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MAY 2010 VOL.86 NO.5

THE ORIGINAL MOTOR RACING MAG

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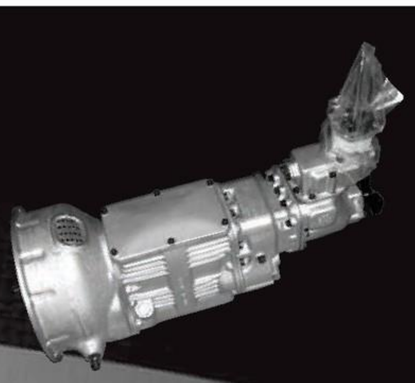


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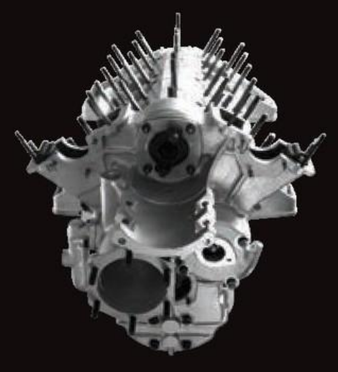
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Nardi Saloon, Rally Prepared
Estimate: €90,000 - 120,000
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Lancia Fulvia HF 1600 ex-works
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Estimate: €240,000 - 260,000
9. Ex-Rowan Atkinson,
1968 Lancia Flaminia SS Zagato
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10. 1950 Ferrari 166/195S
coachwork by Vignale,
Chassis # 0051 S
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1970 Fiat 500 Jolly Cabriolet, Replica
Estimate : Without reserve
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Estimate: €75,000 - 115,000
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1965 Ford Mustang
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1961 Mercedes-Benz 220SE
Estimate: €22,000 - 28,000
1974 Alpine 1300 Berlinetta
Estimate: €40,000 - 60,000
1978 Ferrari 400 GT
Estimate: €30,000 - 40,000
1978 Ferrari 308 GTS
Estimate: €35,000 - 45,000
1956 Alfa Romeo 1900 Coupe
Estimate: €70,000 - 90,000
1980 Rolls Royce Silver Wraith
Estimate: €25,000 - 35,000
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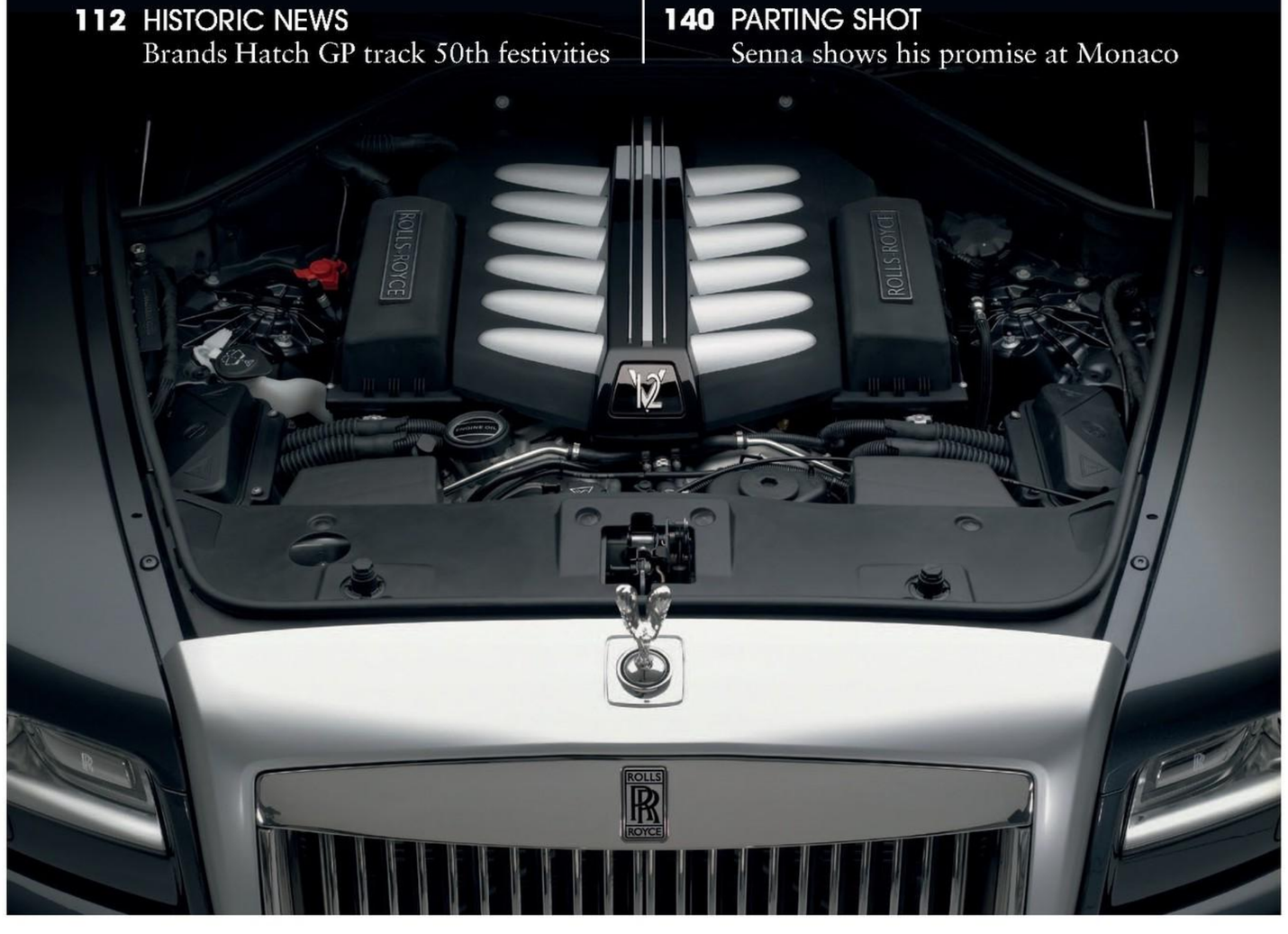
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38 Chelsea Wharf, 15 Lots Road,
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EDITORIAL
Telephone 020 7349 8497 **Fax** 020 7349 8494
E-mail editorial@motorsportmagazine.co.uk
Editor-in-Chief Nigel Roebuck
Editor Damien Smith
Deputy Editor Gordon Cruickshank
Founder Editor Bill Boddy MBE
Features Editor Rob Widdows
US Editor Gordon Kirby
Art Editor Damon Cogman
Chief Sub-Editor Gillian Bell
Staff Writer/Web Editor Ed Foster
Picture Editor Ian Marshall
Senior Contributing Writer Andrew Frankel
Editor-at-Large Simon Taylor
Special Contributors Adam Cooper, John Davenport, Paul Fearnley, Alan Henry, Richard Heseltine, Paul Lawrence, Doug Nye, Mat Oxley, Bobby Rahal, Gary Watkins
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ADVERTISING
Telephone 020 7349 8496 **Fax** 020 7349 8494
E-mail sales@motorsportmagazine.co.uk
Commercial Director Isabelle Hartley
Senior Account Executive Faye Matthews
Head of Dealer & Classified Sales Victoria Newell
Production/Deputy Web Editor Jennifer Carruth

PUBLISHING
Managing Director Juliet Parker
Client Relationship Manager Louisa Skipper
Subscriptions Manager Chris Hanlon
Administration/Subscriptions Cara Borton

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60 Years of F1 1950-2010



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Keeping faith with Formula 1

As we celebrate 60 years of the Formula 1 World Championship, once again we note there is nothing new under the sun. Even Grand Prix racing – somewhat ironically in an age where television audiences dictate the start of races – has returned to its roots as a contest of relative endurance over a format of sprints split by pitstops. That's not very 'fan friendly', is it?

As is so often the case in life, reality failed to match expectation as the new F1 season began. But at *Motor Sport* – ever the optimists – we dare to continue to hope. This is not blind optimism. Yes, the new race format, devoid of refuelling, appears to hinder rather than help 'the show', but we won't be joining the hand-wringing hordes just yet.

Why? Because for once the axis of F1 – FOTA (the teams), FOM (Bernie Ecclestone) and the FIA (led by new president Jean Todt) – has a chance of working to the same agenda, and the right one at that, to improve the racing if so required.

Now, if a tweak to the sporting regulations is made mid-season to improve the spectacle, it doesn't have to be of the knee-jerk variety, leaving affronted teams squawking about being railroaded into change. As a united body, FOTA should be able to enjoy an open and effective dialogue with the FIA to agree on future direction changes, while Bernie will be happy as long as his show does indeed improve.

The key to our new-found sunny optimism is, very much against our own expectations, that man Todt. You may remember our, er, lack of enthusiasm at the prospect of the Frenchman succeeding Max Mosley last year. Todt was hardly known to act in the best interests of the sport when he ran Ferrari and we feared, as Mosley's preferred candidate, that his regime would be a case of 'same as the old boss'. Of course it's still early days, but we might have been wrong to tar him so.

According to those who have worked with him, Todt is a man of immense intellect. It seems that he recognised the value of using Mosley's FIA 'machine' to get elected, but has quickly cut the strings once in office. This is no 'puppet president'. He's doing things his own way with his own team.

At Ferrari he was blinkered to the benefits he could gain for himself and his employers. But as the head of world motor sport we are seeing the 'other' Jean Todt, the one in love with racing and rallying. The signs are good: he's introduced ex-drivers as race stewards and he's talking about uniting the World Rally Championship and its upstart rival the Intercontinental Rally Challenge. And, significantly, he's doing it for the most part behind closed doors, the way FIA business used to be conducted before the days of Jean-Marie Balestre.

So is Todt (I never thought I'd write this!) a throwback to a less politically driven age? Will he bring a new stability to the governance of motor sport? Is he motivated to make a positive difference rather than his own name? We'll see. But we have to admit, he's made a good start.

When news reached the *Motor Sport* office that Sir Stirling Moss had been injured falling three storeys down a lift shaft in his London home, it was difficult to comprehend how close we'd come to losing the world's greatest living racing driver, and in such bizarre circumstances. *Motor Sport* has long cherished Sir Stirling for his importance to the sport, as a valued link to the past and for being the man he is. I'm sure I speak for you all in wishing him the best on his new road to recovery.

Damien Smith, Editor

CONTRIBUTORS



Nigel Roebuck

After his Daytona excursion last month it was back to the Grand Prix mill for Nigel, with Damon Hill popping into the office to record one of our very popular podcasts (go to the website to listen) and then onto the flight to Bahrain. Although we only allowed him to go once he had given us his assessment of Grand Prix racing in the 1980s for our 60 Years of F1 special in this issue.



Simon Arron

Practically born and bred in Standard House, the one-time home of *Motoring News* and *Motor Sport*, Simon rose to be Editor of both those esteemed organs before realising that the hot seat ties you down too much. He thinks this is his first story in *MS* since he stepped down from the top job in 1996. Apropos of nothing, he's quite chuffed that a photo of his has been used on a recent CD cover.



Eoin Young

Quitting a bank to become a racing journo was a risk Eoin never regretted. Closely involved with Bruce McLaren and the F1 scene from 1961 on, he has been a reporter, consultant, diarist and racing book author, as well as running a racing literature broking service. Now back in his native New Zealand, his stock of scurrilous tales about drivers in the free and easy days appears inexhaustible…



Maurice Hamilton

Not at all put off by the Editor's experience, Maurice recently entered the Sunseeker rally as co-driver to Tony Jardine – and they won their class. But, as Maurice, a regular in the seat, was honest enough to add, "we were the class"… Reporting for the broadsheets and on radio, Maurice has covered over 500 GPs so far in 40-plus years, and has still found time to write 20 books on racing.



Todt outlines his vision for Formula 1

Todt's team includes (from left) Graham Stoker, Nick Craw and (far right) Brian Gibbons

SOME FOUR AND HALF months into the job, FIA president Jean Todt hosted his first open press conference on the subject of Formula 1 at the Bahrain Grand Prix. And as if to emphasise that this is supposed to be a new era of consensus and accountability, Todt brought along his key team members with him, namely senate president Nick Craw, deputy president for sport Graham Stoker and deputy president for mobility Brian Gibbons.

The four men walked in wearing identical FIA bomber jackets, and one FIA insider proudly likened the panel to the astronauts in *The Right Stuff*. This writer suggested that the scene looked a little more akin to *Space Cowboys*, in which grizzled veterans Clint Eastwood, James Garner, Tommy Lee Jones and Donald Sutherland, now retired and grey haired, were reunited for one last mission...

Todt tackled questions on a wide range of subjects, making sure where possible to give a platform to his colleagues.

One of the most pressing issues he faces is the lack of an F1 Commissioner, a post he created. Sources had suggested that the FIA has been looking for a 'blue-chip CEO', and Todt admitted that it was hard to find a suitable candidate, given the remuneration on offer.

"He will be a link between the FIA president and the World Council, and the championship," said Todt. "I must say I'm always very ambitious about the profile of the people who have been with me, and it's not very easy to find the right profile considering that the FIA has limited facilities, limited budgets. It's hard to find somebody who is willing to give his time, his capacity, almost free of charge.

"It's something which really makes the choice more difficult. For me, I'd prefer to wait a few months and have the profile I want to find rather than rush and fill the position. At the moment it gives us a bit more to do, but we still managed to do what we feel has to be done for the present time. The idea is absolutely not forgotten, it's just a question of time."

Todt confirmed that the FIA is investigating US F1's failure to make the grid.

"The non-appearance of US F1 is definitely a disappointment," said Todt. "And my colleague Nick Craw will not contradict me because he has been very close to this team."

US F1 could prove to be the first test case after Todt's move to separate the FIA's prosecution and sentencing elements, by way of a new 'disciplinary panel'. It's something that the FIA has been encouraged to do as a result of the decision in the French courts on the Flavio Briatore case, in which his predecessor Max Mosley was chastised for being judge, jury and executioner. The intention is that Todt will lead any investigation, and then step back and allow the World Motor Sport Council – chaired by Stoker – to reach a verdict.

The fallout of the Briatore case has continued to haunt Todt and, although he had nothing to do with it, he was compelled to instigate an appeal against the court decision: "We cannot forget that a car purposely crashed during the Singapore GP in 2008. It cannot be without consequences."

Todt remains sensitive to the merest suggestion of any conflict of interest. A couple of days after this writer enquired about the rejection of Stefan GP – where coincidentally Nicolas Todt was trying to place Pastor Maldonado as third driver – the president berated me for asking a 'stupid question'. How to win friends... *Adam Cooper*

Sutton

Ecclestone slams US F1

BERNIE ECCLESTONE HAS REITERATED that he never expected US F1 to make the 2010 grid, and added that Formula One Management has the right to take legal action against the team for its failure to comply with the Concorde Agreement.

The FIA has said that it is looking into the US F1 affair, though it's unclear what kind of penalty might result.

Ecclestone had long expressed his doubts about US F1, and he proved to be correct when Ken Anderson asked the FIA if the team could postpone its debut for a year. It was clear that such a request would not be met favourably, so US F1 will have to reapply for the 13th grid slot in 2011.

"I said from day one they wouldn't be here," said Bernie. "The whole set-up was wrong. They were over-ambitious."

When the definitive 2010 entry list was published it was also missing Stefan GP, despite the Serbian outfit's bullish attempt to make the grid with the stillborn Toyota TF110. The FIA said it was too late to accept an extra team.

Race to the grid for HRT



LAT

THE HRT TEAM BEAT THE odds to make it to the Bahrain GP – despite having barely three weeks to complete its Dallara-built cars and get them to the Middle East.

Ex-Spyker and Force India boss Colin Kolles has led the revamp of the former Campos Meta team, whose progress stalled due to a lack of funds. He has built a strong team to join his regular Le Mans Series crew, led by Jacky Eeckelaert. Geoff Willis is a consultant, with three main engineers from BMW, Williams and Renault.

The schedule meant there was no time for a shakedown before Bahrain. Bruno Senna's car ran for the first time in Friday practice, and Karun Chandhok's in qualifying. The team started both cars from the pits after doing extra work under parc fermé conditions.

IN BRIEF

■ Bernie Ecclestone confirmed to the World Motor Sport Council in Bahrain that plans for an Indian Grand Prix in Delhi are on schedule, with a first race likely in 2011. Ecclestone intends to have a 20-race calendar.

■ The FIA has decided to take its December World Motor Sport Council meeting and annual prize-giving ceremony 'on the road' after this year's event, which will be held as usual in Monaco. Dr Vijay Mallya has already volunteered India as a possible host for 2011.



LAT

■ Renault is carrying Lada branding this season (left), reflecting the commercial links between the French and Russian manufacturers as well as the presence of driver Vitaly Petrov. The deal was first revealed to the world by none other than Russian President Vladimir Putin following a meeting with Renault head Carlos Ghosn.

■ Force India's veteran commercial boss Ian Phillips left the team in March nearly two decades after joining the fledgling Jordan GP outfit. The former journalist and Leyton House man has overseen dozens of sponsorship deals and driver contracts in that time.

■ Ecclestone has given the go-ahead for an F1 documentary planned by Hollywood producer Michael Shevloff, which will focus on the period bookended by the deaths of Jim Clark and Gilles Villeneuve. British director Paul Crowder and writer Mark Monroe have previously made films about the New York Cosmos soccer team of the 1970s and The Who. Monroe also wrote anti-dolphin hunting film *The Cove*, which recently won an Oscar for Best Documentary.

■ McLaren has signed Kevin Magnussen to its young driver scheme. Kevin is the son of former GP driver Jan Magnussen, who was also in the programme as a young driver. Magnussen Sr only scored one point in his 18-month F1 career, but McLaren team principal Martin Whitmarsh is expecting great things from his son.



Sutton

Teams likely to copy McLaren's 'F-duct'

FORMULA 1 TEAMS HAVE RUSHED INTO creating their own versions of McLaren's controversial 'F-duct' system after it secured FIA approval.

The duct – located on the chassis above the driver's legs – channels air through the cockpit, the engine cover and the shark fin before it finally emerges out of a slot in the rear wing.

The aim is to stall the wing on the straights, which reduces drag and improves top speed for a given level of downforce. The system is believed to be switched on and off by the driver using his knee.

After seeing the duct in testing and deducing how it worked the other teams complained, but by accepting the device in Bahrain the FIA sanctioned its use and effectively confirmed that it contravenes no rules.

"I've not heard an argument against it," McLaren's Martin Whitmarsh told *Motor Sport*. "People saying we're not happy that someone's got it is not good enough, really."

One problem the other teams now face is that in theory they cannot drill new vent holes in the monocoques, which are homologated by the FIA. However they can use existing holes that are covered by access hatches.

"I believe it's something that we'll all end up having on our cars," said Mercedes CEO Nick Fry. "Obviously we're surmising how we think it's done and if we're correct it's something we can have on our car relatively quickly, and I think others will probably be in a similar position."

Prost is first driver steward

ALAIN PROST TOOK ON THE ROLE OF fourth FIA Steward at the Bahrain Grand Prix in the first step of the governing body's push towards providing more balanced decisions.

An ex-F1 driver will join the three regular stewards at every race this year. Like the others he will have a vote and split decisions will be resolved by the casting vote of the chairman.



DPPI

Damon Hill has been nominated for the role at Monaco, while other drivers in discussion with the FIA include Nigel Mansell, Johnny Herbert, Jean Alesi, Alex Wurz and Heinz-Harald Frentzen.

"It was very interesting, the whole thing," Prost told *Motor Sport* after his debut. "I can't comment on anything (in the Grand Prix) because nothing happened, it was very quiet!"

Prost (below) wouldn't be drawn on how having a driver steward on duty might have affected his driving while he was racing.

"I can give you a few examples from myself, and maybe one or two others, but there's no point. I think everybody realises it's good and everybody seems very positive about it, and that means something.

"Even if (you're a steward) only once in two or three years, if you want to help the sport, then it's good. Now there's only one thing I've never done in F1, and that's be a cook!"

Nigel Roebuck



REFLECTIONS
– How politics have conspired to spoil our sport
– It's too soon to write off Schuey and Jenson
– Shame the former champions weren't racing...
– BCEcclestone and the 107 per cent rule

"Sorry to mention this boys," said my colleague Maurice Hamilton in the Bahrain press room, "but we're only just at the halfway point..."

There was a distinct feeling of anti-climax as we gathered at the airport late on the Sunday evening, and perhaps inevitably so, given that this Grand Prix had been anticipated more feverishly than any for a very long time.

The first race of any season is like this to some degree, for it is only when you get to qualifying that the teams really strut their stuff, when you see who has worked well over the winter and who has not. Testing times give you some clue, but historically too much store should never be set by them, for you never know who was running how much fuel, who was sandbagging, or whatever. In years past it was not uncommon for impoverished teams to run their cars underweight – sometimes *way* underweight – so as to register startling times, in the hope of persuading a potential sponsor that here was a good place to put his money. It worked, too, any number of times.

Thanks to all those darling bankers, it seems that everyone in the world – save them – is relatively impoverished these days, and Formula 1, as we know, has not proved immune. We may not have the '$40 million budget cap' that Max Mosley was so keen to introduce, but there is no doubt that the teams – all of them – are operating on vastly less money than they were. Mercedes-Benz, for example, may have gone into business for itself this year, running a team in its entirety rather than being merely 'a technical partner', but the company's F1 budget is one quarter of what it was five years ago.

Say what you will about Mosley – and I have said plenty, good and bad, over the

After the start there was a lack of excitement at Bahrain, a circuit (left) not conducive to passing



All images LAT

years – he was indisputably right to insist that costs had to be slashed if F1 were to survive in any recognizable form, and it should be acknowledged that he was saying this for some little time before the financial meltdown.

In terms of assessing a season to come, the only testing times of real worth are those set on 'long runs': if a driver does 25 or 30 laps and runs quickly throughout, you can be confident his car is fundamentally good. As part of the cost-cutting programme, the facility for testing is now literally decimated, with no intra-season testing whatever permitted. And this year, more than ever, long runs were the order of the day during the February sessions in Valencia, Jerez and Barcelona.

Why? Well, because refuelling is now banned, and teams were working with a new, longer breed of car, one required to carry enough gas for 200 miles – and to work well with both full and near-empty tank. Given that we'd had refuelling in F1 since 1994, most people were in uncharted territory.

What you had to throw into the mix, too, was the new regulation requiring that the drivers who made it into Q3 – the top 10 – had to start the race on the tyres on which they had set their quickest time. Catch 22, on the face of it, for you would obviously want the softer compound Bridgestone to do the banzai lap – but you would not, ideally, select it for the first, fuel-heavy segment of the race.

Everyone was very nervous about this, very conservative, very cautious. As usual, it was hot as hell in Bahrain – mid-30s every day – and there were fears that the soft tyres, with all that weight on them, would last no time at all, putting those starting outside the top 10 – free to choose whichever tyres they wanted – at a distinct advantage.

Perhaps, if that had come to pass, we might have had a rather more entertaining race, but as it was the soft Bridgestones proved more durable than expected, »»

Nigel Roebuck

and it wasn't until lap 15 that such as Lewis Hamilton (who is harder on tyres than most) began to come in. Once on to the harder compound, the front-runners then ran non-stop to the flag, 140 miles later.

Afterwards the talk was all of what a procession it had been, how difficult the struggle to keep awake on this torpid afternoon. Impossible to take issue, but, that said, I did find much of the criticism of the new format over the top – to listen to some people, one might have believed that F1 had previously been a riot of overtaking, now abruptly curtailed.

Were it so, there would have been no need three years ago for the FIA to form an Overtaking Working Group, akin, let's face it, to FIFA's setting up a Goal Scoring Group. Over time, as the influence of aerodynamics has become ever more predominant, overtaking has become about as commonplace as Gordon Brown saying he got something wrong. All right, that's overstating it, but you get my gist.

Perhaps the silliest thing Max Mosley ever said was that, "We should think of a Grand Prix like a chess match", by which he meant that he personally found tactics every bit as enthralling as wheel-to-wheel racing. In that, as in so many other matters, Mosley belonged to a club with a membership of one, but eventually even he cottoned on to what the much reviled, but so often right, Flavio Briatore had long said: "Formula 1 is a product, like anything else – and these days our product is rubbish…"

That being so, in early 2007 Max duly appointed an Overtaking Working Group, made up of Rory Byrne (Ferrari), Paddy Lowe (McLaren), Pat Symonds (Renault) and Charlie Whiting, the FIA's technical delegate. A great deal of research was undertaken into how racing cars might be enabled actually to *race*, and at the beginning of '09 a raft of aerodynamic rule changes was introduced, including bigger front wings, narrower and higher rear wings, a ban on bargeboards and turning vanes, a smaller diffuser.

"We're confident that the changes will make a significant difference," said Whiting at the time, "but how much we don't know. The target was to reduce downforce by 50 per cent – but, as always with these things, you never know how much the engineers will manage to claw back…"

True enough, and as we have seen since the beginning of time in F1 the letter of the law is one thing, the spirit of it quite another. In pre-season testing in 2009 the new Brawn-Mercedes may have made its first appearance late in the day, but when it did it was instantly, shatteringly quick. The opposition was not slow to note that the Brawn, like the Williams and the Toyota, had a double-decker diffuser, and at once the murmurs began, more than one team claiming that they, too, had spotted this apparent loophole in the rules, sought clearance from the FIA to build something similar, and been advised it would not be acceptable.

Quite obviously this little matter would come much to the fore at Melbourne, the opening race of the year. At technical scrutineering the controversial diffusers were declared legal, after which Red Bull, Ferrari and Renault lodged a protest. Five of the six 'trick diffuser' cars qualified in the top eight, and the Brawns of Jenson Button and Rubens Barrichello, having started 1-2 in the race, finished that way, too.

At a meeting in Paris a couple of weeks later, the FIA Court of Appeal threw out the protest, declaring that, yes, the controversial diffusers were indeed permissible. Already the other teams, anticipating this outcome, had begun work on their own trick diffusers, but getting them to work – on cars which had not been designed for them – necessarily took time.

It will be remembered that at just that moment Mosley was confronting potential opposition from FOTA (Formula One Teams Association), which had recently held a muscle-flexing press conference in Geneva and demonstrated an apparent unanimity never before seen.

A concern for Mosley (and Bernie Ecclestone), this, for they had long relied on the element of self-interest to keep the teams in a state of perpetual discord. Now, if these people really were for once of a common purpose, that was a worry…

However, a policy of 'divide and rule' had always served Max well, and the diffuser row seemed to offer a perfect opportunity for more of the same. The matter could have been settled long before the teams actually went to a race, but how much better to have a protest involved, and all the friction that would go with it…

Politics won the day, in other words – and racing emphatically lost. Long before the matter came before the FIA Court of Appeal, even before the teams had finished





The season-opener was a high-speed parade, whereas the one-tyre rule of '05 made passing possible even at Monaco (above)



pre-season testing, many, including Adrian Newey, suggested that this 'trick diffuser' would hugely compromise the aim of the new rules, as suggested by the Overtaking Working Group – the *FIA* Overtaking Working Group, remember…

The object had been to increase a car's ability to follow another closely through a corner – and thus to give it a better opportunity to overtake before the next turn. Simples. By ignoring the intentions of Byrne, Lowe, Symonds and Whiting, the FIA did the sport a massive disservice – what the hell had been the point of setting up an Overtaking Working Group in the first place if one of its key recommendations were now tossed aside?

Perhaps I'm in a minority, but I was gratified to learn of the move to ban refuelling in 2010: it had, after all, been re-introduced in 1994 only as a means of disguising the lack of overtaking, an artifice to create 'changes in order' apparently not achievable on the race track. 'I didn't want to risk passing – I was waiting for the stops…' How many times did we hear a driver say that over the years?

Many longtime F1 fans get dewy-eyed as they recall the 1960s, and '70s, but it's worth bearing in mind that then, as now, we didn't have refuelling. The cars went to the grid with fuel for the entire Grand Prix, and we should remember that tyre changes, too, were not the norm.

In 2005 the FIA, for reasons it never satisfactorily explained, decided to introduce a new rule banning tyre stops. Personally I thought this worked well, for if a driver babied his tyres in the early stages of a race he was necessarily in better shape at the end of it, and thus we had cars quick at different times in the afternoon – there was even overtaking in the late laps at *Monaco*, for God's Sake!

Michelin proved far more adept at building a 200-mile tyre than did Bridgestone, which meant that Ferrari had a terrible season. After a single season of 'no tyre stops', the FIA rescinded the rule.

In the immediate aftermath of Bahrain there was widespread criticism of this 'no-refuelling' F1, much of it coming from folk with no previous experience of it. It's a personal thing, of course, but I always disliked the sprint-stop-sprint era, rather agreeing with Alain Prost that it was crude, unsubtle. When I'm in the USA I enjoy watching baseball, but am swiftly wearied by basketball, where the frantic non-stop scoring ceases to register after a while. In the same way, I like to watch a race *evolve*.

Some have suggested that two pitstops should be mandatory, others – astonishingly – that Bridgestone should be persuaded to manufacture less efficient and durable tyres! Now there's a turn-on for a manufacturer with a product to sell…

All such solutions merely cloak F1's fundamental problem. Already there are way too many fiddly little regulations – you really should not have need of a handbook in order to understand the sport you're watching. Unless and until *radical* changes are made to the rules concerning aerodynamics, the lack of overtaking will remain, and there's an end to it. "All these rows about which diffusers are legal and which aren't," said Keke Rosberg last year. "Why didn't they just ban the bloody things, along with the bargeboards and all the rest of it?" He had a point.

Bahrain was indeed soporific, but I agree with Bernie Ecclestone that a knee-jerk reaction would be ill-advised, that the revised format of Grand Prix racing should be allowed a little more time to bed in. The teams, as I said, behaved very conservatively, but you couldn't blame them – they played it safe because they didn't know what to expect at this first race of the season.

When I saw Jacky Ickx at Goodwood, a few days after Bahrain, he was quietly amused by what he had seen and read of the event. "All these brilliant engineers and drivers," he smiled, "having to cope with doing a *whole* race on one tank of fuel! Imagine that…" Drivers of his era, of course, knew nothing else.

It must be said, too, that the circuit played its part in the anodyne afternoon. Although everything is superbly organised at Sakhir, and the people are friendly and hospitable, the circuit itself is hopeless for Grand Prix racing, and a new and lengthy 'second gear' extension made it even worse.

I remember a conversation with Alain Prost soon after the inaugural race in 2004. "All the new tracks… for me they are nonsense! I've never seen a new track that's a nice design, that's good for TV, for spectators, for drivers.

"And of course," Alain went on, "another problem is that the drivers today are afraid to speak. When they were asked about the track in Bahrain, for example, they all said to the press that it was fantastic, and everything else. Well, I've talked to quite a lot of them – and they all said it was s***!

"People talk about the drop in F1's popularity. They say that it's Schumacher winning all the races that is the problem, but I don't think it's only that. It's a bit of everything. People in F1 seem to have less character, less personality – they talk less and less, because the manufacturers say, 'You must say this, you must do that…' But the fans smell that – they know…"

So they do. And they miss overtaking, too.

So that was decided upon. After the first practice session at Bahrain, on Friday morning, two newspaper journalists were discussing the performance of Michael Schumacher. "Well," said one, "it's over, isn't it?" The other agreed.

A little precipitate, it seemed to me, but if the opening Grand Prix of the season fell short of expectations, so also, it has to be said, did Michael's return to F1. To qualify seventh and finish sixth hardly constituted a disastrous weekend – but this was *Schumacher* (and not Ralf, either), the anointed one, the most successful »»

Nigel Roebuck

Grand Prix driver of all time, and many had unreasonably expected he would simply take up again where he had left off.

Some, admittedly, were more circumspect as they anticipated Schumacher's comeback. There were those, like Eddie Jordan, who thought his decision mad, suggesting it could only detract from his reputation. But perhaps these people missed the point about Michael, whereas such as Jackie Stewart and Mario Andretti did not: for one thing, he was pushed out of F1 before he was quite ready to go; for another, he retains a fierce need to compete; for another yet, he is one of those – like Andretti – who simply *loves* to drive a racing car.

That said, Stewart's comment, when asked at the time the Schumacher-Mercedes deal was originally announced whether Michael would – *could* – be the driver he had been, seemed to me the wisest: "Well, the one thing we know for sure is that he won't be *better* than he was…"

I had breakfast with Jackie on the Friday morning in Bahrain, a couple of hours before the start of the first practice session, and of course much of the talk was of Schumacher. "I think," he said, "Michael is going to be looser, with the press and so on, than he was before. I mean, he came over and said hello to me yesterday, so there's a difference!"

Maybe so, I said – but how long will that last?

"Well, I suppose it depends on how well he goes! I think he'll go very well: my only concern – and I might be proved wrong, perhaps as early as today – is that I don't think the car will be up to the Ferrari and the McLaren and the Red Bull. My logic – and to me it's no more than common sense – is this: an F1 car is laid down in June, OK? The '09 car had been laid down in June 2008, when it was going to be a Honda – and at the time Ross [Brawn] obviously had the big Honda money available. In June '09 he laid down the 2010 car – but there was no money because they'd used it all up to run properly in '09. They didn't have the big budget, and when you don't have that you need to cut down on all sorts of things – I know that from my experience with Stewart Grand Prix. I'm talking about things that Ferrari or Red Bull or McLaren would just do automatically.

"Therefore I suspect that the Brawn – or Mercedes as it became – suffered from a lack of funding, and at the time when it was most necessary, at the time of the laying down of the car. I think they'll struggle until the Mercedes money starts to talk – and I don't think that'll happen until about the fifth race. Until then I think Nico and Michael will struggle to keep up with these three other teams – and that's six drivers we're talking about, all of whom know the key to the door…"

There has also been the suggestion, I said, that this new generation of F1 car, necessarily longer and heavier than before, will be a fundamental understeerer and as such will not suit the natural style of Schumacher, who has always liked his cars edgy, pointy, nervous. When Michael left Benetton for Ferrari, at the end of 1995, Gerhard Berger and Jean Alesi – neither of whom was known for being of a nervous disposition – found the car they inherited from him virtually undriveable.

"When I first went to Benetton," Berger said, "I just couldn't drive the car, and that looked really bad because one guy had won the World Championship with it, and now the other guy couldn't even drive it – automatically people say the second guy is a w*****! I knew what I needed, but it wasn't easy to get it into the system in a team that had just won the championship – normally, in those circumstances, they just say 'Don't change anything, because it can't be that bad'. Everything was geared to suit Michael's way of driving, you see – and a car set up for him was exactly the opposite of what I liked: everything was on the nose – no rear end at all – and for most people it's undriveable like that.

"It's simple: if a car fits your style, you're confident – if it doesn't, you're not. I couldn't be confident in a car set up to suit Michael's style – and it seemed like no one could, because no one got near him in the same car. I remember following [Eddie] Irvine's Ferrari at Silverstone in '96 and thinking, 'Jesus, it looks just like the Benetton last year!' Michael was developing the car in that direction, you see, and there's nothing to criticise there, because



Schumacher has always kept an eye on the opposition, but now his own team-mate is a threat

that's what he wants. It's just not very good for anyone else who has to drive it…"

In the coming months that could prove to be an increasing problem for Nico Rosberg, who at Bahrain had the edge on Schumacher throughout the weekend, most particularly during qualifying.

"The car may not suit Michael at the moment," said Stewart, but he'll develop it the way he wants it – a way he knows, and that Ross knows too. In Michael's cars, the brains of the car are always up front – like karting. Alain [Prost] didn't drive like that, and neither does Jenson [Button] – and I think that that might be the only problem for Nico. Over the last two years, with Williams, what Nico hated most was turn-in oversteer – but that's what Michael likes! That's why he went off the road so often – a pointy car is very fast if you can keep up with it, but every now and then it's going to get away from you…"

The other big talking point of the Bahrain weekend, not surprisingly, was the situation at McLaren, where Lewis Hamilton and Jenson – the last two World Champions – were going up against each other in equal cars for the first time.

"In a funny sort of way," said Stewart, "I think it's the same situation between Lewis and Jenson as it is between Michael and Nico. It will be an enormous temptation to both Jenson and Nico to over-drive – to try too hard to beat 'the man' – and it's vital, particularly for Jenson, that he doesn't get intimidated into doing that. If Lewis is that bit quicker than him, there's nothing he can do about it.

"Lewis is much busier with the steering-wheel than Jenson is – it's very similar to the difference between Senna and Prost. Ayrton's strength was his capacity to bully a car at the limit, and keep it there, but you never saw Alain do that – one of his great strengths was that he *always* resisted the temptation to over-drive. How many times did he go off the road? *Very* few…

"Last year Ross said to me, 'I've never had a driver who drives like Jenson does – never had a driver who gets so much out of his car without thrashing it'. That was an enormous compliment – and at the time, of course, he was still winning…

"Lewis goes off the road a lot more than Jenson, but he drives the car more to its limits – if something then goes wrong there's no space, no leeway.

"I'll never forget watching Senna at Monaco. Something I often do is go and stand in front of a car when it comes in during a practice session. Ayrton looked like he was easy in the cockpit – but if you looked at his *eyes*… His eye functions were like somebody on coke or something! He was so *up* that that gave everything away, as far as I was concerned. That was the way he was – and the way he drove a car. You saw 100 per cent of him every time he got in – again there was no leeway, and that's why, although Senna was the quickest of his generation, I have always rated Prost above him: Alain was a more *complete* racing driver, in the way that Fernando [Alonso] is the most complete now."

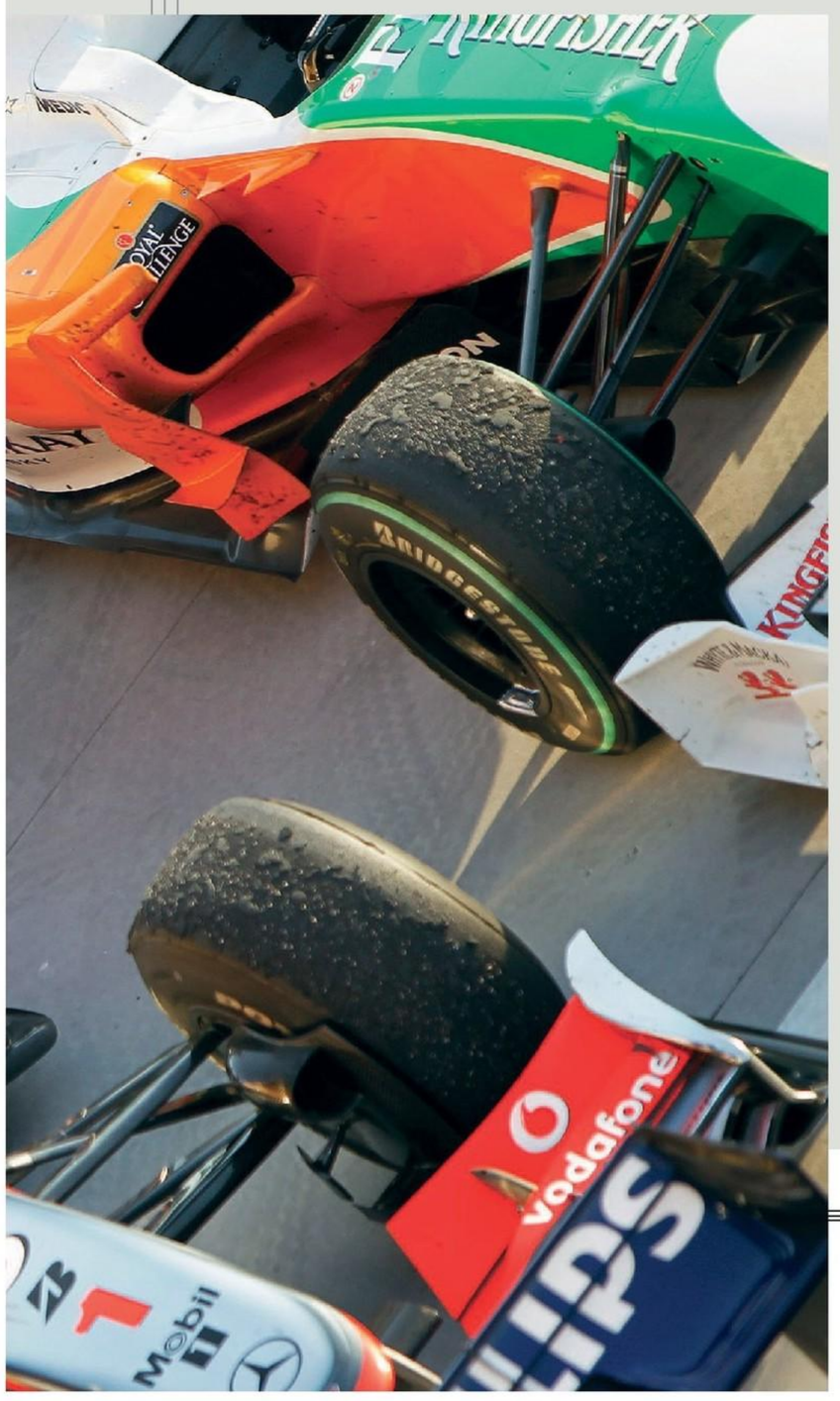
Ever since the news broke of Button's joining Hamilton at McLaren, a source of mischievous humour in the F1 community had been speculation about how their fathers – the intense Anthony and the laid-back John – would get along. Shortly before the first race, though, it was announced that Hamilton *pere* was no longer managing his son, and henceforth would come to the Grands Prix only rarely.

"I don't think that's a disadvantage to Lewis," said Stewart. "At all. The year before last Anthony came to talk to me about managers, and I introduced them to IMG – they had Roger Federer, they had Tiger Woods, all the big sports people, and it seemed the logical thing for Lewis. All right, it's more expensive if you go outside the family, but I said to Anthony, 'It's just not a good thing for a father to be managing a son'. The family unit is too important – how can you not threaten it when the manager has a different opinion from the driver? I think it's good Anthony's not managing Lewis any more – I don't think, in principle, that fathers are a good thing to have around, although John Button is amazingly good at it because he stays in the background, like Keke always has: if Nico asked him a question, he'd answer it, but he wouldn't interfere at all. Anthony, though, was very 'in your face', wasn't he? And I don't think it was a comfortable situation for McLaren, either."

> "Michael will develop the car the way he wants it"
>
> JACKIE STEWART

A few hours later the first day of practice was done, and a couple of days after that the opening Grand Prix of the season. At McLaren Hamilton had come out very much on top, Button admitting that he had been too conservative; at Mercedes, Rosberg had the edge on Schumacher, although less obviously in the race – where they finished four seconds apart – than in qualifying. If Bahrain were any guide, overtaking – under the new rules – is going to be even more Herculean than in the recent past, in which case qualifying is going to be yet more crucial than before.

Even on Friday morning Michael was evoking memories of the man we knew, rushing into the pits every time, »»



Nigel Roebuck

practising for the stop on Sunday, assessing what was necessary in braking a fuel-heavy car for the pitlane speed limit. But when I saw him that afternoon, 10 minutes or so after the session finished, he looked bemused, not to say a little stunned. Even one such as Michael has been through times when his car was not truly competitive, times when he understood how much work lay ahead: the early years at Ferrari were often like that. But not to be the fastest driver of that car... now that was a new experience for him, and clearly it didn't sit well.

There were suggestions that his mood was anything but light that evening, and I thought back to something Rubens Barrichello had once murmured to me in his days as Schumacher's Ferrari team-mate: "If I'm quicker than Michael – even in a practice session – he really does *not* like it, and gets very upset. Much more than any other team-mate I've had. I just don't understand how someone with his level of talent can be so insecure..."



"Michael looked bemused, a little stunned"

True enough, but then there are those who would say, 'Ah, but that's why Schumacher's the driver he is...' Renault people had similar memories of Alonso on those rare occasions when Giancarlo Fisichella out-qualified him, or whatever.

One cannot, I think, form too many conclusions on the basis of one weekend at a race track. When Lauda returned in 1982, after missing two complete seasons, he was well out-qualified at the first race by McLaren team-mate John Watson, but by the end of the year had a comfortable edge, 10-4.

If Alan Jones's post-Williams spells with Arrows and Haas Lola are best forgotten, Lauda's performances were proof positive that comebacks *can* work. At only his third race, Long Beach, he qualified second and finished... first. And then in 1984, of course, he went on to win a third World Championship.

It will be fascinating, over the coming season, to see how the new driver partnerships develop. Schumacher has all the skill and experience in the world, and three years away isn't *that* long, but much has changed in that time. There is a new breed of Grand Prix car, and one perhaps not naturally suited to his style; there is an absence of testing, of which Michael made more productive use than any other driver; there is a greater, wider level of talent ranged against him than ever he faced before; there is, at Mercedes, a young and quick team-mate not obligated – let alone inclined! – to play a supporting role.

Much to adapt to, in other words, and there are those who believe he will conquer everything in the end, and those who do not. In Bahrain there was no sign of anyone *racing* anyone else – Schumacher included, they simply ran round in orderly formation all afternoon, and for once there was nothing remotely controversial for the stewards to consider. As and when the situation improves, Michael will surely find himself in the position of having to defend his place, and intimidation is in his racing DNA.

In the past he got away with sometimes *horrendous* behaviour on the track, and other drivers were bemused by it, suggesting that Schumacher, like Senna before him, was treated as a 'special case' by the stewards. In the years since his first retirement, though, things have changed, so that now relatively innocuous offences result in penalties. "Oh, sure, but with him it was always different, wasn't it?" Juan Pablo Montoya said to me recently. "I'd be surprised if anything changed..."

I wonder, though. Since replacing Max Mosley as FIA president last autumn, Jean Todt has been unobtrusiveness itself, in the sense of not constantly issuing statements about this, that and other, but that doesn't mean he has been inactive – far from it.

In his days at the helm of Ferrari, Todt was widely disliked in the paddock, not least because his actions demonstrated an allegiance to his employer and to nought else: if people didn't like it, well, so be it. Now, if Jean can apply the same single-mindedness to his new job at the FIA, and devote himself to the betterment of motor sport, there are good reasons for optimism. Like Mosley before him, he clearly has a boundless ego, but a less overt one, and that can only be good. It greatly pleases me, for example, that he has made changes to the way stewards operate at a Grand Prix, removing from the picture 'an advisor' who also happened to be Mosley's eyes and ears at the races. In the place of this individual, an ex-F1 driver will be on hand to offer his counsel to the stewards, and in Bahrain this was Alain Prost.

There were many, myself included, who worried that a Todt presidency might simply mean 'more of the same', but so far the evidence is distinctly to the contrary, and that is something quietly to celebrate.

It was a delight in Bahrain to see assembled a collection of former World Champions such as will almost certainly never be seen again. One might have thought Silverstone, as the venue for the first-ever World Championship Grand Prix, a more logical choice for the celebration of the championship's 60th anniversary, but we are into an age of austerity, and who knows how much it costs to put these things on.

There were some glorious cars on »»



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hand, many of them the property of BCEcclestone, and several drivers took to the track in those with which they had been synonymous. Damon Hill, back in his championship-winning Williams-Renault FW18, fairly hammered round, as did Mario Andretti – a fortnight after his 70th birthday – in the Lotus 79 and Jody Scheckter in his own Ferrari 312T4. Oh, mama, the sound of that flat-12...

Given that so many savoured the sight of these men and cars, it was absurd that on race day they were confined to a single flying lap. The timetable allowed for nothing more, we were told, but why could not the timetable have been a little more flexible? Later in the afternoon, indeed, the thought occurred that a sensible plan might have been to cut the Grand Prix to one lap (which, after all, contained all the overtaking) and to let Emerson, Jackie, Big John *et al* entertain us a little longer.

Since retiring from F1, at the end of 1986, Keke Rosberg had always resolutely refused to get back into a Grand Prix car, even for events such as the Goodwood Festival of Speed, but in Bahrain he was persuaded to drive the Williams FW08 with which he won the 1982 World Championship. And, of course, once into the car he went like hell... these people can't help themselves, never could.

In some cases, period overalls had been dug out for the occasion, and in some cases they still fitted. How about Keke's helmet? "Oh, that's no problem – I'm not as big-headed now as I was then..."



Rosberg was tempted into FW08 at Bahrain

On the Friday afternoon in Bahrain Monsieur Todt took part in a long press conference, in the course of which he spoke at one point of reviving the '107 per cent rule', which required, in order to qualify for a Grand Prix, a driver to set a time within 107 per cent of the pole position man's best lap.

Harsh as it may potentially be on the teams new to F1, that seemed eminently sensible to me. It's very early days, of course, but if it were no surprise to find Lotus, Virgin and the unfortunately named HRT at the back at the grid, few had expected them to be quite so many seconds adrift.

For HRT, Bahrain was a particular nightmare, for there had been no time for any testing, and this was assuredly not the way anyone called Senna would have wished to make his F1 debut. That said, Bruno did at least get out in practice; poor Karun Chandhok was obliged to run his first laps in the new car at the start of *qualifying*, and I was amazed – in an age preoccupied with 'elf and safety – that he was allowed to do so. In the circumstances, Chandhok acquitted himself well.

Renewed talk of the 107 per cent rule recalled to mind a conversation with Bernie Ecclestone at Magny-Cours some 15 years ago. "I think," Bernie said, "we've got a little bit back to the startline specials there used to be years ago. These people get their sponsors to turn up, and they break everyone's balls, saying they don't get seen on TV. Well, the reason they don't get seen is obvious: they're only on the screen when they get lapped!"

He paused. "Actually, now I think about it, they get seen more than most people, because they get lapped five or six times..."

Bernie then warmed to his theme. "We're the best, right? Formula 1 is the best, and we don't need anything in it that isn't the best. We're having the 107 per cent rule next year, no matter what, and if people don't want to enter for the championship on that basis they don't have to. That's the way it is.

"People keep going on about only having 19 or 20 cars in the race – but so what? If I got someone who hadn't been to races to look at the grid today, they wouldn't know whether there were 16 or 25 cars. What I want to get away from is breeding people who shouldn't be in F1. Frankly, at the moment there are people in it who shouldn't be in it, and why are they here? Because they thought it was easier than it is.

"What I don't like is people walking around with begging bowls, and crying as if it's everyone else's fault. People who do that we should never have let in to start with, and it's my fault for allowing them to do it. If they hadn't come in, we wouldn't have had the embarrassment of them going out. I'm sorry if this sounds harsh, but it's not F1's problem when someone goes out of business.

"As to the size of the field, it doesn't bother me at all. It is much better for us to have a smaller, better quality grid than have a lot of... We're in the quality business, not quantity."

In the course of the same interview, Ecclestone also said this: "I would never, ever, *ever* put more than 16 races on the calendar." And this: "Any guy who starts talking about what's going to be happening in four years' time is an idiot. A complete idiot. Long-term planning is a nonsense..."

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

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GT1 world series is go

"I HAVE BEEN DREAMING ABOUT THESE cars since I was a teenager," said FIA president Jean Todt at the launch of the new GT1 sports car series. "We have all dreamt about these beautiful cars and I am very proud that the GT1 World Championship has joined Formula 1, the WRC and the WTCC as the fourth championship sanctioned by the FIA."

Speaking in the splendour of the *bibliotheque* at the Automobile Club de France in Paris (below), Todt took the opportunity to underline his commitment to safety on both road and track. "The GT1 championship will be a global platform for a campaign to save lives and improve safety on the road, a commitment that is very dear to me," he said. "The FIA will work with the United Nations to reduce the death toll."

Stephane Ratel, GT1 promoter, declared that he wanted to restore sports car racing to its former glory. "I want to preserve the heritage, showcase the iconic brands, and give the fans exciting and glamorous racing on some of the world's most legendary circuits," he said. "We will have open paddocks, and the FIA's Balance of Performance system will guarantee a level playing field among the different manufacturers. Sports car racing has huge potential to become more popular around the world."

2010 FIA GT1 WORLD CHAMPIONSHIP CALENDAR

Apr 17	Yas Marina, Abu Dhabi
May 2	Silverstone, UK
May 23	Brno, Czech Republic
Jul 4	Paul Ricard, France
Jul 31	Spa-Francorchamps, Belgium
Aug 29	Nürburgring, Germany
Sep 19	Portimão, Portugal
Nov 7	Durban, South Africa
Dec 12	San Luis, Argentina

Manufacturers signed up to the series include Maserati, Aston Martin, Ford, Nissan, Lamborghini and Corvette. Twelve teams, each with two cars and four drivers, will race in 10 different countries on four continents, with television coverage across 100 countries reaching an estimated 220 million homes. There will be two races, each lasting one hour, and the cars will be in action for a total of five and a half hours at each event. Drivers already signed up include Karl Wendlinger, Andrea Bertolini, Peter Dumbreck, Darren Turner and Bas Leinders.

When the series comes to Silverstone in May the coveted Royal Automobile Club Tourist Trophy, first introduced at the TT meeting on the Isle of Man in 1905, will be awarded to the winning drivers. *Rob Widdows*

WIN SILVERSTONE SUPERCAR TICKETS!

The Silverstone Supercar event (May 1-2) is guaranteed to thrill, as some of the most technically-advanced supercars take to the GP circuit for the UK's only round of the FIA GT championships. Featuring the FIA GT1 World Championship, racing for the RAC Tourist Trophy, and the opening rounds of the FIA GT3 and GT4 European Championships, there's plenty to savour. We've teamed up with Silverstone to give away five pairs of weekend tickets. For a chance to win, just answer this question:

WHICH BRITISH DRIVER IS RACING FOR THE YOUNG DRIVER AMR TEAM IN THE FIA GT1 WORLD CHAMPIONSHIP?

a: OLIVER GAVIN
b: DARREN TURNER
c: PETER DUMBRECK

Please e-mail your answer and contact details to info@motorsportmagazine.co.uk. The winner will be selected at random from all the correct entries, and the competition will close on Monday April 26. Alternatively, you can enter by logging on to: www.motorsportmagazine.co.uk

SILVERSTONE

Advance tickets to the Silverstone Supercar event start from as little as £10. For further event information, or to book tickets, visit www.silverstone.co.uk or call 0844 3728 260.

DPPI



Poor entry forces GT2 cancellation

THE INTRODUCTION OF THE NEW FIA European GT2 Championship has been postponed for 2010.

The series, which would have run on the same bill as some GT1 World Championship events, suffered a lack of entries. There will be a one-off FIA GT2 European Cup run in July's Spa 24 Hours, including GT3 and GT4 cars.

FIA GT boss Stephane Ratel said the problem was that GT3 cars are now as fast as GT2s, but 40 per cent cheaper. He denied his decision to enforce a pro-am format had played a role.

Ratel said he was pushing ahead with plans for a GT2 series with a "limited number of events at prestigious tracks".



Audi's Le Mans fightback begins

THIS IS THE CAR WITH WHICH AUDI will attempt to regain its Le Mans 24 Hours crown from Peugeot in June. The heavily reworked front-end aerodynamics of the R15 are a result of rule changes at the end of 2009 and further bodywork changes are designed to reduce drag. The car began testing in March at Homestead and Sebring, ahead of its scheduled debut in the Paul Ricard 8 Hours in April.

Brit Turner lands extra Aston drive

SPORTS CAR STAR DARREN TURNER WILL race three types of Aston Martin in 2010.

The Aston works driver, a double GT1 class winner at Le Mans with the marque, was due to combine racing a DBR9 in the GT1 world series for the Young Driver AMR team with a one-off run in one of Aston Martin Racing's Lola coupés in the 24 Hours. He will now also contest the Le Mans Series in the works-backed JMW Motorsport Vantage GT2.

Turner said: "It's going to be interesting jumping from car to car."

IN BRIEF

■ British sports car stalwarts Warren Hughes and Jamie Campbell-Walter will team up in this year's GT1 World Championship, sharing the second Nissan GT-R run by the new British Sumo Power squad.

■ Former British Touring Car Champion Jason Plato will remain a Chevrolet driver in the series in 2010. The 42-year-old will stay with the factory RML team, graduating from a Lacetti to the Cruze model.

■ The Triple 8 Engineering squad, winner of six BTCC drivers' titles, is moving into single-seaters. It has joined with Teamcraft, which ran Team Pakistan in A1GP, to field a Mygale-Mercedes in British F3.

■ Brooklands Hotel has opened its doors in Surrey. The new art-deco-inspired building has the historic circuit literally 'running through the lobby' and features art influenced by the circuit and motor racing.

■ Audi will run a scheme to let customers race one of its R8 LMS cars as part of a 'factory' team. Participants will compete for six-time Le Mans winner Reinhold Joest. The team plans to contest six races in 2010 including the VLN (Langstreckenmeisterschaft) on the Nordschleife.

■ Martin Brundle has opened a new Daytona Raceway karting track in Kent. The Daytona Lydd International Raceway joins the company's other circuits in Esher, Milton Keynes and Manchester.



■ From April 30-May 2 there is an exhibition of paintings by Michael and Graham Turner at Halton House, near Wendover, Bucks. For details visit www.studio88.co.uk

■ Tesla Motors and TAG Heuer are embarking on the first round-the-world trip by an electric, zero-emission GT car. The 24,000-mile journey began on March 18 in Basel. The tour is expected to take eight months and will end in Paris.

■ Despite being laid up in hospital, Sir Stirling Moss placed the winning $1.7m bid on a Porsche RS61 at Gooding & Co's Florida auction in March. "I've had my eye on that Porsche for several weeks and can't wait to see it," said Moss, who is recovering from broken ankles after a lift shaft fall. The Spyder is similar to the RS60 he raced in the 1961 Targa Florio.

Peugeot adds Sebring to its tally

PEUGEOT HAS BECOME THE FIRST French manufacturer to win the Sebring 12 Hours in the event's 58-year history.

The victory was also the first by a non-German manufacturer since Ferrari scored the last of its wins in the Florida enduro in 1998. Victory for team newcomer Anthony Davidson, Alex Wurz and Marc Gené means that Peugeot has now won the last three big enduros run to Le Mans rules – the 24 Hours itself last June, the Petit Le Mans 1000-miler at Road Atlanta last autumn and now Sebring.

Peugeot Sport boss Olivier Quesnel said: "We can be proud to have added a French victory to this race's roll of honour, and the 908 has now succeeded in winning all the main endurance events. It's a promising result, but we can't afford to take our eyes off the ball."

Audi, which was defeated only once at Sebring in the Noughties, was not present. It claimed its 2010 car would not be ready to race and plans to run an interim R15 were blocked by Peugeot.





Wurz takes the flag at Sebring, then joins Davidson and Gené on the podium (above)

New factory for McLaren road cars

McLAREN AUTOMOTIVE IS TO CREATE A £40 million 'Production Centre' where the company's new range of high-performance cars will be built.

The MP4-12C will go on sale this spring in 19 countries around the world and will cost between £125,000-175,000. Advertised as the 'most powerful, the most efficient and the lightest car in its class', it features a carbon fibre chassis and is powered by a twin-turbo V8.

Jenson Button and Lewis Hamilton were on hand in Woking to help unveil the car, while an MP4-12C also made an appearance at the Goodwood press day and tackled the hillclimb.

The other big news in Sussex was that the Festival of Speed will run over four days this year, with Thursday dedicated to road cars and various manufacturers launching new models – something that has become increasingly popular at the event over the past few years.

The Motor Sport Month

Lotus signs Sato for Indy 500 comeback

ON THE WEEKEND THAT THE LOTUS name returned to F1, Group Lotus confirmed it would also be heading back to the Indianapolis 500 – as predicted by *Motor Sport* (March).

