED PDK (BASALT BLACK) 500 MILES
PDK gear selector gate surround in leather, Porsche crest embossed head restraints, Silver grey seat belts, Telephone module, Porsche vehicle tracking system, Park assist rear, Universal audio interface, Rear section of centre console in leather, Sports seats backrest in leather, Homelink, Heated seats, PDK Gearbox, Lower part of rear apron painted, Spoiler lip painted, Side skirts in exterior colour, 19" RS Spyder alloys, Adaptive sports seats with driver memory, Additional interior package leather, TV Tuner, Carbon belt outlet B-Pillars, PCM Package leather, Interior light cover leather, Sun visors in leather, Steering column casing leather, Carbon interior package, Lid of storage bin with Porsche logo, Carbon door entry, guard's personal logo illuminated (Turbo S), Floor mats with coloured logo and leather surround, Individual Equipment, Stitching or rear side panel deviating thread, Stitching side panel of centre console deviating Thread, Stitching of door handles and door storage compartment lid deviating thread, Stitching door trim deviating thread, Stitching Dashboard deviating thread, Stitching of front and rear seats deviating thread.

2009 MODEL PORSCHE 997 TURBO MANUAL GT SILVER 11,000 MILES
Full Black leather interior, Generation II Porsche Communication Module, Porsche Stability Management System, Sports Chrono Pack plus, Sunroof, White dials, Electric heated memory seats, BOSE Sound system, USB with IPod connection, CD Changer, Bi-Xenon lights

2007 PORSCHE 997 TURBO COUPE TIPTRONIC S ARCTIC SILVER 21,000 MILES
Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, Cruise Control, Computer, Sport Mode, Sports suspension, White dials, Chrono pack, Sunroof, Rear wiper, BOSE sound system, Sports electric Heated seats, Memory seats, Multifunction steering wheel, CD changer, Park assist, Xenons, Climate Control, 19" Alloy wheels, Full Porsche Service History.

2008 PORSCHE 997 C2S COUPE PDK TIPTRONIC BASALT BLACK 9,000 MILES
Black leather with Carbon Pack, Porsche Communication Module (Touch screen Satellite Navigation 3rd Generation), Porsche Stability Management System, Telephone Module, Sport Suspension, Chrono pack, White Dials, Computer, Cruise Control, Multifunction Steering wheel, Sunroof, BOSE sound system, Sports Heated Seats, Park Assist, Rear Wiper, Xenons, 19" Alloy Wheels, Voice Commander, Red Seat Belts, Mint condition.

2007/8 PORSCHE 997 C4S COUPE MANUAL (METEOR GREY) 19,000 MILES
2008 Model, Black Leather interior, Porsche Communication Module (Uprated Satellite Navigation), Porsche Stability Management System, Telephone Module, Sports suspension, Sports exhausts, Computer, White dials, BOSE sound system, CD changer, Multifunction steering wheel, Electric Memory seats, Park assist, Rear wiper, 19" alloy wheels, Full Porsche Service History.

2008 PORSCHE 997 C4S CABRIOLET MANUAL ARCTIC SILVER 21,000 MILES
Full Black Leather interior, Porsche Communication Module (Uprated Satellite Navigation -PCM2), Telephone Module, White Dials, Multifunction Steering Wheel, Computer, Sports Suspension, Sports Exhausts, Heated seats, Tooki-Por Bluetooth Phone Connection, Climate control, CD Changer, BOSE Sound system, Xenons, Park Assist, 19" Alloy wheels, One Former Keeper.

2006 PORSCHE 997 C2S CABRIOLET TIPTRONIC COBALT BLUE 15,000 MILES
Metropole Blue leather interior, Porsche Communication Module (PCM), Porsche Stability Management System, Telephone, Computer, Sport Suspension, Heated seats, White dials, Park Assist, Xenons, 19" Alloys, Full Service History.

2006 PORSCHE 997 C2S COUPE TIPTRONIC (SILVER) 34,000 MILES
Black Leather Interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, CD changer, Computer, White Dials, Multifunction Steering Wheel, BOSE sound system, Sport Suspension, Sports Electric Memory Seats, Park Assist, Rear wiper, Xenons, Climate control, 19" Alloy wheels, Full Porsche Service History.

2005/6 PORSCHE 997 C2S COUPE TIPTRONIC S ARCTIC SILVER 20,000 MILES
Black leather Interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Sport Exhaust System, Sports seats, heated seats, BOSE sound system, CD changer, Parking assistance, Multifunction Steering wheel, Top Tinted windscreen. 19" Alloy wheels. Full Porsche Service History.

2007 PORSCHE 997 C2 COUPE TIPTRONIC S ATLAS GREY 27,000 MILES
Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, BOSE Sound system, Sunroof, CD Changer, Cruise Control, Sports Chrono Pack, Bi-XENONS, 19" Alloy wheels, Full Porsche Service History, One Owner from New.

2004/5 PORSCHE 997 CARRERA 2 COUPE TIPTRONIC ARENA RED 36,000 MILES
Grey leather Interior, Porsche Communication Module (satellite navigation), Porsche Stability Management System, Computer, Rear wiper, Climate control, Park assist, 19" Alloys. Full Porsche service History.

PORSCHE 996 / GT3 / GT2 / TURBO / C4S / C2 / C4

2003 PORSCHE 996 GT2 MANUAL BASALT BLACK 31,000 MILES
Black leather interior, Climate control, Small aluminium pack, Bucket seats, Full Porsche Service History.

2002 PORSCHE 996 GT2 MANUAL SILVER 25,000 MILES
Black leather interior, Ceramic Brakes, Porsche Radio & Single CD Player, Climate control, Small aluminum pack, Bucket sports seats, Full Porsche Service History, Recent service and New tyres, Park Assistance, Redar detection. 18" Alloy wheels

2003 PORSCHE 996 GT3 MKII COMFORT MODEL BASALT BLACK 30,000 MILES
Black leather interior, Manual, On Board Computer, Porsche Radio with single CD player, Small Carbon Pack, Sports Seats, Ceramic Brakes, Xenon lights, Automatic Climate control, 18" GT3 Alloy wheels.

2003 PORSCHE 996 TURBO COUPE MANUAL BASALT BLACK 39,000 MILES
Black leather interior, Porsche Communication Module (satellite Navigation), Porsche Stability Management System, Telephone, Sports seats, Computer, Cruise control, BOSE sound system, CD changer, Sunroof, Rear wiper, Xenons, 18" alloy wheels, Full Porsche Service History.

2001/2 PORSCHE 996 TURBO MANUAL MERIDIAN SILVER 44,000 MILES
Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management system, Climate control, Bose, CD changer, Sunroof, White dials, Computer, Xenons, Rear wiper, 18" alloys. Full service History.

2001/2 PORSCHE 996 TURBO COUPE TIPTRONIC SILVER 56,000 MILES
2002 Model, Full Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Memory Seats, BOSE Sound system, 6 CD Changer, Sunroof, Telephone Module, Climate Control, Xenons, 18" Alloy Wheels, Full Main dealer service history.

2004/5 PORSCHE 996 C4S CABRIOLET TIPTRONIC (SEAL GREY) 28,000 MILES
2005 Model, Metropole Blue leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Cruise Control, Crest embossed, Headrests, 4 CD Changer, Self dimming mirror/Rain sensor, Rear Park Assist, Telephone Module. 18" Alloy wheels, Full Porsche Service History.

2002/3 PORSCHE 996 C2 CABRIOLET MANUAL MIDNIGHT BLUE 44,000 MILES
Black Leather Interior, Porsche Stability Management System, Kenwood stereo with Satellite Navigation+ MP3 Player & DVD, Sound pack, Sports seats, Heated seats, Telephone, Climate Control, Computer, Small aluminium pack, Uprated Radio system and CD changer, 18" Alloy wheels, Full Main Dealer Service History.

2002/3 PORSCHE 996 C2 COUPE MANUAL ARCTIC SILVER 46,000 MILES
2003 Model, Manual, Black Leather interior, Porsche Stability Management System, Computer, Porsche Radio with Single CD player, Heated seats, Rear wiper, Park Assistance, 18" Alloy wheels. Full Porsche Service History.

2002 PORSCHE 996 TARGA TIPTRONIC SEAL GREY 74,000 MILES
Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability management System, Computer, BOSE sound system, CD changer, Carbon pack, Aluminium pack, Telephone Module, Cruise Control, White Dials, Sports seats, Xenons, Rear wiper, Climate control, 18" GT3 Alloy wheels

PORSCHE 993 / TURBO / C2S / C4S / C2 / C4 / TARGA

1995 PORSCHE 993 TURBO COUPE MANUAL BASALT BLACK 51,000 MILES
Grey Leather interior, Computer, Sunroof, Rear wiper, Sony CD Radio, Nokia Digital Sound system, Sports Seats, Red Calipers, 18" Alloy wheels, Full main dealer service history

1996 PORSCHE 993 C4S COUPE MANUAL IRIS BLUE 59,000 MILES
Marble Grey Leather interior with Blue dash board, Sunroof, Computer, Electric seats, Sony Radio & CD changer, Climate control, Electric windows, Rear wiper, Auto Aerokit, 18" Turbo Alloy wheels, Full main dealer service history.

1997 PORSCHE 993 C2S COUPE TIPTRONIC (ARCTIC SILVER) 34, 000 MILES
Black Leather Interior, Electric Sports Seats, Rear Window Wiper, Coloured Wheel Centers, Electric Sunroof, Air Conditioning, Top Tinted Windscreen, Airbag, Drivers Side & Passenger Side, Headlight Leveling System, Leather Headlining, Dashboard & Centre Consol, On Board Computer, Luggage Compartment Lining In Velour Carpet, Electric Windows, 3rd High Level Brake Light, Remote Locking Alarm with immobilizer, 18" Turbo Wheels, Car cover, Full Main dealer service History.

1995 PORSCHE 993 C2 COUPE (GT3 AERO KIT) MANUAL MIDNIGHT BLUE 58,000 MILES
Marble Grey Leather interior, Sports seats, Sunroof, Sony CD Radio, 18" Turbo Alloys, Rear wiper, Climate Control, Full service History,

1995 PORSCHE 993 CABRIOLET TIP IRIS BLUE 81000 MILES
Black leather interior, Sports Seats, 17" Alloys Climate, Full Porsche Service History

PORSCHE BOXSTER
Model Types 2.5 / 2.7 / 3.2 S

2005/6 PORSCHE BOXSTER S 3.2 MANUAL MIDNIGHT BLUE 30,000 MILES
2005/55 Registration, Grey leather interior, Porsche Stability Management System, Heated Seats, Climate Control, White Dials, 6 CD Changer, 18" Alloy wheels. Full Porsche service history.

2002 PORSCHE BOXSTER 2.7 MANUAL MERIDIAN SILVER 73,000 MILES
Grey leather interior, Sports seats, Climate control, Porsche CD radio, 18" alloy wheels, Full main dealer service history.

CAYMAN

2009 PORSCHE CAYMAN S COUPE MANUAL (BASALT BLACK) 8,000 MILES
2009 Model, Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, Computer, Electric Memory Heated seats, White dials, Sports suspension, BOSE sound system, CD changer, Xenons, Park assist, Climate control, 19" Alloy wheels.

FERRARI
Models from 1970 +

2002 FERRARI 360 SPIDER F1 (GRIGIO TITANIO) 29,000 MILES
Black Leather Interior, ASR, Challenge Grill, Sport Mode, Ferrari Radio, Xenons, CD Changer, Climate Control, 18" Alloy wheels, Full Main Dealer Service History.

2001 FERRARI 360 SPIDER F1 ROSSO RED 24,000 MILES
Black leather with Red Carpet, ASR, Chellenge Grill, Ferrari Radio, CD Changer, Electric seats, Climate control, Sport Mode, 18" Alloy wheels, Full main dealer Service History.

1998 FERRARI 550 MARANELLO GRIGIO SILVER 42,000 MILES
Full black leather interior, Manual, Electric Daytona seats, Climate control, 18" alloy wheels, Full Ferrari Service History

1995 FERRARI 355 SPIDER GIALLO YELLOW 26,000 MILES
Full black leather interior, Manual, Electric sports seats, Climate control, Sports suspension, 18" alloys, Full Ferrari Service History. Superb example that has been meticulously maintained from new

1989 FERRARI 328 GTS MANUAL ROSSO RED 33,000 MILES
Cream Leather with Red Carpet, 10 CD changer, Sony Radio, Electric Mirrors, Electric Windows, 16" Alloy wheels, Full main dealer service history.

1972 FERRARI DINO 246GT WHITE 39,000 MILES
Black Leather, Excellent Original Condition, 1 Original Owner, Concourse Winner.

1967 FERRARI 275 GTB/4 LHD LIGHT SILVER 65,000 MILES
Black Leather, Full History, Original Tool Kit, Concourse Winner.

Other Models

1991 AC COBRA LIGHTWEIGHT METALLIC BLACK 5,000 MILES
Black Leather, 1 of 26 RHD Lightweights.

1991 AC COBRA LIGHT WEIGHT SPEED YELLOW 9,000 MILES
Black Leather, 1 of 26, RHD, Lightweight's, Ex- Rod Stewart.

1969 JAGUAR E-TYPE 4.2 SERIES 2 V12 ROADSTER AUTO CARMEN RED 10,000 MILES
Carmen Red paintwork, immaculate black leather interior with red piping, Black hardtop, extensive service history, wire wheels. Immaculate condition throughout. Very careful previous owner.

1936 BENTLEY 41/4 PILLARLESS COUPE DARK BLUE 98,000 MILES
Grey Leather, Gurney Nutting Coachwork 1 Owner 40 Years, Extensive history

1999 BMW E36 M3 CONVERTIBLE FERN GREEN COACHWORK 44,000 MILES
Immaculately maintained Black leather interior, 6 speed manual transmission, On board computer, Climate control, Cruise control, Original BMW fitted radio, Original BMW 6 CD Changer, 18" M Sport alloy wheels, Specialist and BMW service history.

2006/7 MINI COOPER S (WORKS GP) MANUAL (SEAL GREY) 2,000 MILES
2007 Model, Manual, Black leather Interior, Climate control, Multifunction steering wheel, CD changer, Recaro Heated seats, 18" Alloy wheels.

2002/52 MINI COOPER S 1.6 MANUAL (SILVER) 33,000 MILES
52 Registration, Black leather interior, Satellite Navigation, Telephone Module, Multifunction Steering Wheel, Computer, CD radio, Xenons, Sunroof, Rear park assist, Rear wiper, 19" Alloy Wheels, Full main dealer service history.

2005 PEUGEOT 206 MANUAL (BLACK) 24,000 MILES
Black with Cream, Clarion Radio with Single CD Player, Rear Wiper, Air bags, Rear wiper, Climate control, 14" wheels, Full Main dealer service history. One Owner from NEW.

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IT'S NOT UNUSUAL FOR DRAG RACERS TO CONTEST SEVERAL CLASSES A YEAR, AS AMERICAN ACE MELANIE TROXEL EXPLAINS

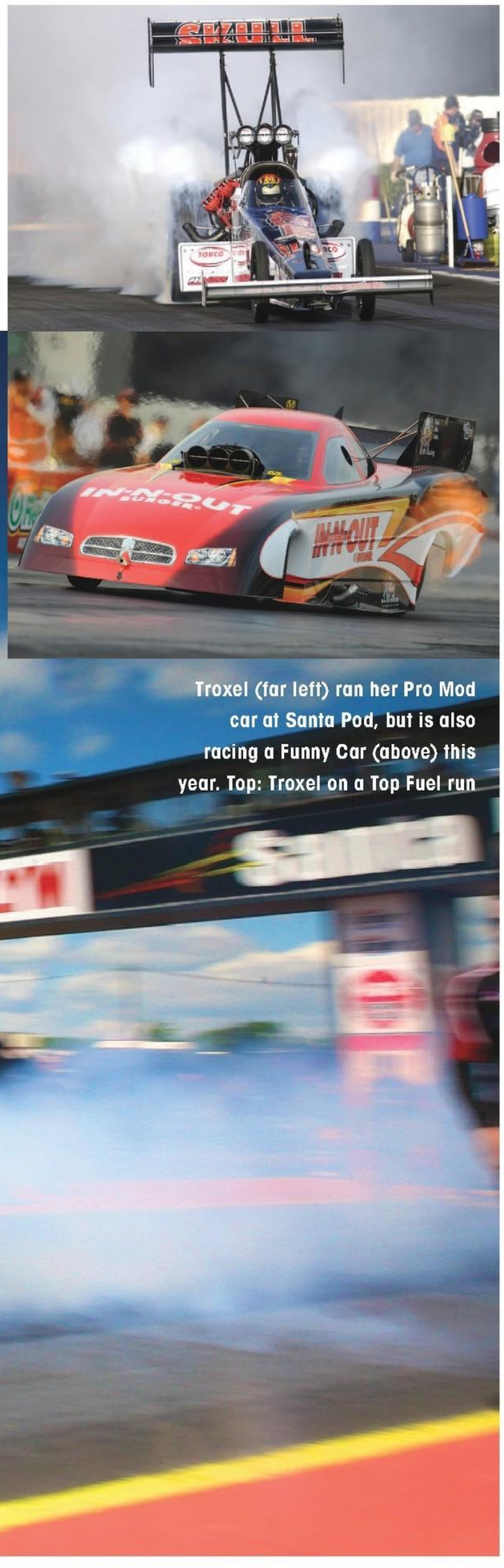
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www.tomtom.com

It's a shame that modern Formula 1 drivers don't regularly race in other series. Some of them compete in the Race of Champions, and this year Vitaly Petrov very nearly took part in the Goodwood Revival. However, as a rule it doesn't happen, thanks to contracts forbidding anything that might prevent them from being in top physical condition for the next Grand Prix.

Drag racing is very different, as many of the top drivers race in more than one class. Melanie Troxel is one such driver. The American has won eight National Hot Rod Association (NHRA) Pro and Sportsman events to date and is the only woman to have won in four different NHRA classes, including Pro Mod, Top Fuel, Funny Car and Top Alcohol Dragster.

I must admit that before I started watching drag racing I couldn't fathom how it could be that difficult, and also how one car would really differ from another. This year Troxel has been competing in the Funny Car and Pro Modified classes, and although the cars may look similar to the untrained eye she was keen to point out just how different they are.

"The Funny Cars and Pro Mods are *so* different," she told me a few days before the European Finals at Santa Pod in September. "The Pro Mod (which does a standing quarter-mile in 5.9 seconds and reaches 240mph) is



NHRA

Troxel (far left) ran her Pro Mod car at Santa Pod, but is also racing a Funny Car (above) this year. Top: Troxel on a Top Fuel run

Dom Romney



IN THE HOT SEAT – QUITE LITERALLY!

IT WAS IN THE AMBULANCE from the drag strip to the Santa Pod medical centre that I started to wonder how many other people had signed up for a motor sport passenger ride and ended up injured. Was this a first?

A few weeks ago I made my third trip to Santa Pod in two years. On previous occasions it had rained and any hope I'd had of seeing some of these amazing machines in action was washed away with the weather.

Sunny skies greeted us at the European Finals on September 10-12, however, and my date in the 1000bhp two-seater Top Alcohol Dragster was set. After being strapped in with a five-point harness and arm restraints, Steven Warner – piloting the two-seater and a full-time lorry driver – told me to keep my helmet against the headrest to avoid damaging the lid and getting whiplash. Blimey. I gingerly asked whether anything had gone wrong during one of these passenger rides. "Never, actually," he said with a smile.

Once we had made it up to the startline and had been given the signal, Steve released the clutch and did a 10-metre long burnout in order to get some heat into the already sticky tyres. But then disaster struck. Because we had been sitting on the line for too long the 9.8-litre V8 started to overheat, meaning that when we hit full revs the radiator cap blew off and I was soaked in 180-degree water.

As you can imagine, it was quite painful. But such was the adrenalin pumping through my veins that I actually wondered whether this was standard procedure! How on earth had the 64-year-old grandmother who'd accompanied Steve the month before coped? But standard it was not, and I was hastily packed into an ambulance and taken to the medical centre where my neck was treated with the most amazing crystal-like gel pads. My skin soothed, I made it back to the dragster to start the whole procedure again.

Now, I have been fortunate enough to both drive and ride fast cars and motorbikes. When you open up my Suzuki GSX-R 750 properly the world briefly turns into a blur as your senses struggle to take in the speed at which everything starts happening. But after the dragster, the GSX-R feels like a Citroën 2CV.

The dragster's acceleration (0-166mph in 7.9sec) is simply apocalyptic; in fact, it is so brutal that for the first three seconds I couldn't breathe. After that I just laughed hysterically, such was my amazement. Within eight seconds the parachute came out, we lost 100mph in a second, and then it was all over.

Top Fuel dragsters can reach 330mph in 4.2 seconds, and after experiencing just over half of that I cannot comprehend how any human being can take that sort of punishment. My conclusion? Dragsters – in whatever shape or form – are for the clinically insane, and I love them.





Ed feels 180deg heat as radiator cap pops on Top Alcohol dragster. Above: driver Steve waits, while Ed is strapped in (top)

Dom Romney

slower of course, but it's just a different animal, you're focusing on a whole different set of problems. In the Funny Car (which does the quarter-mile in 4.6sec and reaches over 330mph) you don't have to shift and you're not physically doing a lot of things in there, but you have a tonne of g-force, a lot of speed and you've got to try very hard to keep the car in the groove. Sometimes you have to really manhandle it and often you'll be crossing the line on opposite lock, wondering what's



Clockwise from top left: there are four Pro NHRA classes for Top Fuel cars, Funny Cars, Pro Stock and Pro Mod. Other cars fall into the Sportsman class

NHRA

going to happen when you step off the throttle.

"The first half of the track is almost counter-intuitive," Troxel added, "because when you leave the startline the chassis torques up and the car starts twisting all over the place. All you want to do is to react to it, but if you do that you'll be chasing it all the way down the track.

"The Pro Mod is just wild – it leaves the line and then at any point it might decide to turn 45 degrees and face the wall. You've got to be ready for it. I had a real quick lesson in that when we first went out testing as I managed to put it on its lid first time out. It's a totally different set of sensations in that car and I was a bit worried when I started driving both the Pro Mod and Funny Car that I wouldn't be able to separate them. Surprisingly, that part is actually very easy. The hard part is knowing where I need to be and when, and which car I'm supposed to be warming up!"

