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A-Z OF THE BRITISH GP

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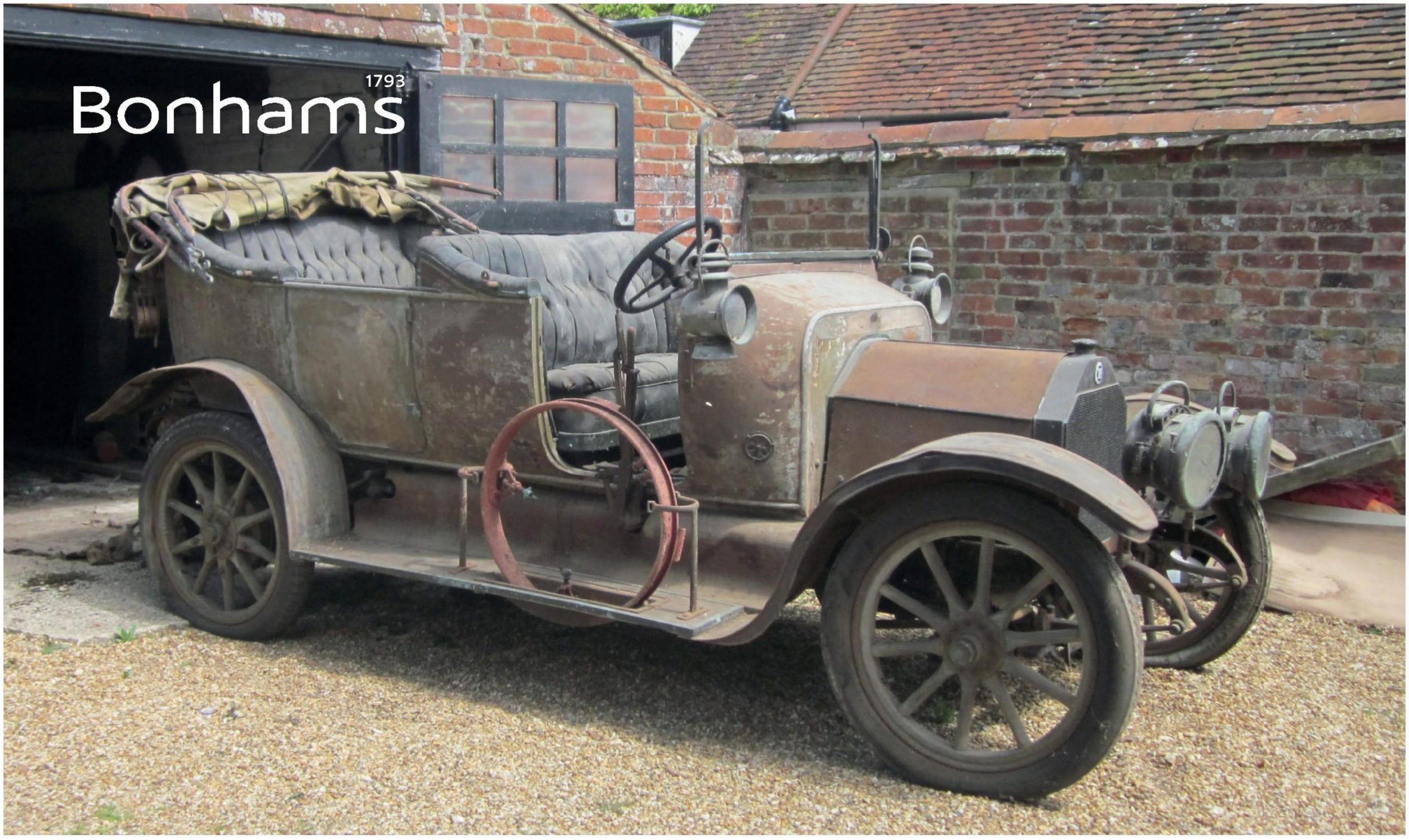
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Cover Images LAT

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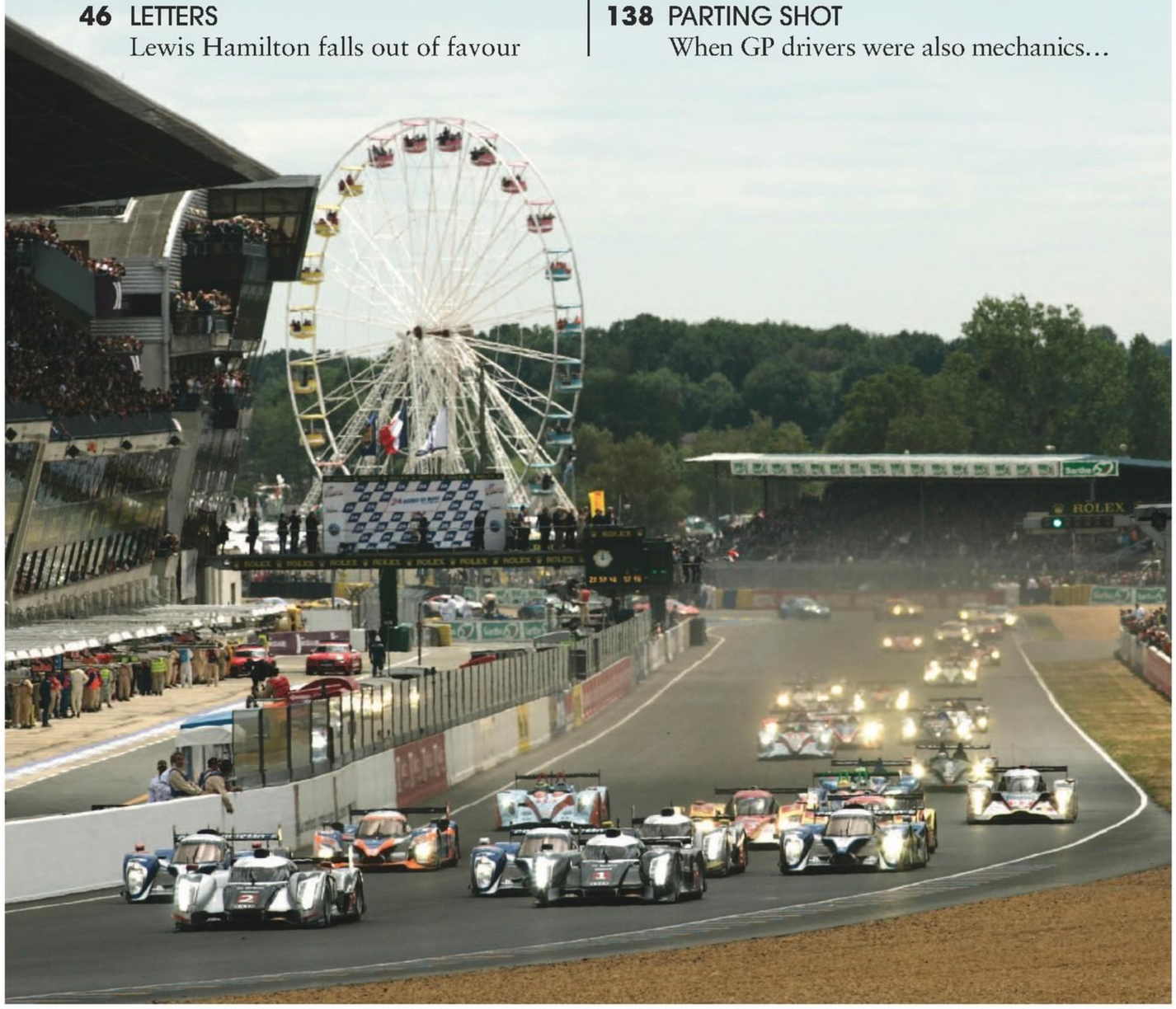
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Todt's first blot in office

What a month in motor sport. First, the centennial Indianapolis 500 offered a climax that would surely make our May issue 'most dramatic finishes' story were we to run it again. Then came the fantastic news that we'll have a proper world sports car championship to savour next year for the first time in 20 years. Le Mans lived up to its billing and delivered a classic battle between the two giants of the modern era, and on the same day Jenson Button scored what is likely to be the greatest win of his career after great drama in Montréal, two weeks after the most engaging Monaco GP for years. Good times indeed.

These are the events that should define our motor sporting memories of early summer 2011. But for the world at large, a sour note has struck louder and clearer than anything we have enjoyed beside a track or on our TV screens.

Formula 1 faced global ridicule and condemnation for its inept handling of the Bahrain GP affair. The muddled and ultimately vain attempt to shoehorn the race into October 30 and push the end of the season into December not only smacked of incompetence, it also suggested this sport is totally out of step with the rest of the world. Shock of all shocks, it has since emerged that there were other agendas at work, as you can read within this issue. But as the internal (and infernal) struggle for power continues between Bernie Ecclestone, the FIA and the teams, Formula 1 has collectively been shown up as a greedy and unethical business. No news there, then!

FIA president Jean Todt got it horribly wrong on Bahrain, and even worse he was made to look a fool. Which is surprising – because that's emphatically what he is not. The first blot on his presidency is a pity because in other arenas Todt is making a positive difference.

At Sebring this year, sports car racing's leading lights spoke of the new Intercontinental Le Mans Cup as the beginning of a long process towards a true World Championship. But within three months of the 12 Hours, Todt had bridged the gap with the Automobile Club de l'Ouest and the deal was done for 2012 (see page 19). Todt is a true racing – and rallying – man. He led Peugeot to world title honours the last time there was a world sports car title, 20 years ago. Instinctively, he can make the right decisions on such matters and while he can't afford another gaffe on the scale of Bahrain, we're glad it didn't prove to be his downfall. There's too much good work to do, and he can still be the man to do it.

Perhaps he can use his obvious accord with the ACO to work on some changes to its circuit. Allan McNish's terrifying accident could have been much worse, as he and the photographers behind that tyre wall can attest. But while the 'shark fin' on the back of his Audi R18 appeared to do its job and stop the car taking flight in a 'blowover', the expanse of gravel it skipped over emphatically made matters worse. Surely high-grip asphalt would have scrubbed off more speed. Le Mans by its brutal nature can never be safe – but it can always be safer.

Pity JR Hildebrand when he woke up the morning after the Indy 500. To lose the race at the final turn like that… poor chap. But as golfer Rory McIlroy has shown, precociously talented young sportsmen are made of stern stuff. For Hildebrand, this year's 500 is already old news.

Damien Smith, Editor

CONTRIBUTORS



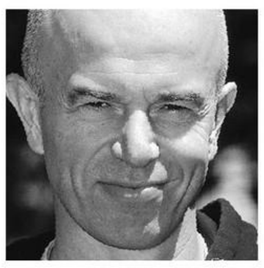
Rob Widdows

For years Rob has trekked the tracks with either pen and notebook or camera and microphone. His broadcasting background made him a natural to host our Senna film evening, and he steers our website podcasts with flair. This month he returned to Silverstone, scene of his first British GP which he watched from the old Stowe grandstand as a young lad. No, there's no blue plaque…



Anthony Peacock

Now running a motor sport media agency, Anthony contributes to newspapers and magazines here and abroad as well as writing fictional short stories. He lists James Hunt as his lifestyle guru, though he stops short of budgerigars and driving an A35 van… While covering the Tour de Corse rally he paused at a very poignant corner to remember one of the sport's greatest tragedies.



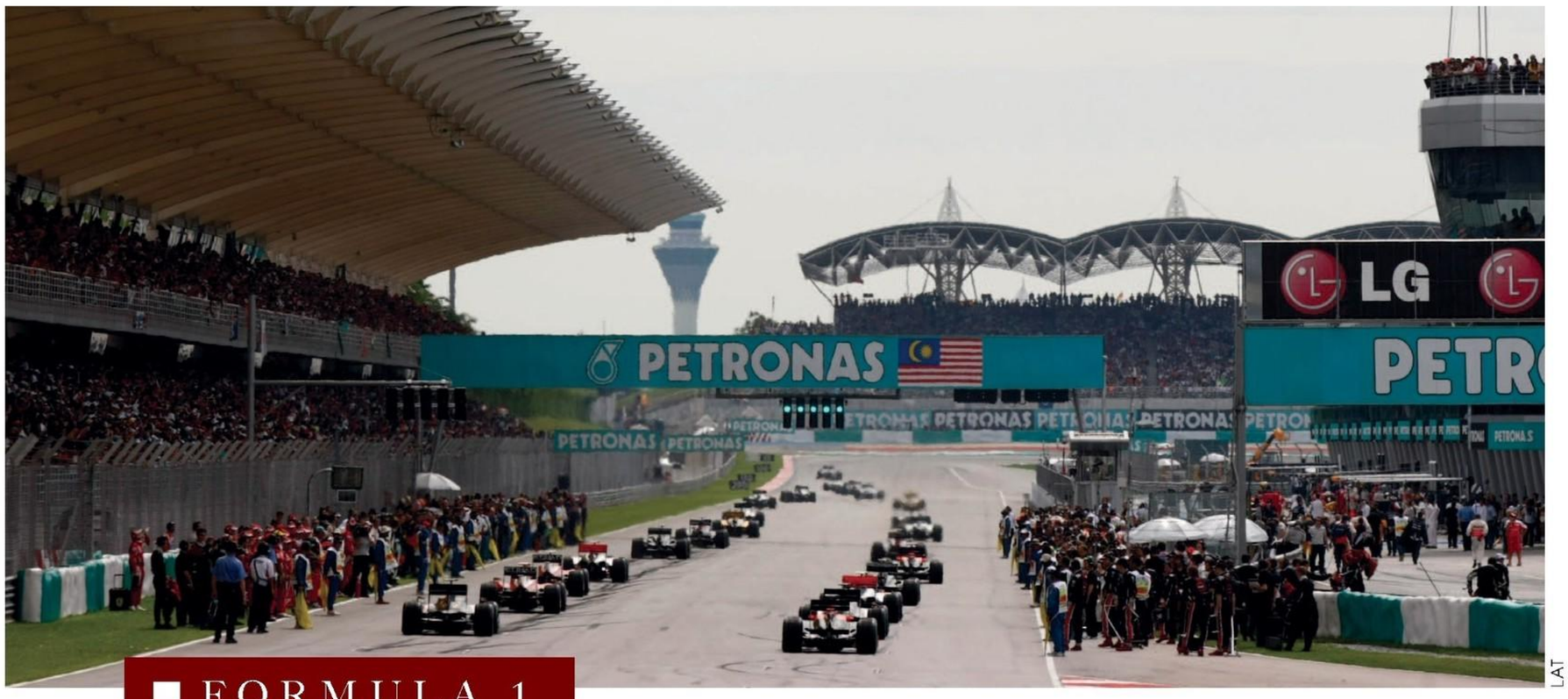
Mat Oxley

Mat is described elsewhere as being "MotoGP's race track Rottweiler" for his incisive reporting of two-wheel action – but he's always very well behaved when he comes to the office. For a change of pace from the frantic world of MotoGP, our Production TT winner took time to sample the new Commando to see if reborn Norton is taking the right line through the twisty bends of 'bike commerce.



Ed Foster

One major racing crash, one minor scooter off, one blown-up press car and a broken Lotus – it's been a quiet time for the John Noakes of *Motor Sport*. Still, an impressive overnight sprint from the TT races to Le Mans and back got him to London by bedtime Sunday (sorry, officer). But compared to a tent in a noisy IoM farmyard, a private jet to Pau cheered him up. A lot. And didn't we hear about it.



LAT

FORMULA 1

Profit swell makes racing hot property

Since April rumours have been circulating that Rupert Murdoch's News Corporation media empire and Exor, an investment fund which ultimately owns a stake in Ferrari, would make a bid for Formula 1.

As *Motor Sport* went to press a bid still hadn't been made and experts have cited numerous hurdles that it would face. They include opposition from the teams, due to the bias it could give to Ferrari, and from regulators which would be concerned by a media company owning a sport. It may be an uphill task but there is good reason why News Corp would want to step into F1's driving seat.

According to data released by F1 industry monitor *Formula Money*, the revenue generated by the sport's rights-holder has increased by 65 per cent over the past five years to a record $1.6 billion in 2010. This has been driven by accelerating race-hosting fees, which increase by around 10 per cent annually due to escalator clauses in the contracts.

In 2007 hosting fees brought in an estimated $329 million but by last year this had increased to $568m. As more races have been added to the calendar the total has risen. It has also been boosted by more races being held in Far Eastern countries such as Singapore, South Korea and Abu Dhabi. These countries use F1 to put themselves on a sporting landscape alongside prestigious developed nations and the television exposure drives tourism. Accordingly, the governments tend to foot the hosting fee, triggering an arms race in its price and putting it out of reach of traditional European venues such as France and Austria.

This year, for the first time, there are more races in Asia than Europe and the trend is set to continue. *Formula Money's* data shows that by the end of the decade the first $100m per year host fee will be charged – an impressive feat since as recently as 2003 the total fees came to $180m.

In contrast, the price of television rights has relatively stalled. In 2007 they brought in $380m but this had only increased by $90m last year. The market is saturated with F1 broadcast in 187 territories worldwide. Unlike some countries, broadcasters tend to lack benefactors who are prepared to foot the cost of F1 come what may.

Likewise, F1's viewing figures have spluttered over the past few years (see table below). Despite a thrilling season in 2010, the total number of F1 viewers only increased by 1.3 per cent to 527m. This is significantly down from the peak of 600m in '08 and, ironically, the drop came as a result of the introduction of twilight and night-time races. Although such races are broadcast at prime time in Europe to appeal to F1's traditional audience, they clash with local evening sports in the Far East, which has some of the largest audiences. China, for example, had F1's second biggest audience last year with 75.7m viewers.

Despite this decline, F1's overall fortunes are on the up thanks to the race-hosting fees. This has given F1 an average growth rate of 12.7 per cent over the past five years, and if this trend continues it will give the sport revenue of $3.7bn by 2017. Remarkably, nearly half of this will be profit.

Perhaps the biggest ball and chain around F1's bottom line is repaying the $2.9bn of debt which its current owner CVC Capital used to buy the sport in 2006. Last year F1 paid off $338.5m of the loan itself and made $59.2m in interest payments. Once the debt is clear it will free up a huge amount of money for F1. The sport's boss Bernie Ecclestone has said that the debt is due to be cleared by the end of 2014 and, according to *Formula Money's* data, it can expect to be making annual profits of $1.5bn by 2017.

It is little wonder that buyers are looking at F1. Once the loan is clear a new owner could take out more debt to buy the sport and reap profits at the same time. However, CVC has said F1 is not for sale, and one spanner in the works in future could be the teams.

Prize money paid to the teams is F1's biggest single cost and amounts to 50 per cent of the sport's profit. Their contract to race expires at the end of 2012 and they are said to want to increase their share to around 70 per cent. If this were to happen it would reduce the $1.5bn projection and give a new owner much less cash to pay off a new loan.

Ecclestone has said the teams will not get an increase in prize money and has threatened to charge them to race if they delay signing a new contract. The next move is theirs. Ecclestone is in the driving seat and it remains to be seen if the teams hold the keys to F1's future. *Christian Sylt and Caroline Reid*

F1'S GLOBAL TV AUDIENCE

2008	2009	2010
TOTAL UNIQUE VIEWERS		
600 million	520 million	527 million
TOP THREE MARKETS		
1. China, 119.089m 2. Brazil, 110.463m 3. Japan, 38.520m	1. Brazil, 93.643m 2. China, 88.545m 3. Italy, 34.413m	1. Brazil, 88.076m 2. China, 75.670m 3. Germany, 36.780m

Note: 'Unique viewers' is the number of people who watched a dedicated Formula 1 broadcast for 15 non-consecutive minutes during the respective season. Viewers of F1 on news or sports magazine programmes are not included.
Source: Formula One Global Broadcast Reports

Red Bull set to lose out in engine mapping ban

The FIA's clampdown on the use of engine mapping in conjunction with blown diffusers could see a shift in the balance of power among Formula 1's top teams.

Red Bull has been the most successful exponent of the practice and the team has made it clear that it sees the mid-season change as an attempt to rein in the RB7. McLaren meanwhile has raised no objections.

Since last season teams have made increasingly successful use of what the FIA terms 'extreme' exhausts by mapping their engines to blow exhaust gases into the diffuser during cornering.

After a previous attempt in May was aborted, the FIA wrote to the teams over the Canadian GP weekend to confirm that a ban on off-throttle blowing would commence from the British GP. For 2012 the FIA intends to stop any form of exhaust action on the diffuser by ensuring that teams can only employ basic designs with a high periscope-style exit.

The FIA said it "intends to ensure that no engine mapping is used to artificially alter the aerodynamic characteristics of a car beyond the primary purpose of generating engine torque.

"The financial, technical and human resources required to support such developments, as well as the impact on engine reliability and fuel consumption, are contrary to the objectives pursued by the FIA, teams and engine manufacturers."

The consensus is that Red Bull will suffer more than most, although clearly there is more to the speed of the RB7 than the exhaust.

"I don't think it will create a fundamental change to the picture," said McLaren's Martin Whitmarsh. "But it will hurt some more than others. Depending on how optimistic you're feeling that day, you like to think it will hurt others more than you! It will change according to which team is exploiting these tactics the most."

Although the Silverstone ruling affects engine mapping rather than hardware, the 2012 change will mean the end to Renault's innovative front exit exhaust.

"I can feel what McLaren felt when they decided to ban the F-Duct," said team principal Eric Boullier.

See Patrick Head, p39

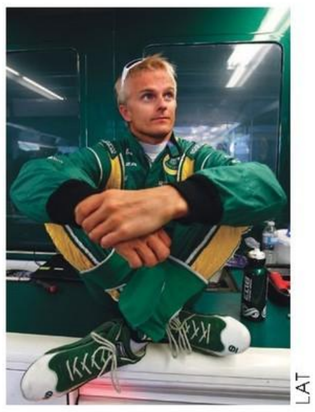


BRITISH GP PREVIEW

Lotus ace guides us round Silverstone

Heikki Kovalainen is currently fighting to make it out of Q1 with Team Lotus, but back in 2008 he took pole position for the British Grand Prix with McLaren. *Motor Sport* asked him for his thoughts on the track ahead of this year's race.

"I won my first Formula Renault race at Silverstone, and my first F3 race. I almost won my first Grand Prix as well, or at least I was on pole, and the opportunity was there to win. It's kind of a home race for me, or as close as it gets. I know a lot of people there and it's always a friendly place to go to.



LAT

"It's a great track, but I'm not a big fan of the new section. They've taken away a couple of excellent corners, especially Bridge. I probably like it a bit less now, and I don't think it's added much overtaking. But it's still got great sections, great corners.

"The new first corner is pretty much flat out, as is the next left-hander. Then you have two slow corners, which are fairly straightforward. It's quite easy to defend into the first one, so it doesn't promote overtaking as much as people were expecting. It's not a very exciting section. But at the start we could see more action than in previous years. Before, Copse and the first section were high speed, and you just joined the queue.

"The corner at the end of the new straight gets tighter towards the exit, and you need to hit the apex at the right point. You can carry more speed than you expect. Because of the high-speed nature of the circuit you set the car up for that, so it doesn't feel comfortable at slow speed, and you have to try to manage it as well as you can. You can gain or lose a lot of time in the slow stuff.

"I did Copse flat out in a Renault test a few years ago, but in the current cars we haven't been able to do that. It's a lift, but in the race you shift down a gear.

"The whole Becketts section is one of my favourite places in F1, together with the Esses at Suzuka. It's about high-speed change of direction, getting a good line, hitting the kerbs correctly and having confidence and good car balance. It's important to get the first bit right so you set yourself up through that sequence. An F1 car feels at its best there, fully loaded with downforce.

"Without DRS Stowe isn't really a passing place, unless the car in front makes a mistake leaving Becketts. It's one of the best corners with a high-speed entry and you don't brake much.

"Vale is a passing place, especially at the start of the race when people are still a bit cautious through Stowe. At Club you're trying to get the correct line and get the power down early.

"In qualifying we'll be using DRS everywhere we have a straight, and it will be a big benefit."

British GP preview, p51

COMPETITION

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Silverstone Classic celebrates its 21st anniversary this year and the July 22-24 event promises to be the biggest yet, with an amazing line-up of entertainment and family activities.

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Funfairs, shopping malls, an assault course, traction engines, hot-air balloon flights, spectacular air displays, festival food from Jamie Oliver's Fabulous Feasts plus live music featuring the best tribute bands and classic rock/pop bands Suzi Quatro, 10cc and Wishbone Ash are all part of a spectacular three-day show. Visit www.silverstoneclassic.co.uk for more details.

We have five pairs of tickets (worth £100 a pair) for Sunday July 24. These provide 'access all areas' including entry to grandstands, paddock, live music plus all the other entertainment.

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Ruling favours Team Lotus

Team Lotus came out on top when Justice Peter Smith issued his judgement on the fight for the use of the Lotus name in Grand Prix racing.

While Group Lotus won on several lesser counts in the complex High Court case, Tony Fernandes took the big prize – the right to retain the Team Lotus name. Group Lotus can still use 'Lotus' in relation to its sponsorship of the Renault F1 team. Despite claiming overall victory, the car company announced its intention to appeal on the name issue.

Smith's lengthy judgement included some fascinating documentation from the 1980s relating to the split between racing and road car use of the name, not to mention an unexpected conclusion in which he said F1 fans would enjoy a fight between two Lotus teams. He added that "they would be interested to see which of the two Lotus cars was more successful, and which then might possibly be better placed to claim to be successors to the Colin Chapman mantle".

The news has allowed Team Lotus to push ahead with commercial plans. It has announced an expanded deal with Dell and a prestigious new partnership with US corporation General Electric. *See Doug Nye, p134*

ON OUR WEBSITE

WWW.MOTORSPORTMAGAZINE.COM

It's been another busy month on the *Motor Sport* site, especially after editor Damien Smith announced the July issue would cover the new *Senna* film. The three-time World Champion has always divided opinion, and both sides were well represented online!

GRAND PRIX REPORTS

Nigel Roebuck has taken over writing reports for the summer, and did a typically insightful job on the hectic races in Monaco and Canada: Sebastian Vettel running away with the championship, last-minute tyre changes under the red flag and Lewis Hamilton struggling with the idea that anyone can be quicker than him... Over 100 comments later on the Monaco report, and the discussion rages on. "Lewis's driving was pathetic," claimed one reader, while another countered, "I honestly believe that Hamilton's on-track gaffes are done without any trace of malice."

THE WEEK IN *MOTOR SPORT*

Our weekly news videos continue to thrive, and while features editor Rob Widdows has been the star guest in recent weeks, editor Damien Smith has joined him and Ed Foster on occasion to add another perspective. The 15-minute videos are available for free on YouTube and iTunes. If you want to know what happened in the motor racing world over the weekend, and what it all means, then make sure that you visit www.motorsportmagazine.com at the start of the week.

THE LATEST PODCAST

Last month *Motor Sport* held a readers' evening including a viewing of the new *Senna* film and an open discussion with former McLaren team co-ordinator Jo Ramirez, film writer and producer Manish Pandey, Nigel Roebuck and Rob Widdows. The discussion, unedited and in its entirety, is available on the site – it's a must for any Senna fan. By the time you read this we will have recorded our next podcast with Renault reserve driver Karun Chandhok. It should be a cracker.



AP Photo

FORMULA 1

Is Bernie toying with Todt?

The Bahrain Grand Prix saga has left us questioning the balance of power between Jean Todt, Bernie Ecclestone and the teams, represented by FOTA – and the FIA president certainly seems to have come off worst.

Todt has close links to Bahrain and wanted the race to happen. Shaikh Abdullah, the second son of the King of Bahrain, was a key ally during his election campaign. Todt subsequently made him head of the CIK, the karting commission, which gives him a seat on the World Motor Sport Council.

It's Ecclestone's job to set the calendar, which is then formalised by the WMSC, of which he is a member. Since the postponement of the original Bahrain date he had been lobbying to squeeze the race back onto the schedule and proposed switching the inaugural Indian GP from October 30 to December 11, putting Bahrain into the former slot.

The teams told him that was impossible. In addition to obvious concerns about human rights and safety issues in Bahrain, extending the season wouldn't work for logistical reasons. In Monaco Ecclestone apparently assured them that he would express their views at the WMSC.

But when the calendar came up for discussion at the Barcelona meeting Bernie kept quiet, to the surprise of team principals and fellow WMSC members Stefano Domenicali and Vijay Mallya. With Shaikh Abdullah in the room it was an awkward situation, and before they knew it, the decision to change the calendar had been rubber-stamped.

FOTA's Martin Whitmarsh has studied a transcript: "A show of hands for and against was requested, and after an apparent verbal silence Jean says, 'So it's unanimous then?' and no one said, 'No, it isn't.' I don't have a video, I only have a transcript. In fairness to Jean, he asked and he got a unanimous judgement."

Just days later, after a strong reaction against the race from the public, politicians and human rights activists – plus further discussions with the team bosses – Ecclestone told the media the race couldn't happen. He backed the teams when they sent a letter stating their views to the FIA, Bahrain and Bernie himself.

Max Mosley appeared on the BBC, criticising the decision and citing the obscure Article 66 of the International Sporting Code as the reason why the calendar could not be changed.

Todt was forced into a U-turn and the Bahrainis were allowed to save face by issuing a statement withdrawing the GP. The Frenchman said that the teams have no say in the calendar and that it is up to Ecclestone to sort out any problems before presenting it to the WMSC.

The FIA's press statements, constructed with good legal advice, suggest Todt played it by the book. But during the crisis he appears to have lost control, and many observers feel he has been left weakened. The teams, which behaved with surprising cohesion, appear stronger.

Clearly there is a bigger picture here, with one senior F1 person saying Ecclestone had "led Todt into a trap", leaving him to appear responsible for the PR disaster the sport faced.

"A lot of different people used that situation for different private agendas," says Domenicali. "And that was not really good for F1."

Exactly why Ecclestone played this game with Todt is unclear. There are a lot of issues on the table right now – the 2013 rules, the future Concorde Agreement – and it will be fascinating to see how it all unfolds. *Adam Cooper*



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Delta Wing to race at Le Mans

The radical Delta Wing conceived as the next-generation Indycar will race at Le Mans next year.

A two-seater version of the car, overlooked for a new Dallara when IndyCar chose its 2012 one-make chassis, has been awarded the so-called 'garage 56' slot reserved for an innovative and environmentally-friendly project. The Delta Wing was chosen because it is designed to achieve LMP1 levels of performance with half the power output of existing cars.

Vincent Beaumesnil, sporting manager of the Automobile Club de l'Ouest at Le Mans, said: "We are all talking about hybrid and electric vehicles but we want to show that using lightweight technology is an option. To have the same performance [as an LMP1] with half the fuel consumption is huge."

The Delta Wing sports car, weighing under 500kg, will be powered by a yet-to-be-determined small-capacity turbo engine with around 300bhp. The low-drag car generates downforce through underbody aerodynamics and has no wings.

A group has been formed under the Project 56 banner to bring the Delta Wing to the track. Dan Gurney's All-American Racers' team will construct the car, two-time American Le Mans Series winner Highcroft Racing will run it and ALMS founder Don Panoz is a backer.

The aim is to run the car in November. Project 56 wants to race it in the Sebring 12 Hours ahead of Le Mans.

The Delta Wing won the 56th pit at Le Mans over two European projects. Long-time Le Mans entrant Yves Courage, who sold his team to ORECA in '08, is working on an all-electric car, while the Swiss GreenGT group has tested a Group CN prototype with a hydrogen fuel cell powering its electric motors.

Both cars, should they reach fruition, will be invited to race in other events run to Le Mans rules next year.

Toyota weighs up hybrid attack

Toyota has tested a hybrid-equipped LMP1 prototype built to 2011 rules as it evaluates a Le Mans 24 Hours comeback.

The car giant has been looking at a return to Le Mans for the first time since 1999 for several years and tested its hybrid technology in a Dome S101 chassis in 2008. It has now emerged that it commissioned the Japanese constructor to build an LMP1 to the latest rules and that this car tested as early as last year.

Sources suggest that one plan was for Toyota to be back at Le Mans in 2012, but the economic crisis following the tsunami in March forced a delay.



SPORTS CARS

World enduro title is back

Long-distance sports car racing will have a World Championship next season for the first time since 1992.

The Intercontinental Le Mans Cup has been granted world status for 2012 and will become the FIA World Endurance Championship. The new series revives a championship that ran under a variety of names (including the WEC in 1981-85) from 1953 until the demise of the Sportscar World Championship in '92.

The new-look WEC will, like the ILMC, include the Le Mans 24 Hours as a double points-scoring round at its heart. The plan is for a further six races, two each in Europe, America and Asia.

Unlike the ILMC, which is in its first full season in 2011, the top drivers will get a chance to be crowned World Champion. Titles will be awarded to the winners in the manufacturers' and drivers' overall classification, which effectively means they will go to LMP1 entrants.

Derek Warwick, who won the SWC in 1992 together with Yannick Dalmas and Peugeot, welcomed the return of the series. "To have a proper World Championship again has to be good for the sport," he said. "Drivers of the calibre of Allan McNish, Tom Kristensen and Nicolas Minassian would all be worthy World Champions and should have the chance to try to put it on their CVs."

Eight-time Le Mans winner Kristensen said: "Everyone wants to race for a World Championship, whether you are a manufacturer or a driver. That's why this is so great."

FIA president Jean Todt revealed that he had been talking to the ACO about re-forming a world sports car championship since shortly after his election in October 2009. "When I become president, I had a look around and realised a world endurance championship was missing," he said. "It was not an easy decision to make. Like all marriages, we had to get to know each other first."

ACO boss Jean-Claude Plassart said: "I don't know who had the idea first, but it soon became normal that the ILMC should become a World Championship."

The WEC has been dubbed a partnership between the ACO and the FIA. The Automobile Club de l'Ouest at Le Mans will promote the series and retain the TV rights, while the FIA will take a significant involvement in the rule-making process.

Plans for the WEC were given the green light at the June meeting of the FIA's legislative body, the world council. It also rubber-stamped Stephane Ratel's plans for a change in the rules for his FIA GT1 World Championship, which is run to a sprint format without refuelling.

A World GT class has been created, which will bring together existing GT1 machinery and GT2/GTE and GT3 cars on the same grid. They will then be performance balanced to ensure a level playing field.



Jakob Ebrey

HISTORICS

Moss ends racing career

Sir Stirling Moss has finally hung up his helmet after more than 60 years of motor racing.

The 81-year-old made the decision in characteristic fashion following a qualifying session for the Le Mans Legends event in which he was to race his 1961 Porsche RS 61. "This afternoon I scared myself and I have always said that if I felt I was not up to it, or that I was getting in the way of fellow competitors, then I would retire," he said after getting out of the car. "I love racing, but now it is time to stop."

Sir Stirling's career started when he was just 18 years old and the many highlights included two British Grand Prix wins, three Monaco GP victories as well as success in the Targa Florio, the Goodwood Tourist Trophy and the 1955 Mille Miglia when he used *Motor Sport's* Denis Jenkinson as navigator. He retired from frontline competition in the wake of his Goodwood Easter Monday accident in 1962, but raced on in historics into his ninth decade. *Motor Sport* salutes Britain's greatest and surely most famous racing driver. His second retirement has made headlines worldwide.

Despite 'Mr Motor Racing' not competing, the Le Mans Legends race – for cars from the 1949-65 era at La Sarthe – provided an action-packed 45 minutes. The two Lister Knobblies of Alex Buncombe and Jon Minshaw locked out the front row in qualifying but faded during the race, allowing the Joe Twyman/Roger Wills Bizzarrini 5300GT and the Oliver/Grahame Bryant AC Cobra to pass.

However, it was the smoking Ferrari 250LM of Carlos Monteverde that finally emerged as the winner after the Bizzarrini and AC Cobra slowed in the final laps. Monteverde – who also won the event in 2009 – finished a mere 2.4 seconds ahead of Buncombe's Lister and Minshaw's similar car.



Paul Lawrence

Porsche pair rule Britannia

A superbly measured drive, blending good pace on track and in the stages, netted victory on the seventh Tour Britannia for John Clark and Emma-Jane Gilbart-Smith in their Porsche 911.

Over three days Clark (left) withstood pressure as the route took in far more special stage mileage than before. Four tests on the infamous Epynt ranges and four in the military site at Caerwent meant that, for the first time, the event was won and lost on the stages and not the race track.

Clark led after two runs through the Cwm Carn forest drive and stayed ahead to the concluding race at Silverstone 56 hours later. But had Danny Sullivan not slid off in Epynt in the Porsche 911RSR he shared with Chip Connor, the 1985 Indy 500 winner could have prevailed. That error cost Sullivan and Connor four minutes but they finished less than a minute behind Clark. "It's a fabulous place and I loved it," said Sullivan of Epynt. "There were plenty of challenges and we had two offs in Caerwent on Sunday morning," reported Clark.

Nick Whale and Philip Walker (Jaguar E-type) completed the podium. *Paul Lawrence*

Famous E-type to star at show

The competitive debut of the restored Lindner/Nocker low-drag lightweight Jaguar E-type will be the highlight of the fourth Cholmondeley Pageant of Power on July 16/17.

The only such car built by the Jaguar factory, the elegant streamliner was raced by Germans Peter Lindner and Peter Nocker in 1964 until it was badly damaged at Montlhéry in the accident that claimed Lindner's life.

For 40 years the special body lay in storage, thought to be beyond salvage. But Peter Neumark's Classic Motor Cars of Bridgnorth has restored it, and 7000 man hours and three years later the work is complete, using more than 90 per cent of the original body. "This restoration is a wonderful testament to the highly skilled team in our body shop," said Neumark.

Other key attractions at the Cheshire event include Vanwalls from the Donington Collection and the Stirling Moss Monaco-winning Lotus 18.



Strong field for Mille Miglia

The latest retro Mille Miglia was hailed a huge success after over 350 historic cars retraced the famous race route from Brescia to Rome and back again.

While Giordano Mozzi and Stefania Biacca won the regularity event aboard a 1933 Aston Martin Le Mans, the main attraction was the diversity of cars entered.

Spectators lining the route were treated to everything from a rumbling 1956 Ford Thunderbird to a tiny 1954 Citroën 2CV. A Rover 75 P4 was an unusual entry, while half a dozen rare Fiat 8Vs and two deceptively fast 1931 Talbot 105s enriched the mix. Also entered was a dainty Amilcar CGSS, a major contrast to the shriek of a Mercedes SSK.

Nowadays the line-up includes a modern sports car parade, which this year paid tribute to Ferrari with a 1992 512TR, a 2010 458 Italia and a 2002 575M Maranello.

OBITUARIES

'Spike' Winter

A talented engineer whose brains Keith Duckworth was wont to pick, John 'Spike' Winter has died, aged 84.

After an RAF training, Winter joined Frazer Nash and became mechanic to Stirling Moss before making his mark with John Willment, both building racing cars and developing tuning equipment. With Ken Brittain he then formed Racing Services (Engines) Ltd, supplying power units to Graham Hill, Emerson Fittipaldi and Jody Scheckter among others. Latterly he restored historic engines at The Engine Shop.

Pete Lovely

A long-time fixture at Laguna Seca, having won the first race there in a Testa Rossa in 1957, Pete Lovely died in May at the age of 85.

His lengthy career covered sports cars, including his Cooper-Porsche 'Pooper', a works Lotus F1 drive in 1959 and a series of privateer Lotus Grand Prix entries, transporting his 49B on the back of a VW pick-up. A VW dealer, he switched to vintage racing in the 1980s, and also opened a restoration shop.



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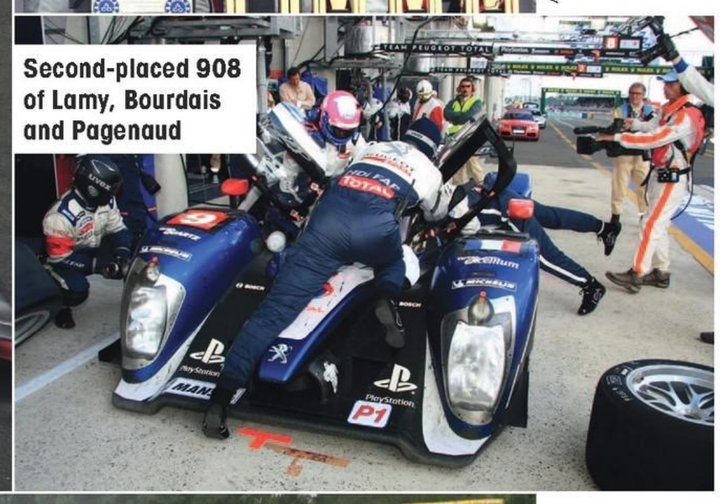
Le Mans 24 Hours



McNish's yellow-trim Audi challenged the Peugeots at the start. Right: Audi's winners with Dr Ullrich on the podium



ACO, LAT



Second-placed 908 of Lamy, Bourdais and Pagenaud

Le Mans, France

THE 2011 LE MANS 24 HOURS WAS ONE of the most exciting races at La Sarthe for many years. The winning Audi R18 of **Marcel Fässler, André Lotterer** and **Benoît Tréluyer** crossed the line a mere 13.854 seconds ahead of the second-placed car – the Peugeot 908 of **Simon Pagenaud, Sébastien Bourdais** and **Pedro Lamy.**

This was the closest finish since the Ford-Porsche duel of 1969, but how closely matched were Audi and Peugeot? The advantage swayed between one and the other because while the Audis were faster over a lap, the Peugeots could go one lap longer between fuel stops.

The German cars should have been able to stretch out a bigger lead early in the race. The new 908 is conceptually low-downforce in contrast to the R18, and Peugeot admitted it never really nailed the perfect set-up at Le Mans to maximise its performance. However, come nightfall and the switch to soft tyres, the Audi struggled and the Peugeots closed the gap. Once the track heated up, the Audi again pulled out a lead on the intermediates, but this was then reduced when it rained with three hours to go. Lotterer wasn't happy at all in the mixed conditions and the Peugeots took large chunks out of his advantage.



Another gain for the German manufacturer was its ability to run quadruple stints on a set of tyres – and even quintuple on two occasions. The Peugeot wasn't so easy on its Michelins and the only driver out of the nine to manage a quadruple stint was **Anthony Davidson**.

"It was a completely crazy race," said Ralf Jüttner, technical director at Audi Sport Team Joest. "To be duelling with several cars over 24 hours within gaps of seconds... I don't think the world has ever seen anything like it before." He's not wrong, but it was circumstances that allowed Peugeot to finish so close rather than pure pace.



McNish gave thanks for the strength of the R18 cockpit after his terrifying crash

Sipa Press/Rex Features

Nevertheless, Audi's 10th Le Mans victory was against the odds when you consider two of its three cars were eliminated by frightening accidents after collisions with Ferrari GT cars.

With less than an hour of racing done **Allan McNish** dived into the lead after fellow Audi driver **Timo Bernhard** made a mistake at the Dunlop Bridge. Just in front of Bernhard was a gaggle of GT cars, and McNish dived down the inside of one at the right-hander into the Esses. **Anthony Beltoise**, not knowing the Audi was there, turned his 458 into the corner and clipped the back of McNish, sending the two-time Le Mans winner flying across the gravel trap towards the tyre barrier. McNish's car flipped on to the tyres, but crucially not over them. As the Scot emerged from the wreck relatively unhurt, photographers standing behind the barrier could reflect on a narrow escape. They'd been peppered with debris, but a broken ankle and a broken phone were the only injuries.

The crash was judged by most as a racing accident. McNish's move was aggressive and Beltoise had no time to spot the R18 as it cut inside him.

But **Mike Rockenfeller's** accident in the number one Audi at 10.40pm was



LMP2-winning Zytek Nissan of Ojjeh/Lombard/Kimber-Smith



Chevrolet Corvettes took LM GTE Pro and Am honours with García/Milner/Beretta and (below) Barnhauser/Canal/Gardel



far from blameless. At the Mulsanne kink 'Rocky' came up behind the AF Corse Ferrari of **Robert Kauffman** and went to pass it on the right. As he drew alongside at over 200mph Kauffman inexplicably drifted into the path of the Audi and clipped the back of it. The R18 speared left and hit the barrier almost at full tilt. By the time it came to a halt only the tub of the car remained, but after spending a night in hospital as a precaution, Rockenfeller was released unharmed. Remarkable. Kauffman was consequently withdrawn from the race by the ACO.

If Kauffman's day was bad, then Aston Martin's weekend was terrible. "I've been around long enough, and I've had some bad days, but this ranks with the worst of them," admitted **David Richards**, chairman of Prodrive and Aston Martin, after both new inline-six AMR-Ones retired just three laps into the race.

On Friday the team noticed some cracks in the aluminium water pump pulley so quickly machined new steel parts back at the Banbury HQ. These were driven to Le Mans overnight and fitted to the cars for the race. However, this only moved the problem further down the chain and the driveshaft for the water pump then broke. "It has been a frustrating week," confirmed 009 pilot **Adrian Fernández**. "I've only done eight laps all week."

Even without this problem the car was over 20 seconds off the pace in qualifying. The company has a lot of work to do before returning next year. *Ed Foster*

THE WINNERS – WHO ARE THEY?

The three drivers who won Le Mans are hardly household names. But the trio did have 13 Le Mans starts between them before this year's race and also finished second overall last year. "After eight hours we'd lost two of our three cars and we were left with the squad with the least experience at Le Mans," said Audi Sport boss Dr Wolfgang Ullrich. Least experience maybe, but they were by no means rookies.



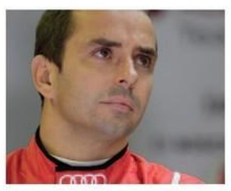
Marcel Fässler (CH) Age: 35

Spent four seasons racing a Mercedes-Benz CLK in the DTM from 2000-03, before moving to Opel for '04-05. He then switched to sports cars where he has remained since, bar a couple of appearances in A1GP during 2007.



André Lotterer (D) Age: 29

His single-seater career took him to a Formula 1 test seat at Jaguar in 2002, but a race drive didn't follow and he switched to Formula Nippon and the Japanese Super GT Championship, which he won in 2006 and '09.



Benoît Tréluyer (F) Age: 34

The 2001 All-Japan Formula 3 champion went on to win the Formula Nippon series in '06 and the Super GT Championship in '08. His first Le Mans start was in '02 aboard a Chrysler Viper GTS-R in which he finished third in class.



Ian Nuthall (21) was only threat to multiple winner Dowling (ERA)

Grand Prix de Pau Historique

Pau, France

AFTER A YEAR OFF, THE STREETS OF Pau have once again echoed to the sound of racing cars. On May 14/15, a week before the *Grand Prix Moderne*, over 700 historic racers and some 10,000 spectators descended on the Pyrenean town.

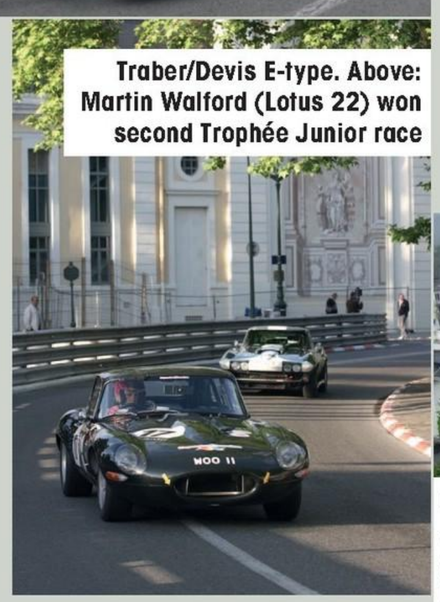
On Saturday – practice and qualifying day – uncharacteristically the heavens opened and cars slithered round the tight confines of the picturesque track. There were some casualties, but most of the cars that had brief meetings with the barriers were running again by Sunday when the sun was shining.

Paddins Dowling emerged as the master of this popular street circuit come Sunday evening after winning three of the four races he contested. He comfortably won both *Legende* races – for pre-war Grand Prix and sports cars – aboard the 1936 ex-Peter Whitehead ERA R10B. But things weren't so easy in the two-part *Trophée Argentin pré 1961*, with the 1952 F2 Alta of **Ian Nuthall** breathing down his neck in both events. In the second race on Sunday afternoon Dowling narrowly missed out on a 'four races, four wins' accolade when a half-shaft failed on the ERA.

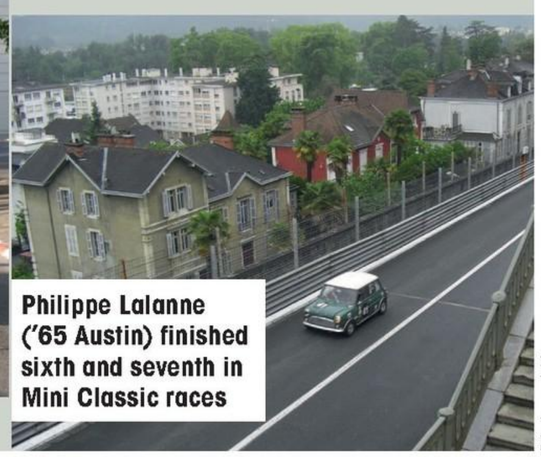
There were a brace of races for pre-1966 Grand Prix cars, both of which were won by the 1961 Lotus 18/21 of **Peter Horsman**. Two one-hour races for 1960s endurance sports cars and saloons were dominated by the 1963 AC Cobra of **Yvan Mahe/Dominique Guenat** and the 1962 Jaguar E-type of **Christian Traber/Marc Devis.**

Some of the quickest cars round the circuit – not surprisingly – were the Mini Coopers in the Mini Classic race. Britain's **Nick Swift** and Frenchman **Christian Deveraux** won those two events, while **Nathan Kinch** and **Martin Walford** were victorious in the two Formula Junior races aboard their respective 1962 Lotus 22s. *Ed Foster*





Traber/Devis E-type. Above: Martin Walford (Lotus 22) won second Trophée Junior race



Philippe Lalanne ('65 Austin) finished sixth and seventh in Mini Classic races

Richard Hampson

Events of the Month



Phillip Coombs tackled short Crystal Palace course in MG J2 in 56.76sec

Crystal Palace Sprint

Crystal Palace, London

CRYSTAL PALACE HAS ALWAYS HAD a touch of mystique – once the epitome of Victorian splendour and to local residents more than just a park in which to have a family picnic.

But it's hard to recall that this leafy tranquillity once boasted 'London's Own Circuit' – indeed, one of this country's major race tracks, the route winding its way around the park for two miles. As a motor sport venue it goes as far back as 1899, when the Crystal Palace was still in existence.

A speedway track arrived in 1928 and a proper circuit was developed in the '30s, with the inaugural race held in April 1937. Post-war the track entered a golden age, paving the way for some classic contests.

Alas by the '70s racing regulations were such that massive investment would have been needed to bring the tight, twisty track into safe shape. Thus it was forced to close in 1972 and the circuit was mostly demolished.

Some of the course remains – even if it does now measure a mere 700 metres – and it is on this section that the magic is recreated every May Bank Holiday thanks to the efforts of the Sevenoaks & District Motor Club.

The course is a perfect length for a sprint – one that's enjoyed by all ages of motor sport, resulting in a brilliant mix of cars.

And it's laid-back, too. The 'pits' are situated in picnic spots but that doesn't stop the competitiveness. This year's event was won by **Mike Field's** Stohr DSR with a best time of 35.85 seconds, although **Fyrth Cross** chased hard in an Ensign LNF 3.