The traditional green and yellow colours will be carried on Takuma Sato's Dallara-Honda in this year's IRL series, thanks to a commercial deal with KV Racing Technologies, run by Kevin Kalkhoven and Jimmy Vasser.

The deal has been put together by Group Lotus CEO Dany Bahar – formerly with Red Bull and Ferrari – rather than an outside entrepreneur, as with the F1 project. The idea is to push the brand in the USA and Japan, two key markets for Lotus.

Announcing the deal, Bahar said: "Racing has always defined Lotus and on many occasions in motor sport history Lotus' numerous innovations have redefined racing. It's only fitting that, as the Lotus Racing name re-enters F1, we will also race and innovate again in Indycar."

The deal was originally announced as also involving support from Cosworth, which is involved in Lotus road car projects. Not surprisingly that caused some confusion not only in relation to Honda's position as exclusive IRL engine supplier, but also because of its long-time support of Sato. Thus the Cosworth connection has been quietly dropped.

Sato made his IRL debut in the São Paulo street race in March, where he qualified a promising 10th only to get involved in a first-corner skirmish. The definitive Lotus colours were due to be revealed only at the second race at St Petersburg. It has been 42 years since Colin Chapman's works team last competed at the Brickyard.



Tide turns against US Atlantic series

THE FORMULA THAT GAVE THE WORLD Gilles Villeneuve has been put on ice after four decades of continuous history. The Atlantic Championship Powered by Mazda, a direct descendent of the Formula Atlantic category that grew out of Formula B in 1974, has been cancelled for 2010. Series owner Ben Johnston said it would go into "hiatus until global (economic) conditions improve".

Elliott Forbes-Robinson, who was a contemporary of Villeneuve's in the mid-1970s, said: "Everyone raced in Atlantic back then – Gilles, Keke, and Bobby Rahal. The cars were fantastic and the racing always close."

Villeneuve was picked up by McLaren on the recommendation of James Hunt after the Englishman was beaten by him on a guest appearance at the Trois-Rivieres event in 1976.

Obituary

Alan McKechnie

Motor racing lost one of its best-loved team owners of the 1960s and '70s with the recent death of Alan McKechnie at the age of 72. Although confined to a wheelchair for 50 years, McKechnie supported the racing careers of many young drivers including Nigel Mansell, Andy Rouse and Barrie Williams. McKechnie had been a rally driver of repute until struck down by a virus aged 22. It was in Formula 5000 that he achieved the most, winning the British title with Bob Evans.

"He was a tremendous practical joker and a great comic," said lifelong friend Williams. "He helped a lot of people go racing."

Herbert to race in Italian tin-tops

JOHNNY HERBERT WILL CONTEST HIS FIRST full season in Europe since 2004 in the Superstars touring car championship.

Herbert will race a Chevrolet Lumina CR8 in the Italian-based series for V8 saloons for the Motorzone team.

Herbert moves over to Superstars after three outings in a Team Dynamics Honda Civic in last year's BTCC.

"This is another chance for me to do a full championship again," he said. "I'm still hungry for it and was pleasantly surprised by the BTCC. I was a bit apprehensive about racing a front-wheel-drive car, but I was shocked by how good it was."

The series includes non-Italian races at the new Algarve circuit, Hockenheim and Paul Ricard as well as a fly-away event at Kyalami. Fellow Grand Prix veterans Gianni Morbidelli, champion for the past three years, and Pierluigi Martini will also be on the grid.

This month on the Motor Sport website

www.motorsportmagazine.co.uk

PODCASTS

The *Motor Sport* site features our latest podcast this month, starring Damon Hill who popped into our office. Damon is renowned for being articulate and outspoken, and he didn't disappoint, prompting one listener to comment: "Bravo! A remarkably candid interview that gave us some real insight into the man. Wonderful stuff, thanks!" The 1996 World Champion also discussed the challenges Silverstone faces this year and the direction in which Formula 1 is heading.



Next month the team will record another episode on April 7. Don't forget that you can ask them a question via the website on any motor racing subject, or you can get involved in the increasingly lively discussions on the posts afterwards.

RESULTS

In order to provide a more comprehensive service, the results pages have been moved to the website. By doing this we're now also covering the ALMS, LMS, IRL and the new FIA GT1 Championship alongside Formula 1, WRC, WTCC and MotoGP.

There'll be results for each race and full championship standings, so do take a look if you're wondering what happened in the racing world over the weekend.

BLOGS

Rob Widdows, Gordon Kirby and Ed Foster continue to write blogs every week and the comments area under each one is fast becoming one of *the* places to discuss motor racing, both past and present.

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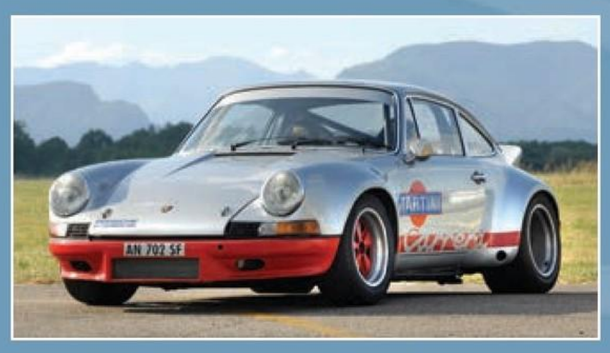
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RACING LIFE



LAT

LONG MAY IT REIGN

WE'RE HEADING FOR THE MONTH OF MAY, AND HERE IN the USA that means only one thing in motor racing terms – the Indianapolis 500.

OK, we no longer have three solid weeks of qualifying, but this is still by far the biggest race in North America and, if you think about the Brazilians who have won in recent years, probably the biggest in South America too. The Indy 500 is huge, up there with Monaco and Le Mans. Jim Clark and Graham Hill are remembered here as Indy winners, not for their Grand Prix success. And Mario Andretti is known as an Indy winner rather than an F1 World Champion. I guess that's a reflection of most Americans' lack of awareness of what's happening beyond the States…

For any driver who wins at Indy you can divide his career into two parts – before he won the 500 and after. Once you win at Indy it's almost as if anything you did prior to that is insignificant. And afterwards you will forever be introduced as an Indy 500 winner. It's a life-changing thing, something you can sell – and it increases your ability to negotiate your pay. It raises your importance tenfold, I'd say, and it goes on to affect your earning ability way after you've stopped racing. An Indy win follows you for life.

You can only understand the scope of all this once you've won the race. Winning it can create a career, and not winning it can destroy one – that's the level of impact this race has.

To experience Indy is unbelievable. No other circuit has the grandstand capacity that Indianapolis has. As you drive in you're shocked at the size of the place. It can be quite intimidating. We used to practice all month long, day after day for weeks. You'd get around 100,000 people there on Carburation Day – and that's gotta be the biggest misnomer ever, because there hasn't been a carburettor there for about 40 years – but the place still looked empty. When you first walk out into the pitlane on race day you hear this buzz, and you're not sure what it is – then you realise it's 300,000 people talking in normal voices, and it becomes a dull roar. Then all of a sudden it hits you. This is the big day, and this day will either crown a king, or it won't. And of course it's Memorial Day, so there's all the marching bands, the flyovers, the military parades and the razzamatazz. It's overwhelming. No matter where you've been before nothing can compare with walking out onto the grid for the 500 – it's a unique experience.

You've been there all month, pounding round and round, and there's a definite skill in setting up a car for the 500. You're out there for three hours, the track changes, the groove moves, the grip levels change, and the car is sensitive to all of this. So you need to be able to adapt yourself and the car to every scenario. There's three days between Carburation Day and the race itself when you don't drive, so when you come to the main event you're never quite sure what you've got to race on.

The Indy 500 hardly ever goes to the guy who's fastest; it goes to the guy whose car is the fastest on average. The year I won, Rick Mears and I led most of the way, but my car was not as good as his on full tanks. Then as the load lightened my car got better. You need to find that sweet spot and make the best of it.

I will never forget winning for Jim Trueman in 1986. He was my mentor, he made my career possible in so many ways, and he died just 10 days after the race. It was kind of bittersweet as we weren't able to celebrate as we might have done had Jim not been so ill. Winning for Jim and Truesports was such an emotional thing, and when I went over the finish line it was just a huge flood of emotions – relief it was over mixed with pride, happiness and appreciation for the team. We all wanted to win it for Jim, and no longer would I have to answer the question 'when are you going to win the Indy 500?'. We'd done it. And then, in 2004, I won with my own team and that was something special again. No other race can compare with the Indianapolis 500.

Back again after 25 years ...

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ROAD CARS



PORSCHE'S SHOW-STOPPER

EVERY YEAR ON THE EVE OF THE GENEVA MOTORSHOW Volkswagen has a little pre-show bash. Well, not that little to be honest. As befitting a car company now rated the largest in the world by vehicle production, there was a guest list numbering thousands and presentations from every brand huddled under the VW umbrella. It is the biggest industry gathering at what remains the most important motor show in the world.

This year was no different. One after another the bosses of VW, Audi, SEAT, Skoda, Bentley, Lamborghini and Bugatti came and displayed their wares. In particular I liked the look of the Audi A1 though its predictable interior will disappoint anyone hoping for something as funky as you'll find in a Mini which, after all, is the car the A1 was put on earth to beat.

Then when all appeared to be done, one more car came down the catwalk. We'd not expected Porsche to be here. It was presumed that this year as last (when Porsche had just been absorbed by VW) the fiercely independent Stuttgart folk were still not in the mood for this kind of group therapy. We got that wrong.

I've never been at a show and experienced what I call an E-type moment – an unveiling so shocking and ground-breaking it can snap shut the mouths of a thousand journalists in a single instant. These days there are no surprises at motor shows – everything is necessarily trailed far in advance. Yet when Walter Röhrl drove the Porsche 918 Spyder (above) into that room, I don't believe a single person not in the employ of VW knew it was coming.

There's been talk of a new Porsche supercar to replace the 2003 Carrera GT for some time, but it was not only its timing that surprised us, it was the car too. Using the GT's carbon tub, it's powered in part by the 500bhp, 3.2-litre V8 from the LMP2 RS Spyder, with a further 218bhp from a lithium battery-powered electric motor. And though the car has yet to run in anger, Porsche's simulation work suggests it will lap the Nürburgring faster than the GT.

What it is, then, is a full plug-in hybrid, capable of emitting just 70g/km of CO_2 around town, that will hit 60mph from rest in 3sec and will likely be the fastest road car Porsche has ever made. And though it remains a concept, make it they will. Porsche boss Michael Macht has been apparently overwhelmed by the response to the car and has a lengthy list of credible buyers ready to put a sizeable chunk of money against their name in the order book. Porsche's recent history of putting its concept cars into production is also unbroken. It usually takes about three years, though with the tub, engine and VW's bank balance already available, I expect we'll see a production version in less than two.

The 918 name seems derived from nothing more complicated than 917+1. It was unveiled in the presence of Ferdinand Piech, the most important man in the VW empire and father of the 917, a car once voted by this magazine as the greatest racer ever. I've never heard his thoughts on this car but perhaps now, 40 years after its first World Championship, he wouldn't mind talking about it…

The 918 Spyder meant we all turned up at the halls the next day knowing we'd seen the star of the show. Even so Geneva 2010 was the most enjoyable show of at least the last decade. Ferrari unveiled a hybrid 599 and Luca di Montezemolo announced there would be hybrid versions of all Ferraris within three years, bringing gasps from the crowd. Alfa Romeo showed us the Giulietta, upon which it must rebuild its reputation or risk irrelevance and oblivion, while Nissan took the wraps off its cool Juke crossover. There was more: the first front-drive Lexus which is hoped to double the European business of Toyota's luxury offshoot, the new Ford Focus, Mini Countryman and, of course, the Jaguar XJ.

In short the show marked the moment the motor industry shook itself down, stopped feeling sorry for itself and recognised that the only way forward was through making innovative and interesting cars. After so much gloominess for so long, it was refreshing.

54° SOUTH

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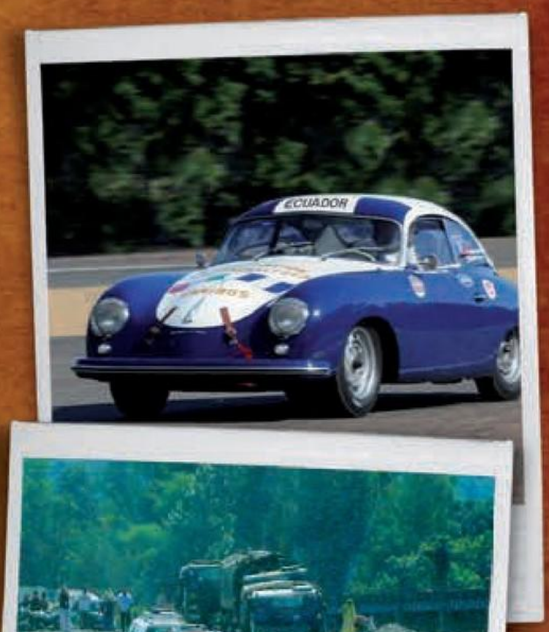


The One Journey You'll Never Forget

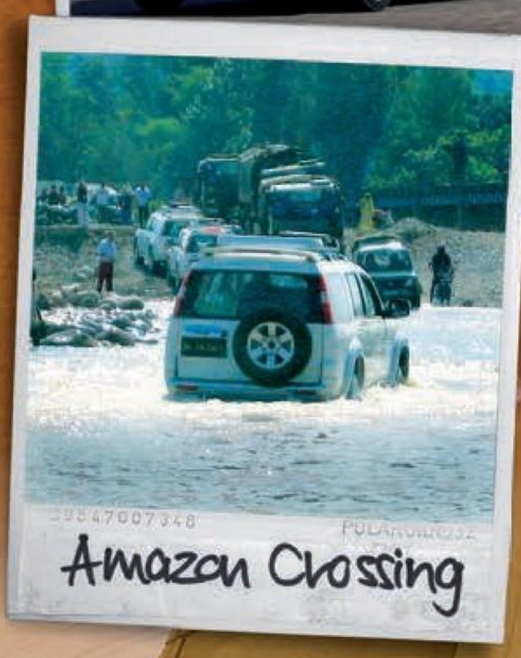
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MOTO GP



Phil Masters

KING OF THE HILL

I BEAT DAMON HILL ONCE. THIS WAS WAY BACK IN THE EARLY 1980s when we were both trying to make our names as bike racers. Damon grew up dreaming of being a Grand Prix motorcycle racer – he wanted to be the next Barry Sheene much more than he wanted to be the next James Hunt.

We got to know each other a little, possibly because we were the odd ones out in the bike-racing paddock. We were a pair of middle-class southern softies, while most of the others were working-class northerners and very, very hard: coal miners and steel erectors, with a few south-east London mafia types thrown in. This was probably why the paddock called Damon 'Daisy'. I got nicknamed 'Mad Mat'. I think I might have had a bit of a death wish back then.

Damon and I raced in different classes so we didn't see each other on track. He rode a Yamaha TZ350, a proper racing bike, similar to the machines raced in Grands Prix at the time. I rode a Yamaha RD250LC, a street bike with half the horsepower and a chassis to match, in motorcycling's version of touring car racing.

We finally got to race each other in the Yamaha-backed Pro-Am championship at Snetterton in the summer of '82. Pro-Am was a notorious British series, renowned for spills, thrills and rather too much cut-throat action. Supposedly, riders invited to contest the series were the nation's best up-and-coming youngsters, all knowing no bounds and no fear in their keenness to get to the top. The bikes were showroom-spec 350cc versions of the RD250LC.

Each race was preceded by a paddock 'key party'. A helmet was filled with ignition keys; each rider pulled a key out of the helmet and that was the bike he got to race. The machinery was therefore equal, the racing was televised (bikes were rarely seen on TV in those days), the prize money was inordinately generous and Yamaha supplied, maintained and repaired the hardware free of charge. All in all, a recipe for disaster.

Race bikes on race tyres and street bikes on street tyres behave very differently on the race track, so Damon wasn't entirely at ease on the RD350LC, whereas I was in my element. I seem to remember that he had a big race coming up the following weekend. When we found ourselves together on track (we were only running mid-pack), I formulated my plan. I guessed that he wanted to get through this race in one piece, so he could be fit and strong for the next Sunday. I guessed that if I leant on him he wouldn't resist. And he didn't (see above).

The following year I qualified for the European Pro-Am final at Hockenheim, as part of a five-man British team taking on the Continent's fastest RD350LC racers. The other members of the British squad (two of whom went on to contest the premier 500cc World Championship for Japanese factory teams) behaved disgracefully: getting drunk, beaching hire cars in fields and scaring the living daylights out of their rivals. Their behaviour reminded me of the Duke of Wellington's words on the eve of the Battle of Waterloo. Surveying his troops 'relaxing' before the fight with Napoleon, the Duke said: "I don't know what effect these men will have upon the enemy, but, by God, they frighten me."

The only foreigner the Brits deemed capable of stopping them going home with the prize money was (funnily enough) a diminutive Frenchman, renowned for his smooth, intelligent riding style. During final practice the fastest members of our squad ganged up on this poor, unsuspecting fellow. They drafted past him on the high-speed run to the Ost Kurve and ran him off the track, in sixth gear. He didn't bother them in the race, which ended with a British 1-2. I finished nowhere.

Damon went on to win the King of Brands title but, like most bike racers, he struggled to find adequate sponsorship (also, his mother was keen for him to do something less dangerous), so he moved into car racing. I gather he went on to do rather well.

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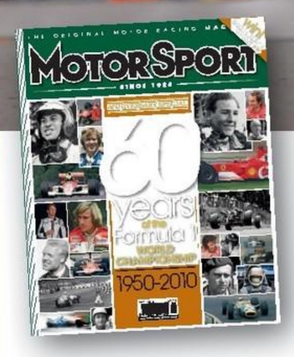
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Gordon Kirby

THE US SCENE



AP Photo

RUBBIN'S RACIN'...

IF THERE'S AN ESSENTIAL ART TO STOCK CAR RACING IT'S USING the fender. Seven-time NASCAR champion Dale Earnhardt was a master of the art, winning quite a few races over the years by employing the technique. Earnhardt was known first as 'Ironhead' and then took on the mantle of 'The Intimidator', the man in the black No3. That image was the source of Earnhardt's legendary popularity and the master of 'using the fender' came to define NASCAR.

I well remember an IROC race at Daytona in the early '90s. Al Unser Jr was as good as anyone in those days and regularly raced with and beat the NASCAR stars in IROC races at Daytona and elsewhere. Unser had done a perfect job, slingshotting through into the lead going into the last lap. But Earnhardt inched closer all the way down the back straight and, as they thundered into turn three on the last lap, Earnhardt hammered into the tail of Unser's car. The collision sent Al Jr flying. In fact, he went over the fence and 'out of the ballpark'. Thankfully, he was entirely uninjured. A little shaken to be sure, but unscratched. Back in the garage Earnhardt was grinning and telling the story. "'Aw shucks, man! That's racing! He knew I was coming. He's okay, ain't he?"

After reflecting on the incident Unser reached a conclusion: "I guess the only way to beat him is to get far enough ahead so he can't touch you, because if he can get to you, he's gonna crash you."

And so it is in stock car racing. Let's remember Richard Petty and David Pearson crashing into each other in the run up to the chequered flag at Daytona in 1976, and the Allison brothers feuding with Cale Yarborough three years later. Many other examples abound.

Which brings us to NASCAR's latest feud between Carl Edwards and Brad Keselowski. It started at Talladega last year when Keselowski nudged Edwards as they charged towards the flag. Edwards' car got airborne and cartwheeled down the track, tearing out yards of fence as Keselowski ran out the winner.

Round two in their feud took place at Atlanta in March, where Edwards adroitly nudged Keselowski into a spin near the end of the race on the high-banked superspeedway. This time it was Keselowski who went flying (above). His car came down on its roof, thumped the wall hard and landed upright but in a sorry state.

"To intentionally wreck someone, that's not cool," said Keselowski. "He could have killed someone in the grandstands. At least I didn't do it intentionally (at Talladega). If they're going to allow people to intentionally wreck each other, we will hurt someone in the cars or in the grandstands."

Edwards showed some small contrition: "The scary part was his car went airborne, which was not at all what I expected. I wish that wouldn't have gone like it did."

NASCAR black-flagged Edwards and excluded him from running any more laps. Two days later it announced that Edwards would be placed on probation for the next three races, but NASCAR's president Mike Helton deflected talk about the incident, saying NASCAR was more concerned with cars flying. "The bigger topic is (Keselowski) getting airborne," he said. "It's been years since we've seen that at a mile-and-a-half track."

Retired NASCAR star Rusty Wallace is now a television commentator for ESPN. Wallace put the Edwards/Keselowski feud into perspective. "I was hoping they weren't going to do anything whatsoever," he said. "I think NASCAR wants that rivalry, that excitement. They don't want to hurt people, but they want exciting racing."

Indeed they do. It's all about the art and spectacle of using the fender.

Letters

Time to clip wings?

Sir,

Having just watched the boredom that was the Bahrain Grand Prix I now realise that, like MPs and their expenses, Formula 1 just does not 'get it'. Wings are things that should be fitted to aeroplanes, not land vehicles. The amount of grip still generated means that any decent long corner is flat out and the high-speed braking so good that outbraking, even at the end of long straights, is almost impossible. Closely following another car destroys your own downforce, compounding the problem.

Major changes are needed to the regulations to ban wings (less grip, fewer things to break), introduce minimum ride heights (less grip, circuit bumps become less of a problem) and possibly revert to crossply slicks to increase slip angles (allowing bigger controlled slides). If things continue as they are, public interest will disappear, rapidly followed by sponsors.

Richard Hood, Dorset

Stuck on Shadow

Sir,

I enjoyed the article by Tony Southgate on the early days of Shadow (April issue). As a 14-year-old boy I lived just across the road from the Bostrom/Shadow factory in Weedon Road and used to spend many a happy evening loitering outside the factory hoping the doors would be open so that I could get a glimpse of the cars being built. If there was a friendly-looking face about I would pluck up the courage to ask "have you got any stickers I could have?", which if I was successful would then adorn my school work folders (which I still have). I also remember the sinister transporter that Tony talked about – it would always be very exciting to see it either entering or leaving Ross Road (which is actually the road that the factory was in). What chance today of being able to hang about outside an F1 factory and ask for some stickers?

My other memories of that time are of a JPS Road Show in Northampton around 1973, with Emerson Fittipaldi and Ronnie Peterson. I didn't get Emerson's autograph, but I did get Ronnie's.

And then there was the time that my father won a raffle prize of a pleasure flight over Northamptonshire. On arriving at Sywell Airport he found the pilot was none other than Mike Costin with a Cosworth company plane. Unbeknown to me or my father the prize had been donated by Cosworth…

Alan Smith, Oundle, Northamptonshire

In the hot seat

Sir,

While browsing magazines in the newsagent I saw the March issue with its stunning cover showing the JPS Lotus and just had to buy it.

Lotus has always been special to me, as my first job upon leaving school in 1959 was in the stores of Lotus Cars in Hornsey. During the 1959 Motor Show at Earl's Court, where the Elite was on show, Colin Chapman called me into his office and asked me to stick samples of different coloured leathers onto display cards for upholstery choices for the Elite at the show. Chapman said I could use his chair and desk, but as he left the office he turned and said "don't you get any ideas sitting there"…

It is great to see the Lotus name back in F1 and I wish the team every success.

Terry Fletcher, Standon, Herts

Seeing red over black

Sir,

Piers Morgan's recent programme about Monaco stirred a memory. On the night before one Monaco GP in the mid-60s I was standing behind the barriers in Casino Square with my old school friend Robbie Robertson. I had followed him to Geneva University and a visit to Monaco for the GP had become an annual pilgrimage. We both had hotted-up Minis and later raced Lotus 7s in Clubmans events.

As we watched the glamorous celebrities in their exotic cars arriving at the Hotel de Paris, we were joined by the instantly recognisable bearded figure of DSJ. We chatted about the forthcoming Grand Prix and Formula 3 race, and became aware that placed all around the square were 'No Parking' signs, but that none of the arriving guests were taking the slightest bit of notice and just parked as near as possible to the hotel entrance. The Monegasque policeman standing near us in his smart uniform with white leather holster seemed to ignore the infringements, sometimes nodding to the drivers and signifying his tacit approval.

Then a black Ferrari turned up, parked next to the other cars, and a young blood in dark glasses got out, looked around so that we could all see him, and entered the hotel. The policeman walked over to the car and slapped a parking ticket on the windscreen. When he returned to stand near us we asked him why he had done that car but none of the others. His reply was, "Firstly, I don't know him. Second, he clearly loves himself too much. And third, all Ferraris should be red!" We all had a good laugh.

John Moulds, Alderley Edge, Cheshire

Abate in a Breadvan

Sir,

In reference to Doug Nye's interesting article on Carlo Mario Abate (March issue), I witnessed one of his most memorable drives. As a 10-year-old in 1962, I was taken by my father to see the Guards Trophy race at Brands Hatch. It took place in atrocious conditions (similar to another well-known sports car race at Brands some eight years later). It was won by Mike Parkes in an open-top works Ferrari, and second was Carlo in that very different Ferrari, the 'Breadvan'. I recall being fascinated by the rear windscreen wiper, the likes of which I had never seen before.

Finally, regarding Nigel Roebuck's article on Lotus, I have a picture of Jim Clark in 1965 at Snetterton preparing to go out in practice in the Ron Harris Team Lotus at the inaugural F2 event, wearing his beige button-up cardigan!

Peter Haynes, Needingworth, Cambridgeshire

Why no Midget shots?

Sir,

Last week I received my copy of *Motor Sport* and was excited to see that Eoin Young had penned an article about Louis Klemantaski (April issue). I had hoped it would throw more light on his pre-war motor racing photography. But excitement turned to gloom as there was no mention of the 1930s Midget car racing scene.

Throughout 1937-38 Klem could be seen every week at the Coventry, Lea Bridge and Belle Vue Speedways recording the close action that was taking place on the tight dirt ovals.

It always seems strange to me that Klem's foray into Midget cars never gets a mention; even the current custodians of his collection have no record of his photography in this area.

As dozens of his Midget car photographs still exist why is this? Perhaps one day the UK pre-war Midget car racing scene might be recognised by 'serious' motor racing historians.

Derek Bridgett, Newcastle-under-Lyme, Staffs

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Letters

Hunting party

Sir,

I was pleased to read your Tour of Britain article in the March issue, and was pleasantly surprised to see my picture while nurturing the Camaro around the Tour in 1973. I had worked with James Hunt at March when he acquired the 'Hunt the Shunt' nickname in his F3 days – we did many all-nighters repairing six written-off cars in eight weeks. The worst of these was at Zandvoort when James flipped the car and the roll hoop snapped, leaving him with bad abrasions to his hands and a severe headache. James spoke of the previous season with the 1000cc screamer F3, and how he was caught beneath an upside-down car – in the days when motor racing was dangerous and sex was safe.

On the Tour we were not expected to last to the end of the first day (a problem with a bent crankshaft damper meant we had blown the engine several times). I remember we saw 412bhp on Mathwall Engineering's dyno – not bad for a stock blueprinted engine! The problem with the damper had been identified and I recall going into Ladbroke's in Camberley the day before the Tour started and getting 10-1 on James to win. I put £10 on and collected the money a week later – in the winning car…

Richard Lloyd could not drive the car that year as he'd had a road crash on the way to Le Mans. So he had called on James to take his place in both the Tour and then the Spa 24-hour race. The gremlins came back at Spa and, although James qualified ninth and first of the Group 1 runners, a front stub axle bearing broke just 40 minutes into the race. We all retired to the bar, and James was happy as his performance had attracted the interest of Alpina BMW, who signed him for some big-money Group 2 races.

Stuart Green, Lymington, Hants

Ronnie, March and more

Sir,

I've been reading *Motor Sport* for more than 40 years and the March issue must be, in my humble opinion, one of the very best. There wasn't one article I could skip over, everything had to be dissected in detail to do it justice – absolutely marvellous!

The Lotus articles took me back to 1972 when my Mini 1000 had a JPS sticker in its back window and took me to six Formula 1 races that year without leaving Great Britain. They also reminded me of the issue that convinced me to buy *Motor Sport* every month – August 1970, with Jochen Rindt and the Lotus 72 on the cover. They then took me way back to the first F1 race I attended – the 1962 Aintree 200 with Jim Clark in the Lotus 25. And then forward to the 1978 Long Beach GP when I could still, without paying a king's ransom, take a picture of my hero Ronnie Peterson leaning on the pitwall and chatting amiably to Mario Andretti as the mechanics worked on their Lotus 78s not 10 feet away! Let's hope that the new Lotus F1 team can bring back the magic.

The Robin Herd article reminded me of the exceptions in my 1/43 F1 model collection. It's supposed to only consist of cars I have actually seen race, so there are two Peterson 711s and two Peterson 761s (unfortunately not in the Teddy Yip livery I saw Ronnie race at Long Beach that year – why didn't I buy the John Day model that was on sale there…). But, for some reason, there are also the 701s of Amon, Stewart and Peterson – I remember admiring the audacity of March's exploits in 1970 and I worshipped all three drivers! It makes me wonder how different history might have been had Robin, as he said, been able to afford to build the 711 in 1970 for Stewart to drive. Then I remembered watching Jarier and Beltoise dominate in the STP 732s at Mallory Park, and Gilles Villeneuve joyfully throwing the Direct Film Formula Atlantic March around the track at Edmonton before he moved to F1, and of my being a corner marshal at the 1981 Edmonton Can-Am round where Al Unser Sr and Teo Fabi piloted the Budweiser 817s.

I was living in Canada by the time the Jaguar XJ12C raced, but I so wanted it to win – perhaps because the first four years of my working life were spent at British Leyland at Longbridge. I sadly drove past what's left of the site last year.

Thanks so much for a wonderful issue. Great memories of the past and fascinating analyses of the future. And, surely, Andrew Frankel must have the best job in the world!

Alan Toft, Vancouver, BC, Canada

KEEP IN TOUCH

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

Lotus – Britain's *garagistes*

Sir,

I received the March issue of *Motor Sport* and was horrified to read 'Lotus – Britain's own Ferrari'. Lotus, although technically very innovative and successful, were '*garagistes*'. The title therefore belongs to BRM. I still enjoy *Motor Sport* after 51 years.

Charlie Laverack, by e-mail

You can't win them all…

Sir,

I must say I've enjoyed your brilliant magazine for many years. Please forgive the lateness of this letter, as the February issue just came into my newsagents. Regarding the Doug Nye story about the amazing Win Percy, some corrections:

1. His 1990 Bathurst victory ended only a two-year period of Sierra domination, with Peter Brock, David Parson and Peter McLeod winning the event in a Holden Commodore in 1987, prior to Sierra wins in 1988 and '89.

2. Win isn't the only Englishman to win the race, as John Fitzpatrick shared victory with Bob Morris in a Holden Torana L/34 in 1976. He eased a very ill car to the line as Bob stood in the pits, in tears with fingers crossed, in one of the great displays of mechanical sympathy seen at that great race.

Dave Aston, Sydney, NSW, Australia

The right ingredients

Sir,

I first read *Motor Sport* in 1947 and have watched it adjust to the changes in racing and how it is reported, together with the impact of television. I have seen it struggle in recent years to find its role in our sport.

However, the March edition is proof that you have found your position, with Nigel Roebuck's article on the current scene, the wonderful feature on Lotus and, for me, the stories on Brian Shawe-Taylor and the Jersey Road Race, not to mention Bill Boddy and his love affair with Brooklands.

Long may you continue to present motor sport in all its glory. I am sure Jenks would approve of the magazine as it is today.

Ray Truscott, Alberta, Canada

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Reference: **TWR JAGUAR PROTOTYPE RACERS** by Leslie F. Thurston (Jaguar Daimler Heritage Trust, 2003).











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60 Years of F1

1950-2010

Sixty years ago, the first official Formula 1 World Championship race took place at Silverstone on May 13, 1950. This year Silverstone is on the calendar again, but the cars and drivers it will play host to are a world away from where our sport started. In between there has been technical innovation, the rise of commercial sponsorship, huge strides forward in safety, men who have led great teams and designed great cars, and of course the drivers – from the gentlemen racers of the '50s to today's young warriors. We recall them all here, in a decade-by-decade guide to the World Championship. Each era is remembered by a different writer – in most cases they were there to witness events, or have since become an acknowledged expert on that period in time. We also chart other major world events through the years and there's the added voice of the unforgettable Denis Jenkinson. So enjoy *Motor Sport's* celebration of the World Championship, and here's to another great season of racing.

DOUG NYE • EOIN YOUNG • ALAN HENRY • NIGEL ROEBUCK • MAURICE HAMILTON • ADAM COOPER



Brooks' winning Ferrari leads Brabham's Cooper at start of 1959 French GP



LAT

60 Years of F1
1950-2010

1950s

Italian pride shines bright at the start of a new World Championship, but 10 years later the British turn F1 on its head – and back to front

BY DOUG NYE

GiovanBattista Guidotti was a jovial, charming old gentleman. He was a racer right from his toecaps to his fingertips. But he came from a different era. Before World War II he had been a mechanic, tester, and eventually *capo collaudatore* – chief test driver – in Alfa Romeo's experimental department. The *capo* naturally drove as part of the works racing team, and Guidotti did his share alongside the best; Nuvolari, Varzi, Trossi... he had known and worked with them all.

Post-war, he remained with Alfa Romeo. Indeed, he probably had the company name lettered all the way through him, like a stick of rock. And once Alfa Corse – the works racing team – had returned to serious competition in 1946, Guidotti became team manager. His squadron of 1½-litre straight-eight supercharged Alfettas utterly dominated Grand Prix racing, 1946-48.

The star drivers were mainly grizzled veterans, men who had learned their racing pre-war, bouncing back from six wartime years of sporting frustration. The lost years had left them variably embittered, but equally case-hardened. 'Nino' Farina was regarded as quite the toughest of them all, a bullying thug on track. 'Gigi' Villoresi, snowy-haired, prematurely aged, was an artist-driver, rivalling the theatrical



Louis Chiron, whose war in his native Monte Carlo had been relatively comfy. Former champions Achille Varzi and Jean-Pierre Wimille would both die driving, in 1948-49, while pre-war bruiser Luigi Fagioli would also reappear, still elbows out, but much diminished by age.

It was something that Guidotti told me which encapsulated the joy of racing into the early 1950s. I had asked what most stuck in his mind about Alfa's long status as Formula 1's absolute elite, and he painted the scene for me at Royal Silverstone for the 1950 British Grand Prix. "Just imagine," he said, "first race of the new Drivers' World Championship. On the front row: four Alfa Romeo *uno-cinque-otto* [158]. On the second row, three Ferrari *voo-dodici* [V12], on the next row, three British BRM *voo-sedici* [V16]. I, Guidotti, stand with our Alfa Romeo star drivers, Farina, Fagioli, Fangio and our British guest, Parrr-nell. And we are greeted by your King George and his larvally Queen Elisabetta and *le belle Principesse Elisabetta e Margareta*. The crowd, 250,000! And Farina in our wunnerful Alfetta will win the Grand Prix, and the World Championship... *ecco*, I have a photograph. Was wunnerful time!"

Guidotti's enthusiasm was absolutely infectious. His drift was spot on, despite his rosy memory being largely tosh. Neither Ferraris nor BRMs ran in that British GP and Princess Elizabeth wasn't there. He'd also added around 150,000 to Silverstone's crowd, but hey – we're talking enthusiasm here. The spirit was exactly right. That had been the inaugural round of the new FIA Drivers' World Championship – the dawn of a new age, and with Royal patronage it really was a huge deal. And so major-league motor racing entered the 1950s, upon a wave of burgeoning public focus.

To get a grasp of the period – I was five years old in 1950, but I've always been a good listener – consider its recent history. The war had ended only five years earlier. Think back from 2010 to 2005... not long, is it?

Not only Germany, but also Europe and Great Britain were shattered and bankrupt. Any new hardship could come the next day. The immediate post-war recession meant draconian austerity. Post-war British rationing was more strict, supplies more restricted, than at any time during the war itself. Throughout Europe, and in the UK, Government ministries gripped almost every area of industrial and daily life. There was a British general election early in 1950 in which Churchill's Tories had promised an early end to rationing, but Clem Attlee's Labour Party scraped a win, by five votes. It wasn't until two months after Silverstone's Grand Prix that Labour finally ended petrol rationing, but it lost the next election, in 1951. Sweets and sugar rationing ended in 1953, but it wasn't until July '54 that food rationing was lifted, with meat and bacon last to be freed. My mum was absolutely not alone in starving herself into illness just to ensure her two strapping boys thrived. I didn't discover this buried family secret until I was into my thirties, and it rammed home for me just how tough those times had been. Yet this was while the V16 BRM was spluttering into reality and the Bristol Brabazon and the East African groundnut scheme were costing UK taxpayers pretty much the same as RBS and Lloyd's Bank do today. The triumph of spin over simple competence is nothing new...

So picture yourself as a racing enthusiast, living in such a world. That's right. They just said "Oh ****** it, let's go racing"... and they did.

While there was a minimal British culture of motor racing, in effect it had long been Italy's national sport. The moment wartime fighting had moved north, the old-time racers returned to work. Ferrari began building cars. Maserati, Alfa Romeo, Lancia and myriad backstreet *etceterini* marques rapidly emerged. Into the early '50s motor racing was simply red, led by Maserati, then Alfa Romeo. France clung on with Tony Lago's re-emergent Talbots and Amédée Gordini's little Simca-Fiat-based specials. State-backed German marques had of course dominated Grand Prix racing 1934-39, but their factories were rubble and the vengeful French-dominated FIA banned Germans from racing internationally until 1950.

> "While there was a minimal British culture of motor racing, it was Italy's national sport"

So the smart way to go racing into the '50s was to buy a car if you had the cash, or to build one if you had the skills, and the finance. Pre-war ERAs were the choice of numerous British privateers, while the more ambitious (and more shrewd) like Reg Parnell and Prince 'Bira' bought Italian – Maserati 4CLTs. French privateers commonly bought Talbot-Lagos or joined Gordini. BRM struggled, over-ambitious, over-complicated and underfunded.

But in suburban Surbiton, Charlie Cooper and his son John – effectively the Del Boy and Rodney of British motor racing – were doing



good business with what would become their Formula 3-dominating line of rear-engined racing cars. Their customers – including Stirling Moss, Peter Collins, Stuart Lewis-Evans and several more – would provide an emergent pool of world-class driving talent.

Nearby, in Walton-on-Thames, the urbane George Abecassis and his HW Motors business partner Count John Heath were ducking and diving in a more gin-and-tonic style than Cooper's half o' brown ale. They built their four- and five-car teams of HWMs largely by scavenging Coley's of Hounslow, the military surplus and scrap specialists. They raced everywhere and anywhere that good start and prize money was available. They bolstered funds by flogging visitor petrol coupons to the pavement spivs in Paris, while their transporter relied upon its 100-gallon underfloor tank, filled in England. Racing tyres were scarce in France, where George sold worn covers to the Talbot boys. Private *Maseratisti* would play fast and loose with currency controls and travel restrictions, and swop British tyres, fuel and racing oils for the latest works cams, pistons and gear ratios, always abetted by the ever-friendly and welcoming Orsi family and *capo meccanico* Guerino Bertocchi. Wealthy Peter Whitehead bought the first Formula 1 Ferrari V12 to be released by Maranello. Old Man



L-r: Consalvo Sanesi, Farina, Felice Bonetto, Fangio and Alfa team boss Guidotti at Silverstone for 1951 International Trophy

Alfa Romeo

Ferrari had an especially soft spot for British gentleman racers – after all, they signed cheques on trust and a handshake.

The Ferrari V12's potential was realised once fitted with British-made Vandervell 'Thinwall' shell bearings. Industrialist Tony Vandervell and Enzo Ferrari had much in common. Both were hard-nosed, single-minded and combative. But where Mr Ferrari could play the wheedling diplomat, Old Man Vandervell had been born to command, full stop. He was one of BRM's early backers, and frustrated by the V16's delays he bought them a Ferrari – the first 'Thinwall Special' – to learn about cutting-edge Formula 1. They crashed the car, BRM inanities continued and Vandervell stamped out to create his own Vanwall marque. And his avowed aim was "To beat those bloody red cars!".

Through 1950 the inaugural World Championship comprised just six Grands Prix, plus the anachronistic Indy 500. Alfa Romeo won all six road races – Farina and new recruit Fangio three each – Farina becoming champion.

Into 1951 Ferrari's fast-developing new unsupercharged 4½-litre cars closed the performance gap on the supercharged 1½-litre Alfettas. Roly-poly José Froilán González scored Ferrari's momentous maiden World Championship GP win at Silverstone. Alfa ran last-ditch, re-chassised, fuel-bloated 159s from the German GP, where Ascari won in that old Ferrari *muletto*. At Monza, Ascari (Ferrari) won again, with team-mate González second ahead of the Bonetto/Farina Alfa with two more Ferraris fourth and fifth. The sun was setting fast on Alfa. The Spanish GP at Barcelona would decide the 1951 world title between Fangio and Ascari, Alfa and Ferrari. They bet one another a slap-up dinner, winner to pay. Ferrari made a wheel/tyre-choice error – Fangio clinched his maiden world title, Alfa Romeo's board heaved a sigh of relief and withdrew from Formula 1… which then imploded.

Without Alfa, with Maserati confined to oil-oozing obsolescence and the BRM challenge more threatened than tangible, 1952 Formula 1 promised a Ferrari walkover with sparse grids. In contrast, unsupercharged 2-litre Formula 2 had shown burgeoning support through 1950-51. Several major race promoters opted for F2, to protect their grids, and to attract better crowds. BRM promised to confront Ferrari in the early-season non-championship Turin GP. HWM-nurtured new star Stirling Moss had been testing the V16 at Monza. A hop to Turin should have been easy. But BRM's creator, Raymond Mays, had always been a star-struck theatrical. When Fangio and González offered to test drive the V16 in England, perhaps to join the team, Ray ordered the cars back to Silverstone. So they non-started at Turin. It became a Ferrari walkover. And Formula 1 died. GP promoters swopped to unblown Formula 2, with FIA blessing. For two seasons – 1952-53 – the Drivers' World Championship was run for 2-litre F2 cars.

Ferrari still dominated, but at least the grids were packed. Those two seasons were the heyday of Ascari (Ferrari), winning six

THAT WAS THE DECADE THAT WAS

1950 War breaks out in **Korea**, **Albert Einstein** warns against nuclear war, influential British comic ***Eagle*** is launched and the comic strip ***Peanuts*** by Charles M Schulz is first published in US newspapers. **Giuseppe Farina,** in an **Alfa Romeo,** wins the first ever Formula 1 World Championship.



All decade images AP Photo

1951 The **United Nations** opens its headquarters in New York, **Winston Churchill** is re-elected as British Prime Minister, **King George VI** opens London's Royal Festival Hall and J D Salinger's ***The Catcher in the Rye*** is published. **Alfa Romeo** wins the championship again, this time with **Juan Manuel Fangio.**

1952 **HM Elizabeth II** is crowned Queen of England, the USA ratifies a **peace treaty** with Japan, a **British passenger jet** flies twice across the Atlantic on the same day and ***The Diary of Anne Frank*** is published. **Ferrari** dominates Grand Prix racing with **Alberto Ascari** the new F2 World Champion.



Mercedes-Benz

consecutive 1952 GPs after Piero Taruffi had won the opening round for Ferrari in Ascari's absence. In 1953 Ascari (Ferrari) won three consecutive GPs before a team-mate won at Reims, Ascari won again at Silverstone and team-mate Farina in Germany. Maserati's six-cylinder A6GCM cars had been creeping closer to the four-cylinder Ferrari 500s, and late-season became very competitive. A sensational last-corner pile-up in the Italian GP at Monza saw Fangio duck clear to win Maserati's home *Gran Premio*.

But back to Ascari's young team-mate who had won the French GP at Reims. This was Mike Hawthorn, recruited after scintillating drives in private Cooper-Bristols through 1952. Unlike its F3 predecessors, the water-cooled, six-cylinder Bristol-engined Cooper was conventionally front-engined. Like them, it was peerlessly practical, light, quick and nimble. Like all British racing cars then, it was underpowered. The rival Connaught cars with modified Lea-Francis four-cylinder engines shone in home F2, magnificently engineered in detail by Rodney Clark and Mike Oliver. They again handled well, but were underpowered and also rather heavy. Frazer-Nash built Bristol-engined F2s and Alta engines in Cooper chassis were tried most notably by Moss – increasingly desperate to find a competitive British-built GP car. But there was none, least of all perhaps his plug-ugly G-Type ERA…

The Formula 2 years gave way to a new unsupercharged 2½-litre Formula 1 launched for 1954-57. To intense Italian alarm, 1952 had already seen stirrings by the dreaded *TransAlpini*, those Germans in Stuttgart. Mercedes-Benz had returned to sports car racing and declared it would aspire to F1 in 1954, perhaps missing early-season races. To Maserati's disgust, Fangio accepted Mercedes money to lead the new team, continuing with Maserati only until the new cars' debut.

In Fangio's hands, the latest six-cylinder Maserati 250F proved supreme before Mercedes' reappearance. He won in Argentina and Belgium for Maserati before three streamlined Mercedes-Benz W196 cars were rolled out at Reims, where Fangio led home Karl Kling to dominate the French GP, 1-2 over Italy's finest. González and Ferrari struck back with a win at drizzly Silverstone, where Mercedes' new Continental tyres proved inadequate, but at the Nürburgring, Bremgarten and Monza it was Fangio triumphant. Roasting temperatures – and flying litter – cooked the Mercedes goose in the closing Spanish GP at Barcelona, leaving Mike Hawthorn to win in the latest four-cylinder Ferrari.

Without Fangio, Maserati had seen private owner Moss shine so brightly that he was adopted as the factory's star. But he had also earned Mercedes team manager Neubauer's

1953 **Edmund Hillary** and **Tenzing Norgay** become the first men to reach the summit of **Mount Everest**, **Joseph Stalin** dies after suffering a stroke, the first **colour TV** sets go on sale in the US, ***The Crucible*** by Arthur Miller opens on Broadway and Ian Fleming publishes the first **James Bond** novel, *Casino Royale*. **Ascari** wins the title again for Ferrari.



1954 **Roger Bannister** runs the first four-minute mile, **food rationing** ends in Britain, **Queen Elizabeth** becomes the first reigning monarch to visit Australia and the first **Burger King** opens in Miami, Florida. **Mercedes-Benz** returns to F1 and dominates, while **Fangio** wins the world title.

1955 There are **race riots** in America, the **Warsaw pact** is signed, **Winston Churchill** resigns as Prime Minister, the first ***Guinness Book of Records*** is published in London and actor **James Dean** dies in a car crash aged 24. **Stirling Moss** joins Mercedes, but the marque withdraws at the end of the year after 83 spectators are killed in the **Le Mans** disaster. **Ascari** is killed at Monza.



Fangio won third title in '55, but Mercedes quit soon after. Moss (right) was seen as the 'Old Man's' natural successor



Mercedes arrives to take on Maserati at Reims '54, with Fangio (18) and Kling. Ascari (10) would retire

Mercedes-Benz



LAT

respect, and he signed to join Fangio in the Stuttgart team for 1955. Neubauer thus deprived the opposition of their services.

But at Barcelona '54, double champion Ascari's latest V8 Lancia D50 had qualified on pole. Into 1955 Ascari won at Turin and Naples. It was the only combination Mercedes feared, but 'Tubby' Ascari's dive into the Monte Carlo harbour followed by his death at Monza, trying a sports Ferrari, was followed by Lancia's financial collapse. Its F1 assets plus Fiat funding went to Ferrari "to race for the nation". The 1955 F1 season was truncated after the Le Mans disaster in June, but Mercedes won five of the six GPs run, and Maurice Trintignant scored for Ferrari in Monte Carlo. Ending the non-championship season, Maserati fielded a fleet of 250Fs for the Syracuse GP, but were beaten on merit by dental student Tony Brooks, making his F1 debut in a works Connaught. I remember the news vividly. Hurrah for the Brits! For the first time since Segrave and Sunbeam at San Sebastian in 1924 we had an all-British win in a representative Continental GP.

Having reset the performance bar, Mercedes-Benz returned to a long slumber. It had put the little people squarely in their place, and in its absence the pecking order reverted to Italy number one, Britain arguably number two, with France hanging on by its finger nails with Gordini's shoe-string operation, and the daft cross-engine straight-eight Bugatti on the stocks at Molsheim. And in home F1 racing, Tony Vandervell's Cooper-chassised four-cylinder Vanwall Specials had started to do rather well.

Ferrari made the most of its Lancia V8 windfall, bought Fangio's services on a bargain-basement deal and added an array of developing stars, notably the Englishman Peter Collins and Eugenio Castellotti. Moss led Maserati's factory team, with Luigi Musso its best Italian. And the further British driving talents of Hawthorn and Brooks were to drive the new four-cylinder BRM Type 25s. Of that year's seven GPs, Fangio and the Lancia-Ferraris won three, team-mate Collins two, Moss for Maserati two. In the closing Italian GP, only Collins could deny Fangio – by this time regarded as the much-loved 'Old Man' – a fourth world title. Yet Collins surrendered his chance by offering Fangio his car when ➤➤➤

1956 Crisis in the Suez Canal zone leads to **petrol rationing** in Britain, British spies **Guy Burgess** and **Donald Maclean** resurface in the Soviet Union after being missing for five years, actress **Grace Kelly** marries **Prince Rainier III of Monaco** and **Elvis Presley** enters the US charts for the first time with *Heartbreak Hotel*. **Fangio** takes his fourth title, this time with **Ferrari**, running developed Lancia V8 cars.

1957 The Soviet Union launches **Sputnik 1** – the first artificial satellite to orbit the earth, **Harold Macmillan** becomes British Prime Minister, **John Lennon** and **Paul McCartney** meet for the first time and **Patrick Moore** presents the first episode of ***The Sky at Night***. **Fangio** takes a fifth championship, this time for **Maserati**. He is not to win another GP.

1958 Eight **Manchester United** football players are among 23 victims of **The Munich Air Disaster, NASA** and **The European Economic Community** are founded, the first plastic **Lego** bricks are produced, and **Madonna** and **Michael Jackson** are born. **Mike Hawthorn** becomes the first Englishman to win the World Championship. **Fangio** retires and **Vanwall** wins the new F1 constructors' title.



1959 **Fidel Castro** comes to power in Cuba, Alec Issigonis's **Mini** is launched, the first section of the **M1 motorway** opens in Britain, **Lee Petty** wins the first **Daytona 500** and **Motown Records** is founded by Berry Gordy Jr. **Mike Hawthorn** dies in a road accident in January. **Charles and John Cooper** redefine the shape of F1, with **Jack Brabham** winning the title in a rear-engined **Cooper-Climax.**

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the Argentine's own failed. "I'll get another chance," he grinned...

Moss, meanwhile, was regarded as Fangio's closest rival and natural successor. He had always wanted to drive British, but no British F1 car had sufficed. In the 1956 non-championship International Trophy race he had given Vandervell's latest teardrop-bodied Vanwall a debut victory. It was a short race, in Ferrari's absence, but the promise was obvious. For 1957, after testing Vanwall back-to-back against BRM and Connaught, Stirl signed with Vandervell, as did Tony Brooks. Into the new year, Connaught sadly lost its financial backer and folded.

> "Moss had always wanted to drive British, but no British F1 car had sufficed"

But 1957 was the breakthrough season. Fangio was Maserati number one and won in Argentina, Monaco and France. But the British GP at Aintree saw Moss take over team-mate Brooks's Vanwall to win on home soil – the first all-British victory in a Championship Grand Prix (yes, with German fuel injection, American-based disc brakes, Italian Pirelli tyres – but Old Man Vandervell was racing to win, not just to wave a national flag).

Fangio bounced back with his legendary Nürburgring drive, in which he caught Hawthorn and Collins's Lancia-Ferraris after an early delay and "ate the two English boys alive". But Vanwall had become unstoppable. Stirling humbled the Maseratis at Pescara, and three Vanwalls topped the starting grid at Monza; green submerging racing red. Fangio had already clinched his fifth and final world title, but Moss and Vanwall won the Italian Grand Prix. We cheered.

Formula 1 was revised for 1958-60. The race distance was slashed from 500kms to 300, or from a maximum three hours to two. Alcohol fuel brews were banned, maximum 130-octane AvGas aviation petrol being required instead. Shorter races, fuel which went further, smaller tankage – all permitted smaller, lighter cars.

Back in 1956 Cooper had adopted lightweight Coventry Climax four-cylinder fire pump engines for a prototype batch of 1500cc rear-engined F2 cars. This was a newfangled FIA class taking effect internationally in 1957. Both Cooper-Climax and Colin Chapman's Lotus-Climax (front-engined) designs appeared that year, and shone. Roy Salvadori had suggested a Climax engine stretch towards 2 litres to make a hybrid Monaco F1 entry. Private owner Rob Walker underwrote the project. Jack Brabham drove, and despite last-minute failure pushed across the line to finish sixth. Cooper's embryo works team then ran makeweight F1 sister cars for Brabham and Salvadori.

Into 1958, a last-minute season opener was organised in Argentina. Vanwall was still converting its engines to run AvGas and refused to enter, but released Moss to drive a 1.96-litre Walker Cooper. The team comprised Stirl, his wife Katie and mechanics Alf Francis and Tim Wall. They fooled Ferrari by running non-stop on Continental tyres, and Stirling scored the first-ever F1 World Championship-qualifying GP victory for a rear-engined car.

Ferrari had been pre-prepared with a team of its latest AvGas-burning Dino V6s for Hawthorn, Collins, Luigi Musso and 'Taffy' von Trips. They were aghast. At Monaco it got worse, a hybrid Walker Cooper-Climax »»»



Consistent Hawthorn was first English World Champion in '58, here taking Ferrari Dino to second at Spa

LAT

won again, driven by Trintignant. But on faster circuits the 2-litre Coopers were overwhelmed. Vanwall won six subsequent GPs, Ferrari two – Hawthorn at Reims and Collins at Silverstone – but the price was horrifying. Musso killed at Spa, Collins at the Nürburgring, and Vanwall's Stuart Lewis-Evans at Casablanca, where Hawthorn finally pipped Moss to the title by one solitary point.

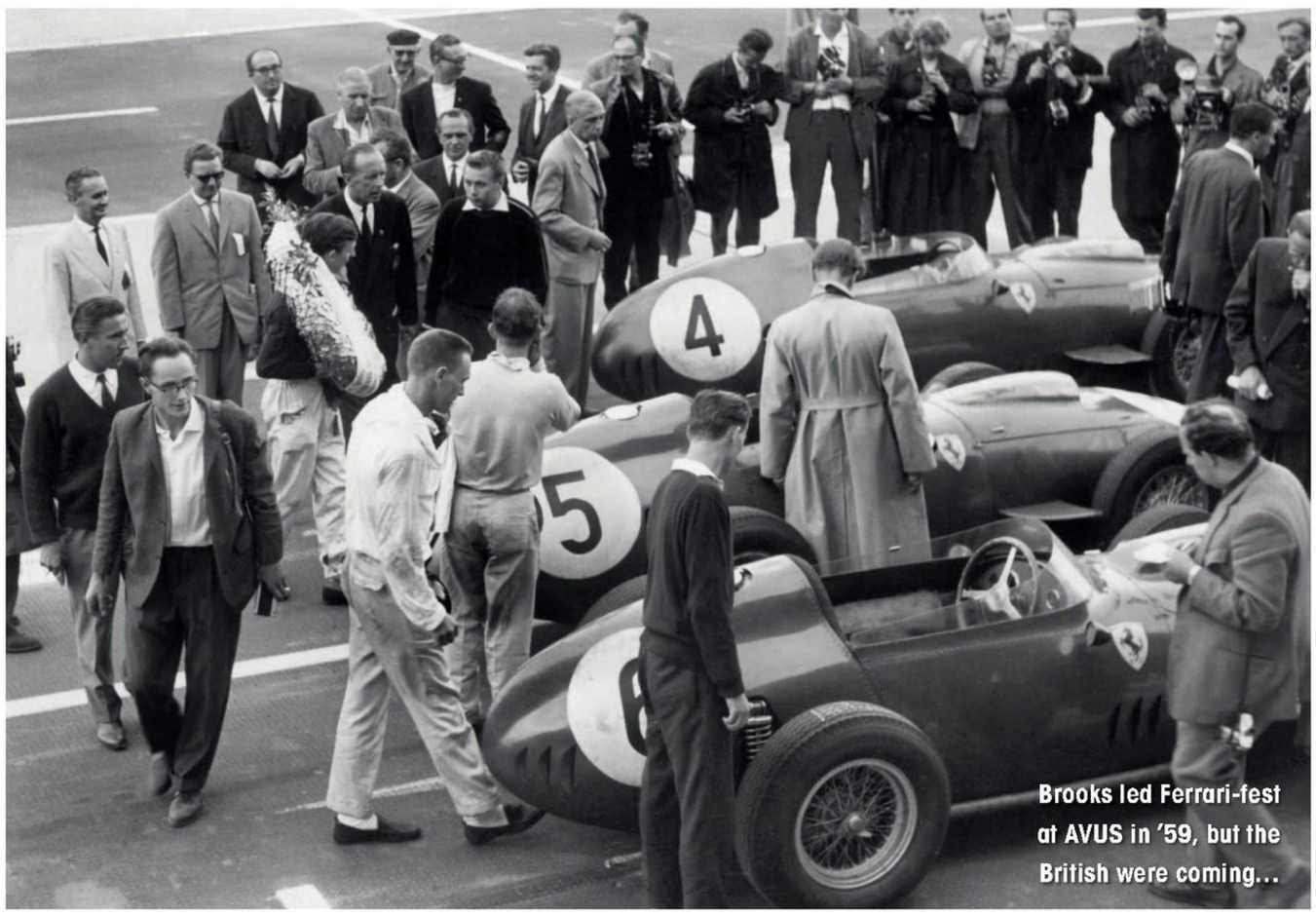
Old Man Vandervell's health was failing. Lewis-Evans's death hit him hard, and since Vanwall had ended the 1958 season as the sport's inaugural Formula 1 Constructors' World Champion, he withdrew from competition, releasing his great drivers. Brooks joined Ferrari, while Moss joined Rob Walker to run underdog Coopers. Meanwhile Coventry Climax head Leonard Lee had authorised manufacture of full-sized 2½-litre racing engines, primarily for the Cooper works, Team Lotus and Walker.

Ferrari's latest V6 cars ran Dunlop tyres and disc brakes. They had a power advantage but the lightweight, low frontal-area rear-engined Coopers and fragile front-engined Lotus 16s were more nimble. BRM's four-cylinder, disc-braked Type 25s were somewhere in between.

And so the final season of '50s Formula 1 saw Jack Brabham's Cooper win at Monaco, Jo Bonnier's BRM at Zandvoort, Tony Brooks' Ferrari at Reims, and 'Black Jack' again, in the uncatchable Cooper, at Aintree. Tony triumphed in a Ferrari-fest German GP on Berlin's weird AVUS speedway. Stirling won in the Walker Cooper at Monza, with Jack third – Cooper becoming the second successive British marque to become F1 Constructors' Champion. The drivers' competition again remained wide open into the deciding round – the inaugural United States Grand Prix at Sebring, Florida. It was a three-way bet, Moss, Brabham, Brooks. And Jack won, pushing his fuel-dry Cooper across the finish line in fourth, with Tony's delayed Ferrari third and Moss out with Colotti gearbox failure after just five laps.