Dragster crashes can make circuit accidents look insignificant, so I couldn't resist asking Melanie how she could get back in a car that she'd crashed last time out. "If it's something you have chosen to do for a living then you

WEYBRIDGE, SURREY

CAR WEIGHT WATCHERS

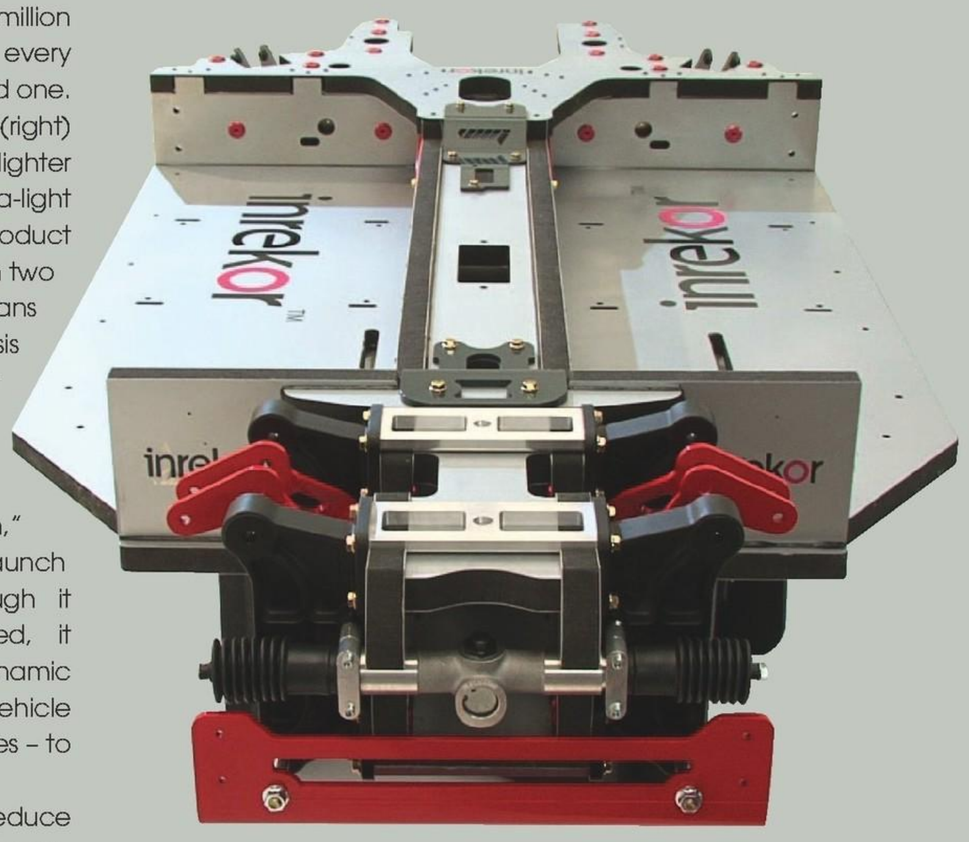
NEW CHASSIS TECHNOLOGY SHOULD HELP CUT EMISSIONS

AS THE POWERS THAT BE clamp down on vehicle emissions, manufacturers are looking down the barrel of massive changes in car design over the next 10 years.

By 2020 the government and EU Heads of State want a reduction in greenhouse gas emissions of at least 20 per cent, which is below 1990 levels. They have also specified that there must be a 20 per cent reduction 'in primary energy use by improving energy efficiency', and 20 per cent of energy consumption must come from renewable resources.

One way to combat CO_2 emissions is to make vehicles lighter, which is exactly what Inrekor can do with its new chassis design. The company says it has the potential to save 10 billion litres of fuel and 50 million tonnes of CO_2 emissions globally every year. Now that, as claims go, is a bold one.

Inrekor uses sandwich technology (right) to build chassis that are 30 per cent lighter than those currently used. The ultra-light sandwich structure includes a product called ARPRO® that is held between two sheets of aluminium. It is by no means an easy job using one of these chassis on an existing platform. But Stewart Morley, Inrekor's technical director, says that this isn't what the product is geared towards. "It's really for small- and medium-scale production," he explained at the product's launch at Mercedes-Benz World. "Although it can easily be mass-manufactured, it should really help smaller, more dynamic companies with advanced vehicle technology – such as electric vehicles – to adapt quickly to a system."



The reason the design can reduce CO_2 so dramatically is due to 'mass-decompounding'. If the chassis weight is reduced then a smaller, lighter engine can be fitted to achieve the same performance. Once you've done that you'll need less structure to support it, and so the chassis weight can be reduced further. And so the cycle continues.

Sandwich technology is by no means a new phenomenon, but Morley is adamant that Inrekor is different to its forbears. "The reason why other sandwich techniques haven't always worked is because of cost," he says. "The secret is in the design as this dictates everything. We've designed the materials and parts to multitask, and we use bonding rather than traditional welding techniques so that anyone can piece together a chassis."

The chassis is built up like a Meccano set, with each component making the structure stronger. It can be flat-packed and then assembled with the rest of the

accept it," she explained. "Yes, you're aware of it and of course you take it into account when you're getting fitted for the car, but you have to be able to turn that off as soon as you start the engine. If you're thinking, 'Am I going to put this into the wall?' then not only are you not going to be a very good driver, but you shouldn't be in the car. You have to be able to block it out, but to be honest some of that danger is what gives you the adrenalin and the edge, it's what makes it exciting.

"The other thing about drag racing is that it's not like other forms of motor sport where if you don't get a corner right and lose a place you can always make it up on the next lap. If you make one mistake in drag racing that could be enough to put you out. You've got four, five or six seconds – depending on which class you're in – and if you leave the door open a little someone will sneak in."

Thanks to a burst oil line Troxel was knocked out in the semi-final of the Pro Mod class at Santa Pod, but her team – R2B2 Racing – is planning on running full seasons in the Funny Car and Pro Mod classes next year, so there'll be plenty more chances to add to her record.

car, and the whole thing is recyclable.

Of course the burning question is whether the chassis performs like a normal one, whether the structural rigidity is the same and how it will behave during an impact. Inrekor has tested the new chassis design against an NCAP five-star-rated current chassis and was pleased with the outcome. "The results were very similar and that was with an Inrekor front end weighing 69kg and a current one weighing 105kg," says Morley. "We can also engineer the chassis to absorb more or less impact depending on the thickness of the aluminium, on how you want it set up." It may not be as strong as carbon fibre but, as Inrekor sales director Freddy Page-Roberts points out, carbon fibre isn't necessarily better: "It's expensive, they haven't managed to mass-manufacture it and, most importantly, carbon fibre doesn't act well in a crash as it splinters."

So have major manufacturers snapped up Inrekor's technology? Unsurprisingly, the company is unable to say who it is in talks with. However, I was told that it has talked to over 50 per cent of car manufacturers, and none of them are uninterested... In fact, Inrekor says it is in serious talks with more than one major car maker.

If this approach can save 30 per cent of the chassis weight while maintaining rigidity and safety at current levels, then it deserves attention. Time will tell whether this is a new direction for car manufacture.



Factor 001 is used as a training tool by professionals. Bottom: electronic display relays a wealth of information

LONDON

THE RACER'S BICYCLE

AN F1 COMPANY HAS APPLIED ITS EXPERTISE TO TWO WHEELS

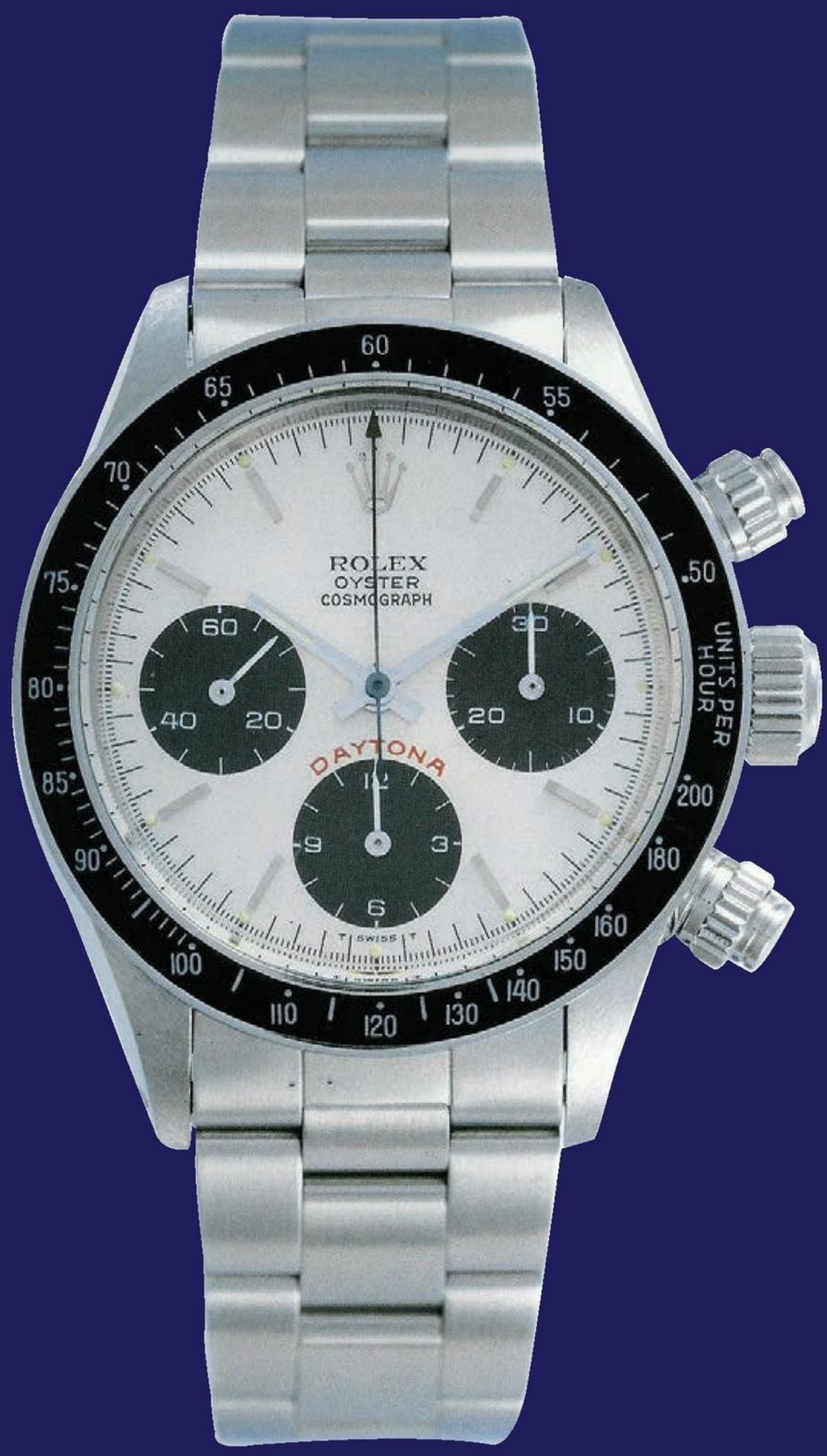


AT THE START OF OCTOBER I took part in a cycle ride from John O'Groats to Land's End in aid of Parkinson's UK. Strange decision – I'm not a big fan of cycling. But one of the good things that came out of the experience – apart from the amazing amount of money people have been generous enough to donate – was that bf1systems (*On the Road*, April issue) kindly allowed me a day's training on a bicycle it had built to showcase what can be achieved with two pedal-powered wheels, given a blank sheet of paper.



Applying its racing expertise, the wiring systems company has come up with the Factor 001. The bicycle is solely for training as it hasn't been homologated for most racing categories, but in that realm it is quite amazing what it can do. Only the tyres, bearings and electric gear system are off the shelf, and bf1systems has used sensors all over the bike to measure everything from each leg's torque load to skin temperature, speed, atmospheric pressure and heart rate.

It was an amazing piece of engineering to ride but it was hard to truly appreciate, as not only am I far from a professional cyclist but it carries a price tag of £20,000. That aside, I can see why the Factor 001 is *the* training tool for professional athletes, if a very expensive one. Above all, it's good to see Formula 1 technology being used in other areas.



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IN BRIEF

■ Japanese historic single-seater racer Katsu Kubota won the Historic Formula 2 Championship after a mighty season in the March 712 he runs from the Colin Bennett stable. Kubota, who also drives a Williams FW07 in Historic F1, clinched the title at the final weekend at Dijon in France.

■ The New Zealand Silver Fern Rally will go ahead as planned from November 14-20 and will not be affected by the recent earthquakes that struck the Christchurch region of the South Island. The rally will start in Christchurch and run clockwise around the south island, covering over 500 stage miles.

■ Historic FF1600 champion Darren Burke made history by winning all 14 races this season in his Macon MR8. Burke, 24, now hopes to step up to the Porsche Carrera Cup in 2011.

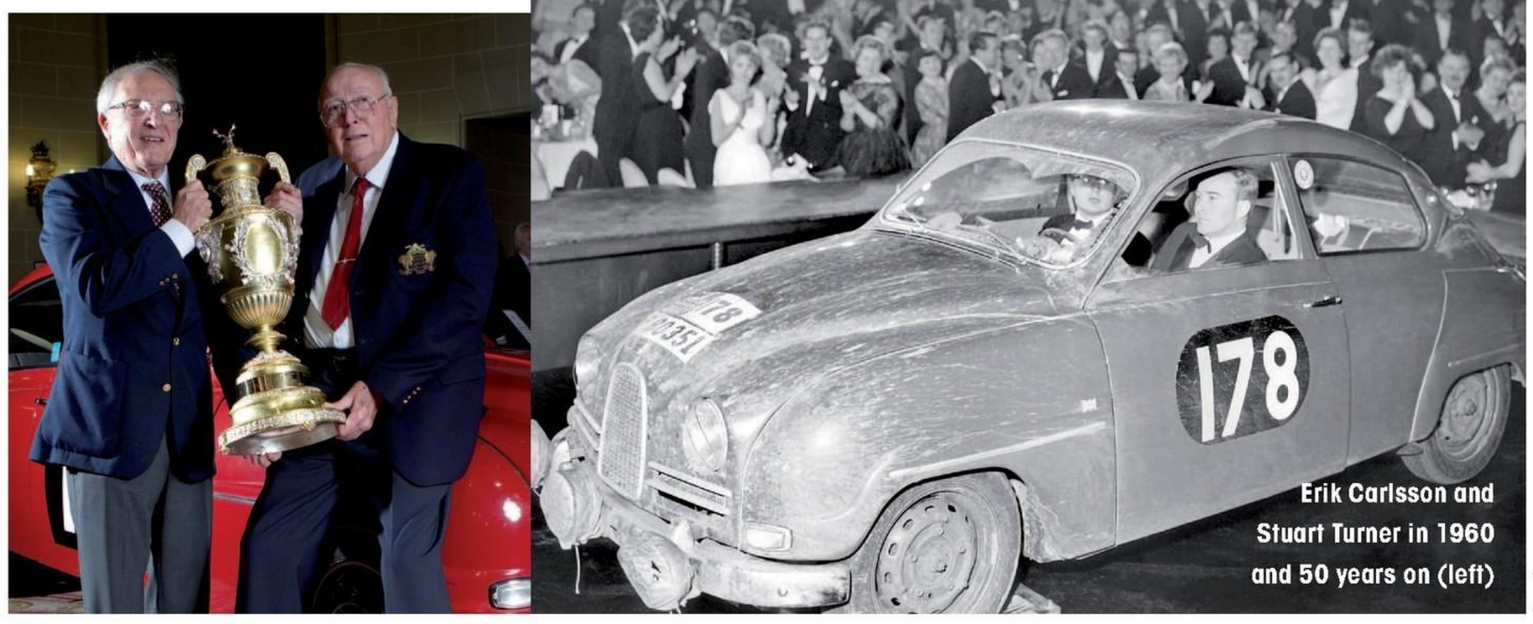
■ Rally driver Tony Thompson was injured during the Trackrod Historic Cup in Yorkshire when he was struck by another car after getting out of his Vauxhall Chevette to solve a misfire during a stage. The Northumberland garage owner was airlifted to hospital with a broken femur.

■ The 2011 Shelsley Walsh calendar will take in six weekends of hillclimbing at the famous Worcester venue, capped by the British hillclimb event on August 20/21. Other dates include the vintage event on July 3 and the classic event on July 24.

■ The annual Rally Show will have a new venue and date for 2011, moving from Chatsworth House to Cornbury Park in Oxfordshire on May 14/15. The mile-long asphalt stage will take in sections used on the RAC Rally in the 1990s.

■ Nigel Mansell, John Surtees and Jonathan Palmer will flag away the 38th Beaujolais Run from Brands Hatch on November 16. The charity event, which finishes in Burgundy, takes place as the new crop of Beaujolais Nouveau wine becomes available.

■ Bobby Rahal's Legends of Motorsports series has released its dates for 2011. Events will take place at Barber Motorsports Park on May 20-22, Circuit Mont-Tremblant in Canada on July 8-10 and at Sebring International Raceway on December 2-4.



Erik Carlsson and Stuart Turner in 1960 and 50 years on (left)

Saab

Saab celebration for RAC

THE 50TH ANNIVERSARY of Saab's first victory on the RAC Rally will be celebrated in November when a team of five historic rally cars tackle the Roger Albert Clark event.

The 1960 RAC Rally marked the first of a hat-trick of wins for Erik Carlsson in his two-stroke Saab 96 and it is hoped he and his co-driver Stuart Turner will be present to flag the team away from Pickering on Friday November 26.

First run in 2004, the Roger Albert Clark Rally re-creates the RAC Rallies of the 1960s and '70s, with four days of competition in the forests of Yorkshire, Scotland and Northumberland. The event is primarily for historic cars and the five-strong Saab team will include a pair of two-stroke 96s as well as three later V4 models.

The project is the idea of Saab enthusiast Jim Valentine, who is a regular competitor on the event in his two-stroke 96. "Getting five Saabs entered on a UK rally is a very rare thing," said Valentine. "This is likely to be the last time that you will see a pair of two-stroke Saabs on a UK rally."

The current confirmed line up is Valentine and Andy Harris along with Nick Pinkett and Mark Casey in two-stroke cars, while three later V4s are entered for Colin Hope/Nick Patrick, Richard Simpson/Debby Myers and John Tatlow/Julie Westwood.

To complete the Saab theme, most of the entries have Saab management cars and Saab owners are being encouraged to go out on the event and support the team.

Glasgow start to feature on Monte

GLASGOW'S TRADITION OF BEING A start point for the Monte Carlo Rally will be revived in January, though not for the IRC round. It's the Monte Carlo Rally Historique, marking the 100th anniversary of the original event, which will have one of its starts in Glasgow on January 26, with crews then heading for the concentration run at Reims to join others from Warsaw and Marrakesh.

Meanwhile, at the end of 2011 the Classic Rally Association has decided to 'rest' the Rally of the Tests in favour of reviving the Winter Challenge from November 20-25. The event will finish in Monte Carlo, with start points in Chester and Holland and a common route through Northern France to Beaune.



LBVCR

Veteran cars get set for Brighton

A CAPACITY ENTRY OF 550 CARS manufactured before 1905 will take part in the 2011 London to Brighton Veteran Car Run on November 7.

The annual celebration of the Emancipation Run which took place on November 14, 1896 is expected to draw half a million spectators, from the start in Hyde Park and along the route through Surrey and Sussex to the finish on Madeira Drive in Brighton.

Among the participants will be the two cars that starred in the 1953 film 'Genevieve', marking the first time in many years that the two cars have been together in the UK.

The Darracq two-seater, which was driven by John Gregson and Dinah Sheridan in the film, and the Spyker Double-phaeton, which was driven by Kenneth More and Kay Kendall, will try to complete the 60-mile journey.

Running the day before the Veteran Run will be the Brighton to London Future Car Challenge for electric, hybrid and low-emission cars.



Mick Walker

Rain won't stop VSCC play

VICTORY IN THE FLOCKHART TROPHY for Duncan Ricketts in his E-type ERA in some of the worst conditions imaginable was the key feature of SeeRed, the VSCC's annual race meeting at Donington Park.

With Sunday's programme run in torrential rain, the track was partly flooded at the Old Hairpin as run-off from the abortive Grand Prix circuit earthworks ran across the track. In conditions that would have forced the cancellation of a modern race meeting, the narrow tyres of the VSCC racers helped allow the meeting to go ahead. Mike Stripe of the VSCC paid tribute to the racers for coping with the conditions and providing an incident free day of racing.

Ricketts walked on water in the swoopy E-type to see off the challenge of Mark Gillies in ERA R3A. But the matter was finally settled on the last lap as Gillies took the lead at Redgate only to slide off at the Old Hairpin and park R3A in the gravel (above).

Taking the battle to the ERAs was the rare Bugatti T73 of Tom Dark, contesting only the car's third ever race since it was first built in 1947. Dark was jubilant to have taken second place on his debut with the car.

The Morgan three-wheeler pack revelled in the rain as Gary Caroline topped the Vintage Racing cars, while Julian Majzub (Sadler) and Darren McWhirter (Lister Jaguar) shared the 50s Sports Car wins.

During SeeRed, Lea-Francis racer Jeremy Brewster claimed the top prize in the VSCC's annual owner-driver-mechanic award.

Atlantic March next ride for Ashley

FORMER GRAND PRIX DRIVER IAN ASHLEY WILL RACE A FORMULA ATLANTIC MARCH 79B in historic events in 2011 as he renews a partnership with Mike Smith, who was instrumental in Ashley's career during the 1970s.

Smith acquired the car from a US museum and has entrusted it to Colin Bennett to be race-readied. "I was at prep school with Ian," explained Smith, who will race the car in selected events and entrust it to Ashley for other races.

Since his switch to historic racing, Ashley has driven a Lola T200 in Historic FF1600 and the LDS Formula 1 car with the HGPCA.

'Bentley Boy' Smith heads for forests

BENTLEY LE MANS WINNER GUY SMITH will contest the Roger Albert Clark Rally for the second time at the end of November when he joins his father Peter on the entry list for the four-day event through the forests of Yorkshire, Scotland and Kielder.

Smith will again drive his Ford Escort Mk1 and is aiming for a finish this time after retiring in 2009.

"Last year the Roger Albert was a real baptism of fire, it was only my third ever rally," said Smith. "It's a great event and in rallying terms, it is the event to do."



Ian Wagstaff

Bugatti finally tops Kop Hill

THE EX-RAYMOND MAYS BUGATTI Brescia Cordon Bleu has got to the top of Kop Hill at last.

Having caused the end of speed events on public roads when it crashed there in 1925, the Brescia failed again in 1985 with a magneto problem. But current proprietor Karl Foulkes-Halbard reckoned to have overcome a curse by taking it to the top as part of this September's Kop Hill centenary event.

The third Kop Hill revival, near Princes Risborough, pulled in an entry of around 350 running and over 100 paddock-only cars. The locally-based Ecurie Ecosse Jaguars and original transporter of Dick Skipworth were a particular highlight for the 8000-strong crowd, up from last year's figure of 5000.

"I think we are on the calendar now," said organiser Tony Davies.

Stokes weaves way to rally title

DAVID STOKES AND GUY WEAVER have won the MSA British Historic Rally Championship for the second time in four years with their Ford Escort Mk1, after fighting back from three non-finishes in the first four rallies of the season.



Paul Lawrence

"I'm really chuffed to win the BHRC for the second time," said the Gloucestershire driver, who returned to the sport in his late 50s after 20 years out of rallying.

Stokes has pledged to defend his title when the 2011 BHRC again runs over three asphalt and five gravel rallies.

The season will begin with the Mid Wales Stages in March and end with the Isle of Man Historic Rally, which moves from July to late October.



Paul Lawrence

Three-year deal for Brands festival

THE MASTERS HISTORIC FESTIVAL, featuring one day of racing on the Brands Hatch Indy circuit and two days on the Grand Prix circuit, will run over the Bank Holiday weekend of May 28-30 and continue in the same slot until at least 2013.

MotorSport Vision and Masters Historic Racing have announced a fresh three-year deal to promote the popular motor sport festival.