You'll see superbly presented, unusual race cars – traditional Rileys, MGs and supercharged Wolsley Hornets – with Escort Cosworths, Jedis and even the latest electric cars.

After over 100 years, Crystal Palace is still making racing history. *Jon Hill*



Top to bottom: David Gower in Alfa Romeo Giulietta Sprint; our own Simon Taylor in Stovebolt Special; Roy Edwards' Ford Escort Mk1; Rob Birley in Bevan Imp





Jon Hill



Rob Austin (Arrows A4) tries to hold back Michael Lyons' Hesketh in GP Masters



Winning AC Cobra of Chiles Sr/Jr. Below: Voyazides/Hadfield Ford Falcon won Pre-66 Touring Cars



Charlie Wooding

Masters Historic Festival

Brands Hatch, Kent

THE ANNUAL MASTERS HISTORIC Festival at Brands Hatch was a truly mixed bag, with some good grids and tremendous racing countered by some worryingly small grids. Star drivers of the weekend included **Michael Lyons**, peerless in Grand Prix Masters, and father and son pairing **Chris Chiles Sr and Jr,** who emerged victorious from an absorbing Gentleman Drivers contest.

To fill the hole left in the timetable by the cancelled Group C races, an F1 demonstration session was arranged which was topped by an ex-Senna Toleman and Damon Hill's title-winning Williams FW18. However, in racing terms young Lyons was the star of the show, firing the ex-Rupert Keegan Hesketh 308 to a brace of commanding wins.

Rob Austin took time out from his fledgling Audi BTCC campaign to race his Arrows A4, but was snagging the ignition switch when changing gear, dashing any hopes of attacking Lyons.

The two-hour Gentleman Drivers contest had a fine field and delivered a cracking race as fortunes ebbed and flowed. **Mike Whitaker's** TVR ran out of brakes, **Allard Kalff** charged his Chevrolet Corvette from the back of the grid until the diff expired and **Gary Pearson** led until collecting a puncture on his Jaguar E-type. Through it all, with a beautifully measured performance, came the pair of Chileses to put the AC Cobra ahead when it mattered.

Roger Wills set out with a mammoth mission to contest every one of the weekend's 15 races, but the plan went wrong early on when his Russian GAZ Volga felt poorly over the dips and crests of Brands Hatch. Consolation came with victory in Sports Racing Masters in one of his McLaren M1s. Meanwhile, **Leo Voyazides** bagged a total of four wins – two in Saloons with his Ford Mustang and a World Sportscar Masters double in his Lola T70Mk3B. *Paul Lawrence*

FORTHCOMING EVENTS

JULY 1-3 WTCC **Porto, Portugal**
JULY 1-3 FESTIVAL OF SPEED **Goodwood**
JULY 1-3 HSCC SUPERPRIX **Brands Hatch**
JULY 3 MOTOGP **Mugello, Italy**
JULY 3 ILMC **Imola Six Hours, Italy**
JULY 10 F1 **Silverstone, UK**
JULY 10 INDYCAR SERIES **Toronto, USA**
JULY 15-17 WTCC **Donington Park**
JULY 15-17 PAGEANT OF POWER **Cholmondeley, Cheshire**
JULY 17 MOTOGP **Sachsenring, Germany**
JULY 22-24 SILVERSTONE CLASSIC **Northants**
JULY 24 F1 **Nürburgring, Germany**
JULY 24 MOTOGP **Mazda Raceway, USA**
JULY 24 INDYCAR **Series Edmonton, USA**
JULY 28-30 WRC **Rally Finland**
JULY 30-31 WTCC **Oschersleben, Germany**
JULY 31 F1 **Budapest, Hungary**



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Fuel consumption figures for the Panamera Diesel in mpg (l/100km): Urban 34.9 (8.1); Extra Urban 50.4 (5.6); Combined 43.5 (6.5). CO_2 emissions 172 g/km.



Model shown is the Panamera Diesel at £62,324 including 12 months road fund licence and first registration fee.

PORSCHE

Nigel Roebuck



REFLECTIONS
– The FIA faces the fallout after Bahrain disgrace
– So what was troubling Lewis in Monte Carlo?

Unless private jets are part of your life, travel, as we know, becomes a little more unpalatable with every passing year. After getting to New York with BA (no problem), I boarded a Delta flight to Montréal, and when the captain announced we wouldn't be going after all – bad weather had closed in – there was considerable disappointment, for by now we had been seated for a total of five and a half hours, and that seemed like a long time, particularly as no food or drink was on offer. Actually, I tell a lie – eventually we were each given a small polystyrene cup of bottled water.

The following day's flights to Montréal were all full – "There's a big race on up there…" – but at close on midnight, after only a couple of hours' negotiation, an alternative arrangement was offered: "The good news," the man said, "is that there *is* one seat on a Montréal flight tomorrow." And the bad? "It's out of Atlanta…"

Nothing else for it, then. The following morning I flew due south for two and a half hours, waited a similar length of time in Atlanta, then flew in the opposite direction for three hours to my originally intended destination. It's a full life, as they say. Oh, by the way, did I mention that I'd spent the night in La Guardia Airport? No hotel rooms, you see. Too many cancelled flights…

Still, once in Montréal, there were compensations. It's a city I have always very much enjoyed, there was a highly diverting interview with Niki Lauda (which will appear in the next issue), and the Circuit Gilles Villeneuve invariably throws up an eventful race. Assuredly that was the case this time, complete with a mid-race monsoon – which stopped proceedings for more than two hours – and a quite brilliant drive by Jenson Button, who succeeded in



Protests and rioting in Bahrain: was this really a country where a Grand Prix should be held in 2011?

pressuring Sebastian Vettel into a mistake on the last lap.

As well as that, the weekend in the paddock had not been dominated, as originally anticipated, by discussion of the wretched Bahrain Grand Prix, for the matter had been settled – with commendable alacrity – by a meeting of the teams the previous weekend.

As we know, Formula 1 will not now be returning to Bahrain in 2011, but it wasn't for the lack of trying by some. The matter may be resolved – for this year, anyway – but I can't let happenings of the recent past go by without comment. Let us look back over events as they unfolded, and consider the backdrop of the real world as they did so.

From what I saw and heard in the Monaco paddock at the end of May, the feeling among the teams, knowing that a decision on Bahrain was due from the FIA within days, was that it was unlikely the Grand Prix would be put back into the 2011 calendar – and even if it were they were disinclined to take part in it.

Bernie Ecclestone, meantime, maintained that the whole thing had nothing – *nothing* – whatever to do with money, and you had to admire the way he kept a straight face, like the FIFA bunch when they awarded the World Cup to Qatar. In my experience, Formula 1 is *always* about money. Bernie's lack of sympathy for circuits in difficulties – Montréal and Spa both 'lost' their race for a year – is well established, so why else would he have bent over backwards to accommodate Bahrain?

The day after the Monaco Grand Prix Jean Todt dispatched FIA Commissioner Carlos Gracia to Bahrain to get the lie of the land, and after spending a day – a whole *day* – there Gracia produced a report to the effect that Bahrain was a jolly nice place, where all was sweetness and light, with everyone getting along famously. One of the report's conclusions was that, 'Life in Bahrain is completely normal again'.

Gracia's report was signed off on Thursday June 2, immediately prior to the World Motor Sport Council meeting in Barcelona, where the question of Bahrain would be discussed and a decision taken.

That same day *The Economist* published a rather different picture of life in Bahrain. Entitled 'The Loathing Persists', it began thus: 'On June 1, two and a half months after a fierce crackdown on Bahrain's mainly Shia protesters, the ruling al-Khalifa family, which is Sunni, officially lifted a state of emergency that had been imposed with vigorous military support from Saudi Arabia and the United Arab Emirates. ›››

Al Jazeera

Nigel Roebuck

Tanks which had been manning city-centre junctions chugged back to bases farther out, hoping to give foreigners' – like Sr Gracia? – 'and locals alike a sense that normality had returned.

'The body that governs Formula 1 motor racing is to decide whether to hold a race in Bahrain later this year: it had been postponed because of the unrest. If the green light is given, the authorities will hail the decision as a sign of international recognition that all is well again. But it is not.

'The crackdown has restored a face of calm. Shia protesters and the few Sunnis who campaigned at their side are lying low, hoping the terror may pass them by. By using ruthless methods in the hope of preserving their power, the al-Khalifas may in the long run be storing up even more trouble and resentment for a shaky future.'

In the course of his day there, seeking the unvarnished truth about the state of affairs in Bahrain, Gracia had meetings with such parties as Shaikh Abdulla bin Isa al-Khalifa (president of the Bahraini ASN), Shaikha Mai bint Mohammed al-Khalifa (Minister of Culture), Lt General Shaikh Rashid bin Abdullah al-Khalifa (Minister of the Interior), and Shaikh Salman bin Essa al-Khalifa (CEO of the Bahrain International Circuit). Cynics may spot a pattern here.

In the course of that week, while Gracia was on his 'fact-finding' mission, Max Mosley put in his two-penn'orth. Although Mosley no longer runs the FIA, there are times when it seems to slip his mind, and this was one such. "If I were president today," Max said, "Formula 1 would go to Bahrain over my dead body. The Grand Prix will be used to paint a picture of Bahrain that will be false. They will attempt to use it to support what they are doing – almost using F1 as an instrument of repression. There is only one reason why F1 is in Bahrain, and that is a political reason. To go there will be a public relations disaster, and sponsors will want their liveries removed."

It had been quite a while since I found myself in agreement with Mosley about anything of a political nature in motor racing, but on this occasion I wholly endorsed what he had to say. In a way it surprised me that he expressed an opinion so contrary to Ecclestone's – from the day of the race's original postponement in March Bernie had been keen to see it restored as soon as possible – but perhaps times had moved on from the joined-at-the-hip days when Max was master of all he surveyed at the Place de le Concorde. As well as that, perhaps his words gained additional bite from his known lack of enthusiasm for the way the FIA has been run since his departure. As it was, though, I put such unworthy thoughts aside, and wholeheartedly concurred.

On the afternoon of Friday June 3, the day after Gracia presented his report, the World Motor Sport Council announced the rescheduling of the Bahrain Grand Prix late this year, and said that the vote in favour had been unanimous. (I don't know about you, but nothing raises suspicion in my mind like a unanimous vote – particularly on a matter as controversial as this.)

In making its declaration, the governing body said, 'This decision reflects the spirit of reconciliation in Bahrain'. Evidently that spirit had been swiftly achieved, for in the papers that very morning there were reports of a march – met with rubber bullets and tear gas – in memory of a man, 65-year-old Salman Isa Abu Idrees, who had been tortured to death by the authorities, and a woman, Zainab Altajer, who had died the day before as a result of exposure to tear gas.

Immediately Bahraini protest groups announced a 'Day of Rage' to coincide with the rescheduled Grand Prix. Was anyone surprised? And was anyone surprised, either, that the FIA's decision was greeted instantly with vituperative condemnation across the world? Silence gives consent, after all, and if F1 were blithely to front up in Bahrain, it would, as a leader in *The Times* put it, 'signify Western validation of a despotic regime'. Todt and his men must have known that was coming, yet still unfathomably went ahead.

His predecessor now pitched in yet more strongly. Writing in *The Daily Telegraph*,



LAT



Sutton Images

Mosley began by fundamentally agreeing with Ecclestone's long-held contention that sport and politics should be kept separate, on the grounds that if the very highest standards of human rights were applied, a very great number of countries would necessarily be excluded from international sport, and if anything less were applied there would be endless debate about where to draw the line. A pragmatic conclusion, you might say, but the fundamental logic is irrefutable.

In the case of Bahrain, however, Mosley considered the matter cut and dried. "Surely the line has to be drawn when a sporting event is not mere entertainment in a less-than-perfect country, but is being used by an oppressive regime to camouflage its actions. If a sport accepts this role, it becomes a tool of government. If Formula 1 allows itself to be used in this way in Bahrain, it will share the regime's guilt as surely as if it went out and helped brutalise unarmed protesters."

Mosley then pointed out that the troubles in Bahrain began with peaceful protest; there had been no demand that the ruling family be removed, merely that there be a move towards democracy and rights for the Shia majority, which has long been subjugated by the Sunni hierarchy.

Lest we forget, these protests were met with savage repression. As I wrote a few months ago, I decided – before the race was called off – to cancel my trip in March when I heard eyewitness reports of ambulances being actively prevented by troops and police from ferrying the injured to hospital. There followed reports of attacks on medical staff attempting to treat the injured, and these continue to this day.

Ecclestone, of course, had been keen for the Grand Prix to proceed as originally scheduled in the spring, and when it became clear that such a thing was out of the question – the Foreign Office issued warnings that no one should travel to Bahrain unless it were absolutely necessary – he lost no time in saying that the race should be rescheduled as soon as was practicable, or, to put it another way, as soon as martial law was lifted.

> "It's a while since I found myself agreeing with Mosley"

Bernie even spoke of running the race in August, during the customary three-week break, but that was instantly dismissed by the F1 team principals who pointed out that, a) this mid-season break had been instigated originally to allow mechanics *et al* to reacquaint themselves with their families, and b) in Bahrain it tends to be on the warm side in August.

Therefore, it was left that if possible the race would be shovelled into the schedule somewhere towards the end of the season. It would be a pain in the neck for all concerned, but in truth not too many – at least not too many of those who kept up with the news – believed there was a chance in hell of it happening.

Then came the WMSC's announcement that the Bahrain Grand Prix was indeed on again, and would be run on October 30 – the date originally scheduled for the inaugural Indian Grand Prix. As for New Delhi, well, that would become the last race of the year, held in December, maybe the 4th, maybe the 11th…

This truly bordered on farce. Ross Brawn had already spoken for many when he railed against the possibility of extending the season beyond its scheduled conclusion, at Interlagos on November 27. To do so, Ross said, would be to ignore the welfare of the teams' personnel, deserving of a break after countless months on the road. Ecclestone, of course, famously doesn't 'do holidays'.

Others do, though, including Formula 1 fans, many of whom had made plans to be in New Delhi on October 30. "I don't suppose," one commented bitterly on a website, "that any of these clowns understand what's meant by a 'non-refundable' plane ticket…"

As Montréal loomed there was talk of a FOTA meeting, but the teams – no doubt aware that the Bahrain decision would serve to feed the prejudices of those many who regard F1 people as a bunch of avaricious chancers – met the weekend before (immediately after the decision from Barcelona), and concluded they would not take part in the race.

Keeping clear of any mention of 'civil rights' or the like – as usual Mark Webber had been the only F1 figure to speak out on a controversial matter – they justified their decision by saying that impromptu changes to the calendar were unacceptable. Thus the matter was resolved before anyone boarded a flight across the Atlantic, and in the Montréal paddock all we were left with was the detritus of a fiasco.

Concluding his *Telegraph* piece, Mosley said he believed there was no chance of the Bahrain race being run – it was almost



Protesters planned a 'Day of Rage' to coincide with rescheduled GP. Left: Bernie with Crown Prince Shaikh Salman bin Isa Hamad al-Khalifa and FIA Commissioner Carlos Gracia

Al Jazeera

Nigel Roebuck

as if he knew something, and perhaps he did. No one, after all, is on better terms with the FIA rulebook than Max. To effect a change in the World Championship schedule requires 'unanimous agreement by all competitors already entered', and he will have been aware that such a thing would not be forthcoming. Had a similar thought, though, not crossed the minds of those currently in power?

Come to that, following the same WMSC meeting which voted through the reinstatement of Bahrain, an F1 calendar for 2012 was published, beginning with… Bahrain. Despite the fact that Article 5:4 of the FIA F1 Regulations stipulates that 'the maximum number of events in the World Championship is 20', the schedule contained 21 – whereupon Todt immediately stated that, in fact, only 20 would be run! What *was* going on here?

A strange sport, F1. In some respects, notably in its wish to be seen as environmentally aware, to respect the 'green' lobby, to move towards cleaner, more efficient and economical engines, to embrace hybrid technology and so on, it exhibits an awareness of image, a desire to be looked upon as a responsible activity, in tune with the times – yet simultaneously demonstrates a willingness to pitch its tent in this land or that, despotic or not, so long as the price is right.

Plenty of folk have told me that they saw the FIA's Bahrain decision coming, and certainly it's a fact that the ending of martial law in the country happily coincided with the (extended) deadline set by the governing body for a resolution one way or the other.

I'll confess, though, that even after 40 years of exposure to the machinations and duplicities of F1, still I was surprised by the statement issued on June 3. Perhaps I hoped that Todt and Ecclestone *et al* would not wish to be seen to support a regime which locks up a 20-year-old woman for reading a poem at a pro-democracy rally. That was at the beginning of April, after police threatened to kill her brothers unless she turned herself in. She complied, and has been detained ever since.

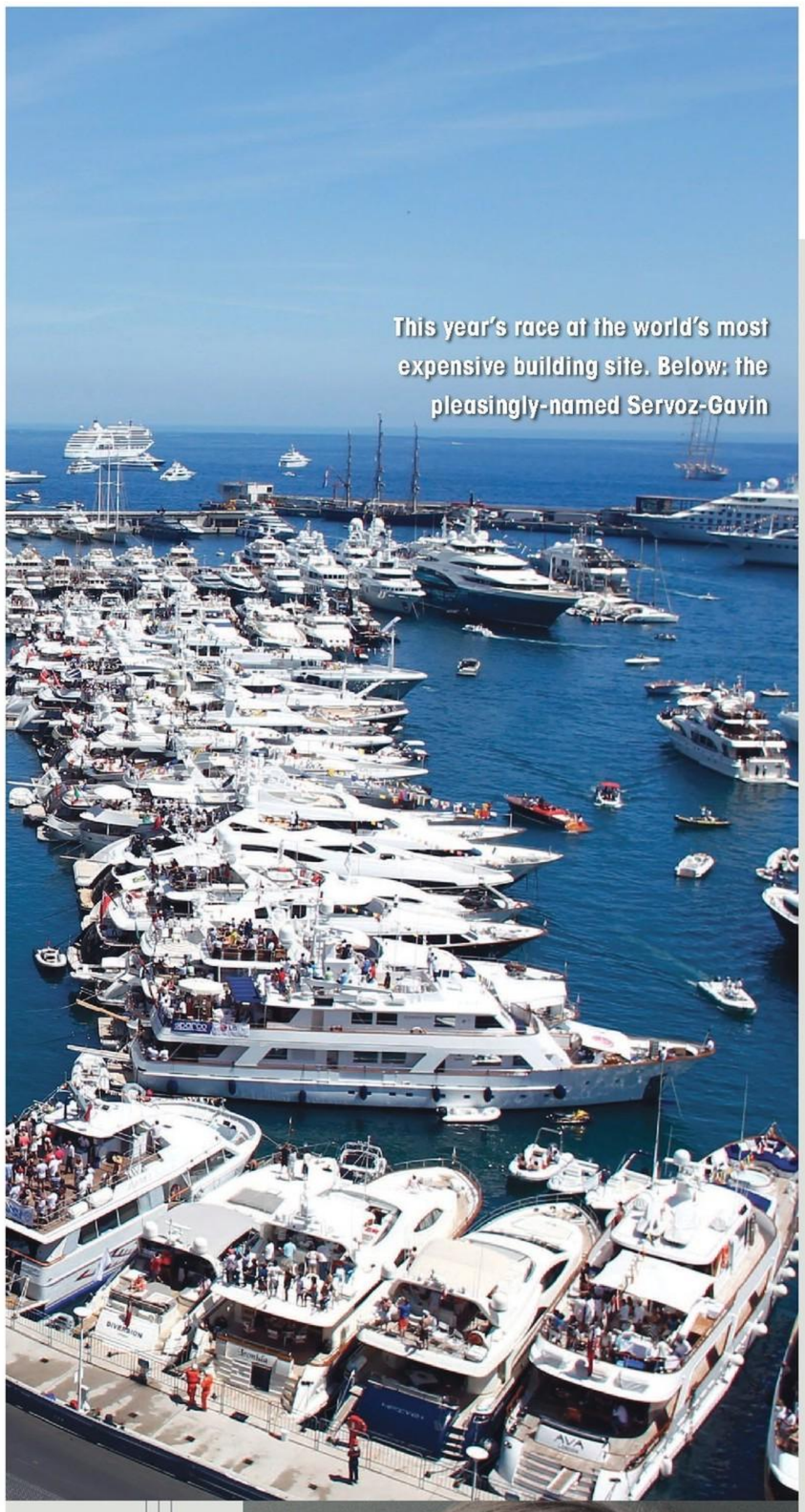


One has to wonder how and why the FIA saw fit to take a decision which it must have known would bring worldwide opprobrium down not only on itself, but, more importantly, on the sport which it governs. If the FIA took up a position which absolved it of responsibility were the Bahrain race not in the end to take place, it has rebounded on them, for the teams made their decision not to participate, Ecclestone announced that the race wouldn't happen – and the governing body finished up looking like the only faction which had been in favour of it. The bad guy.

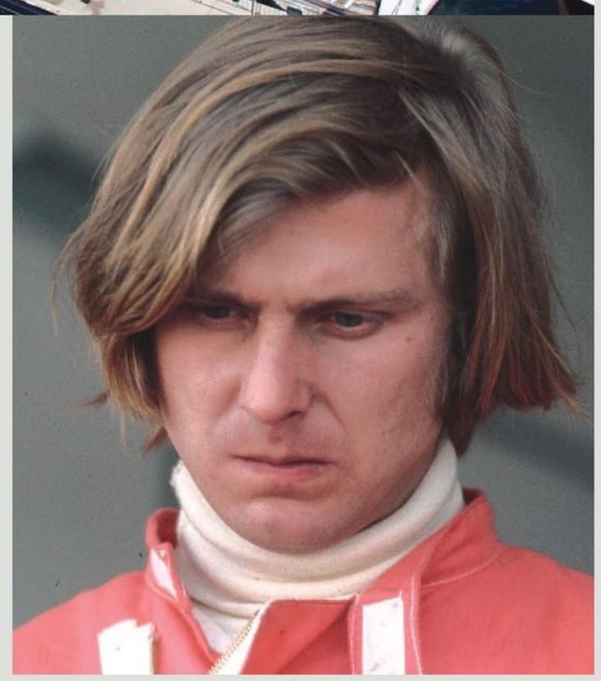
Machiavellians point out that on a variety of matters Ecclestone and Todt have recently been at loggerheads, and that Mosley's devotion to the FIA regime which succeeded him is known to be muted. Whatever the truth of the matter, the management of the Bahrain saga was inescapably shambolic, and it shames our sport that a return there this year – or any time soon – was so much as contemplated.

"Please don't tell my mother I'm in politics," goes the American joke from the Great Depression. "She thinks I play piano in a whorehouse…"

There was a time when I was very fond of Monaco. Not long out of school, I went there for the first time in 1968, and although the race itself was not memorable – long before half-distance only five cars were running – the sight of Grand Prix cars at such close quarters was unforgettable. I became an instant fan of Johnny Servoz-Gavin – surely the best name for a racing driver ever, rivalled only by Clay Regazzoni – who stood in for an injured Jackie Stewart, and, racing a Formula 1 car for the first time, put Ken Tyrrell's Matra-Cosworth on the front row.



This year's race at the world's most expensive building site. Below: the pleasingly-named Servoz-Gavin



LAT

On Saturday morning, when it rained, Servoz-Gavin was *two seconds* quicker than anyone else, and his pace and deftness through Casino Square was something to see. On race day he took the lead at the start, but unfortunately got carried away with the moment, and on the second lap made a mistake at the chicane.

It was exactly the same as that made a year earlier by Lorenzo Bandini, but the consequences were starkly different. Where Servoz clouted a guardrail and continued on to the pits with damaged suspension, Bandini's Ferrari had hit straw bales, somersaulted and come to rest upside down and ablaze. Three days later Lorenzo died from hideous burns, and it was decided that henceforth straw bales were not acceptable for use in F1.

Not at quick corners, anyway. They were still in place at the Station Hairpin the following year when I came to a place I had only read about, and found glamorous beyond belief. There was the elegant Edwardian skyline, the road-registered Ferrari TR61 parked across from the Hotel de Paris, the stunning vision of Princess Grace – and there was the collection of Grand Prix drivers who would pop down to the Tip-Top Bar, swig beer from the bottle, and chat easily with fans, of whom I was one.

> "It was a matter of course to finish up outside the Tip-Top bar"

A very big deal, the Tip-Top, in those days. Wherever you'd been for the evening, it was a matter of course to finish up outside the bar – it was always too packed to get in, even if you'd wanted to – and stand on the very piece of Tarmac used by the cars not long before. On race night the winner would traditionally, on leaving the Gala Prizegiving at the Hotel de Paris, walk down the road to the famous bar, where a rousing welcome was assured. I particularly remember 1970, remember watching the Rindts – Jochen and Nina – crossing Casino Square, swinging the trophy between them, like kids on an outing. This had been perhaps Jochen's greatest victory, and certainly his most dramatic, and he stayed down at the Tip-Top into the early hours. I came back from that trip and told my friends I felt I'd been at the centre of the world.

It was the lamented Innes Ireland who long ago christened the place 'Moneyco'. Over time the Edwardian backdrop was increasingly dwarfed, shoved aside by the jagged angles of a zillion apartment blocks. As with Manhattan, you're talking about a tiny area needing to accommodate a great many people, and, as with Manhattan, the only way is up – hence it looks constantly like the world's most exclusive building site. Monaco, it seems to me, is infinitely more fashionable than it used to be, and emphatically less stylish.

For all that, it is the piece of real estate which, pound for pound, houses more racing drivers than any other on earth, and every year I find myself thinking, 'Ye Gods, how *many* millions do you guys need to keep?'

Brother Monegasque is famous for his lax attitude to taxation, which accounts – as Gerhard Berger long ago admitted – for the popularity of the self-important little Principality. But I always quietly admired Carlos Reutemann, a racing driver of unusual discernment, for preferring to keep a little less money for the pleasure of living in the sublime hamlet of St Jean Cap Ferrat rather than the rabbit warren a few miles down the coast.

Like most of my colleagues, I long ago gave up staying in Monaco for Grand Prix week – to me there is something intensely claustrophobic about it, and at the end of each day it is good to escape to a place which has never materially changed, where restaurant tables don't need to be booked days in advance.

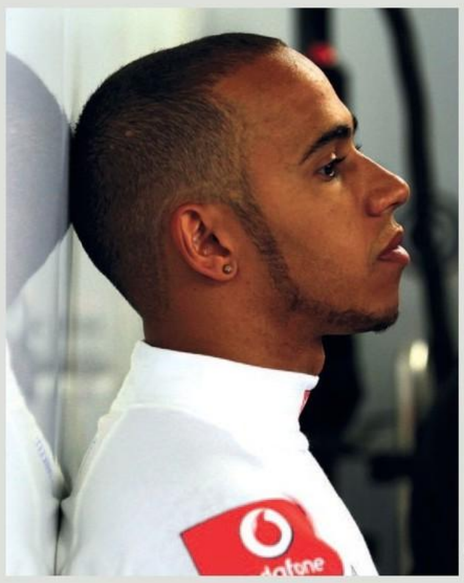
In one respect, though, not staying in Monaco this year was probably a mistake. In normal circumstances it takes about half an hour to drive from Cap Ferrat, but on the Thursday morning the traffic on the lower Corniche was at a crawl, and the journey required more than two hours. Why? Because at the first roundabout into Monaco one needs to turn right towards Fontvieille, but this year the road was thoughtfully closed. I asked a *gendarme* why this was so. A Gallic shrug, then two fingers rubbed together to indicate 'money'. "They are building," he said, and he added that the road would be closed throughout the weekend – in fact, probably throughout the summer.

You might have thought, as I did, that it would have been a sound plan to have Monaco's cluttered roads as uncluttered as possible for the weekend of the Principality's biggest annual event. Instead we were diverted – in single file – through endless tiny streets, and the inference seemed clear: "Yes, it's inconvenient for visitors – but so what?" Innes, my old friend, you had it right.

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I wasn't, therefore, in perhaps the best frame of mind when finally I reached the paddock, and as the weekend progressed it seemed that neither was Lewis Hamilton. Over the last two or three years many observers – including such as Jackie Stewart and Niki Lauda – have suggested that Hamilton somehow doesn't seem to be quite at peace with himself. One thinks back to 2007, the year of his F1 debut, when he endlessly said he was 'living the dream', and finds oneself thinking that perhaps he has never been as *consistently* impressive as he was that first year.

Lewis has always been brilliant at Monaco, and this year his chances seemed excellent of taking on – and maybe beating – Sebastian Vettel and Red Bull. Even on the opening day, though, he seemed out of sorts, and one wondered what might have unsettled him.



LAT

"Lewis is an all-or-nothing racer, but this comes at a price"

The only thing I could think of was news of Fernando Alonso's new, *five-year* agreement with Ferrari. Contracts of this duration are mighty unusual, and some thought both sides ill-advised to commit themselves for so long, citing Jenson Button's similar agreement with Honda, which effectively trapped him in an uncompetitive car for many seasons.

It's unlikely, though, that a Ferrari driver would find himself in that situation. Yes, some years are better than others – unless you drive an Adrian Newey car such are the facts of life – but overall Ferrari is always going to be in the picture, and Alonso is aware of this.

I can well understand why Fernando has agreed this deal with Luca di Montezemolo. Clearly he is an increasingly powerful figure at Maranello, one of those rare folk – like Prost, like Senna, like Schumacher – with the strength of character and weight of personality to become more than simply a driver. Of course things can change, in F1 as in anything else, but Alonso well knows that at present there are only three teams worthy of a great driver's consideration.

Given the precipitate and acrimonious split with McLaren at the end of 2007, a return there is out of the question, from both parties' points of view. Fernando has said he intends to spend the rest of his driving career with Ferrari, but were he to seek an alternative his only option would be Red Bull – and why would they jeopardise the stability of the team by employing a number one driver when they already have one?

Some team principals cling to the belief that employing two number ones is something for which one should always strive. Perhaps – in a perfect world – that would be the case, but the world is not perfect, and perhaps, as the saying goes, the only thing we learn from history is that we never learn from history. "You cannot," Frank Williams once said to me, "put two bulls in one field…"

What Alonso's deal with Ferrari does, of course, is to rule out any question of Hamilton's moving there for the foreseeable future. And just as I doubt that Red Bull – in particular Helmut Marko – would have risked Vettel's equilibrium by signing Alonso, so the same surely goes for Hamilton. These things being so, Lewis's bargaining power would now seem to be seriously reduced, and I doubt that this has escaped him and his new managers.

He has said on occasion that he sees no reason why he should not be at McLaren for his entire career, but of late has been openly critical of the team in a way he never used to be when 'living the dream', and it's perhaps a short-sighted attitude, given that Martin Whitmarsh *et al* invariably defend him on those occasions when the fault for a disappointing result lies with his impetuosity. Lewis is an all-or-nothing racer, and I love that in a driver – as I've said before, his approach reminds me more of Gilles Villeneuve than of his own hero, Ayrton Senna – but inevitably this comes at a price. To me, his biggest fault as a driver is that he repeatedly puts himself at the mercy of another, and sometimes this is costly. "Do that," said Jackie Stewart after Lewis's first-lap contretemps with Massa at Monza last year, "and it's *always* your fault…"

I think, too, that Hamilton lacks Jenson Button's ability to think for himself, and tends to go automatically with what the team suggests. Before qualifying at Monaco he was most people's favourite to take pole position, and in Q2 duly set the fastest time, but when it was suggested that for Q3 he should make a single run right at the end of the 10 minutes he didn't disagree.

Button, meantime, recognised that at Monaco anything can happen and went out early to do a 'banker' lap, which, as it turned out, was beaten only by Vettel. With three minutes to go Hamilton was out on the circuit – but then came the accident to Perez at the chicane, and the session was red-flagged. By the time it was restarted time was short, allowing Lewis a single hot lap, in the course of which he ran over the chicane after the swimming pool, causing his time to be discounted. Thus he would line up last of the Q3 qualifiers, and his remarks afterwards suggested that he had been unhappy with the team's recommendation, but went along with it.

Hamilton started ninth, less than ideal at Monaco of all places, but in the recent past both Schumacher and Alonso have started from the very back and come through to finish well in the points. "It was just a matter of being patient," said Michael at the time, "and taking opportunities as they came up."

Hamilton, though, drove like a man in a bad mood – and it probably wasn't improved on lap one, when Schumacher passed him into the hairpin. It was a moment of the old Michael, the supreme opportunist, and the move was as clinical and efficient as you like. It's not often that Lewis is caught napping.

Later in the race, when he attempted to pass Massa in the same place, Lewis made a complete mess of it. The move was never on, but instead of backing out of it, he took to the pavement. The cars inevitably ›››

PEBBLE BEACH AUCTIONS

SATURDAY . AUGUST 20
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PEBBLE BEACH . CALIFORNIA



FCA and Pebble Beach Preservation Award Winner
1957 FERRARI 410 SUPERAMERICA SERIES II COUPE
The 1957 Paris Motor Show Car . Less than 19,000 Original Miles
Coachwork by Pinin Farina



1956 ELVA-CLIMAX Mk II SPORTS RACER
The Archie Scott-Brown
Factory Works Prototype



The Michael Weber, Jochen Neerspach
1964 PORSCHE 904 CARRERA GTS
Chassis 904-026



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LAT

touched, and it profited him nothing, for Felipe was still ahead as they accelerated down towards Portiers.

You could call Hamilton's manoeuvre all manner of things, from impatient to clumsy to cack-handed, but what struck me most was the stupidity of it. Contact, after all, was guaranteed, and he must have known that his own car – let alone Massa's – was virtually certain to suffer some damage.

Later still, of course, Lewis also made contact with Pastor Maldonado's Williams at Ste Devote – and this incident, too, he blamed on the other driver. I didn't see it that way I'm afraid: Maldonado, who had driven beautifully all weekend, was entitled to defend his place, and it was sad to see him lose what would have been the first World Championship points of his career.

If we expected any contrition from Hamilton for these incidents, we didn't get it. Instead, in a remarkable outburst, he blamed Massa and Maldonado for the incidents, calling them 'stupid', and then proceeded to complain about the stewards' treatment of him, intimating that he was being picked on. Why? He didn't know, he said – before adding, "Maybe it's because I'm black…"

If I'd been one of the stewards – including the driver advising them at Monaco, Allan McNish – I'd have felt inclined to punch Lewis for daring to suggest such a thing. Later he was duly called back to the circuit by the McLaren management, and ordered to apologise to the stewards.

It's a fact that journalists, myself included, have long bemoaned the humungous growth in PR and political correctness in F1, which has effectively muzzled the drivers, restricting them to utterances of numbing blandness. That being so, it might sound churlish to complain when a driver for once gives vent to his feelings, but I'm afraid I just saw it as a childish rant, in which everyone was at fault but our Lewis. No one needs to be told that he is a brilliant racing driver – as he reminded us with his pursuit of Vettel in the late laps at Barcelona – but maturity is taking its time in arriving.


Alonso has committed to a future at Ferrari. Above: on a charge at Barcelona

Vettel, Alonso and Button did us proud at Monaco, I thought, and as the three of them circulated together in the closing laps we witnessed a remarkable display of Grand Prix driving, all three of them right at the limit, and not a mistake in sight. The sense of anti-climax was overwhelming when the race was unavoidably red-flagged following the multiple accident at the swimming pool.

As the cars came to a halt on the grid, it was a surprise to learn that the race, with but a handful of laps to run, would be restarted. Not having a rulebook to hand, I was unsure about exactly what was permitted, in terms of fettling the cars. The McLaren mechanics went to work on Hamilton's damaged rear wing, and that was one thing, but I confess I was amazed to learn that changing tyres was also permitted.

That killed the Monaco Grand Prix right there, for the only hope for Alonso and Button was that Vettel's elderly tyres would go off to a point that he was no longer able to defend himself. The Red Bull's amazing traction had the Ferrari licked out of Rascasse, but even so Alonso had been close a time or two in Ste Devote, and after the race he was immensely disappointed, having felt confident of getting past before the end.

Once Vettel's car was on to fresh tyres, however, it asserted its natural superiority, and the game was over. Memo to the FIA: in next year's rulebook, ban the changing of tyres in circumstances like this.

For all its damp squib ending, we had a good race at Monaco, as we had had at Barcelona a week earlier. To me, these felt more like 'normal' Grands Prix, in the sense that the controversial DRS – the 'moveable rear wing' – played a far less significant role than at, say, Istanbul, where overtaking was so easy that it soon ceased to register much.

At Monaco, too, tyres were far less crucial. In Barcelona the difference between the two compounds was extreme, to the point that Alonso led the first 18 laps, yet by the end of the race was lapped, so hopeless was the Ferrari on the harder Pirellis.

In passing, Fernando's fantastic start – from fourth on the grid – reminded me of the Austrian GP in 1979, when Gilles Villeneuve zig-zagged his Ferrari past the more powerful turbocharged Renaults and led the field away up the hill. Denis Jenkinson, sitting next to me in the old outdoor press stand, leaped to his feet and cheered…

Afterwards Gilles told me that he had known it was futile, that inevitably he would be picked off, but that still it had been necessary to do it for the sake of it. That was what a racing driver did, he insisted, and I don't doubt that Fernando – particularly before his own people – was acting from the same instincts. Alonso will never be loved as Villeneuve was, but as racers the pair of them – relentless, *on* it every lap – have much in common. Natural Ferrari drivers, both.

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RACING LIFE



Sutton

F1 SHOULD LEAD THE WAY

THERE HAS BEEN RECENT PRESS ON THE PROPOSED NEW Formula 1 chassis rules for 2013 to go with the already FIA-approved engine/driveline rules. These latter rules specify that the engine will be an 'inline' four-cylinder of 1.6-litre capacity, with the cylinders along the axis of the vehicle, and a single turbocharger, integrated with an energy recovery system (ERS) of 120kW (approximately 160hp) maximum transfer rate, in or out.

The most notable factor, however, is the limitation of a maximum fuel flow rate of 100kg per hour, and in the proposed chassis rules an allowance of only 100kg of fuel for the same length races as in 2011 (usually just over 300km), down from about 150kg in 2011. The chassis proposals have been on the basis that lap times should be no more than five seconds a lap slower than in 2010.

Recently it has been suggested that the current 2.4-litre V8s should be permitted to continue in 2013, with an equivalence formula. In my view the fuel limitations will make this very difficult, as with the high engine speeds, these engines would almost certainly require more fuel. 'Equivalence' has never been successfully applied in motor sport; always one route or the other is favoured.

Chassis rules are yet to be approved, but time is running short. The FIA conducted a study in which I participated along with Rory Byrne of Ferrari and others, which in order to meet the drag and downforce coefficients predicted by simulation proposed a car with shaped-underside sidepods and small wings. But the teams are concerned about stepping so far from current experience and possible runaway downforce development, and countered with a proposal for a car closer to 2011 Monza spec, retaining the 'step plane' flat bottom with a diffuser starting at the rear axle centreline.

Recently there have been, from Bernie Ecclestone and Ferrari in particular, concerns expressed about the acoustics of a turbo four and whether that configuration sufficiently represents their products. But with motor magazines full of hybrids, electric vehicles and low CO_2 emissions, I personally think that F1 should lead rather than follow. The 1.6 four-cylinder turbos are predicted to peak at about 630hp, to which should be added 160hp from ERS (although not always available), so as long as the Hamiltons and Alonsos are driving them I see no lack of interest. We shall see!

A topical matter in F1 2011 is the location and timing of exhaust gas blowing to aid aerodynamic performance, and we see from Renault and Red Bull two very different successful applications.

Renault run the exhaust tailpipes forward to exit sideways at the front of the sidepod (above), while Red Bull, in a route followed by other teams including Williams, direct the exhaust rearwards, wide on the diffuser edge which influences flow at the leading edge and side of the tyre and under the diffuser. The complex interacting resulting flows are only really predictable using computational fluid dynamics (CFD), which is a powerful tool but is not yet making wind tunnels redundant.

Of particular interest is what is happening 'off throttle' when the driver is braking hard and entering a corner. For some time the FIA has required that the driver pedal position should relate in a consistent manner to the torque produced by the engine, rather than to the actual engine throttle positions, so to maximise exhaust velocities when braking teams have been opening the engine throttles wide (100 per cent) and shutting off ignition and fuel, even though the pedal position is at zero. This has been referred to as 'cold blowing', which becomes 'hot blowing' if some fuelling and ignition is added, possibly with ignition retard to keep torque levels within limits. This is, in effect, using the engine for strictly aerodynamic purposes at this time, and whether this truly fits within the current limitations of the technical regulations is to be debated at a Technical Working Group meeting after Montréal on June 16, so we'll know the outcome by the time you read this.

There is always something controversial and of interest in F1!

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DISPATCHES



Mitch Pashavair

THE MAN IN THE MIDDLE

"JO ALWAYS KEPT THE BALANCE BETWEEN THE TWO SIDES OF the garage, cracking jokes in both corners. When relations between Ayrton and I deteriorated Jo remained completely impartial, never taking sides, even though he was close to Ayrton as they could speak – and swear – in the same language. He tried very hard to heal the rift between us."

You will have guessed that this is Alain Prost talking about Jo Ramirez, the McLaren F1 team co-ordinator during those turbulent seasons. For many years after Senna's death Jo felt unable to talk about the man he knew. The subject was just too raw, he had lost a friend, his world had been turned upside down.

"I have every book about Ayrton, a shelf full of them, but I've never opened them," he tells me. "Maybe one day I'll read them."

Now, with the release of an acclaimed documentary about the great Brazilian, Jo feels the time has come to celebrate the life of Senna. So to London he came, from his home in Spain, to talk to readers of this magazine after a private screening of the film.

"Was amazing," he says afterwards, "so many people wanted to know more about Ayrton and it was a nice evening with *Motor Sport*, meeting all those people. But, you know, the film is not very good for Prost, which is sad because he was not the villain. And there is nothing with Adriane – I have no doubt that Ayrton would have married her, though it was difficult with his family."

Something that always fascinated me about Senna was his religion, his absolute belief that God was with him.

"Yes, he was very serious about this," says Jo. "Before a race he would sit alone in the motorhome, reading verses from the Bible, deep in thought inside himself, not wanting to speak to anybody, and saying his prayers. It was the same in the car before the start and he would say, sometimes, that he was in touch with God."

There were lighter moments of course, two of which Senna's mechanics will remember with a smile.

"Once, on race day, his sister Viviane came to his car with some holy water," says Jo, "and she went round the car sprinkling drops on the engine, the gearbox and in the cockpit. The mechanics were a bit startled by this. They said 'Hey Jo, don't let her come near the car with that bloody water again!' Another time, at Suzuka after Ayrton's fight with Irvine, they put boxing gloves on his steering wheel instead of his driving gloves, and that made him smile. People say McLaren was cold, regimental, but Ayrton was very relaxed with the mechanics."

Jo is often asked if the tension between Hamilton and Alonso at McLaren in 2007 was similar to the animosity between Senna and Prost. "Are you joking?" he smiles. "That was kids stuff, nothing compared to how it was with Alain and Ayrton in their last season together. You have to understand, Ayrton was obsessed, desperate to win, and he was aggressive, shouting and banging the table in debriefs. But you have to be like that to win three championships. He was a racer, not a politician, he just wanted hard but pure racing, and to win. He would have hated Formula 1 today, all the politics and gizmos. He would have walked away from all that."

At home Jo has an extraordinary collection of memorabilia from his 45 years in Grand Prix racing. There are three Senna helmets, his race suits, his FIA licences, some of his trophies and steering wheels.

"Last year I raced the Carrera Panamericana in his race boots. People wanted to touch them! I am taller than him but, like every good Mexican, I have small feet and Ayrton's boots fit perfectly."

Finally, the question has to be asked. Why did Senna die? Did he make a mistake on that dreadful day at Imola in May, 1994? Jo's response is instant and firm.

"Tamburello was easy flat, not really a corner. Don't tell me the greatest racing driver in the world made a mistake there. I don't believe it, and whatever anyone says, I will never believe that is what happened to Ayrton."

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ON TWO WHEELS



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WHO IS WITHOUT SIN?

I HAVE BEEN READING KEITH RICHARDS' AUTOBIOGRAPHY, AND an excellent work it is. Large tracts of the tome deal with his time as a heroin addict, during which he brought the Stones to the brink of extinction on several occasions. Not long after Richards cleaned up, Ronnie Wood got into crack cocaine. Richards was so incensed at his colleague threatening the band's existence that he burst into Wood's hotel room and punched him out.

I was fascinated by Richards' blindness, his failure to even glimpse his own hypocrisy. Maybe it says something about the narrowness of vision required to make it to the top: always keep looking forward, never look to the side, never look backwards and, most of all, never look in the mirror.

It is perhaps no surprise, then, that Richards' disease has spread to MotoGP. So far this year we've heard Jorge Lorenzo, Casey Stoner and Dani Pedrosa complaining about others riding dangerously, which is rather like listening to Richards complain about Woods' drug habit.

Quite simply, there's not a rider on the grid who hasn't pulled a dangerous move or two. The reality is that most are prepared to win by any means necessary while they're on their way to the top, but once there they want everyone to follow in an orderly fashion.

Thus Lorenzo didn't look good when he accused Marco Simoncelli of being a danger during a post-qualifying media conference at Estoril earlier this season (above). Simoncelli immediately reminded the reigning World Champion that a few years ago he'd been hit with a one-race ban for taking out a rival.

Likewise Pedrosa criticised Simoncelli for knocking him down at Le Mans in May, but in 2006 Pedrosa took out team-mate Nicky Hayden, nearly costing Hayden that year's MotoGP crown. Most famously of all, Stoner attacked Valentino Rossi after the Italian had torpedoed him at Jerez in April, but Stoner too has been guilty of similar crimes. Let him who is without sin cast the first stone.

All this hypocrisy prompted a bristling retort from Rossi, who called MotoGP's younger riders "pussies" and "children". He also opined that Stoner is still sore from defeat at the 2008 US GP, where the Italian unleashed his inner maniac on the Australian with devastating effect. Rossi didn't take Stoner down, but the ferocity of his attack did push him into a mistake that cost him the race.

"Stoner says I'm an impolite rider, he says it's scary to be on track with me. Why? Just because he lost the battle at Laguna and he still can't accept it. Laguna was an epic race. Did Mick Doohan call Wayne Gardner impolite after their epic battle at Phillip Island in 1990? No! Did Wayne Rainey call Kevin Schwantz a bastard at Suzuka in 1991? No – this is racing!"

Rossi – a keen student of racing history – is correct, up to a point. Those famously hard racers of the early '90s usually kept their council and took their revenge at a later date, but Doohan did accuse Gardner of dangerous riding at Phillip Island, though some years later after they had both retired.

The other difference between then and now is how the authorities deal with such incidents. In past times riders were rarely penalised. Nowadays, with multi-angle TV coverage, health-and-safety paranoia and a media that seizes upon every episode, those in charge feel they must be seen to be doing something, which is why Simoncelli was penalised for his Le Mans indiscretion, even though his move was borderline at worst.

To be fair, Simoncelli is a bit of a maniac. Anyone who says "during the race you want to kill the other riders" needs to be watched carefully. But maybe he alone isn't to blame. The latest advances in MotoGP technology make it difficult to overtake, which is why the racing is often much less exciting than before. To make a pass, you have to be a very hard man. Simoncelli is that man, and even if I wouldn't want to share a race track with him, I do admire him for having a go when others would think twice.

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Gordon Kirby

THE US SCENE



IMS Media

A BIT OF INDY MAGIC

THE WEATHER WAS GLORIOUSLY HOT FOR THIS YEAR'S 100TH anniversary running of the Indianapolis 500. After days of rain and uncommonly cool, overcast skies, the sun and humidity burst forth on race day – and what a race we had! Furiously fought all the way, it turned into a game of fuel strategy at the end. Scott Dixon and Dario Franchitti in Chip Ganassi's pair of first-team cars controlled most of the race, collectively leading 134 laps. But in the closing laps they were forced to drastically conserve fuel, falling to fifth and 12th as an epic drama unfolded around them.

There in the lead with three laps to go was rookie JR Hildebrand, the 2009 Indy Lights champion, in John Barnes' Panther Dallara-Honda. Trying hard to chase him down was the man he replaced – Dan Wheldon, 2005 Indy winner with Michael Andretti's team, making a one-off appearance this year in Bryan Herta's car.

Going into the last lap it looked like Hildebrand had the race in his pocket and he maintained a clear cushion over Wheldon down the backstretch into turns three and four. The crowd began to stir, cheering on this talented young American driving a car sponsored by the National Guard. But disaster struck in Turn 4 as Hildebrand tried to lap Charlie Kimball. He ran wide, got onto the marbles at the top of the groove, and in a flash he was in the wall.

Hildebrand's car skated along the wall, and with his foot hard in the throttle JR drove the wreckage down to the chequered flag. But halfway there, before the yellow light blinked, Wheldon (above) was by and across the line first, a highly emotional winner.

It was a great day for Wheldon and Herta's young team. After finishing second at Indy in the last two years, and then losing his ride, Wheldon was delighted to show himself at his best at the Speedway and Herta hopes to put a full programme together for the 33-year-old Briton in 2012. Herta's team has been contracted by IndyCar to run the initial testing programme for next year's much-anticipated new Dallara-Honda. After showing his stuff at Indy, Wheldon surely will be the test driver, so Dan has a tremendous opportunity to rejuvenate his flagging career.

Beyond a great race, the Hoosier heartland spring day also brought many rounds of nostalgia celebrating the race's 100th anniversary. One of these events was a lap of the track by a line of the Speedway museum's Indy-winning cars, led by 1963 winner Parnelli Jones aboard Ray Harroun's 1911 Marmon Wasp. Parnelli waved as I walked up. He was very moved and honoured by the experience of driving the Marmon, and I left him to concentrate on his job and walked over to the next man and car.

It was my old friend Bobby Unser aboard Joe Dawson's 1912 National. We chatted briefly, smiles all round. Next was another familiar face, Mario Andretti sitting proudly in Wilbur Shaw's Boyle Maserati, the 1939-40 winner. Then came Tom Sneva aboard one of the Blue Crown Specials, winners in 1947-49.

Kenny Brack was in Sam Hanks' superb Belond Exhaust Special 'laydown' Salih-Offy roadster. Beside him was Al Unser Sr in a gleaming green and yellow Lotus-Ford 38, the twin to Jim Clark's 1965 winner. Then came Gil de Ferran aboard Mark Donohue's Sunoco McLaren M16C-turbo Offy, a real monster and Penske's first of 15 Indy winners. The line was completed by three-time winner Johnny Rutherford aboard his 1980-winning Chaparral 2K-turbo Cosworth, and Arie Luyendyk in his '91 winner, the Domino's Pizza Lola-Cosworth T91/00 he drove for Doug Shierson.

The Speedway's mechanics pushed Parnelli's Marmon into life. PJ took off onto the track to a resounding roar from the crowd. Unser followed him in the big black National, chased by the rest.

It was the most wonderful morning I've had at the Speedway. Making my way back through the packed grid I encountered many old friends and we reminisced, everyone in grand spirits. There followed an excellent race with a remarkable ending. It was a fitting close to a memorable 100th anniversary Indy 500.

Letters

Time for gardening leave?

Sir,

After watching Lewis Hamilton's interview with the BBC after Monaco, I was reminded of Jackie Stewart's interview of Ayrton Senna where he brought up the fact that Senna had been in more incidents than all the other champions combined (you can view it on YouTube). Ayrton was incensed, just as Lewis was post-Monaco. And this was before the three incidents involving Lewis in his 12-lap Canadian Grand Prix.