> "By the end of 1959, Cooper's factory team was poised to crush all opposition"

By the end of 1959, Cooper's factory team was poised to crush all opposition through a convincing second consecutive world title. Colin Chapman would build the first rear-engined Lotus, and learn how to win Grands Prix. After internal revolution, BRM would lay the foundation for future success – while Ferrari struggled with outdated principles, prejudice and hurt pride. Being beaten by the better-funded, better-found *TransAlpini* had been regarded as inevitable. But to be bested by a bunch of *garagisti*, mere *assemblatori* – not even tweedy British gents – was an absolute affront. A new racing age had been born, and the traditional front-engined GP car had become an outmoded dinosaur – while the triumphant new little mammals were coloured green.



Brooks led Ferrari-fest at AVUS in '59, but the British were coming...

LAT



COMMENT

DSJ ON...

1957 Pescara Grand Prix, *Motor Sport*, September 1957

The history of the Pescara circuit goes back as far as 1924, when Enzo Ferrari was the winner, driving an Alfa Romeo. The circuit is comprised of normal everyday roads; it runs slap through villages, contains every known hazard of normal motoring, such as kerbstones, bridges, hairpins, rough surfaces and every type of corner imaginable. Out in the country section the road is bordered by fields, trees, high banks, hedges, sheer drops and concrete walls; in fact, the whole thing is pure unadulterated *road racing*.

In view of the terrific heat of the midday sun, the start was planned for the delightfully vague time of 'about 9.30am'. It was a little chaotic to say the least, and one mechanic got scooped up on the bonnet of Gould's Maserati as the 16 cars streamed away down the straight towards the winding section of the triangular circuit. On the second lap, up through the twists and turns Musso was keeping ahead of Moss, but only just, and before the lap was completed the Vanwall went into the lead, and so hard were these two driving that Fangio and the rest were getting left behind...

...Before starting his 13th of 18 laps Moss stopped at the pits to take on oil, as the pressure was varying under braking, but with over three-and-a-half minutes lead he could well afford this. In spite of slowing his lap times to 9min 53sec Moss was still pulling away from Fangio, and Maserati were in a state of despair at such a dusting-up by the dreaded 'Wan-whol' that had started not so long ago appearing to be just another British sporting attempt at GP racing, but which was now capable of beating the world in general and Maserati and Ferrari in particular...

...Moss toured round for the last two laps, in complete command, and came home the winner at record speed, with the lap record. This had been a hard battle of man and machine against the conditions, and though his team-mates had had trouble, Moss had achieved a resounding victory in the finest type of GP road race imaginable.



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Moss's Rob Walker Lotus hunts down Ginther's Ferrari en route to victory at Monaco '61

LAT

60 Years of F1
1950-2010

1960s

Clark and Lotus define an era of brilliant innovation and driving skill. But it is also a deadly decade, prompting Stewart to begin his safety crusade

BY EOIN YOUNG

Formula 1 changed forever during the 1960s, as did the world. Front engines were finally phased out. Enzo Ferrari finished with his heroic front-engined cars at the end of the 1960 season – and immediately snatched the world title in '61 with his new rear-engined car, while the Brits refused to accept that the formula could lose a litre overnight. The British teams believed the 1.5-litre Formula 1 would go away if they refused to accept it and stick with 2.5-litre engines. This heads-in-the-Grand-Prix-sand mood served only to present the 1961 world title to Ferrari on a plate, even if his season came to a stormy end with German aristocrat Wolfgang von Trips being killed at the Italian Grand Prix and a tense American, Phil Hill, inheriting the crown.

Ironically, Stirling Moss would win the last F1 race in a front-engined car with victory in the non-championship Oulton Park Gold Cup in September 1961 in the Ferguson P99. It was not only the last victory for a front-engined car but the only F1 win for a car with four-wheel drive.

If anyone asked me which was my favourite Grand Prix, it was always Monaco, and in the '60s it still had all the excitement and charm it must have had in the '30s. Drivers would arrive at the popular Tip Top bar on the swooping downhill approach to Mirabeau





Bruce McLaren's first eponymous car at Monaco '66. Right: Clark arrived in F1 with Lotus at 1960 Dutch GP. Ginther resists but front-engined Dino struggles





Stewart made his F1 debut with BRM in 1965, but the team was on the wane, and this retirement in Germany was the first of many

LAT

after dinner on Sunday night at the palace. In later years the race suffered from its own success and was overtaken by the wrong crowd. I don't imagine the drivers are allowed near the Tip Top these days!

In the '60s I never thought it was unusual to walk around the Monaco footpaths during the Grand Prix to get a close-up on the action, never mind being herded into a crowded media centre to watch the race on a tiny TV. Ahead of races it was normal to stand on the grass in front of the grid to get a good close-up of the start… and then walk across to the pitlane.

The Beatles and the Rolling Stones commanded the music world as the '60s rocked and rolled. George Harrison was a keen motor racing fan. Later, Chris Rea would be too. I remember the movie he made, woven around the death of von Trips. Chris titled it *La Passione*, commissioned a copy of the Sharknose Ferrari because Enzo had scrapped all the originals, and invited Nigel Roebuck and I to his home cinema for a private premiere. We sat up front and watched the movie while he operated the projector at the back. When it was over and the lights came up, he appeared with a big grin and said in his broad accent, "It's ooss, isn't it?"

> "Soon the crowded restaurant exploded into applause. Surtees was a hero in Italy"

Jack Brabham won the last championship of the 1950s and the first of the '60s, and would pioneer putting your own name on the nose of your car, scoring two championships for Brabham in 1966-67, the second with another Kiwi, Denny Hulme. As history would have it, Bruce McLaren also started building his own F1 cars in 1966 but, while Brabham scored immediately, McLaren would struggle.

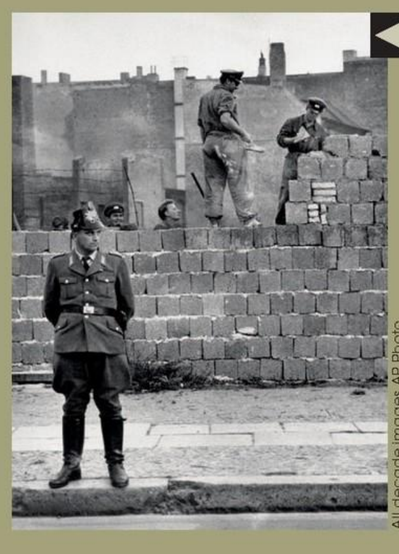
It was McLaren who won the first Grand Prix of the decade at Argentina in 1960, and a McLaren car would win the last GP of the decade in Mexico – now driven by Hulme.

Having come on strong to win in 1961, Ferrari then typically wobbled for a couple of seasons. It scored again when John Surtees – who had won seven world motorcycle titles, many on Italian MVs – became the only man in history to win World Championships on two wheels and four. He took Ferrari back to the top in 1964. John's main strength was his fierce belief in himself – always was, always will be. Two years later he argued with team manager Tavoni, and announced he was quitting Ferrari. This was in the summer of '66, and he asked me to go to Maranello with him when he officially quit. John wanted the Fleet Street papers the next morning to headline 'Surtees Quits Ferrari', not to say that Ferrari had sacked him. He was so sure that Ferrari would have him arrested as he came through immigration in Milan that he asked me to carry his briefcase. Fame is a curiously relative quality, and to my amazement I saw it in one of those restaurants that span the Autostrada. We had stopped for a coffee because we were early for the meeting, and while we were in the queue to be served I noticed people nudging and nodding and pointing in our direction. Soon the crowded restaurant exploded into applause. Surtees was a hero in Italy, and no mistake.

In 1962 Graham Hill would win the title for BRM, a team regarded almost as Britain's equivalent of Ferrari – for either winning or losing heroically. By then the British teams were off the ropes and there were elegant little 1.5-litre V8s from Coventry Climax and BRM. Hill would win the Monaco Grand Prix an incredible five times in the '60s. Monaco and the original 14½-mile Nürburgring were

THAT WAS THE DECADE THAT WAS

1960 **Richard Nixon** and **John F Kennedy** take part in the first televised presidential debate – Kennedy later becomes the youngest elected US president aged 43, **Cassius Clay** wins his first professional fight, and **Alfred Hitchcock** releases ***Psycho***. **Jack Brabham** and **Cooper** win a second World Championship, while **Ferrari** stays with front-engined cars. **Alan Stacey** and **Chris Bristow** are killed at Spa.



All decade images AP Photo

1961 Construction of the **Berlin Wall** begins, war starts in **Vietnam**, Soviet cosmonaut **Yuri Gagarin** becomes the first man in space and **The Beatles** play the **Cavern Club**. **Phil Hill** wins world title in a rear-engined **Ferrari 156** 'Sharknose' but team-mate **Wolfgang von Trips** is killed at Monza. **Giancarlo Baghetti** becomes the first – and so far only – driver to win his maiden Grand Prix.

1962 The **Cuban Missile Crisis** threatens world peace, **Marilyn Monroe** dies, the **Rolling Stones** make their debut at London's **Marquee Club** and **The Beatles** release *Love Me Do*. **Graham Hill** wins the world title for **BRM**, while **Jim Clark** scores his first GP victory. **Stirling Moss** crashes at Goodwood, ending his F1 career, and **Ricardo Rodríguez** is killed in Mexico.



Chapman brought in Mike Spence as Clark's team-mate in '64. Neither driver would survive the decade

LAT

regarded as the measure of driver skill. While Ferrari swept the board in '61, the two races it failed to win were the GPs at Monaco and the 'Ring, both claimed by the skill of Moss in his Lotus. By coincidence, Hulme would win at Monaco and the 'Ring on his way to claiming his title in '67.

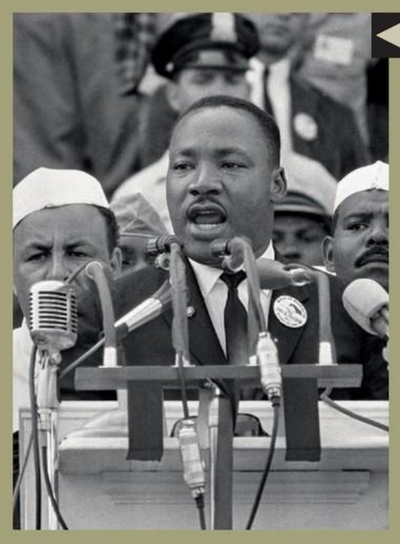
Back to BRM. There had been the wildly over-engineered 1.5-litre V16 BRM in the 1950s, a dramatic piece of mechanical art that seldom lived up to its distinctive exhaust shriek. As if to confirm confusion, BRM did it again when the formula doubled to 3 litres in 1966, building another 16-cylinder engine in a hefty 'H' formation – effectively two V8s flattened and laid one atop the other. It was far more than the challenge required, and it was somehow fitting that the only time the H16 ever won a GP was in the back of a Lotus at Watkins Glen in '66, with Jim Clark at the wheel. Sir Jackie Stewart recalls the H16 as being too heavy and having to carry too much oil, too much water and too much fuel in order to lubricate it, cool it and feed it!

Cooper had inherited the mantle of successful engineering, winning GPs as the decade began, but it soon became apparent that the success had stalled and it was Colin Chapman at Lotus who built a lightweight rear-engined car with a Coventry-Climax engine. It became the car to beat, driven by Clark for the works and Moss in a private Lotus for Rob Walker.

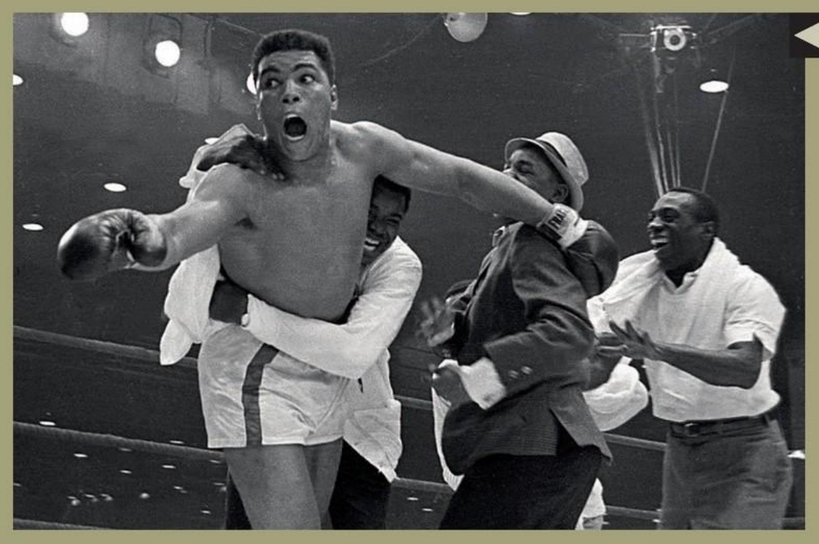
Chapman was a martinet and well used to having his own way in designing his cars and running his team. The quirkily named Scotsman Innes Ireland won the first GP for Lotus at Watkins Glen at the end of 1961, but he found himself sacked when Chapman announced his lead driver for '62 would be another Scotsman, Jim Clark. This was logic with which Ireland couldn't cope. Innes would have fitted well with Mike Hawthorn in the '50s. He liked a good party and wanted to be a winner, but I always felt he was winning for himself and Chapman wanted a driver who would win for Lotus. Clark was his ideal choice. I almost thought that Jim was so good, he wasn't aware of his ability. He thought he was normal.

I first met Jim (we called him Jimmy then) in teeming rain on the back straight of the Wigram airfield circuit on the outskirts of Christchurch, New Zealand, in January 1961. For reasons now unclear I was standing on the circuit infield soaked to the skin with Wal Willmott, who would later become McLaren's first team mechanic – although we couldn't see our involvement so far ahead that rainy afternoon. The Lotus came spinning out of the spray and we stood transfixed, aware later that whichever way we ran would probably be into the path of the gyrating car. He gestured to us to push-start him, but on the soaked grass it was useless. Then he suggested we push-start him on the track (!) and at this point we suggested abandonment as the safest policy. We walked back to the pits and were friends for the rest of his life.

Whenever I am asked about the driver who most impressed me, I would always name Jimmy, when on reflection I should have been more impressed with Moss, the driver who was the consummate professional racer in an era when the top British drivers tended more towards using their racing as an entree to the



1963 **Martin Luther King** delivers his **"I have a dream"** speech, **John F Kennedy** is assassinated in Dallas, the first Bond film ***Dr No*** is shown in US cinemas and the first episode of ***Doctor Who*** is broadcast in the UK. **Jim Clark** claims the championship with Chapman's monocoque **Lotus 25**, winning seven out of 10 races.



1964 **Muhammad Ali** is crowned heavyweight boxing champion of the world, **Nelson Mandela** is sentenced to life imprisonment in South Africa, America passes a **Civil Rights Act**, and **The Beatles** get to number one in America with *I Want to Hold Your Hand*. **John Surtees** becomes the only man ever to win the world title on both two wheels and four, his **Ferrari** pipping Graham Hill's BRM to the post.





Hulme was No 1 for Brabham in '67. Above: driver camaraderie was strong in deadly era

parties and the girls. Stirling was a ladies' man too, but he devoted himself to his talent on the track and the first personal sponsorship contracts. All this ended in the bank at St Mary's Corner, Goodwood on that Easter Monday in 1962. The crash has forever been a mystery. Stirling was unconscious for weeks and, though he would recover, he had no recollection of the cause of his accident and never raced in F1 again. The way the sport was changing, Moss would forever be a legend, become a knight of the realm, and enjoy more success than most – off and on the track – even though he never won the World Championship. Surviving that accident probably saved his life in a decade where driver deaths seemed monthly and safety was regarded as somehow effeminate. Motor racing was dangerous. It said so on the back of every ticket.

Then Jackie Stewart arrived on the scene, another Scot with skill and speed, but also a fierce desire to survive. To this end he battled for safety harnesses, rollcages that were more than decoration and car construction designed to protect the man who drove it at speed. It seems hard to believe now how unpopular Stewart became among his peers, even though he was trying to save their lives as well as his own. His crusade was prompted by a crash in the rain at Spa in 1966, when his BRM spun off on a river across one of the fastest parts of the ultra-fast circuit made up of public roads. He was trapped in the bent cockpit, soaked in fuel and with a cracked collarbone. It served to focus his attention on his safety crusade. The Grand Prix Drivers' Association would be formed to bring some sort of agreement between drivers and organisers on safety and survival.

Commitment was one of Stewart's strengths. Confidence in his own talent was another, and when Chapman offered him a Lotus ride beside Clark in '65, he chose to join Hill at BRM.

Sir Jackie remembers the situation: "The robustness of the Lotus had a lot to do with my decision, in addition to which the amount of money that Colin offered me to begin with was very small. He doubled it, and when I refused that, he doubled it again, so you can imagine how little it was in the beginning. It ended up that he was offering me more than BRM, but I couldn't get away from the fact that I thought if he was prepared to wheel and deal to that extent, I might not have the kind of trust and confidence that I could have got out of the management at BRM."

He would win a few races, but BRM was on the wane and Stewart was winning in Formula 2 with Ken Tyrrell. In 1968 he and Tyrrell put together a deal with Ford for the new Cosworth DFV V8 that would change the face of F1 as the decade closed. He was second in the World Championship in 1968, and champion the following summer.

Underlining Stewart's commitment and service to sponsors he was with Ford, Rolex and Moët & Chandon for 40 years, and is still with Moët. I remember him practicing and polishing his immaculate autograph signature when he first arrived in F1, and this from a young lad who had left school to work in a Scottish country garage.

Jackie's dedication with his signature is underlined by the indecipherable signatures of modern drivers. I recall commentator Murray Walker in a race paddock taking particular care of his signature for a fan. "If you ask Michael Schumacher for his autograph, you get a scribble. Ask Murray Walker for his autograph and you get an essay…"

In 1962 Chapman brought his aero engineering experience to designing the first full monocoque chassis in motor sport, and soon every other team had abandoned the simple spaceframe. Formula 1 was now hi-tech.

High finance also came in with Lotus, and I was in the Christchurch garage during the 1968 Tasman Series on the night before the Wigram Trophy when Clark's 49B received the first commercial livery. The historic green with a yellow central stripe became the colourful look of a Gold Leaf cigarette packet. Sponsorship had arrived, but sadly Jimmy wouldn't be around to enjoy it. Three months later he was dead, killed in a no-account Formula 2 race in the rain at Hockenheim.



1965 The **Vietnam War** escalates, civil rights activist **Malcolm X** is assassinated, there are **race riots** in Los Angeles, and **Ian Brady** and **Myra Hindley** appear in court charged with murder. **Jim Clark** and **Lotus** dominate the World Championship and win the **Indianapolis 500**, while **Jackie Stewart** wins his first Grand Prix.



1966 **England** wins the **World Cup**, demonstrations are held across the US against the **Vietnam War**, **John Lennon** meets **Yoko Ono**, **Chairman Mao** launches his **Cultural Revolution** in China, and ***Star Trek*** hits TV screens. **Jack Brabham** makes history by winning the world title in a car of his own construction, the Brabham-Repco. New **3-litre formula** is introduced.

It was generally reckoned that Clark, like Moss, was too talented to have an accident and that it must have been a car failure. A tyre problem was eventually blamed.

The new 3-litre F1 formula in 1966 meant another scramble for engines and horsepower. Bruce McLaren had been establishing his command of the Can-Am sports car series in North America, using aluminium Oldsmobile V8s tuned by Traco Engineering in California. When the Grand Prix formula doubled from 1.5 to three litres, Bruce was superbly placed to capitalise on his engine experience in Can-Am. But what happened? Bruce decided to accept the offer of free four-cam Indianapolis Ford V8s which he would battle to reduce to three litres, a battle he would never win. Jack Brabham, meanwhile, plucked the Oldsmobiles down to Australia where Repco turned them into instant winners. Repco powered Brabham to be champion in 1966 and Hulme in '67, while McLaren struggled from failure to failure.

> "Because of the enormous fatality rate, from a boy you became a man very quickly"

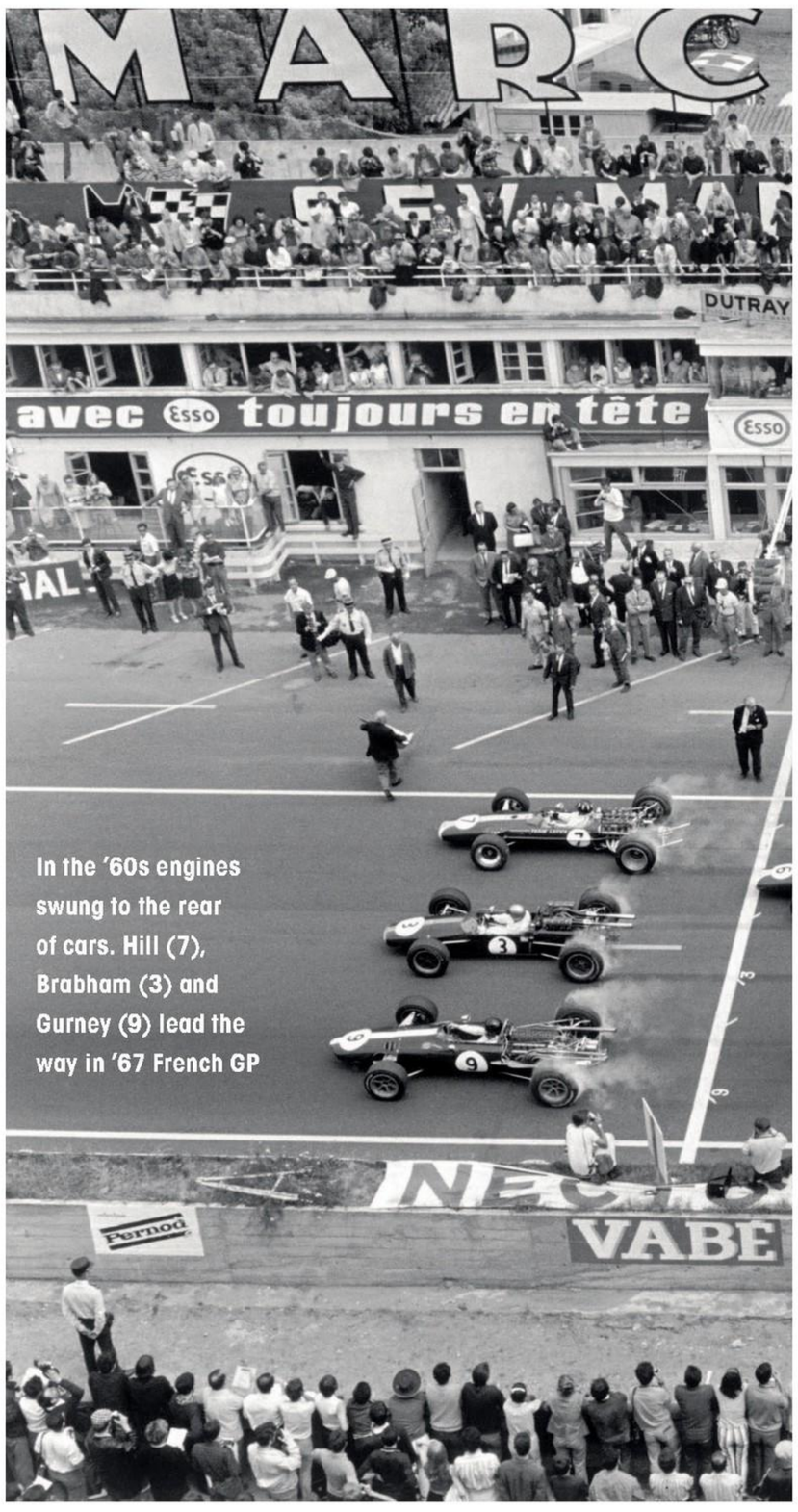
Brabham had won the World Championships in 1959-60 and six years later he was champion again, even though he was reckoned to be too old at 40. He walked to the grid of the Dutch GP wearing a false beard and hobbling on a stick to make light of the situation.

Walter Hayes was the polished and perceptive Director of Public Affairs at Ford who was persuaded by Chapman to invest £100,000 in an F1 engine from Keith Duckworth and Mike Costin at Cosworth Engineering for the exclusive use of Lotus. It would become the GP bargain of the century, never mind the decade. Clark won first time out with the compact, powerful new V8 in the back of his Lotus 49 in the Dutch GP at Zandvoort in '67, and three more wins would come his way that summer. Hayes could see the value in making the motor available to other teams at a modest, perhaps subsidised £7500 and they queued for Ford power in '68. It would change the face of Formula 1 for a generation.

Chris Amon was the third Kiwi on the Grand Prix scene, having started the decade racing his 250F Maserati in New Zealand as a teenager, where he was spotted and signed by Reg Parnell. He was driving in the first F1 race he saw, aged 19! Bruce McLaren realised his countryman's talent and signed him for an F1 drive that staggered with the awful Indy Ford engine fiasco of '66. When an offer came from Enzo Ferrari, Amon moved to Italy for three seasons without a glimmer of success. If Moss was the greatest driver never to win the championship, Christopher was the greatest driver never to win a Grand Prix.

I was another of the Kiwi brigade in F1 during the '60s, arriving in 1961 and touring the European Formula Junior season with Denny Hulme and his Cooper. He imagined me to be a mechanic but soon discovered that I had been a bank clerk, now determined to be a motor sport journalist. I had been covering the New Zealand international races for *Motoring News* and also reported on those 1961 FJ races for the weekly paper. I realised later in my career how fortunate I had been to meet the world of European racing as a mate of Denny's. I wrote the report of my first race at Rouen and asked Denis Jenkinson – having been introduced to the *Motor Sport* doyen by Denny as a mate not as a journalist – if he would deliver my report to *Motoring News*, then in the same publishing house. No problem, he said, and duly did. It was only later that I discovered he never acknowledged the existence of the weekly stablemate, and this was the first favour he had ever given them.

The following season McLaren asked me to be his secretary and, when he won the first GP we went to in Monaco, I decided I'd made the



In the '60s engines swung to the rear of cars. Hill (7), Brabham (3) and Gurney (9) lead the way in '67 French GP



1967 The Beatles release ***Sgt Pepper's Lonely Hearts Club Band***, the **Six-Day War** breaks out in the Middle East, **Che Guevara** is executed, and **Christian Barnard** carries out the world's first heart transplant. The **Brabham** team wins the title again, this time with **Denny Hulme**, while **Lorenzo Bandini** is killed in the Monaco GP and privateer **Bob Anderson** dies in testing at Silverstone.

1968 **Martin Luther King** is shot dead in Memphis, US presidential candidate **Robert F Kennedy** is shot in Los Angeles and dies the next day, and **Manchester United** becomes the first English team to win the European Cup Final. Corporate sponsorship arrives in F1 with **Gold Leaf Team Lotus** for whom **Graham Hill** wins the championship. Team-mate **Jim Clark** is killed in an F2 race at Hockenheim.

1969 **Neil Armstrong** and **Buzz Aldrin** become the first men on the Moon, **Charles Manson** and his gang are arrested for the murder of film star **Sharon Tate** among others, **Judy Garland** dies of a drug overdose, and rock fans gather at **Woodstock**. In F1 it's the year of the **high wings** and **aerofoils**, later banned after several big accidents. **Jackie Stewart** in a **Matra** wins his first World Championship.

right career choice. I was a founder director of the new McLaren team and, as Ron Dennis recently reported, only Ferrari and McLaren have survived since the '60s. I set up my own business in 1966 working with the team via sponsors. At Monaco Bruce asked me to go down the pitlane and invite some of the other drivers to dinner, and the table that evening looked like a sitting-down grid, all enjoying each other's company. This was the norm, a measure of a camaraderie long forgotten in the modern era, when drivers barely acknowledge each other's existence, never mind dining with rivals from other teams.

Jackie Stewart remembers the fragility and friendship of pitlane life in the '60s: "They were turbulent years because of the enormous fatality rate the sport was enduring, and I would have to say that from a boy you became a man very quickly. We travelled together, hotelled together, partied together and holidayed together. The GPDA meetings took place at every Grand Prix and the GPDA really had power and influence in those days, as indeed it had to have, because many of the issues which should have been handled by the sport's governing body, specifically safety, were not being looked after correctly. However many accidents there were and however many deaths that occurred, the spirit within the sport was incredibly strong. Keep in mind that the statistics at that time, between '68 and '73 for example, provided a driver like myself with a one in three chance of living and a two in three chance of being killed. With what we have today and how the sport has developed, the modern Grand Prix driver would not have a clue of what we had to deal with in those days..."

Hollywood director John Frankenheimer strode through Formula 1 during the summer of 1966, building replica cars to recreate his *Grand Prix* script and staging special races on circuits between the real GPs – even painting the ill-fated McLaren in the livery of a Japanese team. We hated the result. It never reflected what racing was really like. When Steve McQueen arrived a few summers later to shoot his *Le Mans* movie, we knew this would be the right stuff. It wasn't. It made Frankenheimer's *Grand Prix* epic almost a record of the centre of a racing decade. A memory of 10 years in motor racing that I'm glad I didn't miss.



LAT



COMMENT

DSJ ON...

1965 British Grand Prix
Motor Sport, August 1965

It was a magnificent start, with the Lotus of Clark and Ginther's Honda surging ahead. They went into Copse side by side, with the Lotus being squeezed against the wall on the inside. The cheeky Ginther held his place and for once Clark did not get the lead on the first corner, and, in fact, it was not until Hangar Straight that Clark got ahead.

Once in front he gave it all he had and finished the opening lap well in the lead, but there were a lot of determined drivers behind him. Hill and Surtees got by the Honda on lap two and the BRM driver was practically holding the leading Lotus, but Surtees could not keep up and Ginther began to worry him...

...Shortly after 50 laps Clark's Climax began to develop a small misfire, as if the fuel injection pump pressure was not the full 100 lb/sq inch. This encouraged the BRM pit, who transmitted the information to Hill. All eyes were on the slightly sick sounding Lotus and the healthy sounding BRM, but there was nearly half a lap between them.

Slowly but surely the gap began to close and the situation began to get tense, for in addition to the misfire the Climax was losing oil and the level of the tank was now so low that it was surging away from the feed pipe on corners, with a resultant loss of pressure. The crafty Clark was coasting round the corners and only using power on the straights while he had pressure on the oil gauge.

Clark was looking anxiously in his mirrors and driving as hard as he dare, without risking blowing up the engine. As he started his last lap Hill had him in sight, and as the Lotus went into Copse Clark could see the BRM, but he obviously had command of the situation as when he finished the 80th lap he was virtually the same distance ahead, officially 3.2sec.

It had been a close thing. Had Clark not driven with such determination in the first half he might not have been able to nurse the Lotus to the finish ahead of Hill for his fourth consecutive British GP victory, for the BRM driver set a new lap record on the last lap.



Back row (l-r): Alain Prost, Alan Jones, Nigel Mansell, Mika Häkkinen, Jacques Villeneuve, Keke Rosberg, Jody Scheckter, Michael Schumacher, Damon Hill.
Front row: Fernando Alonso, Jenson Button, Niki Lauda, Bernie Ecclestone, Mario Andretti, Jean Todt and his wife Michelle Yeoh [why? – ed],
Sir Jack Brabham, Sir Jackie Stewart, John Surtees, Emerson Fittipaldi and Lewis Hamilton

KINGS AND

Bahrain's sheikhs made way for a different kind of royalty at the season-opening Grand Prix, as 18 World Champions turned out for a special diamond anniversary

BY SIMON ARRON



PRINCES

March 10 2010, Bahrain, the eve of a fresh Formula 1 campaign. In one corner of the paddock, the air is ripe with the sound of carbon components being filed to size as some of Grand Prix racing's new teams complete last-minute preparations. It's a hard slog after several all-nighters, but the mechanics have ample room to manoeuvre within the palatial garages that form the Sakhir International Circuit's pit complex.

Not far away, just beyond the paddock's electronic portals, a dedicated band of professionals tends to its flock with calmer methodology and, for the most part, analogue tools. Officially this is the Diamonds in the Desert Pavilion, hub of the F1 World Championship's impending 60th anniversary celebrations, although the truth is more prosaic: it's actually a tent, the flaps of which constantly waft open in the gentle breeze.

The plot is equal parts ambition and simplicity: attract as many World Champions as possible (20 of the 31 survive) and parade a broad range of cars to illustrate their title achievements. A little poetic licence is required – Nigel Mansell demonstrates the 1950 Thinwall Special and David Coulthard shares Mercedes W196 driving duties with Mika Häkkinen, for instance – but it's an undeniably sumptuous assembly. Four of the targets (Michael Schumacher, Fernando Alonso, Lewis Hamilton and Jenson Button) are necessarily present, as they are competing in the main event, but only two of the others (Nelson Piquet and Kimi Räikkönen) are indisposed.

"I don't think we've all gathered in the same place before," says Jackie Stewart. "I'm perhaps less out of the loop than some – I still tend to see a few of the guys around, just because I travel such a lot, so it's not too much of a novelty for me. It's a pity one or two couldn't make it, but to have an event like this is still wonderful."

The Fangio dynasty is represented by Juan Manuel II, nephew of the five-time World Champion, at the wheel of a Maserati 250F. "There cannot be a tree without roots," he says, "so I think it's a fantastic thing for the whole sport to see all the champions together. It's a great idea and the fact it is a major anniversary makes it even more appropriate."

Alan Jones and Jack Brabham flew together to the event from Australia. "We had plenty to catch up about," Jones says, "and it's pretty extraordinary that so many of us are here. You'll probably never see us all in one place again, so it's a real coup for Bahrain."

Mario Andretti concurs. "It's fabulous," he says. "How else will we ever get all the living champions together? It's a wonderful gathering of very special people and I'm really enjoying the opportunity to reacquaint myself with some familiar faces."

The venue, though, is a touch ironic: a glorious concentration of racing heritage gathered in a region with no established motor sport culture. Bahrain became the World Championship's first Middle Eastern host in 2004 and a fresh extension has made it one ›››



All images LAT

of the contemporary calendar's longest circuits, at 3.914 miles. But crowds are traditionally modest and spectator facilities are concentrated around the paddock area and the first two corners. Beyond that the landscape is almost lunar: a number of palms have been planted during the past 12 months, but it's hardly a tree-lined classic in the term's accepted sense.

"I would hate to see any of the traditional circuits disappear," says John Surtees. "If we talk about dispensing with Spa or even the modern Nürburgring for commercial reasons, we are imperilling the sport, but I think it's important to strike a balance. When you create an oasis of motor sport within the desert, you have to applaud it. I think it is very good to bring the past and the present together – and for the majority of people it's nice to get out of Europe at this time of year.

"There's a wide diversity of machinery here, which is a good thing, because it shows the world how different the sport was in bygone times. In a way it's educational for Bahrain, which is relatively new to motor sport, and for all the youngsters out there who might tune in via some form of media."

> "I'm really looking forward to driving the FW18 again – a bit too much so, probably"
>
> DAMON HILL

Surtees has other, particular, reasons for wanting to be here. "We don't all keep in touch very often," he says, "but a number of former champions contacted me to offer support last year, when I had a personal tragedy with my son Henry [killed in a Formula 2 accident at Brands Hatch in July]. That's partly why I came, to say a personal thank you."

To a man, the drivers participating in the two-part parade – short runs on Saturday and Sunday – insist it's a bit of fun, but it doesn't take long for the competitive instincts to kick in. Following the second F1 free practice session on Friday, Surtees and Jody Scheckter are offered a passenger lap in one of the Mitsubishi course cars. "I want to drive," says Jody, persistently, but the designated chauffeur – a circuit official – waves him to the other side of the car, then asks those already ensconced whether or not the new arrival has any race experience, a perfect snapshot of the alternative cultures that prevail.

By Saturday morning the heritage tent is a cocktail of charisma and eye-watering fumes from simmering DFVs and suchlike. "It's always good to have an excuse to gets the cars out," says Classic Team Lotus boss Clive Chapman, son of Colin. "Running is the best thing for them. There are always a few things that need sorting out, but the Bahrain people have been incredibly well organised. It's a bit of a treat for the lads, really. We aren't spending a great deal of time on the track, we get to come to a Grand Prix and it coincides with the return of the Lotus name to contemporary F1, so it's nice to be here."

CTL is running a Lotus 79 for Andretti, a 72 for Emerson Fittipaldi, a 49B for Josh Hill – grandson of Graham, son of Damon – and Nick Fennell's ex-Jim Clark 25. "We ran Mario on Wednesday," says Clive, "to do a bit of filming with a camera van. I have to admit, the sight of a black and gold Lotus against a setting sun just blew me away."

Fennell acknowledges that he feels a sense of privilege every time he sits in the 25 – "it's very comfortable, too" apparently – but this is a step removed from the historic events in which he customarily competes. "I'm very aware of just how much the 25 has seen in the past," he says. "It's absolutely awe-inspiring, though, to see all these World Champions standing around as I prepare to get in. Did I ever imagine I might one day share a track with some of these guys, even at an event like this? Never, never, never, not in my wildest dreams…"

Just beyond his 19th birthday, Hill Jr – who will compete in the British Formula Ford Championship again this year – feels much the same. "It's a wonderful opportunity," he says, "and I'm pretty excited. The 49B is such an iconic car and it feels very special to be able to drive it. I had a quick run in it beforehand, at Lotus HQ, so this weekend I'm not quite as stunned by the car as I am by all the personalities. As I was putting on my overalls in the changing room, Nigel Mansell was standing to one side of me and Emerson Fittipaldi to the other. I thought, 'Hang on a minute…' That really brought it home."

Dad Damon is feeling it, too. "I think everyone has responded brilliantly to the whole concept," he says. "Not too many drivers have won the World Championship during the past 60 years and to have so many here is remarkable. To see John Surtees, Mario Andretti, Emerson Fittipaldi and so on… they are among the greatest names in the sport and I still pinch myself that I'm allowed to count myself on the same list. We're all so lucky that we had the chance to be Grand Prix drivers, never mind World Champions. The older you get, the more I think you appreciate it.














Clockwise from top left: Hill and Scheckter catch up; Hill Jr was thrilled to drive Lotus 49B; Nick Fennell's ex-Clark Lotus 25; Hills Sr and Jr with Williams FW18 and 49B; Stewart in Tyrrell 006; Andretti is happy to be back in Lotus 79; Ferrari 1512 still carries Surtees' signature; Rosberg in '82 title-winning FW08; Fittipaldi in classic black and gold Lotus 72; Mansell gets acquainted with 1950 Thinwall Special; a unique gathering



"I'm really looking forward to driving the Williams FW18 again – a bit too much so, probably. It's not like Michael Schumacher, who is going through all this for real. You can dream about coming back and having a go, but to live through the pressure of being at the top is such an all-consuming thing and I remember that I actually felt quite glad when I stopped."

And sharing the track with Josh?

"I'm delighted that he's got such a chance," he says. "It's a great thrill for him and he's taken to it really well. When he had a quick run in the Lotus recently, I stood and watched while Josh got in and Clive Chapman oversaw the whole thing. Afterwards, I said to Clive that I just wished our dads could have been there. They'd have loved to see it."

Fittipaldi breezes up, asks the CTL crew whether his 72 is "ready for pole" and then checks his belts. His overalls are the wrong colour, but everything else is perfect replication – his helmet is the iconic black and red of his early career, devoid of the spider's web motif that came later.

"Am I looking forward to this?" says Andretti. "Absolutely, 100 per cent. Those competitive juices never stop." He enjoys himself so much, indeed, that he ignores the chequered flag for a lap or two at the end of the first run. Afterwards, the 70-year-old starts chatting about racing lines and how he hasn't yet quite worked out one or two parts of the circuit – as does Fittipaldi. Such things matter not in the overall scheme of things, but they can't help themselves. They are prisoners of their own DNA.

"I think the way you feel rather depends on the car," says Surtees. "Last year Henry drove our 1972 Japanese GP-winning TS10 F2 car in the Goodwood Festival and I tested it beforehand. We'd taken the car apart and put it all back together exactly as it was before – it was a wonderful sensation to drive it and feel that it handled just the way it used to."

Time spent in the Thinwall Special adjusts Mansell's world view. "Three hours around the old Nürburgring in one of these?" he says. "My respect for the guys who used to race cars like this has gone through the roof. It's seriously quick, even by modern standards, and so physical."

Initially, Scheckter is slightly more wary than most. "Generally I prefer looking at the older cars," he says, "the ones that excited me as a young boy rather than the ones I raced. I'm not sure I'm feeling the big occasion, but a lot of people seem to appreciate it.

"We're coming to a track and going through the motions as though we're going to take part in a race, but we're not. I suppose it's a bit like foreplay without the sex. You're looking forward to it, but you're not going to get it. Mind

60 Years of F1 1950-2010

you, that has happened a few times before…"

He drives gently during the first run, but gets stuck in on Sunday, provoking his old 312 T4 into a sequence of spectacular slides and conjuring a perfect advert for time travel. If anybody has a spare ticket to 1979, count me in.

Scheckter remains sufficiently trim to wear a set of his own period overalls, as does Stewart. "The Matra MS80 has my original seat from 1969," he says, "and these are the original overalls. I'm amazed they fit. I did try to squeeze into a set from '68, but couldn't quite manage."

On Sunday he switches to 1973 racewear to drive his old Tyrrell 006, which has just been refettled by Roy Topp, the man who built it originally.

There are other authentic touches, too. "The Ferrari 1512 still carries my signature," says Surtees. "If you look at the side panels within the cockpit, you can still see the marks I left with a rubber hammer back in the day, when I wanted to add a bit more width."

Primitive technology, though, has its benefits. Hill's Williams FW18 – 14 years old, and the youngest car in the line-up – cuts out during the first run for reasons that aren't abundantly clear. "It uses MS-DOS software," says former Williams team manager Dickie Stanford. "We brought the right computers with us but couldn't make them download the data – and all the blokes who might be able to fix it are back at the factory in Grove." His crew runs over the car with a fine-toothed comb and pulls various hydraulic systems (and the fuel tank) apart, but can't find anything obvious amiss. When reassembled, however, it fires up at the first time of asking and is fit to reappear on Sunday without Stanford quite knowing why.

"We have always been united by a common factor"

JOHN SURTEES

F1's proscriptive timetable means the second run has to be cut short – 30 minutes reduced to 15, a detail Mr Andretti, in particular, is asked to observe – and the weekend ends amid much cheerful banter during a gathering on the pit straight, 90 minutes before the Grand Prix. Hill Jr and Fittipaldi are all grins and backslaps after a spot of late braking enables the Brazilian to lunge past the younger driver's older car at turn one, arguably a better move than any during the headline event that follows.

So far so cheerful, but does time really heal old wounds? "There are no wounds," says Andretti. "There was always great camaraderie between drivers in our day," adds Stewart, "and it remains very strong."

I ask Surtees whether he has ever forgiven Scheckter for triggering the race-stopping pile-up during the 1973 British GP at Silverstone, when all three of his factory-entered TS14As were destroyed. He smiles.

"We all make mistakes in life," he says, "and Jody made a stupid one that day. It was very costly to me, but at least he was trying at the time and I could never really condemn somebody for that. Although it was unwise, he went on to learn and do things correctly, which you have to admire.

"In 1960, in only my fifth car race and my third in F1, I threw away what would have been Colin Chapman's first Grand Prix win when I crashed my Lotus while leading in Portugal. We all make mistakes and it's water under the bridge. Of course you get on with some drivers better than others, but we have always been united by an important common factor.

"It's called respect." Ⓜ



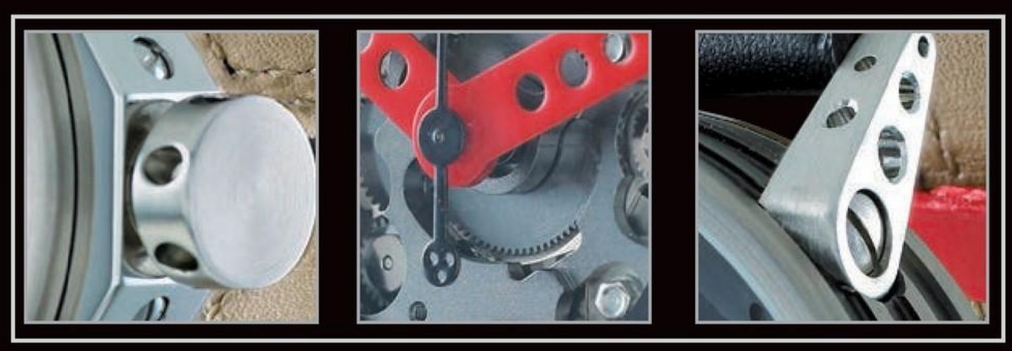
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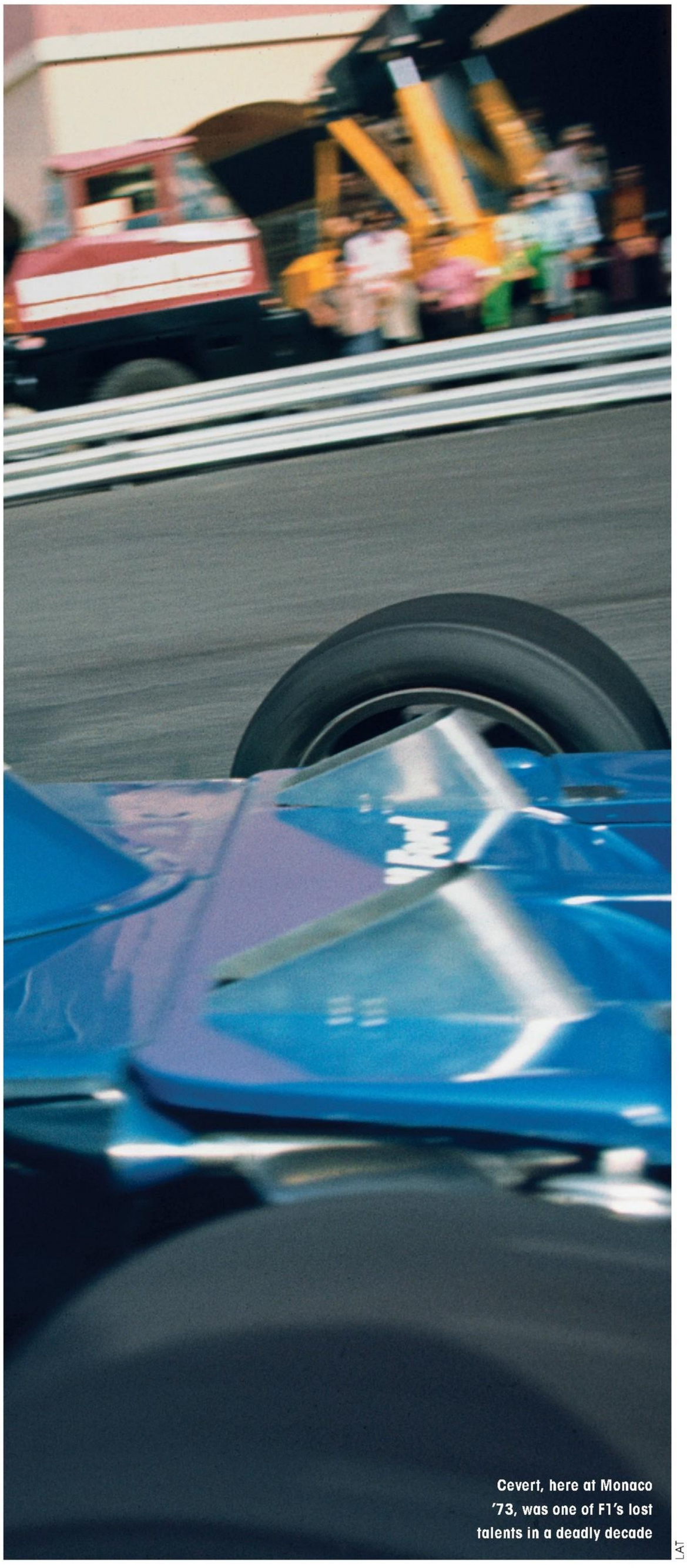


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Cevert, here at Monaco '73, was one of F1's lost talents in a deadly decade

LAT

60 Years of F1
1950-2010

1970s

New ideas proliferate on track but the driver toll continues. Tyrrell is blue riband, Lotus goes black and gold and Hunt hits his purple patch

BY ALAN HENRY

There was a certain contradictory symbolism about Jack Brabham winning the opening round of 1970, the South African Grand Prix at Kyalami. It was as if the 44-year-old Aussie's victory run in the Brabham BT33 had been the final full-stop which marked the end of the Swinging Sixties – that unfettered, frothy and colourful decade of psychedelia and excessive consumption. Not that the dour Brabham had been a child of the 1960s, far from it.

That distinction, surely, belonged to Beatle-haired Jackie Stewart, whose brand-new Tyrrell March 701 started the Kyalami race from joint pole position alongside Chris Amon's similar works car. Stewart, the reigning World Champion, now found himself on the back foot as he sought to defend his '69 title at the wheel of a car which, almost from his first lap behind its wheel, Jackie knew was not good enough.

Formula 1 at the start of the 1970s bubbled with optimism and new ideas. One is tempted to say it was the same in UK politics, but after Edward Heath's Conservative government won the 1970 General Election it quickly ran out of steam. From then on it was all downhill to the economic depression and power cuts of the winter of 1973-74. But the F1 environment certainly seemed more optimistic than ➤➤➤

that at Westminster – to start with at least.

The arrival of March Engineering on the scene rather debunked the notion that there was something magically exclusive about the F1 business. Put simply, a bunch of guys working out of a makeshift factory in Bicester came from almost nowhere to put five cars on the starting grid at most races. The withdrawal of Matra at the end of the previous year meant that Tyrrell, the reigning champion team, had no option but to buy its chassis from these precocious newcomers. More would be heard of Max Mosley, one of these fresh-faced March co-founders, in the future.

Stewart wrestled the Tyrrell March to victory in the 1970 Spanish GP at Jarama, but already Ken was laying plans to build the team's first car and had employed Derek Gardner to construct the prototype chassis in his garage at home. The first Tyrrell would be ready by the end of June 1970 and enabled Stewart to regain the form he had displayed in the superb Matra MS80 during 1969, when he proved the class of the field on his way to the first of three title crowns.

Of course, by then it was too late to salvage the 1970 World Championship. If March had produced a simple and arguably too straightforward chassis, Lotus design genius Colin Chapman had veered to the other end of the technical spectrum with his sensational Type 72. With side radiators, a thin chisel nose, torsion bar springing and inboard brakes all round, it was fragile but prodigiously fast.

The Lotus 72 carried Jochen Rindt to four of his five victories that year before a brake shaft snapped as he braked for Parabolica at Monza during practice for the Italian GP. Terrifyingly unstable as it was running without wings or nose flaps, the car veered into the barrier at high speed. Jochen never stood a chance and became the sport's only posthumous World Champion as a tragic result.

Death stalked the F1 pitlanes during the 1970s. In that respect it was a bruising decade and the roll-call reflects different attitudes shaped by differing times. Piers Courage perished in flames when he crashed Frank Williams's de Tomaso in the 1970 Dutch GP and three years later an identical shunt would claim British rising star Roger Williamson. Bruce McLaren died at Goodwood while testing one of his Can-Am cars.

Peter Revson, who had helped me hugely as a young journalist, died when his Shadow DN5 crashed in 1974 during testing at Kyalami. Three years later my pal Tom Pryce died only a hundred yards from the site of Revson's shunt, also in a Shadow, during the South African GP. Helmuth Koinigg was decapitated when his Surtees slid under a barrier in the 1974 US GP and the great Ronnie Peterson succumbed after a frightful shunt at the '78 Italian GP. Niki Lauda, the hero of the decade, went to the edge of the abyss, dreadfully burned at the Nürburgring, but battled back from the near-dead.

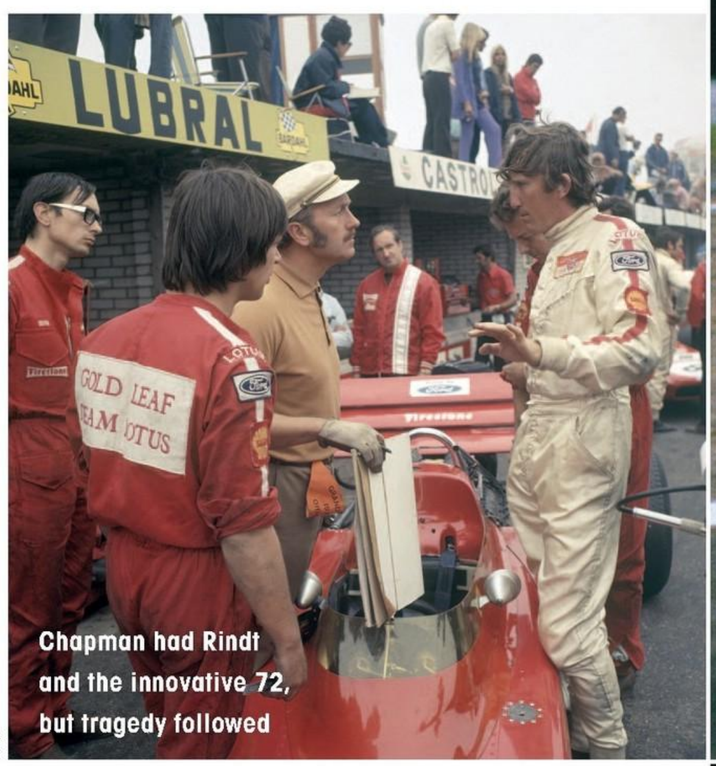
The end of 1973 was a miserable affair. François Cevert, Stewart's dazzlingly talented Tyrrell team-mate, became the sport's latest victim when he was killed in a frightful high-speed accident practising for the United States GP. The eerie silence which fell over the pitlane and paddock at Watkins Glen as we all took in the magnitude of the tragedy is something which has remained graphically etched in my mind for the best part of 40 years.

Stewart, who had done more than any other man in the quest for improved safety in motor racing, announced his retirement a few weeks later, although he'd made the decision – in private – many months before. He never, ever regretted taking the decision to call it a day at the age of 34.

As a footnote, it's worth mentioning that Tyrrell never regained the front-running form it had achieved during Stewart's glory years. The momentum that had been generated by the Scot's three World Championships with the Surrey-based team carried it on for a few years, but victories were never achieved again on any remotely consistent basis. A decade later Lotus would start the same sort of slide down the slippery slope after the death of its founder Colin Chapman.

Meanwhile Britain groaned under the crippling burden of another miners' strike. The lights went out, motor sport meetings were cancelled and there was a mood of unremitting gloom as we faced the prospect of a very thin – or even non-existent – 1974 season.

If you wanted a touchstone for these miserable times you needed to look no further



Chapman had Rindt and the innovative 72, but tragedy followed

LAT



South Africa, 1970: Jack Brabham's last win felt like the close of the '60s

Home-grown hero: Hunt's playboy attitude perfectly suited an era of rebellion

THAT WAS THE DECADE THAT WAS

1970 **Palestinian rebels** hijack five aircraft, computer **floppy disks** are launched, the **Aswan Dam** is built and **The Beatles** break up. A bleak year for Grand Prix racing as **Bruce McLaren** is killed testing at Goodwood, **Piers Courage** dies at Zandvoort and **Jochen Rindt** is killed at Monza, being posthumously awarded the 1970 World Championship.

1971 The UK switches to **decimal currency**, **London Bridge** is transported to America and **video cassette recorders** are introduced. **Jackie Stewart** wins his second title in the first of **Ken Tyrrell's** F1 cars, and team-mate **François Cevert** wins his first and only Grand Prix at Watkins Glen.



All decade images AP Photo

1972 Terrorists attack the **Olympic games** in Munich, the **Watergate** scandal breaks, swimmer **Mark Spitz** wins seven Olympic gold medals and **M*A*S*H** premieres on television. Brazilian **Emerson Fittipaldi**, in a black and gold **JPS Lotus**, becomes the youngest Formula 1 World Champion to date.



By 1974 the Lotus 72 was still winning, thanks to Peterson, but Ferrari and Laudi were coming...

LAT

than to *Motor Sport*'s threadbare editorial offices just off Finsbury Square in the City of London. To describe them as "a dump" would have been flattering on the sunniest of summer days. Working through the winter in our overcoats under flickering lights and with no heating hardly added to the allure.

I well recall thinking that, having been appointed F1 correspondent of its sister weekly *Motoring News* just in time to report Peter Revson's McLaren victory in the 1973 British GP, I would now be looking for fresh employment. Back to Barclays Bank, perhaps? Thankfully, things were not quite that bad.

With Stewart retired and Rindt dead, F1 looked to a new generation from the start of 1974, including Emerson Fittipaldi, the 1972 World Champion for Lotus, Lauda newly signed at Ferrari, Jody Scheckter at Tyrrell and the introspective Carlos Reutemann at the newly-revamped Brabham squad. After Jack Brabham's retirement from racing at the end of 1970 he'd sold the F1 team to his business partner Ron Tauranac, but the hard-bitten Australian engineer now felt a little out of place in a pitlane which had become dominated by a hard-edged business dimension, and so he decided to sell the company on.

The purchaser was one Bernard Charles Ecclestone, a shrewd, compact and well-groomed businessman who never missed a trick and would, over the next 40 years, become arguably the most powerful single individual in global sport, not just motor racing. Bernie knew how to turn a dollar, but he was also a real racer and when Brabham recruited a lanky South African engineer called Gordon Murray, the team's new owner knew he had found someone special.

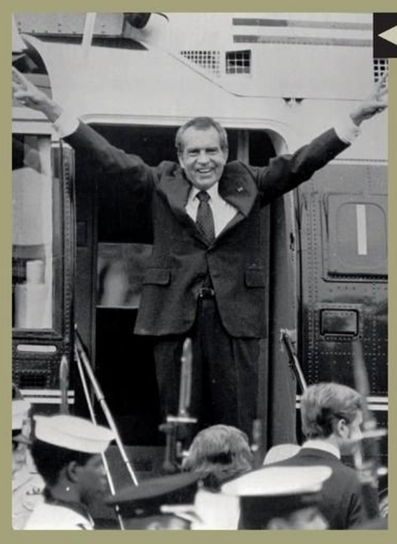
"When I arrived I found him under a drawing board," said Bernie. "Tauranac told me I should get rid of him and keep everybody else, so I kept Gordon and got rid of everybody else!" It wasn't quite like that, but pretty close. Either way, by 1974 Reutemann at the wheel of Murray's distinctive 'pyramid monocoque' Brabham BT44 was right up there in contention for the World Championship, winning three races but eventually losing out to McLaren number one Fittipaldi, who'd switched from Lotus at the end of '73.

Ferrari, meanwhile, had bounced back at the front of the pack in a big way during the 1970s, thanks largely to the brilliant 3-litre flat-12 engine developed by Mauro Forghieri's engineering team at the end of 1969. Chris Amon, a sublimely quick driver who could be relied upon to be in the wrong place at the wrong time, made sure that he left Maranello just as it looked set to turn the corner.

"For three years I'd been driving cars with super chassis that handled well, but couldn't hold a candle to their rivals when it came to power," recalled the New Zealander. "But suddenly there was the 312B1 with its flat-12 engine. The moment I tested it for the first time I knew that this was a completely different proposition. But every time I drove it, the thing blew apart. I thought, oh God, I can't stand another season of this."