"Our aim for 2011 is to greatly expand the off-track offer, while keeping the high quality and excellent racing of previous years," said Masters director Christopher Tate. Plans for next May include a classic car auction, a flying display and a demonstration of a recent Formula 1 car.

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Algarve delights banish the blues

After the downpour at Spa, Portugal's historic festival offered the perfect finale to a busy season of racing

BY ROB WIDDOWS

What a way to end the season. Sunshine, blue skies, blue sea, blue-flag beaches, and a golf course on every corner. Not to mention a paddock packed with gorgeous racing cars, glorious noise and some decent racing around a wonderful circuit. And a swimming pool in the paddock. Yes, really.

This is the Grande Festival de Classicos at Portimao on the Algarve coast of Portugal. This year there was a record number of entries, the paddock drenched in the intoxicating aroma of hot Castrol R, gallons of polish and a subtle whiff of more expensive fragrances evaporating from nicely tanned limbs. Life is not a beach, it's Portimao after a wet weekend at Spa.

Practice day is vital for those not familiar with the Autodromo Internacional do Algarve. It's a demanding place, quick and undulating, a long straight down to a tightish right-hander, followed by a tighter right before the climb up and over the hill. This is also a great place to watch: the track is a natural arena and much of the 4.6km lap is in sight. For the drivers it's tricky, with blind crests and precious few obvious reference points. A gentle walk round the lap is pure joy: apices hidden over brows, and at the highest point the cars are silhouetted against a cloudless blue sky. Nothing like a brace of Matra MS670s in the late afternoon sun. Approaching the final left-hander, before the downhill run to the home straight, the cars appear to be racing straight into the sky, as if on a rollercoaster.

Walking the track during F1 qualifying, I was reminded of the Osterreichring. The topography is so right. In places all you see is green grass, a racing car and blue sky beyond. Save for the dreaded wire netting, you'd have to go a long way for a better feast for the eyes. Should you fear hyperbole, or a drug-induced euphoria, just go and see for yourself. I haven't enjoyed watching Grand Prix cars so much for a long time: the wheelspin, the power slides, the grabbing of manual gears and the sweet song of a Cosworth. To drive this track hard, in a quick car, must be almost unthinkably exhilarating if you can hold your breath for long enough.

Your correspondent is starting a campaign right here and now. Dear Mr Ecclestone, please can we have one of your F1 races at Portimao? If not the Grand Prix of Portugal, then how about the one you call the Grand Prix of Europe? The circuit is less than an hour away from the airport on a virtually empty motorway, and just 15 minutes from 5-star hotels by the sea. The paddock is vast, and there are 85,000 seats just waiting to be filled. Yours sincerely, etc.

Festival promoter Francisco Santos is upbeat, having attracted a superb collection of cars in the wake of a global recession. Where on earth do these people get their money from? A purely rhetorical question.

"Yes, we are pleased," says Santos, "It is surprising in these difficult times but we have 286 cars here and that underlines the continuing strength of historic motor racing. The spectators love to see these famous cars and we sold 12,000 paddock tickets which is encouraging."

Is there any fault to find? Yes, of course. Too many of the races are too long. And the classes within many of the races are too confusing. But, hey, we are here for the *craic*, and it's good.

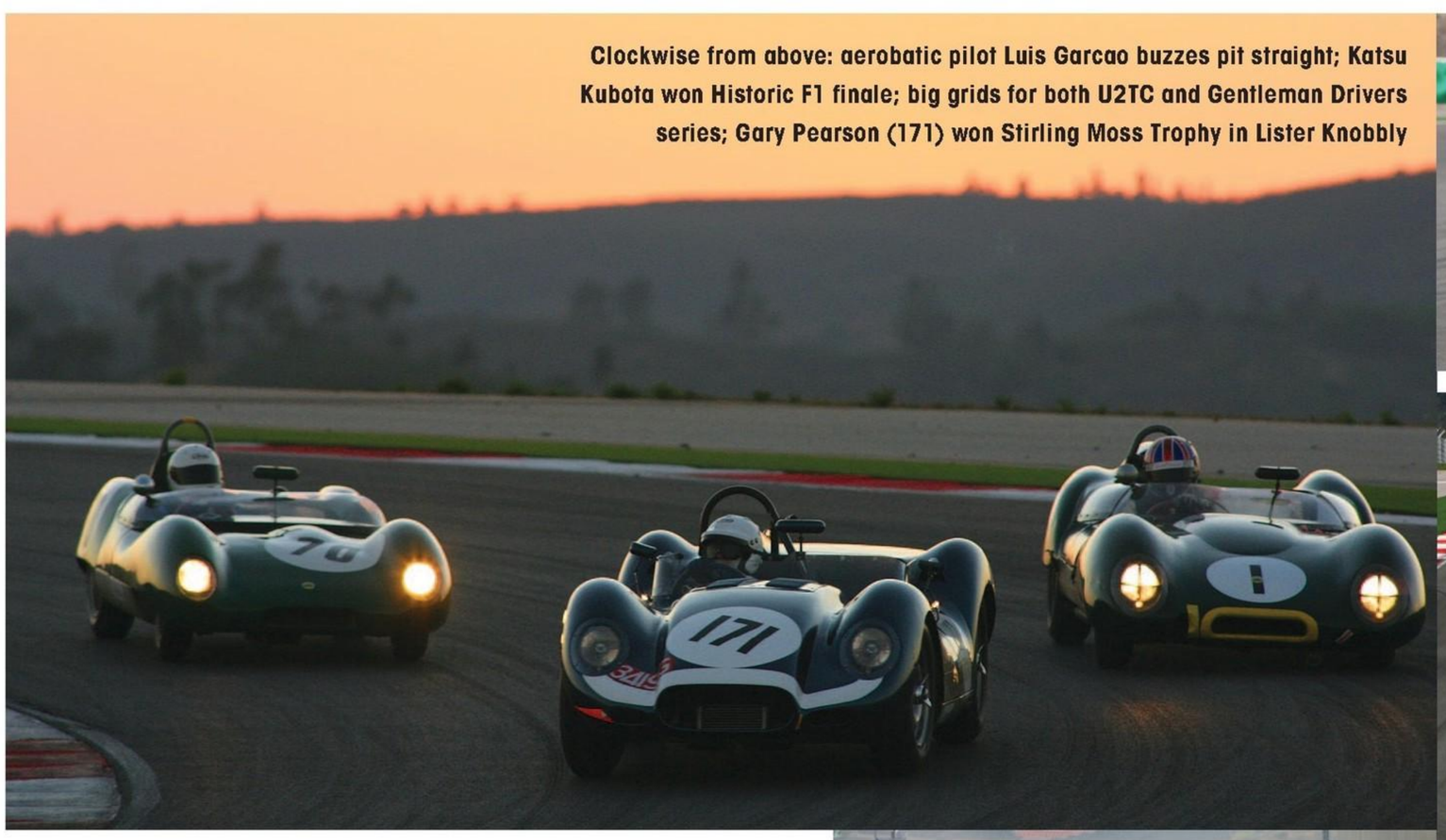
The stars of the show were Rob Hall and Leo Voyazides, both of whom spent more time on the podium than racers have any right to do. How Hall has time to prepare all those cars is beyond me. Then there's the Minshaw clan, Roger Wills, Simon Hadfield and Gary Pearson, stalwarts all. And don't forget Julian Bronson















Jim Houlgrave

Clockwise from above: aerobatic pilot Luis Garcao buzzes pit straight; Katsu Kubota won Historic F1 finale; big grids for both U2TC and Gentleman Drivers series; Gary Pearson (171) won Stirling Moss Trophy in Lister Knobbly

who finished the season on his 60th birthday. Historic racing salutes you all.

Meanwhile, on Saturday night men in FIA uniforms were paying close attention to the McLaren MP4/1B of Nathan Kinch, kneeling next to its flanks with rulers. It was like stepping back in time. This was John Watson's car back in 1982. A few tweaks later, it was passed, and by raceday the Lanzante lads had re-painted the rear deck where it was scorched by the exhaust system. Running an MP4 is a learning process.

The focal point of the Festival was the F1 race, and rightly so, for this was to decide the FIA Historic F1 series. In the build-up to the finale, as if there wasn't enough excitement, up in the air it was utterly electrifying. Portuguese aerobatic pilot Luis Garcao performed truly incredible feats above the pitlane in a Ford-sponsored Pitts Special, finally taking the chequered flag by streaking down the straight at head height. They are allowed to do this here, for which we can only rejoice.

After an agonising wait on the grid, poleman Andy Meyrick led away in his Arrows A5, followed by Katsu Kubota in Williams FW07 and Bobby Verdon-Roe in McLaren MP4/1. Grid order then, but not for long. Running nose



to tail the top three put on a fantastic show, Kubota grabbing the lead into the hairpin early on and taking victory by less than a second.

Behind him the tussle for second was hard-fought, BV-R taking Meyrick under braking at the end of the straight, only to be put back in his place. This was exciting stuff to the end, the Arrows just having the edge on traction out of the corners, the McLaren better on the brakes. It had gone all the way to the wire and it was Peter Meyrick who took the title by two points from BV-R, this by dint of winning his class in his March 761. What made this so unfeasibly dramatic was that his son Andy had spoiled Bobby's party by snatching second place in the ground effects class, thereby taking points from Bobby and thus helping his father. The stuff of scriptwriters' dreams, except that's just what this racing family, all dressed in 2010 Champion shirts at the end, managed in the Algarve.

It's always a joy to see a Williams win a race. But if you'd told Frank and Patrick in 1981 that FW07 would still be winning in 2010 they would have put it down to the rantings of a lunatic. The final race of the historic season was hugely entertaining, there were smiles all round at the end, and a tear in the eye for those of us who were there back in the day.

Returning to my hotel my eye was drawn to a poster proclaiming that Michael Jackson was to appear 'live' at the Casino. Surely not. Must be the effects of that delicious *vinho branca* from the Douro Valley.

Transpires this is a Portuguese Michael Jackson lookalike – just one of the many and varied delights of the Grande Festival de Classicos weekend on the Algarve.

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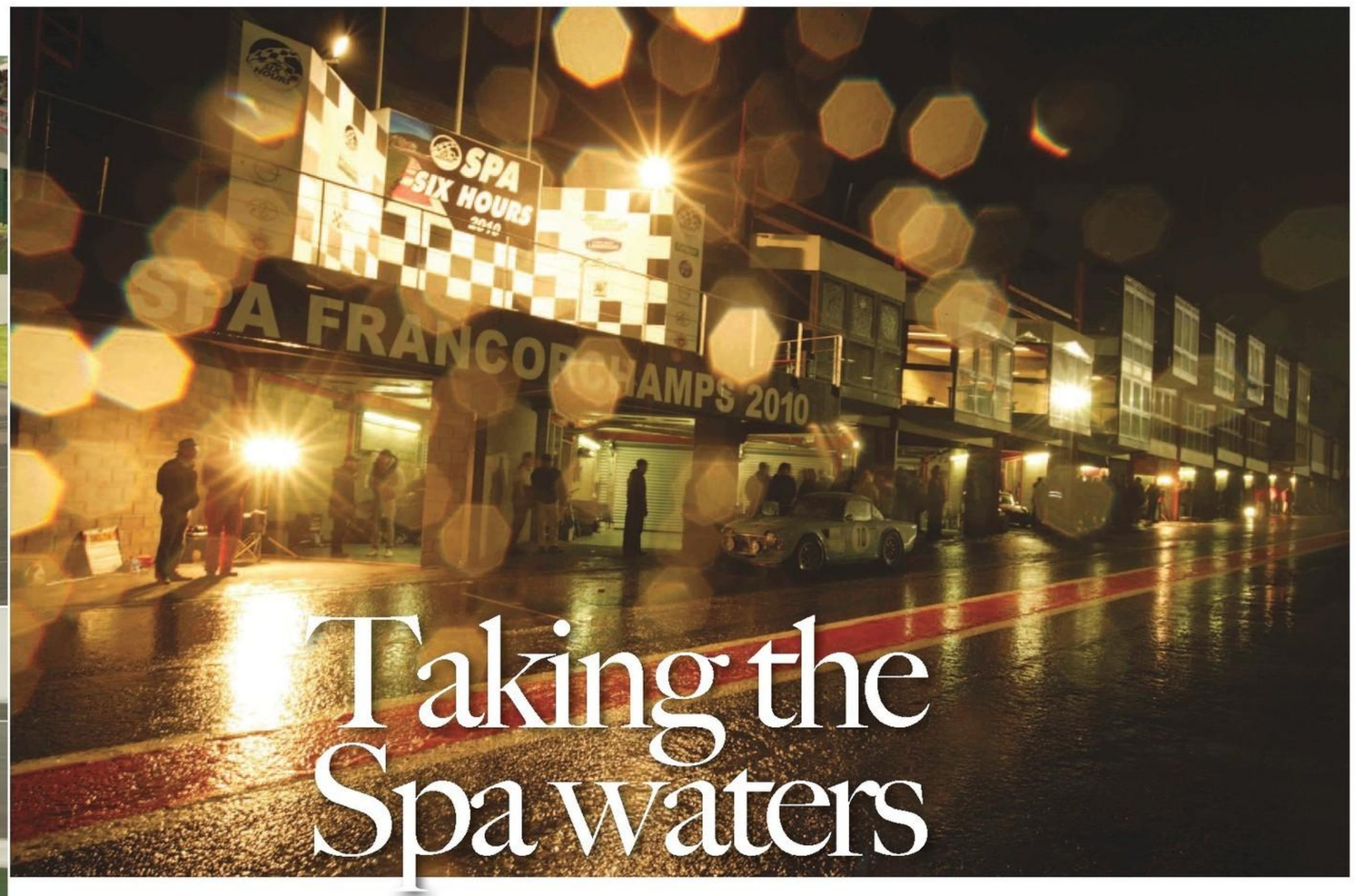
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Hadfield/Voyazides GT40 (8) leads pack at start of Six Hours. Below: winning E-type of Minshaws/Stretton





Taking the Spa waters

The Minshaw E-type shared with Martin Stretton survived a typical Belgian deluge for victory in this year's Spa Six Hours

BY JON HILL

There isn't anything very controversial to say about Belgium. Ask anyone what they think of it and the answer is usually "very nice". But quiz any driver about their favourite circuit and chances are they'll say Spa. And with good reason – it's fast, twisty and extremely demanding, especially the infamous Eau Rouge. The challenge has always been to take that section flat out, so you've enough momentum to make it to the top of the following ultra-steep hill.

Consequently, Spa is superb both as a driver's and spectator's circuit. And for those in the know the annual Spa Six Hours is their Mecca. Everyone has heard of Le Mans and especially the fantastic Classic event, but the real favourite is Spa. It's not packed out and remains a bit of a secret.

The Six Hours is scheduled to start at 4pm on a Saturday (though this one had a late kick-off), so the 10pm finish brings the extra challenge of fading light as day turns to night. It's then that the battle becomes intense in what is usually a hard-charging race.

But this event is not just about the Six Hours – there are in fact 12 races through the weekend. It's pretty diverse – the Top Hat series kicked off this year's programme, followed by around 60 Formula Juniors, this particular race won by Roland Fischer's 1970 Tecno in Group 2.

The *Historic Motor Racing News* U2TC race featured a huge battle between Alfas, BMWs and Lotus Cortinas. This was really close, especially as usual Spa weather conditions persisted – it was chucking it down.

A wet track promised a challenge, with the safety car making an appearance on lap two. But soon a fierce marquee rivalry ensued with the 1963 Lotus Cortina of Leo Voyazides/Simon Hadfield taking victory from Richard Postin's 1965 BMW 1800 Ti.

Demonstrating the diversity of this event, a Grand Prix Masters race full of 1960s, '70s and '80s F1 machinery followed.

Then cars started to fill the original Spa grid as excitement built ahead of the Six Hours. The rain looked like it would hold off and we wondered if another GT40 would triumph following Sean Lloyd's victory last year.

The field was headed by three GT40s along with a TVR Griffith 400, the Bryants' Cobra, the Chiles and Ingram Cobra, a couple of Corvettes and several E-types – most importantly the number nine car of Jon and Jason Minshaw with Martin Stretton.

The first four and a half hours was nail-biting stuff, but the real drama began at around 8.30pm when heavy rain arrived to provide a true test for the drivers. In the end the Fords didn't have it their own way, with the Minshaw E-type holding off the Hadfield/Voyazides GT40 to take victory.

But it wasn't over, with more of the same on Sunday. That's Spa – it's simply brilliant! Ⓜ



Alasdair McCaig's T53 was fastest in first Historic GP heat. Below: Grahame/Oliver Bryant Lola T70 in Masters Sports Cars





Roland Fischer's Tecno set pace in Formula Junior races

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Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– HISTORICS AT BROOKLANDS –

Historics held its second sale on September 25 at the Brooklands Museum during which it sold some interesting cars including a 1933 Singer Nine Le Mans for £30,731 and the 'barn find' 1954 Aston Martin DB2/4 Mk1 2.6-litre competition saloon, once owned and raced by Noel Cunningham-Reid, for £63,000.

Although 50 per cent of the lots that went under the hammer failed to sell, despite many cars receiving interested bids, the sale did gross £779,950, which will do the auction house's reputation no harm at all ahead of its next sale on December 4.

Historics was due to announce various cars just after *Motor Sport* closed for press, but had confirmed an ex-works 1968 Ford Escort Twin Cam (above) with an estimate of £70-£90,000. This particular car, BEV 782G, was first seen on the Monte Carlo Rally in 1969 when it was navigated to a respectable fourth place by current FIA president Jean Todt. 'BEV' was then used by Hannu Mikkola in the San Remo Rally and Roger Clark at the Circuit of Ireland, where he won. The car won again next time out at the 1969 Welsh Rally with Ove Andersson driving and is currently in Group 6 specification after a full rebuild. When you consider that Historics at Brooklands sold an ex-works rally MGB at its inaugural sale on June 2 for £141,922, it won't be surprising if this Escort goes for well above its estimate.

– COYS –

Coys witnessed much the same as Historics at Brooklands at its Ascot sale on October 2 after selling only 50 per cent of lots on the day. Thanks to various cars changing hands immediately afterwards, the figure when *Motor Sport* went to press was 38 cars sold out of 65. Two Bentleys reached staggering prices (a 1937 Derby 4¼ Mulliner drophead coupé at £181,680 and a 1952 MkV1 for £83,000), while a 1959 Arnolt-Bristol went for £95,000.

– RM AUCTIONS –

RM had a very successful Vintage Motor Cars event at Hershey's famous autojumble on October 8 when it posted over £5.5 million in sales and sold all of the 297 lots offered. A 1929 Duesenberg Model J convertible reached an impressive £473,746 while 'brass era' vehicles sold well, with a 1903 Packard Model F rear-entry tonneau going for £236,840. "We are thrilled with our results at the Hershey sale, particularly the 100 per cent sell-through," said CEO and founder of RM Auctions Rob Myers. "The brass era vehicles were the toast of the sale, there was some lively bidding and many of the lots exceeded expectations."

RM has two more sales this year – Automobiles of London on October 27 and the Milton Robson Collection on November 13 in Gainesville, Georgia. The former is fast becoming one of the UK sales of the year and will be covered in detail next month. »»»

FORTHCOMING AUCTIONS

■ **NOVEMBER 5 BONHAMS** Veteran Motor Cars and Related Automobilia, New Bond Street, London *Tel: 020 7447 7447*

■ **NOVEMBER 5/6 MECUM** The Bob McDorman Collection, Bob McDorman Chevrolet, Gender Road, Canal Winchester, USA *Tel: 001 (815) 568 8888*

■ **NOVEMBER 13 BONHAMS** Collectors' Motor Cars and Motorcycles, Bryon Kennedy Hall, Moore Park, Sydney *Tel: 0061 2 8412 2222*

■ **NOVEMBER 15 SHANNONS** Sydney Spring Classic Auction, 65 Reserve Road, St Leonards, New South Wales *Tel: 0061 2 8019 4116*

■ **NOVEMBER 17 BONHAMS** Collectors' Motor Cars, Motorcycles and Automobilia, Yorkshire Event Centre, Harrogate *Tel: 020 7447 7447*

■ **NOVEMBER 18 DVCA** Classic Collectors' Cars and Related Automobilia, The Gartell Light Railway, Yenston, Somerset *Tel: 01963 363353*

■ **NOVEMBER 27 OLDTIMER GALERIE** 100 Classic Cars and Motorcycles, Toffen, Switzerland *Tel: 0041 (0) 31 819 6161*

■ **DECEMBER 1 BRIGHTWELLS** Classic Cars and Motorcycles, Easters Court, Leominster, Herefordshire *Tel: 01568 611 122*

■ **DECEMBER 2/4 MECUM** Kansas City Auction, Bartle Hall, Kansas City *Tel: 001 (815) 568 8888*

■ **DECEMBER 4 HISTORICS AT BROOKLANDS** Sale of Historic Cars and Memorabilia, Brooklands, Surrey *Tel: 0800 988 3838*

■ **DECEMBER 6 BONHAMS** Important Collectors' Motor Cars, Motorcycles and Automobilia, Olympia, London *Tel: 020 7447 7447*

■ **DECEMBER 6/7 BARONS** Classic, Collectors' and Historic Cars, Esher Hall, Sandown Park, Surrey *Tel: 023 8066 8413*

■ **DECEMBER 7 COYS** True Greats, Royal Horticultural Halls, London *Tel: 020 8614 7888*

■ **DECEMBER 8 H&H SALES LTD** Classic Collectors' Cars, The Pavilion Gardens, Buxton *Tel: 08458 334455*

■ **DECEMBER 8 BRIGHTWELLS** Classic Cars, Motorcycles and Automobilia, Easters Court, Leominster, Herefordshire *Tel: 01568 611122*

■ **DECEMBER 10-12 HISTORICS AT BROOKLANDS** and the Modena Group sale of motor sport lots and memorabilia, TBC *Tel: 0800 988 3838*

Cars for Sale







– SHANNONS –

A selection of original photographs (above) – all number one of their respective limited series of 250 prints – of Australian racer Peter Brock will be sold at the Shannons Christmas Party with the Clubs event in Melbourne on November 27. The photos are expected to fetch £300 each and all the proceeds will go to two charities nominated by the guest of honour Sir Jack Brabham.

– MECUM –

On November 6 American auction house Mecum will oversee the sale of the Bob McDorman Collection. The auction will see Chevrolets produced as early as 1915 go under the hammer as well as related memorabilia and parts. Included in the auction are a 1915 Chevrolet Royal Mail roadster, a couple of 1969 Chevrolet Camaro Z11 Indy pace cars and a 1986 Corvette Coupe that American TV host and comedian Johnny Carson once owned. All estimates are available on request.

Between September 16 and 19 Mecum sold more than £8 million worth of cars at its St Charles auction. More than 950 cars went up for sale over the four days and although only 56 per cent of them sold, a rare 1969 Pontiac GTO Judge Convertible did find a new home for a staggering £138,770.

– SOTHEBY'S AUSTRALIA –

Sotheby's will hold its first public tender exhibition of cars from November 12-15 in Double Bat, New South Wales. A 1929 Bentley 8-litre, a 1937 SS Jaguar 100 and a Jaguar XK13 replica have all been confirmed. The lots are available to buy through the tender process.