Some may rave about Hamilton's racing instinct and thrilling manoeuvres, but I fear we are witnessing a driver with a tremendous sense of self-entitlement who feels, like Senna did, that he deserves to be on the top step of the podium. Perhaps a multi-race ban would give him (and his team) the opportunity to gain some much-needed perspective.

Sean Martin, Vancouver, Canada

Double fault

Sir,

The driving of Lewis Hamilton is becoming more and more dangerous. He was at fault in Monaco and again in Canada.

If the management at McLaren, i.e. Martin Whitmarsh, keep condoning his actions then they will bear the responsibility of any problems caused by him in the future.

This kind of behaviour is now and has always been totally unacceptable, and action must be taken to stop it at once.

When the great drivers of the past – Jim Clark, Graham Hill, Dan Gurney, Mario Andretti, Jack Brabham et al – had problems they never displayed this kind of histrionics. Why should people accept it now?

Del Bennett, Cheshunt, Herts

Don't get chippy!

Sir,

While I was aware that McLaren Electronic Systems supplied the standard chip in Formula 1 I hadn't realised they had fitted one on Lewis Hamilton's shoulder…

Stanley Sweet, Dancevoir, France

Mind management

Sir,

Based on Lewis Hamilton's performances this year, especially at Monaco and Montréal, it seems that he needs to put his show business aspirations on hold and find a manager who is capable of getting his mind back on to racing.

John Tuleibitz, Simpsonville, South Carolina, USA

Robbed of a classic finish

Sir,

I have just watched the Monaco Grand Prix, and after seeing Sebastian Vettel disappear into the distance I assumed that the result would probably be a foregone conclusion. Thankfully I was mistaken, and we were treated to the wonderful sight of three World Champions about to engage in a truly classic finish, especially as in three laps Vettel's tyres were going to be completely shot.

Sadly, as we know the race was stopped, but to my utter disbelief the teams were allowed to work on the cars resulting in Vettel having a new set of tyres – and that was the end of that! What a terrible shame. How to ruin what surely would have been a Monaco classic. Is this really in the rulebook?

Peter Haynes, Needingworth, Cambridgeshire

Seeing the light

Sir,

Since Formula 1 drivers claim not to be able to see very much in their mirrors (e.g. Button and Hamilton in Canada) is it not time that they were mandated of a larger size?

In poor visibility F1 drivers (and those in other categories) are obliged to switch on their bright red rear light to reduce the risk of a rear-end impact (remember Brundle and Senna in the rain at Adelaide?). As white running lights at the front are now a requirement for new road cars, should not F1 also adopt this feature for use in bad weather?

Mervyn Pritchard, Marchamley, Shrewsbury

Number crunching

Sir,

As much as I enjoyed Nigel Roebuck's writing about the start of his career as an F1 journalist (June issue) I must correct him about something.

Nigel wrote that 300,000 people attended the 1971 German GP, but this number is vastly overstated. According to Luki Scheuer in his book on the history of the Nürburgring the real figure was 130,000. If there was somebody who knew everything about the 'Ring it was him. Besides, I worked in the administration of the race track and have some knowledge of actual attendance numbers.

One of the reasons for the unrealistic figures was due to competition between the organising clubs of the 1000km race and the Grand Prix. We already knew when the number for the 1000km race was published that the number for the Grand Prix would be higher…

Ulli Waschkowski, Brampton, Ontario, Canada

Music to your ears

Sir,

Who can forget the ground shaking on the inside of Paddock Bend at Brands Hatch and the vertical wall of black smoke coming off the back of the turbo cars on a qualifying run? So it was not so much the noise itself as the whole spectacle of these cars that was impressive.

Today, we are living in a world of processed cheese when we used to have the luxury of Roquefort. Once upon a time you could close your eyes on the pitwall of a sports car race and guess the cars coming past. A big-block V8, a V12, a water-cooled flat-six turbo, a five-cylinder turbo, a twin-turbo V6, a 3.5 or 3.9 V8 (yes, one could tell the difference), a four-cylinder turbo, a rotary – the list is long. Today I would need a PhD sitting next to me to explain the difference between a Renault, Mercedes or Ferrari engine. *Quel appauvrissement!*

Costas Los, Monaco

Quiet contemplation

Sir,

You asked for letters on noise: here's one that may disappoint – I'm with the man from Audi (June issue). Variety is key – I love the fast but quiet cars but I'd hate to see diesel Corvettes. The old screaming Mazdas were briefly amusing but imagine 55 of them going by. I'm a veteran of 30 Le Mans and I'd like to keep my hearing, and my kids seem to feel the same. It's nice to be able to hear the commentary, too. Le Mans cars all look different too and long may that continue.

But I wish Audi or Peugeot, or another top factory team, would do a petrol car to drown out the whining from you know who…

Ian Mann, Divonne les Bains, France »»»

LETTERS TO THE EDITOR

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Letters

No to News Corp

Sir,

What a disaster it will be if Rupert Murdoch gets his hands on Formula 1. I have not spectated at a Grand Prix for some time now, as I cannot justify the high entry charges. If it is only available to watch on Sky, I for one will never see it again, as I 'believe in better' than Sky's inflated pricing structure. The only beneficiary of this change would be the Murdoch family. Too much of the money associated with F1 is going out of the sport already.

A rational 'ownership' of F1 is required, ensuring fair returns for the circuits, the teams and, of course, the fans. If it is lost to Murdoch I'll have to hope and pray that GP reports in your publication keep me well-informed on a sport I have avidly followed for over 50 years. Based on the development of the publication to date, I do not feel that I will lose out completely.

Mike F Young, Barnham, West Sussex

A better Senna film?

Sir,

As you might expect, I was thrilled at the prospect of watching the much-fêted film *Senna* and was fortunate enough to attend a press screening before the UK official release date. Perhaps my expectations were a little unrealistic, but I left the film feeling that it had not eclipsed every other Senna documentary in quite the way that I would have hoped.

There is no denying that it is a fantastic film, with some unbelievable footage that I had never seen before (notably the fiery driver briefings with Balestre, and Senna reacting to on track events in the pits at Imola in 1994), and it does a brilliant job of engaging audiences with no previous interest in motor racing.

However, for a hardened F1 and Senna fan such as myself, the 1995 BBC documentary fronted by Steve Rider is still the best-ever Senna film: the incredibly evocative opening sequence with a camera panning around a deserted track at Imola but with the sound of F1 cars tearing away at the start of the Grand Prix; the hilarious commentary by Gerhard Berger; Murray Walker's "if there's one lap I'll take to my grave"; the fascinating views of Martin Brundle and Stirling Moss; amusing anecdotes from Senna's time in Formula Ford…

Although I haven't watched it for years it remains, for me, unquestionably the most complete and moving tribute to Ayrton Senna.

Sébastien Bamsey, Wandsworth Common, London

Worth the toil for Toleman

Sir,

I've just read Nigel Roebuck's article on Ayrton Senna (July issue) which unleashed a flood of memories. I worked for Brian Hart from 1973 to 2000 and remember the long days and late nights we spent working on the 415-T monobloc engine. Early versions of this engine were unreliable to say the least, so for Senna in the Toleman at Monaco every effort was made to ensure it was as reliable and efficient as possible.

A hell of a lot of midnight oil was burnt in the run-up to the race, and the jubilation we felt when Senna came through so magnificently in the appalling conditions was unbelievable. He was a close second, but as Nigel points out he was on the verge of taking the lead; a stupendous effort in what was not the most competitive car, and in difficult conditions.

Terry Whitworth, Harlow, Essex

Yellow streak

Sir,

After receiving your July issue and reading about Tony Fernandes taking over Caterham, I want to point out that I was the first Lotus owner with a yellow line on the beautiful racing green (above).Thank you for your magazine that I've always read with pleasure since 1956, when I was a student in England!



Eddie Crame, Lassay sur Croisne, France

Not Silverstone as we know it

Sir,

I visited Silverstone with a group of friends and relatives to watch the FIA GT1 World Championship round. Although the grids were small the racing was excellent, and the sound of those big engines was magnificent.

However, we were all quite saddened because Silverstone seems to have lost its character. I was introduced to motor racing by my parents, who attended regularly from the first Grand Prix, and I competed in single-seaters on both the Club and GP circuits in the '80s. But now it could be any circuit in the world. With the startline moved and grandstands gone, and the revised track layout and new Wing complex, the track feels alien. I'm certain the racing will be just as good, but perhaps we have too many memories of Silverstone finishes out of Woodcote Corner.

The old Silverstone is dead… Long live Silverstone, as they say.

Graham Jewers, Rugby, Warks

KEEP IN TOUCH

The *Motor Sport* website is fast becoming one of *the* places to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to www.motorsportmagazine.com and tell our writers exactly what you think! Also, don't forget that if you have any images which would be suitable for our You Were There feature in the magazine, please send them to the office (address on p46).

Running order

Sir,

Thanks for a marvellous July issue, particularly the stunning Le Mans colour photos. The parting shot of the 1973 Monaco GP brought back fond memories, although I'd like to point out a slight error. The car following Hulme's Yardley-M23 and Amon's Martini-Tecno up the hill to Casino Square is not Pace's Surtees but Wilson Fittipaldi's Brabham-Ford BT42. Following further down to St Devote are Ganley (ISO), 1972 winner Jean-Pierre Beltoise (BRM P160 V12), Mike Hailwood (Surtees TS14), Jean-Pierre Jarier (March 731G), Peter Revson (McLaren M23), Arturo Merzario (Ferrari 312 B3 V12), then (very likely) James Hunt (March 731G) and Carlos Reutemann (Brabham BT42).

The race was won by Jackie Stewart's Tyrrell from Emerson Fittipaldi (JPS-Lotus 72) after a late attack by the reigning champion. Only those two completed the full 78-lap distance.

Thomas Imhof, Essen, Germany

Fakers beware

Sir,

All true enthusiasts will echo Doug Nye's condemnation of the fakers and false modifiers of historic racing cars. But when Doug says "Most of them know who they are", surely he means "All of them know who they are"? Or does he perhaps mean, "I know who most of them are"? Time to start the clean-up campaign.

David Goddard, Hove, Sussex

MOTOR

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“At Silverstone you feel it when the crowd is behind you.”

Damon Hill



LAT



Hill, Herbert and Watson met at Silverstone's new Wing pit complex

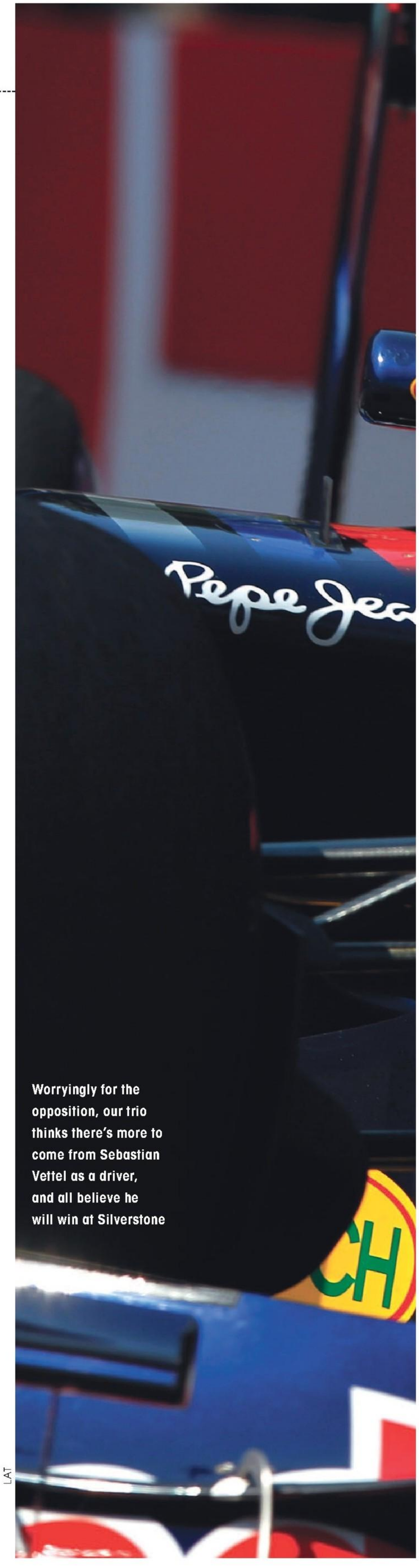
Jakob Ebrey

Who better to cast their views on the Formula 1 season to date and the upcoming British Grand Prix than three former home-grown winners of the race (one a former World Champion)? Rob Widdows caught up with Damon Hill, Johnny Herbert and John Watson to find out what they think about the new rules, the new-look Silverstone, Sebastian Vettel's F1 domination and News Corp's 'friendly' approach for ownership of the sport. Here's what they had to say...

Is Silverstone a better circuit now than when you won the British Grand Prix?

DAMON HILL: What drivers like is not always what the sport requires, but look, there were pressures on Silverstone to adapt, and we've tried to produce a blend of the old and the new. Silverstone was always fantastic to drive on but not always so good for the spectators. So we've improved the viewing enormously with more grandstands and banks for fans who want to stand and join the crowd – and at Silverstone you really do feel it when the crowd is behind you. You'd come down to Club and there was always a big crowd there, and there will be now. My battle [as BRDC president] was to make sure the essence of Silverstone didn't get lost, that we kept the fast, sweeping corners as well as better places to watch and some overtaking opportunities. Silverstone is a part of history, like Indianapolis, Monaco, Monza and Le Mans, and we've been very aware of that. The homogenisation of circuits in recent times, all designed by the same person in effect, is a worry because they have no history. It can be boring going round a race track and you don't want to be bored, you want to be excited.

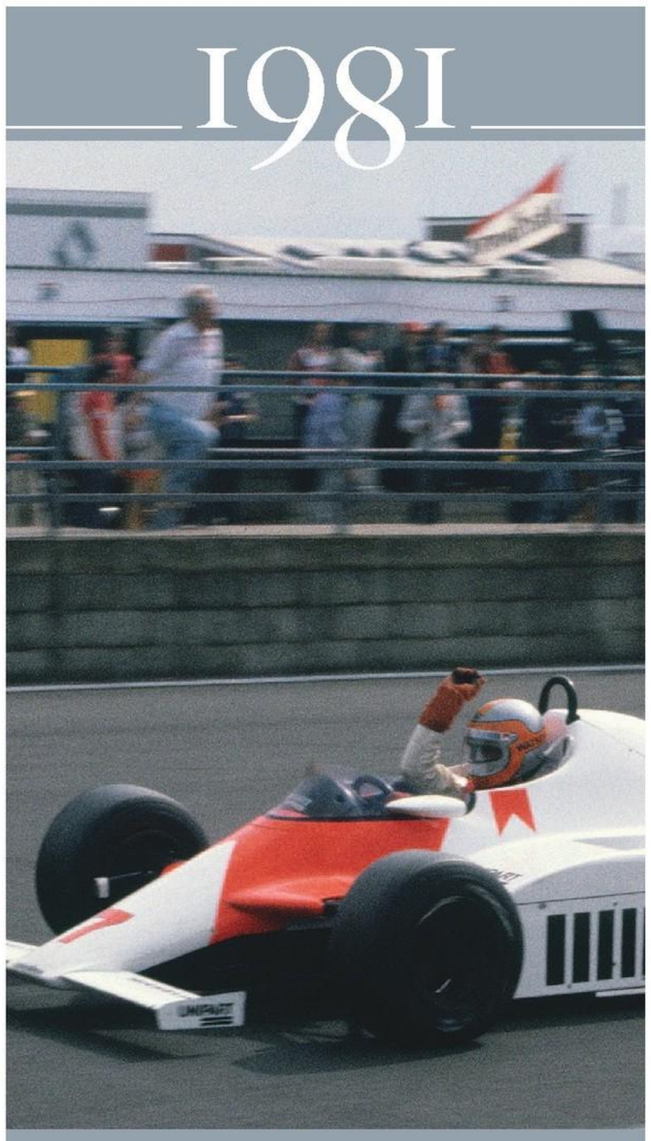
JOHNNY HERBERT: It's more technical now. I liked the old Bridge corner, but not those ›››



Worryingly for the opposition, our trio thinks there's more to come from Sebastian Vettel as a driver, and all believe he will win at Silverstone

LAT


RAUCH
INFINITI
Red Bull
RENAULT
TOTAL



1981

ARCHIVE

JOHN WATSON

'WATTIE' SCORES THE FIRST GRAND PRIX WIN for a British driver in four years after a race of high attrition. The McLaren driver passes René Arnoux's ailing Renault with less than 10 laps to go to secure victory.

"My family was there that day – Bernie had given them grandstand seats at Copse and a pass for our motorhome in the hospitality paddock – so it was great for them to see their son/brother winning the British GP. Like many things in life, the expectation was perhaps greater than the actual result. When I went round on the truck for the lap of honour, I felt rather bemused. The crowd came down to the track, cheering and waving, and I said to Jacques Laffite, 'What are all these people doing here?' And he said, 'They've come to celebrate your victory John, that's what they're doing.'

When I passed Arnoux I'd heard them cheering me on around the circuit and I put the blinkers on to focus on what I had to do – I knew what it felt like to lose a Grand Prix on the last lap. Then there was Ron Dennis, leaning over the pitwall, urging me to slow down, slow down, so I was short-shifting to the finish. It was a relief to win another Grand Prix (five years after his first victory in Austria) and the first for a carbon-fibre F1 car, too."

slow and twisty bits at Brooklands that followed. So yes, I think it's better all round, and more of a technical challenge for the drivers.

JOHN WATSON: All I can say is that if you put a 2011 Grand Prix car on the circuit where I won in 1981 it would be one hell of a fast lap, so changes had to be made and I think we have a good new layout that still retains some of the high-speed stuff we had in the past. It's different, but still Silverstone.

Can there be such a thing as too much overtaking in Formula 1?

DH: Maybe there are too many gizmos, and it's a bit chaotic, but I've been a couch potato viewer for the past 10 years or so and I have to say that I didn't bother watching a whole chunk of it between 2000 and 2010. You knew who was going to win before you switched on. Now, though, it works for me and I've really enjoyed races like Turkey. It simply confirms what we've all been saying – if you increase mechanical grip over aero grip, you get better racing. It must be pretty frustrating, though, if you've worked hard to pass the car in front and then he just overtakes you again with his 'flappy' wing. You might not need the DRS, I think. There's a lot going on, that's for sure, and sometimes I've found it hard to keep up with what is actually happening out there.

JH: Overtaking is what it's all about, just as it was for Stewart and Rindt when they passed and re-passed each other about 20 times at Silverstone all those years ago. I think the race in Turkey was fantastic, lots of action. So no, [there's] never too much [overtaking] for me.

JW: I think we will have a minimum of three pitstops at Silverstone with the tyres as we see them today – so it will be busy – but overtaking and racing are different things. We will see plenty of overtaking but what we want to see is plenty of racing, and you can't have too much of that. I'd like to have just the new tyres and not the DRS or KERS.

How would you have felt about racing on tyres that wear out so quickly?

DH: You have to manage the grip and that's where the art of driving shows up the better drivers. It's a bit like a wet race with the way these [Pirelli] tyres are degrading so fast, so you have to use more judgement, feel things a lot more. I liked soft tyres – if you have bullet-proof tyres there's only one pace, and that's flat out. So you have to feel these tyres, feel where the edge is, like you would in the wet, and I liked that when I was racing – it suited my style.

JH: I'd have loved it. I was always very good with my tyres, looking after them and getting the best out of them, so it would have suited me very well.

JW: Well, it's a different world. When I won in Austria in 1976 we used the same set of tyres at the next race because they were the best set of Goodyears we had. Now the tyres are a kind of molten chemical mix, and that's concrete and clay from my days in racing. There's no comparison.



Jakob Ebrey

"I'd like to have just the new Pirelli tyres and not the DRS or KERS"

Is Sebastian Vettel the finished article as a Grand Prix driver?

DH: There are more tests ahead of him but he has a championship in the bag and he's just enjoying himself. He's sort of our Valentino Rossi – he loves doing it, loves the driving and that's the key to becoming more formidable. Then it's just down to how much ambition he has.

JH: No, there's more to come, and he'll only blossom as time goes on. He's a young lad and he will grow in stature as a driver. Same for Lewis – more to come.

JW: You'd have to measure this if, or when, he goes to another team and then we will see if he continues his winning ways. He is doing a truly fantastic job right now but I think you judge a great driver over a longer period of time, in different cars. Jim Clark only ever raced for Lotus but he would have won in any car, I think.

Mark Webber won at Silverstone in 2010. Will this be his last British GP?

DH: I hope not. It's not easy being number two in a team, if that's what you end up being, because Sebastian is doing such a good job. But Mark is talented, he's extremely quick and he's a tough competitor. There's more to come from him, I think, and he has the potential to take the challenge to Vettel, and that will secure his place in the team. Nobody likes being overshadowed in a team but it happens sometimes. »»»

'On the edge' Alonso is good for the show. Below l-r: Adrian Newey – technically speaking F1's most prized asset; Webber still has plenty to bring to the Red Bull party



LAT



1994



ARCHIVE

DAMON HILL

HILL WINS FOR WILLIAMS AFTER MICHAEL Schumacher is black-flagged for failing to serve a stop-go penalty having overtaken Damon on the formation lap.

"It's like performing in front of your mum and dad, like being in the school play. I mean, you know you've got an appreciative audience, unless you cock it up like I did once (in 1995)... You want to win at home, of course, and everyone wants to celebrate with their own folk, don't they? I was slightly bemused after I crossed the line when I won in 1994. There's almost a degree of embarrassment, you know? It's a very British thing – sorry I won, I don't want to create a fuss...

But when the job was done it was really brilliant – in 1994 Silverstone was like a country fair, all tents and the motorhomes parked in a field, freshly cut green grass and the sun was out. It was just beautiful, like a scene from Thomas Hardy. We sat in the sun and let it all sink in. Frank had a big smile on his face and people kept on asking me for autographs, so I kept on signing, and the cup was on the table and, you know, you just think 'job well done', a feeling of satisfaction... And there's a big smile on your face the whole time. It was great."

JH: It should not be his last, but it depends on his motivation. Sadly, his best chance of winning the championship went by him last year, but I hope this won't be his last British GP.
JW: He's still competitive and capable of winning races. Why would Red Bull want to change the line-up? And where would he go? It's the best team in the paddock and I can't see why he would want to make a change, and for the team continuity is very important.

Is Adrian Newey the most valuable asset in Formula 1?
DH: Yes.
JH: If you look at his record then yes, absolutely, at the present time.
JW: Creatively, yes, he is head of the pack. He is without doubt an exceptional engineer and now he has his own structure around him with some very good people. And I am sure he is rewarded appropriately.

If you were running an F1 team who would you sign as your number one driver: Hamilton or Button?
DH: I wouldn't have a number one, would I? I would want the best pairing. And I guess that would be Hamilton and Button.
JH: Good question. Put me on the spot. Oh dear, I guess that at this time right now I would have to go for Lewis. Probably...
JW: Neither. I've always been a huge Alonso fan, he has all the qualities a Grand Prix driver needs. Overall he ticks all my boxes, but Vettel is knocking on the door very hard indeed. But right now, Alonso would be my choice for my team.

Is Fernando Alonso the best driver in F1, as so many pundits seem to think?
DH: Fernando is great – he's a game player, a tough fighter, very quick and he's got charisma. Exactly what we need for the show. But he's prone to impetuosity, as we expect from Latin drivers, but then so is Lewis. Fernando is formidable, he really is – not necessarily the best but then again he's not second to anyone in terms of talent. He's exciting and entertaining, he does it his way, and that is what we need for the show.
JH: No, he's not the best driver – he's in the Lewis mould, all on the edge, and we do still see some mistakes from him, some inconsistency. You have to consider the car, of course, but Vettel is the best right now.
JW: The difference between the top five – Alonso, Hamilton, Vettel, Button and Webber – is minimal. We know what they can achieve and right now Vettel has the advantage, he has the momentum, and it's tough to say who's best of them all.



Jakob Ebrey

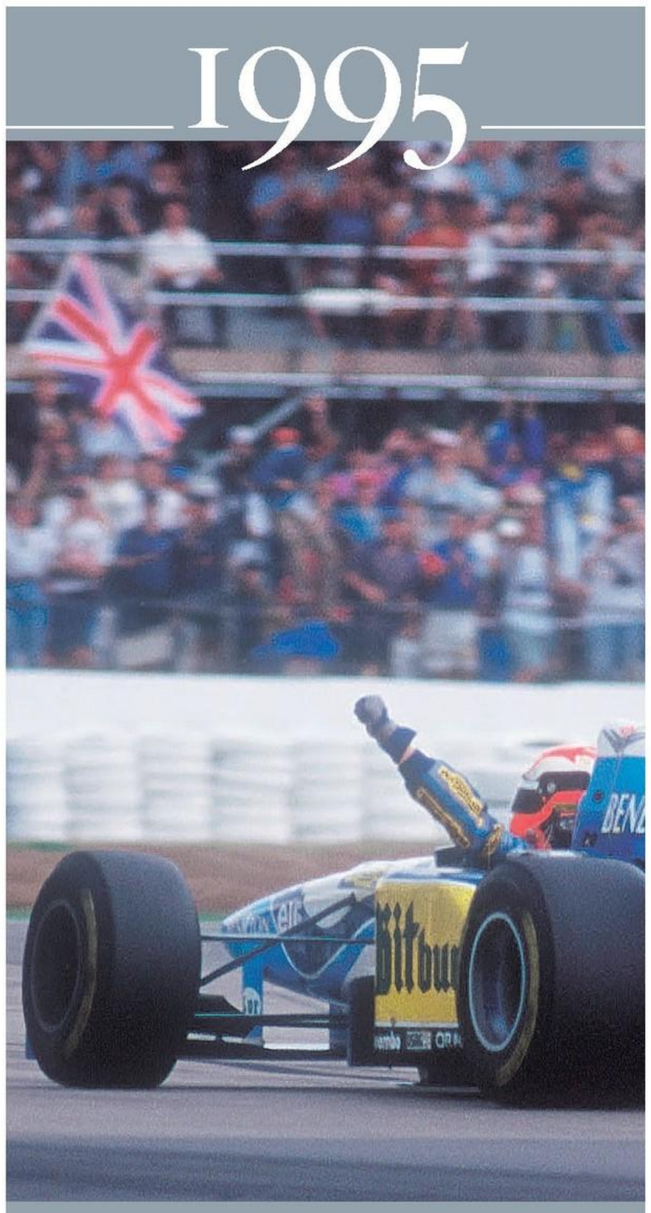
"Michael might win a race but he's not going to dominate like Vettel"

Should Michael Schumacher have come back to Formula 1?
DH: Yes, but he can't reverse the ageing process, nobody can, and that's well understood. He might win a race but he's not going to dominate like Vettel because you change as you get older – at least you hope you do, it's part of the process. But he clearly felt he had unfinished business and so he was right to put it to bed.
JH: I don't see why not. He hasn't made a fool of himself, he's still there or thereabouts and he obviously felt the need – or the motivation – to come back and get something more in the record books. So I don't have a problem with it.
JW: He did the right thing. In 2010 Michael had what was effectively Jenson's Brawn from 2009 and the tyres were – and are – totally different from his day. I mean, Bridgestone virtually made the tyres for Ferrari back then. But I do question if he has the ability now to dominate a race, and perhaps those chances are slipping away.

Which one is the real Lotus: Lotus Renault or Team Lotus?
DH: The whole thing is just a disaster, the classic balls-up. When something is dead, you should leave it dead.
JH: Neither of them. But Team Lotus is the closest because they brought the name back, they've used the green and yellow colours, and they're based in Norfolk. OK, the other one is black and gold, but that's not really Lotus, it's more of a Renault.
JW: Neither. When a team ceases to function, and the leaders have gone, then the team should remain a part of motor racing history. Like Brabham or Tyrrell or others who raced in the past. It's different when Mercedes-Benz buys Brawn – that's fine by me, because Mercedes

Hamilton would be Herbert's choice as number one driver. Right: Hill says Lotus row has been "the classic balls-up". Below: all three say Schumacher was right to return, even if he's not quite the driver he was

LAT



ARCHIVE

JOHNNY HERBERT

HILL COLLIDES WITH SCHUMACHER WHILE challenging for the lead, leaving Herbert's Benetton and David Coulthard's Williams to fight for the win. Coulthard is penalised for speeding in the pitlane and Herbert scores his first Grand Prix victory.

"You feel the history of the place, all the drivers who've won the race before, and the history of the track itself, all the great races there. And then there are the fans out there cheering for you. You feel so warmly appreciated and the support you get at Silverstone is bigger than anywhere else. The British race fans support us all, whether we're at the back or winning, and that's really a great feeling.

In the last few laps I was thinking about my accident at Brands (in 1988), all the pain and hardship I'd gone through to get into this position, all the hard work – that's all I could think about. And it was fingers crossed, those last five laps, just hoping the car would get to the end. The celebrations came later, after I'd crossed the line, and I thought about how few people are lucky enough to win the British Grand Prix. I'd finally done it, and that was a great feeling."

has a heritage in Grand Prix racing. Lotus was Colin Chapman, Jim Clark, Mario Andretti, people like that. What we have now is not Lotus.

Is Williams right to undertake an overhaul of its technical department?

DH: I'm a little bit perplexed about what is going on there. The team is in a stage of metamorphosis and I'm not sure what will be the future of Williams. It's always been regarded as the British F1 team, especially when Nigel [Mansell] was there, and the fans have always loved it for that.

JH: Yes, because they need to make changes for the future. It's not happening for them and, while it may not be the perfect time, they have to change things around.

JW: Frank [Williams] and Patrick [Head] are coming to the end of their period in Formula 1 and [CEO] Adam Parr appears to have a lot of control. There are issues that need to be resolved and there seems to be unease within the team. I don't know what the core problem is but I do know I'm sad to see it because it's a great racing team.

Ahead of his first home Grand Prix, have you been impressed by Paul di Resta?

DH: Yes, he's strong and he's been very impressive.

JH: He's come by an unusual route, through DTM, and shown [he has] a very good head on his shoulders so far. I'm impressed, yes.

JW: He's moved from DTM to F1 quietly and without any fuss, and he's extracted as much as anybody from the Force India. I think Adrian Sutil has had a big wake-up call and he is a driver I thought had the potential to move forward. I'm not so sure about that now.

Looking further ahead, does engine noise still matter in F1?

DH: F1 is a show and it's a powerful tool for communicating green issues connected with the automotive industry. But it's popular because it's exciting, it has a thrill factor, and the engine noise is part of that. There's an aesthetic appeal to the sport, too – for example most people would prefer the wide-track cars to the new narrower-track cars. And the noise… Well, you only have to start up a BRM V16 and you've got a crowd because the noise is ridiculous.

JH: The noise has always mattered. Look at the diesels: they make hardly any noise at all, and I come from the era when noise was a big thing. The old turbos were good but then they were bigger. They have to get a 'rasp' from the new engines, you want to hear them coming, because the noise does matter.

JW: For the fans, yes it matters. The new smaller turbo engines will sound like a constrained fart, I think, and that's not exciting. I don't know how anyone could possibly make a 1.6-litre turbo sound like a 2.4-litre V8 revving to 17,000rpm. They can't.



Jakob Ebrey

"They have to get a 'rasp' from the new engines; the noise matters"

Would News Corporation be good for F1 if it succeeds in buying the sport?

DH: Do I have to answer that? I hate commercials, they are just so intrusive, and that's why I don't watch that kind of TV. That's my worry, because I think it's fundamental to F1 that it should be free-to-air. Most people have a Sky dish, don't they, so they can watch what they like. Everything is being bought up and owned by huge organisations, and I don't know why this has to be.

JH: I'm not sure what's happening. They've made a 'friendly' approach but will they go hostile? It's worked well under Bernie Ecclestone and CVC, but will Bernie still be around if it goes to Sky? I don't know enough about the detail of the negotiations except that it's been a 'friendly' approach so far.

JW: Will F1 be free-to-air, or will it be pay-to-view? That's the key question here. The real enthusiast might pay to view but the vast majority of the audience will not. So would we see a reduction in the viewing figures? If that happens, the income from sponsorship will be reduced. We don't know what Sky's intentions are, so until we do, we can't have a properly informed opinion. And we're not just talking about the UK – there's the global audience to consider.

Finally, your prediction: who will win the 2011 British Grand Prix?

DH: I think it's going to be Vettel.

JH: Red Bull and Sebastian.

JW: You'd have to say Red Bull. But McLaren and Ferrari are fighting back, and people power will push Hamilton and Button. If it's a wet race, then toss a coin.

A Wing-win situation

Silverstone's new Wing pit complex wasn't short of notable admirers on the occasion of its official launch. Even Bernie was, ahem, complimentary

BY ROB WIDDOWS

What a difference 17 years make. With a long-term Grand Prix contract safely in its pocket, the British Racing Drivers' Club has been able, at last, to bring Silverstone circuit forcefully into the world of 21st-century Formula 1 racing.

Bernie Ecclestone, who thrust these changes upon the BRDC by threatening to take the British Grand Prix to Donington Park, did not attend the launch. But he sent a typically cryptic message to the assembled company at the launch of The Wing, a new building with new pits at a new startline.

"I am delighted with the progress and the prospects for the future of Silverstone," he said. "It's just a shame it couldn't have been completed 10 years ago, but well done."

Bernie may not have been there, but everybody else was, from Sir Stirling Moss to Valentino Rossi. Moss, who first raced at Silverstone in 1949, was invited to give his opinion on the new-look circuit.

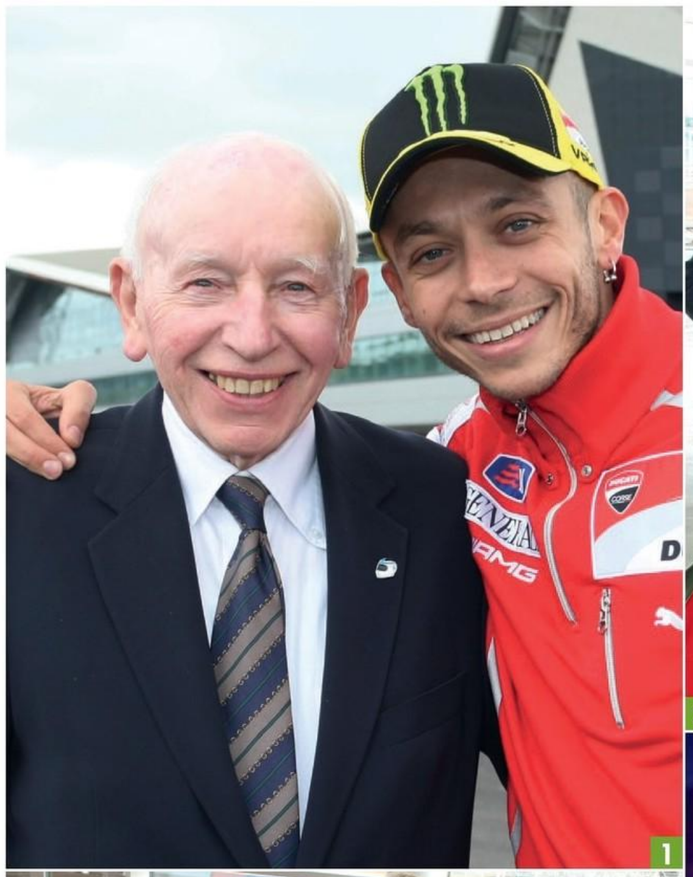
"Well actually, I don't think it's as good as the old one, not nearly as fast or dangerous," he said to muffled laughter. "You're not supposed to say that," replied host Jake Humphrey. "But we can now say we are equal with the very best in the world," countered Moss. "This new building puts us miles ahead."

The Wing is 390 metres in length, 30 metres high and houses the pits, 41 pit garages, race control, a media centre, hospitality suites, a 100-seater auditorium and three vast halls for exhibitions, conferences and product launches. The development has cost the BRDC some £28 million and The Wing will have to earn its keep between Grands Prix each summer.

"This is part of a long-term plan for the future growth of Silverstone as the centre for motor sport in the UK," said outgoing BRDC president Damon Hill, who has been instrumental in the »»»



Jakob Ebrey











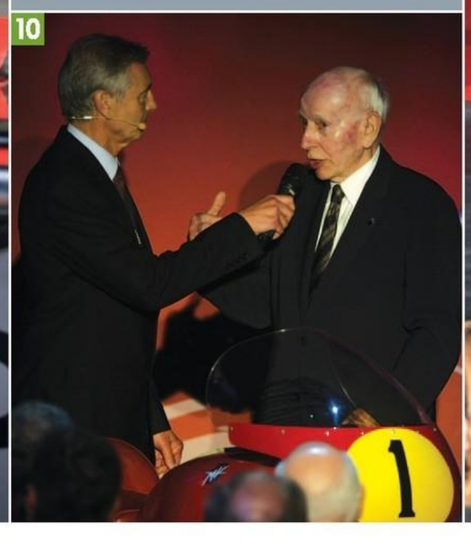




[1] John Surtees and Valentino Rossi. [2] Sir Jackie Stewart, HRH the Duke of Kent and Damon Hill. [3] Damon, the Duke and David Coulthard. [4] Nigel Mansell with his 1992 title-winning Williams. [5] Jenson Button raises a laugh from host Jake Humphrey. [6] Rossi took his Ducati Superbike for a test ride. [7] Sir Stirling Moss and JYS discuss the finer points of a McLaren F1. [8] Huge complex is well able to host car displays. [9] Mark Webber drove his Red Bull into the new 100-seater auditorium. [10] Tony Jardine talks motorcycles with Surtees.







saving of Silverstone as the home of the British GP. "This symbolises the role that Britain plays as a world leader in motor sport and it is a vital part of the future prosperity of Silverstone."

A surprise guest at the launch of the new complex was Rossi, who was exploring the revised circuit on a Ducati Superbike in advance of the British MotoGP race, having missed the 2010 round through injury.

"It's a great track, very fast, very technical," he said, "and so much history too, from the days of Kenny Roberts, Barry Sheene, all those great battles. I'm looking for Cal [former British Supersport champion Cal Crutchlow] – maybe he can give me a few tips about this place."

Sir Jackie Stewart, much involved in earlier BRDC negotiations over the future of Silverstone, congratulated the current board for what it has since achieved. "We now have everything we need, and it's remarkable that a private members' club has been able to afford to make this happen," he said. "I think F1 can be proud of what we now have, and it was desperately needed in the UK."

> "It's a great track in a Formula 1 car and now we have state-of-the-art facilities to go with it"

Last summer's British Grand Prix winner Mark Webber ably demonstrated the versatility of the new building by driving his Red Bull into the auditorium. Those in the front few rows had been supplied with ear plugs.

"Bit tricky to find the neutral button and switch it all off in the dark," said the Aussie, deadpan, as he stepped from the car. "Silverstone means a lot to me. It's where I started, and it will always be a special place for me as a driver. It's a great track in an F1 car and now we have state-of-the-art facilities to go with it."

In a few days time The Wing will face its biggest test when the teams, and the fans, settle in for Grand Prix weekend. For now, the BRDC can feel justifiably proud of delivering what had been demanded in return for a new long-term contract from Mr Ecclestone. Those of you watching between Club and Abbey will have a new view of a new future for Silverstone.

INSIGHT

FROM THE DRAWING BOARD

The Silverstone Wing was designed by architect John Rhodes from design firm Populous, which has worked with the BRDC throughout the negotiations for a new F1 deal. Rhodes, below, explains what he set out to achieve

"I WANTED THE BUILDING TO REFLECT THE HISTORY of Silverstone, the old wartime airfield and the racing circuit itself, hence The Wing, which is drawn from both aeroplanes and racing cars. The architecture itself is very much driven by the idea of velocity; we wanted a strong concept, as you see in the roof, which I think reflects the speed of the circuit itself.

Silverstone has an ingrained history but it has evolved over time, so this is the next evolution which, we think, retains some of the character and history of the place.

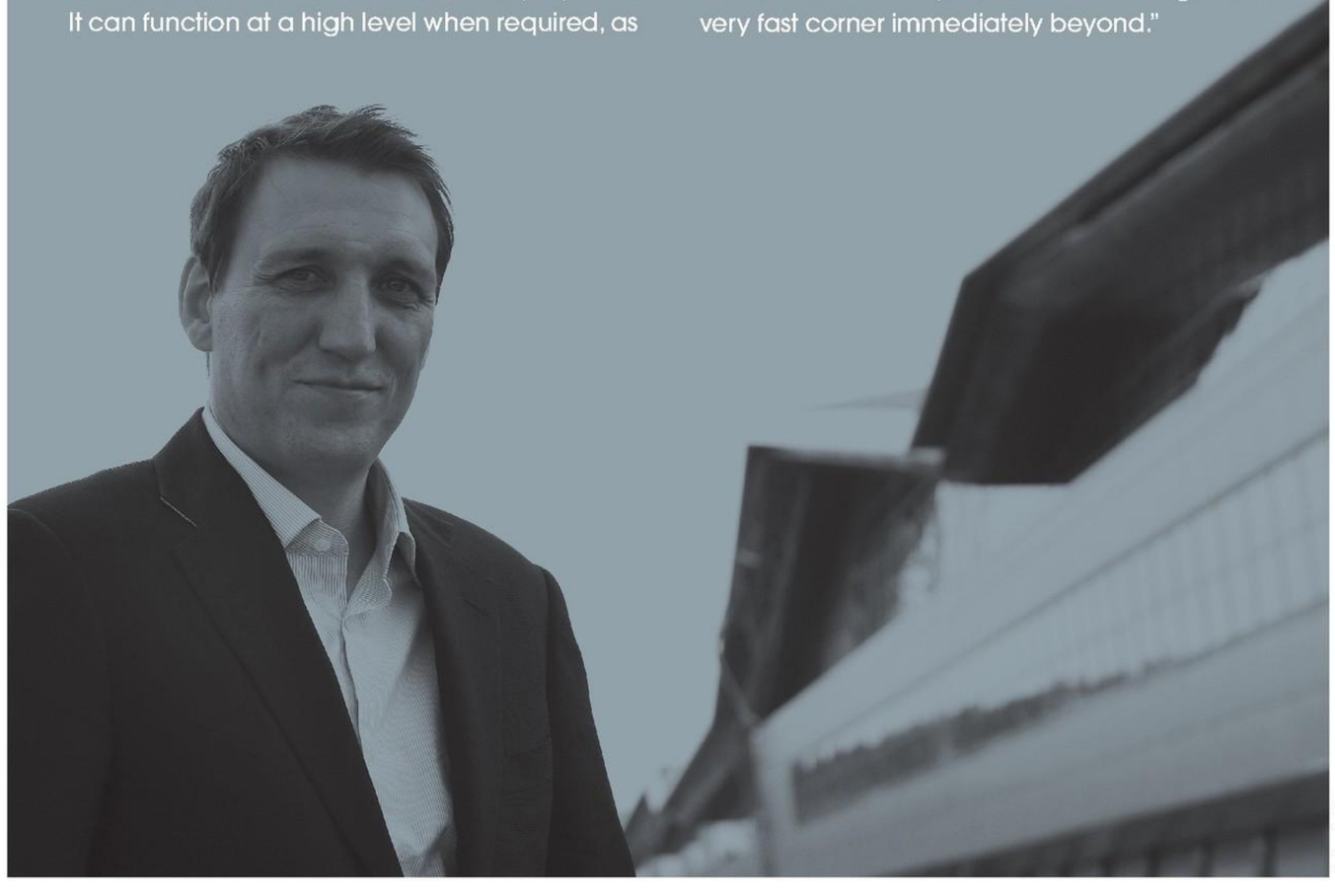
It was a tight budget, nothing on the scale of places like Abu Dhabi, so cost was a major factor of the brief from the BRDC who wanted a building that not only serves as a centrepiece for the Grand Prix but which can also pay its way throughout the year. So as well as the new pits, garages, media centre and race control there are three halls and an auditorium which provide spectacular spaces for corporate business, product launches and exhibitions.

We worked well as a team with the BRDC to produce the building they wanted. The project went smoothly and the builders, Buckingham Group, did well to get the job done in such a short time. We had to deliver the Formula 1 requirements, which are very technical, as well as the commercial spaces that will perform the day-to-day functions of the building. It is an economic construction, a building of its time, and one which serves a multitude of purposes. It can function at a high level when required, as for the big events, and also as a place where the BRDC can do business the rest of the year.

The building of The Wing was integral in the signing of the new agreement with Bernie Ecclestone, and the brief in turn was defined by the negotiations with him. So it was important to ensure that it delivered on F1's requirements. Much of the design was driven by the hospitality contract with Allsport, and there was an opportunity to re-brand Silverstone at the start of a new 17-year contract for the British GP.

The only way we could get the maximum from this building, and within a tight budget, was to work as a team with the BRDC, just as a racing team works together to produce results. The eyes of the world will be on us at the Grand Prix this year and it will be the ultimate test of the building and its facilities. There are always details that could have been improved had we had more money, but perfection is rarely achieved in architecture, and The Wing had to fulfil the demands of 21st-century F1 as well as the more mundane day-to-day activities which are so important to the future of the BRDC.

We have angled the new pitlane five degrees, so that it opens up to the crowd watching from the other side of the track, and the whole pit area gives the building a dynamic, a feeling of speed. I'm very pleased with the aspect and the perspective in this area, and I think it will be exciting for the crowd to see the cars going into and out of the new pits, as well as racing into a very fast corner immediately beyond."



Jakob Ebrey



Between Alaska and Tierra del Fuego, every minute counts.

The von Wangenheim "La Carrera Panamericana".

A fascinating homage to the toughest and fastest old timer rally in the world. A limited edition of 500 pieces. Chronograph in stainless steel with an automatic movement (Valjoux 7750) and a genuine carbon dial. Watchcase diameter: 43 mm. Presented in an attractive box with two watchstraps (stainless steel and black buffalo leather) and a DVD with exclusive racing scenes from the "Carrera Panamericana". Now available from www.von-Wangenheim.de

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A-Z of the British GP

It's where the World Championship began, and it's been on the F1 calendar ever since. Silverstone, Aintree, Brands Hatch – the fans have flocked to them all. We cherish 'our' race, and as our alphabetic guide shows, it has a character like no other

BY DAMIEN SMITH

A AINTREE

Horses for courses? Not necessarily. The home of the Grand National hosted five British GPs (plus 11 non-championship F1 races) in the 1950s and early '60s on a track weaving around and within the steeplechase course. Aintree owners the Topham family, inspired by Goodwood's equine/engine mix, formed the Aintree Automobile Racing company, then forged an alliance with the BARC and successfully lobbied the RAC to share the race with Silverstone. But spiralling costs and the rise of Brands Hatch spelt an end to British GPs in Liverpool. Snooty Jockey Club members bid good riddance. Most memorable moments: Moss and Fangio's 1955 formation finish in the Mercs, and Stirling scoring the first World Championship GP victory for a British car with Vanwall in '57, sharing with Tony Brooks.

And then there's… Airfield track Old WWII RAF base becomes post-war home of British motor racing. 'Busiest airport in the world' line regularly trotted out by commentators on British GP day. Anoraks (See also folding chairs). Abbey Corner, not the chicane. April showers How to turn the screw on poor old Silverstone? Schedule the race for April. And who suffered in the chaos of the 2000 race? The public, of course (see also quagmire, BRDC, Ecclestone and, er, anoraks).

B BRDC

The ultimate racing drivers' club, and owner of Silverstone. When it was founded by 'Bentley Boy' Dr Benjafield in 1928 (four years after *Motor Sport*), the BRDC had just 25 members. Today it still has only 850-odd – it's elitist by its very nature. Bernie Ecclestone appears to hate the club, judging by what he has said and done over the past 20-plus years. Does it date back to an EGM in 1988 during which a member told Bernie "We don't want your money"? Well, it didn't help. Neither did the opening of the swanky new clubhouse in 2000 – the year in which fans were up to their wheel arches in mud in the so-called car parks. But after years of taking a battering, the BRDC is finally shaking off its stuffy image. Under (outgoing) president Damon Hill, it has modernised without betraying its values. Becoming a member means something to young drivers once again, and they're proud to join – just as they should be.

And then there's… BBQs Sausage + bacon = staple diet. 'Nuff said. Bridge Corner Used to be ballsy. Then they neutered it. Now they've killed it (see also Abbey, Woodcote). By-pass The saviour of Silverstone? (see also traffic) Brown As in Jimmy. Much-missed original Silverstone track manager who became the circuit's chairman.



GP Library

CORNFIELD

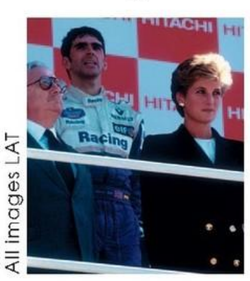
Step forward Jackie Stewart. There was still a working farm on the Silverstone infield in 1973 when JYS lost his Tyrrell at Stowe while challenging Ronnie Peterson for the lead. Only the airbox of his 006 was clearly visible as he reaped an unexpected harvest. Safety? Well, it did slow him down…

And then there's… Copse It used to be a great first corner. Now it's just a great corner. Cool box (See also anoraks, folding chairs…). Catch-fencing Wooden posts connected by wire mesh? Yeah, great idea. We'd prefer cornfields. Car parks These days, some of them even have a hard surface! Still make us shudder, though (see also traffic, quagmire…).

DAILY EXPRESS BRIDGE

Advertising works. For motor racing fans during the 1970s and '80s, the tabloid newspaper was intrinsically linked to Silverstone. At a circuit with so few landmarks, the bridge crossing the track before Woodcote was it. Here's an idea: revive the link by branding the bridge over the new Wellington Straight. But we guess the race's modern title sponsor, Santander, might protest…

And then there's… Donington Park Pre-war British GP venue. Post-war, a calamitous British GP red-herring. Held a great European GP though, in 1993. Druids The hairpin featured Brands Hatch's own landmark bridge, branded in Dunlop yellow. A bridge is still there, but Dunlop's gone. Boo! Diana, Princess of Wales The 'People's Princess' was a visitor to the podium in 1994 (please note: not as a driver).



All Images LAT

ECCLESTONE

The scourge of Silverstone – but bizarrely perhaps its greatest ally too after that vital 17-year deal. Raced at Silverstone in the 500cc support race in 1951. But sentiment isn't really his thing.