Amon should have kept the faith. Jacky Ickx very nearly won the 1970 title with the flat-12, then Lauda took two championships with it in 1975 and '77, with Scheckter adding a third in '79. Looking back, while the Cosworth DFV

1973 **George Foreman** becomes heavyweight boxing world champion, American troops pull out of **Vietnam** and Pink Floyd releases ***Dark Side of the Moon***. **Jackie Stewart** wins a third title but there is tragedy when **François Cevert** is killed at Watkins Glen. Earlier in the year **David Purley** receives a George Medal after trying in vain to rescue **Roger Williamson** from his burning March at Zandvoort.



1974 **President Nixon** resigns over the **Watergate** affair, **Stephen King** publishes *Carrie* and Muhammad Ali beats George Foreman in the **'Rumble in the Jungle'**. **Emerson Fittipaldi** takes his second world title, this time in a **McLaren**, but another tragic year sees the deaths of **Peter Revson** in testing at Kyalami and **Helmut Koinigg** at Watkins Glen when a safety barrier fails.



1975 **Arthur Ashe** is the first black man to win Wimbledon. **Margaret Thatcher** becomes Conservative party leader, the **Microsoft** firm is founded and **Pol Pot** becomes Communist Dictator of Cambodia. The F1 World Championship is dominated by **Niki Lauda** in his Ferrari 312T, the Scuderia's most competitive car for many years. **Tom Pryce** becomes the first Welshman to win an F1 race, the Race of Champions.



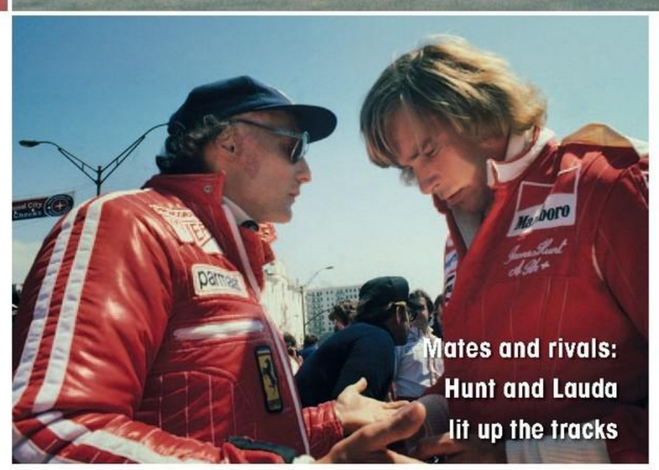


Woodshed warriors: Jackie Stewart took a second title with Tyrrell's own-design 003

was the most prolifically successful F1 engine of all time, the Ferrari flat-12 was close behind in terms of sheer competitive longevity.

For British fans the rivalry between Lauda and James Hunt was one of the key high spots of the decade. Close friends from the outset, they had cut their teeth together in junior league F2 at the start of the decade, but while Lauda ended up at Ferrari via March and BRM, Hunt became the home-brewed hero of the effervescent Hesketh Racing operation. In 1973, driving a private March 731 fielded by his Lordship's team, James finished fourth at Silverstone and a close second to Peterson's Lotus 72 at Watkins Glen.

In 1974 Hunt won the Silverstone International Trophy driving the new Harvey



Mates and rivals: Hunt and Lauda lit up the tracks

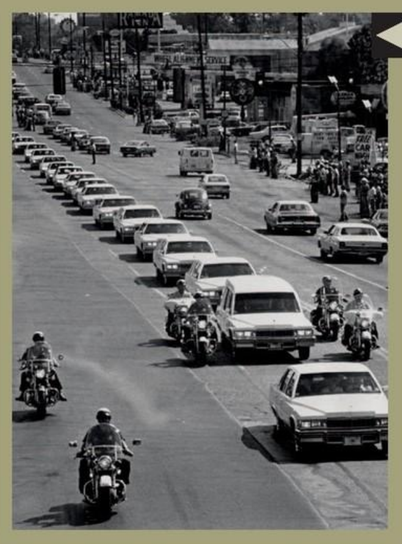
Postlethwaite-designed Hesketh 308, but would have to wait until the following year to score his maiden GP victory, beating Lauda's Ferrari brilliantly in the Dutch race at Zandvoort. At the end of the year, with Fittipaldi taking the incomprehensible, but well funded, decision to join his brother Wilson's Copersucar outfit, a vacancy opened at McLaren and James was the right man to fill it.

Hunt became a major cult figure in a curiously brat-packish way. There was a non-conformist streak prevalent in British society in the 1970s and Hunt, with his upper-class accent, mop of tangled hair and chain-smoking demeanour, tapped into that enthusiasm. He was the self-confessed bad boy of Formula 1 and his lurid roller-coaster ride to the 1976 World Championship monopolised the tabloid media's attention at the time when the Sex Pistols were also stealing the headlines.

The Queen may have made a rare appearance in the royal box at Wimbledon for Ginny Wade's successful 1977 onslaught on the ladies'



1976 Russian gymnast **Nadia Comaneci** achieves perfect tens in the **Olympics**, **Harold Wilson** steps down as British Prime Minister, the first commercial **Concorde** flight takes off and **James Hunt** wins the world title after a season of disputes. At the **Nürburgring** Lauda suffers severe burns, only to return six weeks later. At the final race in Japan, in monsoon rain, Lauda retires and Hunt takes the title.



1977 **Elvis Presley** dies, **Queen Elizabeth** celebrates her **Silver Jubilee** and the first ***Star Wars*** film is released. **Niki Lauda** comes back strongly to win a second world title, only to fall out with Ferrari and be replaced by **Gilles Villeneuve**. **Renault** reveals its turbocharged engine at Silverstone and **Tom Pryce** dies in a freak accident at Kyalami.

singles title, but it would have been hard to imagine Her Majesty out on the starting grid at Silverstone as James lined up to win the British GP with the McLaren M26 that summer. We would have to wait a couple of decades for Princess Diana before that unlikely dawn would break.

Technical diversity thrived throughout the 1970s. Lotus enjoyed a place in the sun with the Type 72 which still won three Grands Prix at the end of 1974, but then Colin Chapman's operation plunged from the high wire into a moribund and disappointing position in the middle of the decade. Lotus battled back with the advent of ground-effect aerodynamics, and the sensational Types 78 and 79 successfully rebuilt the team's reputation as a winning force in 1977 and '78. Mario Andretti stormed to the '78 title, deservedly so as he had been the man who had put so much effort into the team's renaissance. Tyrrell built a six-wheeler, which was a bit of a laugh, but only a temporary aberration. It won in Sweden, 1976.

Yet if the Lotus 79 was elegant simplicity on wheels, over at Brabham, Gordon Murray came up with what many people still regard as the most innovative and downright clever piece of Grand Prix engineering that decade. I'm talking of course of the Brabham BT46B 'fan car', which was evolved to maximise the performance of the Alfa flat-12 engined machine which could not benefit from the conventional ground-effect options offered by the narrow bottom end of the Cosworth DFV.

Murray had earlier experimented with the novel 'surface cooling' concept on the BT46, whereby the Alfa engine was cooled by a series of heat exchangers set into the surface of the monocoque. That failed, so Gordon finalised a configuration which employed a large water radiator mounted horizontally atop the engine, the whole engine/gearbox assembly sealed off from the outside air by means of flexible skirts and a large, gearbox-driven extractor fan to suck out all the air from beneath the engine bay.

The Brabham fan car raced only once, in the 1978 Swedish GP at Anderstorp. Murray defended its primary function as cooling the engine, but the rival teams were not so sure, feeling that it amounted to an illegal aerodynamic aid. Niki Lauda, who had left Ferrari in acrimonious circumstances at the end of the previous season, blitzed the opposition to win. But Bernie Ecclestone, showing a shrewdness that would become his calling card, withdrew the car from any other events before it could be banned. The solidarity of the teams in F1 as an emergent power base was more important in his mind than a temporary on-track advantage.

> "Bernie Ecclestone, showing his calling-card shrewdness, withdrew the car before any ban"

Alfa would produce a hopeless V12 for the 1979 season, but Bernie decided he would backtrack to Cosworth power midway through that year, just as Lauda decided to retire midway through free practice for the Canadian Grand Prix at Montréal. Niki would eventually return, driving for McLaren, at the start of 1982.

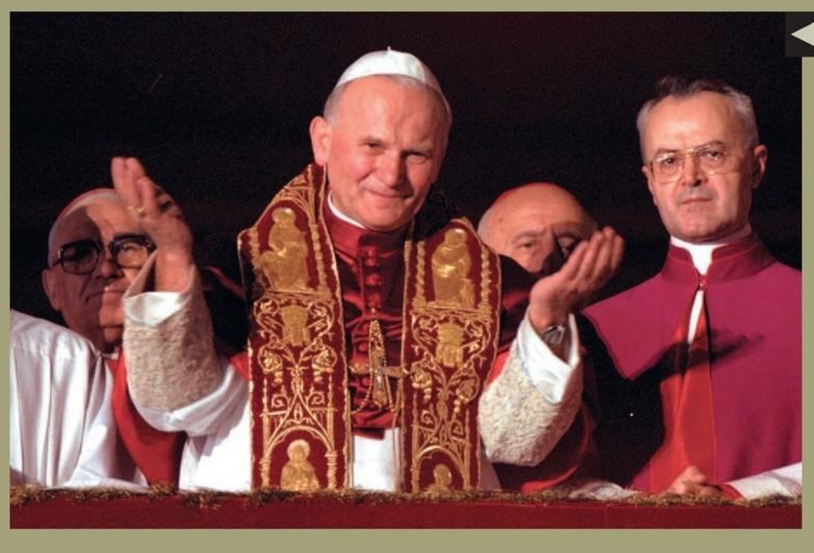
There were other key developments, both off-track and on, during the 1970s. From a car performance standpoint the arrival of Renault's prototype 1.5-litre turbo, puffing and misfiring, at the 1977 British GP would lay the foundations for a new generation of prodigiously powerful forced induction engines which would endure through to the end of the following decade.

Cosworth founder Keith Duckworth would repeatedly tell anybody who would listen that the turbo engines were illegal virtually by definition as the turbochargers represented a secondary power source. Anyway, the originally so-called parity between the haves and have-nots pegged a 3-litre non-turbo as the equivalent of a 1.5-litre supercharged engine. And since direct-drive superchargers were not really the same as exhaust-driven turbochargers, the debate was never resolved. The FIA wanted turbos, Renault wanted to join in, so turbos we got, opening the floodgates for a succession of major manufacturers to become involved in the sport.

Also down at the back of the starting grid for much of the 1970s was Frank Williams and his team of Cosworth-propelled also-rans. The loss of Piers Courage back in 1970 had been a body blow from which he had taken a long time to recover. In 1971 and '72 he'd run a succession of private March chassis and then fielded a succession of so-called Williams chassis from a variety of designers. Then during 1975 he sold a controlling interest in his team to Austro-Canadian oil magnate Walter Wolf, but working for another person was never going to suit Frank, who valued his independence above all else. This, remember, was a man who conducted his business from a public telephone box outside Reading speedway track on a



LAT



1978 **John Paul II** is made **Pope**, the first **test-tube baby** Louise Brown is born and Britain struggles through the **'Winter of Discontent'**. **Mario Andretti** and **Ronnie Peterson** dominate the F1 season in the ground-effect **Lotus**, while **Brabham's** controversial **'fan car'** is withdrawn. Andretti takes the title at **Monza** but tragedy strikes when Peterson dies following an accident at the start of the race.



1979 Conservative leader **Margaret Thatcher** becomes the first female Prime Minister of Britain, **Ayatollah Khomeini** returns as leader of Iran, **Mother Theresa** wins a Nobel Peace Prize and Sony launches the **Walkman**. **Jody Scheckter** wins the World Championship for Ferrari, **Clay Regazzoni** wins the first Grand Prix for the **Williams** team at Silverstone, and a turbocharged **Renault** wins its first GP.

temporary, if repeated, basis when his own team's phone had been cut off.

At the end of 1976 Williams decided to go back to basics and start again, running a private March-Cosworth for Belgian also-ran Patrick Neve out of a former carpet warehouse on a trading estate in Didcot. From little acorns…

Former Wolf engineer Patrick Head joined Williams in his new enterprise. For 1978 Williams GPE produced the superb little FW06 for rugged Aussie Alan Jones to drive.

Just over a year later, Jones's Williams FW07 dominated the British GP at Silverstone from the start, but a cracked water pump casting caused his car's Cosworth V8 engine to expire in a cloud of smoke and steam. On the pitwall, Frank glanced fleetingly at the stricken machine as it rolled into the pitlane before switching his gaze back onto the track where Regazzoni was now equally well in command.

As Clay clicked off those final miles to the chequered flag, a huge wave of patriotic fervour understandably seemed to envelope the enthusiastic crowd. Perhaps for the first time, Frank would appreciate how much support and respect he had from the ordinary race fans, who seemed genuinely delighted that this outsider who'd struggled against the odds for so many years had at last made the big time.

The FW07 had been Head's first serious excursion into the realms of ground-effect aerodynamics, much of his knowledge having been gleaned from really close consideration of what Chapman had been trying to achieve with the Lotus 79, but further enhanced with his own ideas and a very brief stint in the wind tunnel at London's Imperial College. And it had paid off, even though Patrick freely confessed at the time that he didn't fully understand the intricacies of under-car aerodynamics.

Williams had started the decade with his F1 ambitions held together by hope – and little else. He finished the decade poised on the verge of the big time. It was another example, if one were needed, of how there is always some tail-ender with the sheer guts and determination to drag themselves up by their boot straps and make dreams come true.

It was also a defining moment which marked the first step towards the Williams name becoming recognised right up there with Ferrari and McLaren as one of the great teams in Grand Prix history. Ⓜ



LAT



Era of innovation: in the days before rule restrictions designers tried extra wheels, ground-effect fans and turbochargers

Renault F1



LAT

COMMENT

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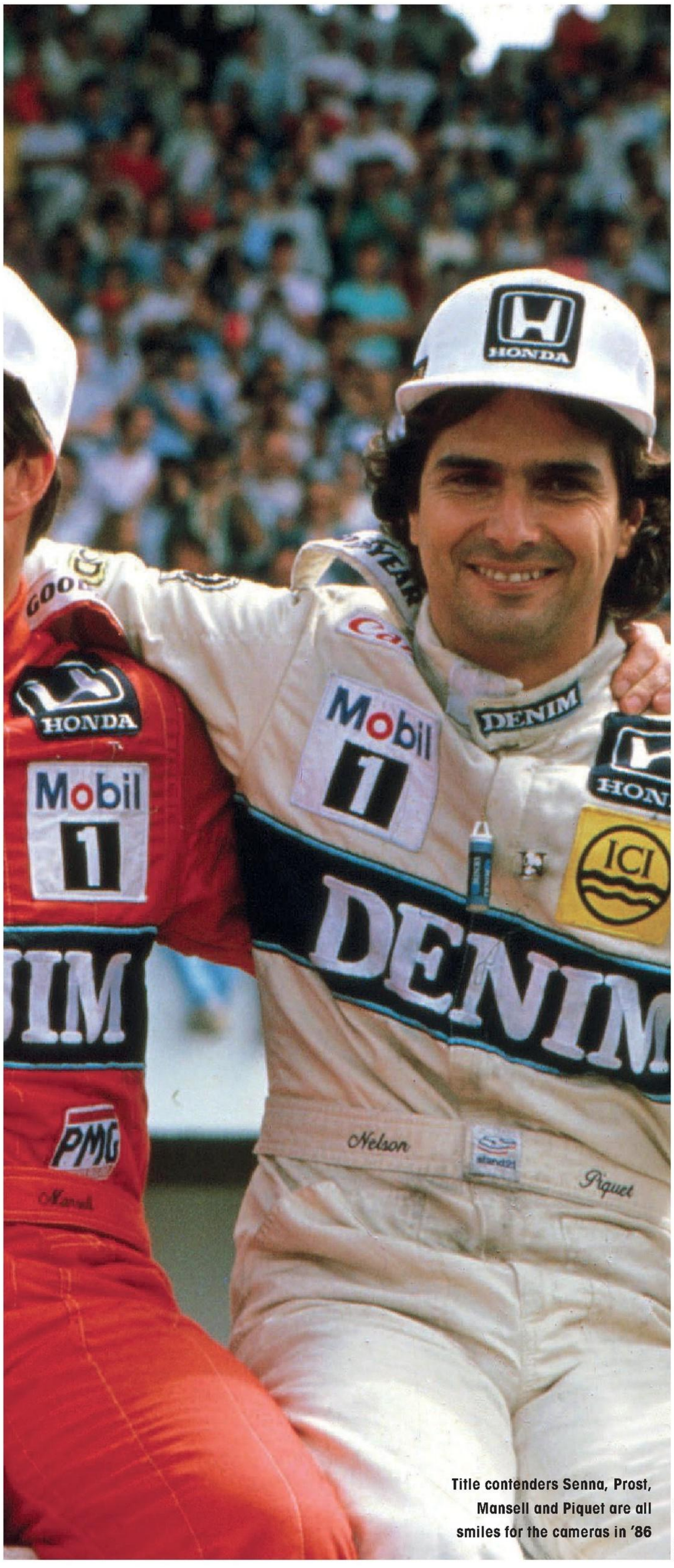
1972 French Grand Prix
Motor Sport, August 1972

…At 20 laps Stewart appeared in the lead, and 50,000 Frenchmen groaned as Amon headed for the pits with his left-front tyre flat. With a ring of nuts to undo before the wheel could be changed it was 50 seconds before Amon could rejoin the race, and not only Stewart, but Hulme, Ickx, Fittipaldi, Peterson, Cevert, Hailwood and Schenken went by. In a slightly angry mood Amon screamed back into the race, in ninth, making the Matra V12 give all it had, and it sounded wonderful… Amon passed Hailwood on lap 25, setting a new lap record of 2min 54.7sec. He was really wound up and the Matra was responding beautifully, revving to its absolute limit, and twice more he set new lap records. He was gaining rapidly on Peterson, who had been passed by Cevert, the combination of one sick driver in a healthy car equalling out with a healthy driver in a sick car. Behind them was a very healthy driver in a very healthy car, and the Matra was right behind Peterson's March as they started lap 35.

In one lap Amon disposed of Peterson and Cevert, passing them as if they were not there, and on a circuit that is noted for its lack of passing places. It was fantastic and almost unbelievable. Not content with that he continued this terrific drive and lopped four seconds a lap off Fittipaldi's lead, but the race was one lap too short for the courageous New Zealander.

As Stewart cruised home to a well-judged and cautious victory there were some 'well done' cries, but when Amon arrived, in third place, just four seconds behind Fittipaldi and still going like the veritable hammers of hell, there was a thunderous roar of applause and the grandstands, and even the pits, vibrated with the enthusiastic appreciation of everyone for the 'drive of the year'. With only third place to his credit, after looking like a certain winner, Amon stood higher in everyone's estimation than if he had won the race. As one French newspaper headline put it: 'Bravo Stewart, but thank you Mr Amon'.


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Title contenders Senna, Prost, Mansell and Piquet are all smiles for the cameras in '86

Williams F1

60 Years of F1
1950-2010

1980s

When two tribes go to war… it's Senna vs Prost, Mansell vs Piquet as the superpowers turn the wick up on their turbo missiles

BY NIGEL ROEBUCK

It was the era of Margaret Thatcher, relished by some, despised by others. It was a time of plenty, even excess, not least in motor racing, which went through perhaps the most convulsive decade in its history. The '80s.

"In my time," said Patrick Tambay, "there were three drivers on another level from the rest of us. I don't know what it is, this special quality – but I do know it exists…" Tambay was speaking of Gilles Villeneuve, Alain Prost and Ayrton Senna.

Some defeats are more triumphant than victories. I think of Gilles at Monaco – not so much in 1981, when he took the lumbering Ferrari 126CK to the unlikeliest of wins, but the year before, when he drove the unloved 312T5, somehow qualifying it sixth, 11 places higher than team-mate Jody Scheckter.

This was the 'ground effect' era, when grip levels were redefined, but the shape of Ferrari's flat-12 engine militated against building an effective ground effect car: "The T5's got skirts," Villeneuve shrugged, "but I don't know why! Just for show, I guess…"

Because the car slithered around so much it would eat its Michelins, and in an age when tyre changes were not the norm Scheckter was in after just 13 laps, Villeneuve after 21. Soon Jody parked it, describing the Ferrari's handling as 'impossible', but Gilles, back in 14th



place, was set on being 13th as soon as possible.

At half-distance it began to drizzle. I was at Casino Square, and as those at the front – Pironi, Reutemann, Piquet – took it increasingly easily, Villeneuve mesmerised us, grazing the barriers, one second, two seconds a lap faster than anyone else.

I have always been moved by fighting spirit – to me it defines a racing driver – and it is never more stirring than when little reward is on offer. At the flag Villeneuve – lapped during his stop – was fifth, a result no one remembers, but as an exhibition of what may be done with a Grand Prix car it stands comparison with anything I have seen.

Two years later, though, Gilles was gone, and his loss put into perspective everything else wrong with Grand Prix racing, which was plenty, and of a political – no, make that commercial – nature. At the time of Villeneuve's death at Zolder, most of the teams had been on strike at the previous race, Imola; a few months before that the drivers had taken similar action at Kyalami.

Two years earlier we had had a Grand Prix (at Jarama) ruled 'illegal' by the governing body, and removed from the World Championship. "Whatever f****** Balestre says about it, that was a Grand Prix as far as I'm concerned, and I won it!" raged Alan Jones, World Champion in 1980, but it never was a 'points race'.

Whatever was going on?

In 1978 Jean-Marie Balestre had become president of the CSI, then the sporting arm of the FIA, and the following year he transformed it into FISA – Federation Internationale du Sport Automobile: thus, for the whole of this period, we must think in terms of 'FISA', rather than 'the FIA'. It was not until Max Mosley – then Bernie Ecclestone's legal sidekick, and much opposed to the governing body – became president of the FIA in 1993 that FISA's activities were absorbed into the main organisation, this of course greatly extending Mosley's – and therefore Ecclestone's – power base. QED.

We may believe F1 came close to splitting asunder last year, but it was as nothing compared with the early '80s, when the choleric Balestre decided that Ecclestone was becoming too powerful, that it was time for the governing body to start governing again.

Many outside the FOCA ranks felt the same way. "Don't get me wrong," Scheckter said to me that summer, "there's a place for Bernie – he's done a good job in certain areas, but he has to be governed properly. He can't be allowed to take over..."

The other side of the coin had the head of Frank Williams on it: "This is my livelihood, and I refuse to be administered by an incompetent. All Balestre has is an armband – he doesn't have one penny invested in my business..."

Over the winter of 1980/81 we went through what became known as the FISA-FOCA War, during which FOCA issued a dossier, entitled 'The World Federation of Motor Sport present (sic) The World Professional Drivers Championship' – a breakaway series, complete with race schedule (which included an event in New York!). It was a scam, of course – but it worked, for Balestre, despite holding most of the cards, lost his nerve and in April 1981 the first Concorde Agreement was drawn up. Announced as 'a working document, under which Formula 1 is run', it was swathed in secrecy, but its essentials were clear.

One was that, 'The FIA is the sole international body governing motor sport. Its Statutes have delegated this power to FISA, which governs the organisation of the FIA Formula 1 World Championship, which is the exclusive property of the FIA'.

Fine: it had ever been thus, after all. Of far greater significance was this: 'The FIA grants the exclusive right for FOCA to enter into contracts with the organisers of FIA F1 World Championship events, in the best interests of all competitors'. Henceforth, in other words, Ecclestone would have charge of the deals, and there, amid all the arguments about technical regulations, had lain the *real* cause of the war in the first place.

Concorde Agreement or not, the rows about rules did not abate. It was clear that turbocharged engines, introduced into F1 by Renault, were going to hold sway for the foreseeable future, and the 'normally aspirated' brigade, still largely dependent on the elderly Cosworth DFV, couldn't compete. When it came to chassis, however, such as Williams and Brabham were plainly superior.

This, as I said, was the ground effect era (pioneered by Lotus), in which a combination of shaped underbodies and sliding skirts created a seal with the ground and made for wicked cornering speeds, with which such as Ferrari couldn't compete. The 'FOCA teams' suggested that a ban on skirts would remove their sphere of superiority – very necessary in combating the power advantage of the 'grandees' (as Ferrari, Renault and Alfa Romeo were known).

Balestre argued against skirts on grounds of safety, suggesting that cornering speeds were getting out of hand. And a man like Patrick Head, while ideologically in the FOCA camp,



Renault turbos fly at Kyalami '80, but it was Jones (27) who would be champion



Jones lost his crown to bitter rival Piquet in '81





Stefan Bellof: even better than Senna at Monaco '84?

LAT

didn't argue: "I do agree that cornering speeds should be reduced – the drivers are all very fit, but we're getting to a point where we're going beyond human capabilities..."

For 1981 FISA indeed went ahead with its skirts ban, decreeing that there should be a six-centimetre gap between car and ground, this to be checked rigorously.

For an engineer of Gordon Murray's ingenuity it was the work of a moment to sidestep the rule, by means of a hydraulic system, which allowed his Brabhams (still fitted with skirts) to pass the height check, then sink down to kiss the ground at speed. Williams protested, but FISA declared Murray's concept kosher, so that immediately 'hydraulic suspension' became *de rigueur*; on the slowing-down lap drivers would bash over kerbs, trying to 'jolt' their cars into a legal – checkable – ride height once more. It was absurd: the cars were flagrantly illegal, yet the powers-that-be pretended it wasn't happening.

For 1982 the situation worsened, for now FISA declared that (fixed) skirts were legal again – which meant, of course, that if they were not to be swiftly destroyed suspension had to be effectively solid. Cornering speeds went ever higher, and the drivers complained there was no warning of the limit.

The cars were not only dangerous – suspension failures were rife – but also extraordinarily uncomfortable to drive. At Rio, a few weeks before his death, Villeneuve told me of his concerns: "You know how much I love driving, but I *hate* these cars. There are moments when you lose vision – everything goes blurred. The g-forces are unbelievable, and the steering is ridiculously heavy. There is *no* suspension – your legs are flung around in the cockpit, your head hits the rollover bar... you become aware of not enjoying driving a race car..."

This was a time before PR had taken a stranglehold on F1 – but it was coming. At a Camel Lotus dinner a few years later, ›››

THAT WAS THE DECADE THAT WAS

1980 **Ronald Reagan** becomes American president, **Mount St Helens** erupts in Washington, **John Lennon** is assassinated and the **Rubik cube** puzzles the world. This is the **turbo era** in F1 but the decade starts with a championship for **Alan Jones** and Williams with the neat and effective **FW07**. Ferrari struggles and Scheckter retires.



All decade images AP Photo

1981 Millions watch **Prince Charles** and **Lady Diana Spencer** get married in London, a new disease is identified as **AIDS**, assassins attempt – and fail – to kill **President Reagan** and the **Pope**, and **IBM** launches the personal computer. The F1 championship is touch and go between **Nelson Piquet** and **Carlos Reutemann**, but the Brazilian triumphs to land his first title.

1982 Argentina invades the **Falkland Islands** and Britain goes to war, **Prince William** is born in London, **Mark Thatcher** is rescued after getting lost on the Paris-Dakar Rally, the **Mary Rose** is raised and **Michael Jackson** releases *Thriller*. **Keke Rosberg** wins the F1 title after **Gilles Villeneuve** is killed and **Didier Pironi** breaks his legs in a crash at Hockenheim.



LAT

Kerb your enthusiasm: Gilles Villeneuve in the terrible T5 at Monaco '80

about the only journalist not invited was Innes Ireland – the man who had scored Team Lotus's first Grand Prix victory.

Forgive the digression – couldn't let that pass.

A month after Gilles's death, rookie Riccardo Paletti was killed at the start of the Canadian Grand Prix, and a month after that Jochen Mass's March finished up in a spectator area at Paul Ricard, after tangling with another car. Somehow no one was badly hurt, but it was a *highly* tense time, and Jackie Stewart said he had never been so concerned for the sport's future.

"Any risk of involving spectators in an accident cannot be tolerated, and you can't put all the onus on the circuit owners. Only when there is tragedy does anything get done. That's the history of the sport, but people in F1 need to recognise what a major shunt – a *major* shunt – would do to them. If sponsors decide to pull out, the decision will come from the Board of Directors, and it will be cold-blooded. There's no racing passion there. The cars have *got* to be changed: as things are, I believe we shall be extremely fortunate to get through this year without another driver being killed..."

> "F1 had taken itself to the brink – it was time for a little common sense"

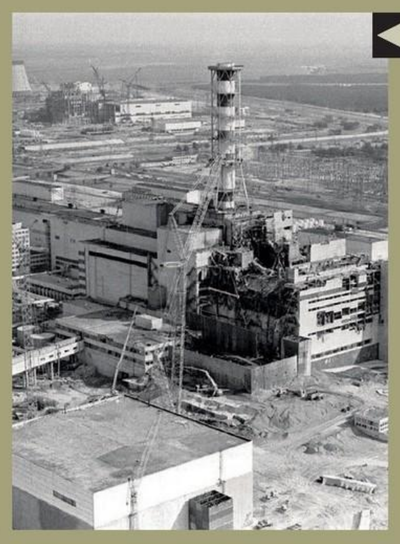
In the autumn of 1982, Balestre – for all his faults a man who loved motor racing, and always had the drivers' best interests at heart – announced that for '83 skirts would be banned once and for all, and that flat-bottomed cars would be mandatory. It didn't go down well in some quarters, but few felt inclined to argue: F1 had taken itself to the brink, and it was time for a little common sense.

After the last race, in Las Vegas, where Keke Rosberg clinched the World Championship for Williams, I had a drink at the airport with Derek Ongaro, FISA's circuit inspector of the time. "I've hated every second

1983 **Russia** shoots down a Korean airliner, the US embassy in Beirut is bombed, tennis star **Björn Borg** retires and the final episode of **M*A*S*H** is aired. On the circuit **Nelson Piquet** and **Brabham** win their second title while **Patrick Tambay**, racing with number 27 on his Ferrari in honour of Villeneuve, takes a poignant victory at Monza.

1984 Indian Prime Minister **Indira Ghandi** is assassinated by her bodyguards, ice dancers **Jayne Torvill** and **Christopher Dean** win gold in the Winter Olympics and **Band Aid** records ***Do They Know It's Christmas?*** in response to the Ethiopian famine. **Niki Lauda** wins the F1 title by half a point from team-mate **Alain Prost**, while **Ayrton Senna** and **Stefan Bellof** emerge as exciting new talents.

1985 **Live Aid** raises £50m for famine relief, scientists discover a hole in the **ozone layer**, Russian Premier **Mikhail Gorbachev** calls for 'glasnost' and the wreck of the **Titanic** is located. **Prost** takes the first of his four world titles, **Bellof** is killed in a sports car race at Spa and **Senna** wins his first Grand Prix in torrential rain at Estoril.



1986 There's an accident at the **Chernobyl** nuclear power plant, the **Challenger** space shuttle explodes and **Diego Maradona** scores his **'Hand of God'** goal as Argentina defeats England in the World Cup. **Nigel Mansell, Piquet** and **Prost** fight it out for the world title. Prost wins when Mansell suffers a puncture at the final race. **Elio de Angelis** is killed testing at Paul Ricard.

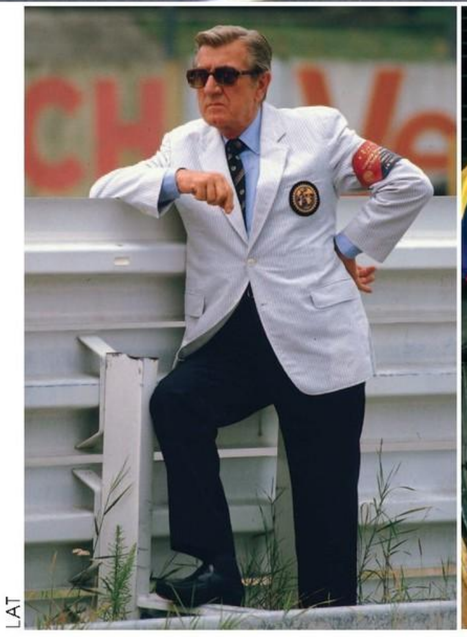


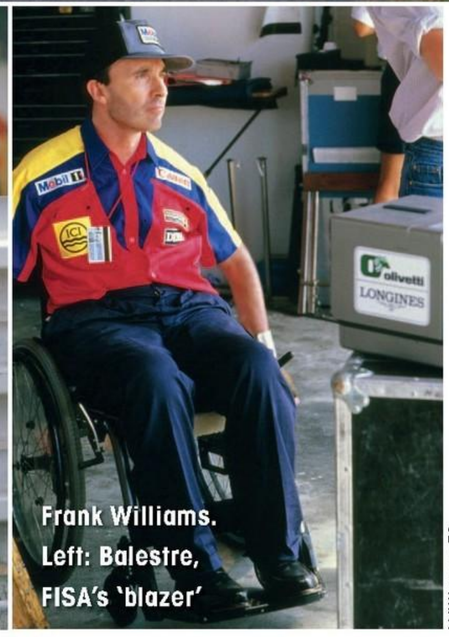
"Unstoppable force meets immoveable object" at Suzuka '89 title decider

LAT

of this season," he said. "There's something very wrong when the chequered flag comes down and all you feel is relief that another race weekend is out of the way without someone getting killed..."

By any standards, the 1982 season had been turbulent: two drivers had been lost, and another – Didier Pironi – injured so severely he would never race a car again. At Imola Pironi had stolen victory from his team-mate, Villeneuve, and was held responsible by many for the state of mind in which Gilles went to Zolder, where he died.





Frank Williams. Left: Balestre, FISA's 'blazer'

Williams F1

Amidst all this tumult, the *statistics* of the season, too, beggar belief: 16 Grands Prix produced 11 different winners, in seven different types of car. No driver had more than two victories.

Among the winners was Elio de Angelis, whose Lotus beat Rosberg by about a foot at the Österreichring, causing Colin Chapman to fling his cap into the air for what would be the last time. In the tail of 1982 there remained one last sting: shortly before Christmas Chapman died after a massive heart attack. Given all the other turmoil of the year, it was somehow less of a shock than it should have been.

Six years later Chapman's eternal rival, Enzo Ferrari, also died, at the age of 90. Ruthless, manipulative, cunning... all these epithets were applied to 'The Old Man', but many of his drivers revered him and his stature was beyond dispute. I was one of many to feel that now the last of my gods was gone.

After the apocalypse of 1982 F1 settled down for a while, as it needed to do. For all their opposition to turbocharged engines, the FOCA teams decided competitiveness was the better part of whingeing, using engines supplied by such as Renault, BMW, Porsche, Honda, even Ford.

In 1983 Alain Prost looked a sure bet for the World Championship, but in the closing races the striking Brabham-BMW BT52 of Nelson Piquet came on increasingly strong, and took the title at Kyalami.

To this day Prost regards it as a championship stolen: "Everyone knew the fuel used by Piquet's Brabham was not legal, and from the summer onwards the lead we'd built up was steadily nibbled away. We could have protested – I wanted to, but the Renault management didn't..."

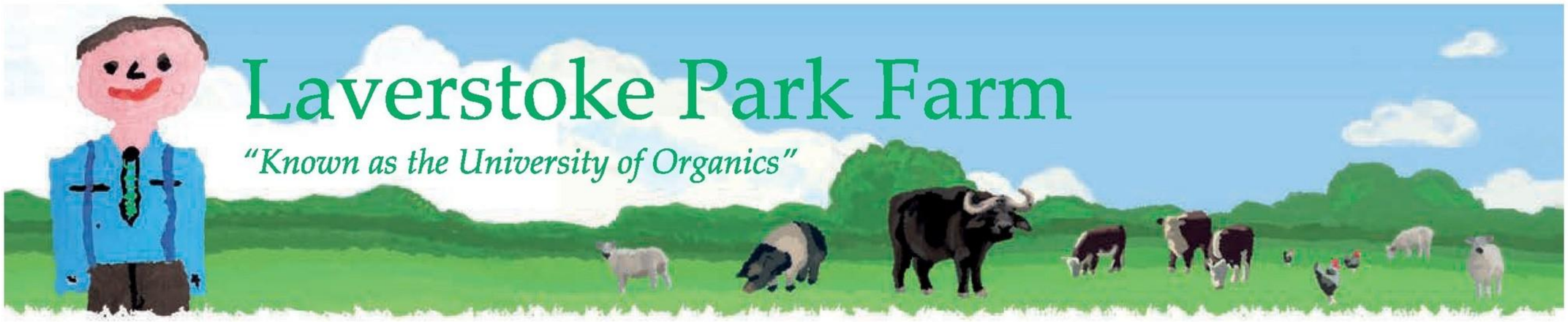
At the end of that season McLaren tested three young drivers, and all – Ayrton Senna, Stefan Bellof, Martin Brundle – were to be »»»

1987 **DNA** is used to convict criminals, the New York stock exchange plummets on **'Black Monday'**, **U2** releases ***The Joshua Tree*** and hurricane-force winds batter southern England in the **Great Storm** of '87. **Nelson Piquet** wins the world title for Williams after Mansell injures his back practicing for the Japanese Grand Prix.

1988 A transatlantic Pan Am jumbo jet is bombed, falling on the Scottish town of **Lockerbie** and killing all on board, **Benazir Bhutto** is sworn in as Prime Minister of Pakistan and **The Last Emperor** wins nine Oscars. On the track **McLaren** wins 15 of the 16 races and **Ayrton Senna** takes his first world title at Suzuka.



1989 Protesting students are massacred in **Tiananmen Square**, the **Berlin Wall** comes down, **George Bush** succeeds Ronald Reagan as American President, 96 Liverpool fans die in the **Hillsborough** disaster and **Nintendo** releases the **Game Boy**. At McLaren **Prost** and **Senna** become bitter rivals and a controversial collision at Suzuka decides the title in favour of the former.



Bahrain was just too much fun..!

"Saturday - going out in my old T4, I was cautious! I own it so, as a poor farmer, I didn't want to rev the engine too much (I know how much a replacement engine costs!) or take too many chances on old tires. Consequently Keke and Emerson flew past me even though none of us knew the circuit.

"Sunday - "F**k it!" I thought "I am going to enjoy my car after all!" It is only the third time I have driven the T4 in the last ten years and the only opportunity with so many world champions, so why not? It was really great fun pulling away from Keke, catching up with Emerson. I threw the car around a bit, sideways in a couple of corners. In many ways it didn't feel that different from when I was driving - just took a bit longer to get out of the car! I had a great time but probably because there were no lap times as well.. They always say that the older you get, the faster you drove. Maybe."

Jody Scheckter



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Why we loved the '80s! Mansell's Williams on the limit at Jerez '87

LAT

in F1 the following year, albeit not with the team Ron Dennis had taken over from Teddy Mayer. One in particular would leave an indelible mark on the sport.

When the 1984 Monaco Grand Prix, run in appalling conditions, was stopped before half-distance, Senna, far from being thrilled at finishing second for Toleman, was incensed that his chance of victory – in only his sixth race – had been lost. Already his sights were squarely on Prost, the king of the hill, and that would never materially change.

At the time too little mention was made of the fact that, while Senna had been catching Prost, so Bellof – in a Tyrrell-Cosworth – had been overhauling Senna. The free-spirited German, regarded by team-mate Brundle as 'another Villeneuve', was sadly given no time to make a real impression in F1, losing his life in a Porsche at the 1985 Spa 1000Kms, trying to take the lead at Eau Rouge.

If, politically, F1 settled down somewhat following the truce between FISA and FOCA, there remained serious concerns elsewhere, mainly to do with safety. The towering influence of Professor Sid Watkins was certainly making itself felt, in terms of improvements to circuits and medical facilities, and the cars, too, were becoming safer, thanks not least to the adoption of carbon-fibre monocoques, pioneered by John Barnard in his McLaren days.

In absolute terms, though, the sport remained highly perilous. Bellof may have died in a sports car, as did Manfred Winkelhock, but in the '80s we lost not only Villeneuve and Paletti in F1 accidents, but also Patrick Depailler and Elio de Angelis, both of whom were killed in test sessions.

As well as that, there were many injuries. Following an accident at Long Beach in 1980, Clay Regazzoni never walked again, and there would follow accidents to Jean-Pierre Jabouille, Didier Pironi and Jacques Laffite, all of whom suffered severe leg injuries. Look at an '80s F1 car now, and how absurd it seems that the driver sat so much to the front of the car.

> "Look at an '80s F1 car now – how absurd that the driver sat so much to the front"

Having lost the 1983 championship to Piquet, Prost, now a McLaren-TAG driver, also missed it the following year – by half a point. Although Niki Lauda, his team-mate, scored only five wins to Alain's seven, a better finishing record brought him his third title. Comebacks *can* work: having quit in 1979, Niki had returned in '82 – and proceeded to win his third race.

At the end of 1985 Lauda retired definitively – and this time Prost finally won the World Championship. It was in '85, too, that Nigel Mansell became a winner at last, scoring for Williams at Brands Hatch and Kyalami.

Earlier that season there had been a drive – at Estoril – that marked Senna down as a driver for the ages. In monsoon conditions Ayrton, now at Lotus, simply drove away from the rest, scoring the first of his 41 victories. "It's Villeneuve all over again, isn't it?" said Denis Jenkinson approvingly. "A racing driver who's ahead of his car..."

The year of 1986 began disastrously when Frank Williams had a road accident, en route to Nice airport from a test at Paul Ricard. For some time FW's life hung in the balance, but eventually he pulled through, albeit consigned to a wheelchair for the rest of his life.

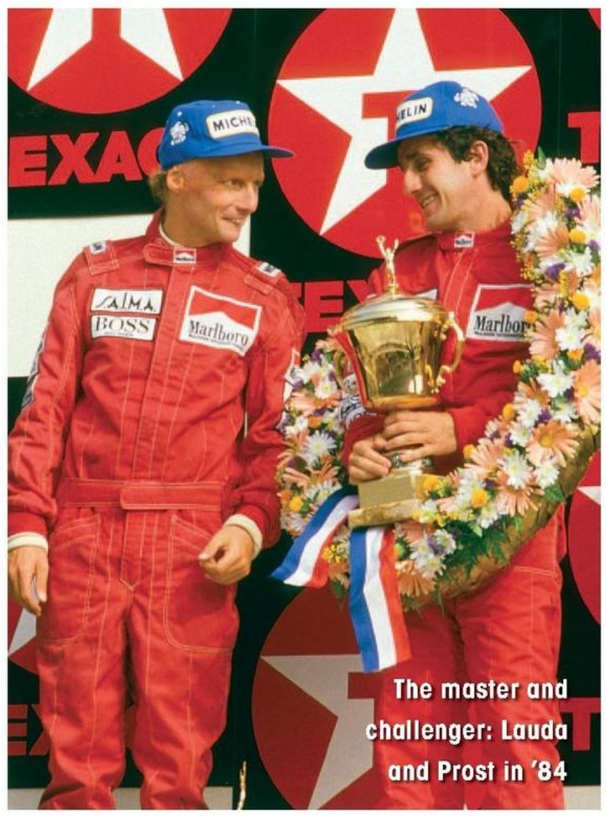
The pattern for the second half of the decade looked set, with a very obvious top four, Prost and Piquet now joined by Senna and Mansell. Ayrton was not involved in the championship fight in '86, but the others went to Adelaide, the last race, to settle the issue, and what followed was the best Grand Prix I have ever seen, »»»

60 Years of F1 1950-2010

the pendulum swinging throughout between Mansell, Piquet and Prost. Tyre failure accounted for Nigel, and Alain won both race and title.

"These days," commented Jackie Stewart, "you don't often see a guy win a Grand Prix in a slower car – but this guy's won the *World Championship* in one! For me, Alain's undoubtedly the best. No way Williams-Honda should have lost the titles…"

The cars were *very* quick at that point in the turbo F1 cycle. "We had a big horsepower advantage," said Patrick Head, "and therefore were able to run more downforce than anyone else. Honda couldn't actually tell us how much power we had – because they didn't know themselves! Their dyno only registered up to 1000 horsepower – which they were reaching at 9300rpm. We were revving them to 13,500 or so…"



The master and challenger: Lauda and Prost in '84

LAT

During 1987 that horsepower asserted itself to a point that only Piquet and Mansell were contenders for the championship (with occasional interruptions from Prost and the Honda-powered Lotus of Senna). Nigel was the quicker of the two, and scored a particularly memorable victory over his team-mate at Silverstone. But Nelson, eyes fixed on the championship, used stealth and guile to land a third title.

They did not get along, these two. At all. "Oh, that season of '87…" Head rolled his eyes. "We'd finish one-two, and I'd go back to the motorhome, knowing that the loudest noise would be the moaning of the guy who'd finished second…"

On the horizon, though, was a scenario which would define 'feud' in motor racing for all time, for it was announced that Honda was leaving Williams for McLaren – and that Senna was part of the deal. Ron Dennis said everything would be all right.

At first it was. Between them, Senna and Prost dominated the 1988 season, winning all but one of the 16 races. At the time the rule was that your 11 best scores counted for the championship, and thus Ayrton took it, by 90 points to 87; under the previous points system, with all results counting, Alain would have won, 105 to 94.

Honours were pretty well even, then, but an incident at Estoril suggested difficult times to come. As Prost went to pass Senna, Ayrton blatantly swerved, all but putting Alain into the pitwall. I can still recall the shock we all felt, which says everything about how the ethics of the sport have changed: nowadays such behaviour is taken for granted, but time was when it was rightly considered unacceptable.

Prost won, but made his feelings clear: "I knew how much Senna wanted the championship, but it wasn't until today that I realised he was prepared to die for it. If he wants it that badly, he can have it…"

They remained team-mates the following year, and this time Prost emerged with the title. Always totally professional, he and Senna continued to work together at the debriefs and so on, but on a personal level things were glacial, and came to a head at Suzuka, where finally they had a coming-together.

"Before the race," said Prost, "I told the team, 'There's no way I'm going to open the door any more – I've done it too many times…'

"Ayrton knew he would have to take a risk to get by," said McLaren director Creighton Brown, "and Alain, equally obviously, couldn't give way. It was the unstoppable force meeting the immoveable object…"

Senna didn't see it that way. At Suzuka the following year, he speared Prost's Ferrari off at the first corner in perhaps the most reprehensible action ever seen in Grand Prix racing. By then, of course, we were into the '90s.

It was endlessly fascinating, endlessly chilling, to watch the two of them go at it, year after year. If Senna hated Piquet, on a personal level, he did not feel that way about Prost: it was simply professional rivalry with a serrated edge. As McLaren's Jo Ramirez said, each deeply admired the ability of the other: "Ayrton and Alain never worried about any of the others. They were in a different class, weren't they?"

They were. I remember watching a qualifying session at Spa with Jenks. "This is the circuit that matters," he said, "and, watching Senna and Prost today, it struck me that in my lifetime I'll never again see two drivers of that class competing against each other.

"Artists, aren't they?"

They were.



LAT

COMMENT

DSJ ON…

1981 Monaco Grand Prix, *Motor Sport*, July 1981

It began to look as if a stalemate was developing between Piquet and Jones, which was just as well for since their argy-bargy in Zolder there had been no love lost between them. The Brazilian is a very determined young man and the Australian is… well, an Australian, and they are not cast or forged, they are carved from solid.

By lap 39 the Williams was right under the tail of the Brabham and you could imagine Piquet thinking 'if that Australian thug tries anything I'll have him off'. The situation was really tense and for three breathtaking laps the Williams was really leaning on the Brabham. Meanwhile Villeneuve was comfortably in third place and wondering if they were going to give him first place on a plate… As Piquet hurtled along the harbour front on lap 54 he misjudged overtaking Tambay's ailing Theodore and slid into the barriers. As Jones went by into the lead he must have smiled…

…With 20 laps to go his engine began to stutter. Switching on the electric pump did not help, so Jones signalled to his pit that he was stopping for more petrol. Unknown to Villeneuve, the Williams dived into the pits, a 2½ gallon container of petrol was emptied into the tank and Jones was back on the track before Villeneuve arrived. But the Williams was in trouble, for the stuttering was getting worse.

With eight laps to run Villeneuve used all the Ferrari would give, making his own fastest lap and passing the stricken Williams in front of the pits. Monte Carlo erupted. Hooters and sirens echoed round the harbour, hats flew, tears ran down the cheeks of all the Ferrari folk, and Villeneuve fans prayed that the Ferrari engine would hold together. It did and there was no need to ask who was a popular winner. A lucky win, yes, but when the good luck is being handed out you've got to be there; it's no good being a lap behind and cruising along dispiritedly. Jonsey must have thought once again 'Goddam, that guy never gives up'.

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Lunch with...

RICCARDO PATRESE

His Formula 1 career lasted a remarkable 17 seasons, during which there were some dark moments but also six well-deserved wins. And through it all, Patrese emerged as one of the good guys

BY SIMON TAYLOR

Riccardo Patrese is an enigma. He was once seen as the Bad Boy of Formula 1, arrogant and wild, and so disliked by some of his fellow drivers that they threatened a boycott if he were allowed to race. Yet he remained in F1 for an extraordinary 17 seasons and 256 Grands Prix, a record until Rubens Barrichello topped it in 2008. Now he's remembered not just as a talented and determined racer, but as a loyal team player and a man of integrity. In short, one of Formula 1's rare gentlemen.

He still lives in Padua, the historic town in Northern Italy where he was born 56 years ago. The owner of the restaurant where we lunch, like half of Padua apparently, is a Patrese fan, and pictures of his greatest races adorn the walls. He's always been a racer. As a boy he swam to competition standard, and could have represented his country as a skier had not karting intervened when he was 12. At once he showed real talent, winning races and national titles until, in 1974 at Estoril, he won the World Championship. Runner-up that year was a Rome-based teenager called Eddie Cheever.

"Once I was champion that was the finish of karting, and my mother, a language professor, was very relieved. Now I could go to university and be a normal boy. But a Formula Italia team had seen me karting and got in touch with my father, offering me a car. My mother was not happy: she knew my studies would suffer again. But my father said, 'One more year, then he can go to university.' So I did Formula Italia for a season, came second in the championship. Bruno Giacomelli beat me: he had more experience. But I had a lot of poles and I won some races. Then, again, I was going to stop.

"But Pino Trivellato came to me. He had just taken the Chevron concession for Italy, and he thought if he could put a young driver in an F3 Chevron and win a few races he would sell some cars. My first F3 race was at the old Nürburgring, 23 kilometres, and I had never seen it before. We arrived on Tuesday, to learn the track in our road car. But it was booked for the week by a tyre company, and we weren't allowed to drive round. So I said, 'OK, let's look at the first bit.' My friend and I, we walked down the first hill and up the other side. I was writing down notes about everything, like a rally navigator. And we kept going. After four hours we said, 'Now we should go back.' But by then it was as quick to go on as go back, so we walked on. I think the lap took us about eight hours. Then I went to bed and read through my notes, over and over."

It worked. Against the cream of Europe's F3 drivers Riccardo qualified third, finished a close second in Saturday's national race, and led Sunday's European Championship round. Then it started to rain and, driving sensibly on his slicks, he slipped to third. His first win came two weeks later at Zandvoort. That year he won the European F3 Championship, and the Italian title as well.

For 1977 Riccardo moved up to a Formula 2 Trivellato Chevron. He led the Easter Monday Thruxton race until slowed by a misfire and then, at the Nürburgring again, he galvanised everyone by taking pole in 7min 15.3sec, almost two seconds clear of local hero Jochen Mass. He led the race, only to spin off under pressure from Mass, but the point had been made.

In the Shadow F1 team, Franco Ambrosio's sponsorship required the second driver alongside Alan Jones to be Italian. But the incumbent, Renzo Zorzi, was proving slow. Jackie Oliver and Alan Rees of Shadow heard about the Nürburgring F2 race, and got in touch. "It was the Thursday, and Alan says, 'Would you like to try F1? We have a day's test at Paul Ricard



James Mitchell


60
Years
of F1
1950-2010
RAGNO











on Monday.' I did about 200 kilometres at Ricard, and half of it was wet. Then they say, 'OK, this weekend we go to Monaco.' A little bit strong, to do my first F1 race there."

Riccardo qualified his Shadow 16th, less than half a second slower than team-mate Jones, and finished ninth, lapped only once by Jody Scheckter's winning Wolf and Niki Lauda's Ferrari. This fine drive confirmed his place in the Shadow team, but he found it a daunting experience. "I was 23, shy, very closed into myself. I didn't speak English very well, and I found it difficult to communicate with F1 people and with journalists. That shyness was seen by many as arrogance, which it was not. And the well-established drivers tried to intimidate me. That first weekend in Monaco, every time one of the seniors was coming close I had to slow down and give them room, and when they came past they kept giving me the finger. They didn't like young newcomers. When I had been in F1 a long time and a new driver came along, I would always try to be friendly with him, make him at home. In the 1970s it was not like that."

Riccardo did eight more GPs that year, qualifying sixth at Monza, and scoring his first point in Japan. He still had his contracted F2 races for Chevron, too. "I went from the Japanese GP to the F2 Donington, then straight back to Japan for the F2 Suzuka, which I won, and then on to Macau, which I won as well. By now my mother had waved the white flag, and accepted that I wasn't going to do my degree."

Meanwhile Jackie Oliver had fallen out with Shadow boss Don Nichols and left to set up Arrows. Alan Rees and designer Tony Southgate followed him. "It all happened very quickly. I wasn't really aware of the politics. At the same time Frank Williams was planning his own car for 1978, and approached both me and Alan Jones. Alan and I talked about what was going to happen, whether it was better to stay with Shadow, or go with Jackie's new team, or take a chance with Frank, who'd been struggling with money and everything. In the end Jackie took me, because I was younger, and Alan went to Frank. In three years he was World Champion. I did get to Williams, but it was 10 years later! Arrows was going to be me and Gunnar Nilsson, but of course poor Gunnar got ill, and he never drove the car, so my team-mate was Rolf Stommelen.

"The first Arrows was built in seven weeks, and when we flew it to its first race in Brazil it hadn't turned a wheel, because Silverstone was under 10cm of snow. In practice in Rio the fuel wouldn't pick up unless the tank was half full, so I qualified with heavy tanks, and in the race I had to stop for more fuel, but I finished 10th. So we knew that when we got the fuel system right the car would be quick. And it was. Second race, the South African GP at Kyalami, by lap 27 I was in the lead. It was a fantastic day, because it was only the team's second race. I stayed in front until, with 14 laps to go, the engine blew. A very big disappointment."

The Arrows was in the points at Long Beach and Monaco, and was lying second at Brands Hatch when a tyre punctured. Then Don Nichols won his copyright infringement case and Arrows had to switch hastily from the FA1 to the A1, which was not such a good car. It was in the FA1, in Sweden, that Riccardo finished second behind Lauda's Brabham fan car, in its only outing before being withdrawn. In the closing laps the Lotus of Ronnie Peterson, who was fighting back after a puncture, caught the Arrows. "I had a battle at the end with Ronnie, and I was making my car very wide to hold onto my position. Ronnie complained to me afterwards, saying he was quicker than me and I had made my car very big. He was a nice guy and he was not really so upset. But my problems started with that race. Three months later came the Monza accident."

In those days the job of starting an F1 race was usually given to a local official. The man at that year's Italian GP switched on the red light, and then the green, much too early, while the rear rows of the grid were still coming into position. When those drivers realised the race was on they of course accelerated hard, without ever coming to a halt. As the grid got away Vittorio Brambilla's Surtees, from the back row, was already level with James Hunt's McLaren on row five. Ronnie Peterson, on the third row, was in the spare Lotus 78 (his 79 had crashed during the warm-up when the brakes failed) and he did not make a good start. In the words of one spectator, "the whole grid closed up like an accordion" and it was a recipe for disaster – particularly as the wide Monza straight funnels down into half its width before the first corner.

Patrese, immediately behind Hunt on the grid, got away well, and went to the right alongside Hunt, but he is adamant that he was







Clockwise from above: the first F1 win, following a fraught final few laps at Monaco '82; with de Angelis, Gordon Murray (centre back) and the difficult BT55; sharing a Lancia Beta with Walter Röhrl in the '79 Brands Hatch Six Hours; leading at Thruxton in '77 – star turns in F2 that season led to F1 break with Shadow; 1989 brought Renault power to Williams, but also bad luck – in Canada a loose undertray cost victory; in the Arrows A1B at Monaco '79; as a shy F1 newcomer with Shadow, Patrese struggled for acceptance; on winning form for Williams at Portugal '91; Alfa years were a disaster, but a return to Brabham saved his career



All images LAT

well clear of the McLaren when he had to move left as the track narrowed. Photographic and video evidence later confirmed this. Hunt, interviewed a few days later, maintained that "Patrese barged over on me". What is unarguable is that Hunt's left front hit Peterson's right rear, and the Lotus slewed sideways into the barriers and bounced back into the track, to be hit by other cars. In all 10 drivers were involved: Brambilla was struck by a wheel and badly injured. Peterson was dragged from his burning car by Hunt and flown to hospital with complex leg injuries, but was expected to survive. Tragically, early next morning he died.

The next Grand Prix was three weeks later, at Watkins Glen. In the interim the CSI – the FIA's sporting commission in those pre-Balestre days – astonishingly made no official comment. But five drivers took matters into their own hands. Ronnie's team-mate, the newly-crowned World Champion Mario Andretti, plus former champions Hunt, Lauda and Emerson Fittipaldi, and soon-to-be champion Scheckter, told the US GP organisers that if Patrese were allowed to run, they would boycott the race.

"They wanted to give me a punishment, because they said I had been too aggressive all year. I went to Watkins Glen to make my race, and Bernie Ecclestone said to me, 'Look, some of the drivers are angry with you, so you have to say you were in the wrong, apologise.' So I sat down in one of the motorhomes with the five drivers, and I tried to say sorry. The hardest was Mario. He had been very close to Ronnie and he really thought I had caused his death, because that was what Hunt was saying. I said I was sorry for what I had done in Anderstorp, and I tried to explain that in Monza I was in front of the accident and I hadn't touched anybody. I went there with humility, hoping they would accept what I said. But they didn't, and they said again to the organisers, 'If Patrese races, we don't race.' They were champions, Andretti was at his home Grand Prix, I was a nobody. So I went into the town of Watkins Glen, got a hearing with the local judge and stated my case. The judge ruled that nobody could stop me doing my work, and gave me a piece of paper saying that. When I got back to the circuit, Jackie Oliver said, 'Riccardo, we are a new team, we are under some pressure here. So we have withdrawn your entry.' That was it, I could not race. A week later, at Montréal, nobody was saying anything now. I finished fourth.

"When somebody is killed in Italy they have a legal process, and both I and the starter, Gianni Restelli, were accused of the culpable homicide of Ronnie Peterson. In my case the process went on for three years. It was very unpleasant, but in the end the judges said there was no fault for me. Some more photos were found later that had been taken from the top of the tower at Monza, and they showed very clearly that I was well ahead when the accident happened. But James Hunt never changed his mind about me. When he was working as a TV commentator, he always said bad things about me. I went into Bernie's motorhome one day, it was nearly 10 years later, and Hunt was there. Bernie said, 'James, it's time you made your peace with Riccardo.' James said, 'I have nothing to say to him', and he got up and left.