Around the dealers

COMPETITION CARS CURRENTLY FOR SALE HERE AND ABROAD



1953 FERRARI 166 MM

This car is one of just seven Vignale-bodied spyder 166s built and was entered by Primo Pezzoli in the 1954 Mille Miglia. DK Engineering has recently restored the car and it ran at this year's Goodwood Revival as well as in the Mille Miglia retro event. POA

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1974 CHEVRON B26 2-LITRE

B26-74-04 is one of nine original cars built and has recently raced at the Le Mans Classic. It has FIA HTP papers and plenty of period history. POA

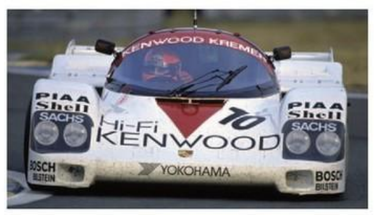
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AUCTION RESULTS

SEPTEMBER 18 OLDTIMER GALERIE
- 1963 Austin-Healey 3000 MkII BJ7: £24,590
- 1960 Chevrolet Corvette: £55,115

SEPTEMBER 22 BRIGHTWELLS
- 1933 Riley March: £27,500
- 1934 Riley Imp: £50,000
- 1936 Riley Racing Special: £33,000
- 1936 Riley Racing Special: £47,000
- 1956 Jaguar XK140 SE drophead: £87,000
- 1965 Austin Mini Cooper MkI: £8100
- 1967 Austin-Healey 3000 MkIII: £30,000
- 1970 Jaguar E-type S2 roadster: £34,400
- 1970 MGB roadster competition car: £8400
- 1972 BMW E9 3.0 CSL: £28,600
- 1974 BMW 2002 Turbo: £20,000

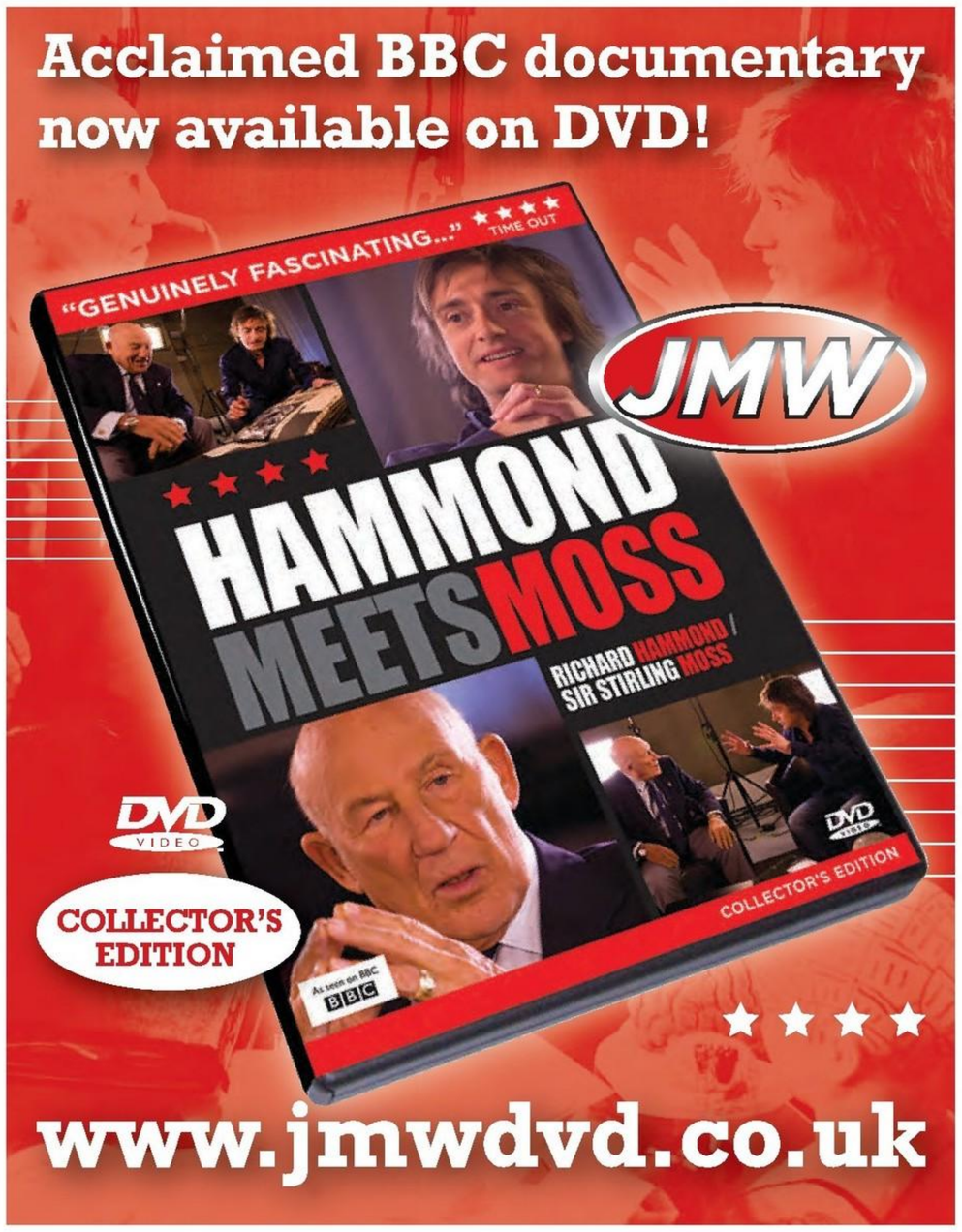
SEPTEMBER 23 DVCA
- 1934 Mercedes-Benz Type 200 cabriolet 'C': £15,400
- 1936 MG PB Midget: £23,650
- 1949 Jaguar MkV 3.5-litre special drophead coupé: £16,500
- 1951 MG TD: £19,910
- 1965 Austin A35 van: £7150
- 1967 Volvo 144 rally car: £2970
- 1968 Mercedes-Benz 280SL: £22,275

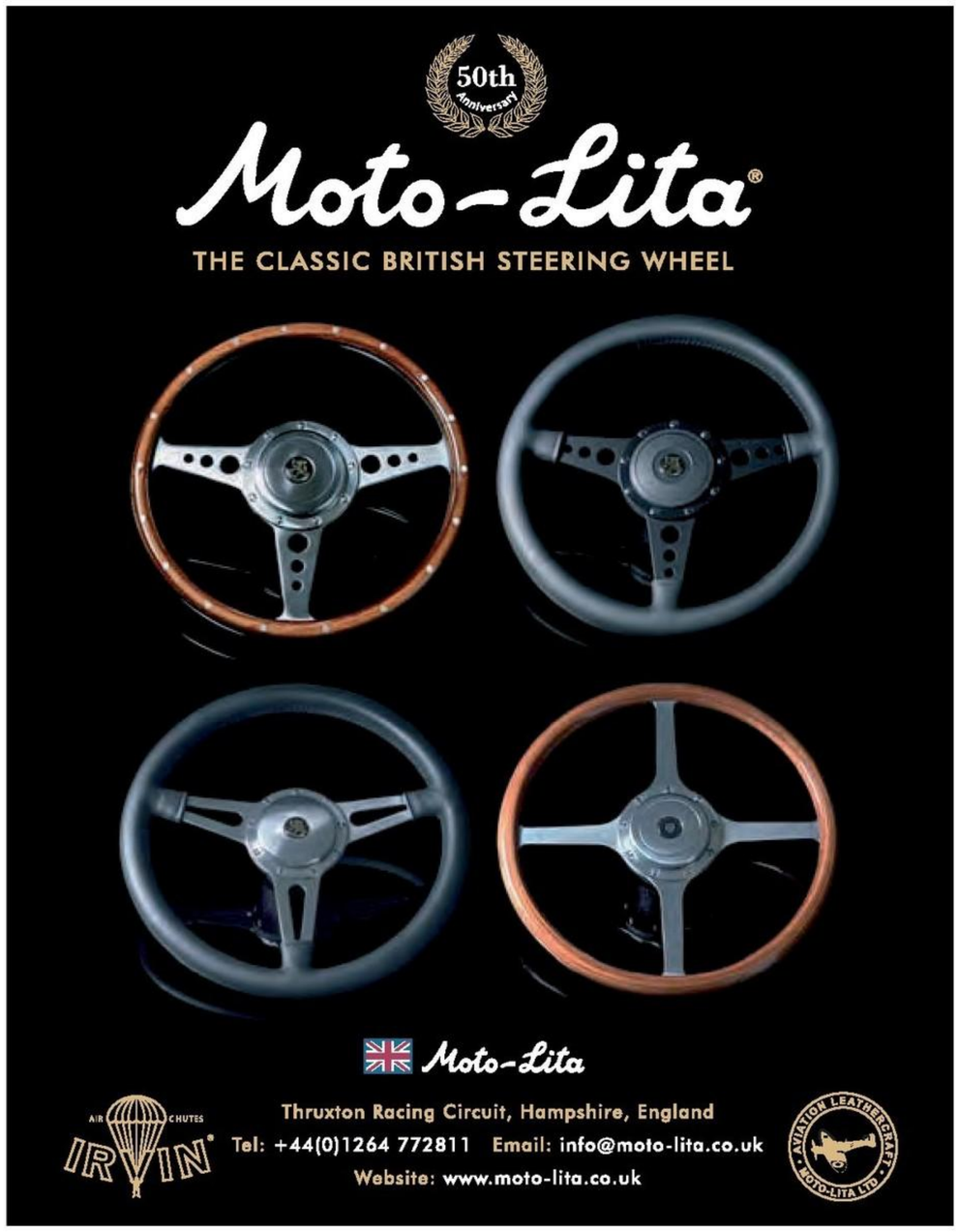
SEPTEMBER 25 HISTORICS AT BROOKLANDS
- 1933 Singer Nine Le Mans: £30,731
- 1961 Jaguar E-type S1 roadster: £61,463
- 1954 Ex-Noel Cunningham-Reid Aston Martin DB2/4 Mk1 2.6-litre competition saloon: £63,000

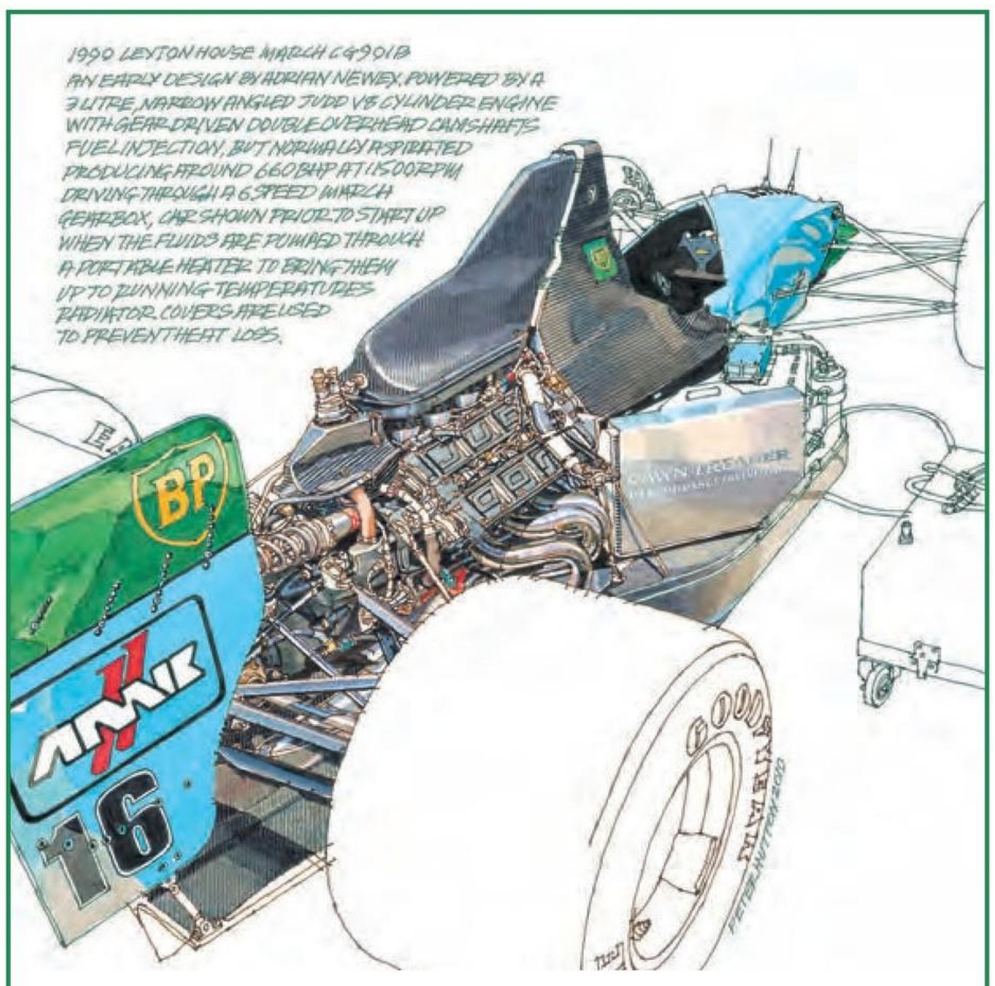
OCTOBER 2 COYS
- 1930 Boyle Special: £67,695
- 1937 Bentley 4¼ DHC Mulliner: £181,680
- 1950 Allard K2: £85,000
- 1952 Bentley MkVI: £83,000
- 1957 Bentley SI: £188,385
- 1959 Arnolt Bristol: £95,000
- 1975 Ray F3: £6587
- 1988 De Tomaso Longchamp: £52,050

OCTOBER 8 RM AUCTIONS
- 1903 Packard Model F rear-entry tonneau: £236,840
- 1909 Thomas Flyer 6-40 7-passenger touring: £111,444
- 1912 Stoddard-Dayton 5-passenger roadster: £109,703
- 1913 Peerless Model 48-Six roadster: £127,127
- 1929 Duesenberg Model J convertible coupé: £473,746
- 1930 Cadillac V16 Phaeton: £188,078
- 1931 Pierce-Arrow Model 41 7-passenger all-weather tourer: £109,689
- 1937 Delahaye Type 135C Grand Prix recreation: £100,984
- 1980 BMW M1: £87,032

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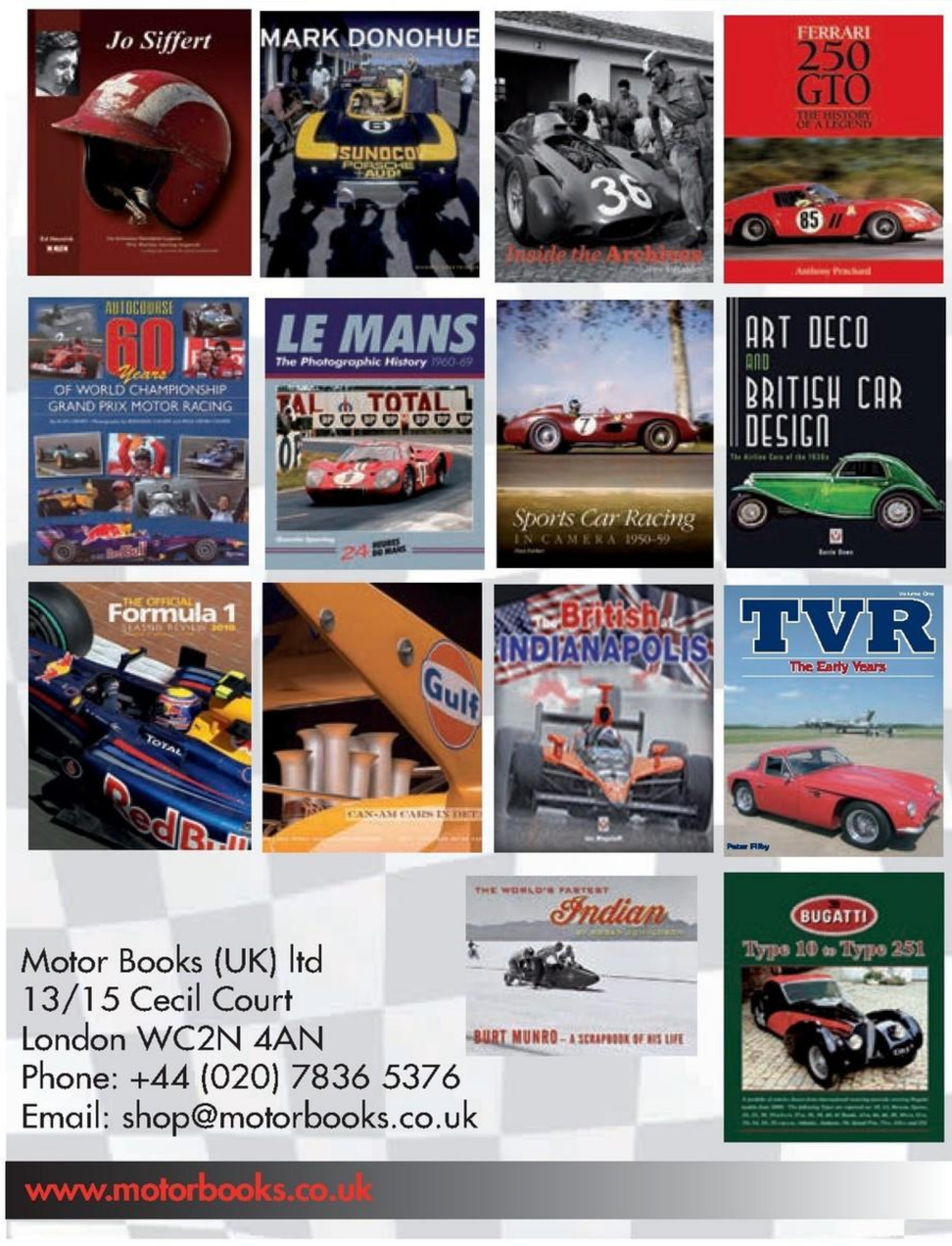
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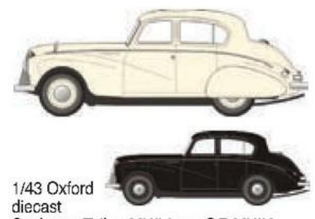
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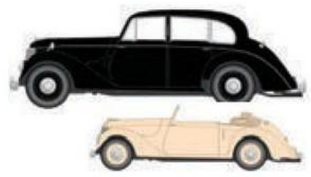
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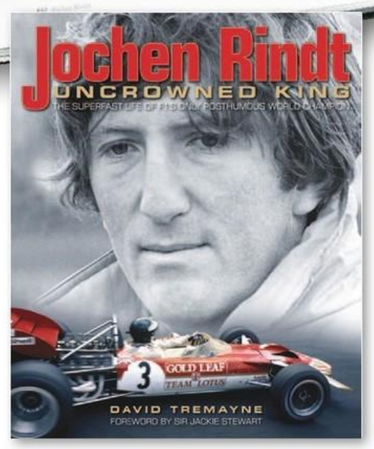
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Reviews





JOCHEN RINDT
UNCROWNED KING

by David Tremayne

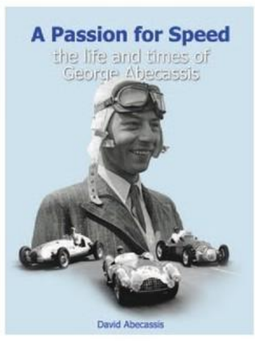
Tremayne's expertly researched biography attests to our continuing interest in the Austrian champion's life and career. Jochen Rindt's death at Monza 40 years ago was a huge blow to a sport embracing an exciting new ethos of commercialisation and professionalisation, embodied to perfection by the man himself.

Packed with beautiful photographs, this book traces Rindt's early years of middle-class privilege to his emergence as high-profile public figure and sporting hero. Confounding expectation, someone rational and, above all, intellectually astute emerges from the numerous interviews with friends and colleagues. He certainly possessed the requisite pragmatism for a satisfactory top-line racing career in the 1960s; the objective being to earn the maximum amount of money and make one's escape. The success achieved by the Jochen Rindt Car Show attests to considerable business acumen, while his open letter to the motoring press denouncing the use of high-mounted aerofoils is a model of expository argument.

Many believe Rindt would have gone into business with close friend Bernie Ecclestone after retiring from racing, with the two of them eventually running F1 together. Would the sport look different today, had events turned out otherwise?

Conjecture aside, a character as complex as Rindt's requires a scrupulous, intelligent and sensitive biographer, and Tremayne has proved equal to the task. It's a tremendous achievement and well worth the investment. ***IM***

Published by Haynes, ISBN 978 1 84425 472 9, £40



A PASSION FOR SPEED
THE LIFE AND TIMES OF GEORGE ABECASSIS

by David Abecassis

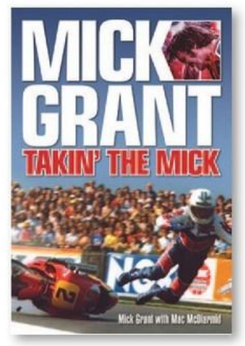
This weighty biography provides a wonderfully comprehensive look into the life of HWM founder and Aston Martin works driver George Abecassis.

A Passion for Speed winds its way through George's life from birth, first taste of motor racing, the war, his missions during it, his capture and time as a POW, on to his life and racing exploits after 1945.

Not only is the book adorned with superb photos from throughout his life, but the text is enhanced by extracts from George's published articles, interviews and even the diary that he kept during the war, which includes first-hand accounts of all his missions.

Written by the subject's son, this book has a personal touch that makes it deserving of a place in any motor racing enthusiast's library. Whether you know a lot about Abecassis or not, you won't be disappointed. ***EF***

Published by PJ Publishing Ltd, ISBN 978 0 9550102 6 2, £65



MICK GRANT
TAKIN' THE MICK

by Mick Grant with Mac McDiarmid

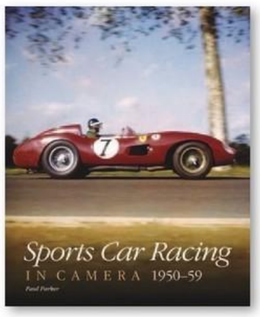
Mick 'Gritty' Grant was one of the superstars of British bike racing in the 1970s and early '80s and often went handlebar-to-handlebar with the great Barry Sheene.

His major successes came from the hugely popular British championships, but it didn't stop him winning 250 GPs, developing the ill-fated Honda NR500 and competing in countless races around the globe. His mastery of the Isle of Man circuit and numerous wins there deserve a hearty mention too.

The many anecdotes tell of his early days charging round his local roads on his Dad's 'borrowed' antique motorbike, his racing career, the move into team management, right through to today and his love of trials riding.

Grant's wonderfully down-to-earth approach runs through this book and will remind you of the now distant time when home-grown talent ruled the British race tracks on two wheels. ***DC***

Published by Haynes, ISBN 978 1 84425 728 7, £19.99



SPORTS CAR RACING IN CAMERA 1950-59

by Paul Parker

This is another cracker in the Haynes series that has already covered F1 and sports cars in the 1960s and '70s. The beginning of the '50s was dominated by tiny British, French and Italian concerns, but by the end we saw the rise of Ferrari, Mercedes-Benz and Jaguar all vying for top honours. What this book does so beautifully is allow the images the space to breathe, thereby allowing the reader to savour the detail of each shot. All images have detailed captions, too, full of stories and anecdotes, making it much more than just a picture book. ***DC***

Published by Haynes, ISBN 978 1 84425 552 8, £35



GRAND PRIX – YESTERDAY & TODAY Bruce Jones An interesting look at how Formula 1 has changed over the years. More an introduction to Formula 1 than a detailed account, but great photos.