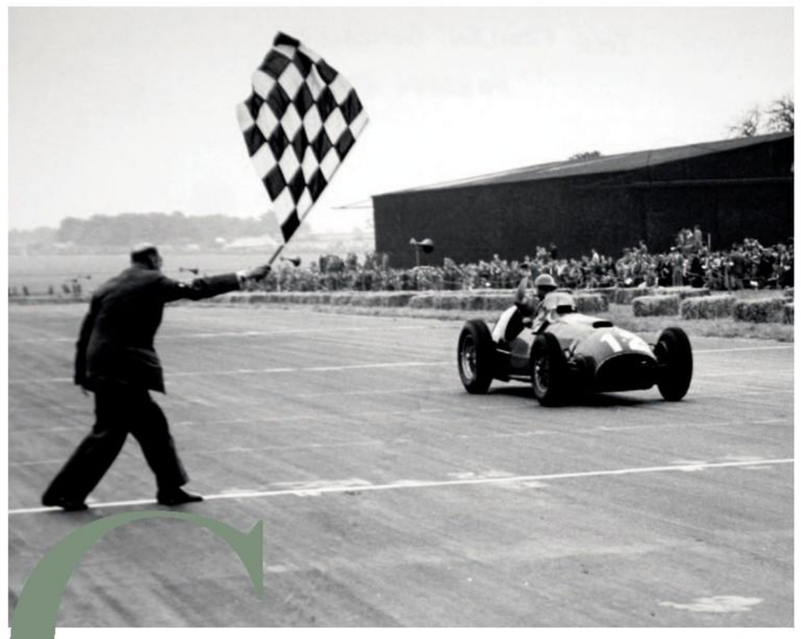
***And then there's… Enthusiasts** Better than the tifosi (see also, anoraks, folding chairs, cool boxes…), **Expensive** It is. But blame the bloke above.*



FOLD-UP CHAIRS

It's 6am. The gates are opening and the flood begins. The fans are in a race to get that prime spot right next to the fence. Weighed down by cool box in one hand, fold-up chair in the other, they quick-step waddle up the spectator banks to claim their plot. And then the wait begins. The biggest challenge? If it's raining, how to avoid pneumonia. Otherwise, finding the willpower not to empty that cool box before 11am. Forget grandstands. The fold-up chair fans are what make Silverstone so great. All-seater F1 'stadia'? No thanks.

***And then there's… Fosters** The fuel to survive Silverstone. Just drink it before it goes warm. As race title sponsors go, only trumped by JPS and Marlboro in retro-nostalgia stakes (yes, we know, booze 'n fags are bad. But we don't care. They're better than a bloody bank!).*



GONZALEZ

As in José Froilán. Picture the archetype of the Grand Prix hero… and you won't imagine 'The Pampus Bull' (BTW, the archetype is Carlos Reutemann, we reckon). But González was (and is) a true legend of Silverstone. He won the race twice, the first in 1951 marking Ferrari's maiden GP victory as an F1 constructor. On neither occasion, we believe, is it likely that he 'hit the gym' the morning after.

And then there's… Green Man If walls could talk at Silverstone's favourite watering hole… There's a Premier Inn next door these days. Gravel traps First catch-fencing, then these. There used to be acres of them. Now they've been replaced by, er, asphalt… Government grants At Silverstone? Let's not go there…

HANGAR STRAIGHT

Scene of Mansell's dummy and mad track-invading Irish priests. We often talk about great corners. This is a great straight – and it's about the only bit of the old Silverstone that's still left.

And then there's… Helicopters 'For one day a year, Silverstone has the busiest airspace in the world…' etc. Hares Often seen scampering about on said straight above. But we haven't spotted one for ages. Anyone else?



INVASIONS

No, not priests. We're talking about good-natured mass crowd invasions in the days when a solitary pole and a jump from the sleepers separated the fans from the track. We all did it during the lap of honour (remember them? See entry for L) and we all dutifully returned to our fold-up chairs once the moment had passed. Then 'Mansell Mania' ruined everything. Running onto the track while cars were still racing? Idiots.

And then there's… Ice-cream Not as good as Fosters, but still essential.

JINGOISM

It really started with James Hunt and the throwing-cans-on-the-track fury of Brands '76. Driver nationality never meant much to racing fans until then. But overwrought patriotism reached new heights (or depths, depending on your point of view) in the days of Mansell Mania. Introverted, modest Damon Hill somehow inspired similar fervour, but two-time British GP winner David Coulthard, Jenson Button and 2008 victor Lewis Hamilton have never whipped up the crowds in quite the same way. Must be a chemistry thing.



And then there's... Jordan The 'home' team, in every sense – based a 'stone's throw from the main gate' ™. John Player Special (See also Fosters).



KEKE'S LAP

Fag out, boost up, a few spits of rain – to hell with it. Rosberg's pole lap in 1985 has defined not only the man, but the track on which he made history: 2.9 miles in less than 66 seconds, at an average speed just over 160mph. And all with a slow puncture too. The old Silverstone was an awesome place – and Keke's quallie run is the stuff of folklore. He didn't win the race, of course. But no one cares about that.



And then there's... Kentagon Brands Hatch's own Green Man – and only a short stagger from the paddock!



LAFFITE'S BROKEN LEGS

Depending on your point of view, urbane Frenchman Jacques should have equalled Graham Hill's then-record of 176 GP starts at Brands '86, only to come to grief in a first-corner smash at Paddock Bend (future circuit boss Dr Jonathan Palmer famously jumping from his Zakspeed to come to his aid). The veteran's leg injuries spelt a sad end to a distinguished F1 career. And so to the debate: some 'statos' argue that failing to take a restart after a red flag should go down in the records as a DNS. But as Niki Lauda said after being told that he didn't officially start the '76 German GP, "Then what happened to my f••••••• ear!" Quite.



And then there's... Lap of honour *(See invasions) Winners and their cars used to be paraded on a flat-bed truck. In the '80s, Brands squeezed the top three into the boot of a converted Cortina or Capri. At Silverstone '87 Mansell rode pillion on a police motorcycle, stopping to kiss the ground in Papal fashion at the bit of track where he passed Piquet (yes, really). Laps of honour were brilliant. If Bernie cared about trackside fans he'd bring them back. But he doesn't. So he won't.*



MANSELL MANIA

(See Invasions, Lap of honour) A phenomenon that lasted from 1986 to 1993 (yes, he was out of F1 then, but he took it with him to the BTCC TOCA shoot-out at Donington). An era of F1 for the masses – and Mansell fed off it to great effect. In the wake of his maiden win in the '85 European GP at Brands, 'Our Nige' won the British in '86, '87, '91 and '92. He polarised opinion (and still does today), but we wouldn't have missed those years for the world.

And then there's... Marshals Britain's 'Orange Army' sets the standard. Mud (See quagmire, BRDC) There's less of it than there used to be (although we reserve the right to take that back if it rains on July 8-10).

NOISE

Across the flat expanses of Silverstone, you could tell what was coming: V8, V10, V12 (and in other eras, V16, H16, whispering turbine...). Earplugs were for children and fair-weather fans, said the hardcore. Today's 2.4-litre V8s don't sting the drums like the old V10s, but they still sound great (even if they are all the same). Let's enjoy it while it lasts...

And then there's... Nutter on the track 2003 British GP: Cornelius 'Neil' Horan, a defrocked priest wearing a kilt and tam o' shanter, runs on to Hangar Straight during the race. Idiot. 2009: he pops up doing a jig on Britain's Got Talent – and gets through to the next stage! More idiots.

OUT OF FUEL

Step forward Jack Brabham. Brands Hatch, 1970. 'Black Jack' splutters out of Clearways and Jochen Rindt scorches by – just as he had in Monaco. For years Jack blamed a mechanic called Ron Dennis – until Nick Goozée (later of Penske Cars) put his hand up: it was he, not Ron, who was responsible for not adjusting the fuel mixture and Jack had raced on 'full rich'. Can't imagine why he didn't own up at the time...

And then there's... Oil Drums Corner markers at '50s Silverstone. Fangio spoilt the lines of his Merc streamliner on them in '54. Original GP Well, in World Championship terms anyway.

PITLANE VICTORY

Who else could it be but Michael Schumacher? At the end of a chaotic wet race in 1998, Schuey was given a 10sec stop-go penalty for a safety car infringement. Ferrari called him in on the last lap, but as he approached his pit he crossed the line – and won the race! McLaren protested, but the stewards had made a mess of issuing the penalty and so Schuey kept the win. No one cheered. But perhaps it restored Ferrari karma for Brands '74 when a furious Niki Lauda was blocked in the pits by a crowd of hangers-on and a course car Capri.

And then there's... Pit walk *Bernie's scuppered this too (see lap of honour).* ***Paddock Club*** *Formula 1's version of the 'prawn sandwich brigade'. Roy Keane would not approve.*



QUEEN

As in HRH (not the band). As Princess Elizabeth, she attended the first World Championship GP at Silverstone in 1950 with her mum, dad and sister. Cue amusing family photo of the Windsors standing on a bit of scaffolding in a field.

And then there's... Qualifying *Stand at Maggotts to watch F1 cars being flung into the Becketts complex – then tell us it's not as good as it used to be.* ***Quagmire*** *(see mud, BRDC) The relative lack of this today is definitely better than it used to be.*

RED ARROWS

Every year they amaze us. But they were at their best at Brands Hatch in the 1980s – when air display rules were less constrictive. Through the valley, they really did fly below the height of the trees at the top of South Bank. It was terrifying – which is exactly why we loved it. Concorde fly-pasts were another highlight, and then of course there was the Harrier Jump Jet in the middle of Clearways in 1980. When it took off it created a hurricane and total chaos. Wonderful.

And then there's... Riot What nearly happened when the stewards tried to stop James Hunt taking the restart at Brands '76 (see also jingoism). RAC It was the club's blazer-brigade stewards who were responsible!



SLEEPERS

What to use to separate the spectator banks from one of the world's fastest race tracks. Yes, railway sleepers must have seemed like a good idea at the time. They're solid and won't move when smacked by a fragile racing car. Along with the *Daily Express* bridge, they were a signature of Silverstone.



And then there's... Silverstone Syd aka Syd Herbert. Drives Jaguar fire tender, never finishes the first lap. Once almost passed the editor in his sole race there... Supports GP2, GP3, Porsche Supercup, historics. Good, but we liked Formula Opel Euroseries, F3, BTCC, British GTs, Metros, Rovers, mad pros in XJR-15s...

TURBINE

Spectators in '71 will remember the surreal whistle of Reine Wisell's Lotus 56B. The experimental car, featuring a Pratt & Whitney turbine and four-wheel drive, had already appeared in non-championship races at Silverstone, Brands and Oulton Park. Dave Walker starred in the wet Dutch GP before spinning off, but Wisell lost power in the British GP and was not classified. Still, for the Silverstone faithful it had been an unforgettable cameo.



And then there's... Toilets Oh, the queues, the aroma. Traffic Oh, the bitterness, the resentment. To plagiarise Douglas Adams, 'The long, dark tea-time of the soul...'

U SELESS P.A. SYSTEMS

They'd talked for most of the morning, giving us the build-up. Now it was the commentators' big moment. Except we wouldn't hear them. Yes, we'd listen to them describe the start, but once the field had spread out we were on our own. The dismembered voice would return like an old friend, once the chequered flag had fallen. And at Brands when you could hear Brian Jones, he sounded like a booming Norman Collier most of the time, as…only wo… intermit…ly…loody rub…

And then there's… Umbrellas Better put it down once the race starts, no matter how wet it is – unless you want a mouthful from the bloke behind.



V ANWALL'S VICTORY

(See Aintree) On the wall in the *Motor Sport* office is a giant canvas photo of Tony Vandervell proudly holding aloft the British GP trophy at Aintree '57. He's flanked by the two grinning, panda-eyed faces of Tony Brooks and Stirling Moss, who'd shared the winning car that had just written a special bit of history. Stirling had won here before, but that had been in a silver German car. This was different. This was better.

And then there's… Villeneuve Father Gilles made his memorable GP debut in a McLaren in '77; his son Jacques stole team-mate Damon Hill's thunder by winning in '96. He did it again in '97.

W OODCOTE CHICANE

It was Jody Scheckter's fault. Thanks to the '73 pile-up he started, they stuck in the single-file chicane for '75. No more Ronnie four-wheel drifts. But at least it was still quick.

And then there's…
Webb *As in John. Ebullient entrepreneur who made Brands GPs so much fun. The best race promoter ever? We reckon so.* ***Woolmark*** *John Player, Shell Oils, Marlboro, Fosters. As race sponsors go, they all have a certain cachet. But Woolmark in '71? What were they thinking? Still better than a bank, though.*



X ER… X-RATED?

Well, there was that streaker at Silverstone. And it's certainly a good description of journalist Bob McKenzie's lap in 2005. The *Daily Express* man was daft enough to say on radio that he'd run a lap of the track naked if McLaren won a race in '04. Then Kimi Räikkönen obliged. Bob was a good sport. He completed his lap wearing only body paint and a sporran.

And then there's…
The best we've got is ***xenophobia*** *(see jingoism, Mansell Mania). And that's it.*



Y OUNGEST WINNER

That'll be Sebastian Vettel in 2009. It was his third GP win and he had just turned 22. Now, as a World Champion, he's favourite to win again.



And then there's… Yardley Sponsor of '73 bad-boy Scheckter's McLaren. Team-mate Peter Revson won the race. The American was the nephew of Charles Revson, boss of Revlon Cosmetics… which owned aftershave brand Yardley.



Z ERO

Damon Hill's car number when he won in '94. Also the number of times his dad Graham won his home race!



And then there's… Zzzs What we all get little of on GP weekend. When you get home, either sunburnt or soaked, there's nothing like your own bed on Sunday night…

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FOSTERING AN INTERNATIONAL NETWORK OF CLASSIC CAR FANS

Pebble Beach, Goodwood, Monaco – not just places on the map for classic car enthusiasts. Historic cars' roaring engines, chrome glinting in the sunlight, the smell of gasoline in the air – this is what draws thousands of visitors, passionate classic car drivers and Credit Suisse customers.

Many Credit Suisse clients and co-workers share a common, fascinating passion: They are enthralled with the history of automotive technology from its earliest origins to the present day, and are themselves classic car owners.

Therefore, it was only natural that Credit Suisse would create its own Classic Car Program – a forum that not only gives customers an opportunity to drive, but also to network and meet motorsport pioneers like Alain de Cadenet. The result is a growing community that is based on the fascination for classic cars but also on personal friendships that have long since gone beyond mere 'car talk.'

Alain de Cadenet says: "With its Classic Car Program, Credit Suisse offers classic car fans a unique opportunity for sharing their passion with other enthusiasts in the classic scene and experiencing some unforgettable moments with them."

PARTNERING WITH THE MOST FAMOUS CLASSIC CAR EVENTS WORLDWIDE

As part of its Classic Car Program, Credit Suisse supports three of the most famous international classic events, such as the Concours d'Elegance in Pebble Beach (August 21, 2011).

Every year on the third Sunday in August, the most famous event of its type in the world attracts more than 200 valuable collector cars to the grounds of the Pebble Beach Golf Course on the Monterey Peninsula. The invitation alone is a definite feather in the cap and a prize can seriously enhance a vehicle's value. Credit Suisse's guests can enjoy the Concours, and are also invited on the exclusive tour to Carmel along the famous Highway 1.

Yet another unmissable diary date for a classic car enthusiast is the Goodwood Revival weekend (September 16 – 18, 2011), which Credit Suisse has co-sponsored since 2009. This annual classic of the vintage car scene attracts over 100,000 motorsport and classic car enthusiasts – for the most part dressed in period costumes – to the Goodwood Motor Circuit in the South of England to marvel at the



heroes of the golden age of motorsport from the period 1948 to 1966 and to become a part of this extraordinary spectacle.

In addition to an exclusive hospitality lounge looking right onto the racing circuit, Credit Suisse will offer its guests guided tours through the paddock. Guests can look forward to being accompanied by famous drivers who will not just acquaint them with their vehicles, but will also entertain them with gripping episodes from their careers.

In addition, Credit Suisse will be marking the Goodwood Revival with the 'Motoring Bugle,' which visitors will find distributed in numerous locations throughout the event.

The Grand Prix de Monaco Historique, held every two years on the world-famous Formula 1 racing circuit, is yet another highlight in which Credit Suisse plays an important role: The Credit Suisse Drivers' Club has rapidly established itself as the place to be for drivers, old-timer aficionados and guests.

CREDIT SUISSE

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THE CREDIT SUISSE CLASSIC CAR PROGRAM

Owning a classic car and experiencing the fascination of automotive history is something special. But experiencing it up close and personal within an international network of classic car fans alongside the pioneers and idols of historic motorsport is a genuine highlight for any classic fan.

The Credit Suisse Classic Car Program creates a forum for this, and the ever expanding network of classic car enthusiasts throughout the world is testimony to a quite extraordinary fan club.

Since 2004, the Classic Car Program has been the author of its own success. In just a few short years, Credit Suisse has transformed customers and co-workers who share a fascinating passion into genuine fans. Their very own rallies, sponsorship of outstanding classic events, and its own collection of historic vehicles underline Credit Suisse's commitment to the classic car scene.

CLASSIC CAR COLLECTION OF ITS OWN

Credit Suisse's deep involvement with the international classic car scene is documented by its own vintage car collection. Three Porsche 356s and an Austin Healey Sprite MK 1 feature regularly in the Classic Car Program and are driven by Credit Suisse customers and employees at beautiful rallies.



EXCLUSIVE CLASSIC CAR RALLIES

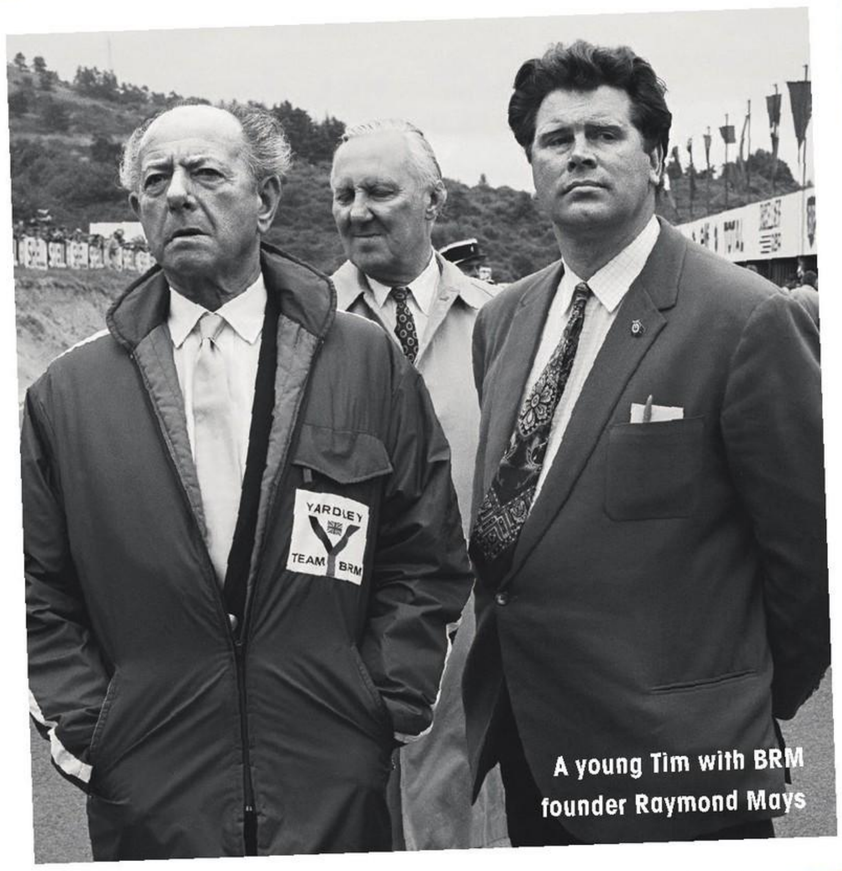
In addition to sponsoring international classic events at Goodwood, Monaco and Pebble Beach, Credit Suisse organizes two of its own classic car rallies every year, inviting around 30 international teams to special locations in each case.

Whether tricky mountain trials in the Swiss Alps, sun-soaked coastal roads on the French Riviera or narrow village lanes in the Italian provinces – there is something to cater to every taste. For example, in May 2011 the spring rally "Chiantigiana Classica" was staged in the stunning environs of Florence. The sun was shining on all three rally days and a most prestigious collection of classic cars was to be seen in Tuscany. The classic car owners enjoyed a great time, both on the road and at gorgeous venues. They witnessed many unforgettable moments and funny stories, making it easy for them to foster their personal network.

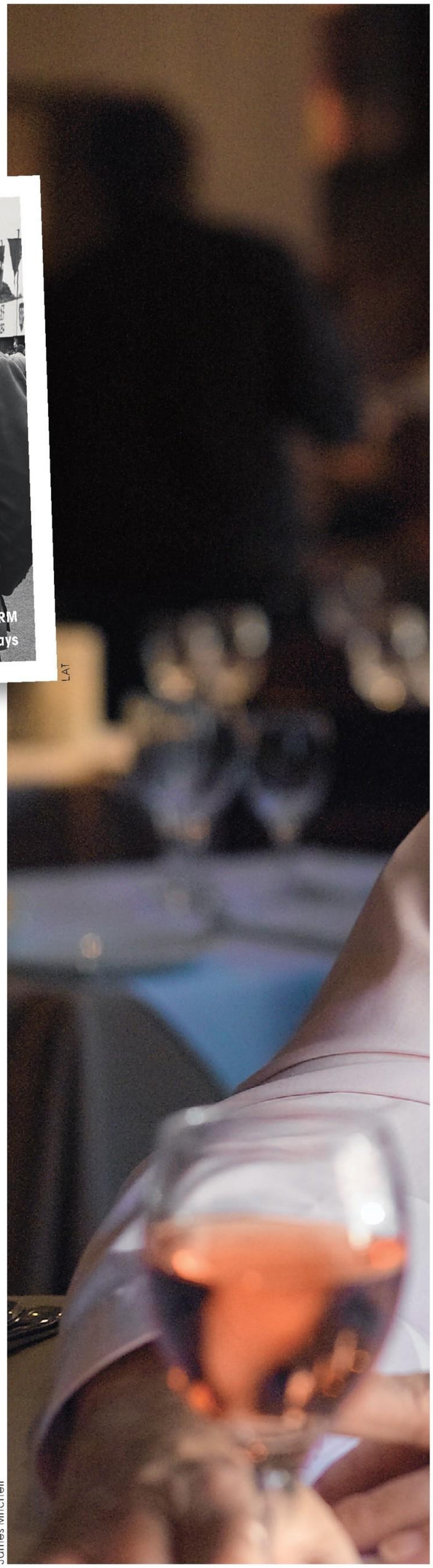


Further information on the Credit Suisse Classic Car Program can be found at: www.credit-suisse.com/classiccars





A young Tim with BRM founder Raymond Mays



LAT

James Mitchell

Lunch with...

TIM PARNELL

Like his father, Tim enjoyed his time as a racing driver before turning his talents to team management. He went on to take the helm at BRM in the days of Pedro, Jo and Niki

BY SIMON TAYLOR

Tim Parnell was born into motor racing. His father Reg Parnell made his way up from nothing into the 1930s racing scene at a time when Brooklands was proud of its slogan 'The right crowd, and no crowding'. Driving racing cars was something the social elite did at weekends, along with eating at the best restaurants and going to the right parties. But Reg was driving lorries at 14, and every penny he spent on his racing he had to earn himself. That he ended up driving for BRM, running his own single-seater Ferraris, heading up the works Aston Martin team and ultimately masterminding his own Formula 1 operation is a measure of the tough, no-nonsense determination of the man.

Tim is very much his father's son. His own racing career was abruptly halted by Reg's sudden death in 1964; but in any case his tall, burly frame did not make him an easy fit in the increasingly constricted cockpits of the day. Instead his down-to-earth approach, as well as his own experience as a racer, qualified him to take over his father's team. He went on to navigate the often politically choppy waters of BRM, where he was team manager for six years.

Reg's racing began at Donington, so it's appropriate that we go to the Bay Tree in Melbourne for Thai fishcakes, chicken Kiev and warm strawberries with mascarpone. It's just up the road from the circuit, and within easy reach of Tim's home in Ashby de la Zouch. His wife Liz Mansfield is a leading light in the equine world, president of the National Pony Society and 2010 Breeder of the Year.

Reg was brought up in a pub in Derby called the Royal Standard – it's still there, in Derwent Street – and when his elder brother Bill



bought an old lorry and operated out of the pub yard he called himself Standard Transport. Young Reg was driving the lorry, and the bus that followed it, long before he was of legal age. When they broke down, as they frequently did, he always believed he could mend them. Says Tim: "He used to live in his overalls for days. He never thought anything could beat him. He was a glutton for hard work and long hours, preferring that to going to school."

By the time Reg was 23 the business had grown enough for him to get his hands on a battered Bugatti of uncertain provenance, which he got from a Derby scrap-dealer for £25. It brought him little joy, so he switched to the ex-Hugh Hamilton K3 MG Magnette. He developed this into a 1400cc twin-cam single-seater which was quick but unreliable. Tim's earliest memory is of going to Brooklands with his parents, hiding under a blanket at the gate because they had no ticket for him.

Brooklands turned out to be Reg's undoing. During practice for the 1937 BRDC 500 he lost control on the banking, and the MG skidded down into Kay Petre's Austin Seven. The Austin turned over and Mrs Petre, a petite, pretty Canadian and a popular and successful racer, suffered severe head injuries. The race stewards reported the incident to the RAC, and after a tribunal Reg's competition licence was revoked for an unlimited period. Reg's brother Bill told him, "You'd better pack in this motor racing, because the Establishment will never accept you for what you are."

Reg was having none of that, and in 1938 he appealed for the return of his licence. It was refused. Eventually the now recovered Kay Petre made her own appeal to the RAC. "She interceded on his behalf," says Tim, "and helped him get his licence back for 1939. They became good friends." When Reg came second in his comeback race at Brooklands, driving the Wally Hassan-built, Bugatti-powered BHW, the first person to congratulate him was Kay.

Reg's most ambitious project at this stage was to build his own Grand Prix car, which he called the Challenger. "He designed a chassis with independent front and de Dion rear, fitted a supercharged ERA power unit, and rallied round a lot of Derby engineers to help out. You'd be amazed how many parts for that car got machined during the night shift at Rolls-Royce." But the Challenger only ran at one Prescott Hillclimb before World War II stopped everything in September 1939.

Reg wanted to join the RAF, but his burgeoning transport business meant he was in a protected occupation. Racing cars were totally redundant now, but wherever Reg could find one going cheap he bought it and salted it away. By the end of the war he had an incredible stockpile of over 30 cars, many of which he'd bought in bits or in a poor state – Maseratis, Delages, four ERAs, a Grand Prix Sunbeam, the ex-Reusch/Seaman Grand Prix Alfa Romeo 8C. After the war they were gradually sold off to fund the purchase of more modern machinery. By now Reg had a garage business in Derby, Highfield Motors. He diversified into farming too, specialising in pedigree pigs.

Reg always aimed high. He flew to Italy to talk Alfa Romeo into selling him a 158 Grand Prix car. That was one deal that didn't get done, although it's said he took one for a trial blast on public roads north of Milan. He also pursued, unsuccessfully, one of the Mercedes-Benz W154s which had spent the war in Switzerland. But he did end up buying a brand-new 4CLT Maserati from the factory. It's not clear what ruse Reg used to get around the currency regulations of the day to import this very expensive machine into the UK.

He was now consistently one of Britain's front-running racers. In 1950, for the first-ever round of the newly constituted World Championship at Silverstone, Alfa Romeo hired him to drive one of its all-conquering Type 159s alongside Fangio, Farina and Fagioli. Tim recalls: "Luigi Fagioli turned out to be something of a pianist, and after Friday practice we all gathered around the piano in the Grand Hotel in Northampton and had a good old sing-song. The King and Queen came to the race, and all the drivers had to line up to be presented." In the race Reg did exactly what was asked of him, finishing a smooth third behind Farina and Fagioli.

The same year John Wyer signed him to drive for Aston Martin at Le Mans, and then he joined BRM to develop, and race, the recalcitrant V16. At Goodwood in September, in pouring rain, he gave BRM its first two victories. In 1951 Tony Vandervell hired him to drive the Thin Wall Special Ferrari, and he scored a sensational win over the Alfas of Fangio and Farina in the flooded, foreshortened Silverstone International Trophy. Nine days later he won at Goodwood in the same car, breaking the outright lap record. Back in the BRM for the British GP, he scored the V16's only championship points by finishing fifth, almost asphyxiated and with his legs badly burned from the exhausts.



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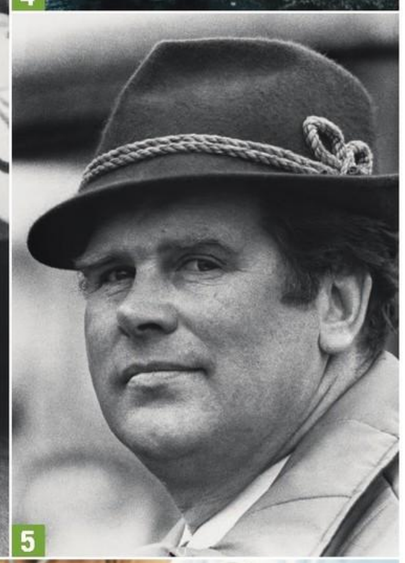
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Grand Prix Photo

[1] Tim gets advice from father Reg before taking F2 Cooper to victory in 1958 USAF Trophy at Silverstone. [2] Pedro Rodríguez was fourth for BRM at 1970 Canadian GP; Tim is standing at front of P153. [3] Jean-Pierre Beltoise scored famous BRM win at a wet Monte Carlo in '72. [4] When Tony Rudd quit the team in '69, Sir Alfred Owen asked Tim to take over. [5] Through all his racing years, Tim also oversaw the family farm – started by Reg. [6] Tim says there was nothing to separate Chris Irwin, here in H16 at Monza '67, and Piers Courage.

Reg was a works Aston driver for seven seasons, driving DB2, DB3, DB3S and Lagonda V12 variants in major British sports car races and classics like Le Mans, Sebring, the Mille Miglia and the Dundrod TT. At Le Mans in 1953 he crashed, and in a typically downbeat remark told Aston Martin's owner, the tycoon David Brown, that he'd lost concentration because he was "thinking of me pigs". Keen to make amends, he asked Wyer if he could take the team's spare DB3S to the Isle of Man for the British Empire Trophy race the following Thursday. On Monday morning he set off from the team's hotel at La Chartre, with works mechanic Rex Woodgate squeezed into the passenger seat, and drove the DB3S through France to the Channel ferry and up to Derby. After food and forty winks they drove on to Liverpool, took the ferry to the Isle of Man, and arrived just in time for practice. He took pole, ahead of Stirling Moss's C-type Jaguar and Hans Reusch's Ferrari, and went on to win the race outright. Two months later he won the Goodwood Tourist Trophy with Eric Thompson.

"He was well into his forties by now," says Tim, "but he was still very competitive against the team hot-shoes like Moss, Collins and Salvadori. I particularly remember a three-hour international at Oulton Park in 1955. Pete, Salvo and my father were in DB3Ss, and Mike Hawthorn was on pole in a works 3-litre Ferrari. Reg beat Mike by half a minute to win it." He drove Rob Walker's Connaught – having the only accident that ever injured him post-war, when he broke his collarbone at Crystal Palace after smiting the sleepers – and he also campaigned his own single-seater Ferraris, a 500 and then a 3.4-litre Super Squalo. In that he scored three victories in the 1957 Tasman Series, including the New Zealand GP at Ardmore. Then he hung up his helmet to become Aston's team manager.

"The drivers were always relaxed with him because he'd been one of them. And the mechanics loved him. When they were up against it late at night before a race, he'd whip his jacket off, roll up his sleeves and get stuck in with them. But he was hopeless with paperwork, so they had to hire him a good secretary." This was the redoubtable Gillian Harris.

In 1959, with victories at Le Mans, the Tourist Trophy and the Nürburgring 1000Kms, Aston Martin vanquished Ferrari to win the World Sports Car Championship. Then, deciding the DBR4 F1 car was already outdated, David Brown withdrew from racing altogether. Reg quickly found a new job running the Yeoman Credit team of F1 Coopers, taking Gill Harris with him (until she moved to Australia to marry racer Bib Stillwell). As drivers, he signed John Surtees and Roy Salvadori.

For some time young Tim had been chafing at the bit to go racing himself. "My father didn't want me to do it, of course. Year by year he'd lost a lot of his friends, so he knew the dangers first-hand. I was working on the farm by now – I'd done a bit at the garage, but he wanted to get me away from cars – and he certainly wasn't going to help me. But Alan Smith, his mechanic, was keen to help out, and put his own car on hire purchase to help me raise some funds. We went up to Blackpool to look at a Bobtail Cooper sports-racer. I tried it up and down the front and it seemed all right, so we bought it.

"I raced the Bobtail in 1957, had a few seconds and thirds, and when my father saw I was getting on quite well he encouraged me to get an F2 Cooper." In this Tim had his share of success on British circuits, including winning a 40-lap F2 race at Mallory Park and the USAF Trophy at Silverstone ahead of Chris Bristow – "a super guy and a hell of a driver, but a bit wild". His first foray abroad was to the Clermont-Ferrand F2 race. "It was the first meeting at the Auvergne circuit – a fabulous track winding through the hills, but highly dangerous. Bruce Halford lost a wheel in practice, it went bounding over the edge and down the mountain. He asked me to help him find it. I'd never realised there was such a sheer drop on that corner, and I went bloody carefully there after that. But we never found the wheel." Maurice Trintignant won the race in Rob Walker's Cooper; Tim was ninth.

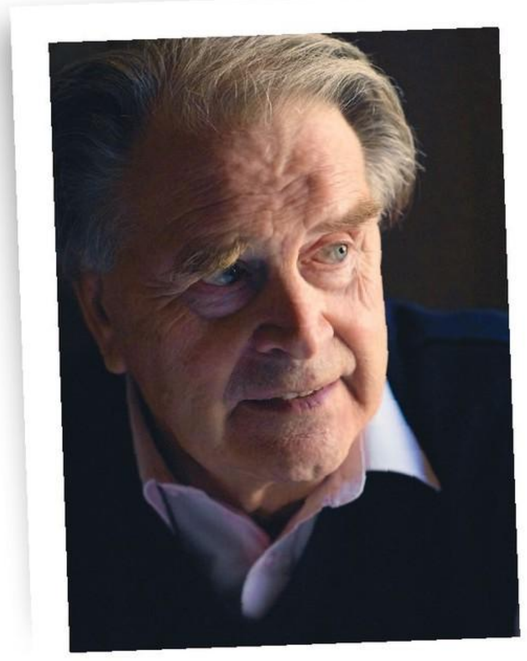
After a couple of F2 seasons Tim switched to Formula Junior, racing a Lotus 18 around Europe. "All the drivers would stay in the same hotel, have bunfights in the dining room, play complex practical jokes on each other. Reims was wonderful, sitting in the pavement cafés after practice, drinking champagne. The Junior race there in 1960 was a real slipstreamer. Mike McKee and I were wheel-to-wheel pretty much all the way. He beat me to the line by 0.2sec, but I got the Junior lap record. After the prize-giving we all went to Brigitte's Bar, and things got a bit jolly. In the end Brigitte called the *gendarmes*.

"They arrested me and David Piper and put us in the police van, and when they tried to drive off there was a huge clattering. Somebody had wired the back bumper to a tree. There was more uproar, more lads were shovelled into the van, it drove off again and one of the wheels fell off, because someone had undone the wheelnuts. More police arrived, and they shut us up in the jail. One of the mechanics, Stan Elsworth, got a posse together and they all went to the police station and demanded we were let out. When we got back to England we took the champagne we'd won to Friern Barnet, where Keith Duckworth had built our engines in the back yard of the Railway Tavern. We took him to the greasy spoon next door for bacon and egg, with champagne out of paper cups.

"I ran a 1500cc Lotus 18 in F1 in 1961, and for 1962 I bought a Lotus 18/21 off Rob Walker. We went to Monza and Syracuse, and that little circuit round the houses in Naples. Gerry Ashmore had a four-cylinder Lotus like me, and André Pilette was involved as well. We took the cars around in an old converted Green Line bus, and called ourselves the Three Musketeers. During '62 I hired out the Lotus for a few races to the motorcyclist Gary Hocking. He took it to Africa and won the Rhodesian GP." »»»

Hocking, born in Wales but brought up in Rhodesia, was double motorcycle World Champion in 1961. Having won the '62 Senior TT, he was deeply upset by the death on the Isle of Man of his friend Tom Phillis, and decided it would be safer to switch to four wheels.

"Gary was absolutely fearless. On the track, off the track, nothing seemed to bother him. My father said to Rob Walker, 'You want to sign up this lad, he's brilliant. I can't, because I'm running Surtees and the two of them don't get on. But he'll make it to the top, no question.'" So Walker signed Hocking to drive his Lotus 24 V8 in the South African series, and he was fourth in the Rand GP behind Clark, Trevor Taylor and Surtees. Then, practising for the Natal GP at Westmead, he crashed fatally.



"I fired Innes Ireland, but we soon made it up"

In 1962 Reg ran what was effectively the works Lola F1 team under the Bowmaker banner, again with Surtees and Salvadori as drivers. When Bowmaker pulled its sponsorship at the end of that season the team became Reg Parnell Racing, running Lolas for Chris Amon and Mike Hailwood. Tim, still racing on his own account, had graduated to a Lotus 24 with BRM V8 power, and finished sixth in the Austrian GP on the old Zeltweg airfield.

"Then it all came to a terrible halt. Just before Christmas 1963 my father was stricken with dreadful internal pains. The doctor came, and said, 'Christmas in hospital isn't too bright, Reg, so we'll get you in afterwards and have a bloody good look at you.' They operated on him after Christmas, but he got peritonitis, then a blood clot went to his heart, and he died on January 7." Reg was 52.

"My dad was all set up for the new season with Amon and Hailwood, two new Lotus 25s ordered from Colin Chapman, contracts in place with Dunlop and BP and Champion and Ferodo. They all said to me, 'What are you going to do now?' I thought about it, and said, 'I'd like to have a go, see how it pans out.' Wally Hassan of Coventry Climax was going to supply the engines – including an experimental unit for Amon with some new tweaks. That would have been something, because Chris was a brilliant driver, and in a Lotus 25 with a really strong Climax V8 he'd maybe have given Jimmy Clark a run for his money. But after Reg died Leonard Lee, the boss of Coventry Climax, decided I had enough on my plate and blocked the deal. In the end we managed to get BRM V8s, some on loan from BRM and some second-hand ones from the Scirocco team, which had gone bust.

"So I was pitchforked into running an F1 team. We were based in Hounslow, total staff of five to run a two-car outfit. How many people does it take to run a two-car F1 team these days? Our mechanics were brilliant lads, you couldn't have had better: Stan Collier, who'd been with Tony Robinson at BRP, and Bruce Mackintosh, who's with the FIA now. Amon and Hailwood were the Ditton Road Flyers, living in that famous flat in Surbiton. The police got onto me and said, 'Look here, Mr Parnell, we're having a lot of trouble with your chaps in Ditton Road, parties going on day and night, the neighbours are getting no sleep. Can't you do something?' I said, 'I'll have a word with them, but I doubt it'll do any good.' When I tackled Mike he said, 'I don't know what the police are complaining about. They come in every night for a drink.' Then Peter Revson started driving my old Lotus-BRM 24, so he moved into Ditton Road as well. What a gang.

"That year Chris was fifth at Zandvoort, and Mike was sixth at Monaco. And we did a lot of non-championship F1 races, as you could then – Enna to Oulton Park, Syracuse to Snetterton. There were still only five of us plus the drivers, and we worked hard. At Enna Mike spun off into the lake, and scrambled out quick because he'd heard about the snakes that lived in it. Colin Chapman – who was always good to us – lent us a spare Lotus-Climax so we could run two cars in Austria the next week."

In 1965 the team carried on with the Lotus 25s, still with BRM engines. "Sir Alfred Owen never forgot that my father was the first man to win a race in a BRM. Tony Rudd had Graham Hill and Jackie Stewart in the works cars, but he was keen to sign young drivers and give them F1 experience. So in return for our engines we ran Richard Attwood, who finished in the points for us at Monza and in Mexico. Our other car was driven by Innes Ireland, who was pretty relaxed about everything. In Mexico he didn't even turn up for practice. Bob Bondurant was hanging around, so I put him in the car. Innes finally appeared, laughing and joking about getting lost on his way to the circuit, and it really got my rat up. So I fired him, and Bondurant stayed in the car for the race. But Innes was one of the old school, a Duncan Hamilton type if you like, never one to stick to the rules. We soon made it up, and a few weeks later he was driving for me again in the South African series.

"When BRM did the Tasman Series with Hill and Stewart, Tony Rudd asked me to fly out to run things. I got to know Graham very well on these trips, and to me he was a great, great man, the best ambassador our sport has ever had. At parties he'd be standing on the table, doing a striptease and singing a boating song, but at the track he expected perfection. He knew what he wanted, down to the last shock absorber setting, and he made sure he got it. He was a hard man, and the mechanics respected him for it.

"I admire Jackie Stewart for being one of our great drivers, and you've got to give him credit for all the work he did to make motor racing safer. But he could be a bloody awkward bloke. He and Graham had a few arguments, about engines and such, and I'd have to go in and sort it out. In 1967 for the Lady Wigram Trophy at Christchurch Stewart and I had a big row about tyres. BRM were on Goodyears then, but he decided the Firestones were better and went to [Firestone racing manager] Bob Martin and tried to arrange a switch. I pointed out that we had a Goodyear contract, so he insisted I phone Tony Rudd – it was the middle of the night in England – and get him to agree. I got Tony out of bed, but he said only Sir Alfred could make that decision. I wasn't going to wake him up in the small hours, so I stayed up until it was a polite time to call. He said if I agreed to it, it was OK with him. So Stewart ran on Firestones." But Jim Clark led from start to finish, while ironically a marker tyre clipped by Clark's wheel hit the BRM and broke an oil line, putting Stewart out.

For the new 3-litre F1 in 1966 Tim plugged on with the old Lotus 25s, now running 2-litre BRM V8s. "We ran Mike Spence, a lovely fellow, and a superb test driver. He'd do a few laps, come in and tell you precisely what was wrong and what needed doing. You'd do what he asked and he'd respond at once with a lap time. In the Parnell sports car that Les Redmond designed for us he won the last-ever international race at Goodwood in the 1966 Easter Monday meeting. For '67 he joined the BRM works team. Then, when Clark was killed in April '68, Colin asked BRM if he could have him back for Indianapolis to drive the Lotus turbine. A month to the day after Jimmy's death, he went into the wall. The right front wheel hit his helmet and killed him. Up to then he'd done the second-fastest Indy lap ever, and he'd never seen the place before. Mike is another of the real unsung heroes.

"In 1966 John Frankenheimer arrived in F1 with his crew to make the Hollywood movie *Grand Prix*. Most of the film cars were disguised



Chez Parnell, motor racing and equine memorabilia are displayed together



F3s from Jim Russell, but we'd turn up with our F1s two or three days early for each Grand Prix so they could get the shots they wanted. Spence'd go round with a tape recorder in the car, to get the right engine sounds and gear-changes for each circuit. When they were filming pit sequences Frankenheimer would say, 'Does this look right to you, Tim?' and I'd say, 'You want a few more mechanics in shot.' I had a great relationship with him, and Jim Garner was wonderful. Not a bad driver, either. We'd put him in one of our cars and off he'd go. Yves Montand was a bit moody, but that lovely girl, Eva Marie Saint, we all got on with her. Françoise Hardy, too.

"At Monza the Italian organisers asked us to put Giancarlo Baghetti in one of our Lotuses. It was painted white and blue for that race because it was meant to be Jim Garner's, I mean Pete Aron's, in the film. But during practice Eugenio Dragoni, the Ferrari team manager, came over and said, 'Enzo Ferrari would like a word with you.' I walked over to where the Old Man was sitting and was introduced. He said, 'I remember *il grande* Parnell, when he drove Vandervell's Ferrari, and when he won in New Zealand for us. Take our spare 246 for Baghetti. We will provide the mechanics, but it will be entered by Reg Parnell Racing.' The film people went crazy, because they'd lost their white and blue car. So overnight we repainted Spence's car to suit the script, and he finished fifth. Baghetti was 10th."

In 1967 Reg Parnell Racing became effectively the BRM B-team, running a third P261 with 2.1-litre V8 for Bourne protégés Piers Courage and Chris Irwin. "Piers was a wonderful driver, and very, very serious about his racing. I'm sure he'd have been World Champion if he'd lived. We swapped Piers and Chris around to give them both experience, and to be honest there was nothing between them. At the French GP at the Le Mans Bugatti circuit, Stewart and Spence were in the works H16s, we had Chris in the little P261. After first practice Jackie told Tony Rudd the H16 was rubbish on that circuit, and insisted on taking over our car. So Chris drove the H16, did a great job, and was running fifth late in the race when the engine let go. After that he more or less stayed with the H16 for the rest of the season, finished seventh at the 'Ring, and put it on the fourth row in Canada alongside Stewart's H16. It was terrible what happened to Chris [his near-fatal accident at the Nürburgring in a Ford F3L sports car in '68]. It destroyed him, his whole life fell to pieces.

"We continued with Piers in 1968, while Pedro Rodríguez and Attwood drove the works cars. Then in 1969 the great John Surtees joined BRM, and he didn't half cause some bloody trouble. You can't blame him: he wanted to win, and he kept insisting on all these things, and I think Tony Rudd had had enough by this time. He'd been 17 years with BRM, he was a really first-class engineer, but in August he said to Sir Alfred, 'I've had this offer from Colin Chapman, and I'm going to take it.' It was a big blow for BRM. Then Sir Alfred said to me, 'Would you like to take over running the team?'

"He was marvellous to me, was Sir Alfred. He set the budgets and strategy for the team. I've never known anyone with such a work schedule: chairman of 85 companies, chairman of various charities, and on Sunday he'd be in a Methodist chapel, preaching to the congregation. So he never came to Sunday races, only Saturday Grands Prix and Bank Holiday events. But in 1969 he had a heart attack, and that was when Louis Stanley got more involved. He was married to Sir Alfred's sister Jean, and he'd always been in the background, bloody interfering. He gave himself such airs. In America he used to call himself Lord Stanley, and of course the Americans swallowed that. He lived in a suite in the Dorchester, paid for by Rubery Owen. What a waste of money. He'd summon us to meetings: once there were 14 of us from Rubery Owen and BRM, marketing people and all sorts, for lunch in a private dining room. It was all because Mrs Stanley had decided it might be a good idea if the BRM badge was changed to a mouse wearing a crash helmet, and we were all summoned to discuss it.

"But I always got on well with Jean, and when I had a problem with Big Lou she could usually calm things down between us. I told him he could do what he liked at the factory »»

with the organisation, but at the track I had to take all the decisions, and if he didn't like that I was gone. I had to move to Bourne to do the job: luckily I had a good farm manager to keep things going at home.

"As a businessman Stanley was hopeless, but he was good at impressing prospective sponsors. He brought Yardley into F1, and then he got Marlboro – although that was really down to Jo Siffert, who introduced them to BRM. Once they were on board, Stanley seemed to go out of his way to upset them. But he did set up the Grand Prix Medical Unit, and gave tremendous help to injured drivers, getting them the best medical treatment. He was very good at that."

With the departure of Rudd the talented Tony Southgate joined BRM and designed the P153. Rodríguez returned to lead the team, scoring a glorious victory at Spa, and for 1971 Jo Siffert was signed, with Howden Ganley as number three. "Tony Southgate was absolutely brilliant, although in the end Big Lou upset him, of course. That's why he left and went to Shadow.

"Pedro and Jo were an incredible pair, always very competitive with each other. They were sports car team-mates at Porsche too, and they had the same rivalry there. That's how they worked. Pedro was an extraordinary man, he had real mystique. We used to get more fan mail for Pedro than any other driver. But he kept to himself, was never really close to the others. When I asked him why, he said, 'I don't want these people to know how I think, how I really am.' As for Jo, he gave his all in a car. He was so determined and brave on the track. But when he got out of the car he changed completely, his hardness would melt, he'd be friendly and relaxed. If you push me to say who was the better driver, I suppose I'd have to say Pedro. But they were both very good, both real racers.

"That July Pedro was meant to be driving our Can-Am car in a race in Germany, but it wasn't ready. So he drove a privateer Ferrari, a tyre failed, and he was killed. Three months later Jo died at Brands Hatch. A bracket locating a top radius arm broke, the car turned over and caught fire, and he was trapped. I had to identify him, and there wasn't a mark on him. His only injury was a broken ankle. He'd suffocated in the fire from lack of oxygen. Two dreadful, crushing tragedies.

"For 1972 Jean-Pierre Beltoise joined us, and had that brilliant win in the rain at Monaco. We'd just got Marlboro on board, and they were thrilled to bits, because even then Monaco was televised worldwide. Jean-Pierre had a weak arm, the legacy of a crash he had early in his career, and because that race was wet it was easier for him to cope. After he finished second in the Silverstone International Trophy, just behind Emerson Fittipaldi's Lotus, he said, 'Tim, if I had two good arms I would have won today.'

"Stanley was always doing deals with different drivers. In 1972 alone we ran Beltoise, Ganley, Peter Gethin – who'd won that slipstreamer at Monza for us in '71 – plus Reine Wisell, Helmut Marko, Brian Redman, Jackie Oliver again, even Bill Brack and Alex Soler-Roig. We often had four cars in a race. In '73 the young Niki Lauda joined us. He only scored two points all season, but he was incredibly dedicated. He'd test all day long, and somehow you knew he was going to make it. Clay Regazzoni was with us that year, too. A real tough guy, but very likeable. Terrible what happened to him in 1980, paralysed after his Long Beach accident. But he just got on with his life.

> "Pedro had real mystique. We used to get more fan mail for him than any other driver"

"Roger Williamson had been doing great things in F3 and F2, run by Tom Wheatcroft. So I suggested we give Roger a run at Silverstone. Tom said, 'I don't want no contracts signed or nothing', and I said, 'No, it's just a test.' Well, Roger went faster in that P160 than a BRM had ever been round Silverstone. At once Stanley jumped in with both feet and tried to get him to sign a contract, and there was a big falling-out with Tom. It was a few days later that Roger was killed at Zandvoort in the Wheatcroft March. A Dutchman gave me photos he'd taken which showed the front tyre exploding, knocking out the front suspension, and the car going upside down. I showed them to Max Mosley at March, and to Goodyear, so they knew what went on.



Tim managed a succession of drivers at BRM in the early '70s, including Howden Ganley (centre) and Peter Gethin

LAT

"By 1974 I'd had enough of BRM. Sir Alfred was very ill, and his sons decided the Owen family could no longer back the team. Louis Stanley was becoming more and more difficult: he was going to fire Mike Pilbeam, the designer, Peter Windsor-Smith the engine man and several other people. I thought to myself, this is going down the bloody drain, this is. It's time to retire.

"So I went back to the farm. Also I managed Mallory Park and Oulton Park for John Webb until he sold up. Then Tom Wheatcroft asked me to manage Donington. I stuck that for a year but, of all the people I worked with, Tom was the most difficult chap of all, always getting into litigation with everybody." Tim went on to be very involved in Silverstone as a director, and then vice-president, of the BRDC.

Looking back, Tim sees his 10 hard seasons in F1 management as a time when Grand Prix racing went through dramatic change. "In the old days you hung around after the race to get your start money off the organisers. I remember at Silverstone queuing outside a Nissen hut with Franco Gozzi: Ferrari and BRM kept waiting in line in the rain to be paid. Then Bernie Ecclestone came along and changed all that. He told us what he thought he could do, and we all said, 'If you can get us that, Bernie, we'll go along with it.' At first Ferrari wanted to do their own deals, until Bernie showed he could get them more than they were getting themselves.