"After I had led Kyalami Ferrari summoned me to Maranello, and Enzo signed an option on me for 1979. Of course, as an Italian, it was my dearest wish to drive for Ferrari. Then Bernie offered me a one-year contract for 1979, with a two-year option after that. But I was still hoping for Ferrari, so I said no to Bernie. I think some people in Ferrari wanted Gilles Villeneuve out because he had a lot of accidents, but Enzo always liked Gilles of course, and then he won Montréal at the end of the year, so he »»

carried on with Scheckter for 1979. Enzo paid off my option and I stayed with Jackie Oliver."

Riccardo did four seasons with Arrows. After finishing second at Long Beach in 1980 he put the A3 on pole there in 1981, and was leading comfortably when he was stopped by a blocked fuel filter. "After that there was contact from Maranello again: 'We are having a new driver beside Villeneuve for 1982, and you are the driver we would like to have.' But somebody inside Ferrari didn't like me, and they took Didier Pironi instead. I know [sporting director Marco] Piccinini was pushing very hard for Didier. So then I did sign for Bernie for 1982.

"Now, for the first time in my career, I had a really good car. Nelson Piquet had won the title for Brabham in the BT49C, and of course he was strong in the team, but he always made the atmosphere easy. The first time we tested together, at Paul Ricard, when I went to get changed at the end of the day I could not find my trousers. At Ricard they had those big high flagpoles, and Nelson had hoisted my trousers, they were flapping 20 metres up in the Mistrale. With Nelson everything was always a big joke.

"At Monaco I got my first victory at last, but it nearly went so wrong. I qualify second, and I am in second place behind Prost's Renault. My pitboard says behind me is Pironi in the Ferrari, de Cesaris in the Alfa, Rosberg in the Williams. I have that order in my head. Four laps to go: the rain comes, and the lottery starts. Prost has a big accident at the chicane – it was fifth gear in those days, very quick. So I am in the lead, but the rain is heavy now. I am taking it very carefully, just a lap to go, and I come into the Station Hairpin. I touch the brake, I am doing 10kph, and it is like I am on ice, the car goes away and I spin. I cannot believe it. I am sitting in the car in the middle of the track, the engine has stalled. My first Grand Prix win, and I have thrown it away. A Ferrari comes by: that is Pironi. An Alfa: that is de Cesaris. A Williams: that must be Rosberg. The marshals pull me back because I am stalled across the apex, in a dangerous position. Now I am pointing downhill. The car rolls slowly towards Portiere, I push it in gear, and it starts. I am really fuming because I think I am fourth.

"I begin my last lap, and I pass de Cesaris, out of fuel. A bit better, I am third. Down through the tunnel, there is Pironi, parked. OK, I am second, but Rosberg must still be in front of me. I cross the line, the flag waves, everybody is cheering. But I am very upset, I lost a Grand Prix that should have been mine. On the slowing-down lap Pironi waves me down, he wants a lift back to the pits. I stop, he sits on the side, holds onto the rollbar, but I am still so angry I forget he is there and I accelerate first, second, third, fourth. By the time we got to Tabac he was banging on my helmet to slow down, so he could jump off. When I get to the pit entrance they wave me on to the royal box, and I don't understand. No radios then, of course. I stop, and an Italian guy jumps in front of the car: 'You won, you won.' As I go up the steps to meet Princess Grace, only then do I understand I have won the Monaco Grand Prix.

"What I didn't know was that Rosberg crashed several laps before. The Williams I had seen was Derek Daly's. But for 20 years I still felt stupid for my spin at the hairpin. I could never understand why I spun at such a slow speed – until, quite recently, I read an interview with Derek Daly in *Motor Sport*. He said he crashed at Mirabeau, and broke his oil cooler. He drove on down to Station Hairpin, and all his oil was leaking everywhere. I had spun on his oil. But he did another lap, and when he came past I thought he was Rosberg. When I read that in *Motor Sport*, I felt better.

"Gordon Murray was so clever. After we had switched to the BMW turbo-powered BT50, Gordon dreamed up mid-race refuelling. The turbos needed 240 litres to go a race distance. With that much fuel on board at the start, the weight, the tyre wear – it was a disaster. He made a system that forced in 120 litres in a few seconds under high pressure, whoosh, and a big oven to heat up the new tyres. We tested it all at Donington, and the first time we used it was that August, in Austria. I was in the lead, and it went perfectly. I came in, four tyres and fuel – the first time it had been done in modern F1 – and back in the race without losing the lead. Incredible. Four laps later the engine blew…

"Imola in 1983 was a race I should have won. I led, then my pitstop was slow and Patrick



Patrese puts his F1 longevity down to being able to work well with his teams

Tambay's Ferrari went ahead. Six laps to go, I get the lead back. And then I relax a little, I say to myself, OK, I have won this Grand Prix. At the Aqua Minerale corner the surface was breaking up, I put a wheel a few centimetres off-line, and I crash. The *tifosi* cheered: they prefer a Frenchman to win in a Ferrari than an Italian to win in any other car. I was so angry with myself I didn't hear them cheering. But I saw it on TV when I got home, and it made me feel even worse. The *tifosi* can be very cruel.

"At Monza I had pole. Bernie said to me, 'Nelson is fighting for the championship, will you help him today?' I say, 'Maybe, Bernie, but what about my contract for 1984?' 'I can't tell you yet.' 'If Nelson is close to me I am not going to crash with him, but if I am a long way in front I am not going to slow for him, you can't expect me to do that here, in Italy.' Then Gordon asked me the same question, I gave him the same answer, and Gordon didn't like it, he was very cross. 'We are a team, you have to help Nelson.' I said, 'Don't ask me this. We are in Italy, I am on pole position, I have no contract for next year. I won't make trouble for Nelson, but if I can win this Grand Prix, I will.' The race starts, and I can't believe how much power my car has. It feels like a rocket, like it has an extra 100bhp. I go easy into the lead. Third lap, into Parabolica, boom! Did they put me in the race with qualifying boost? I didn't say that to Gordon, because I couldn't prove anything... but Nelson won.



"After that I helped Nelson. In the last round at Kyalami, he had to score three more points than Alain Prost to be champion. Nelson leads, I am second, and before half distance Prost is out. So Nelson starts to slow down. I slow down behind him. Does he have a problem? He goes slower, I go slower. I come beside him to look, he waves me past, Go, go. He wanted to save his car, to be sure to finish third for the championship. So I win the race, and he is champion again.

"October, November, Bernie is still saying, sure, sure, we find a solution, but no contract. So I sign for Alfa Romeo. Then Bernie says, OK, sign for me. Perhaps it was just because he knew I was no longer available! You never know with Bernie. But my two years at Alfa were a disaster. The team, Euroracing, did not have the budget to do things properly." In two seasons, alongside his old karting team-mate Eddie Cheever, he had a podium at Monza and a fourth at Kyalami, but little else. "In 1985 the car failed everywhere, and I did not score a single point. I thought nobody would pick me up now. But Bernie wanted me back. And at the end of those two hard years at Alfa, I had changed a lot. I was easier with people, more relaxed. At 30 you become a man; before that you are a boy.

"Back at Brabham I was with Elio de Angelis. Before, maybe because we were both Italian, we had a rivalry, we were wary of each other. When we started working together our relationship became very good. But the car – Gordon's low-line BT55, with the engine on its side – it was very difficult. You lie on your back with your neck angled forward to see where you are going, and you cannot breathe. The first time I tested it I did one lap and had to stop. And the sides of the body were so low you felt completely out of the car. We got used to it, and it had huge horsepower, but it was not easy. After Monaco it was my turn to test at Ricard, but Elio asked me to swap dates with him. He wanted to have more miles in the car before Spa, so I said, fine. In the Esses after the pits at Ricard, flat in sixth, I think something broke. The car turned over, caught fire with Elio inside, and people were slow to get there. In those days the marshalling and medical services at a test were not very good. It was a very, very sad accident. And, you know, it should have been me testing. Life is strange.

"To start with I was faster than Nigel"

"Derek Warwick was my team-mate for the rest of that year – a fantastic guy – and for 1987 Andrea de Cesaris joined. I tried to persuade Bernie not to take him, but Bernie said, 'It's sponsorship, sponsorship.' When Bernie wants to do something he does it. The reason I did not want Andrea was because of Brands Hatch in 1985, when we were both in the Lancia sports car team – it was late in the race, and we just had to cruise round to finish. But going up to Druids he tried to overtake me, drove into the back of me, crash! I had to make a pitstop, I was furious. But at Brabham, by the end, we were friends. He could be quick, too, but he was disorganised.

"I didn't know Bernie was planning to sell Brabham at the end of the season. Nobody knew. But Bernie looked after me. In August he offered me to Frank Williams for a test at Imola. The FW11B was the best car that year, so it was a great opportunity. I did the two-day test, and went half a second quicker than Ayrton Senna's Imola pole. Piquet was leaving for Lotus, and Williams signed me to join Nigel Mansell. Bernie was always a good friend to me. You don't need a contract with him. If he looks you in the face and says he will do something, that is what will happen.

"It was the start of five fantastic years for me at Williams. All my years in Formula 1 were good, because I had strong relationships with many good people, and even in the bad times I liked to work with the team to bring the morale up. I think that is why I survived for 17 seasons. But Frank and Patrick [Head] are special. Frank is an extraordinary manager, Patrick is an extraordinary engineer. The first year, 1988, we only had the Judd engine, but for 1989 the Renault V10 arrived. Nigel had gone to Ferrari, and Thierry Boutsen was my team-mate. A good driver, a nice person too. The McLarens were very strong that year, but I had some bad luck. I led in Rio but the engine broke. Then in the rain in Canada my undertray came adrift and I lost downforce; I let Thierry past, he won, I was second. And Hungaroring: pole, led for 52 laps, then a stone through my radiator. But Imola 1990 was great after my error in 1983, and this time the *tifosi* were cheering for me. I chased Berger's McLaren and took the lead with 10 laps to go, scored my first F1 win for seven years.

"In 1991 Nigel was back at Williams. To start with I was faster than him – I outqualified him for the first seven races, and took four pole positions. He was not happy with the handling of his car, and at one point he asked to try mine, but he found they were the same. By now we had telemetry, and it told us we were the same in fast corners, but my advantage was in the slow corners, I was getting more speed out of my car. After six races I was second in the championship to Senna. Then Nigel had four fine wins, and after that I helped him to try to beat Senna. In Portugal my car broke in qualifying, and I had to walk back to the pits. Patrick shouted to me to get in the T-car. I had never sat in it before, but I did one lap and set pole. I led the race, but then let Nigel by as I promised. But leaving the pits after his tyre stop a wheel came off, and after that he was black-flagged. So I won anyway.

"In 1992 we had the active suspension car, and Nigel was usually quicker than me. No power steering then, and because of the downforce loadings the steering became really heavy. He was stronger than me, more power in his arms. The car was much quicker in the fast corners, but with the heavy steering there was not so much feeling, and in the slow corners my advantage was gone, because now we had traction control to do the job for us.

"I always had a great relationship with Nigel – even though he was whingeing a lot! – and still now we are good friends. But I have just read the new book that Maurice Hamilton wrote ➤➤➤

about Williams. In there, Adrian Newey said that on the active car Nigel would get his cockpit settings correct in testing [the three knobs that adjusted the ride height front and rear, low speed and high speed] and then, on his in-lap, he would change the knobs so that when my engineer checked his settings we would get them wrong. David Brown, Nigel's engineer, was in on the secret. I never knew. The active car was very complex, and everything I discovered in testing I put down on the table because we were a team. But it seems Nigel was doing something different." As Adrian Newey says in the book, Mansell knew Patrese was a serious rival, and set about beating him any way he could.



"The active car suited Nigel better than me, and in that car he was quicker than I was. He deserved to win the championship. It is a shame he did not make his decision to leave Williams, and leave F1, until the Monza weekend. Because by then, believing there was no longer a place for me at Williams, I had signed for Benetton. Frank asked me to stay, but I had given my word to Alessandro Benetton. Flavio Briatore said he had to have me, he could not live without me, because of my knowledge of the active Williams. But after three or four races Mr Briatore was saying I was not quick enough, it was time for me to go to pension. There were a lot of problems with the car, but I wasn't complaining publicly, I was just talking to the team and trying to solve them. And Michael Schumacher is very good in a bad car, that is where he can destroy his team-mate. I was talking inside the team about the faults the car had, but they said I was just making excuses, because Schumacher was quicker than me.

"In fact by mid-year they discovered a bad problem with the car, they realised I had been right, and suddenly it became much better" – whereupon Riccardo finished in the points five races running, with second in Hungary and third at Silverstone. "But Briatore still wanted me to go. With Michael I always got on well. As we know now, he was special. After me Verstappen, Lehto, Herbert, none of them found it easy racing with Schumacher.

"Right up to 1992 I was as motivated in F1 as I had been in 1977. But at the end of '93 I was waiting to leave Benetton, because I did not like Briatore. After 17 years I was out of F1, and when the '94 season started and I was at home watching it on TV it felt bad. I went to qualifying at Imola, to see old friends, and talk to Frank and Patrick about doing some testing for Williams, just to help with the car development. They said, 'Good idea, Riccardo, we'll organise it.' I said goodbye to Ayrton and went home, watched the race next day on TV. And Ayrton died.

> "At the end of '93 I was waiting to leave Benetton, because I did not like Briatore"

"I knew him well. We had a good friendship, spent holiday time together on an island between Japan and Australia. As a person he had a lot of charisma, always acted very still and quiet. Suddenly I realised there was maybe a possibility of racing again, but all I had was a big pain in my heart, because of Ayrton. Two weeks later I saw Frank and Patrick at Monaco, and they said to me: 'If we offered it, would you come back to race?' And I said, 'Yes, if you want me, I will come back.' When I got home all the Italian journalists were calling, saying they knew I was going to Williams in Ayrton's place. They were pushing hard. Another journalist called and said, 'It's true, isn't it? You are going to Williams.' In that moment I decided. I said, 'No. I am not. F1 is over for me.' I called Frank straight away, and said, 'Maybe you were not going to choose me. But in any case, I have decided to say no.'

"I did drive a Williams again. In 1996 Frank and Patrick asked me to come to Silverstone to test the FW18, Damon's and Jacques' car which dominated that year. It was a gift from old friends. I hadn't been in a single-seater for three years, but it was the most enjoyable test of my life. No pressure, no programme: just go out and enjoy myself. The first day I got myself settled in, the second day I put on a couple of new sets and pushed. My best lap would have put me on row two for the British GP. But that car was so good, you could get in and go well at once.

"In 2005-06 I did the GP Masters. I thought, OK, it's just a parade, we wave to the crowd. But we get to South Africa and the fever is back for all of us. I was 51, but I had never stopped going to the gym. The cars were quick, but simple, nothing to adjust, and the rules were strict. They weighed all the drivers, and the lighter drivers took extra fuel to make it equal. In the weighing De Cesaris was discovered with heavy spanners in his pockets, to get a tiny advantage! It was funny, everybody still so competitive. At Kyalami Nigel won, Emerson was second and I was third, and we were all racing hard. It was a shame the Masters did not work commercially, because it was fun.

"Besides single-seaters, I did nine seasons with Lancia in sports cars. My co-drivers were good people – Sandro Nannini, Walter Röhrl, Michele Alboreto, Bob Wollek, Teo Fabi. We won a lot of races: Watkins Glen, Brands Hatch, Nürburgring, Kyalami, Spa. But I never liked Le Mans. I felt I was a sprint racer, and in a six-hour race, or 1000 kilometres, you would do maybe three hours each and drive flat out. Le Mans was not like that. I also did German touring cars, but I didn't like it. The technique is very different, no downforce, and to win you have to be a category specialist."

Still very fit and active, Riccardo now concentrates on skiing, tennis, golf – and horse riding, in the hoofprints of his daughters who are international-standard show jumpers. "It is my passion now. The biggest accident I had in my life was not in F1, it was falling off my horse." In Padua he remains a local hero, while in F1 he is remembered as a charger who believed that motor racing was, and should remain, a sport. After 17 long years in the Formula 1 circus, that's not a bad legacy.

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8



It was Senna vs Prost at the start of the 1990s, but a young Schumacher was soon hot on their heels

Williams F1

60 Years of F1
1950-2010

1990s

An era of collisions, whether on track, as Senna and Schumacher come through, or in boardrooms as Max and Bernie carve up the sport

BY MAURICE HAMILTON

May 1, 1994. This date whacked an unsuspecting younger generation around the head in the same way that the death of Jim Clark on April 7, 1968, had stunned their forefathers. In a period when a leading driver seemed to be killed every month, it was the loss of the incomparable Clark that caused such unprecedented shock in 1968 as opposed to the accident itself. On May 1, 1994, it was both cause and effect. The loss of Ayrton Senna, and Roland Ratzenberger the day before, brought a 12-year casualty-free era in Formula 1 racing to a terrible conclusion.

On each occasion, however, the message was the same: motor racing always was and always will be an inherently dangerous sport. The difference in 1994 was that the gradual infiltration of complacency and ignorance had been brought to an abrupt and shocking halt by the sight of a racing driver – an internationally renowned sportsman, no less – dying on television pictures relayed to living rooms around the globe. The World Wide Web had barely begun to spread its informative tentacles, but the blurry impressions created during that grim afternoon at Imola were enough to change the image of F1 racing – and the reporting of it – forever. ›››



60 Years of F1 1950-2010

The cause of Clark's accident had been barely discussed beyond the motor sport pubs and clubs. In 1994, the world demanded to be told why a sporting god had been killed. Or, at least, a rampant media, bristling with pious indignation on behalf of its audience, felt a compelling need to insist on immediate answers to simple questions covering a complex and painful subject. Motor racing, and Formula 1 in particular, was about to be stripped bare as never before.

Once the poignant eulogies covering Senna's achievements had been done with, the search for further information by uninformed and indifferent journalists latched on to certain aspects of the Brazilian's character; issues that had festered in the late 1980s but which had erupted as Senna transported his sometimes controversial methods and frightening self-belief into the new decade.

Senna had arrived in the 1990s carrying emotional baggage filled with the residue of a clash at the penultimate race of 1989. The partnership with Alain Prost at McLaren had degenerated into a clumsy collision as Prost, determined not to be intimidated yet again, turned into Senna's car as they braked for the chicane at Suzuka. Senna never fully recovered from not only losing the World Championship to the Frenchman, but also being punished by a governing body and its president Jean Marie Balestre who, Senna noted, did not simply possess a French passport but wore it on his sleeve.



1996: Damon Hill becomes the first champion son of a champion father

Williams F1

The affair rumbled on into the early months of 1990 as Senna and Balestre refused to back down. To support his deep sense of moral outrage, President Balestre issued no less than a portfolio of press cuttings from *France Soir*, *Nice Matin* and *L'Equipe*, as well as extracts from *Rombo* and *Autosprint* (Italy) and *Motoring News* (UK). Apart from confirming that one way or another Senna had indeed brought the methods of FISA (the FIA's sporting arm) into question, the cuttings gave a startling insight into how publications can put differing interpretations on one subject.

But the theme was always the same, and it was enough to provoke Balestre's anger. To prove that this was not a personal matter, Balestre had also included the various rules and regulations that Senna was alleged to have contravened. Balestre argued that Senna had brought the sport into disrepute; reading Senna's remarks on the subject left little doubt about the validity of that accusation. Here is a Senna quote carried by *Nice-Matin*: "... economic and political pressure groups have been pulling strings to make Prost World Champion... Balestre wants to see Prost become World Champion..."

That seemed fairly unequivocal to most observers, regardless of their allegiance. But, despite Balestre's sometimes outlandish methods, Senna's views on the French connection between Prost and the president seemed to be verging on paranoia. Prost, a resident in Switzerland, had always kept his enthusiasm for the French under tight control, and he and Balestre could scarcely be called good friends.



With grooved tyres and narrow track, 1998's cars looked very different. McLaren adapted best, bringing Mika Häkkinen the title

LAT

Early in the piece, Senna's employer, Ron Dennis, had taken a haughty stance over Senna's exclusion from the Suzuka result. "What FISA has done is wrong... we won't allow this to be swept under the carpet" were phrases that rang in the media's ears. Clearly, this man meant business.

After increasing the value of shares in fax paper companies with countless press releases from Paris threatening this and that, the FIA duly withheld Senna's licence. In February, it issued a list of 35 drivers entered for the 1990 World Championship. Senna was not among them. Jonathan Palmer, McLaren's test driver, was number two to Gerhard Berger – for about an hour. Another communiqué from Paris said everything had changed; a revised bulletin would be released shortly. To be fair, it had only taken three months to sort this out, so what difference would another 60 minutes make?

Finally, 'The Word' arrived. Senna would be taking part after all. Fines had been paid and apologies proffered. Now the world waited eagerly for Ron Dennis to take the FIA to the cleaners. Two decades later, the world continues to wait.

At least in 1990 Senna would no longer have to put up with his diminutive nemesis on the far side of the McLaren garage, Prost having moved next door to Ferrari. As it turned out, these two would be in contention for the title once again, Prost scoring Ferrari's 100th Grand Prix win along the way.

This milestone in race history came at Paul Ricard, an extremely smooth track that allowed a Leyton House-Judd to work efficiently, run non-stop and lead for 45 laps, only to have a fuel pick-up problem that robbed Ivan Capelli of victory. This was the first spectacular demonstration of Adrian Newey's talent, a designer who would have a considerable influence on behalf of Williams and McLaren in the decade ahead.

For now, though, it was McLaren vs Ferrari, with Senna having the edge throughout the second half of the season – but only just. Then we reached the penultimate round at Suzuka.

Senna claimed pole but was incensed when the benefit of the prime starting position was annulled as officials refused to move pole to the cleaner side of the track. Senna knew that Prost, starting from the outside of the front row, would make the better getaway. Then, to make matters worse, at the pre-race briefing Senna learned that drivers would not be allowed to cross the line marking the entrance to the pitlane, the very spot where Senna and Prost had collided in 1989. In effect, this would rule out overtaking on the entire circuit as this was the only place where it was possible. If Prost got ahead at the start, that would be that. The Ferrari was the better car on this track and a win for Prost would take the championship to Adelaide, a street circuit where anything could happen.

> "If the 1990s are remembered for a moment of consequence for ethics, this was it"

Prost, as Senna predicted, made the better start and moved to the right ahead of the McLaren. As they raced downhill towards the first corner, a fifth-gear right-hander, Prost moved left to take his line, thus leaving a gap on the inside. Senna, accelerating all the time, saw the gap and aimed for it. Prost took his line into the corner and the two cars collided. Prost claimed the corner was his since Senna was not alongside. The front of the McLaren hit the back of the Ferrari, taking them both out of the race – and Prost out of the championship.

A year later, in an emotional rant at the same circuit, Senna would admit that that move had been deliberate. The FIA did nothing. If the '90s are to be remembered for a moment of far-reaching consequence for ethics within the sport, then this was it. One driver deliberately making contact with another? Game On. As we shall see.

In the weeks preceding that unconventional settlement of the 1990 F1 title, Michael Schumacher had claimed the German F3

THAT WAS THE DECADE THAT WAS



All decade images AP Photo

1990 **Nelson Mandela** is freed from prison in South Africa, Iraq invades Kuwait leading to the **Gulf War** and **Margaret Thatcher** resigns as Prime Minister to be succeeded by **John Major**. **Prost** joins **Ferrari**, but the rivalry continues with arch-enemy **Senna** and again they collide at Suzuka, handing the world title to Senna who a year later admits he deliberately crashed into his rival.

1991 The **Soviet Union** collapses and **Boris Yeltsin** is elected President of Russia, **apartheid** is repealed in South Africa, media tycoon **Robert Maxwell** drowns in the Atlantic and Queen frontman **Freddie Mercury** dies with AIDS. **Senna** wins his third and final world title, **Prost** leaves Ferrari and takes an F1 sabbatical, and **Michael Schumacher** makes his debut in a Jordan at Spa. By the next race he's in a Benetton.

1992 The **Cold War** between American and Russia ends, **Bill Clinton** is elected President, conflict escalates in Bosnia, **Prince Charles** and **Princess Diana** separate, and the Queen laments her **"Annus Horribilis"**. **Nigel Mansell**, in a Williams, finally wins his World Championship and then declares he will walk away from F1 and go racing in the American CART series.

championship and shared a Mercedes-Benz C11 with Jochen Mass to win the Mexican round of the FIA Sports Prototype World Championship. The 22-year-old German was destined for F1 and he got his break courtesy of a Grand Prix driver having an altercation with a London cab driver and then using CS gas to make his point. Legal this may have been in Bertrand Gachot's native Luxembourg, but in England it was worth a spell at Her Majesty's Pleasure.

Schumacher was given the vacated seat at Jordan, a team enjoying a colourful and impressive Formula 1 debut. This was at Spa-Francorchamps, a circuit which made Schumacher's seventh on the grid even more noteworthy than it already was. The clutch broke at the second corner. Not long after, the same thing happened to a contract Eddie Jordan thought he had in place with the precocious youngster. At the next race, Schumacher drove for Benetton and there he would stay for four seasons, winning the championship twice. But not without controversy.

The death of Ayrton Senna had thrust the hopes and responsibility of Williams-Renault onto Damon Hill's comparatively inexperienced shoulders for the remainder of 1994. In only his second full season, the Englishman rose to the occasion, taking the fight to Schumacher even if he was helped by the Benetton driver being banned for two races. But the muttered suspicions over the use of traction control (banned in '94) by Benetton would be nothing compared to the furore which erupted when Schumacher collided with Hill in the final race at Adelaide and put the Williams driver out of the championship. According to the FIA officials, this was merely a 'racing accident'. Compared to Senna's blatant and potentially lethal tactics four years earlier, the catch-all phrase probably had some merit.



The loss of Ayrton Senna had huge repercussions for F1. Below: sparks fly between Mansell and Senna in Spain '91

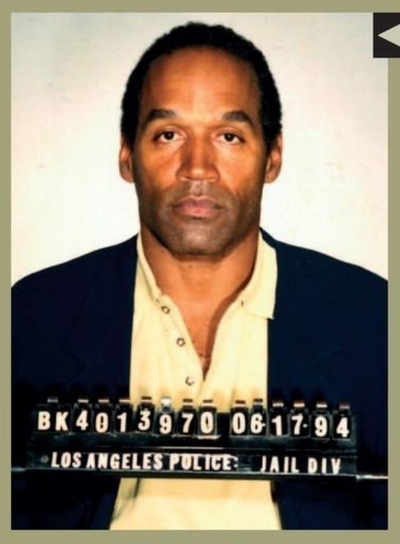


Williams F1

Not so in 1997, when Schumacher attempted to settle the championship at Jerez by driving into the side of a Williams driven by Jacques Villeneuve. This time there was no room for doubt. The on-board camera showed Michael deliberately applying right lock with the Williams clearly alongside. For this, the FIA stripped Schumacher of the points gained for finishing second in the championship, a punishment as effective as a slap on the wrist and being sent to bed without supper. Thus, the validation of rough contact continued, certainly in the eyes of young competition licence holders as they noted the behaviour of their heroes.

By now Schumacher was with Ferrari. Jean Todt had slowly gathered the beleaguered team together following a shaky start that saw the Frenchman offer his resignation after a

1993 The **World Trade Centre** building in New York is bombed by terrorists, 76 cult members die at **Waco**, Texas and Parliament sets out procedures for the privatisation of **British Rail**. On the circuit **Prost** returns with **Williams** and wins a fourth title, while rival **Senna** takes a brilliant victory in the rain at Donington. Prost retires for good at the end of the year.



1994 **OJ Simpson** goes on the run, **Nelson Mandela** becomes President of South Africa, **Tony Blair** is elected Labour party leader and **Kurt Cobain,** frontman of Nirvana, kills himself. **Michael Schumacher** wins two F1 races before the bleakest weekend in GP history at Imola, where **Roland Ratzenberger** and **Ayrton Senna** die. In Australia Schumacher wins the title after clashing with **Damon Hill**.



1995 There is a bombing in **Oklahoma City**, Israeli Prime Minister **Yitzhak Rabin** is assassinated, **Barings Bank** collapses, **eBay** is founded and the first full-length computer-animated film ***Toy Story*** is released. **Michael Schumacher** wins a second world title, while the ever-popular **Jean Alesi** wins the Canadian GP driving the **number 27 Ferrari** on the Montréal circuit named after **Gilles Villeneuve**.



LAT

succession of failures in 1996. Schumacher had extended his deal – helped by a retainer of $30 million to add to the same amount again from personal endorsements – and the partnership, now under the technical direction of Ross Brawn, was showing the first signs of becoming an irresistible force.

But not before McLaren had also regrouped after an undistinguished period. Mika Häkkinen would win the title twice as the decade came to a close, his silver McLaren carrying branding from West, a cigarette company and one of the last to be associated with F1. Tobacco advertising had been controversial from the moment it first arrived with Lotus in 1968. It would be no different as the era came to a close.

In 1990 Walter Thoma, the president of Philip Morris (EEC region), had used a media dinner at the Monaco Grand Prix to complain about pressure groups daring to call for a ban on tobacco sponsorship in motor racing. Talk about misreading the signals, as the anti-smoking lobby gathered a momentum that would prove unstoppable...

By 1997, the F1 teams faced restrictions in France, Germany and Britain, where the colours of the tobacco companies could remain on the cars, but without brand names. Proposed legislation threatened to remove tobacco advertising completely in Europe, a call that prompted Bernie Ecclestone to move F1 away from traditional venues and spend more time in the Far East, where the laws were less stringent. Meanwhile, Ecclestone was to find trouble much closer to home.

In May '97, Tony Blair had become British Prime Minister following a landslide victory. Labour had pledged to ban tobacco advertising in its manifesto and support a European Union directive. This stance was reinforced by blustering statements from Frank Dobson, but the hapless Health Secretary was no match for Ecclestone. Bernie went straight over the poor man's head and arranged a meeting with Blair. Even better, Ecclestone brought the erudite Max Mosley with him.

The FIA president argued persuasively that motor racing was a world-class business with Britain leading the way in this high-tech industry supporting 50,000 full-time and 150,000 part-time jobs, responsible for £900m in exports. By the beginning of November, Labour was saying that F1 should be exempt from tobacco legislation.

But some judicious research by three newspapers revealed that Ecclestone had donated £1m to Labour in January. Blair was forced to apologise for mishandling the affair. Ecclestone had won all roads. Not only did he have the exemption, he also got his money back from a chastened government. In 2008, the release of internal Downing Street memos would reveal that the decision to favour F1 had been taken at the meeting with Ecclestone and Mosley.

Elsewhere, matters were not running as smoothly as Bernie might have hoped. Plans for a stock market flotation of the F1 business in London and New York hinged on the television rights being worth £2.5 billion. ➤➤➤

1996 **Mad Cow disease** hits Britain, **Dolly the Sheep** becomes the first mammal to be cloned from an adult cell, and **Charles and Diana** divorce. **Schumacher** moves to Ferrari, while **Damon Hill** and **Jacques Villeneuve**, team-mates at Williams, fight for the World Championship. Hill takes the title, becoming the first son of a former champion to do so.



1997 **Tony Blair** becomes Prime Minister, **Princess Diana** dies in a car crash in Paris, **Mother Theresa** dies, **Hong Kong** is returned to China and **Andy Green** sets the first supersonic land speed record in **ThrustSSC**. **Schumacher** and **Ferrari** come to the fore but the German is disqualified after colliding with **Jacques Villeneuve** at Jerez and the Williams driver takes the title.

1998 US President **Bill Clinton** is involved in a sex scandal with an intern, **Viagra** is launched, the **Real IRA** bombs Omagh and James Cameron's ***Titanic*** wins a record 11 Oscars. Finn **Mika Häkkinen** wins the World Championship for **McLaren**, fighting off an increasingly strong challenge from **Schumacher** and **Ferrari**.

1999 **NATO** forces go to war in **Serbia**, the **euro** becomes the new currency of Europe, there are fears that a **'millennium bug'** known as **Y2K** will disrupt computers and **Lance Armstrong** wins his first Tour de France. **Häkkinen** wins a second championship after **Schumacher** breaks his leg in a crash at the British Grand Prix. **Eddie Irvine** is runner-up for Ferrari.



Jerez 1997 was drama-packed – especially after Schumacher (below, with Briatore) torpedoed Villeneuve

Renault F1



LAT

60 Years of F1 1950-2010

Ecclestone had sold the rights for F1 in Britain to ITV for £60 million but larger sums were expected when F1 would be carried on digital television and generate, according to Mr E, £600m within a few years. It was to be one of the very few miscalculations made by Ecclestone, even though his stock in the *Sunday Times* Rich List was to rise from £75 million in 1994 to £2.3 billion 10 years later.

The problem for Ecclestone was that his business possessed few tangible assets and there were worries in 1997 about how the 65-year-old's kingdom might eventually be passed on to a successor. Of more immediate concern was an ongoing dispute between the Formula One Constructors' Association and three renegade teams. McLaren, Williams and Tyrrell were refusing to sign the latest Concorde Agreement. The dissenters were unhappy about certain aspects of the financial arrangements and the provision for a successor. There was also unease over Ecclestone's business relationship with Mosley. Or the other way round, to be precise.

When Mosley became president of FISA in 1991, he said he would resign after a year so that he could be judged on his merits. Twelve months later he was re-elected for a four-year term. He then engineered the merger between the FIA and FISA, and in October 1993 he became the FIA president. He was re-elected in October 1997.

During this time, the FIA granted F1's commercial rights to Formula One Management for 14 years in exchange for an annual payment from Ecclestone. The F1 teams were not happy about losing the rights and this was one of the reasons behind the triumvirate refusing to sign the 1997 Concorde Agreement. Meanwhile the flotation had come to nothing after the European Commission had begun to investigate F1 in general, and Ecclestone and Mosley in particular.

Mosley came under pressure on another front when race officials made a complete hash of the results at the end of the 1998 British Grand Prix. There was outrage when Schumacher appeared to have won through the help of amateurs. At one point he was deemed to have overtaken under a yellow – an offence worth a 10-second stop-go penalty, notification of which had to be delivered to the Ferrari pit within a certain period of time. When the notice finally arrived, it was partially handwritten and illegible. Since the race had reached its final stages there was confusion over whether Schumacher should make his stop-go in the pits or whether the 10 seconds would be added to his overall race time.

Playing safe, Ferrari brought Schumacher in at the end of his final lap and conducted the 10-second stop-go before releasing him to complete his slowing-down lap. The race stewards, meanwhile, added the 10 seconds to his overall time – but later rescinded the penalty because other discrepancies in the procedure had been brought to light.

Häkkinen, leading Schumacher by six points coming into the race, had been given second place. McLaren argued that Schumacher would have lost more time entering and leaving one of F1's longest pitlanes had the stop-go been carried out during the race. The chief sports writers for Britain's newspapers, making their annual visit to an F1 race, had a field day, many of the tired hacks gleefully highlighting the sport's confused priorities as McLaren allegedly spent £25,000 employing Italian craftsmen to lay a tiled floor in the Silverstone garage.

> "There was outrage when Schumacher appeared to have won through the help of amateurs"

Snide comments aside, McLaren's attention to detail was one of the more noticeable changes that had seen teams satisfied with a banner draped across the back of the garage at the start of the decade, but not content 10 years later unless their temporary workplace resembled a centre spread from an upmarket design magazine. The '90s was a time when image began to demand just as much attention as performance.

The Japanese refer to it as the 'Lost Decade' – as well they might. The '90s represented a period of literally paying the price for financial madness in the '80s, boom eventually leading to bust in Japan. A large proportion of the huge debts turned bad, which in turn led to a crisis in the banking sector, with many banks having to be bailed out by the government – presumably with as much outrage as you're ever likely to see in such a polite society as bankers continued to receive their bonuses. Sound familiar?

F1, of course, sailed through this recession and others like it. Reading between the lines, however, there were the first signs of difficulties for the smaller teams as major manufacturers began to take serious interest. Nineteen teams started the decade, 11 finished it. Gone were names such as Lotus, Brabham and Tyrrell.

Lost decade or not, the never-ceasing quest for the safest sport possible had been accelerated. Proper safety cars, wheel tethers, increased cockpit protection – these were just a few of the far-reaching practical consequences of that dreadful afternoon on May 1, 1994.

CARS

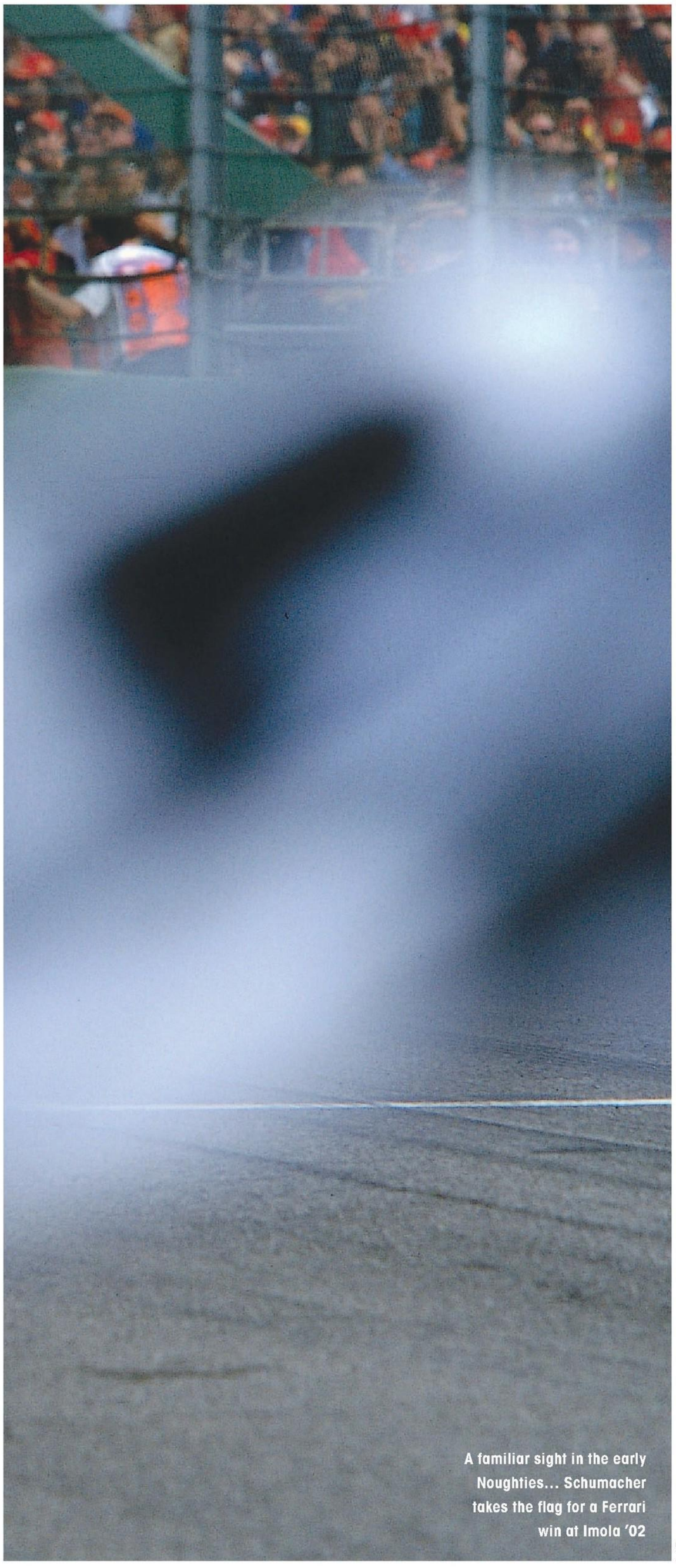
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A familiar sight in the early Noughties... Schumacher takes the flag for a Ferrari win at Imola '02

LAT

60 Years of F1
1950-2010

2000s

Schumacher and Ferrari domination gives way to a new generation of hotshoes, all set against a backdrop of political strife

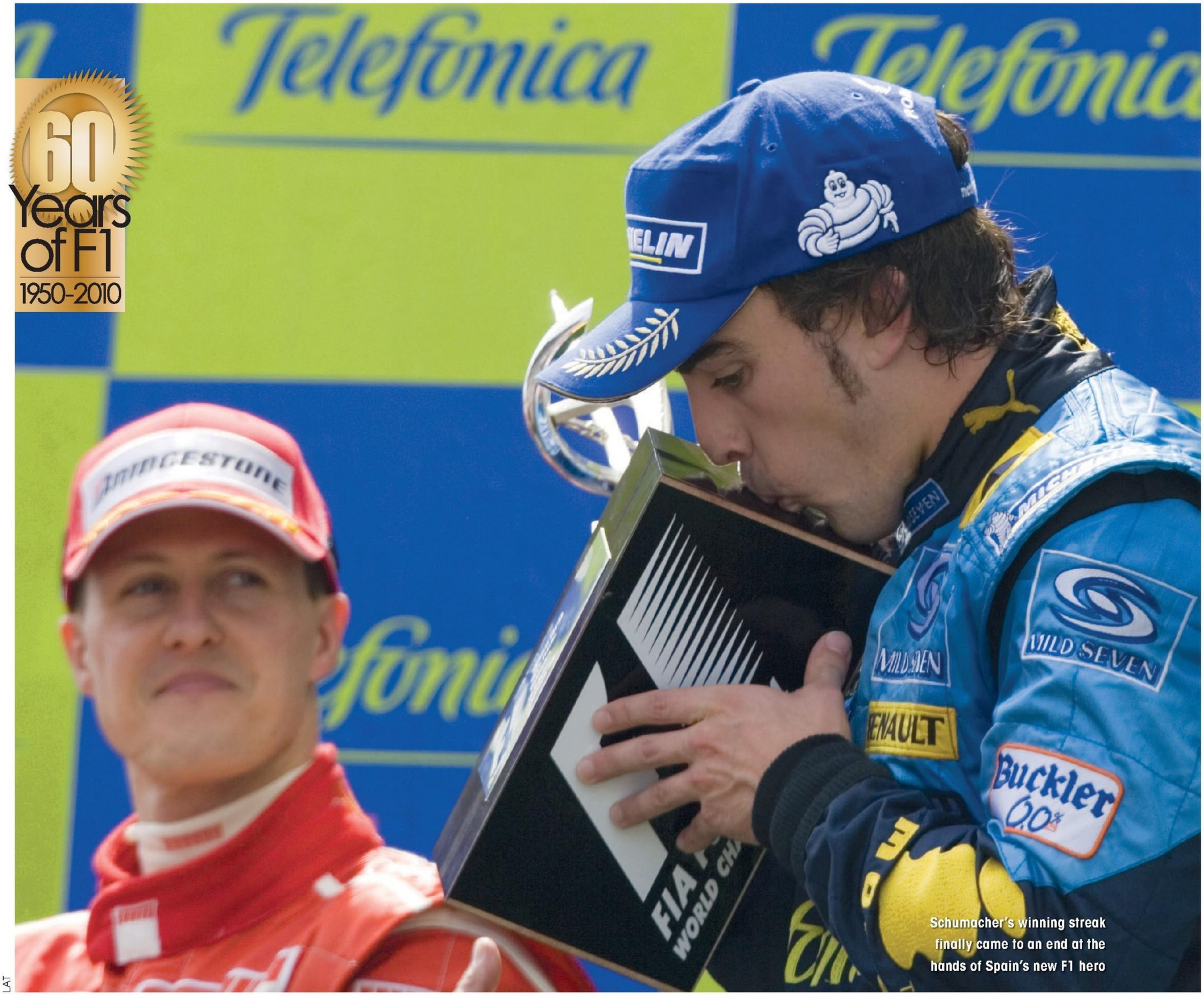
BY ADAM COOPER

It would probably be fair to describe the 2000s as a decade of two halves, at least in terms of results.

The first was utterly dominated by Michael Schumacher and Scuderia Ferrari, who made up for the frustrations of the previous four years. The German won five World Championships and dominated to such a degree that those with a stake in the sport began to search for ways to close up the field and create some entertainment.

The second half produced some of the most competitive racing we've ever seen, certainly in terms of the spread of qualifying times down the grid. It says a lot that from 2006 to 2009 the World Championship was won by four different drivers from four different teams, repeating a feat that had occurred previously only in 1960-63 and 1978-81. What all three eras perhaps have in common was that no single driver had yet emerged as the dominant force of the time.

Schumacher was beaten in 2006, but he was absent from the scene for the next three years, and the diversity in the list of winners reflected the battle for supremacy among the generation that followed. By the turn of the decade the consensus was that we were entering an exciting era with at least three supremely talented drivers – Fernando Alonso, Lewis Hamilton and Sebastian Vettel – who had the potential to



Schumacher's winning streak finally came to an end at the hands of Spain's new F1 hero

LAT

one day be considered, like Michael, among the best of all time.

And then, just a week from the end of 2009, came the confirmation that Schumacher himself was coming back to take them all on. The man ended the decade as he had started it, hogging the headlines.

Although he had a strong case, it would have been hard to justify naming Schumacher as the greatest F1 driver of the '90s, not least because Senna, Prost and Mansell were still competing and winning at the start of the decade. Michael won two titles, but Adelaide '94 and Jerez '97 stood as black marks against him, and he was beaten by Mika Häkkinen in 1998 and '99.

However, he was unquestionably the man of the 2000s, and by the time of his 'first retirement' he had done more than enough to secure his place among the greats. By any statistical measure he was the most successful driver, but comparing the stars of different eras is a fruitless task, and Michael's numbers have been skewed by the length of his career. The likes of Clark and Senna could have achieved so much more.

The five titles Schumacher won with Ferrari represented a crushing display of superiority. In 2001 the championship was secured in Hungary in August, and the following year as early as Magny-Cours in July. Yet it wasn't always so easy. Häkkinen was still a contender in 2000 before retirement beckoned, and for a couple of years Juan Pablo Montoya was sometimes able to take on Michael in a straight fight. But for the odd mechanical failure, Kimi Räikkönen would have won for McLaren in 2003.

But for much of that period Michael was challenged only by his team-mate, Rubens Barrichello. There were some great drives and masterful wet-weather performances, but the abiding memory is of two red cars droning round at the front – and occasionally swapping places in controversial fashion.

There was still the odd chink in the Schumacher armour. At Monaco in 2006 the FIA stewards bravely decreed that he had deliberately parked his car at Rascasse to spoil the final qualifying laps of his rivals – the grid penalty he received that day arguably cost him an eighth title.

It wasn't just about Michael. Under the direction of Jean Todt and Ross Brawn, Ferrari was honed into a potent fighting force. The team's special relationship with Bridgestone provided an extra edge and forced frustrated rivals to defect to Michelin, which ultimately only made the Maranello package stronger.

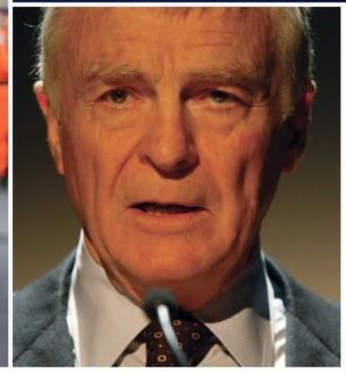
The one glitch came in 2005, when the FIA introduced a short-lived rule that ensured the same set of tyres for the whole race. Essentially a measure to cut speeds by forcing the suppliers to be more conservative, it caught out Bridgestone and Ferrari. That year Michael won only at Indianapolis, ironically on a day when Michelin was forced to withdraw, and F1 faced humiliation.





Clockwise from left: Hamilton was best-ever rookie in '07, all eyes were on Vettel, and Mosley waged war... on everyone!

Red Bull/Getty



LAT

The season turned into a fight among the Michelin runners. Once again Räikkönen was robbed by Mercedes problems, and the title went to Alonso and Renault. The following year the Spaniard won again, this time after a tense battle with Schumacher. Michael had announced his retirement at Monza, and even his critics were sorry to see him come so close to going out as World Champion.

It's hard to put the careers of the current stars into perspective while they are still racing, but Schumacher aside, Alonso is perhaps the key figure of the era. A protégé of Flavio Briatore, he single-handedly turned F1 into a headline sport in Spain, just as Schumacher had done in Germany a decade earlier. Barcelona had long been one of the quietest events of the year, but it became a sell-out, and the country earned a second race in Valencia.

On the track Alonso is a formidable competitor, and off it he's an accomplished political operator. But things didn't always go his way, and he would have had three titles to his name had Lewis Hamilton not burst onto the scene as his McLaren team-mate in 2007. In a tense season that was dominated by the 'spy-gate' scandal, McLaren managed to lose to Räikkönen and Ferrari at the last hurdle.

Hamilton enjoyed an extraordinary first year, and put everything he learned into winning the title in 2008, McLaren's sole success of the decade. Current World Champion Jenson Button is one of only three drivers to race throughout the decade and still feature on the grid in 2010, the others being Barrichello and Jarno Trulli. Only recently turned 30, the Brit was the first of a new breed of youngsters, fast-tracked into the top level of the sport by a canny management. The gap between junior karting and the F1 grid shrinks all the time.

Aside from the drivers, the most significant individual of the decade was former FIA president Max Mosley. The controversy in his private life in 2008 made him a household name for all the wrong reasons. But the fact that he still survived to the end of his term the following year says everything you need to know about his political instincts. He used them to the full when trying to bend the teams to his will, constantly imposing or threatening major rule changes, so that an air of conflict pervaded much of the decade.

His biggest beef was with the manufacturers. As early as 2001 there were suggestions from the car companies that, come the end of the then-current Concorde Agreement in 2007, they would set up their own championship, under the name GPWC.

The plan was in large part encouraged by the FIA's sale of 100 years of F1's commercial rights to Bernie Ecclestone's SLEC concern for the bargain price of £220 million. Ecclestone in turn sold the F1 business to Kirch, and

THAT WAS THE DECADE THAT WAS

2000 Celebrations for the **millennium** take place across the globe, **Vladimir Putin** becomes the President of Russia, the price of oil soars and **France** scores a golden goal against Italy to win **Euro 2000**. **Schumacher** dominates the Formula 1 season and **Ferrari** wins its first title since 1979. It is the start of a period of total domination by the German and the Italian team.



AP Photo

2001 Two planes crash into the **World Trade Centre** in New York on September 11, destroying the buildings. A third plane crashes into the Pentagon, a fourth into a field in Pennsylvania. Almost 3000 people are killed and America vows to exact revenge. **China** joins the World Trade Organisation and **Wikipedia** is launched. **Schumacher** and Ferrari walk away with the championship.

2002 **United Nations** arms inspectors search for weapons of mass destruction in Iraq, President **George Bush** calls Iraq the **"axis of evil"**, the **Queen Mother** dies and **United Airlines** files for bankruptcy. **Schumacher** continues to dominate F1, winning another title. In Austria there is outcry when his team-mate **Rubens Barrichello** is ordered to let the German past to win.



when the German media group went bust, the banks took control.

Veteran team bosses who had never begrudged Bernie his share of the cake didn't feel the same way about this new arrangement, and the manufacturers did not understand the maths involved as huge sums seemed to flow out of the sport.

The conflict was to rumble on until reaching a head last summer, when the teams – now under the FOTA umbrella – came tantalisingly close to breaking away and setting up their own series. In the end Bernie sorted it out, as he always does, and outwardly little seemed to have changed. In October Mosley stepped down, to be replaced by Jean Todt, who promised to be his own man.

The decade was neatly bookended by the arrival of the manufacturers and their equally abrupt departure. By the end of the '90s Ferrari, Mercedes, Peugeot and Ford were involved in the sport, but 2000 was a turning point as Stewart was rebranded as Jaguar, BMW joined Williams, and Honda returned with BAR. In March that year Renault announced it had bought Benetton, and in June Toyota secured its place on the 2002 grid, having first announced an F1 project in January 1999. The only company to buck the trend was Peugeot, which disappeared at the end of 2000.

This influx of famous names – with their big budgets – seemed to be a huge boost at a time when teams were urgently seeking ways to replace tobacco funding. But even in 2001 there was a financial squeeze, exacerbated by the events of 9/11, after which all companies reviewed their expenditure.

Teams without works backing struggled to fund their engine bills, Prost didn't make the start of 2002, and Arrows failed in the middle of the year. That year Mosley proposed customer cars as an economic way of filling grids, but the established teams did not want to know about cost-cutting. The likes of Eddie Jordan and Minardi boss Paul Stoddart were regarded as scaremongers or whingers.

The economy did pick up, and the manufacturers demonstrated their increasing commitment as BMW bought Sauber, Honda took over BAR and Mercedes acquired 40 per cent of McLaren. Like Peugeot, Ford couldn't keep up with this arms race, and Jaguar Racing was sold to Red Bull at the end of 2004.

It's an established principle of motor sport that manufacturers come and manufacturers go. Not a big problem if they are only supplying engines, but if they own the show, it's a major issue. As the credit crunch hit and recession deepened at the end of 2008, Honda's board decided to pull out. The loss of a company so steeped in motor racing lore was a major shock, and it added an extra edge to last year's battle between FOTA, Ecclestone and the FIA.

Trying to force the issue of cost-cutting, Mosley insisted that other manufacturers – the very people he was fighting with – would soon be out. He was right. BMW pulled the plug in July and Toyota in November. Honda and BMW did at least find a way for their teams to survive in a new form, but Toyota refused to allow its Formula 1 project to continue as a going concern. The recent attempt

2003 America and allies invade Iraq, **Saddam Hussein** is captured, the World Health Organisation issues a global alert on **SARS**, space shuttle **Columbia** explodes in flames on re-entry and **England** wins the Rugby World Cup. Yet again, **Schumacher** and **Ferrari** win both F1 titles, as the red cars fend off McLaren and Williams at the front of the field.



2004 A huge **tsunami** devastates parts of Asia on Boxing Day, the USA confirms it has found no **weapons of mass destruction** in Iraq, 10 new member states are added to the **European Union** and **Facebook** is launched. The **Schumacher** and **Ferrari** steamroller continues, but **Jenson Button** comes third for BAR-Honda and Renault improves.

2005 Fifty-six people die when Islamic terrorists bomb London on **July 7**, the **IRA** says it will end its campaign of violence and London wins the bid to host the **2012 Olympics**. **Fernando Alonso** wins the F1 title in a **Renault**, ending five years of Ferrari domination, while Schumacher trails in third. **Michelin** withdraws its tyres from the US GP, leaving Ferrari, Jordan and Minardi to race alone on Bridgestones.



A dramatic title decider at Brazil '08. Right: driver safety systems worked. Below: BMW arrived in '00 and quit F1 last year

Ferrari



LAT



LAT

to sell its stillborn 2010 car – without an entry – was a sad postscript.

The grid of 2010 is much changed from that of 2000. Only Ferrari, McLaren and Williams have survived in largely unaltered form, and even the last two have had revised shareholdings. In addition, Sauber is now back in the hands of its founder.

Every other team has undergone some form of transformation, with BAR becoming Honda, Brawn and finally Mercedes as bemused team members just got on with the job and wore whatever shirt they were handed by the marketing people.

Mercedes left McLaren to buy Brawn, while Renault has – against all expectations – survived, despite the extra pressures created by the 'crash-gate' scandal of last year. It has fresh management, and the ambitious Gerard Lopez is part of a new wave of investors in the sport who have little in common with the wealthy patrons of the past. Several have come in with this year's wave of new 'kit car' Cosworth teams.

Red Bull's Dietrich Mateschitz was the pioneer, buying two teams at the height of the manufacturer boom, and now we have Dr Vijay Mallya at Force India, Tony Fernandes at Lotus, Richard Branson at Virgin and Jose Ramon Carabante at HRT. After refusing all offers for more than three decades Frank Williams has sold a stake in his team to an Austrian entrepreneur.

> "Mosley insisted that other manufacturers would soon be out. He was right"

Some of these people have their own brands to promote, others have more complex ideas about how the F1 business should work commercially. But none of them got rich by wasting their own money, so it will be interesting to see how things pan out.

The penultimate race of the 1990s provided us with a clue to a key theme of the following decade, namely F1's ongoing expansion into new territories. The 1999 Malaysian Grand Prix was the sport's first visit to a 'Tilkedrome', the disparaging nickname given to a series of venues designed and built by architect Hermann Tilke, and which were invariably financed by local or central governments.

Sepang was a massively impressive venue, built on previously unused land close to Kuala Lumpur's airport. Drivers generally liked the circuit, and Tilke received a stamp of approval from Bernie Ecclestone that has seemingly guaranteed he is the designer of choice for any aspiring race promoter who knocks on the door of number six Princes Gate.

Malaysia was followed in quick succession by spectacular new venues in Bahrain and China (both 2004), Istanbul (2005), Valencia (2008) and most recently the extraordinary facility that is Abu Dhabi (2009). Tilke also rebuilt Fuji Speedway for the 2007 Japanese GP (paid for this time by Toyota), and oversaw redesigns at Hockenheim and the Nürburgring. Critics bemoaned the homogeneity of his track layouts, although there was no denying that they were all spectacular feats of engineering.

Two venues he didn't have a hand in were Singapore, site of the spectacular

2006 **Saddam Hussein** is convicted of crimes against humanity, **Iran** successfully enriches uranium in defiance of the UN Security Council, and the **Blu-ray Disc** format and the **Wii** are released. **Alonso** and **Renault** win the World Championship again, **Schumacher** announces his retirement at Monza, and **Michelin** exits the sport, leaving **Bridgestone** as the sole tyre supplier.

2007 **Bulgaria** and **Romania** join the EU, **Nicolas Sarkozy** wins the French presidential election and the **Live Earth** concerts are held in nine major cities worldwide. Ferrari's **Kimi Räikkönen** snatches the title by a point after tension between **Lewis Hamilton** and **Fernando Alonso** sends **McLaren** into disarray. The team is then fined $100m by the FIA over the **'spy-gate'** affair.



2008 **Barack Obama** is elected the first black President of America, the British government introduces emergency legislation to nationalise **Northern Rock** and swimmer **Michael Phelps** wins eight gold medals at the Olympics. **Lewis Hamilton** wins the drivers' title on the last lap of the season in Brazil, Ferrari takes the constructors' prize. A more open season, with winners from five teams.

2009 The world is in deep **economic recession**, there's panic over **swine flu** and singer **Michael Jackson** dies. New rules, **KERS** and cost-cutting dominate F1. **Jenson Button** wins the title and ex-Honda team **Brawn** the constructors' cup. **Nelson Piquet Jr** admits to crashing deliberately at Singapore '08. Renault's **Flavio Briatore** and **Pat Symonds** get F1 bans for their part in the controversy.



LAT

Title winners Button and Brawn provided a feel-good story at the end of the decade

introduction of night racing in 2008, and Indianapolis, where a road circuit was constructed for the return of the US GP in 2000. The Speedway road course was always going to be a compromise, but taking F1 to the home of racing in the USA seemed like a good idea at the time.

The race attracted massive crowds, from overseas as well as all parts of the States, although the fans often looked lost in the huge Indy grandstands. F1 insiders, especially those entertaining corporate guests, were not enamoured with the sleepy Midwest location. Far better to be in Florida, California or even Las Vegas was the general view – and of course Ecclestone has looked at all those places both before and since we went to Indy.

After 2007 the race was consigned to history, like so many others, for financial reasons. With no government support, Indianapolis Motor Speedway boss Tony George could not make F1 work.

He was not alone, and several European venues struggled to make the sums add up as promoters faced ever-escalating fees and increasing competition from new venues that were backed by governments. There was also massive pressure from Ecclestone to upgrade traditional venues with new pits complexes and so on. Not only did most of the new tracks enjoy huge subsidies, they were built by labourers on low wages. It just wasn't possible to replicate it in Europe.