Published by Carlton Books, ISBN 978 1 84732 592 1, £20



DICE WITH SPICE Interesting film about Gordon Spice Racing during the late '70s and in particular 1980 when the Spice Capris dominated. There's also an interview with Stirling Moss on the grid in an Audi 80 for his comeback race in the British Saloon Car series.

Mini Films Ltd, www.minifilms.co.uk, £12.95



MERCEDES-BENZ RETURN TO FORMULA ONE 1954 & STIRLING MOSS: A RACING LIFE Two films that should be in the DVD library of anyone who considers themselves a Formula 1 fan. The latter is worth getting just to watch Raymond Baxter. **BP Video Library, www.dukevideo.com, £16.99 each**



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Hackett's long list of current sponsorships have a very British feel about them and include The Boat Race and The London Rowing Club along with a solid foundation in all things polo, from the Army team to Snow Polo in Klosters.

Horsepower of a different kind is harnessed by the sports prototypes of the Aston Martin Racing team (above). As a world-renowned British brand that epitomises a blend of luxury, heritage and style mixed with new technology, it seemed only natural for Hackett to become an official partner five years ago, kitting out the racing team ever since. Success with Aston Martin encouraged Hackett to get involved with another giant name in motor sport, Lotus, when the marque returned to the F1 grid this season after a long absence.

The new bag above is made of finest Spanish leather and lined with Alcantara (the lining used for many a premium car interior). It features a leather die-cut number 59, reflecting the year Aston Martin last won the Le Mans 24 Hours.

The 'rally' bag comes from a collection that evokes the golden age of rallying across Europe and beyond, and was inspired by Hackett's adventure with the Beaujolais Run a few years back.

HACKETT
LONDON

Jeremy Hackett and Ashley Lloyd Jennings opened their first shop in 1983 along the 'unfashionable' part of the King's Road, selling carefully chosen second-hand clothes.

It became apparent that market demand will always exceed supply of quality second-hand clothing and accessories, so they made the big move into bespoke manufacturing using their extensive knowledge of British men's style. At first it was to complement the second-hand offerings – but those days are now in the distant past.



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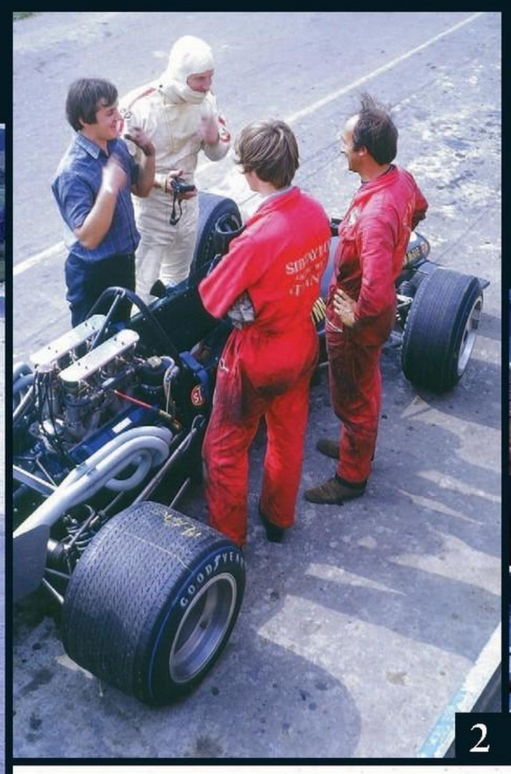
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YOU WERE THERE

Formula 5000 and sports cars are in the frame this month at two classic British tracks – Oulton Park and Thruxton



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KEITH LEWCOCK

Historic motor sport fan Mr Lewcock had help getting these F5000 shots at Thruxton in 1970: "The sponsor was Kodak, so photo areas were established for the public." {1} Peter Gethin studies his practice lap times. He was second on aggregate in McLaren M10B to claim second straight F5000 title. Note seat padding on nose cone... {2} Gethin's mechanics chat to Graham McRae and crew member. Practice crashes forced McRae (M10B) and Roy Pike (Leda LT20) {3} to miss race. {4} Roy Pierpoint leans on Bill Shaw's Rover V8. {5} Alan Rollinson Surtees TS5A was fifth overall. {6} Barry and Neil Marshall manoeuvre Frank Gardner's modified Lola T190. Gardner won heat two from Gethin to take overall victory.

ALAN BLAIN

A 17-year-old Mr Blain took these pictures during practice for the 1966 Tourist Trophy at Oulton Park. "Sadly my event programme didn't survive," he says, "so I have little info about the cars depicted." {1} Alan Rees was a late entry for two-part race in Ferrari 275LM, but the car was crippled by a loss of gears. {2} Brian Redman's Red Rose Motors Lola T70 is readied – he was third in heat one. {3} David Piper's Ferrari P2 – he suffered a broken throttle cable in heat two. {4} David Prophet's McLaren-Chevrolet was another race casualty, requiring a new head gasket. {5} The Repco engine in Jack Brabham's eponymous car was flown over from Australia a week before the race, only to develop an oil leak... {6} Ford GT40 of Peter Sutcliffe lasted the distance to finish third overall, but Keith St John's McLaren-Ford {7} suffered a broken exhaust.

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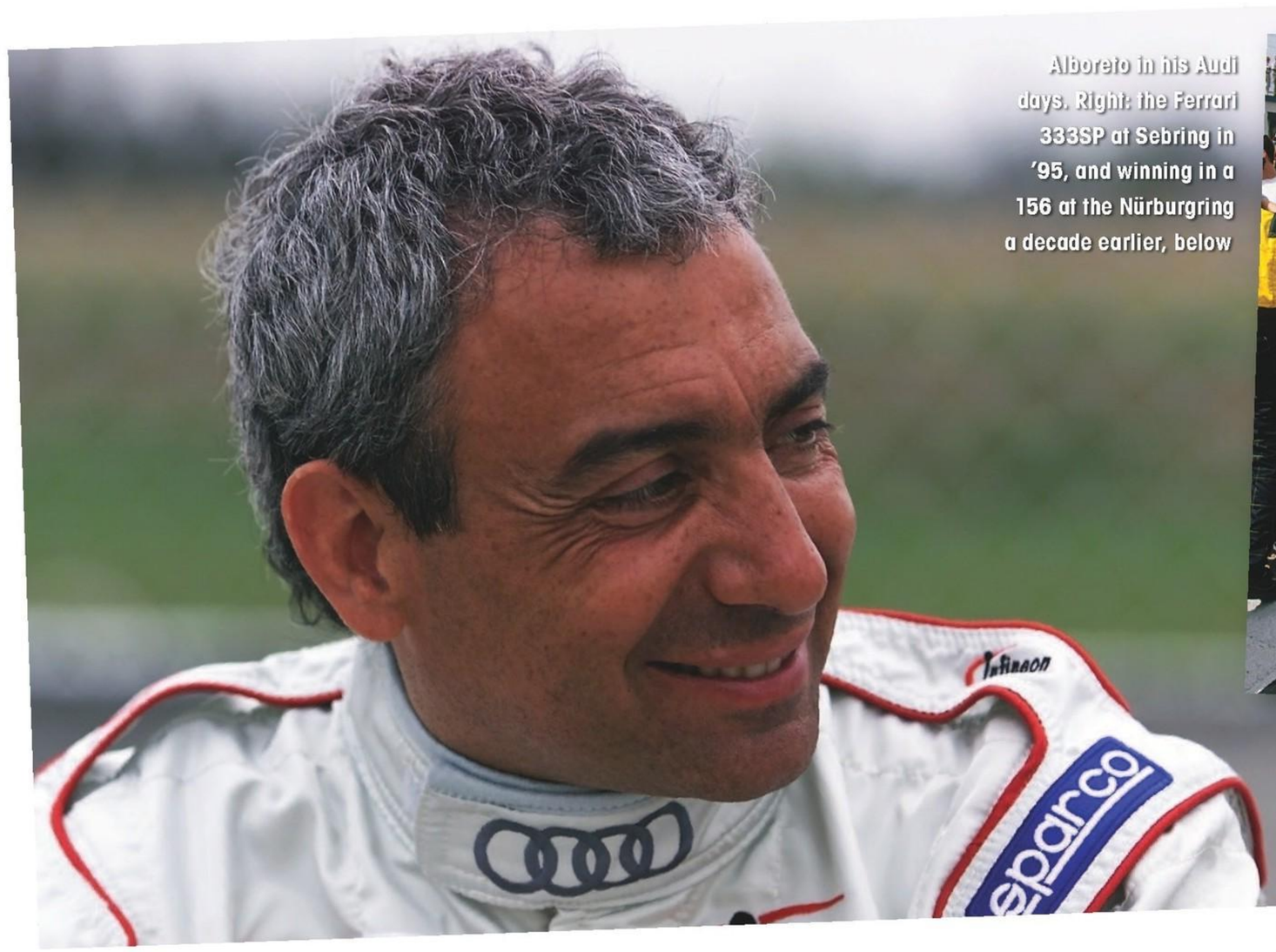


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Alboreto in his Audi days. Right: the Ferrari 333SP at Sebring in '95, and winning in a 156 at the Nürburgring a decade earlier, below

LAT

RADIO GA-GA, BUT MICHELE PREVAILS

In his book, designer Tony Southgate recalls how Michele Alboreto overcame electronic failure in a Ferrari at Sebring

Tony Southgate's long-awaited autobiography – *From Drawing Board to Chequered Flag* – tops my current list of books not to miss. Tony has always been one of the most accomplished, friendly and cheerful of design engineers, a combination of attributes quite rare in my experience. His frontline career spanned almost five decades, designing single-seater racing cars for Lola, Brabham, Eagle, BRM, Shadow, Lotus, Arrows and Theodore, and sports-prototypes for Ford, Jaguar, Toyota, Ferrari, Nissan and Audi. Cars grown from this versatile designer's drawing board won a dazzling triple-crown of pinnacle events – the Monaco Grand Prix, the Indianapolis 500 and the Le Mans 24 Hours.

Of all his assignments, Tony seems especially proud of his three-year period – 1994-96 – with Ferrari, perfecting and race-engineering its rakish 333SP Spider customer cars. His first 333SP project meeting with Luca di Montezemolo was evidently dominated by the stylish dynamo seeking Tony's opinion on what engine configuration Ferrari should be using in Formula 1. Tony recalls: "Ferrari was still running a V12, but the quick opposition were now using V10s. I told him that, as a chassis designer, I would prefer the more compact V10 because it would be shorter, lighter and easier to package, and would use a little less fuel. OK, it would have a little less horsepower, but then it would have more torque. Montezemolo's response was 'All designers say that!' Obviously it was not what he had hoped I would say..." So Ferrari V12 fans – here's one you can blame.

But at Sebring in 1995 Tony looked after Andy Evans's Scandia Motorsport-run 333SPs, which finished first and fourth in the Floridan 12 Hours to record Ferrari's first victory in the American classic since 1972. The fourth-placed car was driven by Michele Alboreto, Mauro Baldi and Eric van der Poele. Michele started the long race from pole position but almost immediately Tony and the pitcrew realised they had lost radio contact with him. In fact his electronic dash had failed, so the Italian was flying blind. By that IMSA period in Sebring's history, pit-to-car radio had become such standard practice that there was no provision for old-style board signalling from the pitwall. Any team requiring such archaic communication had to set up a signalling post on the outside of the circuit, opposite the pits. The Scandia guys rushed across there, but the excommunicated driver plainly had no idea what to do, nor where to look.

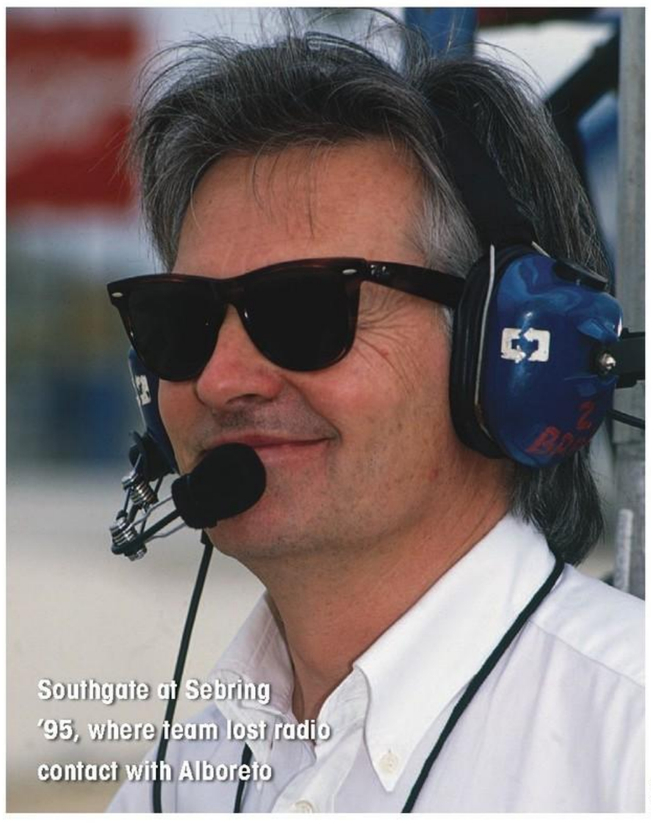
Yet, as Tony writes: "Michele came in within one lap of the correct fuel window, I explained about our new signalling system, he told me about the dash failure, and off he went. Later, the race was red-flagged for more than an hour because of a heavy thunderstorm. I asked Michele how on earth he had known when to come in for that first and very important fuel stop. He told me that he had waited until Wayne

Taylor, driving the quick new Riley & Scott Mk3 car, went to the pits. He knew that it and the Ferrari were pretty much equal on fuel consumption. It had been the simplest thing for him just to follow Taylor, and I wondered why I had been so worried in the pitlane…"

Alboreto's frontline Formula 1 career with Ferrari had started well in 1984 when he became the first Italian driver to be engaged by the team in more than 10 years. He won the 1984 Belgian GP and both the 1985 Canadian and German races. But in his subsequent three years with Ferrari this intelligent driver, from a relatively humble background, became branded as a whinger. I recall some antipathy between him and 'Doc' Postlethwaite, Harvey praising team-mates Stefan Johansson or Gerhard Berger before referring to Alboreto simply as "that other bloke".

But he later found a comfy berth with Reinhold Joest's endurance racing team. He won Le Mans in 1997 with Johansson and Tom Kristensen in their TWR-Porsche WSC-95, and subsequently with Audi Sport won the Sebring 12 Hours, co-driving an Audi R8 with Dindo Capello and Laurent Aïello. It was soon after, during pre-Le Mans testing at the gloomy Lausitzring, that he crashed following a rear tyre failure, and was killed.

I vividly recall how much he had enjoyed driving an Auto Union at the Festival of Speed, sitting in the car at the top of the hill, tittering with laughter as he explained: "I come up da 'ill looking underneaz da steering wheel rim. Ha – I drive like'a my granmuzza…!" Nice man. Which makes two of them.



Southgate at Sebring '95, where team lost radio contact with Alboreto

LAT



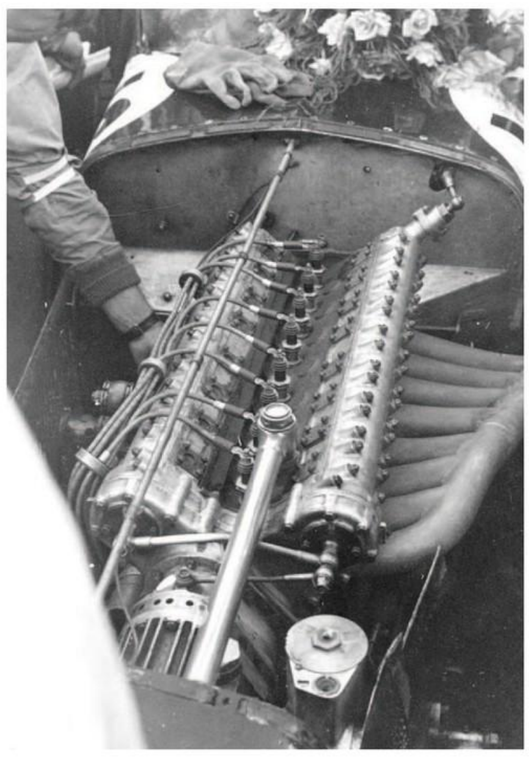
GP Library

Mechanics of racing caught on film

It's amazing just how much detailed history has come down to us not necessarily recorded in any history book, but instead scribbled on scraps of paper, on the back of old photographs, or as a fleeting caption in a scrapbook. One of the best respected of all specialist racing mechanics through the 1930s was Jock Finlayson. He had served his time with the Bentley factory team, Birkin & Couper, and then worked for and with Whitney Straight, Dick Seaman, Hans Ruesch and fellow mechanic/engineers Giulio Ramponi and Billy Rockell.

I recently unearthed a couple of the late Jock's photographs, the first showing the Bentley pit at Phoenix Park, Dublin after the 1929 Irish Grand Prix there for sports cars. In the 300-mile Eireann Cup handicap race, an Alfa Romeo 1750 led home the works' two Speed Six Bentleys, driven by Glen Kidston in second place and then Sir Henry 'Tim' Birkin finishing third. In the Finlayson photo taken just after the race (top), urbane ex-naval officer Kidston is relaxing on the pit counter, inevitable cigarette in his right hand, while immediately behind him marked with an inked-in 'X' is Jock – minus his later trademark spectacles, but with goggles slung round his neck – and with 'Tiger Tim' to the right. Jock's caption is simple, reading just 'My second ride with Birkin'.

Another hugely significant photo he preserved has scribbled on the reverse "1936 Berne Delage motor 1st Seaman 1½-litre class". That's from the historic Voiturette racing season in which Dick Seaman won almost everything in sight in his basically nine-year-old straight-eight Delage 1.5LS Grand Prix car, updated by Ramponi and Finlayson. It's very rare to find any nutsy-boltsy shots freezing in time how a racing engine appeared on the day of a great victory – but here it is; taken on the day on which Mercedes-Benz team manager Alfred Neubauer sat up and took notice of a young British racing driver, named Dick Seaman, and began to consider him seriously for a Silver Arrow team test drive… Through 1937 young Seaman would find his feet within the Mercedes-Benz works team, and by 1938 he would be sufficiently well fledged to win the German Grand Prix for them, at the Nürburgring. In some ways adopting the dashing and talented mantle of the long-gone 'Tim' Birkin, 'Der Englander' had arrived.



The Delage engine that took Dick Seaman to victory – and got Neubauer's attention

Doug Nye

The racing historian, his fighter pilot son, and the Nazi...

One of the most cherished of all the volumes on my library shelves is a first-edition *A Record of Motor Racing*, published for the Royal Automobile Club by Reveirs Bros of Fetter Lane, London, in 1909.

This was the first great British history of motor sport, and its young author, Gerald Rose, put his painstaking training as an engineer into researching and writing it. He addressed the earliest pioneering competitive events of the late 1880s before describing the Paris-Rouen Trial of 1894 and the formation of the sporting-minded Automobile Club de France which followed. Thereafter, year by year, complete with detailed entry lists, race reports and technical analysis, Rose traced the development of the sport from the Paris-Bordeaux-Paris epic of 1895, clear through to the American Grand Prize race at Savannah, Georgia, in November 1908. The book is almost as well illustrated as it is fact-packed… and for any like-minded enthusiast it's an enduring bible.

My copy is signed by Lionel Martin, of Aston Martin fame – I presume it was his. To celebrate the 40th anniversary of its original publication, *A Record of Motor Racing* was re-published by Motor Racing Publications Ltd, with encouragement from Sam Clutton of the VSCC, in 1949. Three years previously, in December 1946, he had invited Gerald Rose, then still only 59, to dine with fellow club luminaries Anthony Heal, Laurence Pomeroy, Kent Karslake and others.

In his preface to the re-issued edition, Rose wrote: "I rather think that my hosts – not at first knowing that I was only 22 when I wrote the book in 1908 – regarded me with some suspicion until my ability to discuss or enlarge on almost any episode of the old racing days proved my identity to their satisfaction." He remarked upon the VSCC finest's astonishment that he did not wear "a long white beard". Decades later, *A Record* was re-issued in another reproduction edition by Ken Ball's Autobooks of Brighton – and its various renditions continue to inform and entertain hardcore racing buffs.

This past year has seen the 70th anniversary of a rather more noisy event than any book launch – the 1940 Battle of Britain. Martin Stockham, a TV producer friend of mine, had been filming interviews during the year with surviving veterans from the battle, and in the run-up to the Goodwood Revival meeting he telephoned one day with some news. "We've just filmed a remarkable old boy who flew from Goodwood when it was RAF Westhampnett, during the Battle of Britain. He was in No 602 City of Glasgow Squadron and while we were chatting he asked me what else we covered in addition to aviation. I mentioned the Festival of Speed and Revival meeting, and he said that was interesting – his late father wrote an early book on motor racing. His name was Gerald Rose, have you heard of him?"

And so I found myself in an Essex pub near Clacton, lunching with Nigel Rose, 92-year-old former fighter pilot, RAF Westhampnett veteran, and son of Gerald, the pioneering motor racing author and researcher, born in 1886. Nigel explained that his father had contracted rheumatic fever while training as an engineer and had been told by his doctor to take it easy and pursue "only light work" for a year. While looking for a book worth reading to alleviate the boredom, Gerald realised that nobody had yet written an exclusive history of motor racing. So he set about filling the gap. This involved several gentle research trips to France, and in the 1909 first edition he acknowledges the Chevalier Réné de Knyff and a M Sautin who gave him access to the Automobile Club de France archives, enabling him "…to verify personally the records of all the important races which have taken place in France since 1901".


Nigel Rose examines father Gerald's pioneering book

GP Library

"Gerald realised that nobody had written an exclusive history of racing, so he set about filling the gap"

Count Sierstorpff and Herr de la Croix had provided him with German race records, and Messrs Elliott, Butler and Dave H Morris the American data. He then confessed, "It is with deep regret that I have to state that I have been unable to obtain the official verification of the Italian times. The records exist, it appears, in the keeping of an official who is unwilling to transcribe them or to allow them out of his possession. I have therefore been compelled to take the times from the motor journals…" He infers that he personally attended the 1908 Targa Florio in Sicily and gives fulsome credit to the bi-weekly French sporting paper, *La France Automobile*, which permitted him to use its entry and result tables.

To his readers, Gerald has since remained a somewhat obscure figure. Nigel Rose now added more biography: "I was born when he was fitting torpedoes into submarines at the Elswick shipyards near Newcastle. Then we moved to Leyland near Preston where father became works manager making solid-tyred Leyland trucks, and I believe Trojan cars. After another bout of fever around 1925 he had a spell in the South of France, and then became a pioneering business management consultant, from 1927 until around 1960. He lived in Sydenham, South London, and later – during the war – had a flat near Lord's Cricket Ground."