"I used to go into my local in Derby on a Monday evening and they'd say, 'Where were you last weekend, Tim? Belgium, eh? How did you go on?' Now I go into the same pub and they're all bloody experts, telling me about KERS and Drag Reduction Systems, arguing about what happened on lap 37. That's what Bernie's done. He's taken motor racing into everyone's home. He's changed F1 for ever." Ⓜ



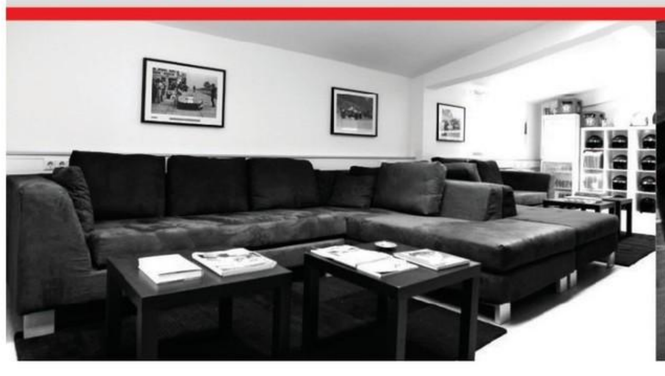
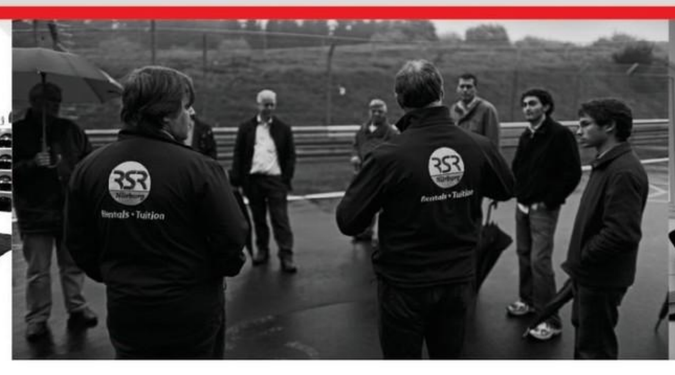
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Toivonen watches work on his Lancia Delta S4 at Corsica '86. Above right: the corner where he and co-driver Sergio Cresto lost their lives

LAT





A CORNER OF CORSICA THAT IS FOREVER FINNISH

It's 25 years since rallying star Henri Toivonen and co-driver Sergio Cresto perished at an innocuous-looking turn on the Mediterranean isle. Today, fans and competitors still stop to pay their respects

BY ANTHONY PEACOCK

The cheerful yellow townhouses that pack the centre of Corte – or Corti as it's known in local dialect, often the only language visible given the propensity of patriotic Corsicans to paint out the names in French on the road signs – seem to take on a more sombre hue these days, as if somehow marked by the events that took place just a few kilometres down the road from them.

On May 2 1986, just over 25 years ago, Henri Toivonen, his co-driver Sergio Cresto and Group B rally cars died in a spot that holds a strange beauty: an innocuous left-hand corner just before a wooded valley, whose peace these days – interrupted only by the occasional distant church bell from the neighbouring village – is in stark contrast to the fiery violence of the accident that claimed the two young men's lives at the height of their powers.

The corner is very different now, of course. Twenty-five years ago the asphalt was rough and rutted, a surface not dissimilar to a farm track compared to the proper road that it is now. In the 1980s there wasn't much traffic between Corte and the tiny settlement of Castirla on the D18, and that's still the case now, with the majority of sporadic passing vehicles being beaten-up 4x4s and vans, »»»

servicing the local goat farms that form some of the biggest business in inland northern Corsica and produce the island's famous Brocciu cheese, often eaten as a dessert drizzled with local honey. Bees, goats and boars are about the only creatures that can be successfully exploited in the remote hillsides of the area, but Corsica's untrammelled isolation is exactly what has made it an icon of rallying over the years.

The event was always nicknamed 'The Rally of 10,000 corners' but somebody once bothered to count them and in its heyday the true figure was much closer to 20,000. Many of those corners were over sheer drops that plummeted vertiginously down towards the Mediterranean. The quietly shocking thing about this left-hander, just seven kilometres out of Corte, is that there's nothing special about it. At first glance, you would say that it was one of the easier ones. Markku Alén, who was Toivonen's Lancia team-mate at the time and arrived at the crash scene two minutes after his compatriot went off, confirms the initial impression: "The corner was nothing special; really nothing. There were hundreds of corners like that one and hundreds that were much worse. I still don't know what happened to this day: was he too fast, was it something technical, was it something else? I think it will always be a mystery…"

The actual profile of the corner has changed a lot, though: these days it's a mild sweep to the left, with a modern low stone wall describing the arc of the road on the outside and an incongruously banal metal sign informing people that it's forbidden to dump rubbish in the lay-by just before it. Hop behind the new stone wall and you'll see the profile of the road as it used to be: a much sharper and narrower corner that is almost 90 degrees, with a gradual drop to the valley bellow. Scuff the overgrown wasteland with your foot and occasionally you'll see patches of the old asphalt, speckled black and grey from where it was patched up over the years before much-needed funding arrived at some point in the mid-90s to re-make the road completely.

Look down into the valley now and there's not much to see there either. The drop is not particularly steep but at the bottom the area is heavily wooded with a few patches of unsightly litter on the way down (despite the sign). The atmosphere is one of bucolic calm and there's no sign these days of the scorched earth that for years afterwards apparently marked the place where the Lancia Delta S4 burned down to its spaceframe. There is a patch of trees in the middle that seem to look younger and greener than their neighbours, but it's hard to know to what extent your imagination is playing tricks on you. It was 25 years ago, after all. Many of the drivers currently at the top of the World Rally Championship hadn't even been born.

Take a short walk 10 metres or so down the road and you realise just how much time has passed. On the left past the corner, almost hidden underneath a rocky outcrop, is a stone memorial. It's as faded now as Lancia's glory: a lasting reminder of that ferocious Group B era when mortality was as much a part of rallying as Martini.

The memorial, the size and shape of a conventional gravestone, is crumbling to the extent that you can fit four fingers between the slabs of granite that form the front and the back; in the middle is something that probably used to be concrete but now feels more like chalk. In the hollow, visitors have crammed small gifts and tributes, a bit like they do at Jim Morrison's grave at the Père Lachaise cemetery in Paris. The analogy is not a random one because Toivonen brought a rock star mentality to rallying, with his endearingly gung-ho attitude hidden behind oversized aviator sunglasses and an unruly mop of hair. Like Morrison, Kurt Cobain and countless others who pushed the envelope of life and creativity, Toivonen too was struck down in his prime: three months before his 30th birthday.

The first thing that your fingers come into contact with in the crack behind the stone is cloth: an old Ford World Rally Team T-shirt, which appropriately enough bears similar Martini logos to the blue and white Delta S4 – registered TO 73074E – in which Toivonen and Cresto died.

Wedged behind the stone is a rally cap from the Tour de Corse a few years ago, and there are scraps of paper jammed into the smaller cracks,





Andre Lavadinho





Toivonen was on a mission in the S4 in Corsica. Left: the memorial to Toivonen and Cresto is adorned with rally memorabilia



carrying tributes and messages like votive offerings. We've no idea what they say as it feels wrong to open them and intrude upon private thoughts. It was cool for motor sport heroes to smoke back then, so somebody has left Henri an ancient packet of red Marlboros: the choice of champions throughout the 1970s and '80s. At the bottom of the memorial there are souvenir stickers from rallies all over the world, but what strikes you is not their number – they have quite a short shelf life on an exposed Corsican hillside after all – but their eclecticism. A sticker from Rally Finland last year, one of the most famous events in the sport, sits right next to a more recent sticker from a small one-day club rally in Italy. It gives an indication of Toivonen's universal appeal: a bit like that which Ayrton Senna achieved in Formula 1.

Henri's younger brother, Harri, knows why. "He was a small man in size but such a big man, if you see what I mean," he says. "Henri always had time for everybody, he was the complete opposite of a snob. What people maybe don't know about him is what a loving brother he was. I'm four years younger and he was always looking out for his little brother, as he had done all his life. I know that it's been 25 years, but the strange thing for me is that it really doesn't feel like 25 years have passed. He was my brother and my best friend and I think about him probably every day."

> "I still don't know what happened to this day; I think it will always be a mystery..."

The design of the memorial is as touching and simple as Harri's words, with two helmets engraved on the stone, their owners' names, and the fateful date of May 2 1986. There is still a framed photograph but the sunlight has blanched it to blank celluloid, as nebulous as the circumstances surrounding the accident.

Sitting on top of the stone is the most poignant tribute of all: a tattered Finnish flag, blue tendrils flapping in the wind, a defiant reminder that there is a corner of Corsica that will be forever Jyväskylä, the hometown of the Toivonen family and also Rally Finland.

"Everyone loved Henri because he had such a straightforward personality; I think it all goes back to our mother and father and our life at home," says Harri, who returned to the wheel of a rally car after 23 years to drive the course car in Italy's Tuscan Rewind rally in May, held to commemorate Henri, Sergio and Attilio Bettega (who also died in an accident in Corsica the year before ›››

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Henri's crash). "We had a very happy childhood and our parents made us the people that we are. In all our life together me and Henri only ever had one big fight, which is remarkable."

Henri's father, of course, was Pauli Toivonen: reluctant winner of the controversial 1966 Monte Carlo Rally (when the dominant Minis were disqualified for a trumped-up headlamp infringement) as well as the 1968 European Rally Championship, to which he added many other successes in racing and rally cars.

Such was the family's mutual trust that Henri asked Harri to prepare his ice notes for the Monte Carlo Rally, which he won in 1986. After what had happened 20 years earlier, Pauli said with relief when Henri crossed the finish ramp first, fair and square, that the "name of Toivonen had finally been cleared".

But this was to be the only high point in a year marked by tragedy. Having subsequently retired with an engine failure on Rally Sweden, skipped Safari, and with no points from Portugal following the abandonment of the rally after an accident that killed three spectators, Henri was on a mission in Corsica.

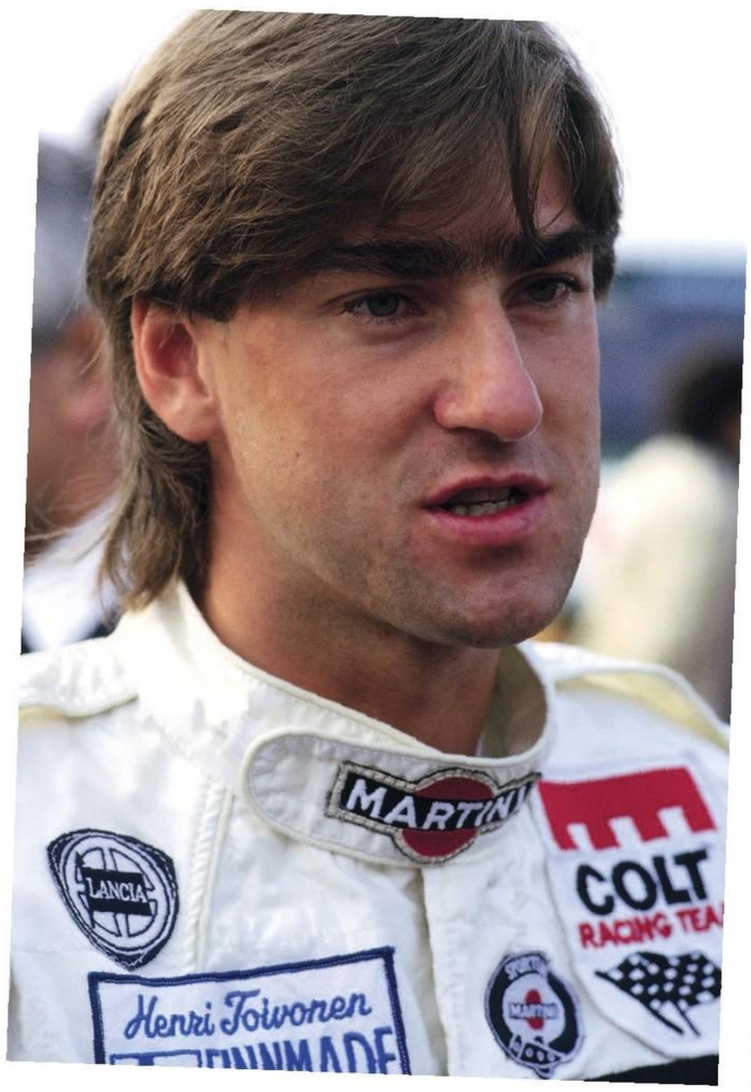
A lot has been said about him feeling unwell, but ill or not he was on stellar form to take the lead on the opening day. Out of all the stages held up to SS18 on day two where Toivonen crashed, Corte-Taverna, the Finn had won 12 of them. With three Lancias in the top five, the cars from Turin were heading for a dominant result.

The Delta S4 was not the easiest car to drive, with a vicious wall of power produced by the novel combination of supercharging and turbocharging a 1.8-litre engine until it officially put out 480 horsepower (the reality was almost certainly much higher). Get it right, though, and you had 0-60mph at your disposal in a fraction over two seconds: comparable to an F1 car.

Toivonen gave the car its debut victory on the 1985 RAC Rally and followed it up with another in Monte Carlo. As he hustled the unwieldy S4 through the opening kilometres of SS18, he knew he could win in Corsica…

The first seven kilometres of the Corte-Taverna stage are unremarkable. The road turns left out of the town and then climbs very slightly for the first kilometre or so, but most of it is level. It feels right to make this journey in a Delta, although the civilised thrum and leather trimmings of the latest turbodiesel model could not pose a greater contrast to the induction whoosh and throat-clearing roar that characterised the progress of its S4 predecessor. Only the bright white and blue shield of the Lancia badge in the centre of the steering wheel, moving rhythmically from left to right as it flows from hairpin bend to hairpin bend, provides any point in common to what Toivonen might have experienced on the final drive of his life. After a short straight, with a good line of sight, there is that left-hander, clearly visible. Then nothing.

"The thing I'll never forget is the sheer anger I felt that we did not have the helicopter to be able to go and help them, as we'd had in the past," says Ninni Russo, Lancia team manager at the time. "But that year, President Balestre at the FIA had decided that we weren't allowed to fly over the cars to provide assistance, because he thought this would give the factory cars too much of an advantage over the privateers. As if a private car could have challenged for the top six anyway! I was furious: I wanted to find Balestre straight after the accident to shout at him about his stupid decision. Everyone sensibly stopped me from doing that; in the end it was [sporting director] Cesare Fiorio who went to meet him at the Campo dell'Oro hotel in Ajaccio that evening. From that conversation, the Group A concept was born which replaced Group B in 1987."



McKlein

"As long as people keep remembering him, it means Henri will never really die"

It's hard to know if the Lancia helicopter would have been able to help Toivonen and Cresto, but Russo's raw frustration stems from the fact that he wasn't even able to try.

Alén was the second person on the scene, having started the stage behind the Peugeot 205 T16 of Bruno Saby (which would go on to win the rally). An hour or so earlier, Alén had left the Lancia motorhome parked in Corte where he and Toivonen had both grabbed some sleep, a commodity that was generally lacking in world rallying throughout the '80s.

"I said to Henri before we went out, 'You've got three minutes in your pocket, there's no need to push now,'" recounts Markku. "But Henri was always pushing. It's just how he was. On that day, there was nothing different about him."

As soon as Alén saw the black oil smoke, even before he got to the corner, he knew that there was little to be done. He stopped straight away, just as he had done the day before when his Peugeot rival Timo Salonen went off, luckily without consequence.

Alén's co-driver Ilka Kivimäki tried to scramble down the valley to where the car had landed but was beaten back by the gradient and the heat. Alén – who would go on to become World Champion for just 11 days later that year, before the results from the Sanremo Rally were scrubbed – says he actually remembers very little about the immeasurable time that he was wandering helplessly by the side of the road: the human mind's natural defence mechanism against traumatic events. "It was terrible, I recall just feeling that," he remembers. "We had maybe 70 kilograms of fuel on board and magnesium wheels: there was no chance. All the cars were like bombs back then. We'll never know what happened to Henri and Sergio and even if we did it doesn't change anything. We all lost two friends as well as an amazing driver that day."

Russo, too, was one of the last people to see Toivonen and Cresto alive. "I find it hard to put into words," he says. "But most of all I remember them both being happy and serene at the start of the stage. And this is how I want to remember them, with that last image I have."

It's the image that the photo on the memorial until recently depicted: Henri smiling at the camera after one of his many successes, Sergio relaxed and at ease. The snapshot may be fading, but the memories endure. That corner on the D18 has become an established place of pilgrimage, but one person who has not been so far is Harri Toivonen.

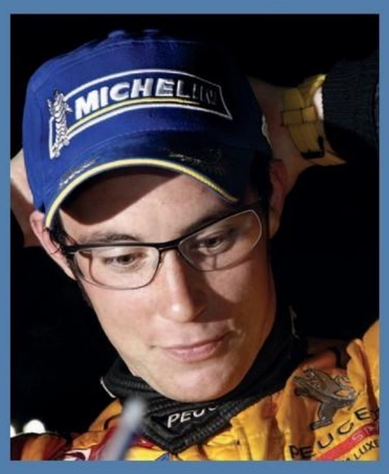
"I have not felt ready yet, but I want to go and I will do," says Harri. "As long as people keep remembering him, it means that Henri will never really die." »»»

INSIGHT

NEUVILLE'S ISLAND GETAWAY

Rising star wins revitalised rally, while crews take time to honour Toivonen

This year's Tour de Corse, 25 years after Toivonen's death, was significant in more ways than one. Not only did its inclusion in the Intercontinental Rally Challenge mark its return to the international calendar for the first time since its fall from the World Rally Championship roster in 2008, it also confirmed the emergence of a bright new star, the event winner Thierry Neuville.



In Corsica, the 22-year-old Belgian (above) more than lived up to the hype with a stunning maiden triumph, courtesy of fastest times on eight of the 14 stages in his Peugeot 207. Just as had been the case in the old days the rally took in stages that covered the whole island, making it a true 'Tour of Corsica' rather than the 'Tour of Ajaccio' it has been in recent years, with stages clustered around the capital due to the WRC's central service park format.

One of this year's stages, Taverna-Ponte di Castirla, ran extremely close to the place where Toivonen crashed (in fact it was part of the second half of the Corte-Taverna stage, run the opposite way to how it was in 1986). Exiting the stage, the road section took competitors past the memorial. During the recce, many drivers stopped to pay their own respects to Henri.

Corsica's return was a huge success but there was one moment of concern: the 1981 World Champion Ari Vatanen required surgery on a neck injury suffered when the course-opening car he was sharing with son Max crashed down an embankment. The Finn will make a full recovery but the accident was a stark reminder of Corsica's many perils. M



Andre Lavadinho

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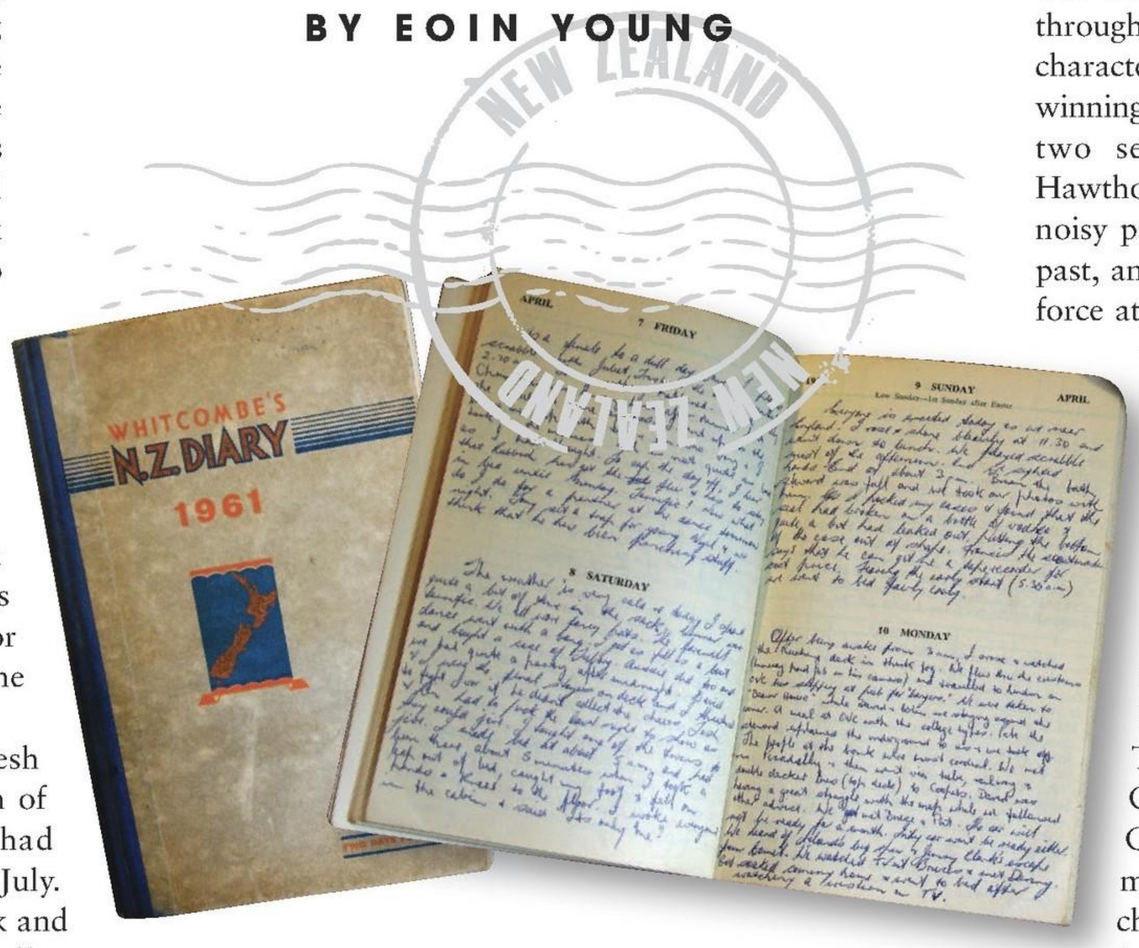
A career reaches take-off

We pick up where we left off last month as a budding Kiwi journalist tours the tracks of Europe – then ends his year with a risky flight home

BY EOIN YOUNG

I began writing reports on the 1961 Formula Junior races for *Motoring News* in Britain as a rookie writer just arrived from New Zealand. When I reached London I headed for the editorial office and was commissioned to cover the FJ races Denny Hulme was driving in. It was the start of a career that would see me help Bruce McLaren start his fledging team as his first employee, and in 1967 take on a weekly diary page in *Autocar* that ran for 31 years.

My huge advantage back then was that I wasn't just a struggling freelance journalist; I was meeting all the drivers who would become great names, as a mate of Denny. He introduced me to my hero Denis Jenkinson at Rouen and I asked if he would take my report back to *Motoring News*. I thought no more about it until someone at the London office expressed amazement that Jenks had taken it because he had a stand-off with the paper and would never go out of his way to help. There was also a measure of surprise that he'd even *spoken* to me because in those days he was a loner and not renowned for encouraging conversation with the lower orders of scribblers.



The Italian race I had fitted fresh ratios for – and suffered the wrath of Mr Hulme who'd imagined I had mechanical skills – was Monza in July. But when we arrived in the paddock and unloaded the car, Denny went off to register and soon came back at a run. We were at the wrong race. We were supposed to be at Reims for the FJ race on the Grand Prix weekend, which meant an overnight drive. By 8pm we were at 6500ft crossing the Simplon Pass. I was driving while Denny slept, and I was aware that the road was climbing more steeply and becoming narrower than I'd imagined it might be on my first visit to Switzerland, but I didn't risk waking Denny until the trailer mudguards were brushing both verges.

My problem was how to explain that a) we were lost, b) there was no place to turn, and c) I couldn't back a trailer. Denny could, and did… for two miles! Again it all went quiet. Denny was renowned for not suffering fools and it must have seemed he'd been saddled with one.

We crossed into France before dawn running low on fuel. Denny found a small petrol station that had opened and scrabbled around in a shoebox of mixed coinage, gathering sufficient francs for enough fuel to get us to Reims by 8.15am. Being late arrivals we were stuck with a cheap room in the Hotel Cecyl. It was five pounds for the five-day race weekend. Denny qualified third behind Trevor Taylor's Lotus and Alan Rees. The Ferraris commanded the Grand Prix grid, 1961 being their season of dominance in the first summer of the 1.5-litre formula. After dinner, Denny took me to the famous Brigitte's Bar where we found Jack Brabham, Bruce McLaren, Trevor Taylor and John Whitmore, and the first commotion was when John Cooper climbed in through the window. He was a great character in those days, still flush from winning the world title in the previous two seasons. Drivers like Mike Hawthorn and Peter Collins had been noisy patrons of Brigitte's Bar in the past, and if the police didn't arrive in force at some point in the evening, it was regarded as a quiet night. Cooper announced that he was painting his cars red. When asked why, he said it was because they were the only ones going fast…

The next morning we went to the swimming pool, to find Stirling Moss, Jack Brabham, Bruce McLaren, Jim Clark, Trevor Taylor, Innes Ireland, Colin Chapman and John Cooper taking the sun. I told my diary that night: 'Moss was chatty and telling us a few tales that would never get into print.'

That afternoon we were in the Cooper pit watching Phil Hill taking pole in his Ferrari, then going out again to provide a tow for fellow Californian Dan Gurney in his Porsche. Imagine that happening today…

On race morning Denny and I were leaving our room when a driver in Dunlop blue overalls came out of the room next door, nodding to us as he locked up. I asked Denny who it was. "Dunno," he said. "Never seen him ›››

Clockwise from above: Formula Juniors leave the grid at Reims '61 – Denny Hulme finished sixth in his Cooper while Trevor Taylor won for Lotus; racer/pilot Gavin Youl was second at Goodwood in the MRD, which became the first Brabham; John Cooper and Eoin Young watch the action from the pits

LAT & Terry Marshall

Clockwise from top left: would you fly this plane to Australia? The Cessna 180 awaits its crew at Luton; refuelling en route; erstwhile owner Jack Brabham attempts a dubious landing at Brands Hatch in 1960; Hulme works on David Young's FJ Cooper as he looks on from the cockpit; (l-r) Hulme, Angus Hyslop, mechanic Bill Hanna and Eoin relax after the FJ race at Messina; Jack Brabham gives Gavin Youl route instructions before the long flight Down Under

Terry Marshall

before." That afternoon the driver Denny didn't know drove his way into the record books when he won his first World Championship Grand Prix, in a Ferrari. It was Giancarlo Baghetti.

After 10 days back in England we were on the road again, this time to Messina in Sicily. Forty hours later we were in Rimini for the night, then on to Pescara where Denny took me for a lap of the 16-mile circuit, a combination of mountain sections and a six-mile straight along the coast. Denny had won the FJ race there in 1960.

In those pre-transporter days there were always terrifying tales of the trips, which made towing to the race sound more dangerous than the race itself. On the ferry from Reggio Calabria was an American named Peterson, who'd put his car, trailer and new Cooper-DKW over a bank when he went to sleep. David Piper's mechanic was towing his Lotus when the lashing ropes broke; the mechanic backtracked 10 miles to find the slightly damaged Lotus in a ditch. Bob Anderson towed his FJ Lotus on a trailer behind his van which had two beds bolted to the floor, an unwitting ancestor of the motorhome. Bill McGowan, racing a Lola for the Fitzwilliam team, drove between races in the AC-Bristol he had raced the previous season. The Fitzwilliam mechanics carried their cars in a converted bus with a top speed of 38mph, its advantage being that the mechanics not driving could sunbathe on the roof.

Colin Davis, son of Sammy Davis, the Bentley racer and *Autocar* stalwart, led away, but he was out with a broken con rod on lap nine, leaving Bob Anderson (Lotus 20) leading Kiwi Angus Hyslop's similar car. Then Anderson's engine blew, letting Angus into the lead with Denny second, and they finished that way. The Italians weren't sure what to make of the result – most of them wanted to know where New Zealand was…

Denny's next Continental race was at Karlskoga in Sweden with a race at Denmark's Roskilde Ring the following weekend. *Motoring News* agreed to pay for my air ticket to cover both events, so for the first time I was a 'professional' journalist. We flew in a Comet and I peered hopefully at the map in the airline magazine hoping to find Karlskoga, which I imagined to be on the outskirts of Stockholm. It was the first time I'd been in a serious passenger jet and I was as intrigued as any first-time flier.

I discovered that in fact Karlskoga was a three-hour drive from Stockholm, so I hired a Saab 95 thinking the paper would be eager for a test on the new model. It cost £20 for the five-day hire, and was another new experience because it was left-hand drive. John Love and Tony Maggs finished an easy 1-2 in their Tyrrell Coopers and Denny was fourth.

The Roskilde race was another 1-2 win for 'Tyrrell Twins' Love and Maggs, then Kiwis Hyslop and Hulme.

I was due to fly back to London but was hijacked by John Whitmore who'd been racing his hot Mini in Denmark, and was driving it to the Nürburgring to share Christabel Carlisle's more standard 850cc Mini in the 500km race for touring and grand touring cars.

That trip in the fastest private racing Mini was nearly as exciting as learning the 'Ring itself, all 14.2 miles of mountain challenge: 172 corners, 84 right and 88 left. Back in those days Minis on the Continent were a bit of a novelty. A joke car if you had a Mercedes.

> "John cruised in the Mini at 85mph, which included tight corners and blind brows"

We were ready to leave Roskilde around 7am and I was less than encouraged to watch John buckle into his full race harness while I didn't have any form of restraint. He cruised at 85mph, which included tight corners and blind brows, reaching the ferry port at Gedser at 8.15am having averaged over 70mph.

I had never been driven so fast for so long. The Danes and Germans weren't ready to be passed by such a tiny car. A Mercedes driver on the *autobahn* took particular exception and John finally let him by at about 95mph, then latched on to his bumper, slipstreaming up to 100mph. It must have looked like a Brockbank cartoon. The Mercedes driver slowed, but blocked every attempt by the Mini to pass, so John dived into a service station flat out, flew straight through an empty lane of pumps and out in front of the German, who was still looking in his mirrors to see where we'd gone!

Christabel remembers us arriving in a handbrake spin to celebrate the non-stop marathon. I don't remember that. I was probably relieved just to be safe and stopped, whichever way we were facing!

This was an ideal intro to the Nürburgring, the world's most daunting track, which would close for Grand Prix racing in 1976 because it was too dangerous. As though it hadn't been too dangerous for the previous 40 years…

We were three-up in Christabel's Mini while John pointed out all the corners. Clip the grass on this apex, take this one late, this one flat, turn into this one before you get to it. There was one important tree to line up with on the horizon as you approached the Karussel, the steeply banked corner that you actually dropped into if you were doing it properly.

It was hard work for Christabel, trying to absorb the complexities of the long mountain circuit, then being quizzed by John as to which corners were coming up. Then John put his helmet on and went off for a fast lap while Christabel and I drove around to see how much of the track we could remember. We found we knew a lot of the corners, but of course the ones we'd forgotten could have meant we never made it to the next corner. The following day Christabel concentrated on learning in her car, which they would race, and I did a few laps in John's Mini, following as back-up, ready to pick up any pieces.

Andrew Hedges arrived with his racing Sprite, and called by our hotel in Adenau. As he was leaving, John filled a wastepaper bucket with water and tipped it over him from our second-floor window. Christabel thought this a hoot, and the next day, when she spotted Andrew, filled the water jug in her room, went out on the balcony and flung it over him. Unfortunately she had reckoned without the laws of physics relating to the mass of water in movement, and the jug emptied over the landlady! Christabel did what any red-blooded public schoolgirl would do in the circumstances. Screamed and locked herself in her room!

When official practice started, John got down to 12min 34.6sec in Christabel's car, having done 12min 31sec with me as passenger in his own highly tweaked Mini.

In 2011 I have a confession to make concerning my Nürburgring laps in Whitmore's racer. On one lap, for reasons now unclear, I *stopped* in the Karussel, got out and climbed the bank to take a photo of the parked car. Even now, I shudder to think what would've happened if someone testing a works Porsche had dropped into the blind, banked corner at speed…

Christabel: "By now I was dreaming of the circuit. I knew precisely where I should make my turn into a corner, the exact spot that marked its apex and where I should be on exit. I could 'think' my way around the 14-odd miles.

"Race day dawned. John drove first. He was used to Le Mans-type starts and manoeuvred into a good position. Tension mounted each time he was due to drive past the pits. Eight laps and all seemed fine. I was due to take over on the next lap, but he never appeared. A pin had come loose in the gearbox; he limped on using low gears but ran out of fuel."

Back in London life went on more or less as usual for colonials away from home. We lived in a two-bedroom first-floor flat in Vereker Road… all 14 of us! Seven girls and seven boys, all Kiwis. There was no naughty nonsense. I think we all secretly hated each other. ➤➤➤

DIARY OF A SEASON: PART 2

Tasmanian racing driver Gavin Youl arrived one evening and asked if anyone wanted to go home for Christmas. Gavin had raced what would be the first Brabham, then a Formula Junior called an MRD (Motor Racing Developments), but it was pointed out by Jabby Crombac that in French 'MRD' became *merde* so there was a quick name-switch to Brabham. I put my hand up. I wanted to go home but was bereft of funds. I asked how much it would cost. Gavin said £25. It seemed like the ransom for a minor prince so I queried how he'd arrived at that figure. "Five nights in hotels at a fiver a night." That was when I asked the mode of travel. "I'm delivering Jack Brabham's Cessna to a farmer in Tasmania." It never occurred to me to ask what a Cessna was…

Gavin said he would drive me to Luton and show me this mysterious Cessna vehicle. I didn't want to ask further questions to unmask my ignorance. Then we were in a big hangar looking at aeroplanes. So a Cessna was a flying machine, which explained the possibility of getting down the world in five days. I was looking hopefully at some of the larger aircraft when he drew my attention to a plane with one engine and a four-seater cockpit that seemed smaller than the Zephyr we'd driven up in.

Folk wonder why I wasn't terrified at the prospect. It was just that I'd never been in a plane smaller than the Comet. I didn't know what was risky. We'd come to Britain in the SS Ruahine earlier in the year, taking five weeks for the voyage through Panama. Going home would take a month less a day… by air… but the actual flying time was 98 hours to cover 13,000 miles at an average speed of 151mph, using 950 gallons of Shell fuel.

There were three of us. Gavin as pilot, his Aussie mate Roger Tregaskis who couldn't fly but would sit in the co-pilot seat and steer if required, and me in the back with the maps, the five-man life raft and 40 pounds of emergency rations. To eliminate Customs difficulties we were given the honorary ranks of co-pilot and navigator. Gavin planned to follow every other light plane aviator to Australia over as much land as possible, keeping sea crossings to a minimum. The Timor Sea between Indonesia and Darwin was our biggest worry.

We comforted ourselves in the fact that, as a high-wing tail-dragger, the Cessna could be landed on the ocean without tipping. What we hadn't worked out was that the life raft was so big we'd have to open the door to get it out, and thus sink the plane. And if we'd inflated it in the cabin it would have killed us!

Brabham had been one of the first modern drivers to fly his own plane and for 1961 he'd graduated from the single-engined Cessna 180 to a Cessna 310 twin. I'd assumed he had bought the 180 new for 1960 and it wasn't until I went to Sydney for his 80th birthday that I asked him about it. He laughed and said, "No, I couldn't afford a new one. I think it was one of the first 180s built around 1954! I bought it from Lance Reventlow." It wasn't until after we delivered the plane to its eager new owner that we discovered it had been refused a Certificate of Airworthiness because there was so much corrosion in the fuselage that the wings were about to fall off!

It was only recently that I realised I had never wondered about the Cessna's engine. It was a 7.7-litre 225bhp four-cylinder Continental. Mercifully it never missed a beat all of that month at the end of a momentous 1961. Ⓜ



John Whitmore (71) in his highly tweaked Mini at Snetterton in 1961. Above (l-r): Nürburgring cohorts Christabel Carlisle and Whitmore

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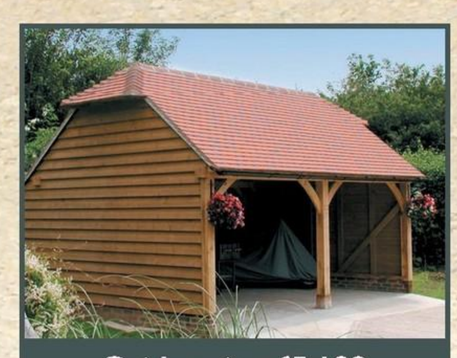
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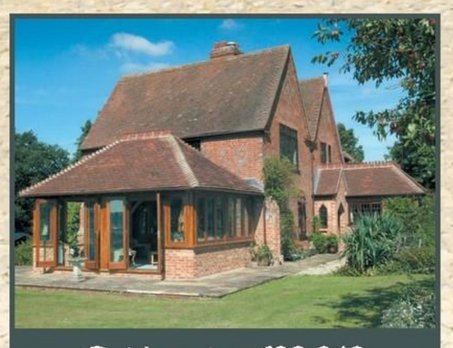
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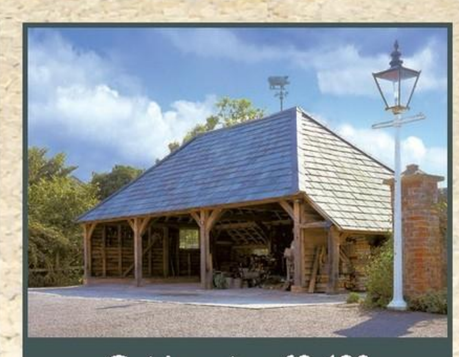
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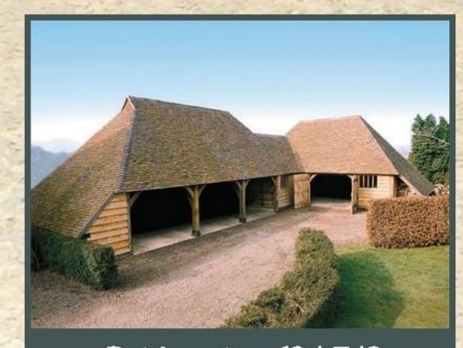
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Patrik Lindgren

Meek and wild

Known for its small, nimble racers, Ginetta caused a shock when its muscular new V8 won first time out. We reunite that car with its driver Chris Meek to feel the noise

BY IVAN OSTROFF



Launched at the 1965 Racing Car Show, Ginetta's G10 not only looked good but, fitted with a Mustang 289cu V8, promised serious performance. The hope was that the car would attract road-racing competitors in the United States. The G10 was well received by press and public alike, even before Chris Meek, Ginetta's works driver, scored a debut win in the prototype at Brands Hatch.

Though it had been snowing earlier, the weather was fine and sunny for the Redex Trophy for GT Cars in November 1965. Meek started from pole in the G10 and, after a race-long fight, won from Robbie Gordon in the now-famous ex-Dick Protheroe low-drag competition E-type. After Meek pulled away from Sayer's masterpiece at the start, Gordon passed him, and the two then lapped nose to tail with Gordon keeping the door firmly shut at each corner. Chris finally managed to out-drive the Jaguar at Paddock Hill Bend after five laps and led to the finish. The Ginetta comfortably beat what was categorically *the* GT racing car of that time, with a race average of 73.12mph.

However, because Ginetta was unable to get the G10 homologated for the appropriate American series, it was forced to race them against Lolas and McLarens, Group 6 prototypes of far higher performance. So cars initially ordered by Americans were cancelled, and only three G10s were made.

But the G10 was a pretty car and people clearly liked it, so the Walklett Brothers, owners of Ginetta Cars, dropped an MGB 1800 lump into it, fitted modified MGB rear suspension, relabelled the car as G11 and sold it in the UK. Even then production was problematic due to poor delivery from MG and eventually G10/G11 production stopped, making these fine cars very rare today. »»»

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I have driven a G10 a couple times in the past, so when Jonathan Brewin of Gelscoe Motorsport told me they had completed the restoration of that ex-Chris Meek works car for Joe Bamford and fitted it with a 450bhp GT40 engine, and that I could try it at Mallory Park, I made two telephone calls. The first was to Ivor Walklett to get his memories of this iconic racer and the second was to Meek inviting him to come to Mallory and get back in 'his' car.

Ivor remembered the machine well. "Lord Snowdon visited our stand at the Racing Car Show accompanied by Alec Issigonis and John Cooper, and they all expressed considerable interest in the G10."

Did they do much testing before the race at Brands Hatch?

"Obviously its race potential was important to us," Walklett says, "but as with all Ginettas in those days early development was carried out on the then newly-built Witham bypass [near Ginetta's Essex base] and latterly at Brands Hatch. The race car was not drastically different from the road car, but we fitted a variant of our 13x7in magnesium F3 wheels, shod with F1 race tyres. The engine was the 4.7-litre 271hp Ford Mustang imported from the USA. We uprated it to 350hp with the Ford kit from Ford Advanced Vehicles in Slough, where the GT40s were built, with four twin-choke downdraught Webers, a decent manifold, hotter camshafts and stronger conrod bolts.

"Weighing around 900kg, it should have been very quick, but we were slightly disappointed with the performance during our first run. In our eagerness to finish the car, we ran it with the carburettor trumpets protruding through the bonnet and at speed the front body shape created a low pressure area, which caused the atomised fuel to be drawn from the carbs to a height of two inches or so, thus starving the engine of fuel and air. After closing the bonnet aperture, performance was restored and we easily topped 150mph on the Witham bypass. After testing at Brands we lowered the axle ratio, which helped acceleration and braking, so come race day we were fairly confident of a good result."

When Meek joined me at Mallory and clocked the rugged good looks of the red and black Ginetta, which he last drove 40 years ago, it triggered memories of those exciting days.

"In 1965 I was beating all the major factory marques including Porsche, Jaguar, Ferrari and Cobra in the Ginetta G4. Walker Day imported two TZ Alfas, prepared for racing, with the aim of winning the Sports Car Championship in England, but our little G4 blew them into the weeds, so they withdrew the Alfas in disgust. The press gave those talented Walklett boys a hard time about the G4 being a special or a lightweight kit car. Eventually the Walkletts said 'enough is enough' and set about building a V8-powered car. They didn't complain about those.

"As works driver I was aware of the G10 being built but never had the chance to sit in it before I raced the car at Brands. The factory told me that they didn't think it would be ready in time. Then the day before they called and said, 'Can you be at Brands Hatch tomorrow?' So I got myself down to Brands and the rest is history.

"When I raced it, it was simply unbeatable," adds Meek. "Considering it was thrown together and tested up and down the road, with little time for setting up, it was remarkable. Fine-tuned, this car would have beaten anything in its class. However, after its outright win Ginetta felt they had proved a point and reverted back to the G4 and G12. I only raced the G10 that once. Following that, the Walkletts asked me to meet them at Mallory and try their new mid-engined G12. I'd never sat in that car before either and won the sports car race outright, setting a new record; they then entered it into Formula Libre and it beat everything.

"I must have won something like 100 races for Ginetta; of course I also drove their F3 single-seater. The Walklett brothers created the G10 to prove to the press that Ginetta could build a real car as opposed to a kit car, while at the same time hoping to have success with it in America. Their problem was money; building this car used every penny they could muster."

Jonathan Brewin did a few warm-up laps, and then Chris climbed into the G10. After building up to some quick laps with the V8 symphony bellowing through its open exhausts, he guided the G10 back into the pits, smiling contentedly. Did it feel like the car he drove back then? »»»









Chris Meek (above) got reacquainted with the G10 at Mallory Park. Right: fending off Robbie Gordon's E-type for a debut win at Brands Hatch in '65

LAT

"Absolutely. But better. It's sharper, it's a beautiful car to drive. You can take most of this circuit flat in top, just lift for the bump. I missed a gear – I'd forgotten about the long throw of the gear lever –but it has incredible torque. Fantastic grip and handling. This is now a really refined car, and beautifully balanced. You need one change for the hairpin; driven quickly it will take that in third. Even though it's a relatively short wheelbase, it was not the least bit twitchy. Is that a Salisbury diff in it? Thought so. Of course for British circuits a short-wheelbase car is ideal."

After many years in light cars with low power, it must have meant a major change of approach to handle a car with so much more torque.

"The amazing thing was that because I didn't have to use the rev limit I found it easier to use the torque of a big engine even though I had no previous experience. Quite astonishing, really."

What about teething problems?

"Being straight out of the workshop, the brakes weren't quite as they should have been, whereas today they're superb. But that was OK. You get used to a car that doesn't brake too well; you compensate by changing down and using the overrun of the engine."

This is an emotive reunion for Meek, as not only was he Ginetta's home-grown hero through the 1960s and '70s, but in 1982 he became the owner of the track we're standing at. In parallel with his Leeds property company, he nursed Mallory through some tricky years before leasing it on and then selling it to the BARC. He's fond of the place, the car and the people who built it.

"I've never felt enough credit was given to the Walkletts, who created their cars by hand but also from the heart. I'm full of admiration for the late Doug and Trevor Walklett, Ivor the talented designer and Bob who 'cooked the books'. And Dorothy and Sherry who literally hand-fed those boys, even as they worked. We'll never know what Ginetta would have achieved in the Walklett's hands had real money been available. It's wonderful to come back and see the car looking as nice as this. Gelscoe have done an amazing job on the rebuild."

Had the Walkletts' plans for its throaty new contender worked out, Ginetta might have become a by-word for muscular big-banger racers. But the company's real expertise lay with small, light and lithe machines, and as the G12 continued the G4's run of unlikely success, the prospects of new trans-Atlantic markets seemed not only further off but less and less important. The hunky G10 and its more practical G11 spin-off faded from view, leaving the memory of one scarlet and black rocketship taking one dramatic victory that would never be followed up.

With thanks to Mallory Park Circuit and Gelscoe Motorsport.



Ginetta's race car fleet is steadily expanding

Jakob Ebrey

INSIGHT

RECOVERY DRIVE

Under Lawrence Tomlinson's leadership, Ginetta has found new purpose

Ginetta became well-known for its racers in the 1960s and '70s but struggled to maintain a solid commercial basis thereafter. The founding Walklett brothers finally relinquished control in 1989, after which a number of owners tried to make it a success in a difficult world, until finally current owner Lawrence Tomlinson took charge.

Tomlinson (right) may describe Ginetta as "a winkle on Ferrari's back", but what greets us at the factory on the outskirts of Leeds is far from that. Ginetta has grown up over the past few years, and is once again a well-respected race car manufacturer. It's not just the track action that consumes Tomlinson's time, though; he also has two road cars, the F400 and G40 R, in the pipeline.



"We're working on a new car every minute of the day," says the Ginetta chairman as we sit down in a lavish boardroom overlooking the factory. "Nowadays our philosophy is different. The G20 and G20 Juniors, which existed when I bought the company in 2005, are great to race, but the build quality was poor.

"The G50 (the company's GT4 car, which has won the class in every British GT Championship since its 2008 launch) was the first car I designed. I came at it from the angle of, 'if I was a race team or customer, what would I want?' We started to make a G50 road car, but that was in '08 when the world came to a financial end. We only made a few and what was apparent was that we hadn't designed the race car well enough to convert it to a road car. The bodywork fit and finish was unsuitable, so we concentrated on that with the G40." This entry-level racer was launched in 2010 to replace the G20 Junior coupé.

In February Ginetta launched the G55 GT3, eligible for the one-make Supercup as well as other GT3 series worldwide. "We wanted to move up a class into GT3 and the timing was right," says Tomlinson. "We needed a major step forward with the car, so we took what we'd done with the G40 in terms of bodywork fit and finish and the G50's racing pedigree and came up with the G55.

"We can't produce enough cars at the moment, whether it's a G40, G50 or G55. It's a great position to be in, but we're flat out." A race-ready G55 costs £75,000 compared to £310,000 for a McLaren MP4-12C, but Tomlinson says Ginetta's current success has little to do with outpricing more expensive rivals. "It's a totally different market," he says. "We're bringing people into the sport, and our car will become more competitive as the upgrade packages arrive. Even though the GT3 programme is only six months old the company is already looking at GT2 and GT1."

Tomlinson says the 'different market' philosophy also applies to Ginetta's new F400 supercar – a carbon-chassis, 400bhp, 1050kg rocket. "We're only intending to produce 35-40 cars a year and they'll cost less than £100,000," he says. "We inherited the project when I bought the company and we've spent a year enhancing the car. We don't want to release it until we're happy."

The company is also launching a G40 road car, a track-day version of the G40 racer with an FIA-approved rollcage. Tomlinson wants people to drive to the circuit, race, and then drive home in the same car, "like everyone used to do with MGAs – although with the G40 R you'll be able to get your golf clubs in the back".

Even without the shelved LMP2 project – abandoned when Ginetta surprisingly missed out on an Intercontinental Le Mans Cup or Le Mans 24 Hours entry – the company has its hands full. GT4, GT3 and GT2 projects, plus possible GT1 plans, countless single-make series and two road cars… It's great to see Ginetta back to its best – and enriching the British car industry. *Ed Foster*


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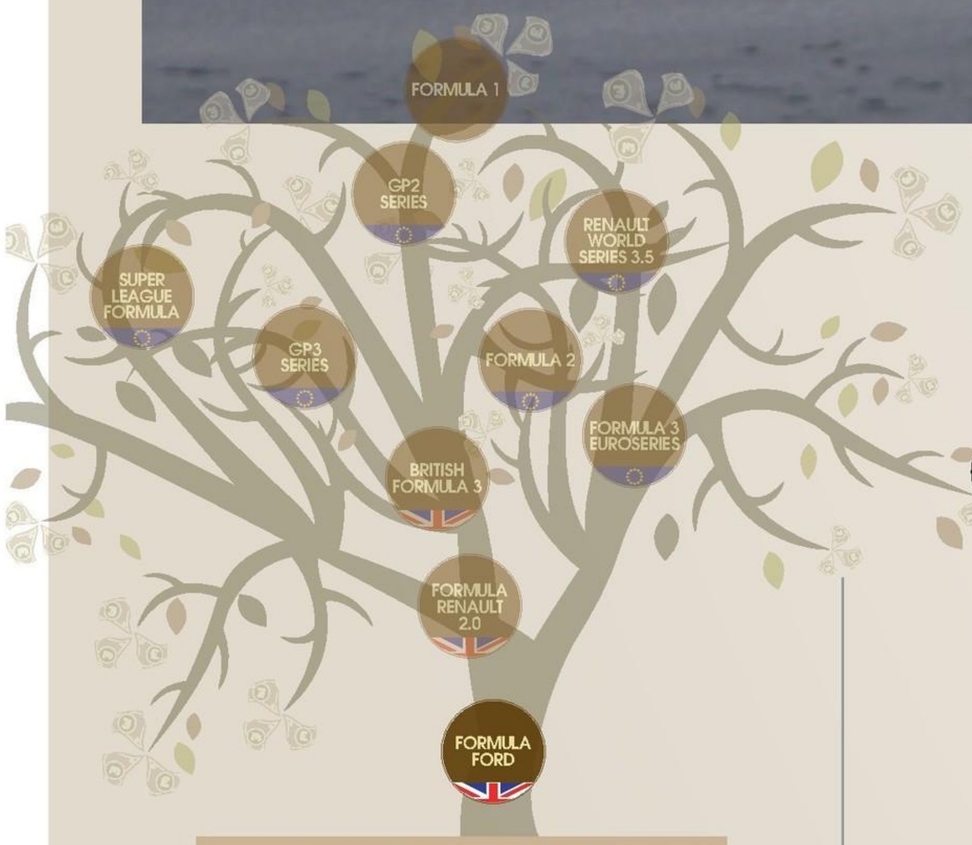
Our guide to the myriad single-seater series open to young drivers continues with a look at Formula Ford – breeding ground for F1 winners

BY ED FOSTER

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Geoff Uhrhane (28) and Scott Malvern (2) fight for track space at Snetterton. Malvern won all three FFord races in Norfolk to close on points leader Jeroen Slaghekke

THE HISTORY

In search of a new, low-cost entry into single-seaters, Motor Racing Stables racing school MD Geoffrey Clarke met with Henry Taylor of Ford and John Webb of Motor Circuit Development at the 1966 Olympia Racing Car Show. Clarke was tired of his students blowing up expensive Formula 3 engines and wanted to find a cheaper alternative.