Austria's A1-Ring fell by the wayside after 2003, we haven't been to Imola since 2006, while the French GP of 2008 proved to be a last hurrah for Magny-Cours. Toyota ran only two Japanese GPs at Fuji before giving up and handing the race back to Honda and Suzuka. The Nürburgring and Hockenheim knew that they would face an even tighter economic squeeze when Schumacher retired, so they agreed to alternate a single German event. The joke was that they would now make a loss every other year...

> "It's surprising to note that the 2010 schedule includes 12 of the 17 circuits used in 2000"

A personal favourite of Ecclestone, Spa dropped off the schedule in 2003 and '06, only to bounce back each time. Montréal was absent last year, but returns this season. In both cases only local government intervention has guaranteed their places on the schedule.

Such backing was notoriously lacking in the case of the longest running soap opera in the F1 calendar saga. Silverstone had enjoyed a rocky relationship with Ecclestone even before the infamous British GP of April 2000. The logistical challenges faced that soggy Easter weekend pushed Bernie's patience to the limit, and for the rest of the decade he was embroiled in a seemingly constant battle of wits with the BRDC.

Finally Ecclestone played his trump card and handed the 2010 event to Donington Park. Promoter Simon Gillett proceeded to demonstrate to everyone just how much Silverstone had achieved by failing totally to deliver on his promises. Late last year the BRDC confirmed a new 17-year deal with Ecclestone, finally giving the venue the security it needed to bring the place into the 21st century. Now there can be no excuses.

Given all this turbulence it's surprising to note that the 2010 schedule includes 12 of the 17 circuits that were used in 2000. This year's record total of 19 races includes 10 long haul flyaways – and one of the 'European' events is Turkey, a nightmare for the teams to get to.

New this year is an event in South Korea, held far from any population centre, while India looms on the horizon. It's hard not to admire Ecclestone's ability to make these new events happen, but the ongoing problem is that in many cases there are empty grandstand seats and minimal local interest.

Even Mosley's fiercest critics had to concede that he was the motivating force behind the huge steps forward made in terms of safety. The impetus was of course Imola 1994, but the push has continued, thanks largely to the efforts of Professor Sid Watkins and Charlie Whiting, and the teams themselves.

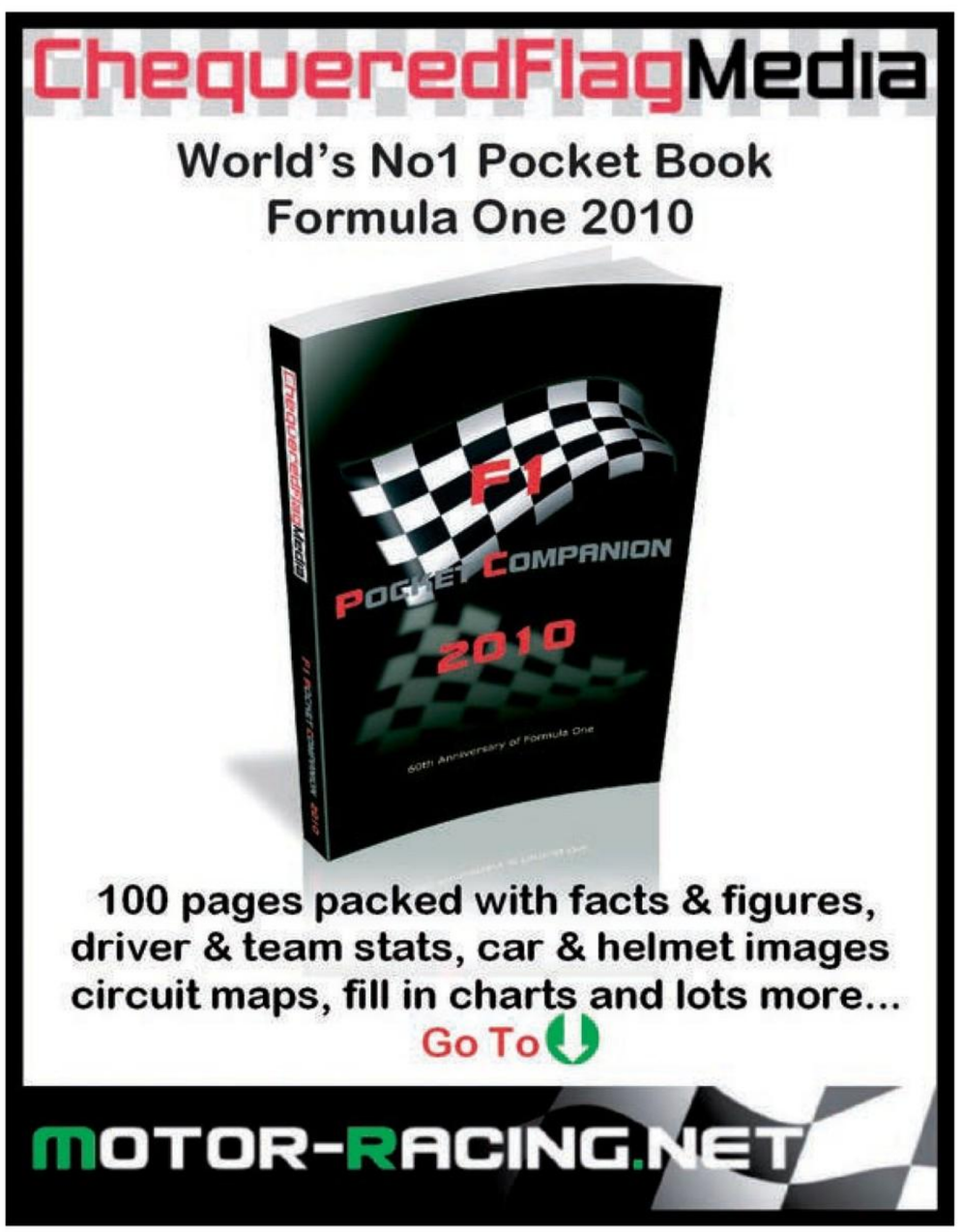
Crash test standards became increasingly strict, and the importance of wheel tethers was sadly demonstrated by the deaths of track officials at Monza in 2000 and Melbourne the following year.

Perhaps the biggest advance was the HANS device, which became compulsory in 2004. It was followed a year later by the FIA's '8860' standard, which mandated lighter and stronger composite helmets. There was a huge initial expense for the manufacturers, but by the end of the decade the helmets had trickled down to other categories.

There was no more public display of the progress made than Robert Kubica's violent accident in the 2007 Canadian GP, during which all the car and driver safety systems did their job. The decade passed with no really serious incidents involving drivers until Felipe Massa was struck by an errant suspension spring in qualifying for the 2009 Hungarian GP. It was a freak, one-in-a-million impact, and the 8860 helmet may well have saved his life.

We've just started what promises to be an extraordinary season. There is much new to observe, but there are also welcome echoes of the past as the Lotus, Mercedes and Senna names return to the grid. Who will still be there when we celebrate the 70th anniversary in 2020?





FISKENS

FINE HISTORIC AUTOMOBILES



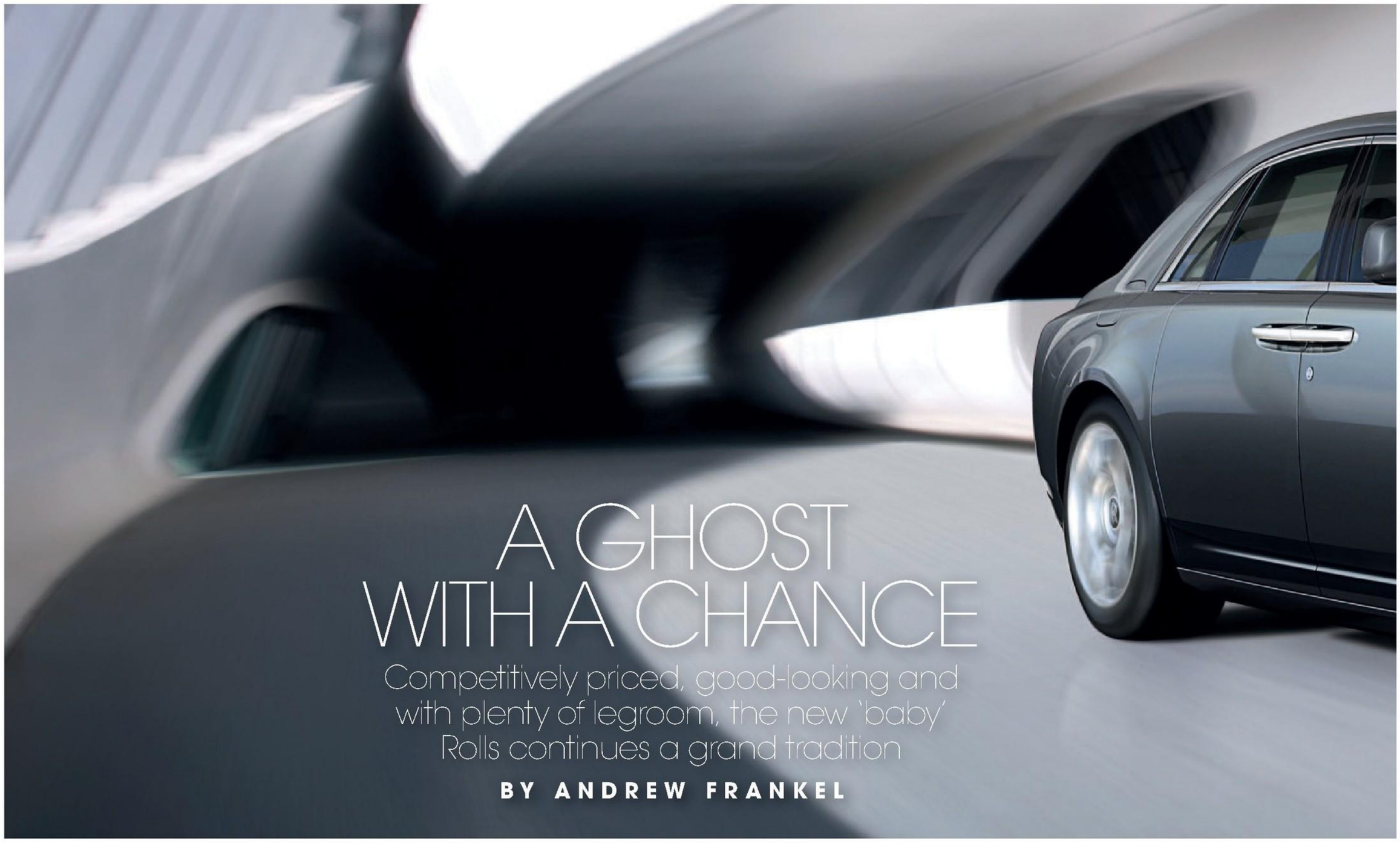
1937 BMW 328 85383

From its launch, the BMW 328 was regarded as one of the most outstanding and innovative cars of its time, proving itself not only in international motorsport with class wins at both Le Mans and the Mille Miglia, but justifiably being praised for its performance and handling as a sports car for the road. Completed on 24th April 1937, chassis 85383 was delivered to its first owner through the Dusseldorf dealer 'Muller', with evidence of a possible early motorsport career suggested by its pepperpot drilled wheels and, as discovered during restoration in the 1970's, scars of a previous bonnet scoop. Today, 85383 is regarded as a very original example with not only its correct chassis, body and engine stampings but also still retaining its original hood and seat frames! Following extensive engine work the present owner has used the car sparingly and, being regarded as a very original example, 85383 is eligible for a selection of the most prestigious events throughout the world.

CURRENT STOCK

1952 Allard J2X
1961 Aston Martin DB4GT
1965 Aston Martin DB5 Convertible
1925 Bentley 3 Litre
1928 Bentley 4.5 Litre
1937 BMW 328
1958 Ferrari 250 GT 'Tour de France'
1966 Ferrari 275 GTB/C
1984 Ferrari 308 GT/M
1989 Ferrari F40
1966 Ford GT40
1962 Jaguar E-Type Competition
1965 Lola T70 Mk1
1963 Lotus Cortina
1936 Maserati 6CM
1951 Pegaso Z102
1968 Porsche 910
1973 Porsche 911 2.7 RS Touring

FISKENS, 14 QUEENS GATE PLACE MEWS
LONDON SW7 5BQ
Tel: +44 (0)20 7584 3503 Fax: +44 (0)20 7584 7403
Email: cars@fiskens.com **www.fiskens.com**



A GHOST WITH A CHANCE

Competitively priced, good-looking and with plenty of legroom, the new 'baby' Rolls continues a grand tradition

BY ANDREW FRANKEL

When I read the specification sheet of the Rolls-Royce Ghost and heard its creators talk with such pride of its twin turbo, 6.6-litre V12 engine with 563bhp I started to worry. And when I heard the proud boast that it would reach 60mph from rest in 4.7sec, rendering every other Rolls made, including the current Phantom and its coupé and drophead siblings, sluggards by comparison I worried some more.

But then I drove it and worried no longer. The best news I can bring you about the new and far from baby Roller is that, for all its raw speed, it has not a single sporting bone in its body. It is stately and majestic, quiet and comfortable. In short, it is a Rolls-Royce.

Not that this will stop the sniping. When Bentley introduced the Continental GT there was no shortage of people in the media who sneered that it was only a sexed-up Volkswagen Phaeton, despite the fact that the two shared not a single significant dimension and, of all the things you could see inside, only the gearshift paddles were the same. Well, I expect they'll be sharpening their pens again for the Ghost. Under the skin it too owes a lot to product from its parent company – in this case the BMW 7-series – but it also has a unique length, width, height and wheelbase. Like the Continental it uses a powerplant supplied by its owner, but also tuned to its own ends. And inside you'll need insider knowledge before you spot the one visible component from the 7-series: this time it's the interior mirror.

We should not be delayed by this. The startling success of the Bentley Continental range – at least until markets turned south in 2008 – proved beyond a doubt that, while journalists may fret over such matters, customers are not burdened by them. What they will see in the Ghost is an opportunity to own a sleek and beautiful Rolls-Royce with more presence and a greater sense of occasion than an entire garage full of lesser machines. And, in greater numbers than for a long time, they will be able to afford it. At £170,000 the Ghost is not cheap, but when you consider you can spend over £150,000 on an excellent but still mass-produced S-class Mercedes, perhaps it's not so expensive either.

And it is very, very pretty. Park it next to a Phantom and its older sister looks ungainly and ostentatious, a wealth statement first, a means of transport second. But despite being designed by the same man, the Ghost is not like this: it has presence but also taste.

Inside, however, I prefer the Phantom's flatter surfaces, more airy cabin, higher driving position and cleaner dash. Although the quality of the Ghost interior seems at least to Phantom standards – and the functionality a couple of generations better – there are too many buttons, switches and controls to master. In cars like this, less should always be more.

But it still offers a very authentic, atmospheric perch from which to watch the world go past. The massive V12 – which could apparently have had up to 800bhp had Rolls felt it necessary – idles as all Rolls motors should: quietly, smoothly but not quite inaudibly. It is the job of a Lexus limousine to remove you entirely from the car's machinations, not one made by Rolls.

Drive is selected via a column stalk and the Ghost glides forward at the slightest squeeze of throttle without a discernible rise or fall in engine note.

Ultimately it doesn't ride as well as a Phantom, but only because nothing in my experience ever has. Most of the time the Ghost feels suspended a few inches above the ground just like its older stablemate, yet small but sharp imperfections like expansion joints can cause a shudder to eddy through the superstructure where in a Phantom there would be barely a ripple. It's more of an observation than a complaint, but it's there.

Of course if you were so inelegant as to stamp on the accelerator, the Ghost will respond with its full and considerable force, but here it is at its least attractive. The eight-speed gearbox leaps down a couple of cogs while the V12, hitherto



as discreet as a Swiss banker, lets out a loud and not particularly sonorous battle cry I'm not sure you'd find that welcome in a sports car let alone one sporting the Spirit of Ecstacy. Better by far to use the throttle more thoughtfully: the car will work out your intentions without further prompting, and let the engine's mighty torque bowl you effortlessly down the street. I have no problem with a Rolls being fast, it just must never be loud.

Similarly I welcome the fact that its steering is precise and its body well controlled, and care not at all that grip is limited and its handling balance doggedly nose-led. In one such as this, what it does is of no importance relative to how it feels, and the fact that the Ghost is soft without being flabby, accurate without feeling in the least agile shows how well its engineers have understood what its priorities should be.

The Ghost is so good you might even start to question the point of the uglier, slower and more expensive Phantom. I presumed the larger car would continue to deserve its place by dint of being so much more spacious inside, but this is not the case. The Phantom is 44mm longer but it's the Ghost that offers fractionally greater real legroom (unless you start brandishing the chequebook and order a long-wheelbase Phantom) and, while there's less headroom, I'm 6ft 4ins and can sit in the back of the Ghost with my head nowhere near the roof lining.



Ghost's dash is a little fussy, but interior is spacious

ROLLS-ROYCE GHOST

ENGINE: twin turbo V12 6592cc
POWER/TORQUE: 563bhp at 5250rpm, 575lb ft at 1500rpm
GEARBOX: eight-speed ZF gearbox
TYRES: Goodyear EMT 255/50, f and r: 8.5 x 19ins
FUEL/CO_2: 20.8mpg, 317g per km
ACCELERATION: 0-60mph in 4.7sec
SUSPENSION: multi-link at both ends with air springs and active ARBS
BRAKES: Ventilated discs all round, f: 410mm/16.1ins, r: 402mm/15.8ins
TOP SPEED: 155mph
PRICE: £170,000

But despite this similarity, conceptually they remain two surprisingly different cars. It may not be a representative sample, but I know two people who own Phantoms and love them with such zeal that nothing could tempt them away, not even a Ghost. If anything, they might have both. And having spent many hours in both over the past few days, I can see why. The Ghost is more accomplished, and given its relative youth it would be a surprise were it any other way. But even if the exterior of the Phantom is, as Jeeves might say, 'a trifle sudden' the interior is peerless, an exquisite haven of calm and tranquillity, a sumptuous yet effortlessly tasteful home from home. And I couldn't care less that it's so much slower than the Ghost – such considerations don't even merit a place on the scoreboard of what should make a Rolls-Royce great.

When cars are killed off, we surrender to a future of mass transit solutions and the final history of Rolls is written, it is the Phantom that will be recalled as the greater, more important car. But here and now the Ghost is a fabulous addition to the range and I look forward to all those derivatives we know to exist and about which Rolls will not talk – the coupé, convertible and long-wheelbase versions – with an ever-growing conviction that the future of our most fabled marque could not be in better hands.



On the road
WITH ED FOSTER



OULTON PARK, CHESHIRE

MARSHAL TRAINING

RIGOROUS TRAINING DAYS MEAN BRITISH MARSHALS ARE THE BEST AROUND



A sea of orange as 220 marshals turn out for training day at Oulton Park

Our thanks to the following for their help with this feature
www.yokohama.co.uk
www.tomtom.com
www.boot-bag.com

It's no secret how highly regarded British marshals are around the world. A group was flown out to Abu Dhabi to oversee the inaugural Formula 1 race last year; others have attended GP2 and V8 Supercar events. This is no surprise when you consider the tale of one local marshal assigned to a group of Brits at a foreign race, who disappeared to the loo during the first lap…

On a wintry Sunday I went to a marshal training day at Oulton Park and, despite the fact that two inches of snow had fallen overnight, more than 220 people were there, ready to volunteer for a job that is unpaid and involves giving up your weekends.

"I think it's part of the British way of life," says Andy Holley, a training co-ordinator for the British Motorsport Marshals' Club Northern Region. "It's all voluntary and I'm slightly taken aback by the numbers we've got."

I must admit that before attending the training day, I thought becoming a marshal was simply a case of being given some flags, a slightly stale lunch and a fetching orange jumpsuit. This couldn't be further from the truth – apart from the jumpsuit, which isn't very fetching at all… To become an entry-level track marshal you need to do at least 10 days of marshalling, have



The M3 is the latest machine to join the PalmerSport range

BEDFORD, BEDFORDSHIRE

PALMERSPORT EXPERIENCE

DRIVING DAY NUMBERS ARE DOWN, BUT THERE'S NO NEED TO WORRY

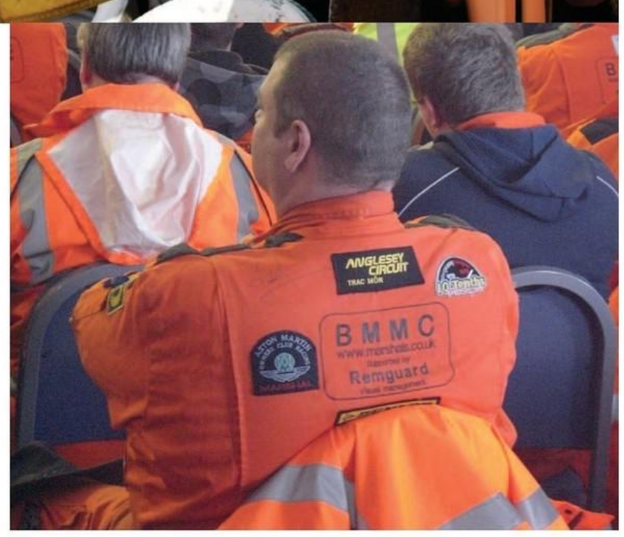
A COMPANY THAT RELIES HEAVILY ON corporate customers can't have found the past two years easy. With this in mind, I was keen to ask Jonathan Palmer how PalmerSport has coped with the recession.

Even though Bedford Autodrome is still *the* place to go for the ultimate driving experience, the profit margins must be tight – a situation that is surely only exaggerated during a credit crunch. You pay in excess of £700 to drive six cars, but these you are encouraged to drive to within an inch of their lives. On my two visits here there has never been a problem with any of the cars, which is testament to the behind-the-scenes work that goes into preparing them and indeed the money that is spent.

"Business wasn't down a worrying amount in 2008/09," says Palmer. "It was certainly significantly down, but we were still doing a lot of business at Bedford and it was up on 2003/04."

MotorSport Vision, the umbrella company that owns PalmerSport, remains coy about how many







Lotus battled through snow to Cheshire track. Left: let flag-waving commence!

an assessment and attend a training day. The studies then continue whether you want to be an incident officer, post chief or an examining post chief.

In the UK we tend to take our marshals for granted, but we shouldn't. Type 'Tetsuya Ota's crash at Fuji' into YouTube for an example of bad marshalling – but beware, it's not easy viewing. However, the driver did survive – and successfully sued the circuit for a reported $1 million.

The marshals at the Oulton training day ranged from helicopter pilot instructors to dustbin men. Ian Lewis, a rescue unit marshal, explained the attraction of the job: "We're all frustrated racing drivers. We either haven't got the money, the opportunity or the expertise to actually race, or we love the sport so much that we want to do something to help. It's one or the other.

"We've never been short of marshals here at Oulton, but other circuits around the country have struggled and in the not-too-distant past they've had to cancel meetings."

I promised I wouldn't say this, but… we really wouldn't be able to hold any race meetings if it weren't for our marshals. And what great marshals we have.

people it has had through its doors over the past few years, but it would say it was "up to 20,000 a year". If each of them is paying £700, that amounts to £14 million at the peak of business. It's a hefty sum, but factor in that it has just bought 27 BMW M3s, which it will then modify by lowering and adding a rollcage – among other improvements – and the money is soon spent. And that's not considering the cost of instructors, the food – which is delicious by the way – fuel, tyres and any other running costs.

"If someone else tried to do what we do, they'd lose shed-loads of money because there's a lot of expertise involved in giving people the quality and the extent of product at the price we do," says Palmer. "A lot of that comes from volume, and if we were doing the volumes of our competitors then it wouldn't stack up.

"Also, if you took your 911 round here you'd need a set of tyres at the end of the day and it would cost you about £2000 to do it, so I don't think we're that expensive."

Although PalmerSport's numbers have been down, it's easy to see why there is confidence in the product. "PalmerSport is not an area of business that we'd anticipate growing beyond the levels we had in 2007," says Palmer. "We won't be back there this year, but we probably will next year." No doubt it will.

In my experience the PalmerSport day at Bedford Autodrome is one of the best overall packages out there. For more information call 01403 733999 or visit www.palmersport.com



VAL THORENS, FRANCE

VAL THORENS ICE CIRCUIT

FOLLOW IN THE TYRE GROOVES OF PROST AND MULLER... FOR A PRICE

THE ANDROS TROPHY MAY be familiar to many, but this French national ice racing series doesn't always get a lot of coverage. It's been going for nigh-on 20 years now – Alain Prost has won it twice and Yvan Muller a staggering 10 times.

The series features seven ice circuits such as Val Thorens and Lans en Vercors, and several classes in the shape of the original Elite, Promotion (for drivers who haven't finished in the top 20 before), bikes and *Trophée Andros Féminin*.

These may be small circuits, but such is the popularity of the racing that the 1999 Superfinal at the Stade de France attracted over 50,000 people. Compare that to the Race of Champions and its relatively sparse crowds, and you get an



idea of how much fun this is to watch.

So what happens to these circuits the rest of the year? Well, Val Thorens is there for all to enjoy, with resident instructor Lionel Régal taking paying guests round the track in either a Clio RS, Mitsubishi Evo 6 (above) or a buggy, all with studded tyres.

But before you get too excited, it's worth checking the price list. Fifteen minutes in the Clio will set you back 120 euros, and an hour in the Evo 6? A staggering 650 euros. When I asked Lionel whether people actually paid that, he looked as if I'd kicked him somewhere personal. "Of course, we have people here every day," he said.

If the circuit wasn't in a ski resort and close to Courcheval 1850 – a home from home for affluent Russians – I don't think there'd be customers queuing at the door. But, as it is, I probably shouldn't have been so surprised…

Saab to star in Mille Miglia retro

SOME 375 CARS ARE EXPECTED TO take part in the Mille Miglia retro on May 6-8, a regularity rally reliving the famous Italian road race.

The 2010 route will take in the famous Futa and Raticosa passes. The first cars will start from Brescia on Thursday evening, with overnight halts in Bologna and Rome before the finish back at Brescia late on Saturday evening.

Among the field will be the CEOs of Saab and Spyker, marking a new relationship between the two companies. They will drive 1957 Saab 93s, celebrating the make's first major international win with Erik Carlsson in the 1957 1000 Lakes Rally. The 93 also won its class in that year's final Mille Miglia.

"Unique cars like the 93 are a key part of Saab's heritage," said Spyker's Victor Muller. "I shall enjoy sharing in some of Saab's history."

HISTORIC RACING DIARY

APR 2-4 GP MASTERS
SILVERSTONE Superleague meeting. Admission £11
www.superleagueformula.com

APR 5 AMOC SNETTERTON
Admission £12
www.motorsportvision.co.uk

APR 8-10 CLASSIC ENDURANCE RACING PAUL RICARD (F)
www.classicenduranceracing.com

APR 10/11 CSCC SNETTERTON
Admission £12
www.motorsportvision.co.uk

APR 11 HSCC CADWELL PARK
Admission £12
www.motorsportvision.co.uk

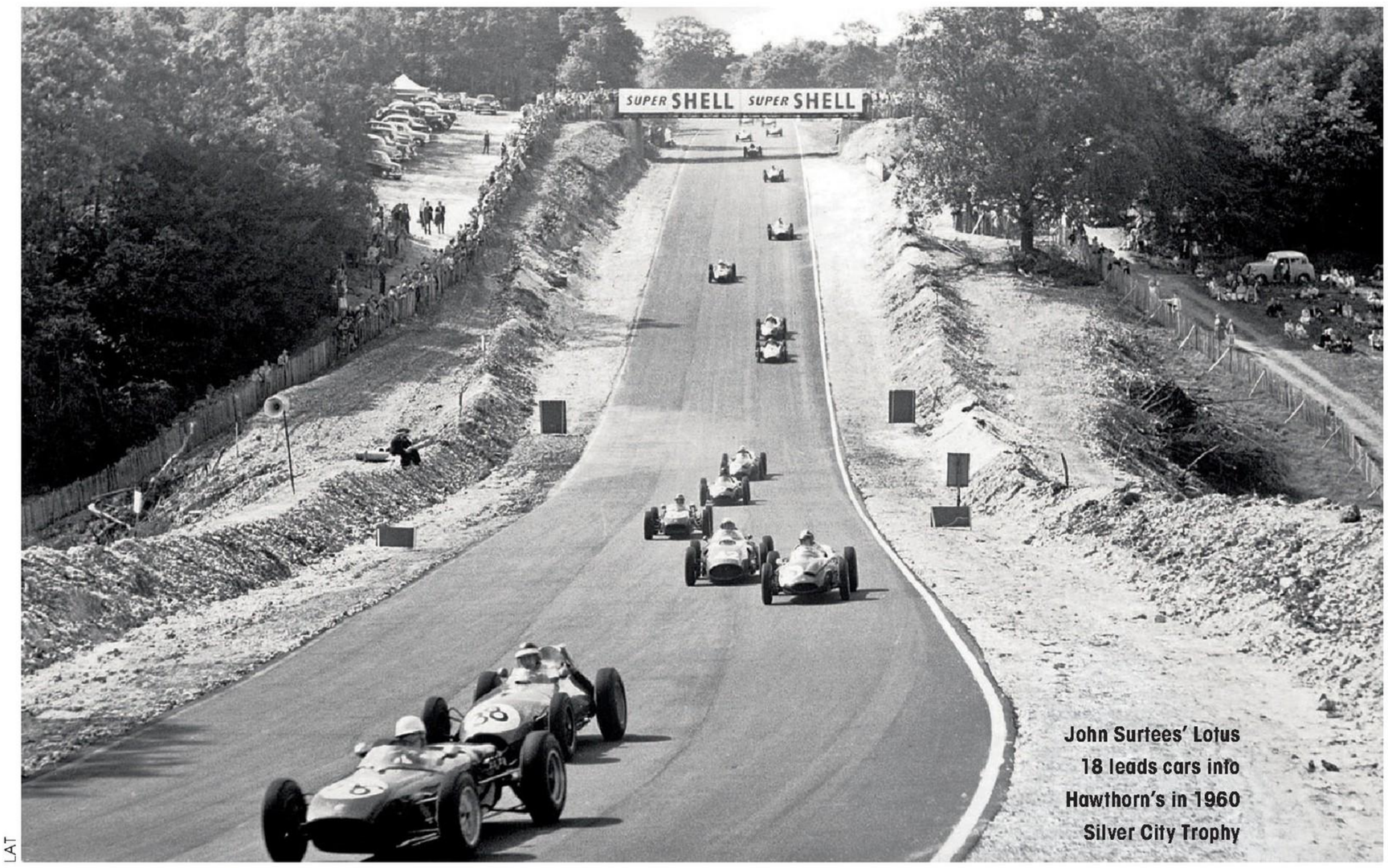
APR 17/18 HISTORIC F1 AND F2
HOCKENHEIM (D)
www.Hockenheimring.de

APR 20-24 TOUR AUTO FRANCE
www.tour-auto.com

APR 23-25 GROUP C/GTP
PORTIMAO (P)
www.groupcracing.com

APR 24 VSCC SILVERSTONE
Spring start. Admission £10
www.vscc.co.uk

APR 24 BRITISH HISTORIC RALLY CHAMPIONSHIP CARLISLE
www.pirellinationalrally.co.uk



LAT

John Surtees' Lotus 18 leads cars into Hawthorn's in 1960 Silver City Trophy

Brands GP loop honoured

THE 50TH ANNIVERSARY OF the Brands Hatch Grand Prix circuit will be celebrated during the annual HSCC Historic Superprix on July 3/4.

Widely regarded as one of the most challenging and spectacular sections of track in the world, the Grand Prix loop at the Kent circuit was completed in 1960 and first used for racing over the August Bank Holiday weekend. The feature event was the non-championship Formula 1 race for the Silver City Trophy, which was won by Jack Brabham (Cooper T53) from Graham Hill (BRM) and Bruce McLaren (Cooper T51).

Now, in a celebration of half a century of international racing on the GP circuit, the type of cars that contested the Silver City Trophy will be back in action as part of a programme of Historic Grand Prix Car Association races in July.

For three decades the British Grand Prix was held regularly at Brands Hatch, and the F1 cars that raced there in the 1970s and early '80s will be back for a round of the FIA Historic Formula One Championship. Other races include rounds of the Historic Formula 2 Trophy and the FIA Lurani Trophy for Formula Junior.

Jonathan Palmer of circuit owner MotorSport Vision said: "We're delighted that the HSCC has chosen such a special anniversary as the theme for this year's Superprix. The Brands Hatch Grand Prix circuit is regarded by many F1 legends as one of the most challenging in the world, which makes it all the more satisfying to race on."



Paul Lawrence

Thiry uses Quattro drive to secure Spa win

BRUNO THIRY'S DECISION TO SOURCE AN EARLY AUDI QUATTRO FOR THE 52ND BOUCLES DE Spa proved wise when he swept to victory on the biggest historic rally in Europe. Snow and ice greeted a star-studded entry in the Ardennes Mountains of Belgium and Thiry (left) was able to capitalise on his four-wheel-drive advantage. He could not relax, however, as an inspired Björn Waldegård fought all the way in his Ford Escort Mk2, and the result was only decided in Thiry's favour on the final run through the Clementine gravel test.

"The most important thing is to be here," said Thiry of the rally, which attracted 320 entries and a host of star names. "I'm still pleased to do some rallying and wanted to find a good car." Local ace Patrick Snijers missed out on a hat-trick of wins but took third in his Escort Mk2, while Freddy Loix was a fine fourth in a Fiat Ritmo Abarth.

VSCC speed trial at Brooklands

MORE THAN 100 CARS FROM THE VSCC will take part in the Brooklands Speed Trials on Saturday June 5, competing on the Mercedes-Benz World Handling Circuit adjacent to the Brooklands Museum site.

The sprint will run as part of the weekend's Brooklands Double Twelve motoring festival, which includes a driving test and concours competition. Demonstrations of Mercedes-Benz cars from the company museum in Stuttgart will also feature.

The VSCC last held a sprint on the Mercedes-Benz World Track in 2007 as part of the Brooklands Centenary Celebrations. The sprint will include 16 classes for pre-war sports cars and single-seaters.



South American tour planned

THE ORGANISERS OF 54° SOUTH, A month-long motoring adventure running the length of South America, claim it will be the most extraordinary journey in the world.

The tour, for classic cars and 4x4s, is being organised and promoted by James Walker Events. It will take participants from the equator, just north of Quito in Ecuador, to 54 degrees south at Ushuaia, in Tierra del Fuego.

"Both are must-see destinations, but what makes this experience so unforgettable is the contrasts in between," said James Walker.

The tour lasts a total of 32 days, starting on January 23 2011, but 14- and 17-day options are also available.

Route highlights will include the Ecuadorian rainforest, the Inca Citadel of Machu Picchu, Lake Titicaca, the Atacama Desert and the Pampas grasslands of Patagonia. For details go to www.jameswalkerevents.com

IN BRIEF

■ Group B rally cars will be in action on the Isle of Man in July with a demonstration event running alongside the Rally Isle of Man. The Group B cars will run ahead of the main field on many of the closed-road special stages and it is hoped that around a dozen cars will take part.

■ David Gathercole unveiled a new range of Cosworth FVA and FVC engines at Race Retro, ranging in size from 1600cc to 2 litres and in cast iron or aluminium blocks. Supply of the mid-60s engine has become difficult in recent years, but Gathercole has spent a year remaking and dyno testing complete engines and components.

■ A race for sports, GT and touring cars of the 1950s and '60s will be held at the 60th anniversary meeting at Castle Combe on July 31/August 1. It is hoped that the race, co-ordinated by James Beckett, will lead to a mini-series of three similar events at the Wiltshire track in 2011.

■ Two hillclimbs and a sprint will be the competitive element of the Jersey International Motoring Festival on June 4-6. The competition is open to pre-75 cars and the weekend opens with a sprint at St Ouens. Hillclimbs at Westmount and Mount Bingham will follow. For details go to www.jerseyinternational-motoringfestival.com

■ The MG Car Club is celebrating its 80th anniversary this year with a full programme of competitive events. The headline event will be MGLive at Silverstone on June 5/6, the annual race meeting run every year since 1950. The 2010 edition will be held on the full Grand Prix circuit for the first time.

■ The newly-established 360 Motor Racing Club, formed by a group of enthusiasts over the internet, is organising a six-hour race for classic saloons and GTs at Snetterton on August 15. The race will cater for cars produced between 1968 and 1986, with a maximum capacity of 3.5 litres.

■ The Classic Sports Car Club has reported growing support for its Swinging Sixties race series for cars of the 1960s. Such is the level of interest the field for the opening event at Snetterton on April 10 has been split into two races, allowing up to 60 cars to take part.



F3 'screamers' last raced at Monte Carlo in 1970

LAT

F3 racer back in Chevron

FORTY YEARS AFTER HE COMPETED in the last 1-litre Formula 3 race at Monaco, 72-year-old Frenchman René Liggonet will be on the grid for the 2010 race in the same Chevron B15.

The 1-litre F3 event, along with a race for the later 1600cc and 2-litre cars, is the major change in the Monaco Historic Grand Prix on May 1/2. It will mark the first race for the 1-litre 'screamers' since Tony Trimmer won the 1970 event in his Brabham BT28.

"I raced at Monaco in 1969 and 1970 with the Chevron," said Liggonet. Now he is returning he says the result is not important: "It's not to make glory, but it is closing the circle."

The eight-race schedule includes two 3-litre F1 races and a pre-47 single-seater event featuring six ERAs. In the pre-53 sports car race, Dieter Quester will drive a BMW 328.

Liverpool adopts Pageant of Power

FORMULA 1, LE MANS AND SUPERCARS will be in action on the evening of Tuesday May 25 during the inaugural Liverpool Pageant of Power.

A street demonstration, which will run on a course along the Strand and finish at the Liver Building, aims to draw visitors to the city and promote the Cholmondeley Pageant of Power, which takes place on July 17/18.

To mirror Cholmondeley, the Liverpool event will feature powerboats in the adjacent docks and aerobatic displays above the Mersey. Organisers hope to have a Silk Cut Jaguar Group C Le Mans car and a Bentley Speed 8 in a field of around 20 competition cars.

Minshaw Jr to follow family line

THREE GENERATIONS OF THE MINSHAW family could be competing together this summer if 19-year-old Jack joins his father Jon and grandfather Alan in historic racing.

Jon and Alan Minshaw have recently bought the Alfa Romeo GTA touring car of Dieter-Karl Anton and plan to tackle some U2TC races. If Jack gets on well with some coaching, he could also share the car. "I'd love to do the Spa 6 Hours with the three of us driving," said Jon.

Meanwhile, Jon is concentrating on his brace of Lola T70s in Masters events and a fresh steel-bodied Jaguar E-type for Gentleman Drivers races.

Italian series scoops Silverstone date

THE ITALIAN HISTORIC CAR CUP HAS TAKEN OVER THE WORLD SPORTSCAR MASTERS' prominent Saturday evening slot for this year's Silverstone Classic.

"We expect the race to be heavily over-subscribed," said Vanessa Marcais when asked about the IHCC round. The field will include examples of the Ferrari 512M, 312PB and Alfa Romeo T33.

Silverstone Classic organisers will run 23 races over the weekend of July 24/25 following qualifying on the Friday. Pre-61, Pre-66 and Masters F1 races are the headline single-seater events, while other notable races include World Sportscar Masters, Pre-63 GT Cars and the Sir Stirling Moss Trophy for '50s sports cars.

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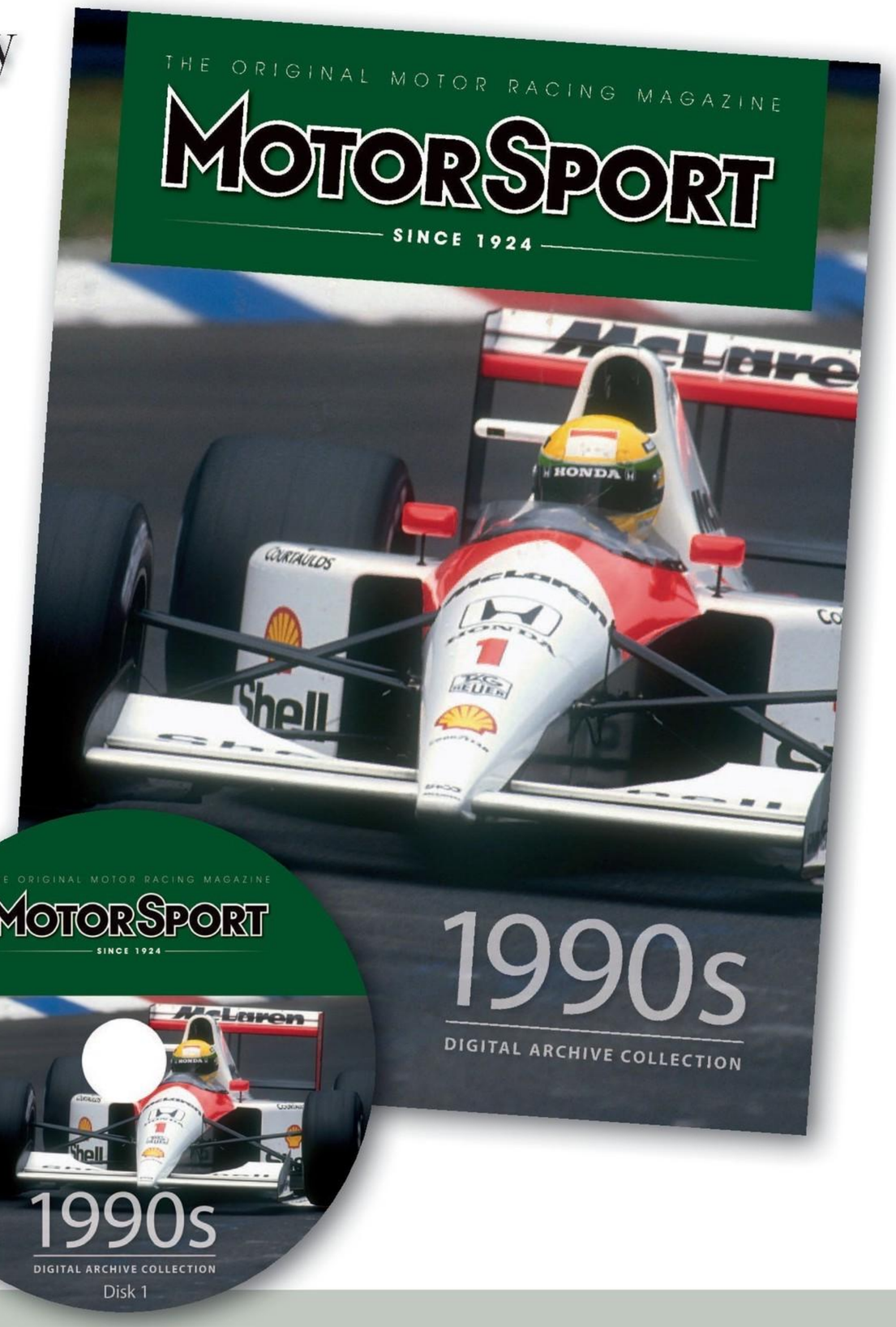
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Handsome Giulietta racer rode on delicious Alfa flat-bed truck





Alfa-powered Lotus 18. Below: Giacomelli, GTA





A SHOW OF APPRECIATION

Alfa's centenary and the 40th anniversary of the World Cup Rally were celebrated both on and off-stage at Race Retro

BY PAUL LAWRENCE



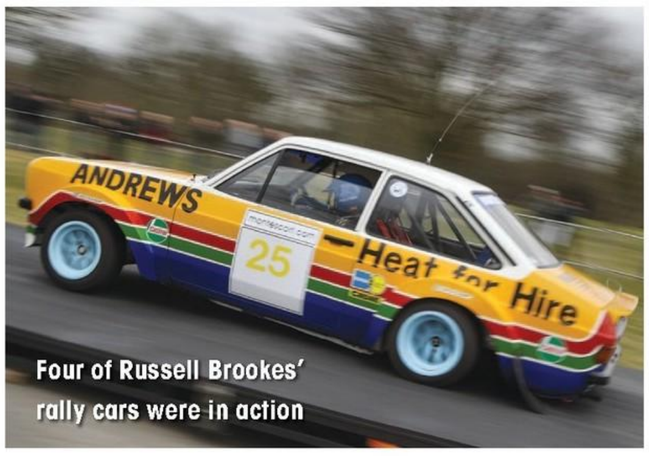




The seventh annual International Historic Motor Sport Show, Race Retro, shrugged off the recession to show that the historic scene is flourishing.

The celebration of 100 years of Alfa Romeo was a core theme of the 2010 event at Stoneleigh Park, and the main foyer display included two of Alfa's finest single-seaters from the 1930s: a 1935 P3 Monoposto and the ex-Raymond Sommer 1938 308C. Inside the halls, dedicated displays marked Alfa's sporting heritage on classic events such as the Targa Florio and Mille Miglia. The 1960 Lotus 18, equipped with a 1500cc Alfa Romeo unit, exemplified its engine expertise. It was sold new to Syd van der Vyver in South Africa and has recently been reunited with its original engine and restored by Classic Team Lotus.

Marking Alfa Romeo's Grand Prix dream was star guest Bruno Giacomelli, who entertained visitors with memories of his time with the Formula 1 team from 1979 and into the '80s.



Four of Russell Brookes' rally cars were in action

Race Retro, Paul Lawrence & Jeff Bloxham

Other celebrations included the 40th anniversary of the London-Mexico World Cup Rally, with a display of cars including Hannu Mikkola's winning Ford Escort 'FEV 1H' (left). The car, still owned by Ford, was retired at the end of the rally but spawned a generation of road-going Escort Mk1 Mexicos.

The World Cup Rally theme continued outside on the live action rally stage, running on a new layout this year. Brian Culcheth, who finished second – 78 minutes behind Mikkola – in 1970, was reunited with a Triumph 2.5PI for some demonstration runs among the Group B cars. One of the stars of the show was Mick Strafford's Chevrolet V8 Firenza, which was finished just before Race Retro after a five-year build. Strafford now intends to use his spectacular car, which replicates the South African race and rally car of the early '70s, on competitive historic rallies.

Current British Rally Champion Keith Cronin brought the story up to date driving one of David Appleby's Aston Martin rally cars, and Russell Brookes turned back the clock 30 years at the wheel of a rare wide-track Ford Escort Mk2. In total, four of Brookes' Andrews Heat for Hire cars were in action. Alongside the rally car action were sessions for historic karts.

Back inside the halls, exhibitors reported good trade through Friday and Saturday, though Sunday – Mothers Day – was far quieter. Overall, visitor numbers were up on previous years and leading race organising clubs reported an encouraging level of new enquiry.

Among so many classic Alfas, one of the star exhibits was the freshly prepared GTA from the Alfaholics concern in Bristol. The pre-66 racer, which the group plans to campaign in the U2TC touring car series, was superbly presented and amply demonstrated the quality of product available in historic motor sport.

18 & 19 SEPT. 2010

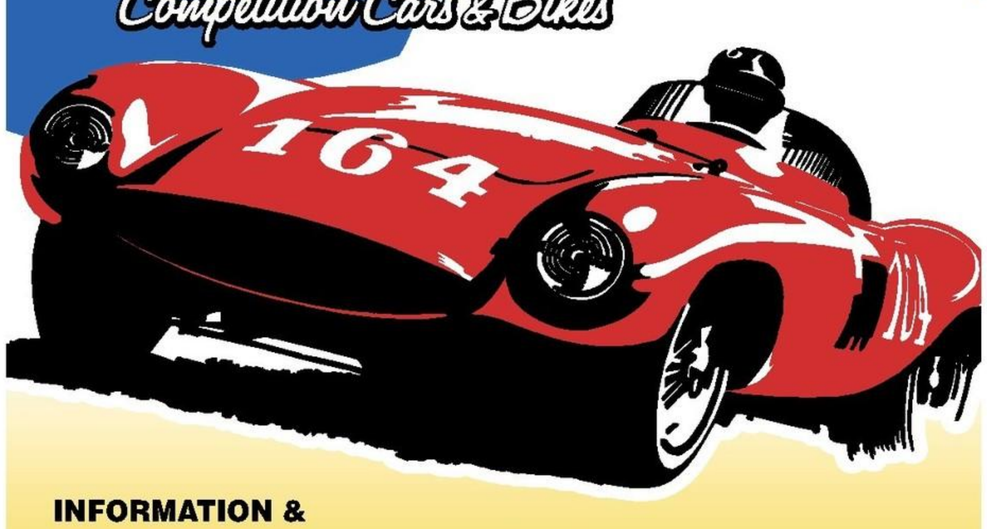
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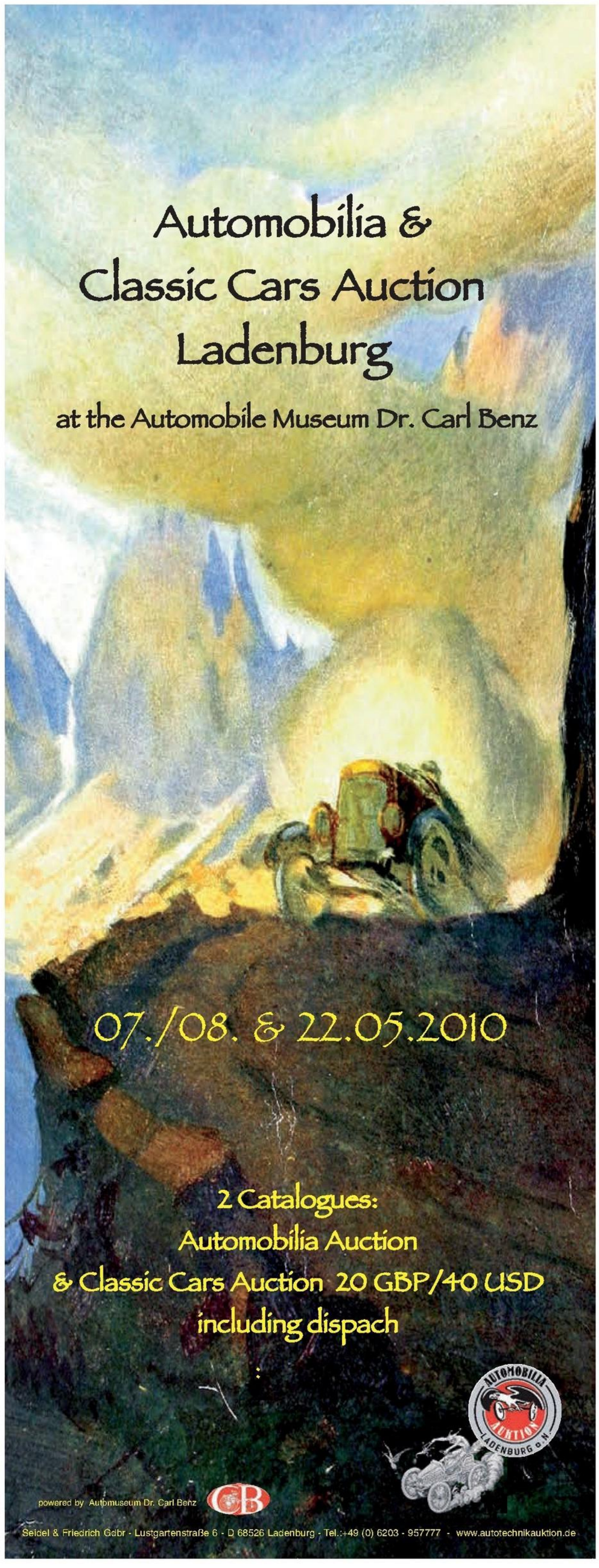
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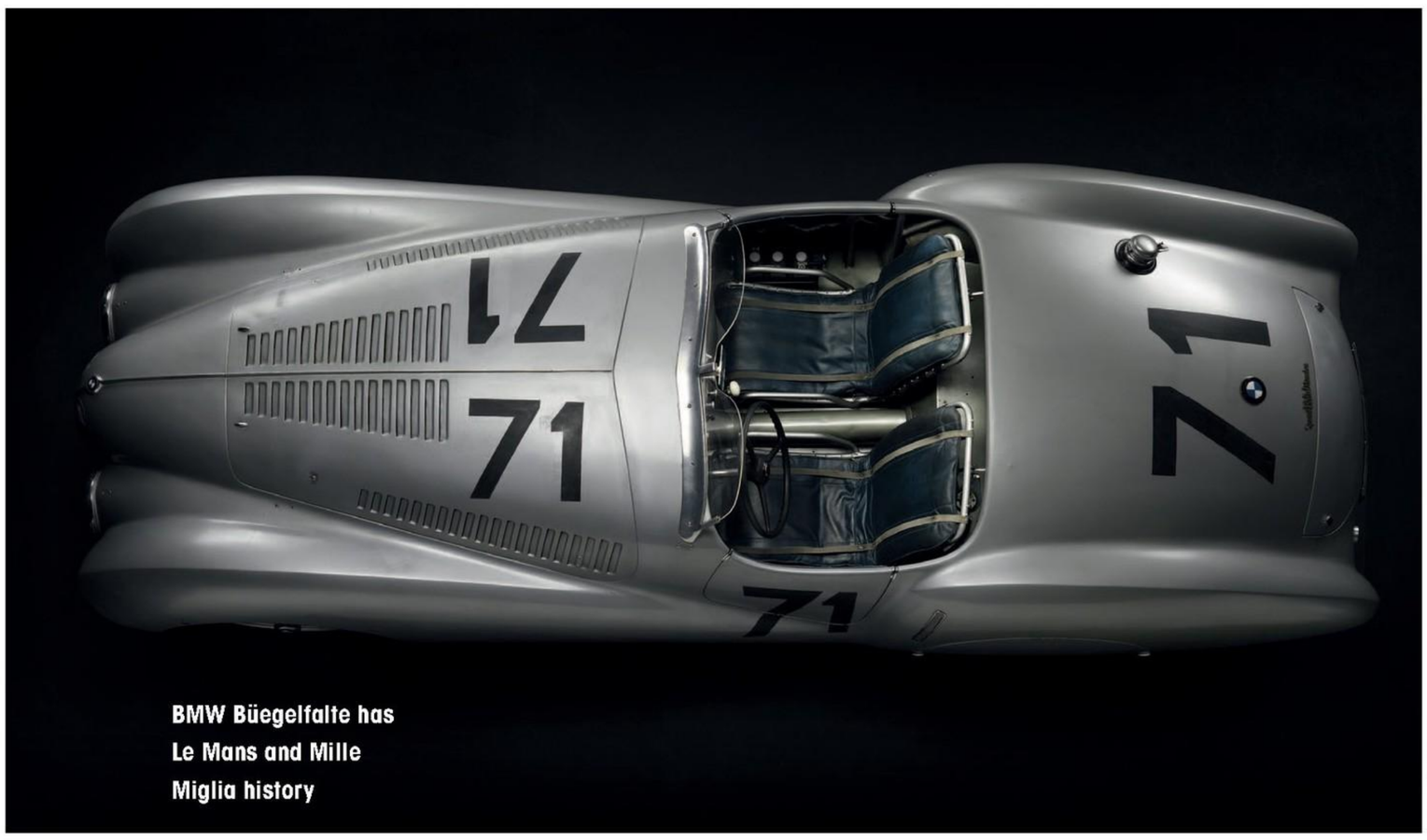
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BMW Büegelfalte has Le Mans and Mille Miglia history

Peter Raider

Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– RM AUCTIONS –

More lots have been added to RM's Monaco sale, including the one-of-a-kind 1937 BMW 328 Mille Miglia 'Büegelfalte'. It was built as a standard-bodied 328 for Rudolf Schleicher's experimental department at BMW and competed in the 1937 Le Mans 24 Hours and Tourist Trophy. The following year it won the 2-litre class in the Mille Miglia and in 1939 the car was dismantled and rebuilt as an open streamliner – with bodywork designed by Wilhelm Kaiser – ready for the 1940 Mille Miglia, where it finished sixth. Following the war, chassis 85032 was part of the reparation payments and passed to Artiom Ivanovich Mikoyan, head of the Mikoyan i Gurevich Design Bureau which was responsible for the MiG warplanes. His son eventually traded it in for a brand new Lada, which is an interesting part-exchange… The car will be sold on May 1 and is expected to fetch £4.5-6.4 million.

– SOTHEBY'S AUSTRALIA –

On April 18, Sotheby's is selling a Ford XB Falcon Hardtop (left) that was owned and raced by John Goss – the only driver to have won both the Bathurst 1000 and the Australian Grand Prix. Built by Ford in 1975, chassis number JG66YR is one of only four Y395 Blaze Blue XB hardtops, and is also the only one with a manual gearbox. In '76 Alan Moffat raced it, winning at Adelaide and finishing second at Lakeside. Sir Jack Brabham has also raced this Falcon. At present the car is in original '75 Bathurst specification and is expected to fetch in excess of £300,000. ➤➤➤



FORTHCOMING AUCTIONS

■ **APRIL 1-3 BARRETT-JACKSON** Palm Beach Auction, Florida, USA *Tel: 001 480 663 6255*

■ **APRIL 10 COYS** Techno Classica, Essen, Germany *Tel: 020 8614 7888*

■ **APRIL 19 BONHAMS** Collectors' Motor Cars and Automobilia, RAF Museum, Hendon *Tel: 020 7447 7447*

■ **APRIL 21 H&H SALES LTD** Classic Collectors' Cars, The Pavilion Gardens, Buxton *Tel: 08458 334455*

■ **APRIL 24/25 RM AUCTIONS** Classic Car Auction of Michigan, The Rock Financial Show Place, Novi, Michigan, USA *Tel: 001 519 352 4575*

■ **APRIL 26/27 BARONS** Jaguar's 75th Anniversary Sale, Esher Hall, Sandown Park, Surrey *Tel: 02380 668413*

■ **APRIL 30 BONHAMS** Les Grandes Marques a Monaco, Musée des Voitures du Prince, Monaco *Tel: 0033 142 611 011*

■ **APRIL 20-MAY 2 THE WORLDWIDE GROUP** The Houston Classic Weekend, Lakewood Yacht Club, Seabrook, Texas, USA *Tel: 001 260 925 6789*

■ **APRIL 30 COYS** Legende et Passion, Espace Fontvielle, Monaco *Tel: 020 8614 7888*

■ **MAY 1 RM AUCTIONS** Sporting Classics of Monaco, The Grimaldi Forum, Monaco *Tel: 020 7851 7070*

■ **MAY 3 SHANNONS** Sydney Autumn Auction, St Leonards, New South Wales, Australia *Tel: 0061 2 8019 4116*

■ **MAY 8 OLDTIMER GALERIE** 100 Classic Cars and Motorcycles, Toffen, Switzerland *Tel: 0041 (0) 31 819 6161*

■ **MAY 12 SILVER AUCTIONS** Big Sky Collector Car Auction, DAA Northwest, South Hayford Road, Spokane, Washington, USA *Tel: 001 800 255 4485*

■ **MAY 22 BONHAMS** Aston Martin and Related Automobilia, Newport Pagnell *Tel: 020 7468 5804*

■ **MAY 22 COYS** Collectors' Motor Cars, Ascot Racecourse *Tel: 020 8614 7888*

■ **JUNE 2 HISTORICS AT BROOKLANDS** Inaugural Sale, Brooklands, Weybridge, Surrey *Tel: 0800 988 3838*

■ **JUNE 6 BONHAMS** Greenwich Concours d'Elegance, Collectors' Motorcars and Automobilia, Greenwich, Connecticut, USA *Tel: 020 7468 5804*

■ **JUNE 7 SHANNONS** Melbourne Winter Classic Auction, Cheltenham, Victoria, Australia *Tel: 0061 2 8019 4116*

Cars for Sale

– H&H –

At the company's first sale of 2010 a Porsche Carrera RS 2.7 Lightweight made £220,000 on February 17. A 1938 Derby Bentley 4¼-litre Sports Saloon also went under the hammer and sold for well above its estimate, for £37,950. This particular model spent part of its life aboard a World War II destroyer, as its first owner was a Captain in the Royal Navy.