Gerald fathered three sons – Nigel now 92, Tony now 95, and Peter now 97. All three flew throughout the war years, amazingly all three survived… and how. One of Nigel's memories is of living off base at Prestwick and being called out to intercept a Messerschmitt 110 reported as crossing the North Sea coast. "I cycled furiously to the airfield, only to be told that the intruder had just crashed and the lone pilot had baled out, so I cycled back to bed again. But that pilot turned out to be Rudolf Hess – Hitler's deputy – demanding to give himself up to the Duke of Hamilton to open peace talks. The Duke was our Squadron commodore, and each of us was given a piece of elastic cut from Hess's parachute. Suitably inscribed I gave mine to Dad, who gave it to Harold West, a director of Newton Chambers, one of his client companies, who made Izal toilet paper. And 69 years later I received a letter from Harold West's grandson, who had just found among his grandfather's effects this piece of elastic with its explanatory label."

Gerald Rose passed away in 1963. How extraordinary that his youngest son should have fought from RAF Westhampnett – which eight years later as the Goodwood Motor Circuit became the pioneering British motor racing venue – and even more extraordinary that all three of Gerald's sons should not only have survived wartime combat in the RAF, but are still hale and hearty in their nineties today. And just to round off the story, writing seems to run in the Rose family genes, for Nigel's daughter is the successful historical novelist Barbara Erskine. I asked Nigel to autograph my copy of his late father's magnificent book. It just seemed the right thing to do, and I am very happy that he obliged.

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Bill Boddy



NMM

REMEMBERED FOR THE WRONG THING

The name Brabazon is often associated with an aircraft that no-one bought, but this pioneer had much to boast of

Lord Brabazon of Tara was a most remarkable man who had many interests and achieved many firsts in his long life. Born John Moore-Brabazon, at Cambridge he founded the first motor club with Lionel de Rothschild and during the holidays was a mechanic to Charles Rolls who remained a great motoring and balloonist friend.

After only one year at Cambridge in 1904 he went to Suresnes in Paris to work as an apprentice mechanic for Darraq under the eyes of Héméry and Wagner.

In 1907 he entered a Minerva for the first two races at Brooklands but in the first race, when half a lap ahead, one of the inlet valves broke and the engine caught fire. Later that year with the same car he won the Circuit des Ardennes, with Algy (Sir Algernon) Lee Guinness, Warwick Wright and Koolhoven.

In the spring of 1908 he was asked by Du Cros to drive an Austin in the French Grand Prix. The team was made up of Warwick Wright and Dario Resta, with Charlie Lane as his mechanic; he came 18th just in front of Resta.

While at Cambridge he also enjoyed, with Charlie Rolls, the new sport of ballooning and the two men commissioned the Short brothers to make them the first spherical balloon manufactured in England.

The English Aero Club was formed in 1901; Moore-Brabazon joined in 1903, was made a member of the Committee and in 1910 was issued with their No1 pilot's certificate. Before Brooklands had an airfield he had experimented there with his Voisin biplane but shortly afterwards he took it to Paris where in 1908 he went solo. Then he took his Voisin, 'The Bird of Passage', to the first Aero Show held at Olympia in 1908 and it was because of the great interest shown in the Exhibition that the *Daily Mail* offered a prize for the first all-English machine that could fly a circular mile course. Brabazon won this, and in the same year took the Michelin prize for the longest distance flight in Britain, of 17 miles. He also strapped a piglet into a bucket and took it aloft, in order to prove that pigs can indeed fly.

In the First World War he joined the Army and was sent to St Omer in November 1914 to keep aeroplanes in mechanical order for other squadrons and to fit them with the new wireless-sets, before valves came in. He went on to aerial photography for the RFC and also designed and produced lenses for the cameras. He finished the war as a Lieutenant-Colonel.

After the war he became MP for Chatham between 1918 and 1929. In 1923 he was asked by Winston Churchill to become his Private Secretary in the Air Ministry, and Stanley Baldwin asked him to become Under-Secretary to the Minister of Transport. He resigned from Parliament in 1929 but by 1931 he was back as MP for Wallasey.

In 1934 he reported the Americas Cup Race for the *Morning Post*, the year Tommy Sopwith challenged Vanderbilt, the early aviator.

During the Second World War Brabazon became Minister of Transport, Privy Councillor and Minister of Aircraft Production but was forced to resign in 1942 because of an unpremeditated remark about the conflict between Germany and Russia, which would mean not so much focus on England and give us time to prepare for the final blow. He then became a Peer for the Conservative party, as Brabazon of Tara of Sandwich.

In 1943 a committee was set up under his chairmanship to investigate the requirements for British civil airliners. The best-known outcome was the Bristol Brabazon Type 167, an engineering masterpiece, but one which was

to become rather a white elephant. An elegant passenger aeroplane designed to carry 100 people in luxury over transatlantic routes, it first flew in 1949, but would have proved economically unviable and airlines showed no interest. By 1953 the only one made had been scrapped. It was the biggest aeroplane ever built in Britain. However, two other proposals of the Brabazon committee would become the highly successful Bristol Britannia and the world's first jet airliner, the De Havilland Comet.



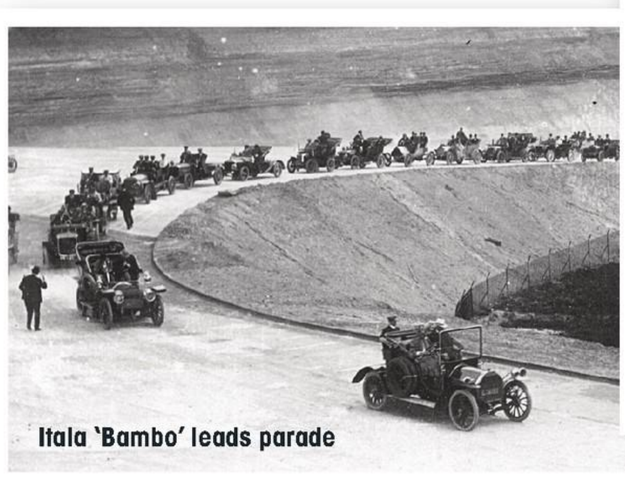
NMM & Brooklands Museum





Brabazon raced a Minerva (top left) and GP Austin (right). Left, the Brooklands memorial

On the July 6 1957, to celebrate the 50th anniversary of the first race meeting at Brooklands, a memorial was unveiled there by Lord Brabazon. In an emotional speech he described the scene as macabre, the unveiling of a tombstone over the rotting skeleton of one of the most imaginative products of the age and one of the wonders of the world. He stated that he was trying to voice the feelings of many friends of Brooklands. He questioned why Vickers' and the Government's expansion, while necessary, could not have been done on the other side of the track, and described Vickers' expansion as creeping like uncontrolled ivy over everything. He regarded the memorial as the concrete evidence of a great company's twinge of conscience, but did not entirely acquit them or the Government of blame, thanked them for the gathering and for putting up the great memorial which he had the greatest sorrow in unveiling. This speech came as a profound shock to them and for a time they closed ranks against the post-war motoring enthusiasts' desire to visit the relics of the world's first motor course. The memorial is still visible in the grounds of the Brooklands Museum.

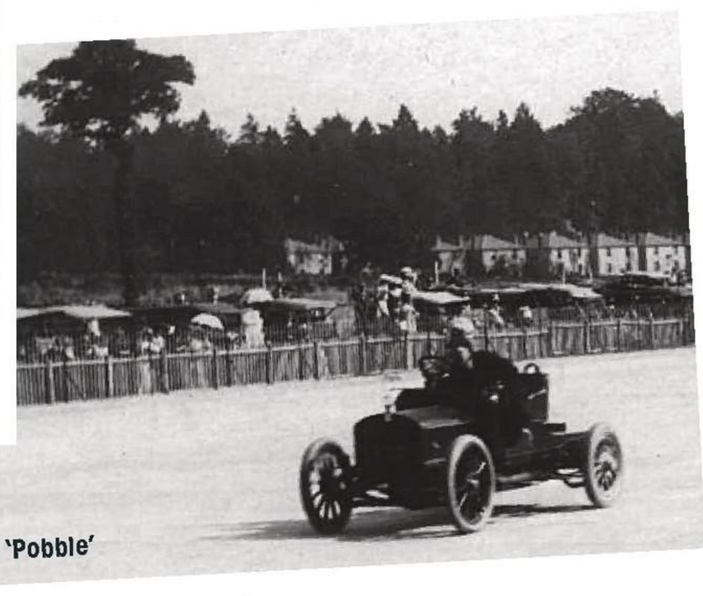


Brooklands Museum & LAT

Itala 'Bambo' leads parade



'Firefly' – one of Edge's Napiers



Austin 'Pobble'

A Rhodes by any other name

Some racing car owners used pet names for their cars, for which the BARC charged a fee.

Selwyn Francis Edge, with his large stable of Napiers, was in the June meeting of 1908 the first entrant to appear on the race cards with pet names for his cars, such as 'Viceroy', 'Medusa', 'Meteor', 'St George', 'Firefly' and his most famous 'Samson'.

In July others followed, such as Hutton's Hutton 'Little Dorrit', Cüpper's Metallurgique 'Gollywog', not acceptable today, OSThompson's Austin 'Pobble', GMoss's Arrol-Johnston 'Guarded Flame', Nalder's Berliet 'Grayling' and Lord Montagu's Itala 'Bambo'.

By the August meeting PDStirling was running 'Little Dorrit' as well as another Hutton, 'Dolly Varden', while DPigot's Darracq was named 'Delilah', WBR Moorhouse's Fiat 'Linda', AHMoreing's Daimler 'Billy', GHLevick's Napier 'Perrier', J Bouch-Hissey's Aster 'Queenie', Lieut HCHalahn's Dennis 'Antoinette', HGNalder's Germain 'Yellow Peril', and CEWhittaker's Imperial 'Iona'. In the following years other pet names were applied to a number of racing cars. »»»

Bill Boddy

Testing times at the Track

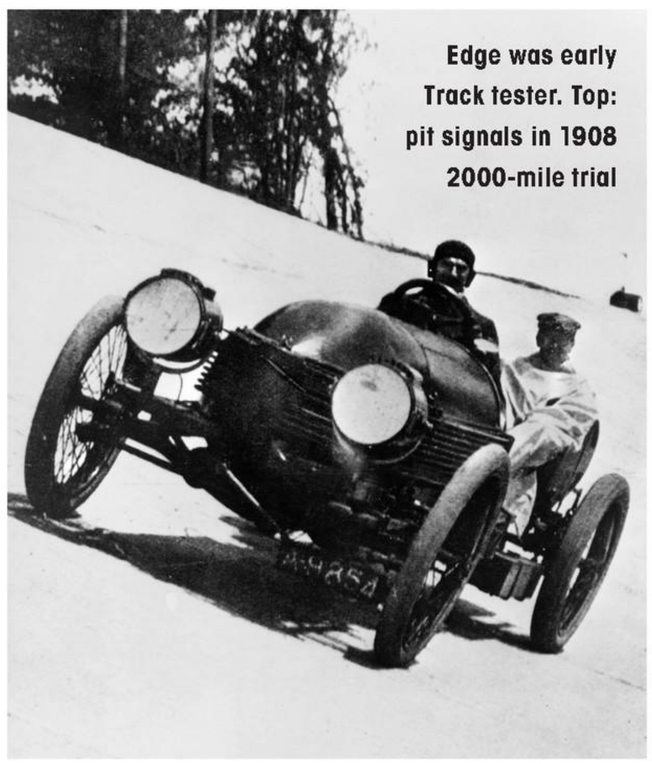
The Brooklands circuit very quickly proved highly satisfactory for some of the purposes it was built for, such as testing cars, tyre trials, duration runs or just for unfettered speed.

SF Edge was the first person to use Brooklands as a test track, before the first race meeting in 1907, with his 24-hour non-stop run at 60mph in a Napier. Early in 1908 many important records were attempted, starting with the attempt to break the World 50-mile flying-start record by Tryon in Edge's 60hp Napier which he exceeded by 3mph averaging 79.44mph. By the end of that year Newton in a Napier covered the half-mile at 119.34mph.

That year also saw The Cadillac Interchangeability Test, where three brand-new single-cylinder Cadillac cars were stripped and their parts mixed up before being used to reassemble them. Even with the lock-up having been flooded and the parts covered in red rust, all three cars were successfully reassembled and restarted first time and ran reliably on the Track. Another test was of the 80hp de Dietrich of Charles Jarrott & Letts, which was to be entered in the St Petersburg-Moscow event, to prove the suspension would be adequate for the Russian roads. Even a dust-laying competition was held with useful results. The 2000-Mile Trial finished at Brooklands with timed runs. There was a private speed test by two Rolls-Royce cars that had completed the 2000-Mile Trial, the fastest of which averaged 65.90mph for 20 laps. Daimler also used the track to test their Knight sleeve-valve engine which was to be used in the 1909 2000-Mile Trial.

Before the Track closed for the winter, SF Edge carried out some scientific acceleration and tyre tests, also a wind-drag experiment using screens higher than his head on a Napier chassis. Even aerodynamics began at Brooklands!





Edge was early Track tester. Top: pit signals in 1908 2000-mile trial



Adler class-winner in 2000-mile trial at the Track

NMM & LAT

The story of the Rothwell firm

Rothwell of Oldham by John Warburton is a 103-page book covering the full story of the Rothwell family and their Oldham company which made sewing machines, bicycles, motor cycles and eventually cars and commercial vehicles. The book contains remarkable rare photographs of motor cycles and cars including a very full illustrated description of the Rothwell vehicles. The company was affected by the Great War and the book explains how they made a substantial contribution to the 1914-18 war effort. Containing interesting information about Rothwell artefacts and company locations, with an account of a surviving 1910 20hp Rothwell car, the book ends with appendices listing individual Rothwell cars.

Price £10.00, ISBN 095656180-2. Published by Eclipse Publishing and distributed by Dr Kershaw's Hospice. Tel: 0161 624 9984.

Flintstone effect

In 1946, through the generosity of Mr Forrest Lycett and the added support of Cecil Clutton I was able to acquire a 1913-14 long-wheelbase Hispano-Suiza, if I went and collected it from a distant aerodrome at which it was available. Lycett had, I believe, found it at the Phoenix Green Garage, and Hartley Wintney and Mr McKenzie rebuilt it for him with a three-seater body, bringing the weight up to 30cwt.

When I acquired the car the floorboards were very rotten. One day I passed a man by the side of the road thumbing a lift; I stopped and as I had a front-seat passenger the hitch-hiker got into the back. Shortly afterwards my passenger noticed that the stranger's feet had gone through the floor and unfortunately he could not run as fast as I was driving. When I took the car for repair the coachbuilder said that he had never seen anything like it, as the body must have been carved out of a single piece of timber.

Mr Peter Wike had been one of the Hispano's previous owners and John Seth-Smith used it regularly in 1945 until his fatal accident in an aeroplane.

I was astonished to learn sometime later that this car had been restored and sold at auction for an impressive price.

HALL & HALL



1970 De Tomaso 505 F1 #38/1
Ex Frank Williams / Piers Courage. rebuilt by ourselves and ready to race.



1948 Alfa Romeo 6C 2500 SS Villa d'Este Coupe.
An excellent example of this iconic design by Touring.



1948 Delahaye 135M Chapron Coupe
In outstanding condition.



1970 Chevron B16 / BMW
Chassis #015. The real thing! Fitted with BMW 2 litre. New FVC included.



1981 Lotus 87/92 Chassis; 05.
Ex-Mansell with extensive spares package.



1965 Alfa Romeo 1600 GTA
Fully prepared for racing, supplied with a large spares package. Continuous history.

ALSO AVAILABLE

1982 Alba C2
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Parting Shot

Spring Trophy, Oulton Park, April 15, 1967

Denny Hulme's Brabham BT20-Repco makes a rapid getaway from John Surtees' Honda RA273 at the start of the first 10-lap heat. Hulme won easily at 102.25mph, but came home a close second to team-mate Jack Brabham in the 30-lap final.

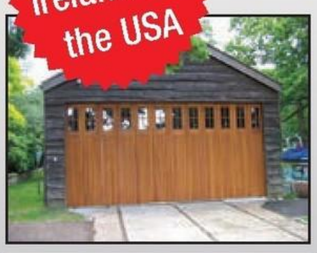
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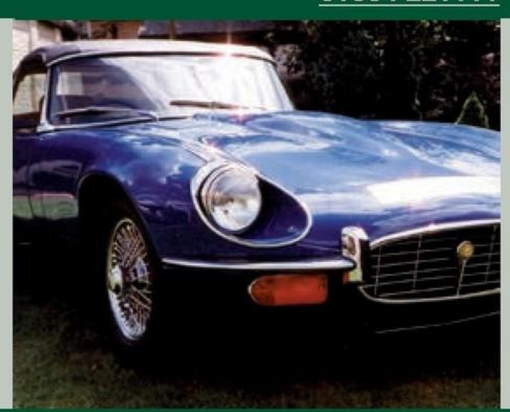


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Have you ever driven through a speed camera, been flashed and then waited for the DVLA letter to drop through the door? When it didn't I bet you took a huge breath and thought "Thank (fill in expletive or deity of choice) I got away with that". Nearly six months in to the Con/Lib coalition government I wonder if the collected ranks of the financial sector are thinking that? Probably not, they don't seem to have the gene for it, it's missing from their collective DNA. Like politicians blame always rests elsewhere. This recession doesn't feel like other recessions I've been through, I think probably because we really weren't in trouble in the wider economy it was just the Banks, Lehman Brothers collapsed two years ago and set in train a sequence of events where the Government took all the money that the efficient functioning economy had (us) and gave it to inefficient pseudo-economy (Banks). What's worse is our money is actually going on interest on the loans from BANKS for the money the Government used to bail out BANKS!

There's a song I like by Pink called "Dear Mr President" which asks him to take a walk amongst real people, people who have to work hard to make ends meet and explain why the burdens that they have to bear has been made worse by government policy. In literature this device always leads to an awakening of the ruler brought down from his Ivory Tower, "The Prince and the Pauper", King Richard travelling incognito to Sherwood forest. Perhaps David Cameron and Nick Clegg should run a business for six months, not visit, run. Maybe then they would have a better idea of why eventually people running business' give up under the weight of legislation and taxation and go abroad. Mervyn King telling the TUC "sorry it was our fault but we are all in this together so don't rock the boat" doesn't help. There is precious little empathy for a business with problems of poor cash flow that can't pay their PAYE or bank loan, at least not now the election is over.

I shouldn't complain really in the Bugatti world we have seen no slow down in the value of the cars or the amount of work in the workshop, in fact quite the opposite. Things are so good we are investing in the manufacture of a batch of hollow front axles, split rim and beaded edge wheels and looking to expand the workshop. This has been a plan for some time now, at the moment we have twelve full time employees and I'm looking to at least double this, but we need more space. Unfortunately the planning department of the local Council doesn't think this is such a good idea, yes we have forty-five acres and a three-acre farmyard (brown field). Yes local employment is a priority, but no, building a new carbon efficient premises, employing more people, paying more council tax and increasing our turnover with mostly overseas customers is not something they would like to see! And like every other Government body I pay them to slow me down.

Having just spent six weeks in the USA on various Bugatti related races and tours it seems like a more business friendly environment and the sun shines. We shipped out six cars and the adventure started in Monterey at the Mazda Laguna-Seca Raceway where of four Bugatti classes in the Bugatti only race we won three, including the outright win. This was followed by a rally on the Pacific Coast highway from San Francisco to Los Angeles after which one car came home as planned. Then the remaining cars were shipped to Las Vegas for a rally through the National Parks, onward to Lime Rock five cars in the top twelve and the outright win, twice. Finally Elkhart Lake, a fabulous circuit, where we were one and two again, twice. You could call it factory domination. All in all a lot of fun and a chance to see a lot of the USA including a trip to Niagara and a very wet ride on the Maid of the Mist.

It wasn't all plain sailing though, the Type 44 my father was sharing with it's owner sucked a washer into the oil pump that had been dropped into the sump on a previous rebuild (by another company). The resulting seizure of the pump broke the drive casting and the lack of oil pressure seized two big ends and some mains, all this on the first day! I had a crank and rods in stock along with some white metalled babbits these were sent out and we rebuilt the engine in the car park. Everyone was very helpful; from the Hotel to the guy who realised we would need a hoist and turned up with one just in case. The car went on to complete all the rallies and race meetings without further incident. Another chapter for the book!

So now we are settling down for winter: The trailing season starts on 9th October a week after a late Williams' trophy at the resurrected Donnington Park. We are putting together a team for the Birkett six hour relay at the end of October, then a couple more trials and Christmas. Time to reflect on a year where I raced in Monaco. Became a VSCC committee member. Competed at the Goodwood festival where I had chapter and verse from a female Chelsea supporting Motorsport employee on why the England world cup campaign was such a disaster. Then the USA and…. breathe. On to 2011 we might do Retromobile again as it's only five days this time and we have something exciting and new to launch. Watch this space!