The following year the first fruits of that little discussion – the Formula Ford Championship – bloomed at Brands Hatch on July 2 (below). The premise was simple: keep costs to a minimum. This it did with standard Cortina wheels and tyres, and a Cortina 1600cc Kent engine and gearbox. By the end of the year 12 companies had made chassis for the series, and to this day, the chassis battle continues between small, specialised companies such as Mygale, Van Diemen and Ray.



The formula's main regulations have remained largely unchanged, but an 1800cc Zetec engine was introduced to replace the ageing Kent unit in 1994. However, the bigger engine was heavier and dampened the lively handling of the cars, so in 2006 the current Ford 1600cc Duratec engine replaced it.

In order to keep in line with other entry-level championships slick tyres were introduced in 1993 and the restrictions on chassis costs have been lifted, which may go some way to explaining how a season of racing can cost £120,000.

TOP DRIVERS WHO HAVE COMPETED

There's a long-running joke that it's easier to name drivers who *haven't* competed in Formula Ford. So to save space – and your time – we will merely list the current Formula 1 drivers who have progressed through the series:

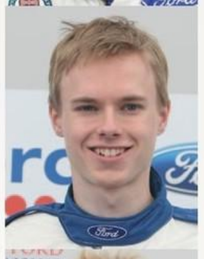
JENSON BUTTON *British and European*
MARK WEBBER *British*
RUBENS BARRICHELLO *Brazilian*
ADRIAN SUTIL *Swiss*
NICK HEIDFELD *German*
MICHAEL SCHUMACHER *German & Euro*
NARAIN KARTHIKEYAN *British*

THE PROS AND CONS

+ Well-recognised championship that has helped many a driver in their quest to reach Formula 1.
+ Relatively inexpensive, depending on how much testing you want to do…
+ Plenty of scope to alter car set-up, and the championship is known to teach drivers this invaluable skill.
+ Not a one-make championship like many other single-seater series. There is freedom to choose the chassis design, engine builder and source of various other parts on the car.
+ There are good circuits on the calendar, and competing on F3 weekends means winning – or losing – in front of the right people.

– No wings on the cars and therefore no downforce, which is what the rest of your career as a single-seater driver will be all about.
– Drivers such as Lewis Hamilton, Sebastian Vettel and Nico Rosberg have proved that you can skip Formula Ford on the journey to F1.
– Formula Ford is so competitive that unnecessary racing accidents can, and do, happen.







ONES TO WATCH

SCOTT MALVERN

Malvern is the man to beat this year after finishing runner-up to Scott Pye in 2010. Only a lack of budget saw him stay in Formula Ford this season, so he has to win this year's title. As we write he's made a great start with seven wins from nine races as well as four pole positions and five fastest laps.

JEROEN SLAGHEKKE

Along with Malvern and two others, Dutchman Slaghekke races for the dominant Jamun Racing team. The 18-year-old entered the championship in 2010 and is already a race winner and regular podium finisher.

GEOFF UHRHANE

This is the Aussie's first year in the British championship after two seasons in the Australian version. In 2009 he finished seventh in that series and then went on to clinch the runner-up spot in 2010. He's got the speed – as five pole positions from nine races show – but he'll need something special to beat Malvern.

WHAT'S THE SECRET TO WINNING?

James Mundy is managing director of Jamun Racing, which has won the Formula Ford title for the past six years.

He says: "With no wings and no downforce you're looking for the right set-up and balance with the car. You need to get the best from the tyres – you only have one set for the weekend, for qualifying and the races. You need to make them last, and you see a big difference between drivers who are gentle on their tyres and those who aren't come the finish.

"We have a mixture of new and second-year drivers this season, which helps in terms of experience, but we have a base car set-up that we arrive at most tracks with. It varies a bit from track to track, but is roughly the same.

"There's a lot you can alter. The car is sensitive to ride height, the dampers are fully adjustable, you've got the anti-roll bars, different suspension geometry, roll centre heights, springs… You name it, you can do it. The only thing you can't do is give it more wing!

"If a driver is good he can drive around an average set-up and the best drivers will still come out on top. Scott (Malvern) is a good example – we've got confidence in his driving ability, so we're not worried about whether the set-up is perfect. It takes the pressure off, and it seems to work."



THE ALTERNATIVES

If you're a successful karter with several championship wins under your belt and you want to make the move into cars, your options are limited. Formula BMW, having nurtured the likes of Sebastian Vettel and Nico Rosberg, was cancelled at the end of 2010. However, there is still the BMW-backed Talent Cup and the independently-run Formula BMW Pacific and European series.

Lewis Hamilton, among others, has made it to the top of the 'Money Tree' without the help of Formula Ford, progressing from karting straight to the slicks-and-wings Formula Renault 2.0 Championship. Others on the current F1 grid contested championships such as the now-defunct Formula Renault 1600 series (Jerome d'Ambrosio) and the also-extinct Formula Vauxhall Junior (Narain Karthikeyan).

Every lower-category championship has a lifespan, and many of those ended between 2000 and 2010. Was this due to economic factors, or were there just too many series with not enough well-backed racers? It's a bit of both, but it is a testament to Formula Ford that it is still so popular today, 44 years after it began.

COMING SOON...

SEPTEMBER ISSUE: FORMULA RENAULT 2.0 & RENAULT WORLD SERIES 3.5
OCTOBER ISSUE: BRITISH FORMULA 3 & FORMULA 3 EUROSERIES
NOVEMBER ISSUE: FORMULA 2 & SUPERLEAGUE FORMULA
DECEMBER ISSUE: GP3 & GP2 SERIES



Greg Pajo

Rods 'n Rockers

Norton has stuck with pushrod technology for its revival – and can't build enough of its retro street racer

BY MAT OXLEY

Norton is 109 years old this year and remains one of motorcycling's most revered brand names, even though its last street bike of any real significance was the Commando 750 twin of the late 1960s. In fact the Commando's engine wasn't much more than an over-bored 497cc Dominator, which was originally designed in 1947.

You could not wish for a better metaphor for the disaster that was the post-war British motorcycle industry – a sad tale of criminal mismanagement and chronic underinvestment that destroyed a great industry in a couple of decades.

Norton has been dead, or at least close to death, on several occasions, resuscitated here and there, bought by corporate thugs and asset strippers, sold to Americans and most recently brought home by a British businessman who made his millions in the firework business. ›››

The new Norton 961 Commando is a pyrotechnic's dream made real – the first stage of Stuart Garner's efforts to re-establish the Norton name as something more than a chapter in motorcycling history. The Café Racer model stands at the top of a concise range that currently consists of three 961 variants.

Although Garner has great plans for Norton's future, the 961 isn't a machine that looks forward, but one that looks back. It is aimed squarely at the heritage market, at riders who hanker after good old-fashioned motorcycling. It is something of a two-wheeled Morgan.

Norton has undoubtedly succeeded in bringing the past back to life.

The 961 transports its rider back several decades, which isn't necessarily a bad thing. On a nice summer's day, cruising down a smooth, twisting A-road with dappled sunlight glinting through the greenery and the 961's steady crobba-crobba exhaust note massaging your ear drums, everything feels right with the world.

This is why retro motorcycles are currently enjoying their day in the sun – they provide a motorised passport to a time when life seemed simpler and better, though of course the reality was perhaps rather different. (Vietnam, the three-day week, the winter of discontent…)





Norton's new 961cc air-cooled twin feels ridiculously laid-back by modern standards, with a mild 79 horsepower that doesn't want to be hurried along. It soon takes its rider the same way – I rarely felt the urge to take the engine beyond 5000rpm, well shy of the 8000rpm redline. The bike seems happiest loafing along, living on torque, pulling high gears, not worrying about what's going on in the real world.

This is a motorcycle for people who aren't in a hurry, either to get with the programme or to get to work: take the slow road, admire the scenery, enjoy the 1970s soundtrack. The 961 is for those who want to feel every rise and fall of the piston, every beat of the motorcycle's heart. It is for people who want something more visceral than a Honda. I'm only guessing, but I'd wager that most 961 owners drink real ale and listen to vinyl.

The Café Racer attracts such types whenever it is parked, and often while on the move. During my time with the bike I was beset by good old boys, anxious to chinwag about ancient British motorcycles: "I had a Norton once… 250 d'you know… 1943 model… in the war".

Most affecting was a silver-haired trucker who wound down his window, leant out and gave me a double thumbs-up so vigorously that I feared he might fall out of his truck, and this was in the middle lane of the M4. There are a lot of emotions wrapped up in this motorcycle.

That trucker was overcome with joy at seeing a new Norton on the road, but many admirers mistake it for a well-restored classic, not a new, factory-fresh model. This is no surprise because the 961 deliberately echoes the original Commando, with engine architecture that bears a close resemblance to its forebears. That visual link to the so-called good old days is vital.

Norton may be a quintessentially British marque, but the 961 engine was designed in the USA while Norton was in North American hands from 1993 to 2008. It is a pushrod, two-valves-per-cylinder, 270-degree, long-stroke parallel twin. Perhaps it seems strange to design a 21st-century motorcycle engine with pushrods, but Harley-Davidson does very well indeed out of selling pushrod bikes. It is atavistic automotive engineering and there is a market for it.

When Garner bought Norton in October 2008 he had to partly re-engineer the twin, which the Americans had failed to bring to market despite spending several years and $11 million on development. He enlisted the help of Menard Competition Technologies, a US-owned engine business based at Tom Walkinshaw's old HQ in Oxfordshire. MCT's expertise is in making high-performance pushrod engines for NASCAR. At the same time Norton converted the 961 from carburettors to fuel injection and cured troublesome vibration problems.

Garner still needs to do more work on the five-speed gearbox, which, unless you make steady and deliberate gear changes, sometimes complains with much grinding and gnashing of teeth. Again, it's a case of taking your time – the real world is so far ahead and why would you want to catch up anyway? Funnily enough, back in the '60s Norton argued against expanding its Manx racer's four-speed gearbox because "anything more than four speeds is a gearbox full of neutrals".

Norton America's Kenny Dreer did the big work on vibration before the 961 returned eastward across the Atlantic. He initially used a 180-degree crankshaft, but unsurprisingly the bike was plagued by the same vibration that was a notorious fault of the original Commando, also a 180-degree twin. Re-engineering to a 270-degree crank with balancer shaft fixed the problem. The 961 does vibrate, but in a good way, like a heartbeat.

The rest of the bike was also inherited from Norton's former owners, with only minor changes to the chassis and styling undertaken by Garner's engineers. The 961 is certainly a thing of beauty. Its minimal, curving lines are a superb evocation of the original Commando that captured so many hearts on both sides of the Atlantic. It is totally pure: an engine, a chassis and not much else. It's a look that pleases motorcyclists who believe that most modern bikes, swathed in numerous plastic mouldings, look more like the inside of a fridge.

The Café Racer – with low 'clip-on' handlebars, bikini fairing and racy pipes – takes its name from a motorcycling cult that had its origins in the 1960s when café-racing rockers were the scourge of Middle England. Clad in black leather and denim, these rockers would hang out at the local caff (back then the word was pronounced without the accent, as in greasy spoon), drop a 45 on the jukebox, then race down to the nearest roundabout and back before the song had finished. The ton-up boys modified their bikes – usually Triumphs or Nortons and sometimes Tritons (a bitza of both brands) – with a pared-down aesthetic. Speed, not comfort, was the priority.

No surprise then that the Café Racer is no comfy armchair – the engine may make you feel lazy but the racy riding position implores you to get a move on. The low bars and long tank

"The 961 is for those who want to feel every rise and fall of the piston, every beat of the motorcycle's heart"

Norton's 961 Commando is well suited to cruising on country roads. Left: work on backbone chassis and pushrod engine began when Norton was still American-owned

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FACTFILE

ENGINE: 961cc, two-valve pushrod parallel twin
TOP SPEED: 120mph+
PRICE: £13,995
POWER: 79bhp at 6500rpm
FRAME: single spine, with tubular half-duplex cradle and box-section swingarm
www.nortonmotorcycles.com

force you forward, hunkered over the spartan dashboard which features a speedometer, a tachometer, an LCD readout and nothing else.

The 961's US-designed chassis, like 80 per cent of the bike's components, is manufactured in Britain. It's a rudimentary design, similar to that of the original 1960s Commando – a central, oil-carrying steel backbone with tubular half-duplex cradle and box-section swingarm. Back in the '80s I raced a similarly equipped 250 GP bike for Waddon Rotax (run by eccentric engine wizard Dr Joe Ehrlich, who in the '50s designed a two-stroke engine for the BMC Mini). In the pits, the Waddon had a good inch of clearance between the front tyre and the exhaust downpipe, but during heavy braking the backbone flexed and the tyre fouled the exhaust.

That doesn't happen with the 961, but the Norton could handle better. The bike feels long, so its natural habitat is fast, sweeping A-roads. It feels more awkward at lower speeds, which might have something to do with the aggressive riding position. The other 961 models, with higher handlebars, are easier to handle at low speed. Also, I struggled to get the adjustable suspension satisfactorily dialled in, even for slightly bumpy roads. Norton suggested this might have something to do with the lightweight carbon-fibre wheels which, in theory, improve handling by reducing unsprung weight but are perhaps poorly matched to the 961's suspension. Whatever, it's not what you expect from a supposedly sporty motorcycle in 2011, whether retro or not.



While Garner was improving the engine perhaps he should have burned the Americans' chassis blueprints and availed himself of one of several brilliant motorcycle chassis designers based in Britain. The UK has long been renowned for excellence in this area of expertise since Norton's own legendary Featherbed frame took the racing world by storm in the '50s.

The Featherbed, designed by Belfast boffin Rex McCandless, was a landmark in chassis design – the first full duplex cradle frame with swinging-arm suspension. Copycat frames dominated motorcycling for the next few decades. The Featherbed – so-called because of its superb ride quality – was largely responsible for the Manx Norton's great race track successes of the '50s (rider Geoff Duke also played his part) and allowed the single-cylinder racer to stay competitive long after it should have been blown into the weeds by four-cylinder Gileras and MV Agustas. I'm not sure what McCandless (who also designed race cars, helped develop the autogyro, liked a drink and was handy with his fists) would make of the 961's backbone frame, but I fear he wouldn't be impressed. He might cheer up, however, on hearing that Garner has a Featherbed-framed 961 on the drawing board.

> "The bike's natural habitat is fast A-roads. It feels more awkward at lower speeds"

If the frame itself is basic, the ancillaries are not. You can't buy better than Öhlins suspension and Brembo brakes, two brands currently chosen by every MotoGP team. The BST carbon-fibre wheels are pretty special too. They wear fat, sticky Dunlop Qualifier tyres, also about as good as you can get if you want superb cornering grip. I suspect Norton is correct when it suggests there's a mismatch in the Café Racer's chassis spec – I'd argue that the state-of-the-art suspension and high-grip tyres aren't well matched to the old-school frame and swingarm.

Perhaps the kind of rider who buys a 961 won't wish to attack corners like a live-fast-die-young rocker, but that's not the point.

Our 961 saved its biggest disappointment for the end of the test, when it expired during a photo shoot, thus bringing back to life another aspect of British biking's dark past – an infuriating lack of reliability.

The bike had two faults: it leaked oil from the starter motor housing, and it refused to start. Perhaps the engine was tired, because its previous tester had been famously wild racer Michael Dunlop who'd spent an afternoon thrashing the machine round the Isle of Man TT course.

Norton told us that the problems were due to a faulty cam sensor – now solved following a change of supplier – and a gearbox breather system that has since been redesigned. They say they will retrofit both fixes for existing owners.

The standard Café Racer is priced at £13,995, though our 'Panther' test bike with black engine cases, black pipes, carbon-fibre rims and other goodies would cost £17,245. Either way, that's a lot of money for a motorcycle that seems to be a work in progress.

Garner says the 961 is only the start for the resurrected marque. At the moment his factory – based at Donington Park – is producing ten 961s a week, with prospective owners facing a four-month waiting list, although some have been waiting much longer than that.

Garner is certainly thinking big, maybe too big. He has employed some respected names, including Simon Skinner (who engineered Triumph's superb 675 engine) and Peter Williams (brilliant racer/engineer who first worked for Norton several decades ago). He had also engaged the services of designer Pierre Terblanche (the man behind several iconic Ducatis of recent years) but the South African recently left the ➤➤➤



Norton still has many fans, which will be a bonus if 2012 MotoGP plans come to fruition

company with the words "Norton, with the right finance and management, could do very well".

Despite the implied criticism, Garner remains optimistic. "We're looking to build a thousand-plus bikes on the Commando platform, and then we have a water-cooled platform which will come to market within the next 24 months," he says. "We have a wonderful problem, in that the order book is bigger than we can supply, so we don't need to look too far into the future. But of course if we don't look ahead we'll wake up in a couple of years without having done our homework and without a new model ready to go. So we've got the water-cooled platform drawn and sat there. Having said that, we are reasonably relaxed about what's next because the Commando's success has bought us time."

Even more ambitious, Garner is aiming to field a Norton in MotoGP next year, when the series reverts to 1000cc rules after five years at 800cc. His engineers have two different litre V4s at the design stage, with Buckingham-based experts FTR looking after the chassis. The application is currently under consideration by MotoGP bosses.

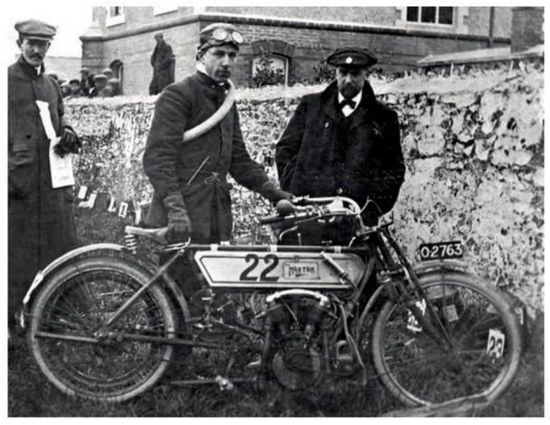
"We are doing development on a couple of different V4 engines that comply with the 2012 regulations," Garner adds. "If everything comes together – and there are some big ifs in there – we'll be on the grid next year with a two-rider works team. But we are very realistic about what it takes to get a MotoGP bike and team ready, both in terms of money and resources."

Challenging the might of the world's cleverest motorcycling racing engineers is a very tall order for a small company like Norton. Either this is a case of David and Goliath or of Norton running before it can walk, as was the case at the 2009 TT, when Norton returned to the Isle of Man with its rotary-powered race bike and failed to make the race.

One can only wish Garner and his team all the luck in the world, while at the same time hoping that this project doesn't turn out to be another sad chapter in the grim recent history of the British motorcycle industry. Over the past few decades various British bike brands have resurfaced with new owners who seemed to be more enamoured with the history and image of the brand than they were with the cold, hard business of motorcycle engineering.

Norton has only just started, so perhaps it is too early to judge, but so far only one company has bucked the trend – Triumph, which after dying a death in the '70s now builds bikes that can compete with, and beat, the best that Japan, Germany and Italy has to offer.

Garner is certainly using the romance of the Norton name for all it's worth. The range of Norton apparel available to the dedicated label shopper is extensive, all the way from T-shirts to watches at £3850. Now Garner needs to use some of that cash flow to cure the 961 of its ills and prove that Norton can flourish again.



Norton

INSIGHT

VICTORY – AND AFTER

Proud of much race success, Norton then failed to respond to foreign rivals

Norton's rich history of racing success ensured it remained Britain's grandest motorcycling marque long after it had ceased producing machines that merited such respect.

Racing milestones don't come much bigger than victory in the inaugural Isle of Man TT races. Just five years after James Lansdowne Norton built his first motorcycle, Norton's success with Rem Fowler (above) in the twin-cylinder class at the 1907 TT (albeit using a Peugeot engine) established it as a force to be reckoned with in the early 20th-century performance race.

Yet it was only after 'Pa' Norton died in 1925 that the company produced its first truly great bike, which would become the Manx Norton. The overhead camshaft 500cc single appeared in 1927 and enjoyed success in 1930s European GP events. But by the end of the decade the Italians and Germans were forging ahead, and Norton's supremacy was only saved by the outbreak of war.

BMW had won the 1939 TT using a super-charged boxer twin, but supercharging was banned after WWII so Norton kept winning races until the four-cylinder MVs and Gileras overpowered the Manx in the '50s. Norton's race department squeezed every last mph from the single. Most of its engineering time was spent on the race bikes, so no wonder the road bikes were underwhelming.

Remarkably, Norton didn't take the hint from the Italians and build its own multi. It continued manufacturing the Manx until 1962. The bike won its last Grand Prix in 1969, 42 years after the original ohc 500 appeared.

In the late '60s Norton tried again with its air-cooled Commando 750 twin. The bike had some success but failed to stem the advancing two-stroke hordes, despite the genius input of racer/designer Peter Williams.

That seemed to be that, until an unlikely return with a wild, rotary-powered racer that won the 1989 British F1 title and the '92 Senior TT. Norton owner Stuart Garner is keen on the rotary, but bike racing's governing body isn't kind to the engine in its technical rules.

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The Vauxhall 30/98 is rightly considered as one of the finest engineered pre-war British automobiles. Chassis OE 56 was exported new to Australia in 1923 where it remained until returning to the UK earlier this year. With the previous family acquiring the Vauxhall in 1968, OE 56 is remarkably original, retaining its original body, engine and gearbox

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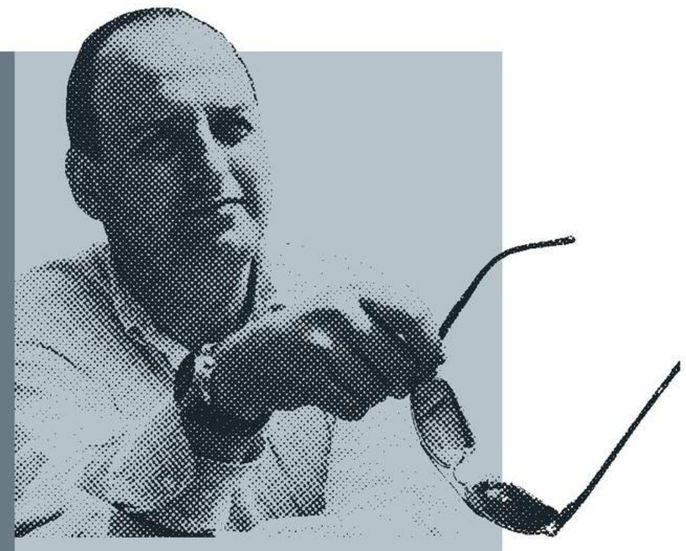
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Road cars



by Andrew Frankel

Handled with care, the internet is a wonderful thing. How else would 500,000 people and counting have been able to see almost immediately Mark Higgins pull off the greatest save I've ever seen in a car? If you have so far been denied this treat, just type his name into YouTube to see the start of his bid to break the Isle of Man TT course lap record for a road car.

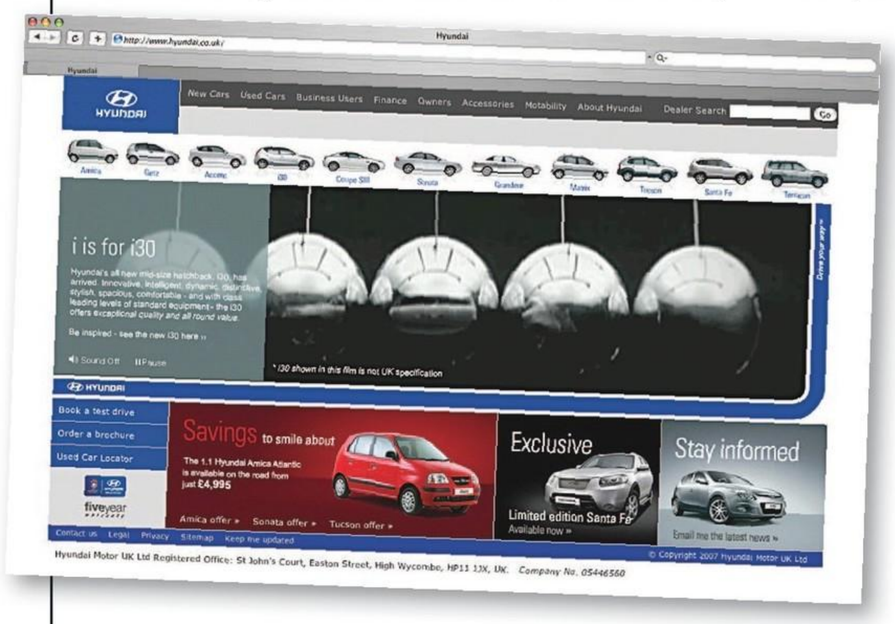
But our ever-expanding browsing ability has also had serious consequences for car manufacturers and the way they peddle their wares. Historically people would visit a dealership on average between three and four times before deciding to buy a car. Now they visit once, and already know what they want.

The ramifications of the car buyer being able to do all their research from the comfort of their sitting room has had a fundamental affect not only on how they buy cars, but the cars they buy.

In the past people were horribly exposed to slickly marketed mediocrity because they lacked the tools fully to inform themselves. This is why 20 years ago the best-selling car in the country, the Ford Escort, was also one of the worst.

Now people don't have to get up, go out, walk to the shops, pick up a copy of *What Car?* and hope the car they want is being reviewed that month; at the twitch of a mouse they can read 100 opinions not just about the car that takes their fancy but every conceivable rival it might have. So their choices become informed.

What do car manufacturers used to peddling substandard product do about this? It seems they have no choice but to raise their game. Take Hyundai. Ten years ago its ranges were shockingly bad because they were designed before the internet era, sold on price and didn't need to be any better. But Hyundai got the message and in the short term sweetened the pill by loading equipment onto its cars, creating at least a sense of value while it prepared a new generation of cars fully competitive with the European opposition. And now the content and product is right, it doesn't need to undercut everything else. People look online and see smart, well-equipped product, read the reviews, like the five-year warranty and sign on the dotted.



The strategy works. The Hyundai/Kia group has just overtaken Toyota to become the third-best-selling car company in the US, while over here sales have risen from a pre-crash 34,000 in 2007 to a projected 64,000 this year.

All of which leaves an interesting question in need of an answer. 'The Chinese are coming' is a phrase you hear as often now as you heard 'the Koreans are coming' 10 years ago. There is a feeling we are shortly to be swamped by Chinese cars that'll simply move into the space vacated by Hyundai, Kia and others and undercut the market. But will it happen? I think not. Or not in this way.

Until the Chinese can build cars that are genuinely competitive with marques already established in Europe, price is the only weapon they'll have. But not only is the market signalling it is prepared to pay for better cars, even those remaining in the budget end of the market will be able to choose between, say, a new Chinese car and a two-year-old Korean car. If it's a Hyundai it will still have three years of unlimited-mileage warranty remaining.

This is why the Chinese's best bet is to buy into established brands. Their problem is that most of the good ones have already been snapped up, in the main by Volkswagen. But I suspect it's why Geely bought Volvo and the only reason Saab might yet survive, of which more on the other side of the page.

I was somewhat amused by the announcement this month that ZF has designed an automatic transmission with no fewer than nine forward speeds. It cites fuel consumption (and therefore CO_2) savings of up to 16 per cent, because in ninth gear at 75mph an engine will turn at only 1900rpm rather than the 2600rpm required by its six-speed automatic.

The cynic in me suspects this has everything to do with allowing car manufacturers to make ever-lower emissions and consumption claims, and very little to do with improving the lot (or bank balance) of the person behind the wheel.

Using ultra-high gearing is now a standard manufacturer ploy to improve quoted consumption figures because the test from which these figures are derived is completely removed from the real world. Would you be surprised, for instance, to learn the total distance a car must

cover to be certified is less than seven miles in a test that takes under 20 minutes and is conducted on a rolling road? Or that the test is taken with all ancillaries turned off, that it makes no allowances for gradient or corners and that at no point are the cars made to accelerate hard, or hit motorway speeds? No wonder it is getting ever more difficult for drivers to get anywhere near the official claims for the cars they buy.

A nine-speed gearbox may improve fuel consumption by 16 per cent in the weird and completely artificial world in which this data is currently generated, but in the real world? Perhaps ZF would care to supply two otherwise identical cars, one with six speeds, one with nine, and let us find out for sure?



To celebrate the 50th anniversary of the original, Aston Martin has revealed a new Zagato (above), based on its V12 Vantage model. And while only racing versions have so far been built, a road car is certain.

I've not seen it in the flesh yet, though from what I've seen in photographs, the car is more arresting than attractive.

When I look at Zagato's more recent products, I see far more misses than hits. I liked the Lancia Hyena from 1992 but previous Aston efforts, including the 1986 V8 Zagato and 1992 DB7, were most kindly described as challenging, while cars like the Maserati Biturbo Spyder and 1990 Alfa SZ were just plain ugly. Let's hope this new Zagato is better in reality than on the page.

As we closed for press, BMW gave some details about one of its worst-kept secrets: there's going to be a new M5 before the year is out. It has a new 4.4-litre, twin-turbo V8 that will have 552bhp, which is close to double the output of the 1985 original. It also beats the 500bhp of the most recent M5 by over 10 per cent, yet, says BMW, comes with a 30 per cent drop in emissions and fuel consumption. Which is quite clever.

The gearbox is still a paddle-activated seven-speeder, but is now a double-clutch design instead of the jerky, robotised manual transmission that came close to spoiling the M5.

Sales will begin in November with UK prices starting at £73,000. Expect them to go fast, in every sense of the phrase.

MY MOTORING MONTH



SAAB IN HOT WATER – AND NEW 9-4X DOESN'T HELP

I FEAR THE SITUATION FACING Saab may become irretrievable. I'd flown to Washington to drive its new 9-4X crossover and talk to chairman Victor Muller, but upon arrival found he'd left for China. The reason for his rapid departure was an attempt to stop his deal with the Chinese Hawtai Motor group collapsing. It did not succeed. Since then he has secured extra funding from China by doing a distribution deal, but the amount (around €30 million) seems small beer for a car manufacturer whose Trollhättan plant has, as I write, lain idle for over a month.

Then there's the 9-4X (above). They say it's a Saab but it shares its platform with a Cadillac SRX, is built in a Mexican General Motors factory and 80 per cent of production will never leave North America. It's not the worst Saab I've driven, but is perhaps the least characterful. Bland to look at, at best inoffensive to drive, if your automotive horizons are set at doing 65mph on an Interstate, it does a passable job. But if you're looking for flair, panache or that old Saab quirkiness, you'll not find it here. This was the last Saab designed under GM's ownership and so pervasive has been its influence, it won't even take a diesel engine. This alone cuts it off from 95 per cent of the European market for the car.

Meanwhile Saab's brave engineers have just built the first running prototypes of the 9-3, the first all-new Saab designed by Saab since the '78 introduction of the 900. They can't say much about it yet, but their smiles reveal their pride, hope for and confidence in the project. I know it will have a proper five-link rear suspension like the best rivals from BMW and Mercedes and be powered by state-of-the-art BMW engines. What I don't know is if Saab will survive long enough to bring it to market. I fear substantial amounts of additional funding are needed now if it is to have a chance.



TWIZY WHIZZY BUT SALES MIGHT NOT BE BUSY…

FINALLY DROVE A RENAULT Twizy this month and it was as good as I'd hoped. The tandem electric two-seater was quick enough for urban streets, preposterously manoeuvrable thanks to being no wider than some full-size touring motorbikes and, best of all, fun to drive. Renault prepared a slalom test to be taken flat out at 50mph and I was surprised by its agility and stability. It is remarkably good fun. For that thank all major masses (batteries and electric motor) being within the wheelbase and under the driver.

But it will still struggle to sell, and here's why. There are many peripheral reasons why it might put you off: it's quite pricey at around £7000 – the real-world price of some proper cars. It's not properly weatherproof, compromising its big potential advantage over a motorcycle. And if Renault markets it as an alternative to the car, it risks being labelled comparatively unsafe because, being in law a quadricycle, it's not undergone the stringent crash tests to which normal cars are subjected.

But say none of this deters you. Where are you going to charge it? A Twizy is not like a Nissan Leaf, which will go 80-100 miles on a charge and will be bought by people in the commuter belt with off-street parking. A Twizy is an inner-city device that, in theory, will serve best those living in busy terraced streets. Even if you can park outside your house, are you going to trail a cable across the pavement and be sued by the bloke who trips over it and breaks his leg? With no charging infrastructure to speak of, the Twizy will remain a niche product enjoyed by the rich with off-street parking or the few able to charge the car at work. To the thousands of others who might otherwise benefit from its charm and ability, it sadly makes no sense at all.



NO AMOUNT OF PEUGEOT PLANNING COULD DENY AUDI

EXCELLENT DINNER AT THE RAC to wish Peugeot *bonne chance* at Le Mans. Stung by the freak engine failures that robbed it of an apparent certain win last year, the team was taking no chances in 2011. Eight 30-hour tests, equivalent to 10 24-hour races, ensured its cars and the private ORECA machine made the finish, filling the first five spots save the one it wanted.

But Peugeot can't begrudge Audi its victory. With two of its three cars taken out in shocking accidents all the pressure was on the remaining R18, but its drivers resorted to no questionable tactics to stay ahead, unlike some of the Peugeot crew in their bid to keep it behind. In the end justice was done and, in the face of immense opposition, the quicker car from the better team won. *See report, p22*

PORSCHE 911 GT3 RS 4.0

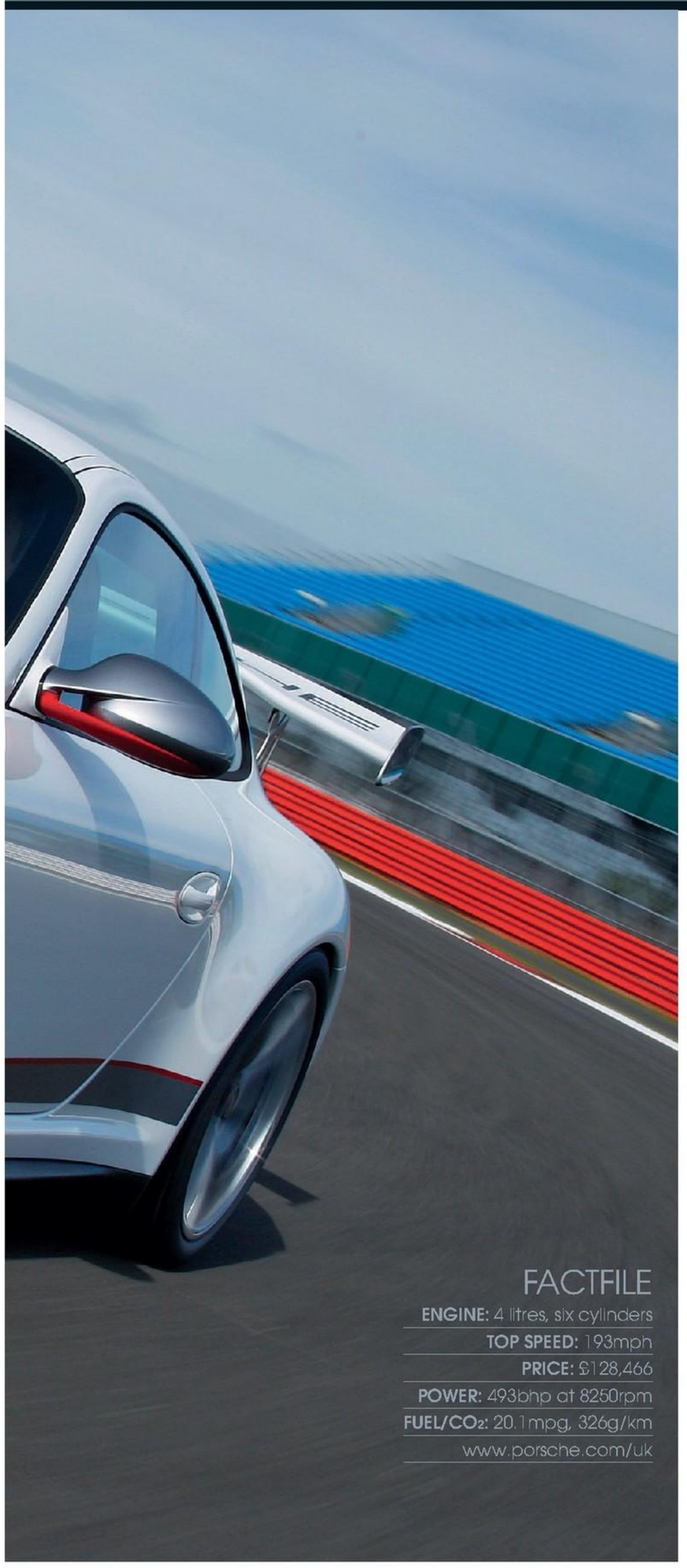
Thirteen years ago Porsche produced the first completely new 911 in what was then already a 35-year-old career. The new car, code-named 996, was a very different kind of device, sufficiently so that, because I had the fortune to be editing this magazine at the time, I contrived a cheesy 'Nein Eleven' headline and wrote a story explaining that while the new car was capable and welcome, the spirit and excitement of the original had been lost.

In fact it had been merely hidden. A year later Porsche produced a pure sports version to enable it to homologate its racing cars and we were all surprised to find it was not to be granted 'RS' status like its fabled predecessor, the 2.7 RS, which had been conceived in 1973 for much the same reason. Instead Porsche appended a new name to it, the 'GT3' badge relating to its intended category of racing.

But the new GT3 road car was a curious and compromised device. Heavier rather than lighter than the standard 996, quick but decidedly tricky on the limit, it shone a light illuminating a new route in which this car could go, without bothering to actually head in that direction.

But after the GT3 the journey commenced with the first GT3 RS, and as the 996 evolved





FACTFILE

ENGINE: 4 litres, six cylinders
TOP SPEED: 193mph
PRICE: £128,466
POWER: 493bhp at 8250rpm
FUEL/CO2: 20.1mpg, 326g/km
www.porsche.com/uk

into the 997, so the breed developed until seven iterations later we arrive at this, the 997 GT3 RS 4.0. When I think back to that first and flawed GT3, it's bizarre to think this is its direct descendant, and underneath all those wings and fins you'll find essentially the same platform.

For from those inauspicious beginnings, Porsche has bred its finest road car yet, better even than the only two other possible contenders for the title, the original 2.7 RS and the RS version of the last air-cooled car, the 993. It is a very important car too, and this is why.

At the end of this year Porsche will replace the 911 again. I understand that new car, confusingly code-named 991, will be as different to the



What new M car lacks in looks it makes up for in driving behaviour

BMW 1-SERIES M COUPE

THERE'S LOTS TO DISLIKE here, from the terrible looks to its terrible name. BMW should just have called it the M1 and worn the carping from those saying it was a poor substitute for the original.

And that's not all. At the heart of the BMW M brand used to lie a bespoke, highly tuned, high-revving normally-aspirated engine, but here you'll find a twin-turbo unit taken unchanged from the Z4 cruiser developing its 335bhp at just 5900rpm. You don't need to engage in a process to get it to work, you just flex your foot and go.

Yet as someone who remains worried about the direction in which BMW in general and M in particular is heading, I found myself much heartened by this warmed-through 1-series. Silly body kit and a needlessly fat and squidgy steering wheel aside, there's nothing extraneous here: you can't even have a sunroof or tow bar. It is a back to basics M car closest in character to the second-generation M3 from 1992.

Indeed in an era where car manufacturers are quite happy to pervert the design of cars because they know it will generate the statistics upon which sales increasingly depend, it is refreshing to see such a straightforward approach. It's a car that'll hit 60mph in 4.9sec, but if it had four-wheel drive, paddleshift transmission and good launch control, you could easily lose half a second from that time, and merely at the price of spoiling the way it drives.

I'm probably old-fashioned but I see nothing wrong with a powerful rear-wheel-drive car, a straight manual gearbox, a good mechanically locking differential and a nice long wheelbase. To me these are the ingredients most likely to combine into an entertaining, indulgent driving experience.





FACTFILE

ENGINE: 3 litres, six cylinders
TOP SPEED: 155mph
PRICE: £40,020
POWER: 335bhp at 5900rpm
FUEL/CO2: 29.4mpg, 224g/km
www.bmw.co.uk

And so it proves. Sad to say, I can't remember when I last enjoyed so much driving a BMW you can actually buy. I say this because since we last met I've also driven the batty M3 GTS, and despite it being almost unusably stiff on the road had a wonderful time at its wheel. But as only 15 have been imported and all sold I won't dwell on it further here. Instead I found really rather charming the way the 1-series was quick and efficient when you drove it smoothly, and quite wild and wayward when you did not. This is not a car that's going to let you sit back while it does all the hard work: you have to get stuck in and it's all the better for it.

So BMW, or 'M' I should say, we need more like this please. No bells, no frills, just honest, down-to-earth, damn good fun sporting cars. Anything else has no business wearing the badge.

996/997 series as that series was to all the 911s which went before it. The various scoop photographs that inevitably surface at this stage in a car's development show one that looks similar to the old series but I am assured it is entirely new. Which means this car is the very last of both the 997 and the original GT3 line.

Something else dies with this car too: the Hans Metzger-designed flat-six motor. For some years this engine has only been used in Porsche's GT3 and GT2 cars, all other 911s, Boxsters and Caymans using an entirely unrelated, much cheaper to manufacture, direct-injection flat-six. The Metzger engine is ancient: it was first fitted to a road-going 911 – the 964 – back in 1989 but its competition roots are older even than that. Yet this is the engine that brought Porsche its most recent Le Mans win, in 1998. It has survived so long because it's just about indestructible. If you're lucky enough to own a 911 powered by one of these motors, you might think its red line is somewhere you should visit sparingly. If so you'll be interested to know that one of the routine tests to which this engine was subjected during development for use in this ultimate GT3 was to be run flat out and non-stop for 3000km. That's London to Moscow and halfway back at full throttle.

So what kind of car has Porsche's Motorsport department prepared as a fond farewell to all these milestones?

The clue is in the title: this is the first road-going 911 to use an engine displacing more than 3.8 litres. By using the long stroke crank of the RSR race car (there was no more space between the cylinders to allow expansion in that direction), a capacity of 3996cc has been achieved, and because it has been stroked rather than bored, a lot of attention was paid to the way air gets into and gases emerge from the engine to ensure the power gain more than matched the increase in torque you'd expect.

The result is a 4-litre engine that produces 493bhp without the aid of turbocharging. Better still, a fat chunk of extra torque has been found at every point in the rev range.

But Porsche would never leave it at that. Although just 400 of these 4-litre RSs will be built, that didn't stop Porsche seeing how far they could push the car in other directions to create a suitably fitting finale. So first they made it lighter, making extensive use of carbon fibre, notable in places like the bonnet and front bumper. Even the carpet underlay was discarded to save a few grammes.





New 911's well-appointed interior helps make it as useful on the road as on the track. But not many will reach the UK





Next they sharpened up the suspension using Rose joints in the rear suspension, unique spring rates and springs that come with small helper springs to ensure some pre-load is always kept in the suspension.

Finally attention turned to aerodynamics. While most manufacturers of even overtly sporting road cars are happy to focus their efforts in this area to minimising lift and thereby ensuring stability at speed, Porsche works to an altogether different standard. Porsche fitted a new rear wing and discovered two things: first it not only eliminated all rear axle lift but then actually contributed 200kg of downforce at 183mph. Secondly it completely unbalanced the car aerodynamically. That's why it has those little winglets at the front (left): they may not look like much but there are places at the old Nürburgring where they make the difference between being able to go flat out and leaving the circuit.

First I drove it at moderate effort on the road and then as fast as I could around Silverstone. And I'm still not sure which environment impressed me more. On the track it was scintillatingly quick and responded much more like a race car than something wearing a number plate. Better, the extra torque and improved grip meant you could hang in higher gears than you would in a 3.8-litre RS, which meant fewer gear changes and more time to concentrate on your lines, braking points and so on. So it wasn't just faster, but easier too.

That a car so capable on the track should be less than horrid on the road would have been impressive. In fact the 4-litre GT3 was sufficiently quiet and comfortable that some of the 400 will use theirs every day. It may look like a road-legal racer, but you can still have yours with air conditioning, navigation and many of life's other little luxuries.

I'm not sure what I'd do if I had the £128,466 required to buy one. Probably get frustrated because it's only Porsche's closest friends that'll even be offered one. But even if I was on the list, what then? As investments go, owning one of fewer than 40 cars destined for the UK is probably one of the more bulletproof bets in the road car world, especially if you kept the miles off it. But this is not a car you can park and look at – it's not especially beautiful nor so rare or precious you wouldn't dare use it.

But I don't think I'd use it every day – the pressure on my licence would be too great. Instead I'd take the time to plan a few great trips a year, always with a far-flung circuit as its destination, and know there was nothing I could throw at it that it wouldn't be able to take. Make no mistake, even by Porsche's often supersonic standards, it has never made a car like this. The only remaining question is how on earth will the all-new 911 follow in its footsteps?



Sporting version of the XKR sadly offers little over the original

JAGUAR XKR-S

I'LL ADMIT I WAS ONE OF those who thought that, in broad terms, the faster, more powerful and sporting Jaguars became, the better they would be. The new XKR-S proves both me and the theory wrong.

It seems a harsh thing to say because if you look at its proposition and even take one for a drive, you are unlikely to find it anything other than highly enticing.

This is due to the fact that its supercharged 5-litre V8 motor now has the same 542bhp boasted by the XJ220 nearly 20 years ago. In this relatively lightweight aluminium structure, it makes the XKR-S feel crushingly fast. I happened to climb out of one and straight into a 911 GT3 and the Porsche felt rather anaemic by comparison.

Its problem is that it's not quite sure what it wants to be and reveals the traps inherent in trying to turn a car designed originally to be a grand tourer into something more sporting.

In fact it works quite well in the cruiser capacity, but certainly no better than the normal XKR that still has over 500bhp. It is as a sports car that it feels like it has overstretched itself: the brief doesn't suit the nature of its fully automatic gearbox and the need to preserve its ride quality has resulted in suspension too soft for serious driving.

In short it's one of those cars that you drive thinking of another, in this case the XKR. Over £18,000 cheaper, damn near as fast and to my eyes far better looking, for the money it is the superior product.



FACTFILE

ENGINE: 5-litre, eight-cylinder supercharged
TOP SPEED: 186mph
PRICE: £97,000
POWER: 542bhp at 3900rpm
FUEL/CO_2: 23.0mpg, 292g/km
www.jaguar.co.uk



Vantage S demonstrates quality build that Aston Martin is now achieving

ASTON MARTIN V8 VANTAGE S

LIKE THE JAGUAR, THE Aston Vantage S is another rapid British coupé offering an upgrade that appears not to justify the hike in price. After all, for the extra £11,600 Aston is asking it's providing a scant 10 extra horsepower and a couple of tenths off an already swift 0-60mph time. But this time it is the changes that cannot be demonstrated in a couple of quick statistics that have transformed the car.

I do not exaggerate. I've been a long-time fan of the Vantage, feeling that it made up in exclusivity and looks what it lost to, say, the equivalent Porsche 911 in terms of all-out punch or precision. But there is no need to make excuses for the Vantage S. Boasting quicker steering, revised suspension, better brakes and an all-new seven-speed robotised manual gearbox between its rear wheels, the S is not only quicker but, more importantly, lighter and sharper too.

It is now not just a beautiful car, but also a beautifully judged car. On the track it is remarkably composed for a 1600kg vehicle but this has not been achieved at the expense of making it undriveable on bumpy back roads. On the contrary so good is its damping that it controls its body movements effortlessly while riding well enough to qualify the car not simply for recreational use, but as sensible daily transport.

One more thing. Alongside the Virage reviewed last month and the Rapide before it, the Vantage S cements my impression that Aston Martin is building its cars to rather higher standards these days. You can never speak definitively on such issues based on only a few days and five hundred miles in a nearly-new car, but what I can say is it possesses a sense of construction integrity I have not historically associated with the marque.

FACTFILE

ENGINE: 4.7 litres, eight cylinders
TOP SPEED: 189mph
PRICE: £102,500
POWER: 430bhp at 7300rpm
FUEL/CO_2: 21.9mpg, 299g/km
www.astonmartin.com





AND THAT REMINDS ME...

Would a reunion with Ferrari's F40 be worth the wait, or just result in disappointment?

In my limited experience, meeting up with old flames is an overrated pastime. The last time you met, one of you dumped the other and it's rarely long before you remember why.

The prospect of meeting up with a Ferrari F40 after more than a decade apart awoke similar feelings of apprehension in me. When I first drove one, it was the fastest car in the world. Like the McLaren F1 and Bugatti Veyron that followed, it broke new ground.

But now there are Mercedes estate cars with more power, Japanese saloons that would blitz it off the line and any number of mass-produced sports cars and coupés that will corner faster and brake harder. In every measurable direction it has been eclipsed. And given that it will be 25 years old next year we shouldn't be surprised.

But I can still recall turning up at Bob Houghton's Cotswold base, climbing into one and wondering if I shouldn't climb straight out again. I sat there recalling a drive in a mid-engined Renault 5 decades after I first drove one and finding it nasty, crude, slow and dangerous. Was the F40 about to go the same way?

Not a chance. True it was truculent, awkward, heavy and uncomfortable, but when I found some space and let its 2.9-litre twin turbo go to work it was also every bit as inspirational as I'd remembered. In fact, compared to the quicker but also softer, heavier and more remote supercars of today, it was even more exciting than I'd recalled. Every straight, corner and gearchange is an event in itself. It makes you feel alive in the way purpose-built racing cars do. From an era where other Ferraris were either indifferent (Testarossa, Mondial), overrated (328) or outdated (412) came the greatest road car Ferrari has made.