Some racers didn't sell in its Race Retro auction on March 13, but those that did went for impressive sums. A 1971 Escort RS 1600, used by Stig Blomqvist on the 2007 Safari Rally, went for £77,000, while an ex-works-supported '75 Escort RS 1800 sold for £99,000. The latter won the 1976 Tarmac Championship in the hands of John Taylor. The star of the sale though was the ex-works 1935 Lagonda LG45 Tourer that competed in the 1936 Monte Carlo Rally. It sailed past its estimate and went for £167,200.

– BONHAMS –

The March 6 sale in Oxford didn't match the '98 per cent of lots sold' statistic from 2009, but the various lots amassed more than £1m, and 44 out of 51 cars went to new owners. As expected, the highlight of the company's second sale in the city was the 1956 Bentley S1 Continental Fastback, which sold for £166,500. "The test for any new venue is looking at how you perform the second time," said James Knight, head of the motoring department. On that rationale, Bonhams' Oxford sale will no doubt be returning next year.

Bonhams sold more than £1m worth of motorcycles in its February 27 sale at Hendon's RAF Museum. Of particular note was the 1929 Cleveland Tornado four-cylinder that went for £48,800 and the c1899/1900 Phebus tricycle which fetched £29,325.

– SHANNONS –

Although the Citroën 2CV has had little to do with motor sport – ignoring the 2CV Racing Club for the time being – it's worth mentioning that a low-milage 2CV6 Charleston Sedan went for a staggering £24,330 at Shannons' Sydney Summer sale on February 15. Ⓜ

AUCTION RESULTS

FEBRUARY 17 H&H AUCTIONS
- 1973 Porsche Carrera RS 2.7 Lightweight: £220,000
- 1971 Ferrari Dino: £66,000
- 1986 Ferrari 328 GTS: £27,500
- 1938 Bentley 4¼-litre sports saloon: £37,950

MARCH 6 BONHAMS
- Ex-Len Thompson 1934 Lagonda Rapier 1½-litre monoposto: £53,750
- 1956 Bentley S1 Continental sports saloon: £166,500
- 1957 Hillman Minx competition saloon: £8280
- 1964 Bentley S3 Continental coupé: £62,000
- 1984 Aston Martin V8 Vantage saloon: £41,100
- 1989 Ford RS200 4T 4WD Coupé 'Rally Kit': £87,300

MARCH 11 COYS
- 1932 MG J2: £31,750
- 1963 Ferrari 250 GT Aluminium Spyder: £303,500
- 1970 Aston Martin DB6: £123,500
- 1967 Lamborghini Miura P400: £208,500
- 1960 Porsche 356 roadster: £62,000

MARCH 12 GOODING & COMPANY
- 1928 Bugatti Type 35C Grand Prix: £597,370
- 1931 Bentley 8-litre Tourer: £401,590
- 1961 Porsche RS61: £1,131,670
- 1939 Alfa Romeo 6C 2500 SS berlinetta aerodinamica: £496,480
- 1932 Bugatti Type 50 drop-head coupé: £730,170
- 1931 Voisin C20 V12 Mylord demi-berline: £1,825,390



MARCH 13 RM AUCTIONS
- 1964 Pontiac Bonneville 'Hank Williams Jr' custom convertible: £149,000
- 1964 Shelby Cobra USRRC roadster: unsold
- 1961 Austin-Healey 'Sebring Sprite' vintage racing car: £29,200
- 1958 Tojeiro-Jaguar Sports Racer: unsold
- 1963 Watson 'Leader Card 500' Indy roadster: unsold
- 1969 Chevrolet Corvette L88 SCCA/IMSA Racing Car: £30,660

MARCH 13 H&H AUCTIONS
- 1965 Marcos 1800 GT: £24,200
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Louisa Skipper's DIARY



Penske PC26 took pride of place on *Motor Sport* stand


Broadspeed Jag, as seen in March issue. Right: historic kart action




Phil Read, Steve Parrish, Barrie Williams & Mick Grant


Christopher Tate & Phil Read


Bruno Giacomelli



SEASON GREETINGS AT RACE RETRO

There was an air of excitement this year at Race Retro, the historic motor sport show at Stoneleigh Park, as it was the first opportunity for many of the clubs and competitors to catch up and discuss the forthcoming season.

Motor Sport hosted a champagne reception on the Friday evening where guests included eight-times Grand Prix motorbike champion 'the Prince of Speed' Phil Read and Italian ex-Formula 1 driver Bruno Giacomelli.

Outside, the live rally stage gave visitors a chance to see some great two- and four-wheeled action, with the likes of British Rally Champion Keith Cronin and Stig Blomqvist – in an ex-works Quattro – displaying the skills that have made them such a success. *Full report, p115*



Russell Brookes, Steve Parrish & Tony Mason

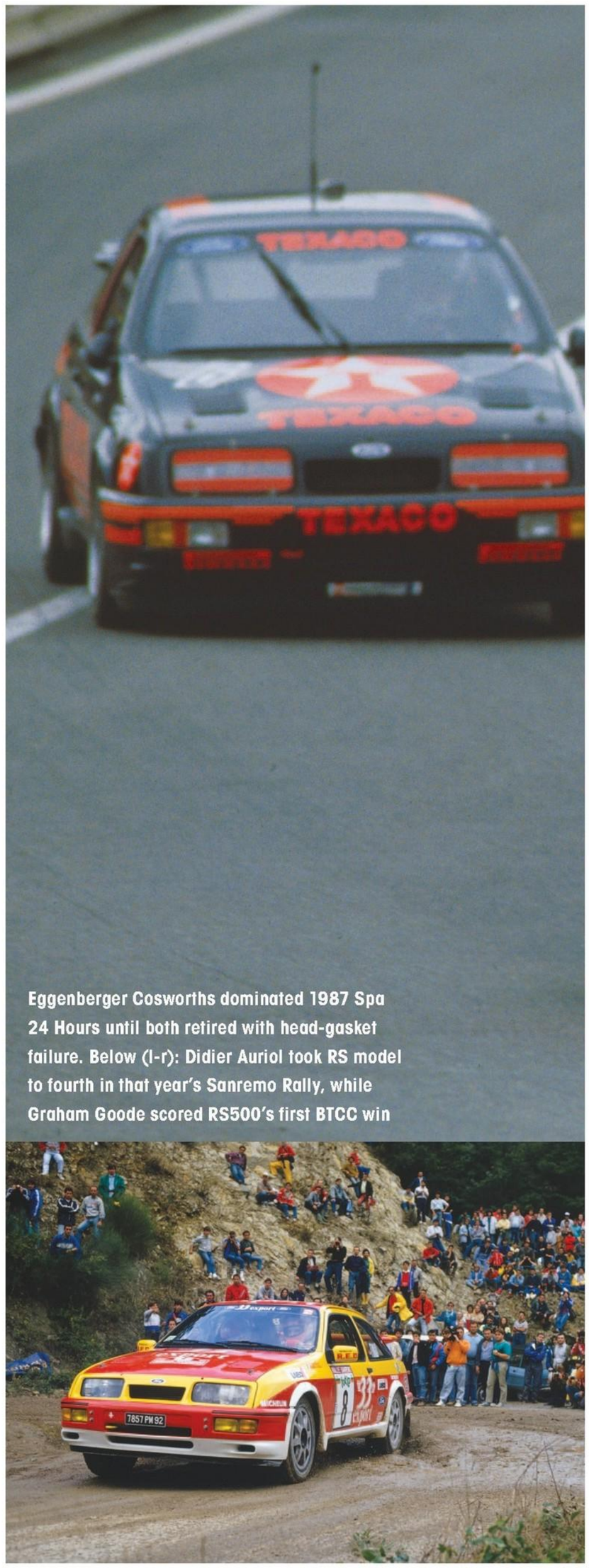

Chris Walker & the Cholmondeley Pageant of Power team



FORD SIERRA COSWORTH

This bat-winged brute made as big an impact on the street as it did on track and stage, but it took some manhandling...

BY RICHARD HESELTINE



Eggenberger Cosworths dominated 1987 Spa 24 Hours until both retired with head-gasket failure. Below (l-r): Didier Auriol took RS model to fourth in that year's Sanremo Rally, while Graham Goode scored RS500's first BTCC win

Despite all the focus groups and Blue Sky Thinking manufacturers call on when dreaming up car names, it is often better to merely keep things basic. Don't try and be hip, repel all notions of coming over all lower case or inserting random apostrophes into nomenclature (we give you the, cringe, Kia cee'd...). Such syntactically challenged nonsense is enough to make you grind your teeth down to the gums in exasperation.

And besides, of greater significance in the mind of most punters is the status inferred by a particular *variation* of model. And often it's mere initials that impart this: my GL trumps your lowly L and all that. Yet in performance car lore, few tags have ever instilled greater reverence than that of Ford's Rallye Sport sub-species. Before the aura was eroded by mismanagement, an RS badge glued to a Blue Oval product promised excitement, motor sport kudos and a few choice bourgeois trappings.

But nothing – *nothing* – in Ford's back catalogue stirred the soul quite like its ballistic take on the humble Sierra. Which is where the car's other badge comes in: Cosworth's input made this supercar-baiting rep-mobile satisfying to brows both high and low. It had credibility beyond the mulleted wideboys that cliché would have you believe were the sole customers for this populist brand. The 'Cossie' pulled off coolness and widespread appeal simultaneously, due in part as much to its otherworldly appearance as to its outrageous performance capabilities.

And it really was outrageous, having been conjured with the single purpose of returning Ford to the front line in touring car racing. Ever since the Capri had finally been killed off, it had been left to the Escort to maintain Ford's relevance trackside. But, save for Germany where Zakspeed performed miracles, there were only class positions to fight for closer to home. A new car was needed and the Sierra was the obvious choice because it was rear-wheel drive, aerodynamic for its era (0.34Cd drag coefficient) and it needed a marketing boost. While its 'jelly mould' shape may seem tame today, the Sierra was met with unyielding customer resistance when introduced in 1982.

During the racing car project's embryonic stages in early 1983, there was plentiful discussion over which engine to use – either the enduring 2-litre 'Pinto' boat anchor or the 2.3-litre 'Lima' four-banger as used in Ford's short-lived Merkur (pronounced Mare-Coor) XR4Ti in the US. The latter model had enjoyed some racing success Stateside, and Andy Rouse would use one (badged as a Sierra) to clinch the '85 British Touring Car Championship. Switzerland's Eggenberger squad would also claim a win during the following year's European Touring Car series finale at Estoril but this was patently a short-term fix.

The definitive solution came in the form of a Cosworth 16-valve cylinder head on the Pinto engine. That and a turbocharger and fuel-injection. A programme for 5000 cars was approved with sales scheduled to start in September 1985. Meanwhile in Germany, Cologne Motorsport engineer Eberhardt Braun busied himself with refining the base car's outline for track usage. Changes were made to the front, not least the addition of an air-dam, but it was what was occurring out back that caused a degree of consternation among the suits. The rear 'bat-wing' spoiler served its purpose in creating downforce but it wasn't greeted with much warmth by those charged with selling road-going replicas. Hard to look at it might have been, but it was equally impossible to ignore. A quarter of a century on it's hard to see what all the fuss was about.



All images LAT



January '87, and the model swiftly proved as adept off piste as on it (witness Jimmy McRae's Circuit of Ireland rally win that year).

Yet this was just the opening salvo; it was those evolution models which mattered. With 5000 identical cars built to satisfy homologation requirements, regulations allowed for at least 500 further 'enhanced' editions. Enter the mighty RS500. Continuing from where the regular production car left off, the new strain featured what became known as the 'YBD' engine which was based around a stiffer cylinder block and came equipped with a massive Garrett turbo. From a road car perspective, the differences weren't that marked – a 20bhp hike to 224bhp – but race-tuned engines could exceed 500bhp, which was hitherto unthinkable. Physical changes amounted to a reprofiled front bumper with enlarged air inlets, while underneath the regular subframe crossbeam was retained but with revised pivot points for the semi-trailing

So the Sierra RS Cosworth had shock value, but while it may have looked like a car that was helping the police with their enquiries, the definitive production car soon found favour among even those who would never otherwise have considered buying a Ford. Unveiled at the March '85 Geneva Salon, the requisite 5000 cars – actually 5052, including 500 evolutionary models – had been built by the end of the following year despite early delays due in part to teething problems with the BorgWarner 'boxes. Group A homologation was achieved in



"I RACED ONE"

ROBB GRAVETT

MG racer turned tin-top star won the 1990 BTCC in a Cosworth after doing things his own way…

"I'd raced Cosworths with Andy Rouse before forming Trakstar with (media personality and racer) Mike Smith. The 1990 season was amazing but we struggled financially as a sponsor defaulted on payment. That really hurt us. When we started out in 1989 we ran a couple of Dick Johnson cars; I flew out to Australia to do the deal and then brought them back in a jumbo jet. For 1990 we ran our own design with direct drive across the rear axle which everyone said wouldn't work. We won nine (of 13) races that year, seven of them consecutively.

"It was a great car to drive and stunningly quick. I don't think people realise just how fast the Cosworths were. At Bathurst in '89 (sharing with Jeff Allam) we pulled 189mph down the Conrod Straight, and in the 1990 500km race at Fuji my team-mate Stefan Johansson and I were in the 190s. That's still pretty remarkable. I would have loved to have kept my 1990 title-winning car but we had no money so it had to go. I believe it went to Portugal and would be interested to know what happened to it. Anyway, we got the works Ford deal for the following year for what was the first season the BTCC was run to 2-litre Super Touring regulations, but the normally-aspirated Sapphire Cosworth was the worst car I ever drove. Aside from everything else, the engines didn't have the sort of power we were expecting and most of the time we didn't get near the BMWs. It was terrible, a complete waste of time."

links. Remarkably, the batch of RS500s was completed by outside specialist Tickford in just six weeks.

And the RS500 won often, battle raging between Ford and BMW for honours in the original one-year-only World Touring Car Championship in 1987: Ford triumphed in six of the 11 races to claim the manufacturers' title. The drivers' crown, however, went to BMW's Roberto Ravaglia. Same too in the European Touring Car Championship a year later. In the UK, however, the inter-marque conflict took on different connotations as the BTCC was then still class-based; the Fords ran up front, the M3s in the secondary 2-litre category. And as we all know, the driver who won races outright – even a lot of them – rarely took the title. The exception was 1990 when the underfunded but diligently developed Trakstar entry carried Robb Gravett to the overall crown by a whopping 27 points. Then along came the 2-litre-only Super Touring category, which spelt the end for the Cossie, at least in the UK.

"That hurt us," says Graham Goode who as variously a driver, car builder and parts supplier has more experience of the model than most. "Group A was a fantastic era. We had a great first season in 1987, and took the first BTCC win for the RS500. We then started running other cars for Mike Newman and Sean Walker. Sean's good friend Damon Hill also joined us for a two-driver race in 1989 and did very well. The Cosworth had lots of power but not a lot of grip so you had to really stay on top of it. When the BTCC went over to just the one class for 1991, we ran a normally aspirated car for Andy Middlehurst, but we had no money so it was a frustrating time. We were fourth first time out and finished on the podium in the final round but it was pretty disappointing. We had a lot of experience with the model, had got a handle on it, so we were a bit put out when it was outlawed. I was then approached to do the Malaysian touring car series with Petronas offering to sponsor us so we chose to go down that road. We raced out there for three years and did something like five or six meetings each year; in fact we were beaten only once during that time. We still see a lot of Cosworths in our workshops and the RS brand still seems to be very popular. People remember these cars."

Perennial crowd favourite Ian Flux certainly does but then his first race in one coincided with the birth of his daughter, something he's unlikely to forget. "I was down to share the Asquith Motorsport car with Karl Jones at Donington. I remember the date – May 14, 1988," he says. "I dashed from the hospital for qualifying and the next day the turbo went pop before my stint. We then did the 1988 Tourist Trophy at Silverstone, which was a round of the European Touring Car Championship [famously won for Ford by Andy Rouse and Alain Ferté]. It was then that I learned that not all Cosworths were the same. Ours was essentially a converted rally car and was pretty horrible. The team did a great job with no money but it was hard work for the driver. I had these thin-soled boxing shoes which were fine for single-seaters and sports cars but here they just melted. The heat through the floor and the pedals was horrendous.

"My second and third outings, though, were much different. This time I had a Rouse-built car which I shared with Sean Walker for the two-driver BTCC races in 1990. It was a much more comfortable car to drive but still pretty wicked; a bit like a TVR Tuscan, you had to dominate it. The BMW M3 was a much easier car to drive, more chuckable. In the Ford you had to be very, very smooth as you couldn't really hang the tail out because of the turbo lag. The Sierra wasn't very adjustable but it *was* a thrill. Anyway, we were fourth at Donington and third at Brands so we did OK."

Ultimately, it was the RS500's relentless rise to ubiquity that killed off the Group A competition, but it was fun while it lasted. Super Touring was undoubtedly the way to go but it too was unsustainable, the problem being that touring cars these days just don't set your trousers alight. Somehow a 'reasonably priced' diesel hatchback, however well driven, just doesn't have the same pull as a flame-spitting 550bhp rear-driver teetering on flayed nine-inch rubber. The days of the 'homologation special' are over, more's the pity. "It was fun, that's for sure," says Flux. "I've spent more time in historics recently and I do hope there's a series for proper Group A cars before long." As indeed do we.

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It's easy to forget that the Sierra Cosworth was briefly a front-runner in rallying. This example was built in 1987 by Neil Gatt's RED Motorsport concern and campaigned by future World Rally Champion Colin McRae during 1989. The Scot crashed the car on that year's Welsh Rally and it was subsequently put into storage. Gatt rebuilt the car in '91, campaigning it himself at local level. A year later it headed to France where it was a winner in Group N in the national series. It has recently been restored to period spec, with McRae's livery reinstated. It's on the button and comes with the original Ford Motorsport V5 document and a large history file.

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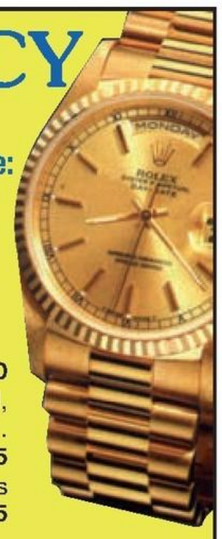
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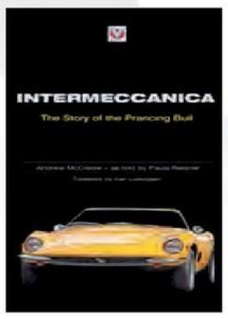
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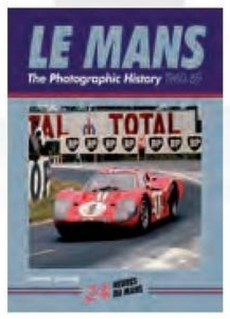
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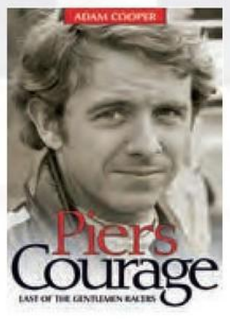
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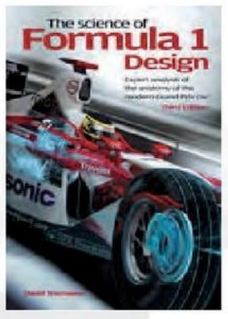
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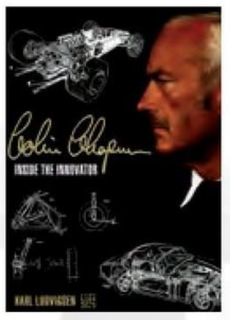


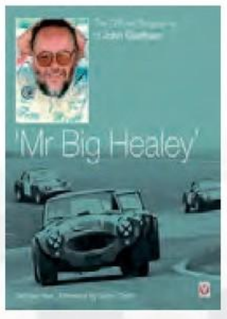


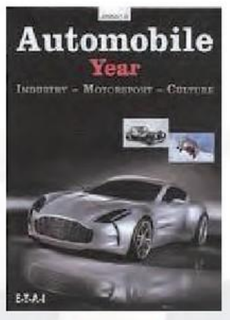


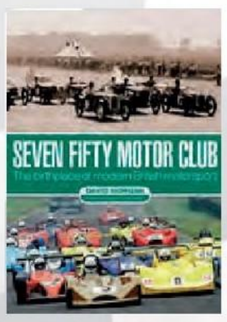


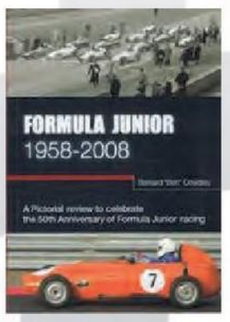






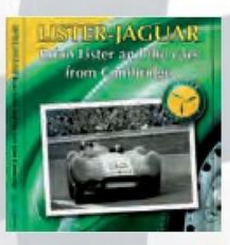


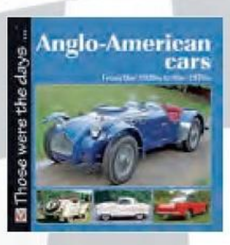






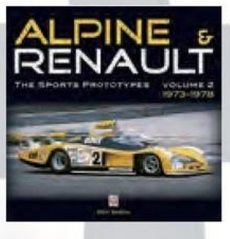










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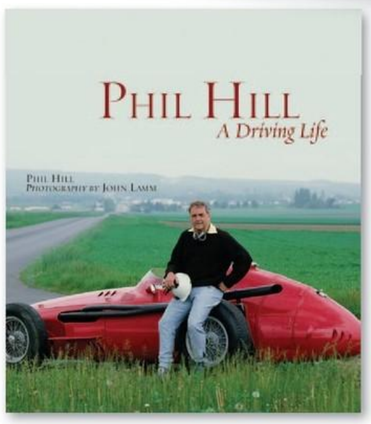
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Reviews





PHIL HILL
A DRIVING LIFE

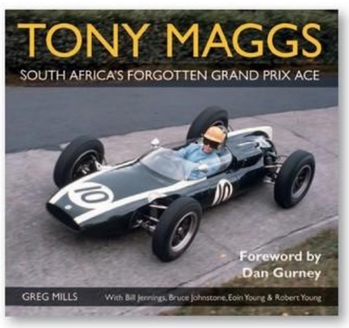
PHIL HILL

When Phil Hill died we lost not only a champion driver but a thoughtful engineer, an erudite writer and a talented photographer. His qualities leap out from this book, a collection of articles he wrote for *Road and Track* over 30 years, which say as much about the man as his subjects. Each is introduced by John Lamm who went with him to shoot the pictures.

Hill writes knowledgeably about anything from an Alfa 179 to MG No1, reminding us that this Anglophile was passionate about racing history long before he raced. He is central to many of his tales: when he tells the ATS story, it's as one of the hapless drivers. Ditto a test of a 250F at Reims, scene of his debut in a similar car. When he reminisces about friends, he means greats such as Fangio, Moss and Ascari. Hill's is a unique take: in one track test he combines history and design analysis, recalls things Enzo said to him, and muses on whether he missed out driving for Ferrari: "Perhaps at the time I needed the rewards of being a hero driver rather than a clever mechanic".

While some blended 'then and now' images look awkward, the book's large size compliments the photos. But it's Hill's wry voice that lingers: on rear-engined GP cars he says Ferrari felt they would just go away – "like mumps"... **GC**

Published by David Bull/Haynes, ISBN 978 1 935007 07 4, £49.99



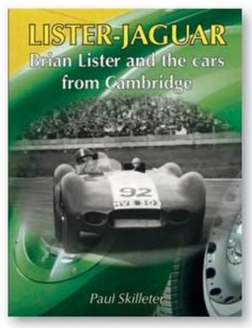
TONY MAGGS
SOUTH AFRICA'S FORGOTTEN GRAND PRIX ACE

GREG MILLS

South Africa isn't blessed with a huge history of international motor sport success, but for a short while in the early '60s it had a young hero in Tony Maggs. Battling against superstars Clark and Hill, Maggs not only competed at the highest level in F1, but also at Le Mans, Spa and in sports cars at his home track of Kyalami with some success.

This book recalls not only Maggs' career, but a period of the country's motor sport history from the late '50s to the mid-60s. Written from the perspective of four different people, there is some repetition and, with images mostly from personal sources, this makes for a somewhat disjointed read. **DC**

Published by Ecurie Zoo, ISBN 978 0 620 46168 9, £20



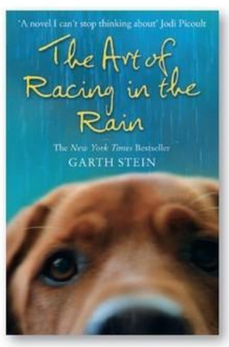
LISTER-JAGUAR
BRIAN LISTER AND THE CARS FROM CAMBRIDGE

PAUL SKILLETER

In technical terms this book much augments Robert Edwards' *Archie and the Listers*, with comprehensive details of the cars, describing how the first special became a successful customer design backing up the impressive factory effort with the remarkable Scott Brown. Lister-Jags won and won in the '50s, and are still winning in historics, also covered here, as are the reborn 1980s Listers.

Extensive input from Brian Lister and unseen photos from team members plus much documentation and chassis listing make this very complete, while Lister's personal scrapbook is a colourful extra – especially photos of him playing drums in The Down Beats! **GC**

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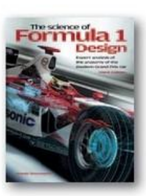


THE ART OF RACING IN THE RAIN

GARTH STEIN

Enzo the dog is the eloquent storyteller of this moving novel, and his life philosophy is guided by his racing driver master, Denny. Enzo prefers Senna's emotion and daring to Fittipaldi's cool calculation, fails to connect to Schumacher and, above all, adores Denny. Enzo shares the ups and downs of Denny's eventful home life, taking us on an emotional roller-coaster worthy of Laguna Seca. Only by following the racing driver's mantra of thinking ahead, applying complete focus and never giving up can they hope to emerge. This is a delightful yet heart-rending relationship story that will bring a tear to your eye, and even allow you to forgive the rather fanciful ending. **Ben Edwards**

Published by Harper Collins, ISBN 978 0 00 728119 0, £6.99



THE SCIENCE OF FORMULA 1 DESIGN David Tremayne A very in-depth look at how a Formula 1 car is built and works. Certainly worth reading if you're an enthusiast of the toil that goes on away from the race track. **Published by Haynes, ISBN 978 1 84425 718 8, £19.99**



FERRARI'S WORLD CHAMPIONS Enrico Mapelli English version of a look at Ferrari's winners. It could have been better translated as some of it is hard to understand, but overall it's a good read. **Published by Giorgio Nada Editore Srl, ISBN 978 88 7911 467 7, €20**



ART OF THE FORMULA 1 RACE CAR Stuart Codling with commentary by Gordon Murray Whether you agree that these cars are works of art or not, the studio shots are quite simply stunning. Murray's input is also very interesting. **Published by Motorbooks, ISBN 978 0 7603 3731 8, £30**

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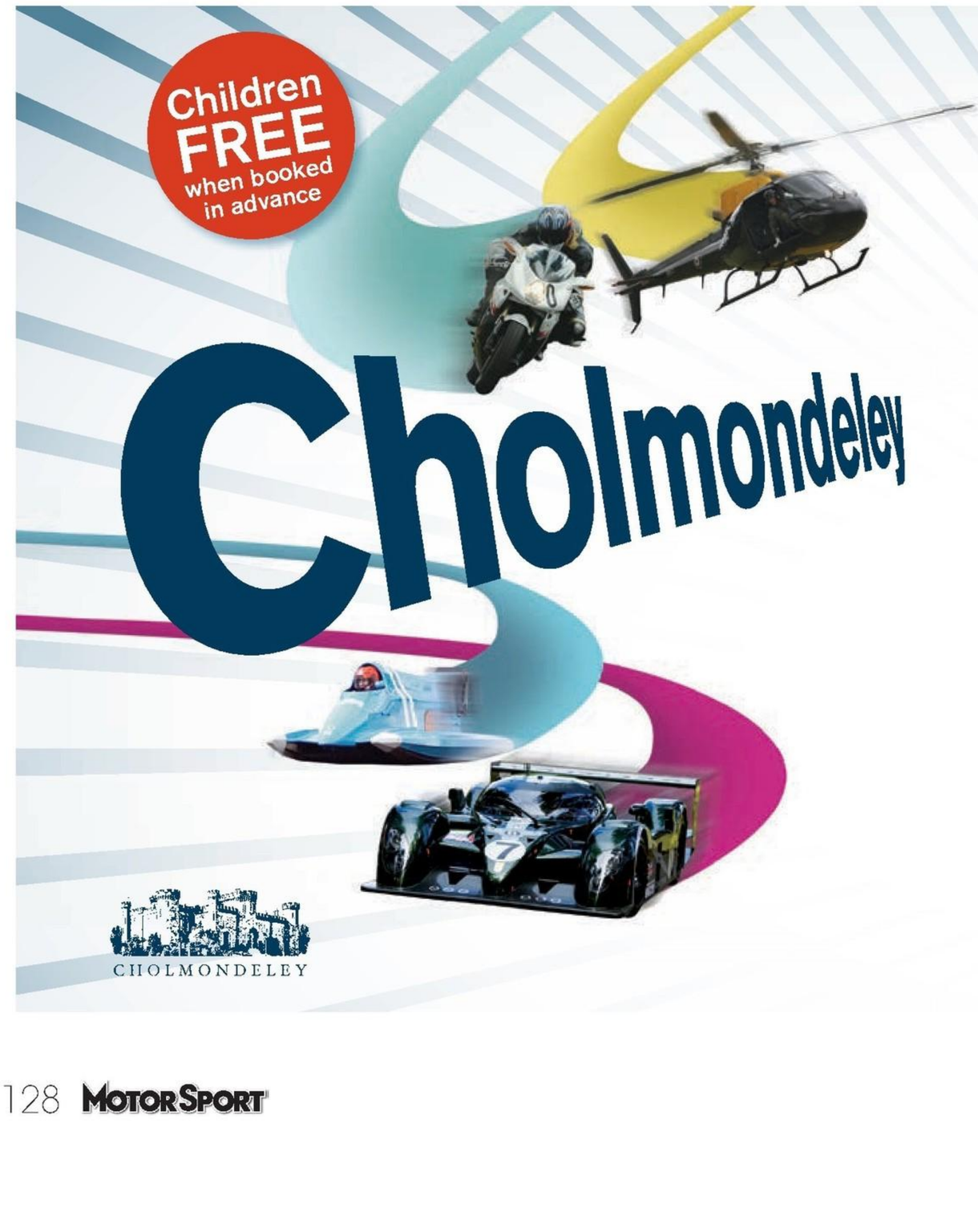


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YOU WERE THERE

We have some of Scotland's finest this month, with victories for Jackie Stewart, Ron Flockhart and Innes Ireland in a variety of races



2



1



3

HARRY KENNISON

Porsche Club of America member Mr Kennison describes himself as an amateur photographer, although he has had pictures published in Pete Lyons' *The Can-Am – A Photo History* and Mark Donohue's *The Unfair Advantage*. Harry, who says his passion has always been F1, took these shots at the 1968 US GP at Watkins Glen – the round after Mont Tremblant which featured in last month's *You Were There*. {1} Jackie Stewart was fastest in first practice in Matra-Cosworth, then dominated the race. {2} Graham Hill gave chase in second, and finished with barely any fuel left in his Lotus. {3} Perennially unlucky Chris Amon had shaded Stewart in practice, but retired Ferrari 312 from the race with a broken water pump.



1

DOUGLAS THOMPSON

Mr Thompson's family were friends of Ron Flockhart, who invited them to a meeting at Charterhall in May, 1953, where he ran in the Formula Libre event. Douglas's father had a home-built camera loaded with 35mm Kodachrome film, with which he took this shot. "I don't remember being impressed with the sights and sounds that day, but it must have stirred something in me for I later went on to compete in motor sport at an amateur level," says Douglas. {1} Flockhart warms up his ERA R4D prior to the race, having rebuilt the car after acquiring it from Raymond Mays. His main opposition was Ken Wharton's BRM V16. Wharton led from the start but spun, allowing Flockhart through to victory.



1



2

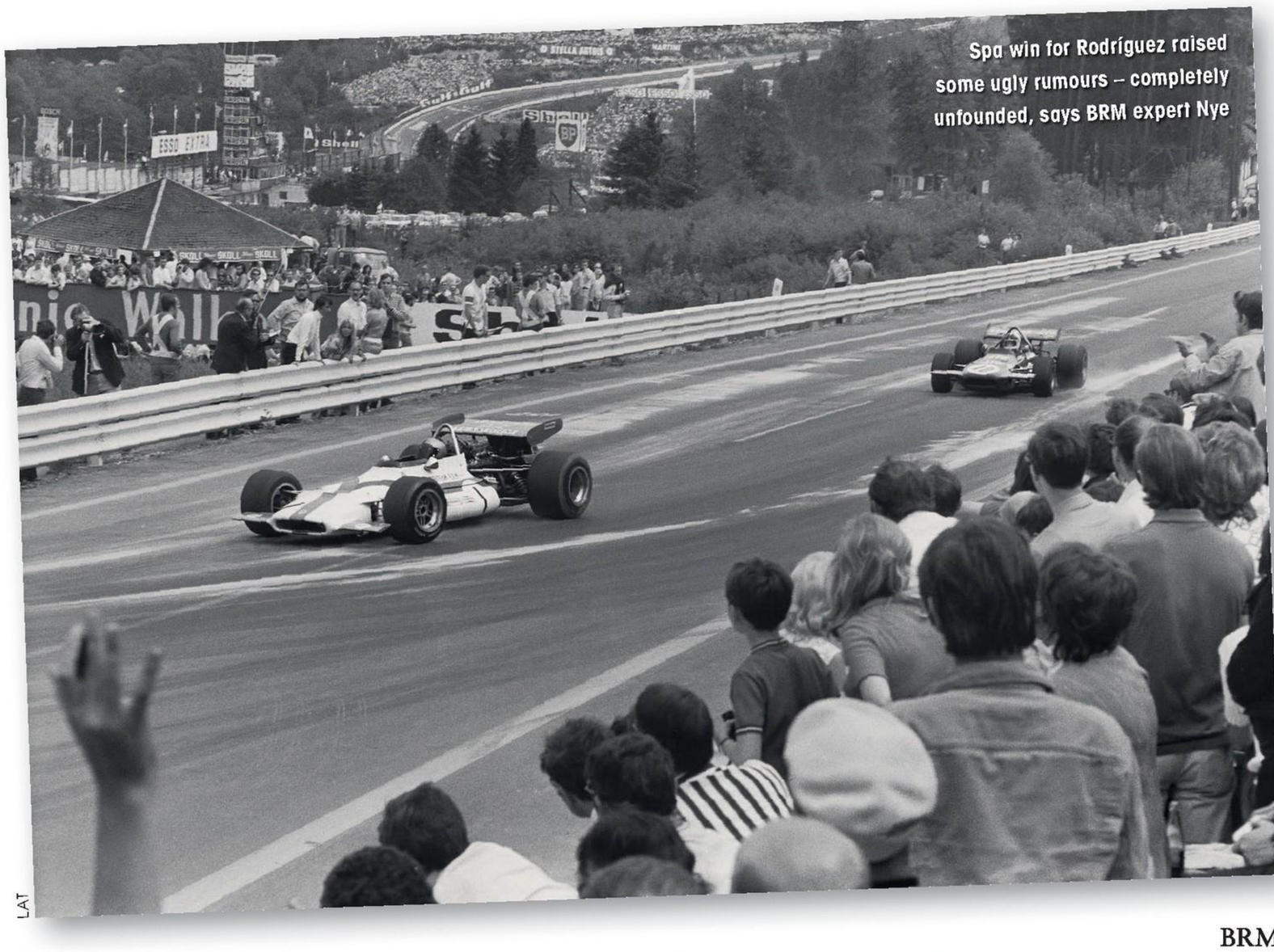
JEFF GIBSON

Mr Gibson was introduced to racing by his father, who got tickets to events in the late 1950s-60s through his work for an oil company. {1} Innes Ireland raced green-striped Ferrari 156 to fourth in 1962 International Trophy at Silverstone. UDT-Laystall car had been meant for Stirling Moss, who was sidelined by Goodwood crash. The 250 GTO was then used by Ireland to win August's Tourist Trophy. {2} John Coombs' lightweight E-type at Goodwood in '63. {3} Jackie Stewart raced Team Surtees Lola T70 to third overall in '65 Guards Trophy at Brands Hatch. {4} Willy Mairesse's 246 was third car in Ferrari 1-2-3 at 1960 Italian Grand Prix at Monza.

3



4



Spa win for Rodríguez raised some ugly rumours – completely unfounded, says BRM expert Nye

LAT

NO NEED FOR CHEATING

In a patchy season BRM scored one memorable win, bringing hints of rule-bending. But the facts are there, if you want to look…

My friend Simon Taylor's Lunch With Robin Herd, the 'h' of March cars, in the March issue, included a cheerful throwaway line about Pedro Rodríguez's winning BRM in the 1970 Belgian Grand Prix having used a 3.3-litre V12 engine – which would have been a desperate cheat, entirely illegal. The driver whose March 701 it beat was Chris Amon, who emerged darkly suspicious of the BRM's straightline speed.

I have probably done more than most to record BRM's true history, helped by many of the talented men who actually did the work there. Among them, contemporary BRM designer Tony Southgate's reaction to what is, in fact, a very demeaning charge pretty well sums it up: "Utter rubbish! We only had 12 engines. Hardly one of them wasn't already patched and welded. The budget was incredibly tight. There just wasn't the capacity to do a special engine for Spa. And just think of the risks…"

Hmm – Tony is slightly mistaken about 12 engines. A works report dated June 12, 1970, reads: 'Fortunately, it was possible to keep our total of six works engines'. I still wondered if there was any faint possibility of the story being true? Apparently Chris Amon, who later (abortively) founded an engine preparation business with former BRM engineer Aubrey Woods, heard the story from Aubrey himself. I remember Aubrey having a jaundiced view of BRM at that time, and he always seemed averse to spoiling a good story with facts. The tale of winning a World Championship Grand Prix with an oversized engine could have been a particularly juicy one.

But several of BRM's finest have now assured me that they recall no such rule-bending. Several spit blood at the very suggestion, since it downplays a quality performance, achieved after so much dedication and perspiration. A common reaction can be summed up by an expletive, which one of Churchill's aides once paraphrased in the margin of a report as "Spherical objects". To which Churchill characteristically responded "Who is Spherical, and to what does he object?".

Well, in this case 'we' – if I may put myself squarely in the BRM camp – object to the claim that Pedro's 1970 Belgian GP win was achieved by a blatant cheat – running an oversized engine. Once thrown, mud sticks, and in this case I think we should scrape it off. Contemporarily in 1970, *Autosport* listed engine identities used at each GP, but when checked against BRM's equally contemporary factory records the two differ. Whatever carnet-satisfying numbers journos might have noted at the time, the engineers themselves had to keep proper track of what engine was which…

Pedro's Spa-winning Yardley-liveried BRM P153 was one of a pair entered, to be driven by the little Mexican and his British team-mate Jackie Oliver. During first practice on the Friday both cars struck gearbox trouble. Lower ratios were fitted. During Saturday practice, Pedro then had his car's engine fail in a big way, leaving him stranded on the circuit. A spare engine was fitted into his car overnight, and it was this BRM P142 V12 unit – No 142.005 (works record) – which he then used to win the race.

His broken practice engine was No 142.004, an engine he had used previously that season, initially finishing ninth with it in the South African GP at Kyalami. That engine was found to be in good condition during a top- and bottom-end check at the factory, so it was returned to service and used by Pedro again at the following Spanish GP at Jarama. He ran it in both practice and the race, from which his P153 was withdrawn early after stub-axle failure on Jackie Oliver's sister car caused a fiery first-lap accident. BRM's logs record just 'Normal overhaul' for the unit after this. It missed the

next race, at Monaco, as part of an engine-alternation programme, before being re-assigned to Rodríguez's car for Spa. But during practice there a conrod bolt let go, and the log records 'Major rebuild necessary'.

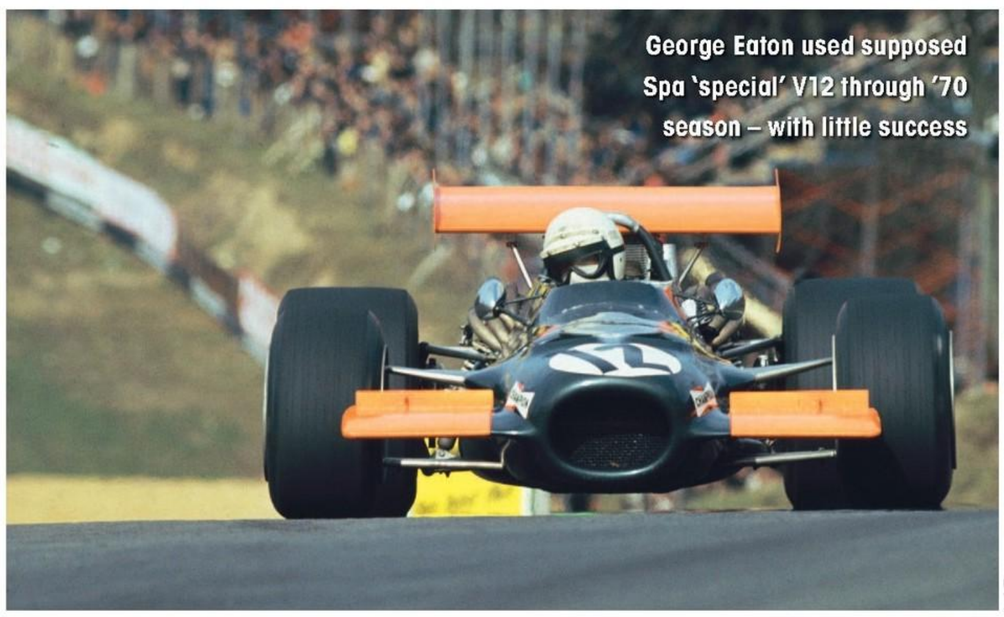
Yes, but what about his race-winning engine? Well, No 142.005 had originally been consigned to Spa only as 'team spare'. Had it seen little previous use? No, it had not.

This engine had been BRM's centre-inlet valve development unit, with inlet ports angled to give better turbulence and provide better cooling water flow across the cylinder heads. It had a fully cross-bolted crankcase, and on its first dyno test with the revised heads its peak power rose by 8bhp at 11,000rpm, and showed signs of progressing still further the higher it sang. The works record shows that after extensive use in the test house, '005' had then been the engine provided to BRM's third-string driver, the young Canadian George Eaton, to power his old-style BRM P139 in South Africa on March 7, where an inlet valve broke, seriously damaging one cylinder head.

Engine '005' had then been freighted back home together with the rest of the team's hardware, and was rebuilt in time for Eaton's use in the next F1 race, the Race of Champions at Brands Hatch on March 20. It survived that event, record-keeper Alec Stokes writing 'Oil pressure fluctuating, otherwise OK – B.E. (big end bearing) shells replaced after bench test (NB – rev limiters inconsistent)'.

Number '005' was not sent to the Spanish GP on April 19, but was ready in time for Eaton to use it yet again, in practice for the Monaco Grand Prix on May 10. Eaton failed to qualify so '005' was used only in practice. Due to its low mileage since its last rebuild it was then used for two major test sessions, at Zandvoort and Silverstone, before requiring just 'Normal overhaul'. The Spa race was run three weeks after Monaco, on June 7, with these two test sessions intervening, which left little time for capacity-enhancing jiggery pokery at the BRM works in Bourne. At Spa, Pedro won convincingly using this 'old nail spare' engine. Upon post-race strip down, the findings were summarised as 'Engine good – only normal overhaul'.

This Spa-winning engine No 142.005 subsequently went back into George Eaton's car for the following Dutch GP ('Bad oil pressure fluctuation – otherwise engine OK'), Jackie Oliver's for the French GP ('Fluctuating oil pressure, all bearings run – otherwise OK'), Eaton's for the British GP ('Oil surge – filter collapsed – crank damaged'), Ollie's for the German ('Oil OK – thread pulled out of rod') and Austrian GPs ('Finished fifth in spite of worn clutch – oil OK'), but then back into Pedro's car for the Italian GP ('Rod bolt broke when leading – last engine with old-type bolts – oil pressure good'). Ah, now that might be construed by a conspiracy theorist as being suspicious. So '005' having been the winning engine at Spa was then earmarked for Pedro's use at another power circuit, Monza. And what's more, it again led the race there. Just park that thought for a moment.


George Eaton used supposed Spa 'special' V12 through '70 season – with little success

LAT

"At normal altitude Pedro's over-oxygenated – and goes bloody mad!"

Ollie then used this same engine '005' – necessarily rebuilt after its Monza breakage – for the Canadian GP, which it survived, before using it again – effectively untouched – in first practice for the US GP at Watkins Glen. Immediately after that session it was then transferred to George Eaton's team car to complete practice and for the race... during which '005' dropped a valve.

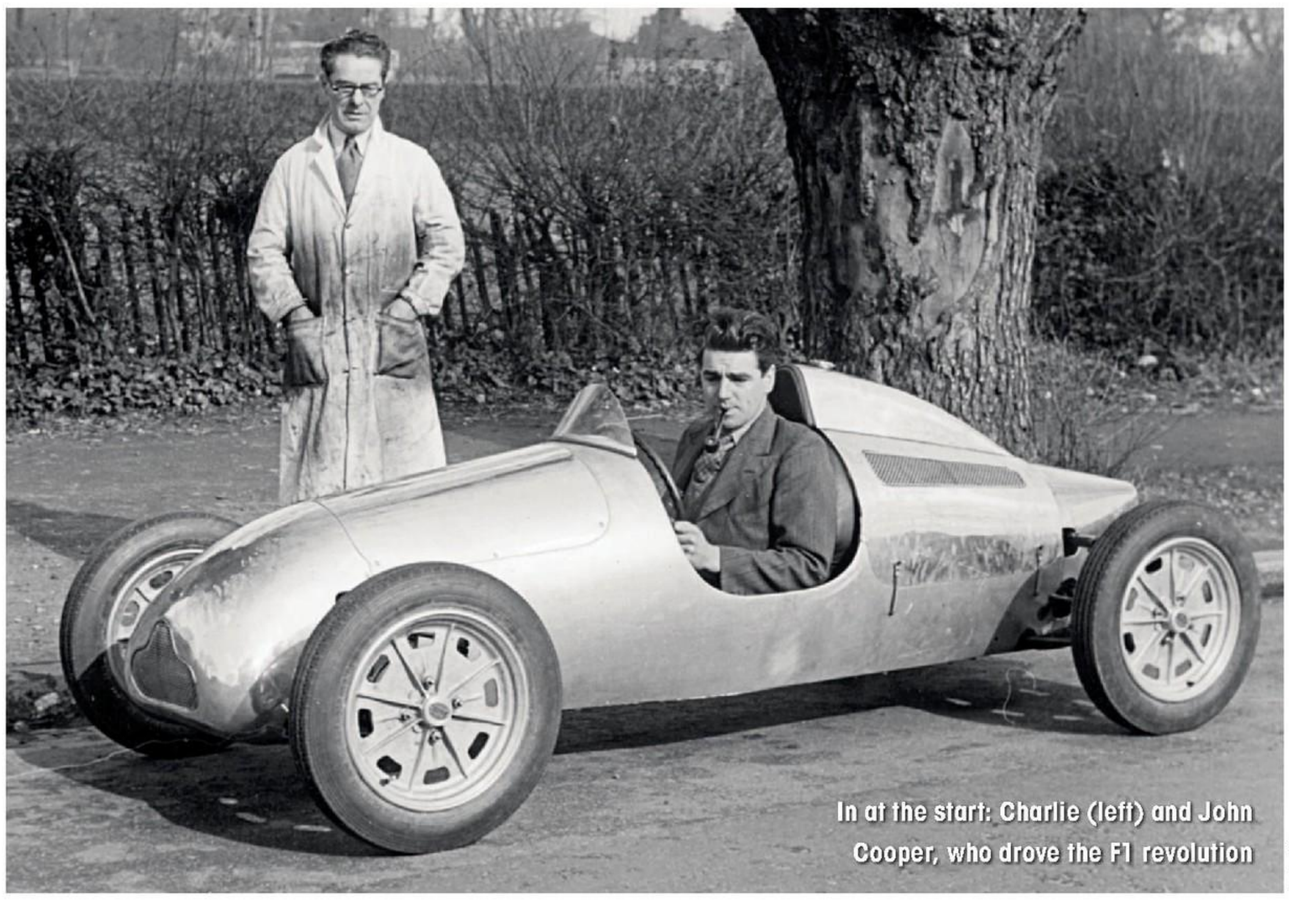
So while there's a doubt seeded by the fact that '005' is confirmed as having been used by Pedro both to win the Belgian GP and to lead the Italian GP until a rod bolt broke, its record elsewhere that season was undistinguished. Crucially, there's precious little excess meat in a P142 cylinder block, and by 1970 BRM had endured so much trouble with V12 cylinder liners shattering (if iron) and splitting (if steel) it is most unlikely they would have tried fag-paper thick special liners to accommodate oversized pistons for a Spa special cheater. Different-throw cranks? Forget it. They were having terrible supply problems merely getting standard ones delivered. And there's copious evidence of BRM P142 V12 engines being assembled with 2.9375-inch bore and 2.250-inch stroke (imperial measurements because that was BRM's way) to displace a metric (and legal) 2998.8cc.

BRM chief mechanic Alan Challis's reaction to the 'oversize' story clarifies the issue: "It is untrue. The engine was a legal 3-litre. The only thing about it was that the oil pressure on that engine was always low whatever we did; the drivers liked it because it went much better in the car than on the dyno. I suppose with less pressure there was a little less friction."

Team Manager Tim Parnell: "It was a 3-litre, no question. We did do a 3.2 (ish) later, for the Rothman's 50,000, but that wasn't an F1 race." That engine combined Mark II short-stroke V12 pistons with a Mark I long-throw crank. Spa and Monza favoured high-revving 12 cylinders over Cosworth's V8s. Tony Southgate's compact BRM P153 had a low frontal area and was very quick on the straight. So, critically, was Rodríguez himself, a really speed-happy driver if ever I saw one, and who was also just coming into his extraordinarily late maturity in 1970-71.

Above all, that was the season in which he was also excelling in Gulf-JW Porsches – the 917s and 908/3s. If there was one thing to which Pedro was fully acclimatised at both Spa and Monza, it was entering the braking areas at stratospherically high speed, then carrying much of that speed through the fast turns. Back in April, in the Gulf-Porsche 917s, he had won the Monza 1000Kms with Leo Kinnunen, and in May set fastest lap in the Spa 1000Kms, at a shattering 160.3mph.

Either Tim or Gulf-JW's David Yorke told me once that Pedro had grown up at 7000ft in Mexico City, so "When he comes down to normal level he's over-oxygenated... and goes bloody mad". I think he had a point. If I find evidence to the contrary, I'll be the first to print it, but I think Rodríguez didn't need an illegal engine to win at Spa. And neither did BRM... »»»



In at the start: Charlie (left) and John Cooper, who drove the F1 revolution

GP Library

Cooper's double-entry in race history

This year marks the 60th anniversary of not only the Formula 1 World Championship – introduced in 1950 – but also of 500cc "poor man's motor racing" receiving full recognition from the FIA as 'International Formula 3'. But there's still more. In the Monaco Grand Prix that year a long-chassis 'two-way' Cooper-JAP Mark IV was entered by the Franco-American owner-driver Harry O'Reilly Schell, not only for the supporting 500cc race, but also in the F1 Grand Prix itself.

The irrepressible Schell – whose parents had run the Ecurie Bleue team of Delahaye cars pre-war – intended to race in Monaco's F3 supporting event using a 500cc single-cylinder JAP engine in his American-liveried Cooper – entered by the 'Horschell Racing Corporation' (i.e. himself) – and then to install an aluminium twin-cylinder 1100cc JAP power unit in the same chassis for the Grand Prix proper. Because the F3 practice and race clashed with Grand Prix practice – leaving no time between the sessions for the Cooper's alternative engines to be swopped over – Schell set no 'F1' practice time, yet still flannelled acceptance from his receptive friends within the Monaco AC to permit his participation in the senior race.

Tall, stylish and voluble, 'Arree Schell was a vivid character. The girls in the office at the Cooper Car Company's works in Hollyfield Road, Surbiton, were dazzled by him, and they were not alone. He would sweep in on one of his visits, talk the hind leg off a donkey with rugged old Charlie Cooper and his always engagingly genial son John, and then insist upon a visit to the stores. He'd sweep around them, selecting this and that, spare wheels, sprockets, brake linings, assorted instruments and bracketry – then supervise their loading into the big American road car he habitually preferred. He'd then whisk 'Mr Charles' off to the neighbouring pub, and after a convivial hour or two luncheon return to bid everyone – especially the office girls – a fond farewell, climbing into his laden road car, and burbling away towards the Dover ferry with much waving and horn-tooting. Silence would settle over Hollyfield Road…

Ten minutes or so would pass, and then John Cooper's office door would burst open. There would stand his ashen father, bawling: "Did that 'Arry Schell pay you for them spares, Boy? 'E never paid me, so if 'e didn't pay you, the bugger's done us AGAIN!" Which of course he had.

At Monaco, Schell started from the back row of the Grand Prix grid, and yammered his way round only three-quarters of the opening lap, before being confronted by a chaos of colliding cars in the seafront Tabac corner, where the track surface had been part-flooded by heavy seas breaking over the adjacent harbour wall.

What's so significant about that little Cooper-JAP starting the 1950 Monaco GP from the back of the grid, and then going out on the first lap? Well, it was not only the first Cooper to contest a Formula 1 World Championship Grand Prix, but also the first rear-engined 'F1' car to do so. Eight years later a Cooper-Climax would win the Monaco GP for the first time, and by 1961 every entry there would be rear-engined. You know the rest of the rear-engined racing car saga. 'Arree Schell's little double-bubble start money bid in 1950 was the thin end of a hugely influential wedge. His Cooper-JAP Mark IV survives today as a landmark car.

The pleasures of the closed road

Racing on public roads, although an endangered species, at least survives for motorcycles on the Isle of Man and in Ireland. In continental Europe it's pretty much confined these days to Spa and Belgium, but of course during the 1950s – at least until the trauma of 1955's Le Mans disaster saw almost every Government rewriting circuit safety rules – likely-looking loops of public road were closed for racing almost everywhere.

One of the more obscure four-wheeler venues – better known to motorcycling fans – was Sweden's 4.5-mile Hedemora course, where enthusiastic locals organised the 'Hedemoraloppet' race meetings, culminating in the international event of May 23, 1954.

One of the winners that day was the co-creator of the entire Cooper 500 line, Eric Brandon, who held off two sister cars driven by "the Dane Nelleman and Svensson of Sweden" in an F3 Cooper 1-2-3. Patrick Head's father Michael won the 12-lap over-1600cc production sports car race in his C-type Jaguar, presumably during his time as military attaché at the British embassy in Stockholm. Among those he beat were Jochen Rindt's future father-in-law Curt Lincoln in an Austin-Healey and future F1 GP winner Joakim Bonnier, learning the ropes in his Alfa Romeo 1900.



GP Library

D'Oliveira's Ferrari hugs the barriers, safe in the knowledge that the trees are cushioned by straw

The accompanying up-to-1600cc race fell to visiting German racing writer Richard von Frankenberg in his Porsche 356, before that day's feature 25 laps for sports-racing cars, which attracted a strong foreign entry including Portuguese owner-driver Casimiro d'Oliveira with his Pinin Farina Spider-bodied 4.5-litre Ferrari 375 Mille Miglia V12. He faced George Abecassis in the works HWM-Jaguar, Duncan Hamilton's private C-type, a couple of 2-litre Ferrari Mondials, Cliff Davis's Tojeiro-Bristol and Percy Crabbe's Kieft.

The booming Ferrari led home Abecassis by almost a minute, with Hamilton third. Look at the photo of d'Oliveira muscling his big Ferrari round Hedemora's long, open curves – hardly changed at all today, although long unused for racing. He could at least be assured that every one of those birch trees around the outside has had a comforting straw bale strapped to its trunk – Health and Safety, Sweden, 1954.

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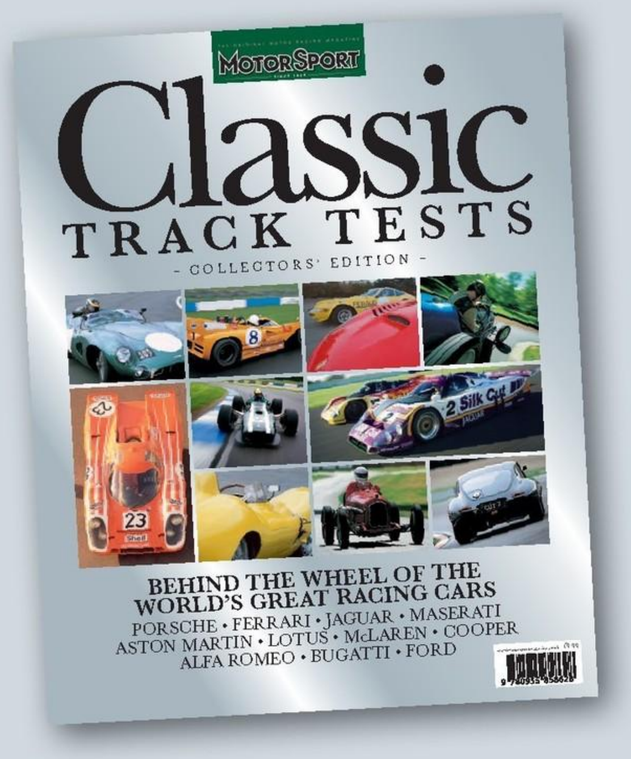
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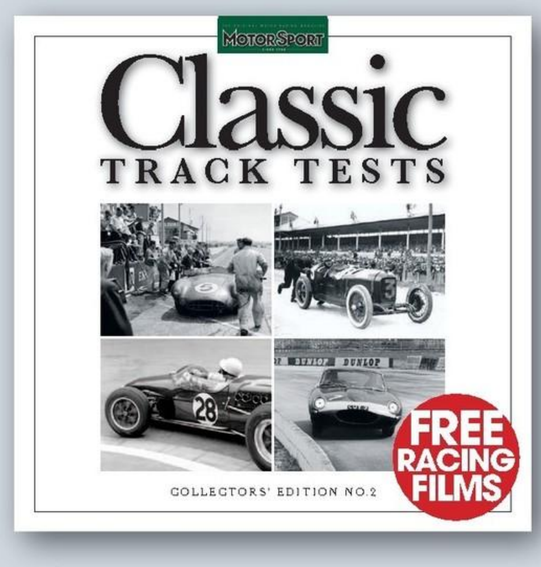
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WB, right, beside the vanishing interpreter on one of the Barcelona GP flights

All images LAT

ALARUMS AND EXCURSIONS

Grand Prix reporting today always involves flying, but when Bill Boddy was doing it pre-war that was rare – and risky

When I was Editor of *Motor Sport* we used charter aeroplanes to cover post-war events, especially continental Grands Prix. It cost less than going by car, which could involve several days away, whereas flying involved only one or two days. I would write my race reports on the homeward flights, drive from Croydon to the office in City Road, London, wait to check the proofs (on the 'stone') and then drive home to Hampshire in the middle of the night. I have an idea that the 'comps', or typesetters, held a sweepstake as to whether I would return or be an aerial casualty!