Tim

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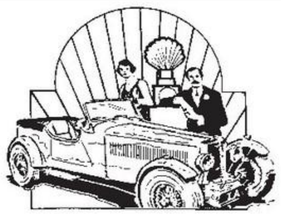
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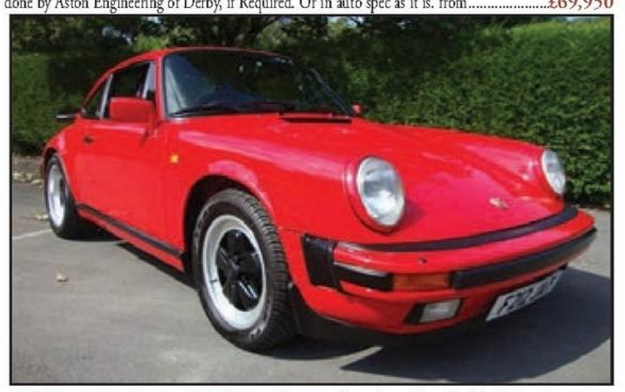
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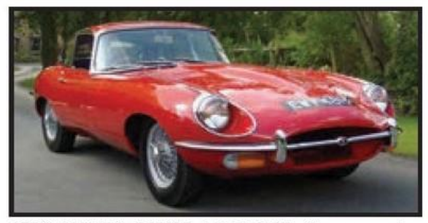
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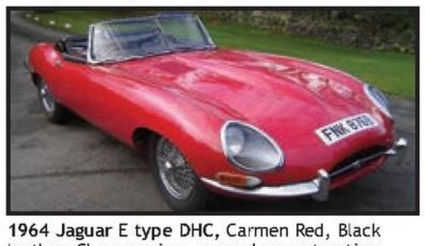
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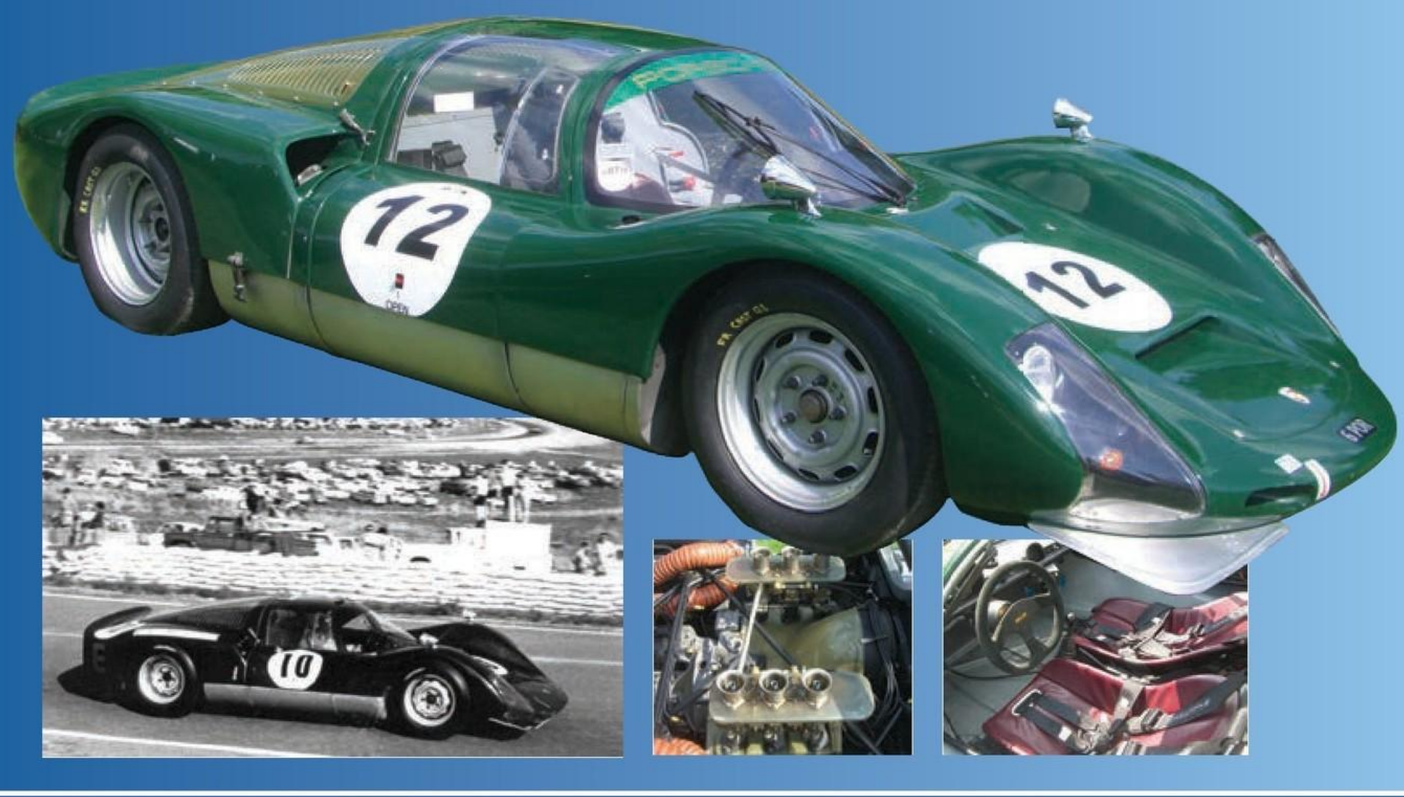






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- **Aston Martin Vantage Supercharded** : 1995, 40 000 km, green with beige leather, very nice
- **Benetton B188** : chassis #01, ex Nannini car, prepared to race ready condition, 200km engine by Nicholson, a lot of spares
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- **Ferrari 599 GTB** : 2006, 16000km, Titanium with black interior, many extras, wonderful car
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- **Jaguar XK 140 "SE" Roadster** : 1954, LHD, beige / beige leather, wonderful condition, fully documented "frame off" restoration
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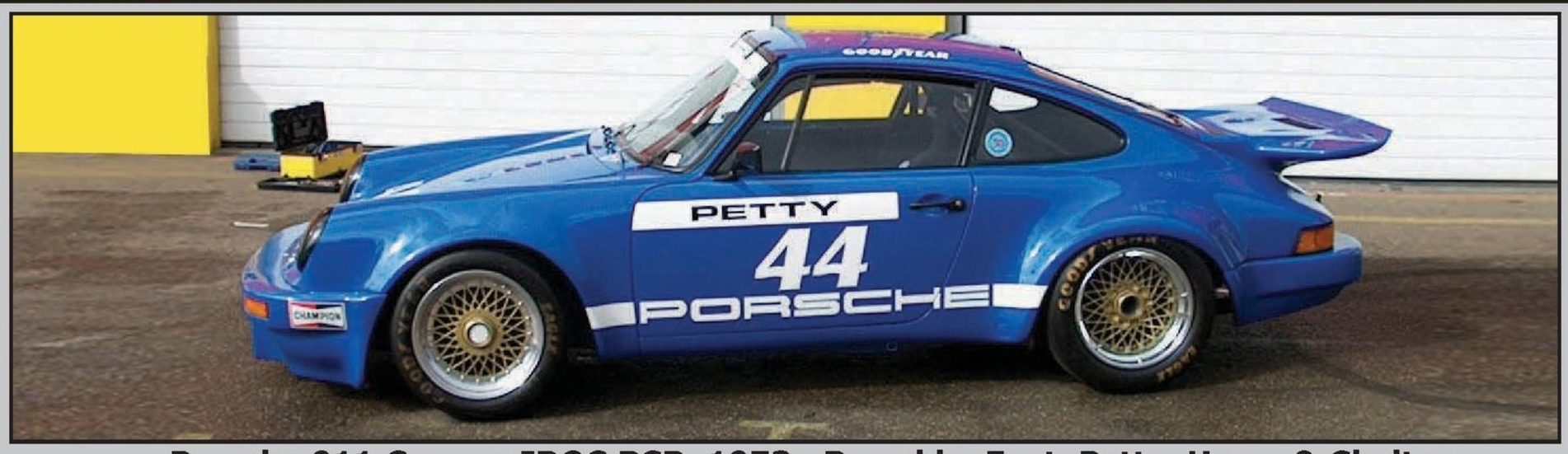
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Porsche 911 Carrera IROC RSR, 1973. Raced by Foyt, Petty, Unser & Shelton.



Ferrari 250GTL FIA Comp. 1964



Porsche 935 Interscope, 1978.

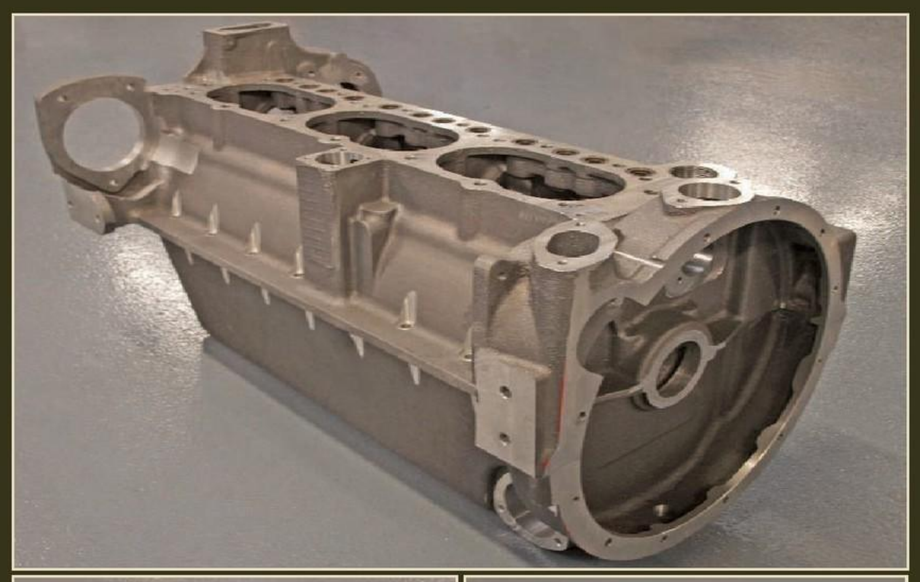
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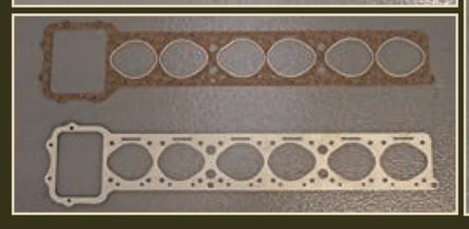
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Glowing accolades from the Press and TV Media for the original 2004 Shelby Daytona Cobra Coupe were universal and wide-spread. Now, 5 years later, the first improved versions of these fabulous Pete Brock designed 200 + m.p.h. Supercars have just arrived in the UK. Subtle changes to both exterior and interior provide greater cabin space, head and leg-room and seat/steering adjustment, electric windows, new wheel design and much more. Mechanical improvements to suspension, drive-train and diff. and a greater range of power units (430 bhp to 600 + bhp!) all add up to a modern masterpiece of front-engined technology, eminently practical for long-distance motoring, or Track Days and Tours. Prices start at £87,000 + VAT - fully finished, 'on the road' (UK Registered) with warranty.



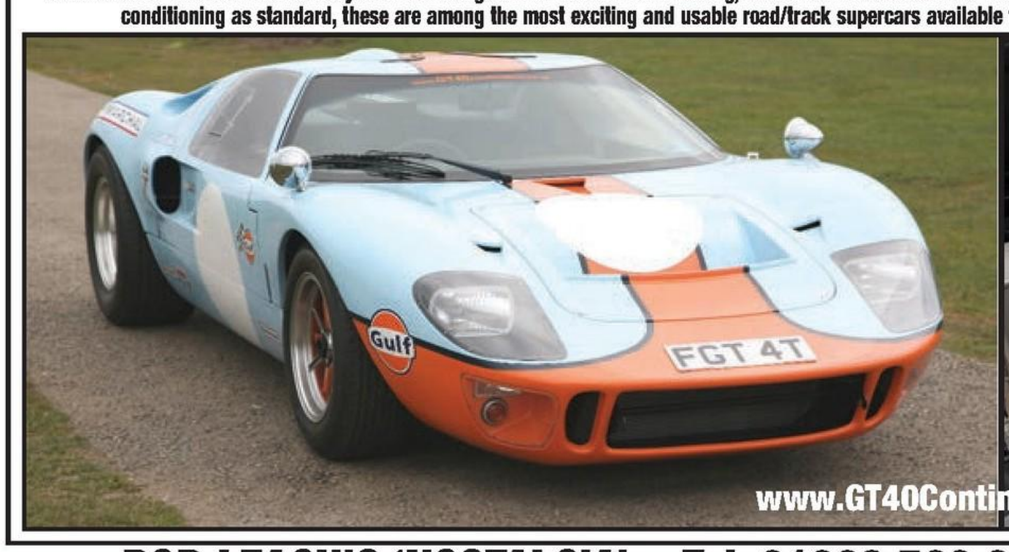
AC COBRA 427 Mk III S/C 'CONTINUATION' - L.H.D.

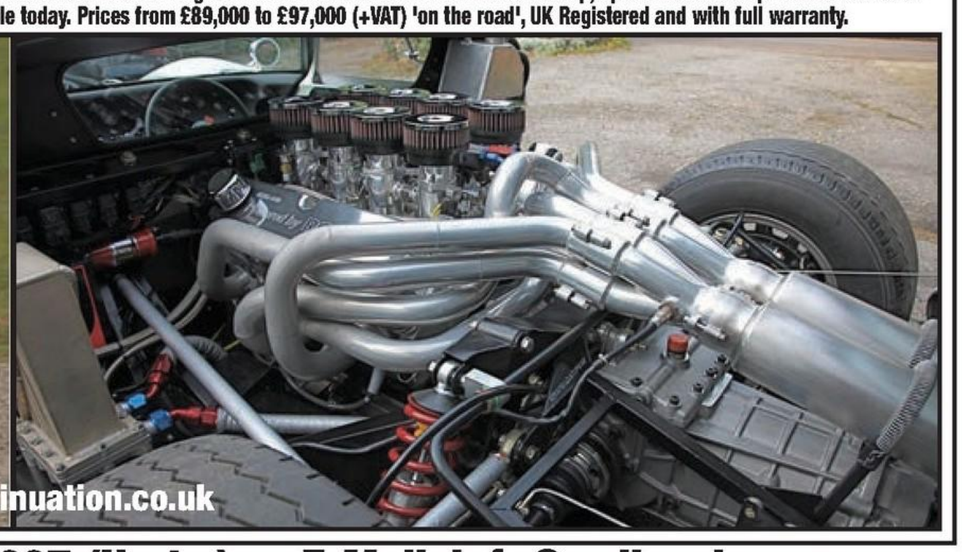
Just 10 'Continuations' (AC Cars Ltd.'s own authentic and totally perfect reproductions of the definitive iconic 1965 '427 S/C' -accurate down to the very last detail) were fully completed by the Factory from 1990 to 2002; only 5 now remain in the UK. This is COB 5002, starring in 'Jeremy Clarkson's Motoring Years' (BBCTV), and also owned by Liam Howlett (The Prodigy). Dynoed c.500 bhp Mathwall 1965 side-oiler engine and top-loader 'Rug' gearbox. Fully trimmed with all weather equipment. Eligible for F.I.A. papers. 'Historic Vehicle' classification. M.O.T. 1,950 miles from new and 'Concours' condition to match.
Same investment potential as a 1965 'original' but around 1/3rd the price!



NEW GT40 MK I / MK II 'CONTINUATIONS'

From the highly respected South African manufacturer of the Shelby Daytona Cobra Coupe now come the definitive recreations of the legendary Le Mans winning GT 40s of 1966 to 1969. Such is their degree of precision and authenticity, that over 90% of all the component parts are interchangeable with the original 1960's cars', including the entire 'monocoque' pressed steel chassis and roof sections; in addition, chassis numbering continues from the original production run (GT40 P2000 Series), the cars are titled and badged as 'GT40's' and each is listed in the S.A.A.C. World Registry. A superb endorsement of the quality and accuracy of these 'Continuations' has been the delivery of a new red/gold Mk I to Alan Mann Racing, whose Team success in the 1960's is unrivalled. Engines are Roush/Ford V8's of 5.4 litres/430bhp, upto 7litres/550bhp. With effective air-conditioning as standard, these are among the most exciting and usable road/track supercars available today. Prices from £89,000 to £97,000 (+VAT) 'on the road', UK Registered and with full warranty.





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Bentley Turbo R Left Hand Drive 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**



Bentley Continental R 1993/4 Two door coupe
Finished in Royal Blue with Parchment hide interior,piped in Blue, Parchment quilted headlining, headrests front and rear, lambs wool over rugs, hands free phone system, radio and stereo, power memory seats, reversing aid front and rear,alloys, usual Bentley extras, only 33,000 miles, service history, just been serviced, superb example **£29,750**



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**



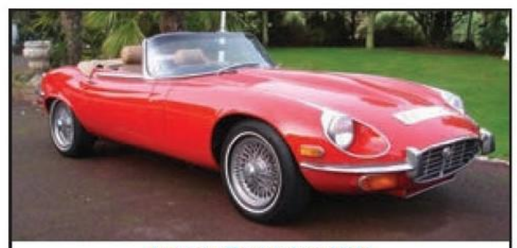
Jaguar E Type 3 8 1963
This superb E Type is finished in Silver Blue with Navy Blue hide interior, stereo/radio, chrome wire wheels, with low mileage of 66,500,very difficult to repeat, garaged from new. **£45,500**



Jaguar 3.8 Mk II 1964
Finished in traditional British racing green with matching hide interior, picnic tables to rear, sparkling chrome wire wheels, auto power steering, radio stereo system, alarm, over £75,000 spent, excellent history. Magnificent **£45,500**



Jaguar E Type V12 1973 2+2
Finished in Silver with black interior, headrests, chrome wire wheels, auto, power steering, stereo system, history, original handbook and history, lots of Mots, 67,000 miles, many valuation certificates, one for the enthusiast, garaged **£19,750**



Jaguar Roadster 1974
Left Hand Drive finished in Signal red with beige hide interior, headrests, radio/stereo, tinted glass, air conditioning, sparkling chrome wire wheels, spare unused, manual transmission, power steering, 29,500 miles, garaged from new, superb .. **£56,500**



Mercedes 280 SL Sports 1969
Left Hand Drive, finished in Diamond white with cherry red hide interior, headrests, hard and soft tops, auto, power, air con, stereo system, two owners from new,this car is in amazing condition, pampered from new, looks like a one year old car and is totally superb. Also available in ivory white with dark brown hide interior **£49,750**



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**



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 V12 Roadster 1974
Finished in gleaming signal red with as new black hide interior, headrests, stereo system, manual transmission, power steering, sparkling chrome wire wheels, white side tyres, heritage certificates, only 9,000 miles since top professional renovation, old Mots, hand book, history, always garaged, just magnificent **£75,750**



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**



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.**



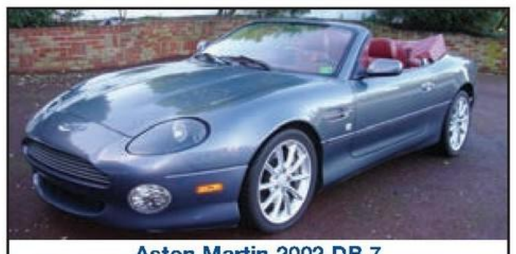
Jaguar E type V12 Roadster 1971/2
Finished in totally unmarked gleaming British Racing green, with as new Tan hide interior, headrests, stereo system, as new chrome wire wheels, manual transmission, power steering, only 33,000 miles from new,every Mot, large history file, original British Leyland service book and handbook, this car is in absolutely mint condition, garaged from new **£74,750**



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 **£39,750**



Bentley Hooper 1956
Finished in gleaming two tone green with fine coach lines to compliment the coachwork, a matching green hide interior, with a glass like finish to walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overugs, only one former keeper, this very rare Bentley is ideal for showing with every possibility of winning, or for the pure pleasure of driving, possibly the finest in the world and a fine investment **£65,750**



Aston Martin 2002 DB 7
Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, Cd, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history,this car is just remarkable, never seen rain **£49,750**



1999 Bentley Continental SC Sedanca Coupe LHD
Finished in Silver Pearl with Stratos hide interior, 27,000 miles, matching lambswool overugs, this car has just about every possible extra, a very rare model with only seventy three ever produced, with its unique lift out glass roof, this stunning car has FBSH, garaged from new, a very famous owner, just magnificent .**£135,000**



1972 Rolls-Royce Phantom V1 State Limousine
Finished in Garnet over Antelope with Cherry hide interior to the front and West of England cloth to the rear, glass division, power windows, a/c, TV & video, cocktail bar, intercom, 12 stack CD player, Sundym glass, only 18,000 miles from new, 2 owners, lambswool overugs, occasional seats, show condition **£175,000**

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Jaguar 1968/9 series 11, 240

Finished in British racing green, sparkling chrome, wire wheels ONLY 1 owner from new and ONLY 18,000. Yes 18,000. All paperwork, original rear window jaguar sticker, probably could never be repeated. This car is amazing.



Mercedes 280 SL 1969
Finished in champagne gold with superb interior, hard and soft tops, automatic, power steering, radio and stereo, cd and mini disc player, expensive alarm, 89,000 miles from new, good service history, garaged from new, absolutely stunning, probably the finest **£39,750**



Mercedes Sports 280SL 1969
Finished in Ganate Red with black hide interior, headrests, hard and soft tops, auto, power, CD/ stereo, only two previous owners, original service and handbooks, service bills etc, original document wallet, garaged from new, Mercedes show car probably the finest **£49,750**

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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**



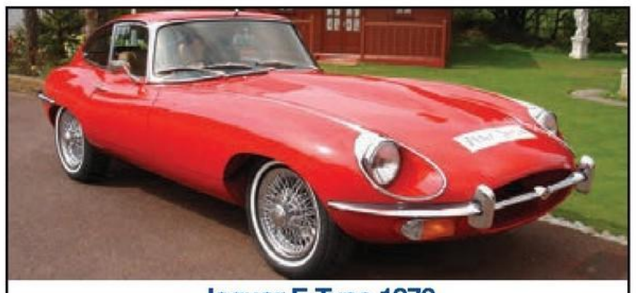
Jaguar E Type 1973/4 Roadster

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. **£56,750**



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 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**



Bentley Eight 1989

Finished in Black with Magnolia hide interior piped in Black, power memory seats, climate control, all usual Bentley extras, new tyres, just had service, Bentley alloys, always garaged, taken in part exchange, fantastic value **£7750**



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 **£75,750**

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Ferrari 340 America Le Mans Touring Berlinetta Chassis 0122A

POA

Ferrari sports car success and development in the 1950's was intricately connected with the development of various V-12 engines. Aurelio Lampredi developed a new engine for 1950 with an enlarged cylinder block thereby giving rise to the "long-block" nick name given to these engines.

340's were the first Ferrari sports car to be fitted with a 4.1 litre "Long-block" engine and were intended primarily as a competition car for wealthy privateers, and marketed as such, the 340 was directed specifically at a new and increasingly profitable market: the United States. Aptly named "America", the 340 became the first of many subsequent sports/racing Ferraris built specifically to meet the demands of the American market, where it proved to be both competitive and profitable.

0122A was first delivered in August 1951 to Belgium. The car passed through a few owners early on in its life and was actively campaigned between 1954 and 1958 in the main by Pierre d'Haveloose and Armand Blaton. Since 1986 0122A has been part of one of the finest collections in Europe but is now available for sale. The 340 America was the first of the Lampredi big block equipped Ferrari and the first competition car built to also be suitable for the road. This is one of just two examples created with this beautiful body by Touring which is surely the best looking of all the 340 variants and so similar to the iconic 166 Barchetta in style. There are no questions surrounding this car and it can thus only be described as "bullet proof" having its original body, dry sump engine and gearbox. 0122A is eligible for the world's greatest events including the prestigious Mille Miglia.