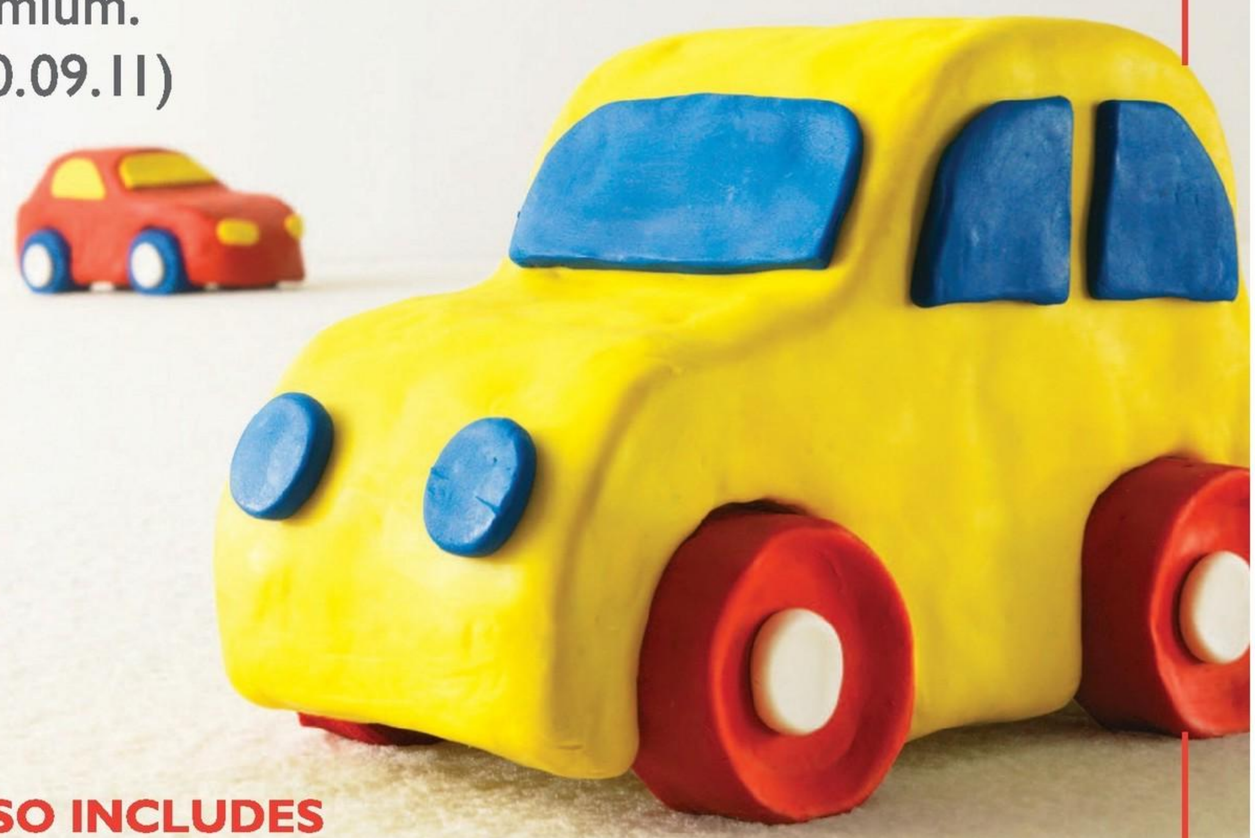
'What's the greatest road car you've driven?' is the question I am asked most and think about least before answering. I'd have said the F40 20 years ago, and I'd say the same today.

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On the road
WITH ED FOSTER



BRANDS HATCH, KENT

SERIOUS FUN, BUT SERIOUS RISK TOO

A RIDE IN THE MR2 CHAMPIONSHIP PROVED THRILLING UNTIL THE ACTION GOT TOO HOT



Ed wonders if there's room for his race helmet in the MR2, and tries to stay out of trouble, above

Our thanks to the following for their help with this feature
www.yokohama.co.uk
www.garmin.com
www.onboardvision.co.uk

This is the maddest thing I've ever done," said a fellow Toyota MR2 racer at Brands Hatch after the red flags had been shown because of an accident. I asked him whether he'd done much car racing. "No, this is my first race, I used to race bikes." And this was the maddest thing he'd ever done? What was he doing on motorbikes? "Oh, everything really… circuit racing, the Manx Grand Prix, the [Isle of Man] TT."

Simon Gardner had a point. Even though he had lapped the TT course – arguably the world's most dangerous race track – at over 100mph on his first attempt, this was full on.

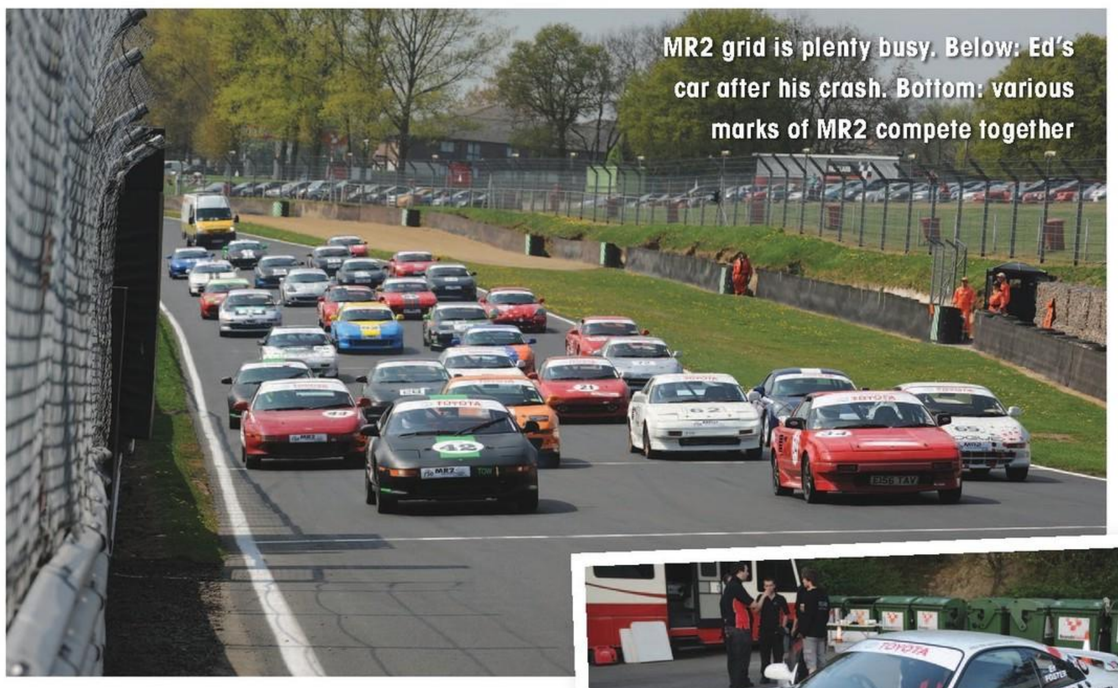
A while ago a press release came through my inbox announcing that Toyota was sponsoring the MR2 Championship. A car-manufacturing giant sponsoring a club championship – this was interesting news. When Toyota withdrew from Formula 1 at the end of 2009, CEO Akio Toyoda said the company would put some of that money into grass roots motor sport. Well, here it is. The amount may be small according to various people in the championship, but it is there. I was kindly offered a drive by Toyota and within two weeks I was sitting in one of Rogue Motorsport's MR2s on the grid at Brands.

The championship can be traced back to 2003 and the 750 Motor Cub RoadSports series, where Mk1s were encouraged to race under strict modification rules designed to keep costs down. In '04 plans were drawn up to include Mk2s and by '05 the MR2s had their own class. For '06 the cars could support their own grid, leading to a split from the RoadSports series; within 12 months there were so many cars that grids had to be divided and in '08 the MSA granted the series championship status.

The MR2 category is hugely popular. Cars can be bought for as little as £4000, and not only

are they easy to race, they are great to drive – there really is nothing to rival a mid-engined car with rear-wheel drive in that respect. However, as with many single-make series, the determination to win is on a par with that in the BTCC. When 30 cars are lapping within four seconds of each other the only way to gain an advantage is to drive that bit harder, which is a dangerous game to play when you're on the very short and tight Brands Hatch Indy circuit.

A week before the race a member of the Toyota team sent through an image of what had happened to him when he took part in the same race in 2010. I opened the file to reveal a Toyota MR2 four feet off the ground and literally flying



MR2 grid is plenty busy. Below: Ed's car after his crash. Bottom: various marks of MR2 compete together



through Paddock Hill. "We understand what it's like racing the MR2s at Brands," he said, "so don't panic, just try and stay safe." It turned out that staying out of trouble was easier said than done.

I won't dwell on driving standards here, as I've talk to Jeff Allam about that (see right), but suffice to say they were mixed. Some MR2 drivers had been racing for many years, while others were sporting beginners' crosses – or 'targets' as they were lovingly referred to at Knockhill when I started racing. When I overheard the following before one race at Brands, I must admit I quickly blessed myself before fastening my seat belt: "but if you're on the inside, it's your corner," said one racer, to which the other replied correctly that yes, it was, as long as you were in front. "No, no, if you're on the inside – whether you're in front or not – it's your corner." This was going to be interesting…

What struck me come the first MR2 race was just how far some people took it. A nudge going into Paddock or a dive down the inside of Graham Hill – when you already had two wheels *inside* the apex – seemed to be *de rigueur*.

I managed to stay out of trouble almost all weekend, and even though people had leant on me in every session so far, the Rogue Motorsport MR2 had remained relatively unscathed. However, my turn for trouble came in the last race of the day.

My plan was to just survive the first lap and if I lost places, well, so be it. But coming out of Druids it became apparent that this wasn't going to happen. A car further up the field had spun exiting the hairpin and then carried on spinning across the track and through the field of cars. There wasn't much anyone could do to avoid it, and soon cars were diving all over the grass and Tarmac trying to avoid each other. As I approached the mêlée another Mk2 was punted up the back and spun into my path… It was only two days later, after an MRI scan, that I found out I'd ruptured a disc in my neck that had jutted into my spinal cord, and I was extremely lucky to still be walking. If it had slipped another millimetre or so the chances are I wouldn't be writing this now.

Perhaps it might surprise you to learn that if I were asked to go and race in the MR2 championship again, I would say yes in a flash. Yes, the driving standards need to be looked at, but the MR2 is – for me – the perfect club racer. It's predictable and fun and everyone involved is extremely helpful. Until you are in the braking zone for Druids, that is…

Thanks to Toyota, Rogue Motorsport and Onboardvision.co.uk for the great onboard footage. Type in 'MR2 Championship Brands Hatch crash' on YouTube to see the results.



All images Steve Jones



INSIGHT

LESSONS IN BEHAVIOUR

New driving standards advisor aims to clean up BTCC racing

"WHEN DRIVERS ARRIVE IN THE BRITISH Touring Car Championship they suddenly think they have a licence to push and shove," says Jeff Allam, the BTCC's new driving standards advisor. "Some of the driving is outrageous and it's becoming like a stock car race, it's ridiculous. I was brought in by (series director) Alan Gow because he's aware of it and wants to sort it."

Driving standards in the BTCC have slipped and many – quite rightly – believe this is filtering down to racing's lower categories. Allam is keen to start penalising anyone who steps over the line. He's well placed to give a driver's perspective as he held the same post in 1995-96 after a long and respected racing career in tin-tops.

"The penalties and consequences of people pushing and shoving are going to get bigger," he says. "Alan's had enough, and if they don't like what we're doing they're going to get punished even more!

"The standards are leaking down to grass roots motor sport, but hopefully if there are severe punishments in the BTCC it will have an effect on the smaller championships. One-make series are especially bad."

Without my prompting, Allam mentions my MR2 Championship race at Brands Hatch. "That crash at Brands (between Andrei Bgatov and Zac Chapman, above, which led to one car flying over the catch fencing) was unbelievable. My secretary was sitting in the grandstand breast-feeding her baby. The car missed her by about six feet – it could have killed her and her child. It demolished her pram and Brands had to buy her a new one. That's how close it was to someone getting killed, and that was down to pushing and shoving on the straight.

"Hopefully I can make a difference. One of the main problems in the BTCC is that some of the drivers are completely out of their depth. I won't mention any names, but they shouldn't be in the championship."

It won't be easy, but here's hoping Allam's work has a rapid effect.



CHEDBURGH, SUFFOLK

THE PEOPLE WHO HELP RACING TO **GO GLOBAL**

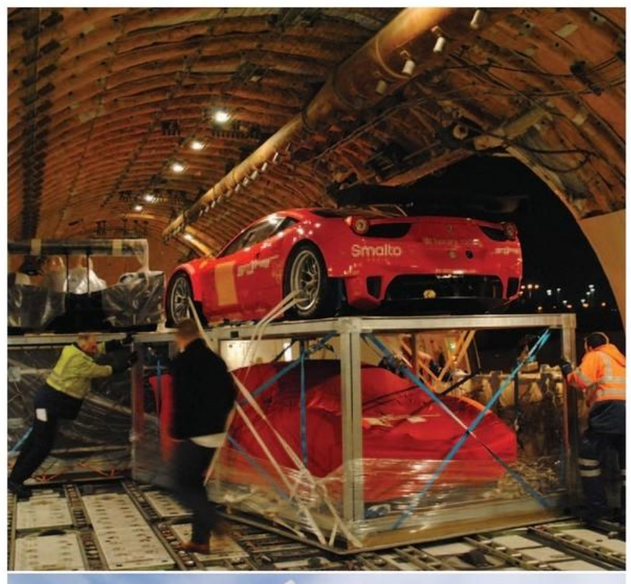
HOW ONE COMPANY HELPS KEEP THE ILMC SERIES IN THE AIR AND ON TRACK

ON MARCH 19, 53 CARS LINED UP on the grid at the Sebring 12 Hours. On May 8, 4281 miles away, the same cars competed at Spa-Francorchamps for the Six Hour race. The Intercontinental Le Mans Cup calendar takes in six countries around the world and the cars get to the races without us – or certainly me – giving it a second thought.

CARS (Classic Automotive Relocation Services – clever, eh?) is in charge of transporting the ILMC cars to non-European races, and it's quite a job. For Sebring alone 160 tonnes of machinery was flown to America, which meant chartering a 747. That's after lots of other equipment was sent by boat. The privateer teams took roughly three tonnes each while some of the factory outfits notched up over 40 tonnes.

"We only got confirmation that we were the official transport provider for the series at the end of January, so it was a rush to get everything ready for Sebring," says James Walker. The marketing, PR and 'special project' man from CARS is a jack-of-all-trades. The company employs around 30 people and despite the relative calm in the







CARS has had its work cut out moving 50-odd ILMC racers around the world

Suffolk office Walker tells me everyone is flat out.

"We're really busy as not only do we do ILMC, we cater for everyone down to the guy who wants his Mini Cooper sent from London to Brighton. For Pebble Beach we'll be sending about 10 cars over to the USA, we took 45 to the Mille Miglia, 65 cars to the Bonhams Grand Palais auction and we've got the Peking to Paris to think about as well.

"The ILMC is a real challenge, though, as we're dealing with teams from all over the world. It's a coordination effort, really, and much of it is dealing with bureaucracy and officious customs people.

"We've got a fleet of trucks and each one is insured at £20 million. That covers pretty much everything, although we went to Rétromobile this year and after we put three cars in one truck we had to stop because it would have exceeded the insurance cover!"

It may seem as though the cars appear magically at Sebring, Le Mans or in China. However, when you next see them peel out of the pitlane spare a thought for the company that got them there. It requires a serious amount of logistics.



PAU, FRANCE

GP BACKER'S LE MANS **RUNAROUND**

WATCH COMPANY BOSS RICHARD MILLE HAS A PASSION FOR CARS

AS YOU CAN READ ON PAGE 23, the Historic Grand Prix at Pau was a huge success. I was kindly invited to the event by watch company Richard Mille, and while the rain poured down on Saturday I found myself chatting to Richard Mille himself. He may be founder and owner of the company and is clearly passionate about what he does, but conversation very quickly turned to cars, a subject on which Richard is pretty clued up. He is the owner of "about 15" 1960s and '70s racers including a Porsche 917, Ford GT40, Lola T70 (above), Matra 660, "a few Formula 1 cars and a few rally cars like the Lancia Stratos".

"They are all cars that speak to me and I use them all the time – I have a Porsche 910 that raced at Le Mans in 1967 and on Sundays I use it to go and fetch my bread and oysters (yes, he is French). I am like the English in that respect, I think cars are there to be driven." Quite right, and it's refreshing to meet a sponsor of a historic race meeting who's not just there because of a marketing exercise but thanks to a genuine love of the sport.



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Learn more about Dan at www.rmauctions.com/dan

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Simon Clay/RM Auctions

Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– RM AUCTIONS –

"Over £20.2 million achieved in two hours at RM's debut sale at the Concorso d'Eleganza Villa d'Este," read the announcement from the Canadian auction house. Not hard to conclude that RM's sale on May 21 was a successful one.

Top sellers included (above) a 1955 Ferrari 375MM Berlinetta (£2.95m) and a 1938 Talbot-Lago T150-C SS Teardrop Coupé that went for £2.73m. Concept cars from the Bertone SpA collection also sold well, achieving £2.73m as a group. Highlights were two Lamborghinis: 1967 Marzal (£1.34m) and 1974 Bravo (£516,970).

It wouldn't be an RM auction if a world record wasn't broken and sure enough two were: a 1964 Alfa Romeo TZ Coupé and a 1957 BMW 507 that sold for a whopping £593,625 and £640,235 respectively.

There will be a full review of RM's Salon Privé sale on June 23 in next month's issue.

– SILVERSTONE AUCTIONS –

The debut sale for Silverstone Auctions on June 11 during the MotoGP weekend was considered a huge success. When *Motor Sport* closed for press the auction house was still doing deals on lots, but the Ducati 1198 that Valentino Rossi rode at Silverstone's 'Wing' building launch in May sold for over £18,000. The seven-time World Champion had signed the tank and all proceeds went to the Riders for Health charity.

Silverstone Auctions has also confirmed more lots for its July 23 sale. As well as James Hunt's Hesketh 308/2, mentioned last month, they will sell the 1976 World Champion's Austin A35 van. There is also a 1958 AC Ace-Bristol crossing the block. '50 FPF' was campaigned in period and is expected to fetch £180-220,000.

For Stirling Moss fans around the world, Silverstone Auctions is selling 'The Boy's' 2000 Piaggio ET4 Vespa with an eye-watering estimate of £6-8000. We know of one of the same vintage valued at £150…

– BONHAMS –

As this issue goes on sale, Bonhams is due to hold its annual Goodwood Festival of Speed auction. It had lined up several interesting competition cars for July 1 as well as some special road-going machinery. The ex-Jack Perkins 1925 Bugatti Type 35B (below) is expected to fetch £400-500,000, while Gerry Marshall's 1971 Vauxhall Firenza 'Old Nail' is surprisingly estimated at only £30-40,000.

Other competition cars include the ex-Bill Summers MG Magnette K-Type supercharged monoposto (£100-120,000), a 1926 Bugatti T37 (£120-160,000), and the ex-Spike Anderson Datsun 240Z 'Super Samuri' coupé (£50-70,000). As to road cars there is a stunning 1989 Ferrari F40 (£320-350,000), the ex-Innes Ireland 1954 Aston Martin DB2/4 DHC (£500-700,000) and a very low mileage Ford RS200 (£70-100,000).



– ARTCURIAL –

A 1968 Ferrari 275 GTB/4 Berlinetta which found a new owner for £655,330, and a 1935 Hispano-Suiza K6 that sold for £374,596 were two of the headline lots at Artcurial's auction on June 20. Other cars of note included a 1961 Lancia Flaminia Sport racer (£97,914) and a 1934 Bugatti Type 57 (£258,410).

– H&H SALES LTD –

On June 8 H&H sold a variety of classic cars that included a fast-road 1966 Austin-Healey 3000 MkIII (£52,000), a 1947 HRG 1500 (£49,500) and a 1923 Bentley 3-litre TT Model Tourer (£146,300). The company's next sale will be at its Pavilion Gardens site on July 20.

– MECUM –

From May 17-22 Mecum held its Spring Classic Auction and sold a 1971 Foyt Coyote for £77,180. Raced in the 1971 and '72 Indianapolis 500s, it came home sixth with Donnie Allison behind the wheel and then 11th with George Snider at the helm. The car had been completely rebuilt and restored to its Sheraton Thompson Special livery and has recently been raced.

FORTHCOMING AUCTIONS

JULY 1 BONHAMS *Collectors' Motor Cars,* Goodwood, Chichester, Sussex Tel: 020 7468 5809

JULY 13 BRIGHTWELLS *Classic Cars and Motorcycles,* Easters Court, Leominster, Herefordshire Tel: 01568 611122

JULY 15/16 MECUM *Des Moines Auction,* Iowa State Fairgrounds, Des Moines, Iowa Tel: 001 (815) 568 8888

JULY 16 COYS *Fine Motor cars including The Jaguar Sale,* Blenheim Palace, Oxfordshire Tel: 020 8614 7888

JULY 20 H&H SALES LTD *Classic Cars and Automobilia,* The Pavilion Gardens, Buxton, Derbyshire Tel: 08458 334 455

JULY 23 SILVERSTONE AUCTIONS *Silverstone Classic Sale,* 'The Wing', Silverstone, Towcester, Northamptonshire Tel: 01327 856100

JULY 24 SHANNONS *Collector and Muscle Car Auction,* Olympic Park, Sydney Tel: 0061 2 8019 4116

JULY 25/26 BARONS *Classic, Historic and Thoroughbred Motor Cars,* Esher Hall, Sandown Park, Surrey Tel: 023 8066 8413

JULY 30 RM AUCTIONS *Vintage Motor Cars,* The Inn at St John's, Plymouth, Michigan Tel: 001 519 352 4575

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Reviews





GRAND PRIX

1. RENAISSANCE
2. ROSEMEYER!

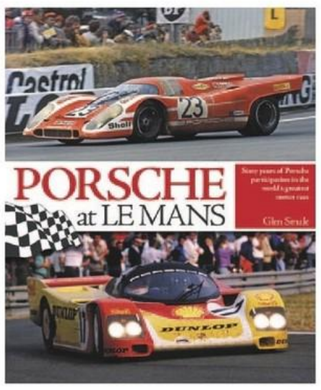
Mark Van Oppen

Picture books in *Motor Sport*? Surely not. Yet this 'graphic novel' of motor racing, set in the 1930s, has real visual appeal. Whether or not you are grabbed by the rather thin plot, it's set against a supremely accurate picture of the time, realised in an attractive, graphically bold style. Author/artist 'Marvano' knows his cars intimately: machinery is lovingly rendered, from Bimotore Alfa to Elly Beinhorn's Taifun monoplane to the model VW on Hitler's desk, the historical players are recognisable, and the settings are believable landscapes, from Berne to Brooklands, Masaryk to Montlhéry. The history is correct, too, from the Tripoli lottery fix to Carraciola's romances, backed by observations on Kristallnacht, Wannsee and Palestine. (The forthcoming Vo3 takes us into the war.)

And if the fiction element – the tale of an English Mercedes driver who isn't Seaman and some sisters who aren't the Mitfords tangling with Nazi thuggery – is little more than an excuse for a dramatised history of inter-war racing – well, why not?

To sceptics I'd contend that the graphic skill here is the equal of those collectable '30s racing posters we all have at home, with a scale and a muted palette which bring to mind the mechanical fantasies of US artist Bruce McCall. An unexpected delight. In French only, so far – a shame, but not an obstacle. **GC**

Published by Dargaud, ISBN 978 2 5050 1127 9, €13.95 each



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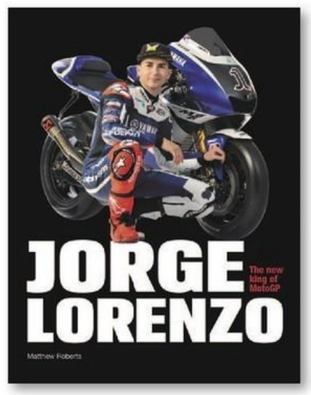
by Glen Smale

Is there really any room on the already sagging shelf of Porsche motor racing books? This new volume hopes so…

The format is simple: a decade by decade, year by year description of Porsche entries at Le Mans, both works and privately entered, beginning with the trio of 356 SLs that joined the grid in 1951 and ending with the sextet of 911 derivatives in last year's race. That's a lot of ground to cover.

So no surprise that this book is dominated by pictures, drawn from Porsche's archive and LAT. But that's not to say the book is short on facts. Far from it. The long captions and yearly summaries are dense with information, placing this book firmly on the reference end of that Porsche shelf. Combined with Haynes's usual high production values, it's an admirable achievement – if a little hard to love. **DS**

Haynes, ISBN 978 1 84425 995 3, £45



JORGE LORENZO

THE NEW KING OF MOTOGP

by Jorge Lorenzo

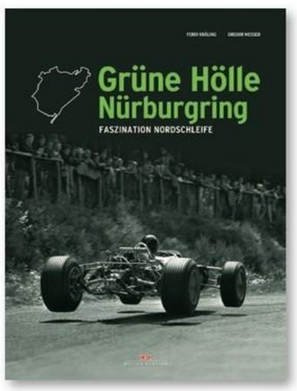
The idea of a pictorial review of a racer's career is not exactly original. Some might even think it self-indulgent, especially given the title and the first-person text. However, since it's from a MotoGP rider, and one as exciting as Jorge, it's absolutely fantastic.

If this was written by a Formula 1 driver then it just wouldn't work. Can you imagine over 200 pages of PR shots? Yes, so can I, and it wouldn't make for interesting reading.

Lorenzo is one of the stars of MotoGP and as you turn the pages of the book you get an idea of why the bike series is so popular. The images of his hilarious – and mostly bizarre – celebrations are great, while action shots and short captions help to guide you through his hugely successful career.

It's not often a photographic review of a modern driver or rider works so well, but this effort by the 2010 MotoGP World Champion is a worthy addition to any bike racing fan's library. **EF**

Haynes, ISBN 978 0 85733 095 6, £19.99



GRÜNE HÖLLE NÜRBURGRING

FASZINATION NORDSCHLEIFE

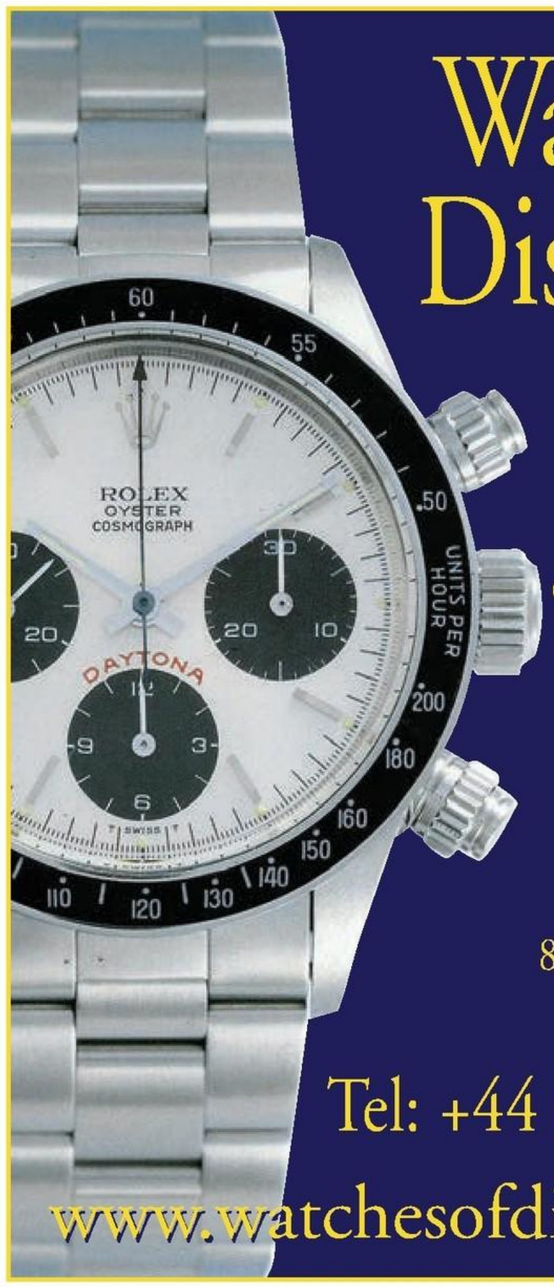
by Ferdi Kräling & Gregor Messer

For those of us lucky enough to have witnessed the 'Green Hell' at first hand, it's a place that oozes history, danger and tales of famous cars, people and races round every tree-lined corner.

Trying to compress 85 years of racing on the purpose-built circuit into one book would be almost impossible, so this terrific image-led book concentrates on the glory days of the '60s and '70s with a final chapter bringing us up to the modern day.

All the images are incredibly well presented, with many of them rarely seen before, and capture the best moments of F1, sports cars and touring cars. There is little written copy except for the German-language captions, but this doesn't matter as the pictures are so good that they can eloquently tell the story of a great era in the history of the legendary Nürburgring. **DC**

Published by Delius, Klasing and Co, ISBN 978 3 7688 3274 8, €29.90



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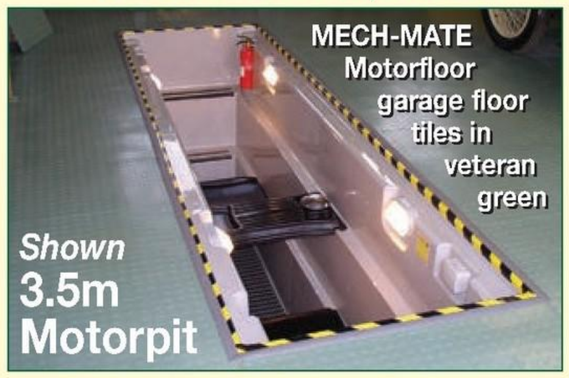
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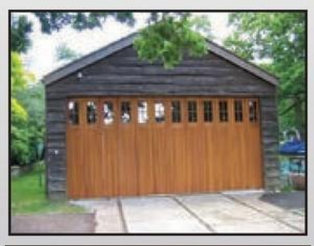


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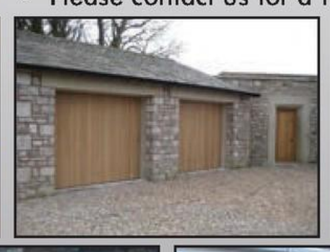
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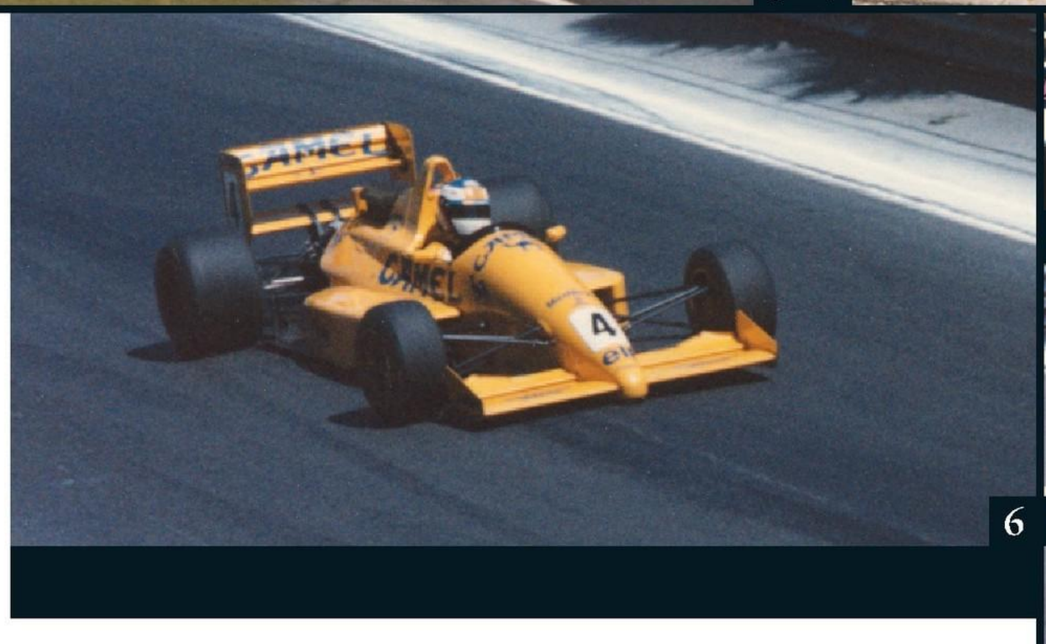
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DAVID & HELEN GILLESPIE-PECK

Dordogne resident Helen sent in husband David's shots of International F3000 races at Pau. Today, both still attend Historique meetings at the picturesque street track. {1} 1990 marked the Pau GP's 50th anniversary. {2} Mark Blundell struggled in '88, qualifying 19th and retiring early in the race. {3} Rubens Barrichello was third on his Pau debut in '92. By '93 he was racing for Jordan in F1. {4} Cosy corner for French marshals. The shortest bit of Armco ever? {5} Damon Hill in action in 1990. {6} Jean Alesi won '89 race and that year's title. {7} Martin Donnelly qualified fourth in '89, behind team-mate Alesi, but crashed on lap 15.


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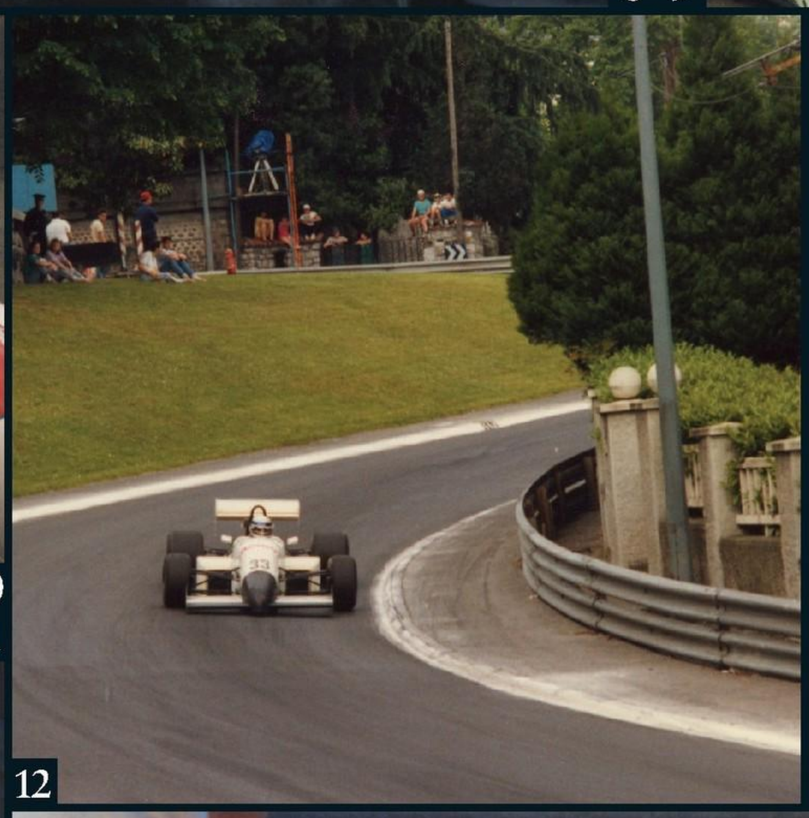


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{8} Mike Thackwell, in a one-off return with the works Ralt team in '88, was seventh. {9} Mauricio Gugelmin drove for works Ralt Honda team in '87. {10} Emanuele Naspetti survived a clash with Andrea Montermini to win in '92. {11} Thomas Danielsson was third in '89 to reclaim series lead. {12} Only 22 starters were allowed at Pau – Giovanna Amati's GA Motorsport Lola failed to qualify in '88. {13} Champion Roberto Moreno, leading Alesi, took first of four wins in '88 at Pau. {14} Eddie Irvine drove for Eddie Jordan's squad in 1990.





13 14



HALL & HALL



1963 Lola Mk 6 Chevrolet #LGT02
Unique car built for John Mecom and driven by Augie Pabst at Sebring, Nassau, Brands Hatch etc. With a 6 litre Chevrolet and approx 820 kgs it should be highly competitive in historic racing.



1953 OSCA MT4AD
Fitted with 1500c.c. twin plug head. Ex-Cunningham, Hansgen etc. Sebring 12 Hours, Watkins Glen etc. Driven in 10 Mille Miglia etc. Maintained by ourselves.



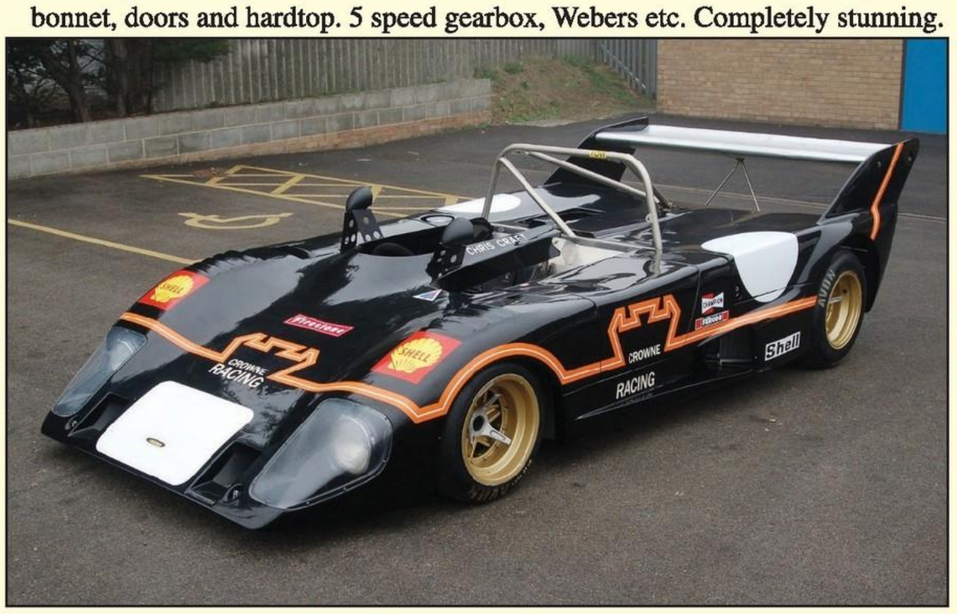
1950 Talbot Lago T26, Fangio/Rosier Le Mans entry
Can race as either a sports or GP car. Current owner since 1958.



1962 Jaguar E Type 3.8
The subject of huge expenditure with Southern Classics and CKL. Alloy boot, bonnet, doors and hardtop. 5 speed gearbox, Webers etc. Completely stunning.



1957 Lancia Aurelia B20 6th Series
In exceptional condition, original Lancia UK road test car. Successful Mille Miglia entry.



1973 Lola T292 BDG
Chris Craft / Crowne Racing and winner of the 1973 2 Litre Sports Car Championship. Perfect entry for the Martini Trophy etc.

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1990 Arrows A11B
1982 Arrows A3/DFV
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1970 Chevron B16
1948 Delahaye Chapron Coupe
1970 de Tomaso 505/F1
1976 Hill GH2 DFV
1972 Lola T290
1960 Lola Mk1
1965 Lotus 33
1972 March 721 DFV
1976 March 761/DFV
Maserati 300S FIA HTP
1949 Nardi Danese
1959 Tec-Mec Maserati
1980 Tyrrell 010
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George Robson celebrates his Indy win in 1946 aboard the Thorne Engineering Adams-Sparks. Inset: Dario Resta with his riding mechanic in 1915

IMS Media

INDY'S FORGOTTEN BRITISH WINNER

Dan Wheldon's latest Indy victory adds to Britain's roll of honour. But UK Speedway success began with 'the other Dario' in 1916

"I got up in the marbles and that was it..." must be one of the most poignant quotes I can recall, given the circumstances of J R Hildebrand losing his tactically well-merited race lead in the 800th – and last – corner of this year's Indianapolis 500. The 25-year-old Panther Racing Dallara driver had entered that final lap of Indy's centenary-year race looking assured of a famous rookie victory. But then came the error as he rushed up onto the starboard quarter of diabetic driver Charlie Kimball's Ganassi team car. Not confident of the time cushion he had from English driver Dan Wheldon's pursuing car he opted for one final pass rather than prudently backing off to save slipstreaming past Kimball until after Turn 4.

So young Hildebrand aimed instead for the outside line, regardless of the tyre debris dusting the surface there, and his Dallara's tyres promptly lost adhesion on the rubber-rolls and drifted wide, then wider. I dread to imagine the moment he realised the outer wall was rushing out to greet him with a barely cushioned kiss before – karummp – he was into it in a sudden frenzy of shattering suspension and body panelling, spurting high-pressure coolant and oil. And as he sparked along the safety wall as a virtual passenger, his wrecked car scrubbing off momentum, to his left the rival Dallara bawled past, fit and strong, under control and undamaged to take Wheldon to an admittedly lucky but second Indy win.

Dan Wheldon's career path highlights the tremendous historical difference between today's driver prospects and those of our racing past. Inevitably his career began with kart racing from infant into teenage, but then he became one of the few Brits to pursue open-wheel racing prospects in America where sponsorship prospects for a middling talent seemed more rosy.

While his peers in the UK and Europe took the conventional path through white-hot competition towards Formula 1 goals, Wheldon made his way through Toyota Atlantic and Indy Lights until in 2002 he earned a couple of IRL drives as team-mate to Sam Hornish at Panther Racing.

He then replaced the retired Michael Andretti at Andretti Green Racing in 2003 and became the IRL's Rookie of the Year before winning his first championship race, at Motegi, Japan, in 2004. The following year he broke the IRL-sanction record for wins in one season – six – including his first Indy 500.

After he had won 15 races, Ganassi replaced him with Dario Franchitti for 2009. Wheldon returned to Panther Racing with whom his IRL career began, and twice finished second at Indy, 2009-2010. But after failing to win for Panther he was replaced for this season by former Indy Lights Champion, J R Hildebrand. This set the stage for Hildebrand and Panther, in that fated final corner, to lose victory in this year's 500, and to take second yet again while Wheldon in his one-off drive for Bryan Herta's team won instead.

As a British double Indy winner, Wheldon now joins Scotsman Dario Franchitti, while according to 'official' Speedway statistics three other British drivers have won at Indy during the race's 100-year history – most famously Jimmy Clark and Graham Hill in 1965-66.

The third man listed is diminutive George Robson who won the Indy classic in 1946. Born in Newcastle-upon-Tyne in 1909, he and his family emigrated, first to Canada in 1917, then in 1924 to the US. Both he and his brother Hal raced successfully before George made his Indy debut, failing to qualify for the 1939 race. He then started in both 1940 and '41, before his next chance upon the 500's post-war revival in 1946.

Driving Joel Thorne's Adams chassis with supercharged six-cylinder Sparks engine, the little Geordie-born driver promptly led 138 of the race's 200 laps, including the last 108, and won by 44 seconds. Tragically, his luck ran out that September in a multiple accident at Atlanta's Lakewood Speedway, in which both he and George Barringer were fatally injured.

But while the Indy statistics list 1916 500 winner Dario Resta as an Italian, he had been brought up in Britain from the age of two – much of the time in Wales – and was naturalised British in 1908. Perhaps recalled today only as 'the other Dario' he then achieved extraordinary stature in American racing during World War I, after being engaged by US Peugeot importer Alphonse Kaufman to drive a 1913 Grand Prix model, known alternatively as the L56 or 'EX3'. In this car, Resta proved very quick and mechanically adept. He promptly drove it to win the United States Grand Prix at San Francisco, then the Vanderbilt Cup and finished second at Indy after a late tyre change before winning the inaugural Chicago 500 Miles.

In 1916 Resta won the Vanderbilt Cup (again), the Chicago 300, and the Minneapolis and Omaha 150s plus the Indy 500. His successes earned him that year's National Championship title, but as America went to war racing was forgotten, and Resta settled his family in Bakersfield, California, where among other business interests he set up a small speedway.

Post-war he resumed racing, starting a Packard from the front row at Indy in 1923 before returning to Europe and the Sunbeam factory team for 1924. He drove one of their supercharged six-cylinder 2-litre cars in that year's Grand Prix de l'ACF at Lyons, and a month later at Brooklands set new records in team car 'DA 8666' for both the standing and flying-start kilometre and mile, and the five-mile class record – at 114.23mph.

Next day Resta attacked longer-distance records there. He was scheduled to lap at 113mph, but averaged 115 on his second before easing back. As he came off the Members' Banking onto the Railway Straight on his fourth lap, the Sunbeam's right-rear tyre suddenly left its rim and despite Resta's best efforts the car spun and clattered tail-first through the corrugated-iron trackside fence. Its fuel tank ignited. Dario Resta lost his life while his riding mechanic, Bill Perkins, was severely injured but survived. A sheared dural security bolt was found lying on the track. What should have been a fairly routine record run against the clock had ended in the loss of Britain's first Indy 500 winner.

"Both out of their tiny minds..."

The recent Law Courts spat between Group Lotus and Tony Fernandes's current Lotus Racing operation has been covered very extensively in the specialist media. I was called by Group's legal team as an allegedly 'expert' witness, partly because I have been around for quite a long time, I knew Colin Chapman and Fred Bushell and other principals in the story's past, and I have also produced some books on Lotus and on Team Lotus in particular. Generally I and the other journalists recruited as witnesses – David Tremayne and Karl Ludvigsen for Fernandes while John Blunsden joined me for Group – seemed to be confronted by one basic question.

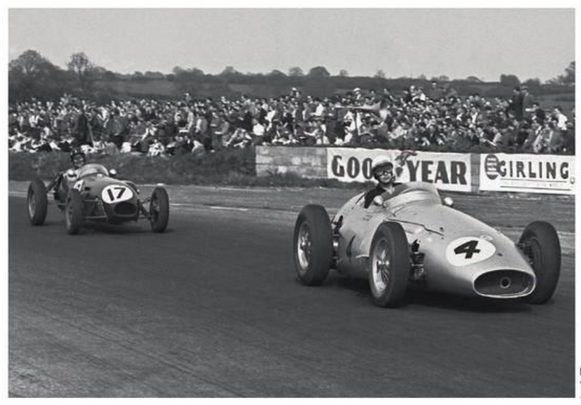
It was characterised to me as, "In period, did the general public perceive Team Lotus as an individual brand, separate from the brand of Lotus Cars, or were they the same?"

Well, the answer seemed to me to be a no-brainer. While Formula 1 insiders and dedicated motor racing fans would quite probably have known that Team Lotus was actually an independent Chapman family company separate from the production car entity, Lotus road cars were certainly sold as much on Team's racing achievements as on their own attributes. And back in the 1950s or '60s, if my Mum or Dad had been winged by a badly driven Lotus 7 or Elan, they might pick themselves up, glance aggrievedly at that circular badge on its nose, read 'Lotus' and think "Aaargh – those mad racing car people again!" I am confident that historically the general public did not differentiate between the two Lotus entities.

Anyway, the hours spent in the witness box at the Royal Courts of Justice might as well have been spent out in the sun threading daisy chains for all it really achieved. In his written judgement Sir Peter Smith – I freely admit with some justification – declared: "I did not find the gathered clan of journalists' and authors' evidence of much use (because) it is impossible to sift out in any relevant way fact, opinion and even urban myth in relation to such a legendary figure as Colin Chapman".

But as far as I am concerned, much less justified are the glaring factual errors in his written judgement, errors which have left several Team Lotus old boys – and myself – less than impressed. Perhaps it's understandable that Sir Peter should be unequipped to differentiate between mud-plugging trials – in which one merely attempted to get furthest up a hill – and racing when he stated that "Mr Chapman started racing cars in 1947. He built cars for Trials initially" – but when he continued "They were mostly single-seat racing cars" then something has surely gone very seriously adrift.

The judgement then relates how the Lotus Type 14 "...was the first on-road two-seater sports car and was sold under the name Elite" which is only partially true since many of the earlier open cars from Mark VI to Type 11 had been freely used as road-going two-seat sports cars.



LAT

Wolfgang Seidel's Maserati heads Graham Hill's F1 Lotus in the 1958 International Trophy

But what really lights a fuse is the line: "In 1961 Colin Chapman entered Formula 1 for the first time". One of Team's old hands has been spitting blood over this, since Team Lotus first entered Formula 1 in the May Silverstone meeting of 1958, three full seasons previously. This kind of stuff hardly fills one with confidence, and all could have been correct had he only digested the written witness statements, which on this evidence he plainly had not. I do, however, stoutly support Sir Peter's pay-off observation in which he writes: "It is unfortunate in my view that this case came before the courts and was incapable of resolution beforehand... At the end of the day I cannot help feeling that nevertheless the parties are better competing against each other on the F1 race track. Equally I cannot help avoiding the feeling that F1 followers would actually find that enhances F1 and they would be interested to see which of the two Lotus cars was more successful and which then might possibly be better placed to claim to be successors to the Colin Chapman mantle".

Which could be a polite version of my response to him when he asked my opinion of the case in progress and the two parties involved. It was a straight question, so after some thought I gave a straight answer: "Personally, my Lord, I think they are both out of their tiny minds." The 40-odd people in court, nearly all of us earning from one party or the other, almost applauded... Ⓜ



PUBLISHING WAS IN THE BLOOD

The loss of his father altered WB's youthful life, but his passion for cars and racing quickly saw him find his *metiér*

My father, William Arthur Boddy, was before the Great War employed by a London publishing company, and was happily married to Lily, my mother.

When the war broke out in 1914 and in spite of having a young wife and child (me), my father (above) decided to join the call-up for volunteers to the Front. He was a keen amateur sportsman and after waiting a short time for an accident from a cricket ball to heal, he went to war. At the age of two, I waved goodbye to him.

About a year later, when my mother was entertaining some friends, she received an official telegram which stated that her husband had been killed in action – "letter will follow". This put paid to a public school education for me, which had already been discussed, so private school would have to suffice – Belmont College. My mother bravely brought up her young son (me) and in due course I became obsessed with cars, so she organised with a local garage in Clapham for me to take my apprenticeship. There was a fellow apprentice who owned a motorcycle, as did one of the mechanics, so in the lunch hours I used to get them to line up together and race down to the adjacent roundabout and back.

I remember when I first went to the garage I was curious as to why the foreman was going from one customer's car to the other and revving their engines hard while they were cold. I was told he did this hoping to get the engine sufficiently worn out to require a re-bore.

During this apprenticeship I acquired some knowledge of motoring engineering, and I would take notes of the work being done on the cars and write about this on returning home. It was my job to collect spares from the West End, but having to travel in a London bus in my oily overalls annoyed me, so I did not remain long in this job. I had already decided that writing about cars and motorcycles was preferable to working on them, so I left and joined the staff of a weekly motoring journal, which launched a new career.