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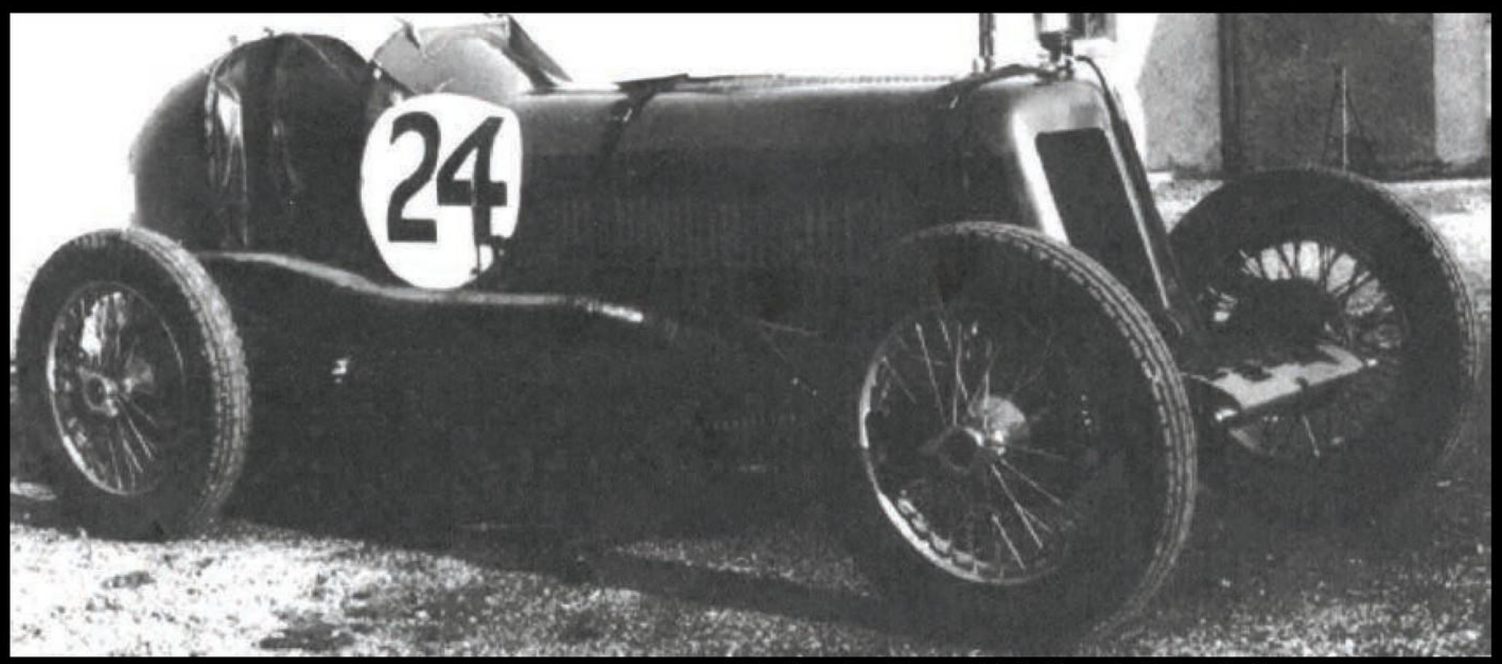
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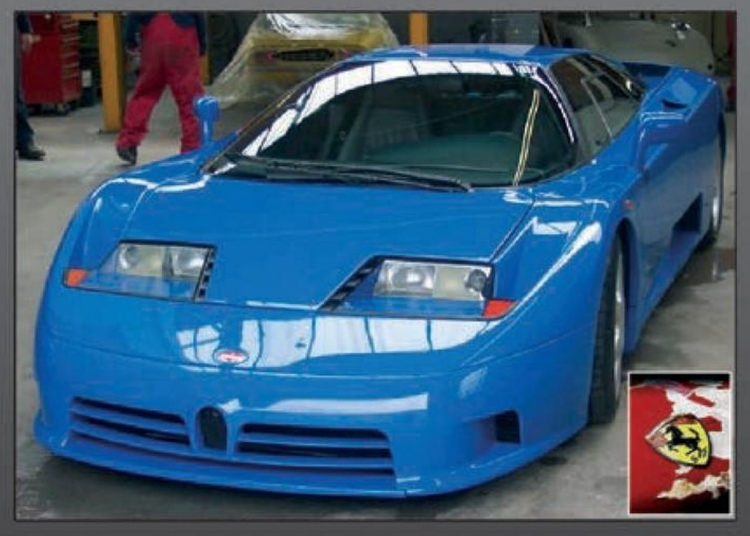
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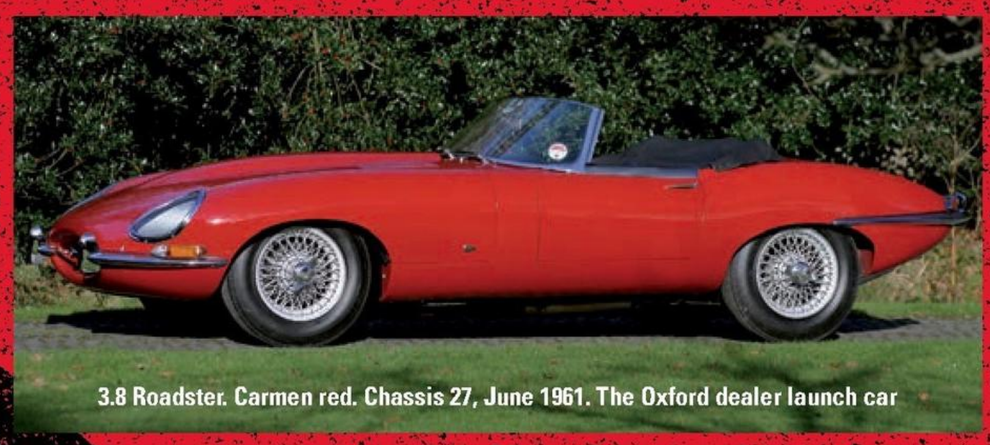
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3.8 Roadster. Carmen red. Chassis 27, June 1961. The Oxford dealer launch car

3.8 Roadster. Gunmetal. Sept 1961. Chassis 143, reg: 143 XKE. EAGLE E TYPE # 22 - in build
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1966 Jaguar E-type 4.2 Series 1 Coupe

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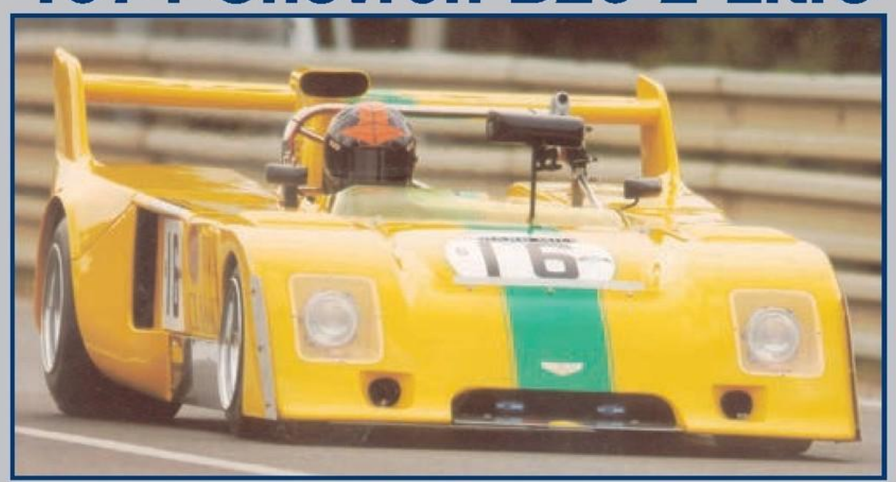
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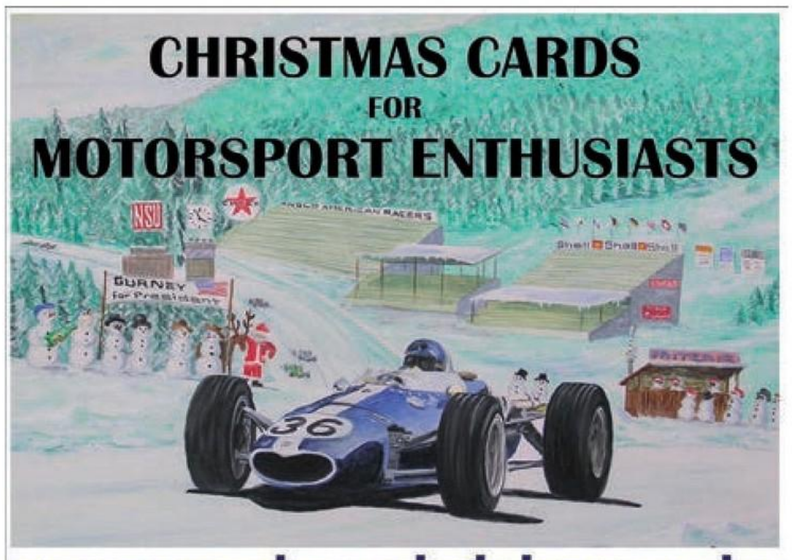
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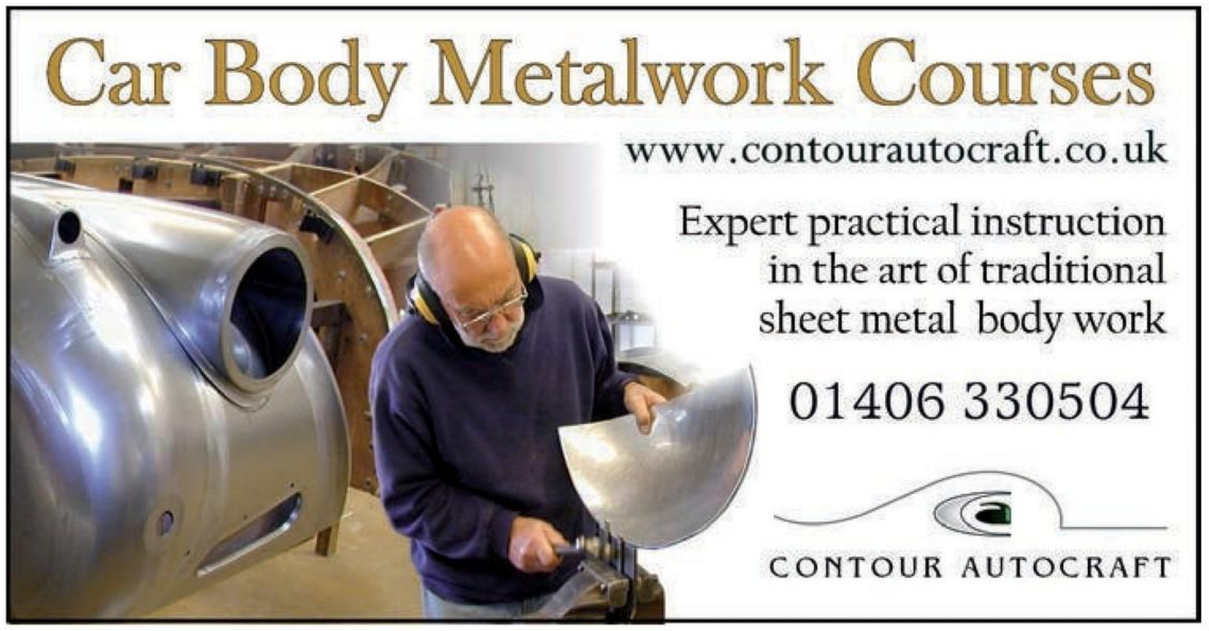
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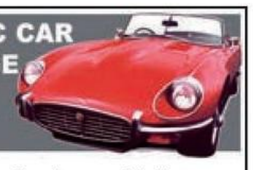
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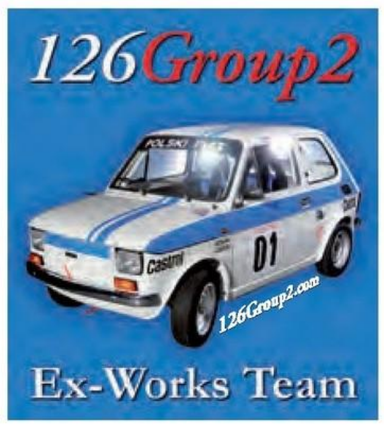
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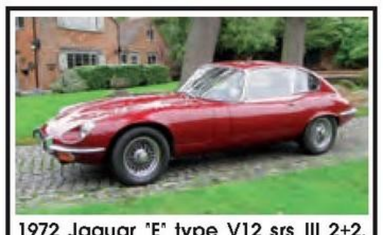
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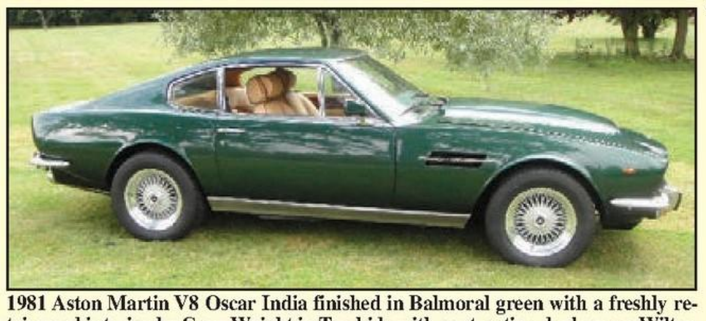
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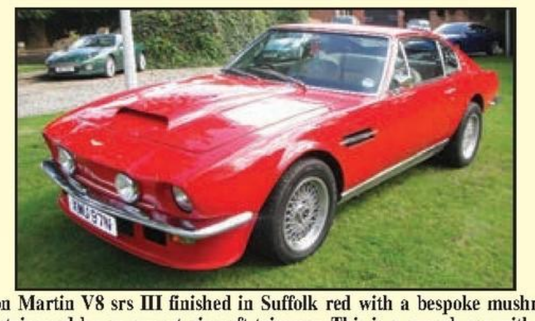
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1995 Aston Martin V8 Volante, finished in Signal red with contrasting cream hide interior piped in red with black top dash roll. This car is a one off special order from Aston Martin ordered prior to the official launch of the V8 Coupe and modified by the factory when new at vast cost to the first owner. The car is in unmarked condition throughout and comes with a considerable history file. It is almost unique and will undoubtedly increase in value. Please inquire for more details . .£62,950



1981 Aston Martin V8 Oscar India finished in Balmoral green with a freshly re-trimmed interior by Gary Wright in Tan hide with contrasting dark green Wilton carpets. Refurbishment works by us have included a full re-paint, re-trim including headlining, full engine service, suspension rebuild and new Ronal wheels and tyres. Very practical for long journeys and excellent value at £59,950



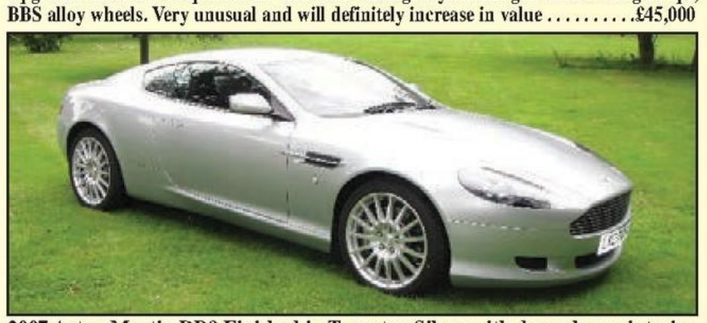
1974 Aston Martin V8 srs III finished in Suffolk red with a bespoke mushroom hide interior retrimmed by an expert aircraft trimmer. This is a superb car with a 4"thick history file dating back to the 70's and including all invoices to the present time. Upgrades include a deep front air dam and Vantage style front grill and driving lamps, BBS alloy wheels. Very unusual and will definitely increase in value £45,000



2004 Aston Martin DB9 finished in Celeste blue with pacific blue hide interior. This is an excellent 2 owner example that has covered only 28,000 miles and has a full Aston Martin service history. Supplied by us to the last owner in 2007, it is fitted with all usual refinements including sequential transmission and satellite navigation. Sensibly priced at £47,995



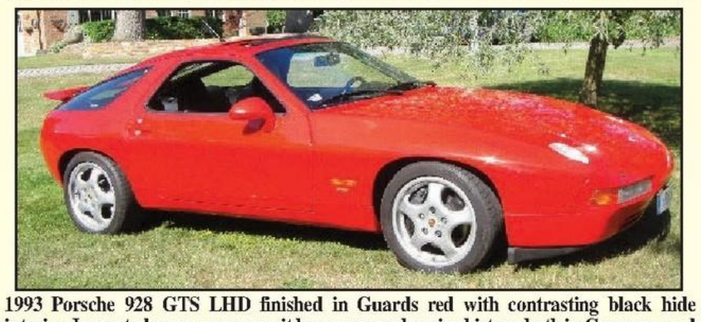
A rare opportunity to acquire one of the most recent recreations of the iconic Jaguar "C" type. This is an almost exact copy of the real thing built in aluminium but incorporating more modern running gear to give it a superior ride. It has independent rear suspension and a 4.2 litre XJ engine to give it increased power. Absolutely stunning £65,000



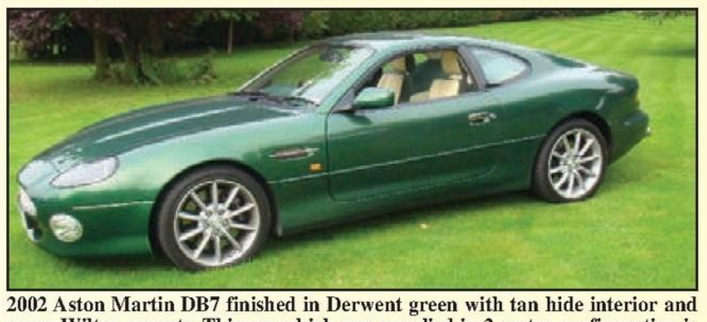
2007 Aston Martin DB9 Finished in Tungsten Silver with deep cherry interior. This is a beautiful 2 owner car with a full service history and a very low mileage of only 12,500. It is fitted with most available options including sequential transmission, satellite navigation, heated electric seats with lumber support and 19" multi spoke alloy wheels. Huge saving on list at only £69,950



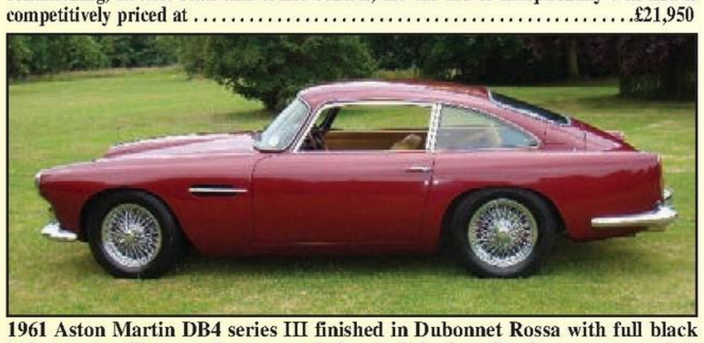
1996 Aston Martin DB7 coupe, finished in Mendip Blue with Cream hide interior. This is a beautiful example that has covered only 69,000 miles in 14 years and comes with a complete comprehensive service record. Fitted with automatic transmission, air conditioning, electric seats and cruise control, the car drives exceptionally well and is competitively priced at £21,950



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 is in superb condition throughout and realistically priced for a car which is fast becoming a collector's item . . .£17,950



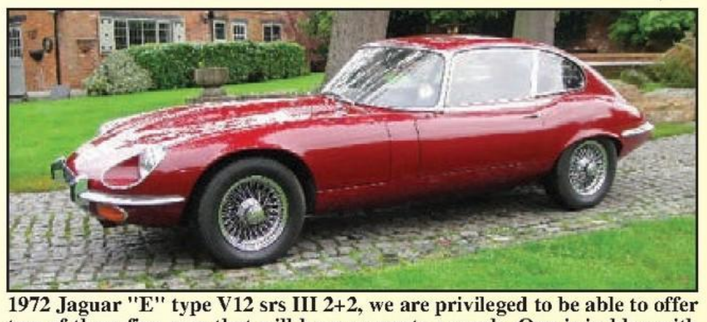
2002 Aston Martin DB7 finished in Derwent green with tan hide interior and green Wilton carpets. This car which was supplied in 2 seater configuration is in fabulous condition and a credit to its previous owner. With only 47,000 miles, it is totally unmarked, just serviced and ready to be enjoyed. Wonderful value . . . . . at £29,950



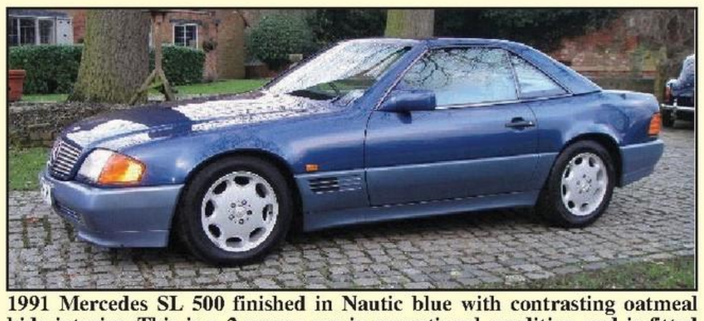
1961 Aston Martin DB4 series III finished in Dubonnet Rossa with full black hide interior. This excellent example has had the benefit of a recent complete engine rebuild and is both cosmetically and excellent. Arrives Wednesday 16th September hence library picture £155,000



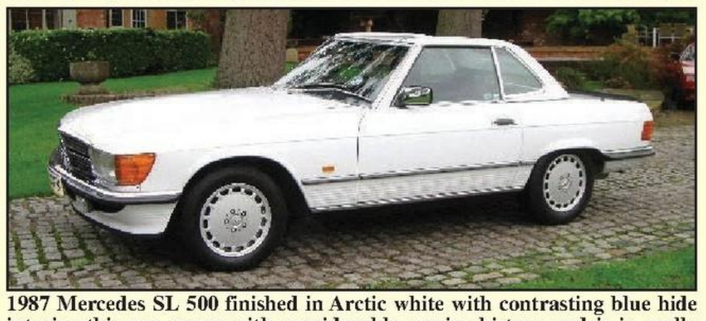
1969 Aston Martin DBS 6 cylinder, 4.0 litre finished in Champagne with contrasting black hide interior and black carpets. This car has been the subject of a complete restoration by its previous owner, including new sills, detailed engine bay, back to metal repaint and a complete engine, gearbox, axle and brake overhaul. It is superb to drive and definitely rising in value, following the previous DB range. A potential investment at £45,000



1972 Jaguar "E" type V12 srs III 2+2, we are privileged to be able to offer two of these fine cars that will have separate appeals. One is in blue with chrome disc wheels and automatic transmission and the other is in Damask red with CWW and manual transmission. Both cars are in very nice order and both are priced at £20,000. Please enquire for more details.



1991 Mercedes SL 500 finished in Nautic blue with contrasting oatmeal hide interior. This is a 2 owner car in exceptional condition and is fitted with most available options of the period. It comes with hard top and a brand new mohair soft top and has covered only 54,000 miles. Now appreciating and yet offering excellent value at £10,995



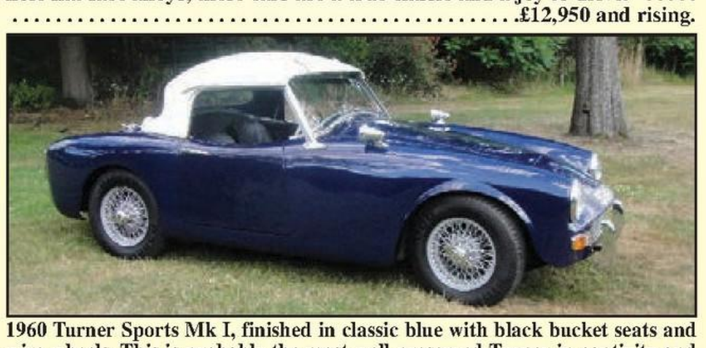
1987 Mercedes SL 500 finished in Arctic white with contrasting blue hide interior this car comes with considerable service history and is in really superb condition throughout. Fitted with automatic transmission and 16 hole flat face alloys, these cars are a true classic and a joy to drive. . . . . .£12,950 and rising.



1958 Aston Martin DB MkIII finished in Navy blue with contrasting blue/grey hide interior. This car has been in very long term ownership until recently and has a comprehensive history file including numerous invoices from marque specialists Four Ashes Garage. It has been the subject of a recent repaint and mechanical overhaul and is now ready to be used and enjoyed. Any inspection welcomed; please enquire for further details.



1995 Bentley Continental "R", finished in Balmoral green with contrasting stone beige interior piped green with green carpets. This is a superb example which has only done 55,000 miles and has a comprehensive Bentley service history. Only being sold due to bereavement. Realistically priced at . .£34,950



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.



1991 Bentley Mulsanne "S" finished in Balmoral green with St James's red hide interior. The car comes with a most comprehensive service record and is superb to drive. Offered at a fraction of the original cost, these cars are now stunning value for money £9,995

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