The founding fathers of the vintage passion

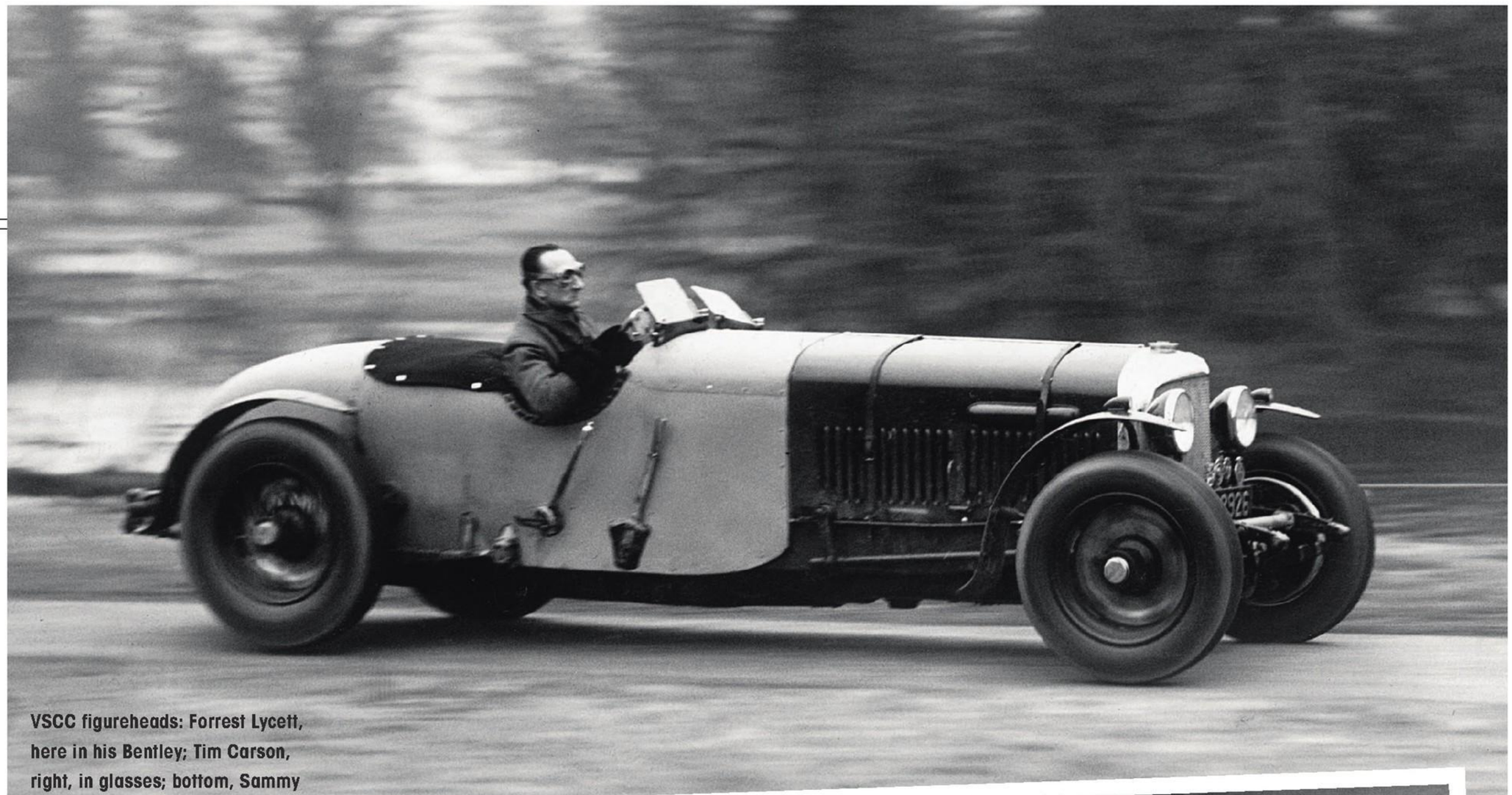
The Vintage Sports Car Club is a highly efficient yet fun-loving organisation which has achieved a high reputation in the motoring world without taking itself too seriously. A letter of mine appeared in *The Autocar* on March 25, 1932, suggesting that a club ought to be formed for owners of genuine ex-racing cars more than five years old, sports cars no longer in production and certain types of home-built cars. I went on to observe that "confining membership to owners of such cars would result in a collection of real technical worth, in many cases with historical associations".

I had based my suggestions on the epoch-making articles written by Kent Karslake for *Motor Sport* in 1930, which led to the formation of the Edwardian Section of the VSCC. In the end it seems that *The Light Car* was more influential than *The Autocar*, for it was a letter from the Nicholson cousins Colin and Bruce, which they had both signed, to the former weekly that launched the VSCC some two and a half years later in 1934. It was inevitable that sooner or later a club for older cars would be formed, and how fortunate it was that this task was undertaken by young men and women of the calibre of Cecil Clutton CBE (VSCC committee member from 1934-1962 and President from 1954-1956), CPLNicholson and BHNicholson (committee member from 1934-1936), and ET(Ned)Lewis and Mrs Lewis, who were committee members from 1934-1935. VLBrooks was the VSCC's first Captain in 1934, followed by Tim Carson MBE from 1935-1936.

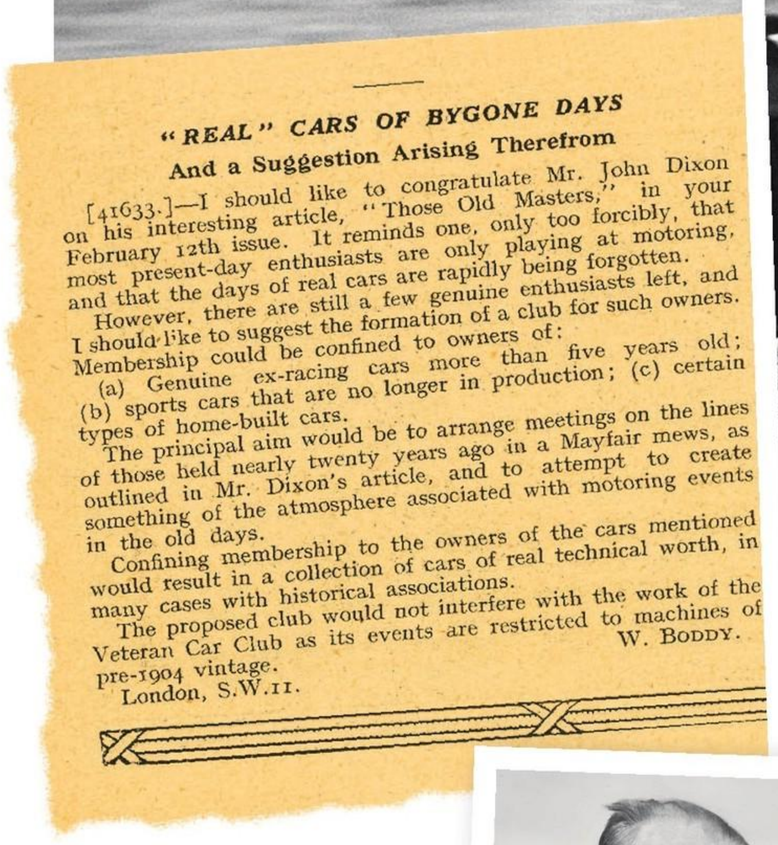
Colin Nicholson was the Club's first Secretary 1934-1935, with Ned Lewis taking over the following year. In 1937, when the Northern section was formed, Lewis also became the Chairman of the VSCC, followed by Tim Carson who had two stints as Secretary from 1936-39 and again in 1946-1971 and then was President Emeritus from 1972.

Early on the club decided to keep December 31, 1930 as the fixed cut-off date for eligibility and not to advance it either annually or at intervals, unlike the Edwardian Class, formed at the same Annual General Meeting, which initially covered the period from 1905-1915 and now extends up to 1918.

The Club's first event was a Trial in the Chilterns on January 20, 1935 which attracted 25 starters, and on August 21 that year they had their first Speed Trial on the drive of the Howard Park Hotel at Aston Clinton, where Rupert Instone took fastest time of the day with the GN 'Martyr'. By this time the Club had 73 members, 20 of



VSCC figureheads: Forrest Lycett, here in his Bentley; Tim Carson, right, in glasses; bottom, Sammy Davis. Below, WB's *Autocar* letter



"REAL" CARS OF BYGONE DAYS

And a Suggestion Arising Therefrom

[41633.]—I should like to congratulate Mr. John Dixon on his interesting article, "Those Old Masters," in your February 12th issue. It reminds one, only too forcibly, that most present-day enthusiasts are only playing at motoring, and that the days of real cars are rapidly being forgotten.

However, there are still a few genuine enthusiasts left, and I should like to suggest the formation of a club for such owners. Membership could be confined to owners of:

(a) Genuine ex-racing cars more than five years old; (b) sports cars that are no longer in production; (c) certain types of home-built cars.

The principal aim would be to arrange meetings on the lines of those held nearly twenty years ago in a Mayfair mews, as outlined in Mr. Dixon's article, and to attempt to create something of the atmosphere associated with motoring events in the old days.

Confining membership to the owners of the cars mentioned would result in a collection of cars of real technical worth, in many cases with historical associations.

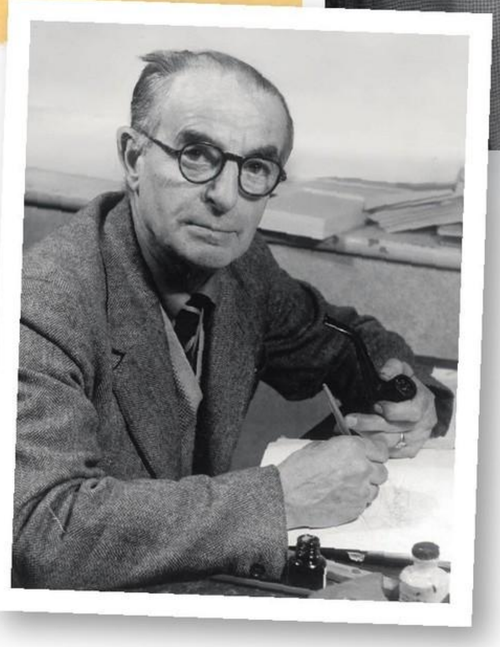
The proposed club would not interfere with the work of the Veteran Car Club as its events are restricted to machines of pre-1904 vintage.

W. BODDY.

London, S.W.11.



All images LAT



whose cars were Bentleys and Frazer Nashes.

On July 10, 1937 the Club held its first meeting at Donington jointly with the Bugatti Owners Club. Cecil 'Sam' Clutton was the official starter and general helper; he operated the start flying the Union Jack on the running board of his Bentley coupé, with Harry Bowler as Clerk of the Course and Anthony Heal as the 'Broadblaster'.

In 1938 they held the first Prescott Hill Climb with Joe Fry taking the Open class with 47.62sec in the 'Freikaiserwagen', and in the Vintage class TS Grimshaw in a Bugatti 35C made 50.74sec. March that year saw the first VSCC Welsh Rally, covering much the same ground as this venerable event does today. By the outbreak of war the Club had about 200 members.

The club's first President was the one and only SCH Davis, 'Sammy' to his friends, in 1936-1937. Sammy was Sports Editor of *The Autocar* until 1950 and was also joint founder and first President of the Veteran Car Club of Great Britain from 1930 to 1934. In the 1920s he earned the reputation as a particularly fast, reliable and intelligent driver in competitions and drove many different cars at Brooklands, taking the light car class 2-, 5- and 10-mile, 10-lap and 50km records up to 93mph in an AC in 1921. In 1927 came his memorable victory for Bentley at Le Mans, when he and Dudley Benjafield nursed their 3-litre home after the White House crash.

Forrest Lycett was the second VSCC President from 1938, and later Vice-President and President Emeritus. He also competed at Brooklands, first in 1936 in the Bentley Drivers' Handicap, driving his well-known modified 8-litre Bentley, which he drove regularly on the road. In May 1937 he took the International and British class-B standing-kilometre records at 81.5mph and again in 1939 he raised the standing-start mile record to 92.9mph, just before the Track was closed. He presented the club with the Lycett Trophy, awarded to the driver of a vintage car gaining most points during the year. D Munro was the first to be awarded this Trophy in 1935. It is still one of the Club's premier Trophies today – along, of course, with the *Motor Sport* Brooklands Memorial Trophy.


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Parting Shot

French Grand Prix, Strasbourg, July 16, 1922

Pietro Bordino changes his Fiat 804's plugs during a pitstop on lap 29, while the fuel tank fills automatically from a canister placed on the car's tail. The Italian looked a likely winner until a sheared back axle put him out with one and a half laps to go.

To buy this photo or other classic motor racing shots, visit www.latphoto.co.uk



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PEBBLE BEACH: CONCOURS D'ELEGANCE, AUGUST 17-21

THERE'S NOTHING ELSE QUITE LIKE Pebble Beach Automotive Week. The Monterey peninsula is the perfect setting for the world's most prestigious classic car 'happening', as collectors bask in the California sun to parade, sell and race their precious automobiles.

The variety on offer at Pebble Beach astounds any visitor as road and race cars of every era vie for attention throughout the week.

The Concours d'Elegance pits cars best described as rolling sculptures against each other for the prize of 'Best in Show'. The honour, which last year was bestowed upon a 1933 Delage D8S De Villars, will offer the lucky owner much more than simple prestige. The crown will double or even treble a car's value on the spot.



For those who want to drive their prized automobiles, there's the Tour d'Elegance presented by Rolex, a 17-mile drive down the scenic Highway One that ends with a parade on the pretty town of Carmel's Ocean Avenue. But for those who want a bigger challenge, the Pebble Beach Motoring Classic offers more. The 1500-mile driving adventure concludes in Monterey as the Automotive Week begins.

Collectors of the wealth and stature common to Pebble Beach always have an eye on expansion and it's the perfect opportunity to add a gem to the garage. The auction held by Gooding and Company consistently attracts the cream of desirable automobiles and during last year's sale, 106 cars went under the hammer for a total of more than $41.25 million.

The week concludes perfectly when attention switches to the race track at nearby Laguna Seca for the Rolex Monterey Historics Reunion. The biggest historic race meeting in the US attracts star names such as Sir Stirling Moss, Derek Bell and Brian Redman and boasts grids of cars ranging from pre-war Bugattis to Trans-Am muscle cars to Formula 1 machinery.

Laguna, with its famous Corkscrew corner, is unique – just like everything associated with the extravaganza that is Pebble Beach.

Damien Smith, Editor

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1955 Porsche 550RS Spyder, Ex factory team car. 1st in class at '55 Le Mans and '56 Mille Miglia factory entry.



1967 Ferrari 275 GTB/4 Alloy ex N.A.R.T., One of 11 alloy cars built, 1st in class at Daytona 24 hours.



1964 AC Shelby Cobra 289
Rare dual quad options, low miles and clean history.



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A rare opportunity to own the 1st mid engine Ferrari built in the company's history.



1956 Ferrari 250GT Boano Alloy Competizione, One of three factory built cars with alloy body and competition specs. Entry in '56 Mille Miglia.

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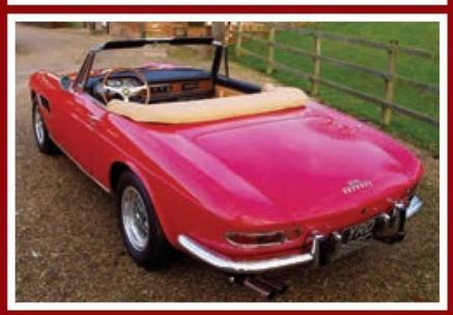
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1965 Ferrari 275 GTS - chassis no. 7203 GT

Finished in rosso corsa with a tan hide interior, this delectable lefthand drive 275 GTS has covered just 34,000km from new and is the 48th of only 200 such models ever made.

The Ferrari's exceptional condition reflects its very thorough restoration and a recent total retrim. Fitted with the optional Borrani wire wheels, this supremely elegant classic convertible is available now, complete with UK registration. POA.



2009 Aston Martin N24 road/race car

This stunning road-registered Aston Martin N24 race car comes with many factory extras. It's covered just 3,400km and is eligible for the FIA GT4 and VLN race series. A technical consultation and evaluation service from Bamford Rose is included. POA



1997 Ferrari 550 Maranello

This lovely, low-mileage (28,000km) LHD, manual Maranello is finished in metallic 'Tour de France' blue complemented by a red leather interior. The comprehensive specification includes a sports exhaust and the Ferrari comes with full service history. £46,995



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1997 (MDL) FERRARI 355 SPIDER 6 speed Manual. Rosso corsa with Black leather, 2 owners, FFSH, Belts just done, Carbon sill covers, carbon rear panel, Sports Exhaust, 25000 Miles only, in Concours winning, condition £47950



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1967 JAGUAR 3.4 MK2 AUTO. RHD. Opalesent Burgandy with Original red leather trim. Power Steering, Uprated Brakes, Suspension, Unleaded Engine. Original Matching numbers Car, over 60K spent by last long term owner. All books, Tools, etc. Superb History File. One of the Best you will ever see. "Stunning" £34,950



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1968 MGC ROADSTER Mineral Blue with Black leather (piped) Overdrive, wire wheels, weather equipment, full tonneau cover, stainless steel exhaust, ONE owner from new, recent engine rebuild, all books, tools, etc. Original matching numbers UK car, a Stunning Original One Owner example.....£24950



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PORSCHE 997 - TURBO / C4S / C2S / C2

2008/9 - 997 TURBO COUPE TIPTRONIC S (BASALT BLACK) 25,000 MILES.
Black Leather Interior Red Stitching/Belts Carbon Fibre Interior Sport Chrono Package+ (PCM/PSM/ PASM/PCCB/ Touch Sat Nav/Tel. Module) BOSE Electric/Heated/Sports Seats Sunroof Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2006/7 - 997 TURBO COUPE TIPTRONIC S (BASALT BLACK) 30,000 MILES.
Black Leather Interior Red Seat Belts Sport Chrono (PCM/PSM/PASM/Sat Nav/Tel. Module) BOSE Full Electric/Heated Seats Cruise Sunroof Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2006/7 - 997 TURBO COUPE TIPTRONIC S (GT SILVER) 38,000 MILES.
Grey Leather Interior Sport Chrono Pack' (PCM/PSM/PASM/Sat Nav/Tel. Module) BOSE Sports/Full Electric/ Heated Seats Cruise Control Sunroof Park Assist Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History/Just Serviced)

2010 - 997 C4S COUPE PDK (GEN II) (BASALT BLACK) 4,000 MILES.
Black Leather Interior Sport Chrono Plus' (PCM/Voice Control/PSM/PASM/Touch Screen Sat Nav/Tel Module) BOSE I-Pod Sunroof Climate Control Xenon Headlights 19" Sport-Design Alloys (OPC Service History)

2008/9 - 997 C4S COUPE PDK (GEN II) (METEOR GREY) 11,000 MILES.
Black Leather Interior Sport Chrono Package Plus PDK 7 Speed (PCM/Voice Control/PSM/ PASM/Touch Screen Sat Nav/Tel Module) I-POD Conn Multifunction PDK Steering Wheel Sport Seats Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2008/9 - 997 C4S COUPE PDK (GENII) (LINEN) 13,000 MILES.
Linen/Cream Metallic Cocoa Leather Interior Chrono Package Plus PDK 7 Speed (PCM/Voice Control/ PSM/ PASM/Touch Screen Sat Nav/Tel Module) BOSE Rear Park Assist Climate Control Xenon Headlights 19" Carrera Sport Alloys (Cocoa Metallic) (OPC Service History) (Just Serviced) Full Details To Be Confirmed

2006 - 997 C4S COUPE MANUAL (BASALT BLACK) 13,000 MILES.
Black Leather Interior Sport Chrono Pack' (PCM/PSM/Sat Nav/Tel Module) Sport Suspension Sport Mode White Dials Park Assist Climate Control Xenon Headlights 19" Sport Alloys (OPC Service History)

2007 - 997 C2S CABRIOLET MANUAL (ARCTIC SILVER) 20,000 MILES.
Navy Leather Interior Navy Roof (PCM/PSM/PASM/Sat Nav/Tel Module) BOSE Sports/ Electric Seats Park Assist Multi-Function-Steering-Wheel Climate Control Xenon Headlights 19" Sport-Design Alloys (OPC Service History)

2007 - 997 CARRERA 2 COUPE TIPTRONIC S (SEAL GREY) 8,000 MILES.
1 Owner From New Cashmere Leather Interior (PCM/PSM/PASM/Sat Nav/Tel Module) Multifunction Steering Wheel Electric Seats Alcantara Headlining Climate Control Xenon Headlights 18" Carrera Alloys (OPC Service History)

2006 - 997 C2S CABRIOLET MANUAL (BASALT BLACK) 27,000 MILES.
Full Black Leather Interior 'Sport Chrono Pack' (PCM/PSM/Sat Nav/Tel Module) BOSE Heated/Sports Seats Rear Park Assistance Crested Headrests Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

2005/6 - 997 C2S COUPE MANUAL (METEOR GREY) 41,000 MILES.
Black Leather Interior (PCM/PSM/Sat Nav/Tel Module) BOSE Multifunction Steering Wheel Short Shifter Sports Exhaust Full Electric/Heated/Sports Seats Climate Control Xenon Headlights 19" Carrera Classic Alloys (OPC Service History)

2005 - 997 C2S CABRIOLET MANUAL (BASALT BLACK) 65,000 MILES.
Black Leather Interior Sport Chrono Pack' (PCM/PSM/PASM/Sat Nav/Tel Module) BOSE Heated/Electric/ Memory Seats Cruise Control Multi-function Steering Wheel Climate Control Xenon Headlights 19" Sport-Design Alloys (OPC Service History)

2006 - 997 C2S COUPE TIPTRONIC S (ARCTIC SILVER) 34,000 MILES.
Black Leather Interior (PCM/PSM/Sat Nav/Tel Module) BOSE Computer Sport Suspension Sports/Electric/ Memory Seats Park Assist Rear Wiper Climate Control Xenon Headlights 19" Classic Alloys (OPC Service History)

2005/6 - 997 C2S COUPE TIPTRONIC S (ARCTIC SILVER) 20,000 MILES.
Black Leather Interior (PCM/PSM/Sat Nav/Tel Module) BOSE Sports Exhaust Sports Suspension Sports/Heated Seats Parking Assistance Multifunction Steering Wheel Sunroof Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

2005 - 997 C2S COUPE MANUAL (ARCTIC SILVER) 31,000 MILES.
Black Leather Interior (PCM/PSM/PASM/Sat Nav/Tel Module) BOSE Short Shifter White Dials Sports Exhaust Airbag Deactivation Electric Seats/Sunroof Rear Park Assist Climate Control Xenon Headlights 19" Carrera Alloys (OPC Service History)

2005 - 997 C2S COUPE MANUAL (MIDNIGHT BLUE) 39,000 MILES.
Grey Leather Interior (PCM/PSM/PASM/Sat Nav/Tel Module) BOSE Short Shifter White Dials Carbon Fibre Entry Guards Alcantara Headlining Electric/Heated Seats Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

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

2003 - 996 GT2 COUPE MANUAL (BASALT BLACK) 31,000 MILES.
Black Leather Interior (PCCB) Aluminum Pack GT2 Bucket Sports Seats Climate Control Xenon Headlights 18" Porsche GT2 Light-Weight Alloy Wheels (OPC Service History)

2002 - 996 GT2 COUPE MANUAL (POLAR SILVER) 25,000 MILES.
Black Leather Interior (PCCB/Sat Nav) Aluminium Pack Bucket Sports Seats Recent Service & New Tyres Park Assistance Climate Control Xenon Headlights 18" GT2 Light Weight Alloy Wheels (OPC Service History)

2001/2 - 996 TURBO COUPE MANUAL (MERIDIEN SILVER) 44,000 MILES.
Mid Grey Leather Interior (PCM/PSM/Sat Nav/Tel Module) BOSE Sunroof White Dials Computer Climate Control Xenon Headlights 18" Turbo Alloys (OPC Service History)

2001 - 996 TURBO COUPE TIPTRONIC (ARCTIC SILVER) 40,000 MILES.
Mid Grey Leather Interior (PCM/PSM/Sat Nav/Tel Module) Electric Memory Seats Electric Sunroof Climate Control Xenon Headlights 18" Turbo Alloys (OPC Service History)

2005 - 996 C4S COUPE TIPTRONIC S (MIDNIGHT BLUE) 48,000 MILES.
Metropole Blue Leather Interior (PCM/PSM/Sat Nav/Tel Module) BOSE Switchable Sports Exhaust Aluminium Trim/Threshold-Plates Electric/Heated/ Memory Seats Climate Control Xenon Headlights 18" Porsche Techno Alloys (OPC Service History)

2002 - 996 TARGA TIPTRONIC (SEAL GREY) 74,000 MILES.
Black Leather Interior (PSM/Sat Nav/Tel Module) BOSE Crested Headrests Full Carbon Pack Cruise Control Sports/Electric Seats Climate Control Xenon Headlights 18" GT3 Split-Rim Alloys (OPC Service History)

2002/3 - 996 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) 47,000 MILES.
Black Leather Interior (PSM/Sat Nav/Tel Module) Kenwood Stereo With MP3 & DVD Player Stereo Pack Sports/Heated Seats Aluminum Pack Uprated Radio System & CD-Changer Climate Control 18" Turbo Alloys (OPC Service History)

2002/3 - 996 C2 COUPE MANUAL (ARCTIC SILVER) 46,000 MILES.
Black Leather Interior (PSM) Porsche Radio Heated Seats Rear Wiper Park Assist Climate Control Xenon Headlights 18" Carrera Alloys (OPC Service History)

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

1997 - 993 TURBO COUPE MANUAL (FOREST GREEN) 29,000 MILES.
Cashmere Leather Interior Full Carbon Fibre Pack Rear Roof Spoiler White Dials Electric Sunroof/Seats Sports Seats Rear Wiper Lightweight Pedals Stainless Steel Kick-Plates Turbo Red Calipers Climate Control 18" Split Rim Multi Spoke Alloys (OPC Service History)

1995 - 993 TURBO COUPE MANUAL (BASALT BLACK) 51,000 MILES.
Grey Leather Interior On-Board Computer Electric Sunroof/Seats Sports Seats Rear Wiper Uprated Sony CD Radio Nokia Digital Sound System Sports Seats Turbo Red Calipers Full Climate Control 18" Alloy Wheels (OPC Service History)

1996 - 993 TURBO COUPE MANUAL (MIDNIGHT BLUE) 67,000 MILES.
Classic Grey Leather Interior Rear Roof Spoiler Electric Sunroof/Seats Sports Seats Rear Wiper Uprated Sony Stereo/CD Player Turbo Red Calipers Full Climate Control 18" Porsche Turbo Alloy Wheels (OPC Service History)

1996 - 993 C4S COUPE MANUAL (IRIS BLUE) 59,000 MILES.
(VARIORAM) Marble Grey Leather Interior with Blue Dash Sunroof On Board Computer Electric Seats Sony Radio & CD-Changer Electric Windows/Mirrors Rear Wiper Porsche Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 C2S COUPE MANAUL (ARCTIC SILVER) 49,000 MILES.
(VARIORAM) Black Leather Interior On Board Computer Electric Sunroof Electric Seats Sports Seats Rear Wiper Electric Windows/Mirrors Turbo Front/Rear Spoiler Full Climate Control 18" Turbo Alloys (OPC Service History)

1996 - 993 C2 TARGA TIPTRONIC S (MIDNIGHT BLUE) 68,000 MILES.
(VARIORAM) Klassik Grey Leather Interior Uprated Blaupunkt DAB/CD Player Rear Windscreen Wiper Immobiliser Electric Targa-Top Roof Electric Windows/Mirrors Electric Seats Climate Control 17" Porsche Alloy Wheels (OPC Service History)

1995 - 993 C2 COUPE MANUAL (BLACK METALLIC) 66,000 MILES.
Black Leather Interior On Board Computer Electric Windows/Mirrors/Sunroof Climate Control 17" Porsche Carrera Alloy Wheels Full Official Porsche Centre & Specialist Service History

1995 - 993 C2 COUPE MANUAL (RS-SPEC) (MIDNIGHT BLUE) 58,000 MILES.
Marble Grey Leather Sports Seats Sunroof CD Radio RS Specification Onboard Computer Electric Windows/Mirrors/ Sunroof Sports Seats Rear Wiper Climate Control New 18" Porsche Turbo Alloy Wheels & Tyres (OPC Service History)

1995 - 993 C2 COUPE TIPTRONIC S (SLATE GRAY) 81,000 MILES.
Slate Gray Metallic Full Black Leather Interior On Board Computer Electric Windows/ Mirrors/Sunroof Climate Control 18" Porsche Turbo Alloy Wheels (OPC & Specialist Service History)

1994 - 993 C2 CABRIOLET TIPTRONIC S (RIVIERA BLUE) 82,000 MILES.
Metropole Blue Leather Interior Electric Windows/Mirrors/Hood Turbo Rear Spoiler & RS Front Spoiler (Original Spoilers & Bumper Included Also Painted Riviera Blue) Climate Control 16" Porsche Carrera Alloy Wheels (OPC & Specialist Service History)

1988 - 911 3.2 COUPE MANUAL (GRAND-PRIX WHITE) 88,000 MILES.
Navy Leather Interior/White Piping Sports/Electric Seats Pioneer Stereo & CD-Changer Rear Wiper Sunroof Porsche Fuchs 16" Alloy Wheels (OPC & Specialist Service History)

PORSCHE BOXSTER - 986 / 987 / 'S'

2007 - 987 BOXSTER S MANUAL (BASALT BLACK) 3,000 MILES.
Black Leather Interior (PCM/PSM/PASM/Sat Nav/Tel Module) BOSE I-POD Connection Electric/Heated Seats White Dials Passenger Air-Bag Deactivation Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

2005 - 987 BOXSTER S MANUAL (BASALT BLACK) 47,000 MILES.
Basalt Black Metallic Grey Leather (PCM/PSM/PASM/Sat Nav/Tel. Module) Electric/Heated Seats Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

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2001/2 - F360 SPIDER MANUAL (NERO BLACK) 36,000 MILES.
Red Leather Interior With Black Piping Tubi Exhaust Front & Rear Challenge Grills Kenwood Radio and CD Player 6 CD Changer DVD Player Satellite Navigation Sport Mode 18" Ferrari Split-Rim Alloys (Full Ferrari Service History/Just Serviced)

1998 - F550 MARANELLO COUPE MANUAL (SILVER) 53,000 MILES.
Full Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Full Ferrari Main Dealer Service History)

1995 - F355 SPIDER MANUAL (GIALLO MODENA YELLOW) 26,000 MILES.
Full Black Leather Interior Electric Sports Seats Climate Control Sports Suspension 18" Ferrari Alloys (Full Ferrari Main Dealer Service History)

1976 - 308 GT4 COUPE MANUAL (ROSSO RED) 84,000 MILES.
Rosso Red Cream Leather with Red Carpet Electric Mirrors Electric Windows 16" Ferrari Alloys (Full Ferrari Main Dealer Service History)

1973 - DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 MILES.
Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New

1972 - DINO 246 GT (WHITE-ORIGINAL PAINT) 38,000 MILES.
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1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 MILES.
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1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 MILES.
1 of 26 RHD Lightweights Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 28 Vehicles Manufactured.

1991 - AC COBRA LIGHT WEIGHT (SPEED YELLOW) 9,000 MILES.
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1974 - JAGUAR E-TYPE 5.3 V12 MANUAL ROADSTER 'OPEN TWO SEATER' (SERIES 3) (BLACK METALLIC)
Manual Transmission 5.3 Litre V12 Black Metallic Coachwork Full Black Leather Interior Royal Blue Mohair Hood 15" Wire Spoke Alloy Wheels Full Body-Off Restoration Stunning & As New Condition Throughout

1969 - JAGUAR E-TYPE 4.2 MANUAL 'FIXED HEAD COUPE' (SERIES 2) (BRITISH RACING GREEN) 16,000 MILES.
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1964 - PORSCHE 356 SC COUPE LHD (SIGNAL RED)
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2002 - MINI COOPER S 1.6 MANUAL (SILVER METALLIC) 33,000 MILES.
Black Leather Interior (Sat Nav/Tel Module) Multifunction Steering Wheel On-Board Computer CD Radio Xenon Headlights Sunroof Rear Park Assist Rear Wiper 17" Mini Alloys (Full Mini Service History)

2006 - VW GOLF GTI 3DR DSG 1-OWNER (SILVER) 56,000 MILES.
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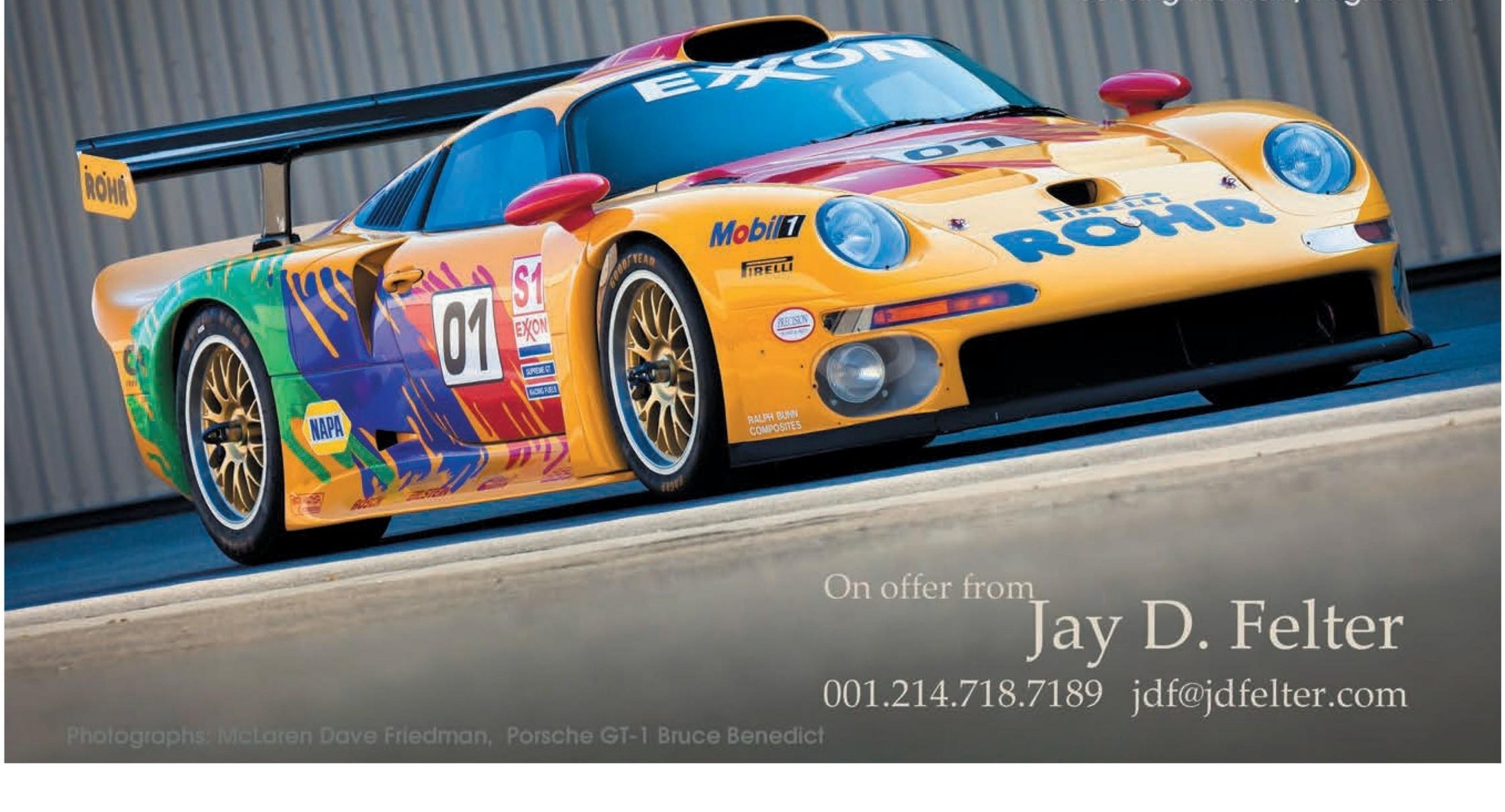
PORSCHE GT1-108

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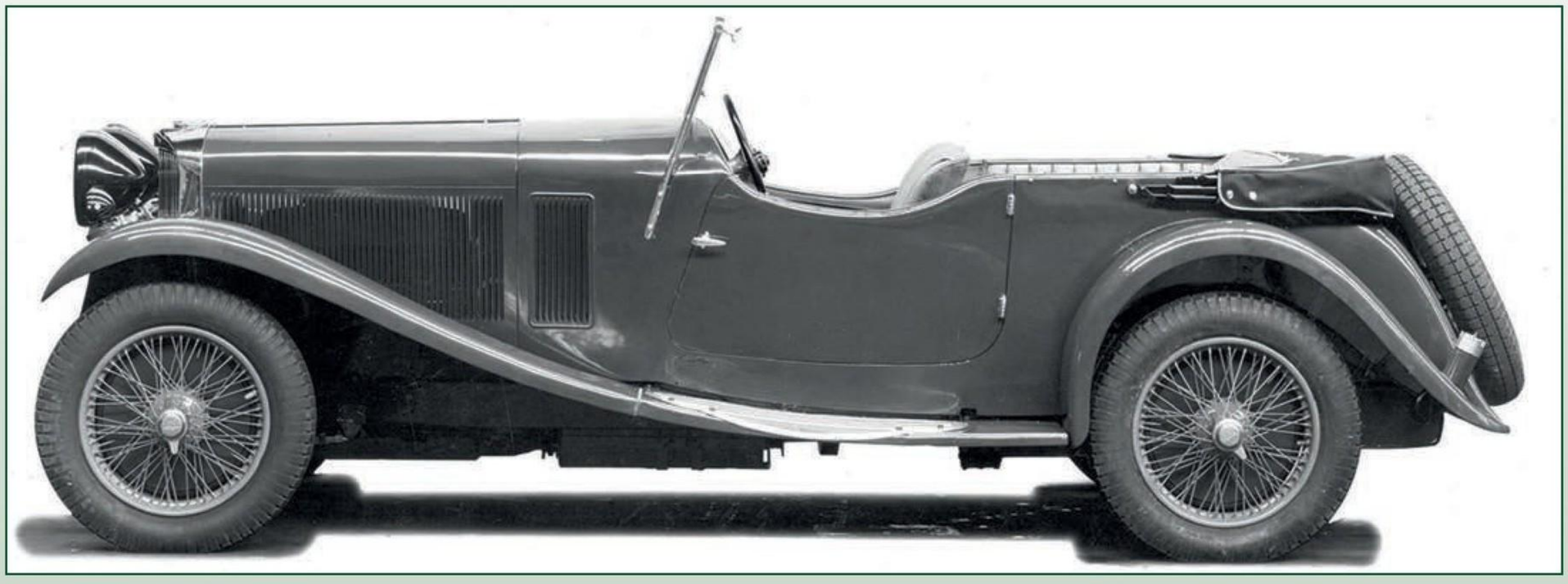
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1935 1.5 Litre Aston Martin 'Ulster'

Chassis no. C5/558/U. 1935 Olympia Motor Show car.

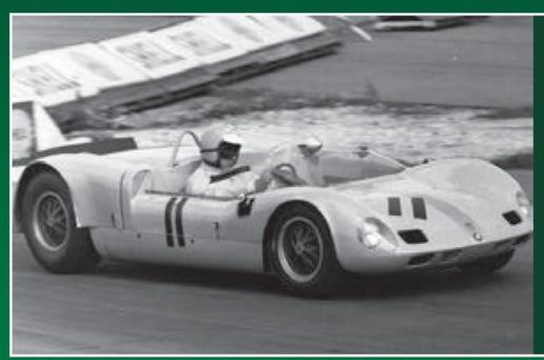
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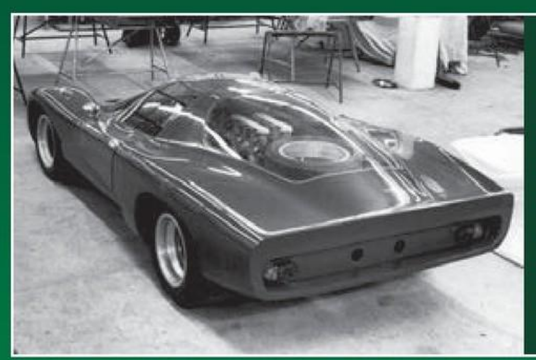
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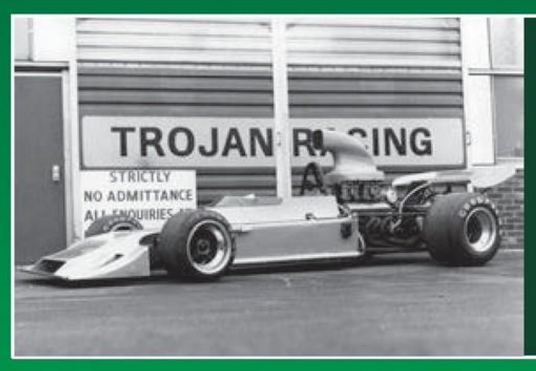
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Ferrari 330 GTC 1966

Blu Chiaro with tan hide, and carpets, this car was the 1966 London Motor show car, and is one of only 21 RHD cars brought to the UK. It was subject to a full restoration in the 90's by Modena Engineering and then rested in a private collection. The car is in receipt of a comprehensive service history file, and is offered for sale with a fresh service and clutch. This is a very well know example, simply irresistible!

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Ferrari 330 GT 1965

Argento with Grigio hide and carpets, this series 1 car with 4 speed + overdrive gearbox is of only 43 RHD examples brought to the UK. Foskers repainted, re-chromed, and re-commissioned in the late nineties, and the car had a fresh engine rebuild only 7,000 miles ago. The interior really is quiet magnificent, currently offered with a comprehensive service record, and a fresh service, absolutely stunning!

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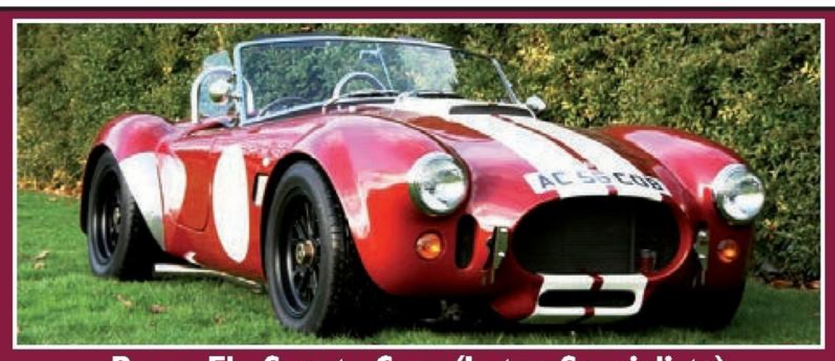
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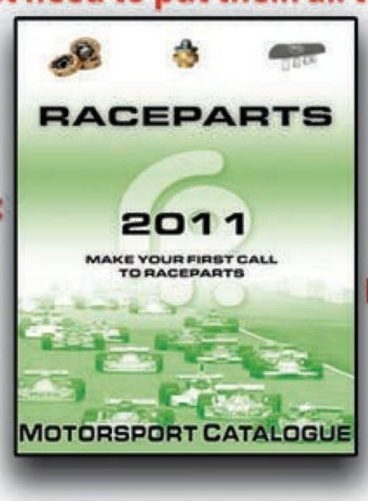
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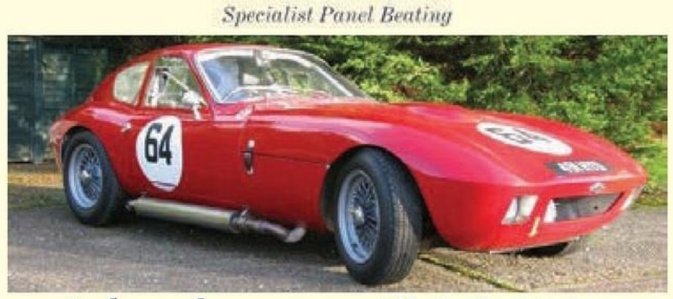
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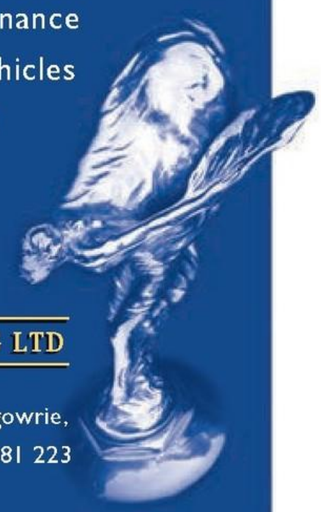
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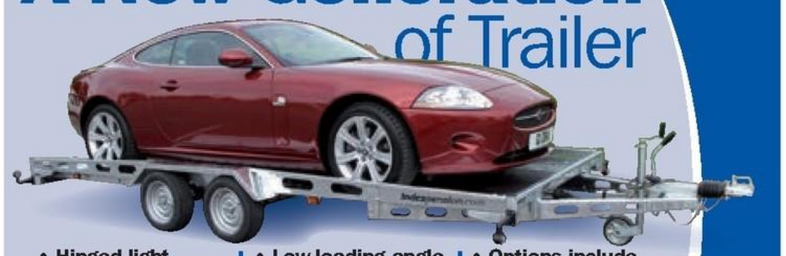
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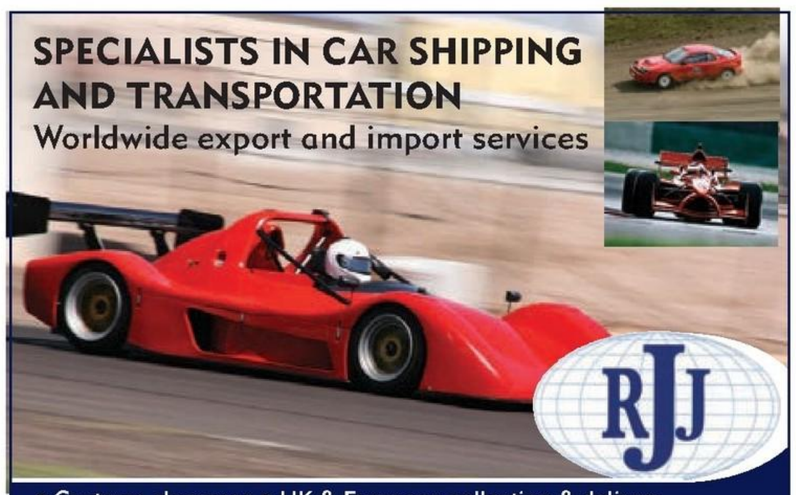
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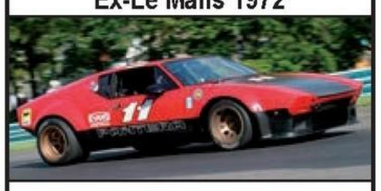


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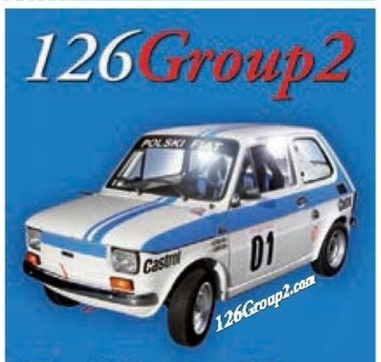


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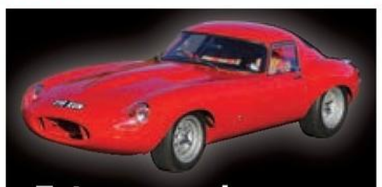


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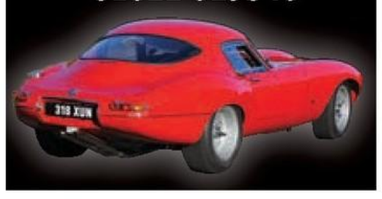


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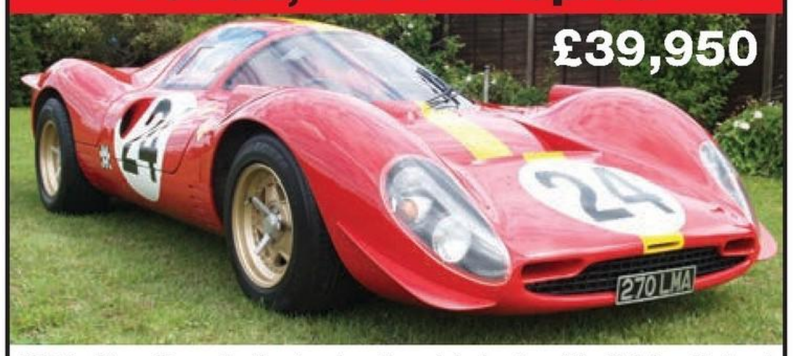


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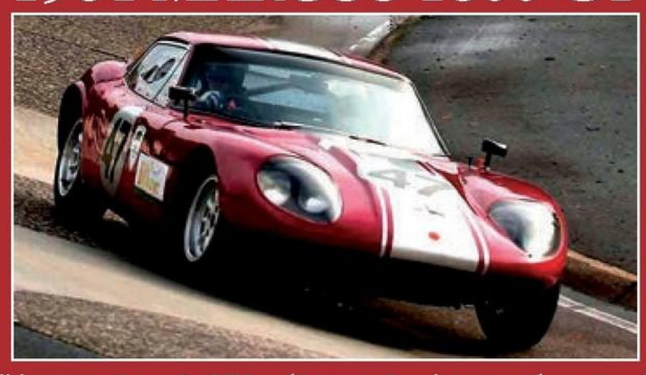
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1996 Porsche 993 Cabriolet finished in Diamond black with black mohair electric hood and black hide interior. The car has covered 92,000 miles and has a comprehensive service history and the specification includes touchtronic transmission, wider cup alloys and electric heated seats £19,950



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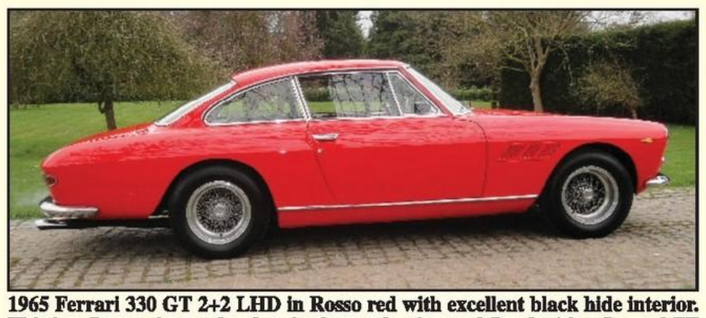
1979 Aston Martin V8 Volante finished in Buckingham green with contrasting cream hide interior piped green with green carpets. This car has been the subject of huge expenditure in the last 5 years including a new inner & outer sills, back to metal repaint and a complete re-trim. Now Perfect £69,950



1974 Aston Martin V8 SrsIII in Suffolk red with a bespoke hide interior trimmed by an expert aircraft trimmer. Huge history from new detailing all upgrades and servicing; Vantage style spoiler and grill, BBS Alloys, Seriously good Value at £39,995



2002 Aston Martin Vanquish finished in Solway grey with contrasting 2 tone pale grey interior. This is a particularly beautiful, well cared for example that has covered only 33,000 miles and has a complete Aston martin service record. Bound to become a collectable classic. £47,950



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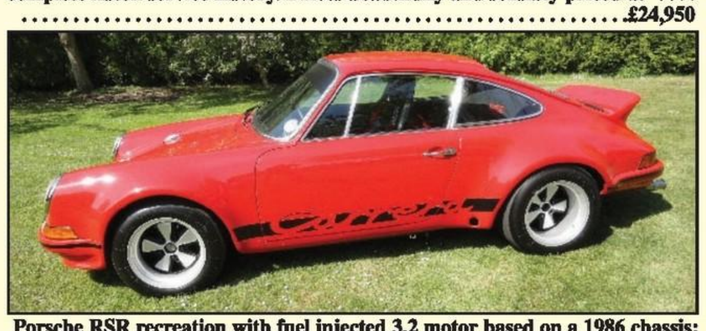
1999 Aston Martin DB7 Vantage finished in Aston racing green with contrasting Parchment and Forest green hide interior. This is a beautiful example with most available options that has covered only 38,000 miles and has complete Aston service history. Drives beautifully and sensibly priced at £24,950



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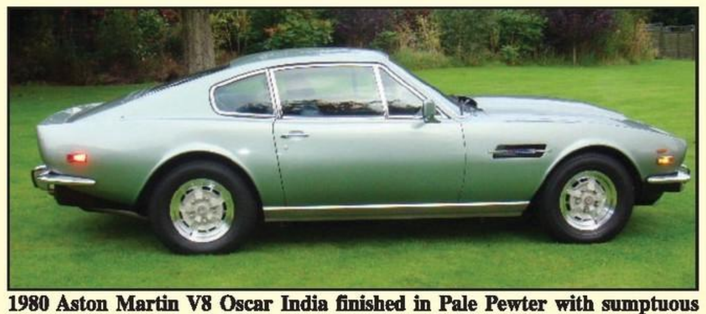
Porsche RSR recreation with fuel injected 3.2 motor based on a 1986 chassis; this is a very well executed conversion sitting on 11" rears & 9" front Fuchs wheels, centre bonnet petrol filler, etc, Very realistic at only £39,950



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