The first charter flight was a disaster. I was to cover the 1949 Jersey races so we hired an Airspeed Consul 65. There was thick cloud but after a time I looked down and remarked how similar Jersey airport looked to Croydon. It *was* Croydon, as the pilot refused to cross the Channel in the poor conditions. Instead of seeing the race myself I had to listen to a commentary on a car radio in the car park and from that compile a half-page report.

Subsequently there were three episodes which might have had serious consequences.

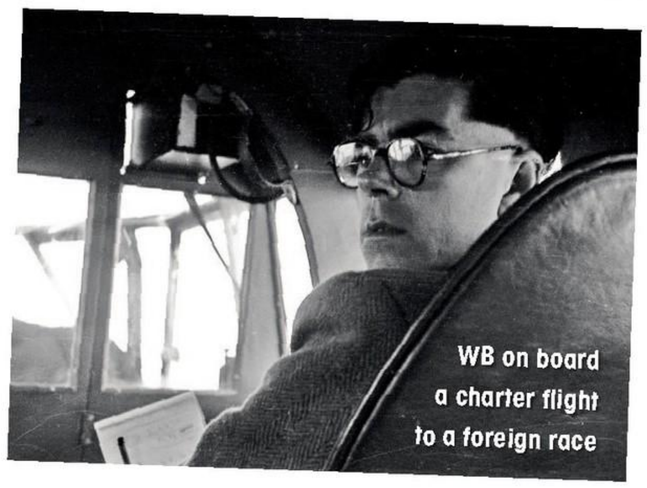
The first of these occurred when we used an Enterprise Airspeed Consul to get to the Le Mans 24 Hours race, their pilot a keen person who raced his own Alta car at Brooklands. We had intended to take naps in the plane's comfortable seats during the race, but it had to be locked up as there were no Customs arrangements at the race course. So we were all up for the round-the-clock stint. On the flight back to Croydon on the Sunday evening the Consul suddenly dived steeply when it was over the Channel. At Croydon the pilot asked whether we had noticed. "I just dozed off," he explained.

In our second episode, on a flight to Barcelona for the Spanish GP, in a Transair Consul, we were met by a smartly uniformed pilot and radio operator. I asked if they ever got bored of such flights. "Oh no," said the pilot. "I've never been further than Paris, so this one is rather special."

On previous visits to Spain I took as translator Kent Karslake, who contributed a series of top-class articles to *Motor Sport* and whom I knew liked foreign travel and French cuisine. When he was unable to come I asked Transair's manager to find me a substitute. This turned out to be a well-dressed person who asked, when we arrived at our destination, if we would excuse him if he did not join us for dinner as he had many friends to visit – presumably nocturnal! He turned up for breakfast, performed admirably in understanding race news, and afterwards knew where to find us a taxi. He saw me and the photographer into it, told the driver to go to the airport – and vanished! We had trouble trying to explain why five people had booked out but now one was missing. The gentleman involved had given me his card with the address of the Spanish Embassy in London, but when I phoned them they could find no one of that name on their staff...

The third episode, again going to Barcelona, this time in a Transair Avro Anson, involved a failure of power to the undercarriage so that the luckless radio operator had to wind it up by hand. A strong headwind made refuellings necessary at Rennes and Toulouse, where we went off to eat. We were not allowed to leave until Customs had been cleared, which meant a very long wait until the officer arrived on a bicycle. Thus it was pitch-dark when we finally began to circle Barcelona, with no runway lights to guide us and little fuel remaining. Fortunately someone at the aerodrome heard us and switched on the runway lights. Next morning our pilot said he had never made a night landing and had no idea what to do; he had checked before leaving that the aerodrome was always open.

The race over, we experienced a fearful storm on the way back. A thunderstorm set in, hail beat so loudly on the engine cowlings that it seemed water might affect the ignition, St Elmo's Fire streamed from the wing tips, the radio expired, and in turbulence over the Pyrenees the Anson fell so quickly that a camera left on a seat rose feet into the air. But we got to Lyons, still in pouring rain and lightning flashes, where the *gendarmes* must have regarded us as mad Englishmen, saying that no other aeroplane had landed that day. Throughout it all Kent Karslake calmly read his *Financial Times*, but later admitted that he doubted we would survive. We went off for a welcome meal after the young pilot had asked Shell to check the Anson's fuel level. On our return he seemed a bit doubtful but prepared to take off. Karslake enquired if the fuel had been checked and it transpired that the Shell chaps had also gone for a meal and had not refuelled the Anson. A forced landing in the Channel, perhaps...



WB on board a charter flight to a foreign race

LAT

"Karslake calmly read his paper but later admitted he doubted we would survive"

If all this seems rather dramatic, other charterings were normal, although a hatch did fly off an Anson's roof with an enormous report, allowing rain to enter the cabin. Our photographer Michael Tee found just enough room to open his umbrella. Meanwhile I was able to listen on the crew's headphones to the 1951 election results.

Also in 1951 we went to the Isle of Man events in Consul G-AIOP, to Jersey in Transair's G-AIXZ and to the Dundrod TT in G-AIVA. We wanted to return quickly from the IoM as we had to be at Brands Hatch on the Sunday, but Speke aerodrome was closed early, so no fuel. Stirling Moss's father Alfred, who was at the island event, was desperate to get back to see Stirling drive at Brands, and he managed to get a seat with BEA (British European Airways). We eventually returned in gale conditions.

On another occasion the pilot who had previously flown us to Le Mans gave us an uneventful out-and-home flight to the Reims GP in Consul G-AIVA. We used a field near the circuit with high-tension wires crossing it; on the take off he jokingly said that he would drink Citroënade but we should have champagne. The local bar emptied out to watch us take off, but all went well and we were back at Croydon in 1hr 50min.

I enjoyed the first of these aerial journeys pre-war when I discovered that Captain O V Holmes, a returned Indian Army officer, would hire a Percival Proctor 1 to take us and the proprietor of *Motor Sport* to the Isle of Man. On the outward trip we were supposed to circle the Speke tower so that they had a note of who was crossing the sea, but there was no one there! Holmes had the tip of the nearside wing almost touching the glass before giving up. The return flight was wonderful, with stately houses seen every so often and cars just insignificant blobs in the peaceful countryside.

Holmes published *Brooklands – Track and Air* magazine, bought when the Brooklands Flying Club one was failing. It later became a caravan journal but until it did I ran the car side, Holmes the aeroplane section. I received no pay, merely getting a third-class rail ticket between South London and West Weybridge, from where I walked to the Track. Holmes was an excellent and safe pilot, who in 1933 gave me my first flight, in a Gypsy Moth. Testing his new camera he came close to stalling several times but prevented the aircraft going into a spin. Back at my 'digs' I still felt sick and refused dinner, but my landlady was very impressed that I had been up in an aeroplane!

I recall how, very close to the outbreak of WWII, Holmes borrowed an aeroplane from Dick Shuttleworth and landed at a French aerodrome to check where he was. Unfortunately it was a military base and the machine was impounded, annoying Dick who wanted it back as he had started a business of flying advertising banners behind the aeroplane... »»»

Badge of honour

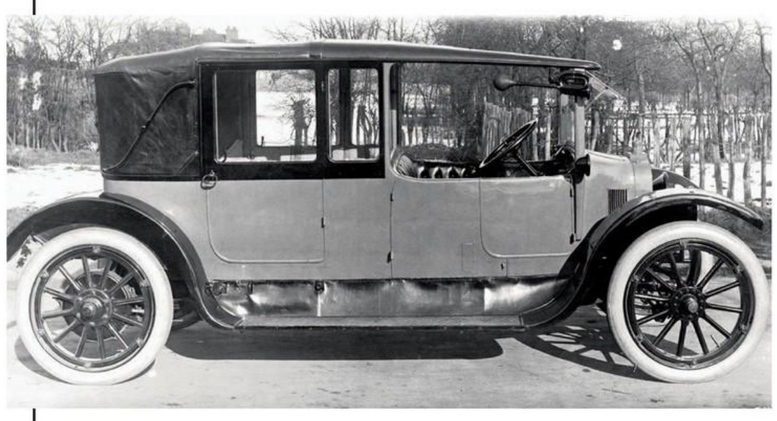
From 1921-1938 the BARC introduced a 120mph badge, the first of which was won by K Lee Guinness in a Sunbeam. Then in 1928 a pendant was added to the badge to indicate those who achieved a lap speed of 130mph or over. The first of these went to Kaye Don, in a V12 4-litre Sunbeam, who achieved 131.76mph in the Gold Star 25-mile Handicap race, with only 16 other drivers ever being awarded this medal.



VSCC meets

The VSCC's first 2010 race meeting is scheduled for Saturday April 24 at Silverstone, followed by Oulton Park on May 22, Cadwell Park on June 19, Pembrey on July 25, Mallory Park on August 22, finishing with the Donington Park weekend on October 2/3 *(hopefully... – ed)*.

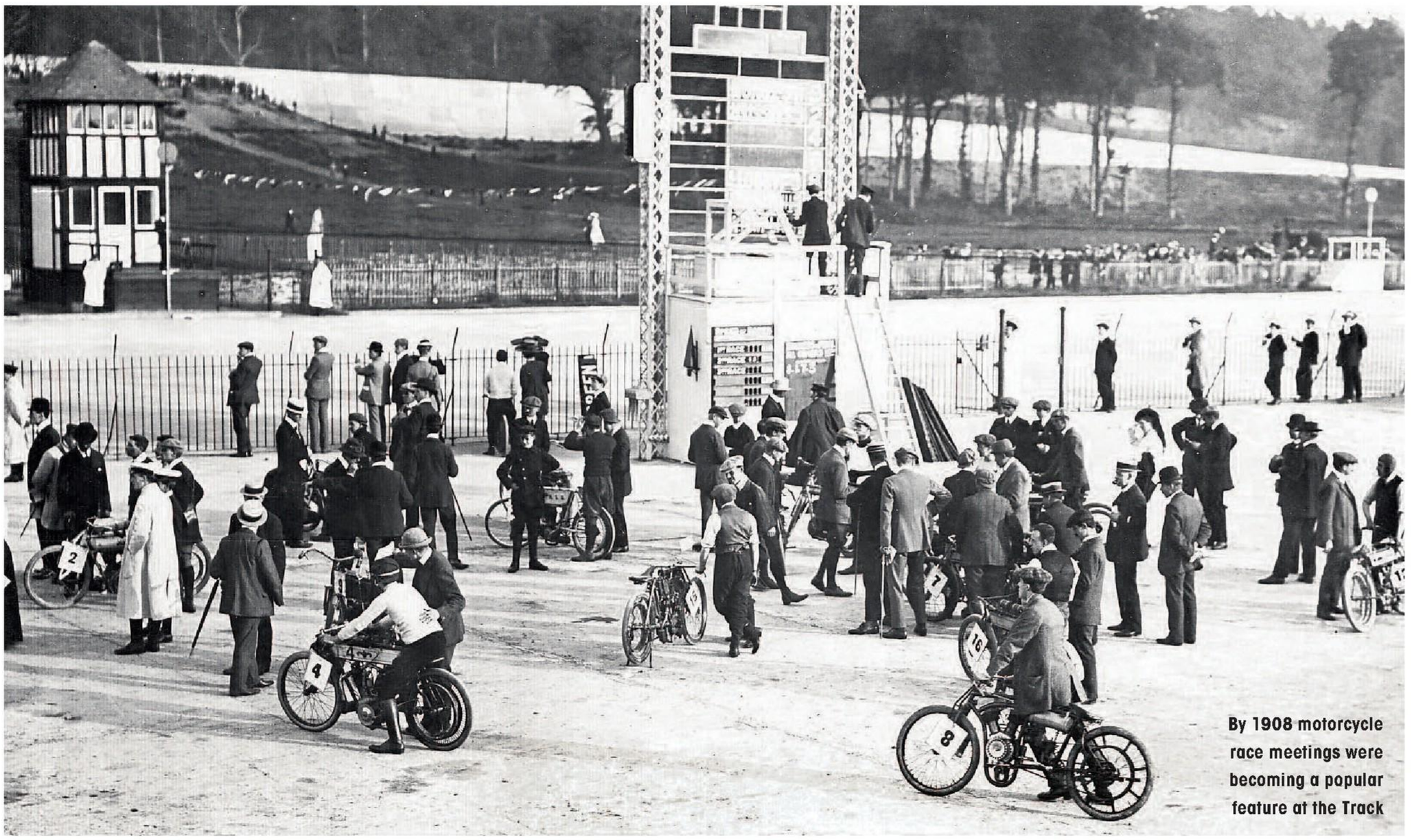
Its first sprint meeting is scheduled for May 2 at Curborough, followed by Wiscombe Park Hill Climb on May 9, Shelsley Walsh Hill Climb on July 4, Prescott Speed Hill Climb on the weekend of August 7/8, Loton Park Hill Climb on September 5/6, finishing with the Autumn Sprint at Goodwood on October 23.



Dutch courage

News is to hand that the unique 1918 Hall car (above) is being restored in the Netherlands by Ton van Heesch. He reports that the body is nearly restored and that the chassis and eight-cylinder horizontally-opposed engine will follow in due course. It is reputed to be the only one made at the company's workshop in Tonbridge, Kent.

Bill Boddy



By 1908 motorcycle race meetings were becoming a popular feature at the Track

Four wheels not essential...

After Mr Locke King had seen a continental motor race he returned to his Weybridge estate with the idea of having a motor race track there, so that the British motor industry, faced with a public road speed limit of 20mph, could test and compete with the Europeans. He had visualised one without banked corners but was persuaded by a railway engineer that steep bankings would be needed as the cars were eventually expected to lap at over 120mph. This resulted in a much more costly enterprise than Locke King had visualised.

The project went ahead, making Brooklands the first circuit with steep bankings. It opened in 1907, preceded by the first assembly of cars that would be using it, causing great interest. The publicity-seeking SFEdge took the 24-hour record at an average of 65.905mph in a 60hp Napier.

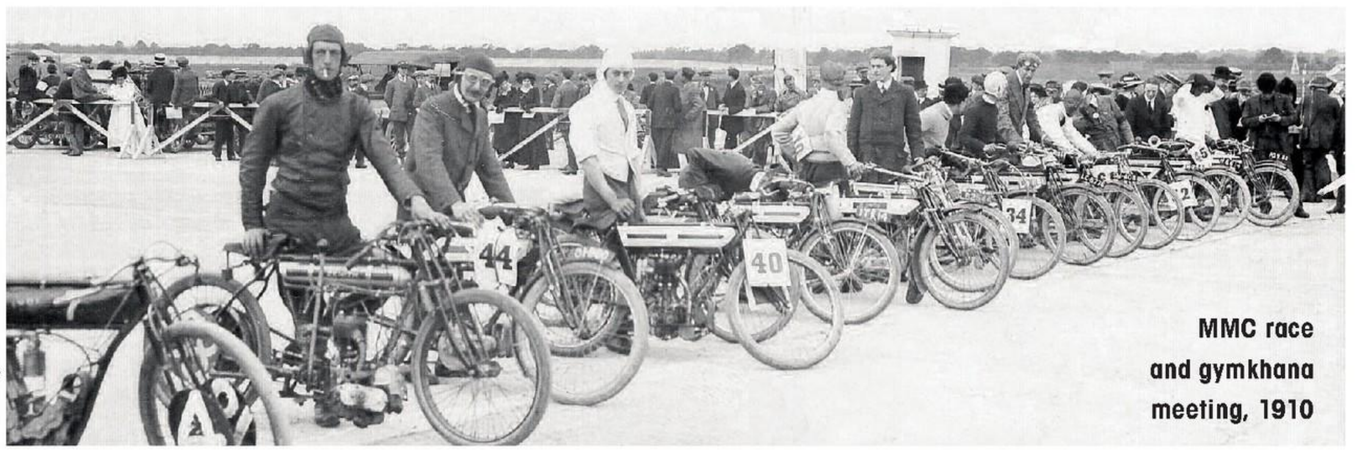
The opening meeting attracted more than 13,000 people, forecasting the immense interest the Track would develop in the following years.

It was not only car racing that attracted visitors. In 1907 a Frenchman, a Monsieur Bellamy, secured £100 from Mr Locke King to give a flying demonstration in an aircraft with a modified 50hp Panhard-Levassor car engine, but he never got airborne and soon departed. It was not until 1909 that the first public demonstration of flying took place at Brooklands, when the French ace Louis Paulhan flew his Henry Farman biplane, with Ethel Locke King as his brave passenger.

Later in 1913 at Brooklands, Adolphe Pegoud (right) was the first pilot publicly in Britain to 'loop the loop'. He was also **the first pilot to make** a parachute jump. As aeroplane meetings became more commonplace at Hendon those at Brooklands continued to provide its more serious flying days.



Motorcycle racing became almost as much a feature as car racing, after a February 1908 match race between Gordon McMinnies on his 3.5hp TT Triumph and Oscar Bickford on his 5hp TT Vindec Special, McMinnies winning at an average of 53.55mph. **The BARC Secretary** Mr E de Rodakowski invited prominent motorcyclists to stage a two-lap race at the Easter Monday meeting that year. Of the 22 riders, Will Cook won on his 7.9hp Peugeot at 63mph.



All images Brooklands Museum

MMC race and gymkhana meeting, 1910

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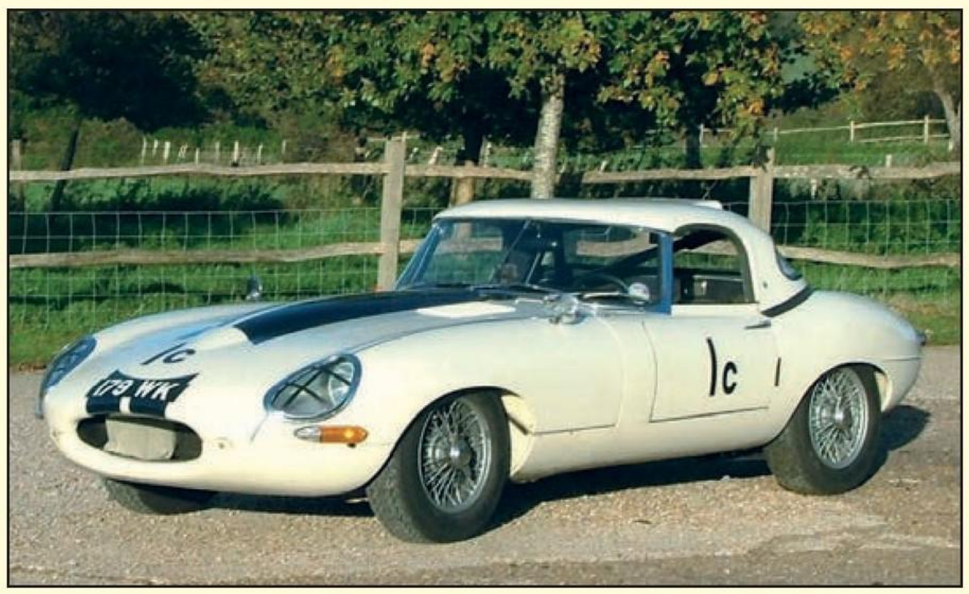
1968 BRM P133/01. Ex-Rodriguez 2nd in both Belgian GP and Race of Champions etc. One of the most original 3 litre F1 cars, bought direct from BRM.



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Parting Shot

Monaco Grand Prix, May 25, 1986

Ayrton Senna muscles his 1400bhp Lotus 98T-Renault turbo through Casino Square during practice. The young Brazilian finished third in the race, which was won by Alain Prost's McLaren MP4/2C-TAG Porsche at an average speed of 83.658mph.

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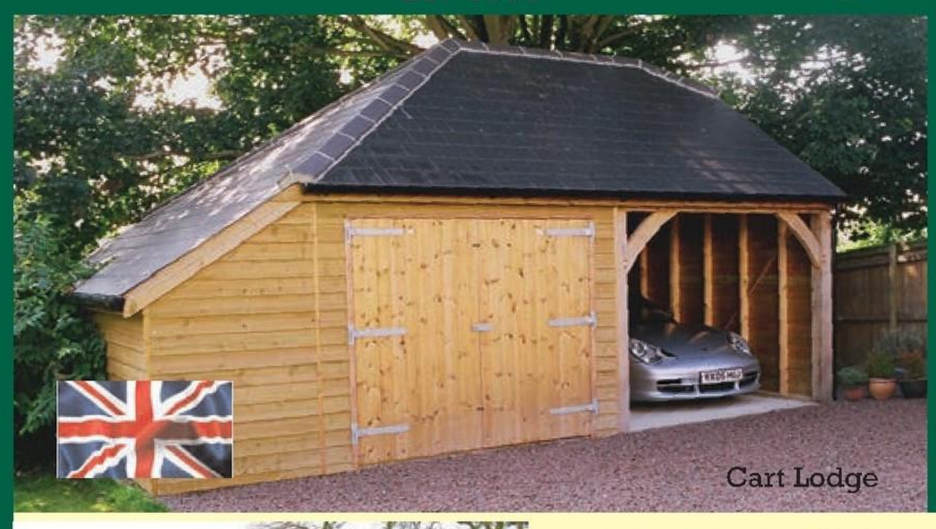
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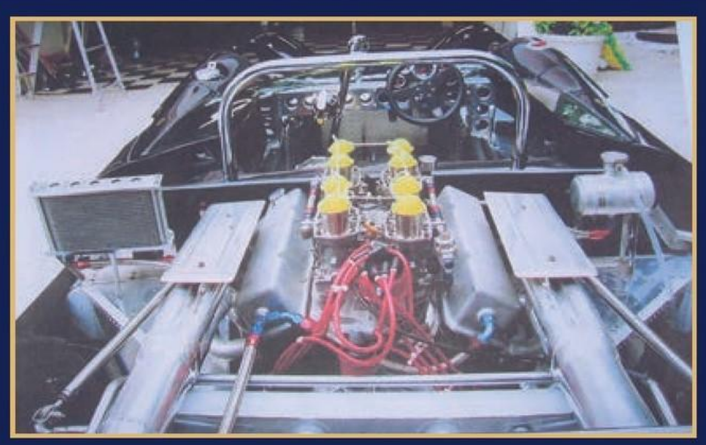
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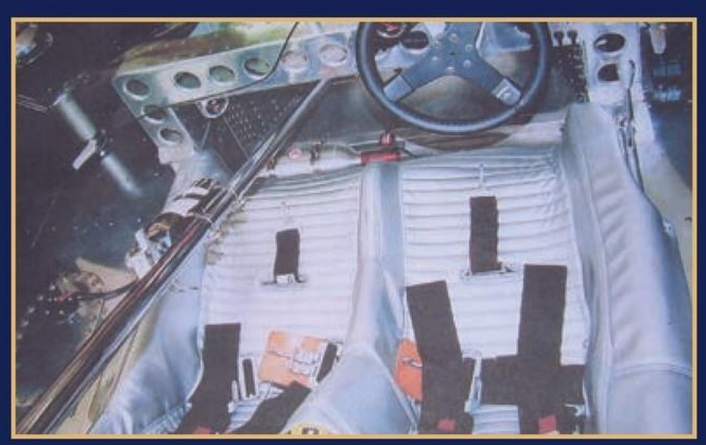
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Ferrari 512 BBLM – #26685, Ferrari Classiche certified


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Ferrari 250 Pininfarina Cabriolet – Series 1


Ferrari 250 GT Lusso – Concours condition



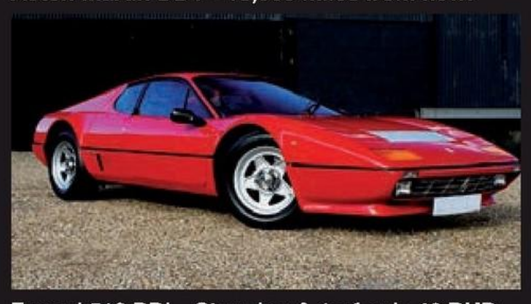
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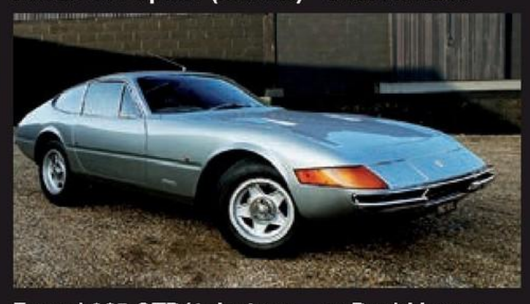

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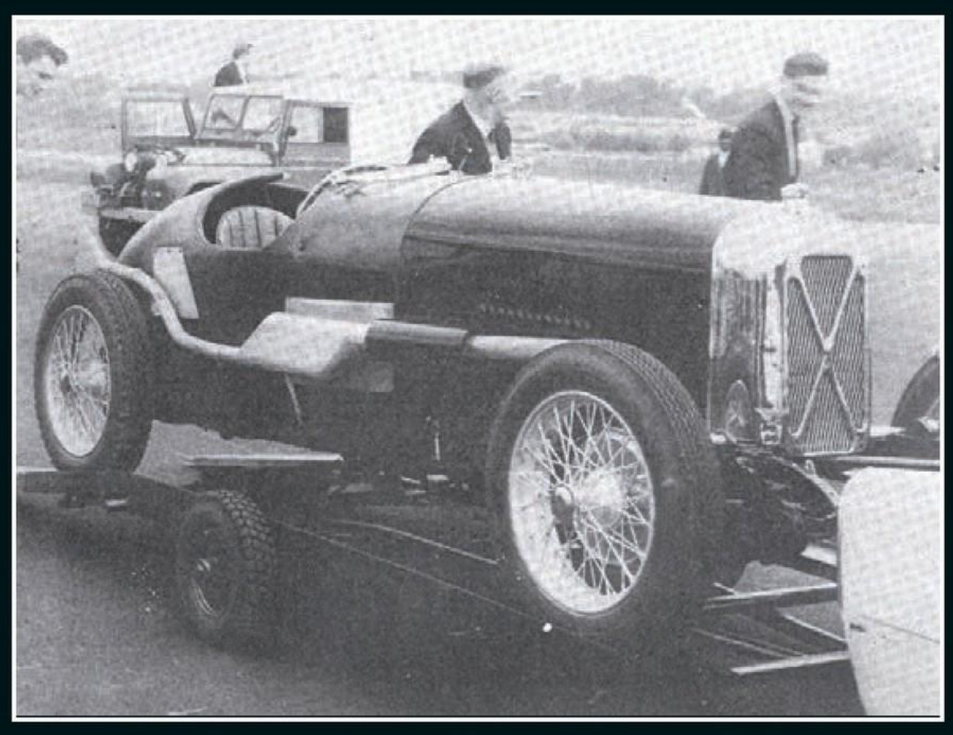


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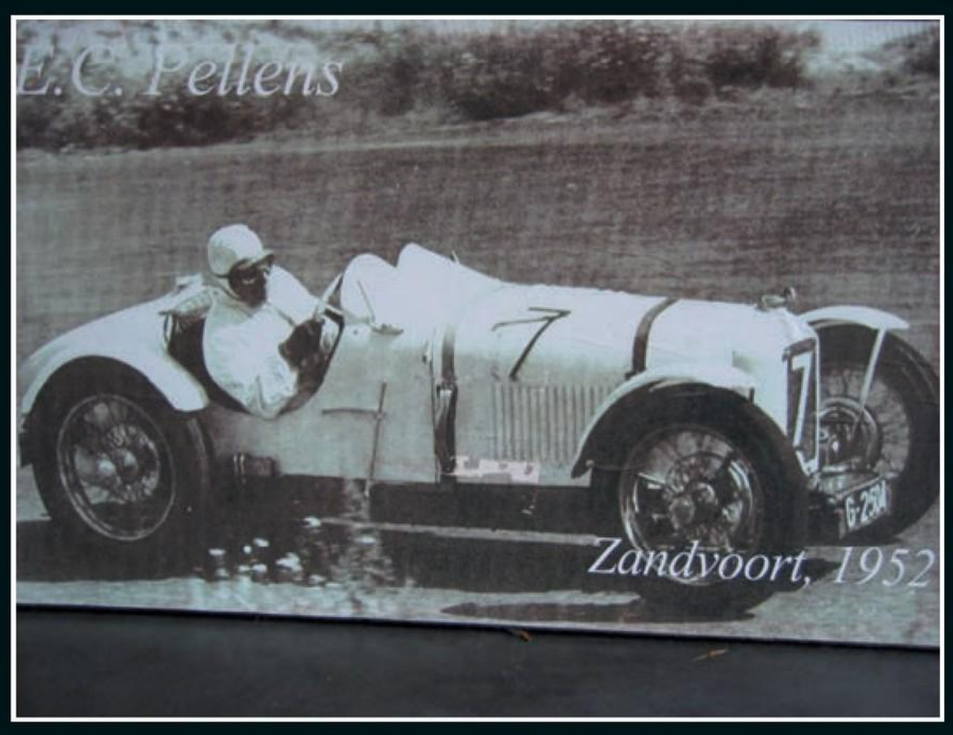
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OSCA S 187 Matching number, 764,original body, 80 Hp, 190Km/h , 430Kg, In 1959 win the H-Mod title in USA



1927 ARIES , 3 liter, twin ignition, low chassis ex le Mans, Spa, San Sebastian...
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FERRARI 246 GT DINO 1973
Rosso corsa with black hide, and red Daytona inserts, black carpets. Flared wheel arches, and 7½" Campagnolo magnesium wheels. Restored by Foskers in 2005 including a fresh engine rebuild, it is now offered in truely magnificent condition, and will certainly be a sound investment .....**£POA**



FERRARI F355 GTB 1999
Nero Daytona, carbon sports seats trimmed in Bordeaux hide and black alcantara, sports exhaust, Fiorano handling kit,6 CD changer,red callipers, only 28,000 miles, Stunning!.....**£42,995**



LAMBORGHINI COUNTACH ANNIVERSARY 1990
Pearlescent white, with white piped red hide, and grey carpets, electric seats, air conditioned. Just serviced, only 6,000miles from new, awesome, a true legend!.....**£79,995**



FERRARI F355 F1 SPIDER 1998
Roso corsa with crema hide with red stitching, and Bordeaux carpets, F1 paddle shift,air conditioning, CD changer, electronic adjustable suspension, electric seats, electric roof, red callipers. Only 30,000 miles, must be seen, simply stunning! **£44,995**



1978 FERRARI 308 GTS
Blue Sera, with crema hide and blue carpets, 16" alloys, this car had major body restoration in 2006, and has only covered 40,000 miles,a superb example, with lovely service history,not to be missed! **£33,995**



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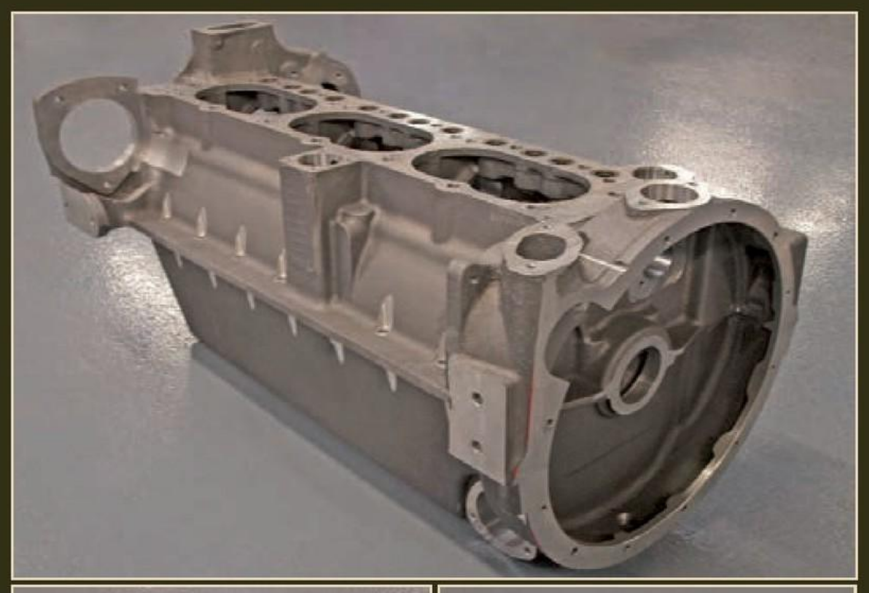


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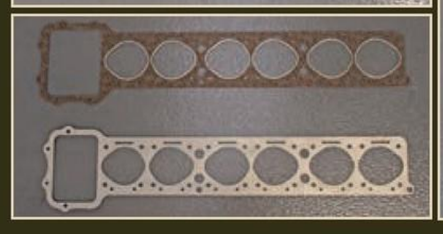
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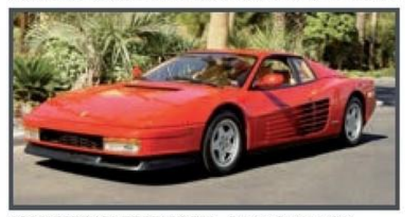
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The last of AC Cars Ltd's 'Cobra variants', a landmark in the Company history.



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Just 10 'Continuations' (AC Cars Ltd.'s own authentic and totally perfect reproductions of the definitive iconic 1965 '427 S/C' -accurate down to the very last detail) were fully completed by the Factory from 1990 to 2002; only 5 now remain in the UK. This is COB 5002, starring in 'Jeremy Clarkson's Motoring Years' (BBCTV), and also owned by Liam Howlett (The Prodigy). Dynoed c.500 bhp Mathwall 1965 side-oiler engine and top-loader 'Rug' gearbox. Fully trimmed with all weather equipment. Eligible for F.I.A. papers. 'Historic Vehicle' classification. M.O.T. 1,950 miles from new and 'Concours' condition to match.
Same investment potential as a 1965 'original' but around 1/3rd the price!



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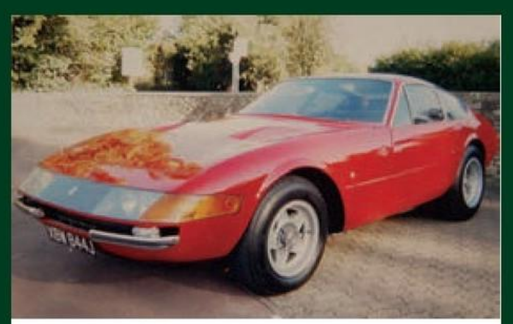
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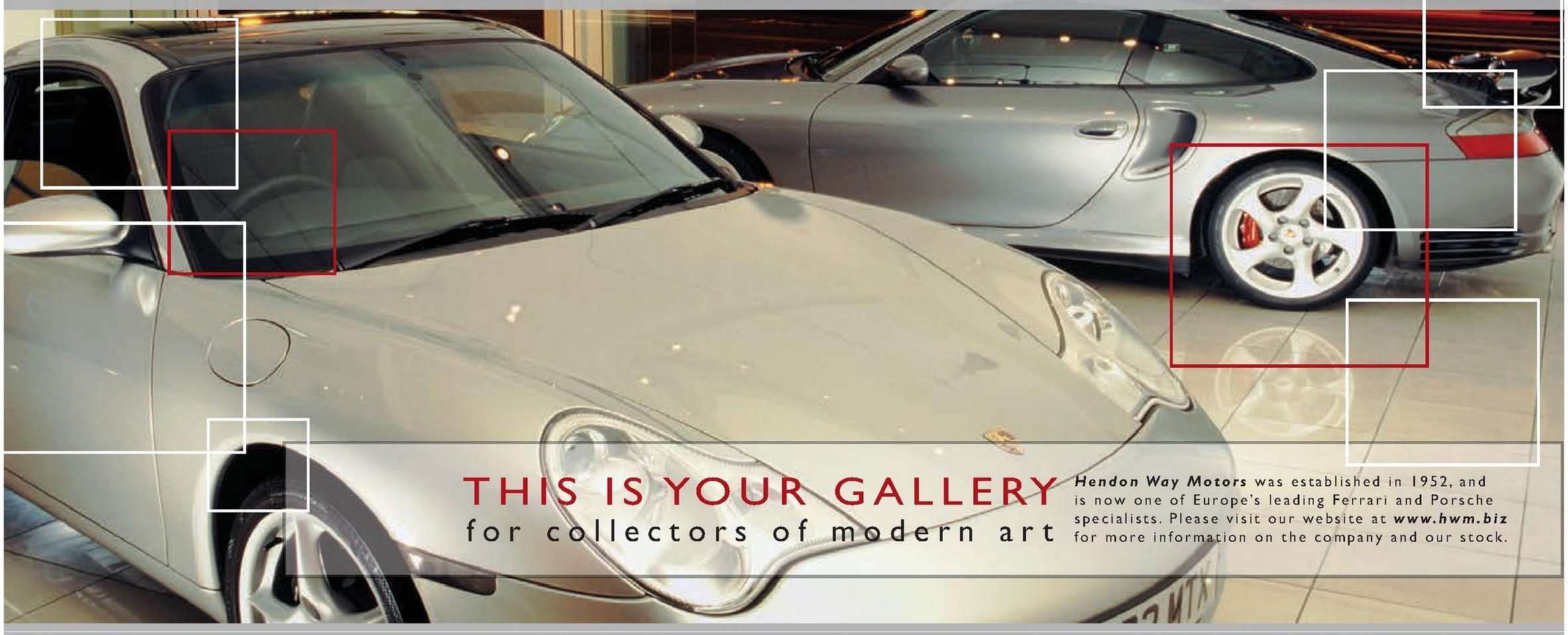
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CAYENNE S

2008 PORSCHE CAYENNE S TIPTONIC WHITE 4000 MILES
Havanna/sand beige leather interior, Comfort seats with memory, 20" Cayenne sport design wheels, Coloured wheel centres, 18" Collapsible spare wheel, Bi Xenon lighting equipment, Parking assist, Privacy glass, Electric slide/tilt sunroof, Powerlift tailgate, 3 Spoke multi function wheel, Telephone module, Porsche Communication, Module, Cruise control, Heated front and rear seats, Heated steering wheel, BOSE sound system, 6 Disc CD autochanger, Sport aluminium package, Servotronic.

PORSCHE 997 / TURBO / C4S / C2S / C2

2009 PORSCHE 997 TURBO MANUAL GT SILVER 8000 MILES
Full Black leather interior, Generation II Porsche Communication Module, Porsche Stability Management System, Sports Chrono Pack plus, Sunroof, White dials, Electric heated memory seats, BOSE Sound system, USB with IPod connection, CD Changer, Bi-Xenon lights

2007 PORSCHE 997 TURBO MANUAL BASALT BLACK 10000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White Dials, Telephone module, BOSE Sound system, Sunroof, Chrono pack, Sports Mode, Sports Adaptive Memory Seats, Xenon Lights, Full Climate Control, Rear Wiper, 19" Turbo Alloy Wheels, One Owner from New

2009 PORSCHE 997 GEN II C4S COUPE PDK BASALT BLACK 1000 MILES
Full Black leather Interior, Generation II Porsche Communication Module, Porsche Stability Management System, White Dials, Heated electric Seats, Multifunction Steering wheel, Cruise Control, Telephone Module, USB & IPOD Connection, Bi-Xenon Lights, Park Assist, Sports Chrono Pack, Climate control, 19" Turbo Alloy wheels

2008/9 PORSCHE 997 C2S COUPE GENERATION 2 PDK WHITE 7000 MILES
Black leather int., Porsche Communication Module (sat.nav.), Telephone, Computer, Sport mode, Sports suspension, white dials, Heated seats, USB & IPOD connection, 19" alloy wheels

2008/9 PORSCHE 997 C2 MANUAL BASALT BLACK 8, 000 MILES
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Onboard computer, Telephone Module, Sports heated seats, Sunroof, Climate control, 19" Sports Design alloy wheels

2007/8 PORSCHE 997 C4S COUPE MANUAL METEOR GREY 16000 MILES
Black leather interior with silver stitching, white dials, Bose sound upgrade with 6 cd multi changer, Extended satellite navigation pack, Telephone module, Full electric front seats with memory function, 3 spoke multi function wheel, Switchable sports exhaust system, Auto dimming mirrors and rain sensitive wipers, Rear wiper, Xenon headlights, Porsche crests embossed into head restraints, Wheel centre set, Windscreen grey top hint, Porsche Stability Management, Porsche mat set, Full dash lighting including interior door handle LEDs, 19" Alloys, Full Porsche Service History.

2007/8 PORSCHE 997 C2 CABRIOLET TIPTRONIC METEOR GREY 22000 MILES
Meteor Grey coachwork, Tanned Leather interior, Porsche Stability Management Satellite Navigation, Climate, Control, Bose Sound System, Computer, Cruise Control, Sports Heated Seats, Parking Assistance, Xenon, Lights, 19"Alloy Wheels, Full Porsche Service History

2007 PORSCHE 997 C2S COUPE TIPTRONIC SEAL GREY 30000 MILES
Black Leather Interior, Tiptronic, Porsche Communication Module (Satellite Navigation), Porsche Stability Management system, BOSE sound system, CD Changer, Multifunction Steering wheel, Sports suspension, Heated Seats, Computer, Cruise Control, Parking Assistance, 19" GT3 Alloy wheels. Full Porsche Service History

2006/7 PORSCHE 997 C4S CABRIOLET TIPTRONIC SEAL GREY 21000 MILES
Black leather interior, PSM, PCM, Telephone Module, Computer, Cruise Control, White Dials, Chrono Pack, Heated Electric Memory Seats Sports Suspension, Sports Mode, Bose Parking Assist, Xenons, 19"Alloys, Full Porsche Service History

2006/7 PORSCHE 997 C2S CABRIOLET TIPTRONIC SEAL GREY 32000 MILES
Black leather interior, PSM, PCM(sat nav), Climate control, Heated Seats, Sports Suspension, Sports Mode, Computer, White Dials, Chrono Pack, CD Changer, Parrot Connection, Xenons, Parking Assistance, 19" Alloy, Full Porsche Service History

2006/7 PORSCHE 997 C4S COUPE TIPTRONIC BASALT BLACK 6000 MILES
2007 Model, Black Leather interior, Porsche Communication Module, Porsche Stability management system. Telephone, Computer, Multifunction Steering Wheel BOSE sound system, CD Changer, Memory Seats, Heated Seats, White Dials, Sunroof, Chrono Pack, Bi-Xenon Lights, Sport Mode, Chrono pack, Rear Wiper

2006 PORSCHE 997 C2S CABRIOLET MANUAL ARCTIC SILVER 22000 MILES
Metropole Blue Leather interior, 6 Speed Manual, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, BOSE, sound system, 6 CD Changer, Electric Seats, Memory Seats, Heated Seats, White dials, Sports suspension & Sports exhausts, Parking Assistance, 1 Owner from New. 19" Alloy wheels. Full Porsche Service History

2005/6 PORSCHE 997 C2S CABRIOLET MANUAL SLATE GREY 13000 MILES
2006 Model, Black Ithr int, Porsche Communication Module (sat. Nav), Porsche Stability Management System, Telephone, Computer, Chrono pack, White dials, M/F Steering wheel, Sports suspension, Sports Mode, BOSE, CD changer, Sports seats, Htd seats, Climate control, Xeno

2005/6 PORSCHE 997 C2S COUPE MANUAL SEAL GREY 27000 MILES
Porsche Stability Management, Porsche Communication Module (Sat Nav), Telephone Module, Computer, White Dials, Climate Control, CD Changer, Sport Suspension, Sunroof, Xenons, Parking Assistance, Rear Wiper, 19" Alloys

2005 PORSCHE 997 C2S CABRIOLET TIPTRONIC ATLAS GREY 33000 MILES
Black leather interior, Tiptronic Sat.Nav, Porsche Stability Management, Telephone, Computer, Cruise Control, White Dials, Multi Functional Steering Wheel Climate Control, Sport Suspension Heated Seats, Xenon Lights, CD Changer, Parking Assistance, 19" Alloys

2005 PORSCHE 997 C2S COUPE MANUAL ARTIC SILVER 31000 MILES
Black leather interior, Porsche Stability, Management, Porsche Communication module, Telephone module, Sport suspension, Sport mode, Climate control, White dials, Computer, Chrono pack, Sports seats, xenons, Multi function steering wheel, Rear wiper, 19" Alloys, Full Porsche Service History

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

2003 PORSCHE 996 GT2 MANUAL BASALT BLACK 31000 MILES
Black leather interior, Climate control, Small aluminium pack, Bucket seats, Full Porsche Service History

2003 PORSCHE 996 GT3 MKII ARCTIC SILVER 12000 MILES
Black leather interior, Porsche Stability Management System, Computer, Climate control, Sports seats, Aluminium Pack, White dials, Xenon lights, 18" alloy wheels, Full Porsche Service History

2005 PORSCHE 996 TURBO "S" MANUAL ARCTIC SILVER 16000 MILES
Black leather interior, Manual, Porsche Communication Module, Porsche Stability Management System, Computer, Cruise control, Telephone Module, OSE Sound system, CD changer, White Dials, Full Carbon Pack, Sunroof, Sports seats, Heated seats, Ceramic Brakes, Rear Park assist, Front Park assist, Full Climate control, Rear wiper, 18" Turbo Alloy wheels, Full Porsche Service History, A concourse example of the 996 Turbo S

2003 PORSCHE 996 C4S COUPE MANUAL BASALT BLACK 35000 MILES
Black leather int, Porsche Stability Management system, Porsche Communication Module (Sat.Nav), Telephone, Computer, Cruise Control, Electeric Htd Seats, Memory Seats, Bose, CD changer, Sports Exhausts, Rear wiper, Parking Assistance, 18" Turbo Alloy wheels. Full Service

2003 PORSCHE 996 C4 CABRIOLET TIPTRONIC SILVER 38000 MILES
Metropol blue leather inrerior, Porsche Stability Management, Porsche Communication Module, Telephone module, Computer, Cruise control, CD Changer, Ipod connection, Heated seats, BOSE, Climate control, 18" Alloys, Full Porsche Service History

2002/3 PORSCHE 996 TURBO COUPE TIPTRONIC SEAL GREY 32000 MILES
2003 Model, Grey leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, Computer, White Dials, Sunroof, BOSE Sound system, CD changer, Electric Memory seats, Xenon Lights, Rear Wiper, Full Climate Control, 18" Turbo Alloy wheels

2002/3 PORSCHE 996 TURBO MANUAL BASALT BLACK 53000 MILES
Black leather interior, Tiptronic Porsche Stability Management BOSE Sound system CD changer Electric Seats 18" Alloy Wheels

2003 PORSCHE 996 C4 CABRIOLET TIPTRONIC SILVER 38000 MILES
Metropol blue leather inrerior, Porsche Stability Management, Porsche Communication Module, Telephone module, Computer, Cruise control, CD Changer, Ipod connection, Heated seats, BOSE, Climate control, 18" Alloys, Full Porsche Service History

2003 PORSCHE 996 C4 CABRIOLET TIPTRONIC SILVER 38000 MILES
Metropol blue leather inrerior, Porsche Stability Management, Porsche Communication Module, Telephone module, Computer, Cruise control, CD Changer, Ipod connection, Heated seats, BOSE, Climate control, 18" Alloys, Full Porsche Service History

2002/3 PORSCHE 996 C2 COUPE MANUAL ARCTIC SILVER 46000 MILES
2003 Model, Manual, Black Leather interior, Porsche Stability Management System, Computer, Porsche Radio with Sngle CD player, Heated seats, Rear wiper, Park Assistance, 18" Alloy wheels. Full Porsche Service History

2002 PORSCHE 996 C2 CABRIOLET TIPTRONIC ARCTIC SILVER 41, 000 MILES
Metropole Blue Leather interior, Porsche Communication Module, Telephone, Computer, White dials, BOSE sound system, CD changer, Xenons, Parking assistance, Sports seats, 18" Turbo alloys, GT3 aerokit. Full Porsche Service History

2002 PORSCHE 996 C4 COUPE TIPTRONIC ARCTIC SILVER 43000 MILES
Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, Computer, CD changer, Heated seats, White dials, Sunroof, Aluminium pack, Xenon lights, 18" GT3 Alloy wheels

2003 PORSCHE 996 C2 COUPE TIPTRONIC ARCTIC SILVER 29000 MILES
Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Computer, White dials, Cruise Control, CD changer, Heated Electric seats, Memory Seats, Small silver pack, Sunroof, Rear wiper, Park Assistance, 18" Turbo alloy wheels. Full Porsche Service History

2001 PORSCHE 996 C4 COUPE MANUAL YELLOW 63000 MILES
Black Leather interior, Porsche Stability Management System Electric Window Mirrors 18" Alloy Wheels

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

1998 PORSCHE 993 C4S COUPE MANUAL MIDNIGHT BLUE 59000 MILES
Dark grey leather interior, Sports seats, Climate control, 18" Turbo alloy wheels, Full Porsche Service History

1997 PORSCHE 993 C2S COUPE MANUAL MIDNIGHT BLUE 71000 MILES
Marble Grey leather, Climate control, Sports seats, Rear wiper, 18" Turbo alloy wheels, Sunroof, Full Porsche Service History

1995 PORSCHE 993 C4 COUPE MANUAL IRIS BLUE 60000 MILES
Grey leather interior, Sports seats, Sunroof, Radio with one CD changer, Tracker system Immobiliser, 17" Cup Alloy wheels, Full Service History

1995 PORSCHE 993 C2 COUPE TIP AVENTURA GREEN 70000 MILES
Beige Leather Interior, 17" Alloys Climate, Previously owned by Porsche Club member, the condition is immaculate, Full Porsche Service History

1994 PORSCHE 993 C2 COUPE MANUAL MIDNIGHT BLUE 60000 MILES
Marble grey leather interior with blue leather dash, Sports seats, Rear wiper, Climate control, Sunroof, 17" Alloy wheels, Full Porsche Service History

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

1994 PORCHE 993 CABRIOLET MANUAL AVENTURA GREEN 57000 MILES
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2007/8 PORSCHE 987 3.4S BOXSTER MANUAL BASALT BLACK 11000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White dials, Wind visor, Electric heated seats, Climate control, Park Assist, 19" Turbo Alloy wheels. As new

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2006 PORSCHE CAYMAN S ARCTIC SILVER 10000 MILES
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2006 Model, Manual, Crema Leather interior, Ferrari Metal Shields, Hi-Fi Upgraded, Bluetooth, Satellite Navigation, Yellow Callipers, Just Serviced

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Rossa red with Black Hood, Crema Leather with Crema roll over hoops, Crema Daytona seats with bregundy piping, Challenge rear grill, Climate control, Satellite navigation, CD changer, Embossed head rests, 19" Modular split alloys, Full Ferrari service history

1998 FERRARI 550 MARANELLO GRIGIO SILVER 53000 MILES
Full black leather interior, Manual, ASR, Sports mode, Climate control, Kenwood radio with Sat Nav and DVD, 18" alloy wheels, Full Ferrari Service History

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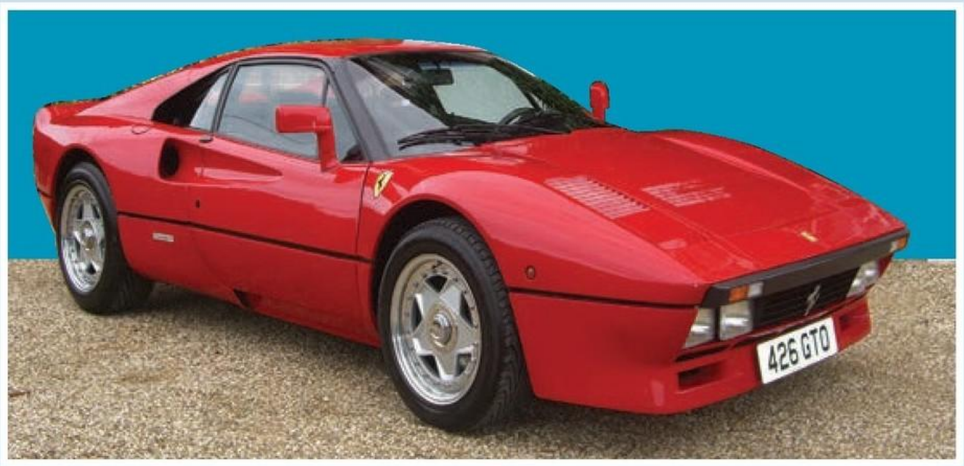
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Bentley Turbo R Left Hand Drive first registered in 1992
Finished in gleaming unmarked ebony black with black hide interior, piped in St James red, lambs wool overugs, picnic tables, cocktail cabinets, footrests, alloys, rear quarter badges, expensive in car stereo equipment, 35,000 miles, garaged from new, totally stunning **£19,750**



Jaguar 3.8 Mk II 1964
Finished in traditional British racing green with matching hide interior, picnic tables to rear, sparkling chrome wire wheels, auto power steering, radio stereo system, alarm, over £75,000 spent, excellent history. Magnificent **£45,500**



Jaguar E Type 3 8 1963
This superb E Type is finished in Silver Blue with Navy Blue hide interior, stereo/radio, chrome wire wheels, with low mileage of 66,500,very difficult to repeat, garaged from new. **£45,500**



Jaguar E Type 3.8 1963
FHC Finished in opalescent Dark Blue with Tan hide interior, Sun roof, chrome wire wheels, over £60,000 spent to bring this car to superb condition. Personal reg number, excellent history, drives magnificent, the ultimate of a legend **£47,750**



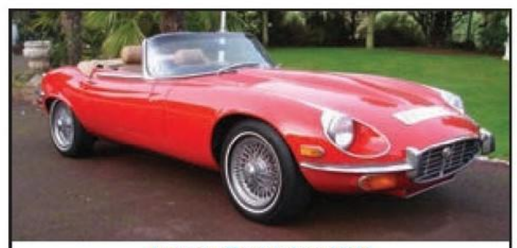
Lincoln Four door 1977
Finished in Royal Blue with matching interior, this car has just about every extra possible. Having covered only 12,000 miles, it has been kept in a museum since new, until recently. Similar to purchasing a new car, drives, or should I say glides, along effortlessly, just magnificent, probably the finest lowest mileage Lincoln in the world **£15,750**



Aston Martin DB7 Volante Vantage 2001
Finished in Antrim Blue with matching hide interior in magnolia and blue, with matching blue power convertible top, auto power, tip-tronic steering controls, overugs, alcantara headlining, heated screen, premium stereo system, CD. Sat Nav, walnut veneer throughout, heated seats, power windows, usual Aston extras, non smokers car, only 14,000 miles from new, full Aston Martin history, garaged, mint condition **£48,750**



Jaguar E type V12 Roadster 1974
Finished in signal red with black hide interior, headrests, stereo system, chrome wire wheels, auto, power steering, re/con engine and gearbox,bills and Mots etc, handbook, excellent example **£45,500**



Jaguar Roadster 1974
Left Hand Drive finished in Signal red with beige hide interior, headrests, radio/stereo, tinted glass, air conditioning, sparkling chrome wire wheels, spare unused, manual transmission, power steering, 29,500 miles, garaged from new, superb . .**£56,500**



Mercedes 280 SL Sports 1969
Left Hand Drive, finished in Diamond white with cherry red hide interior, headrests, hard and soft tops, auto, power, air con, stereo system, two owners from new,this car is in amazing condition, pampered from new, looks like a one year old car and is totally superb. Also available in ivory white with dark brown hide interior **£49,750**



Jaguar E Type 4.2 1970 2+2
Finished in Willow Green with matching hide interior, headrests, manual transmission, sparkling chrome wire wheels, spare unused, stereo system, this magnificent example has service history from new, original bill of sale, handbook, old Mots, thousands of pounds spent to keep this car in mint condition **£27,750**



Aston Martin Virage 1991
Finished in metallic green with magnolia hide interior, piped in green, headrests, overmats, stereo system, tilt steering, usual Aston extras, only 25,000 miles from new with full service history, garaged from new **£28,750**



Jaguar E Type V12 Roadster 1974
Finished in gleaming signal red with as new black hide interior, headrests, stereo system, manual transmission, power steering, sparkling chrome wire wheels, white side tyres, heritage certificates, only 9,000 miles since top professional renovation, old Mots, hand book, history, always garaged, just magnificent **£68,750**



Mercedes 560 SL Sports 1986
Left Hand Drive, finished in gleaming Signal Red with black hide interior, hard and soft tops, headrests, air bags, light up vanity mirrors, cd/stereo system, power mirrors, power windows, centre arm rest, air conditioning, climate control, cruise control, 18,000 miles, garaged from new, very difficult to repeat **£25,500**



Jaguar E Type V12 Roadster
Finished in gleaming unmarked Signal red with black hide interior, headrests, smooth auto transmission, power steering, new chrome wire wheels and white side tyres, stereo system, only 12,500 miles since complete nut and bolt restoration, all bills pictures, and records,built better than when it was new, probably the finest restoration ever **£75,750**



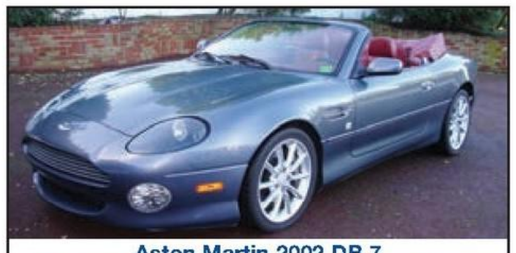
Mercedes 300 SL Sports 1989
Finished in the special colour of Black with Dove Grey hide interior, headrests, rear seats, stereo system, power windows, central locking, hard and soft tops, auto, power, only 60,000 miles from new, full service history, only one previous owner, this car is magnificent **£24,750**



Jaguar E Type V12 Roadster 1974/5
Finished in Regency red with Black hide interior, headrests, stereo system, auto,power, chrome wire wheels, only 60,000 miles from new,bills and Mots, classic colour combination, very original example **£39,750**



Bentley Hooper 1956
Finished in gleaming two tone green with fine coach lines to compliment the coachwork, a matching green hide interior, with a glass like finish to walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overugs, only one former keeper, this very rare Bentley is ideal for showing with every possibility of winning, or for the pure pleasure of driving, possibly the finest in the world and a fine investment **£65,750**



Aston Martin 2002 DB 7
Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, Cd, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history,this car is just remarkable, never seen rain **£49,750**



1999 Bentley Continental SC Sedanca Coupe LHD
Finished in Silver Pearl with Stratos hide interior, 27,000 miles, matching lambswool overugs, this car has just about every possible extra, a very rare model with only seventy three ever produced, with its unique lift out glass roof, this stunning car has FBSH, garaged from new, a very famous owner, just magnificent .**£135,000**



1972 Rolls-Royce Phantom V1 State Limousine
Finished in Garnet over Antelope with Cherry hide interior to the front and West of England cloth to the rear, glass division, power windows, a/c, TV & video, cocktail bar, intercom, 12 stack CD player, Sundym glass, only 18,000 miles from new, 2 owners, lambswool overugs, occasional seats, show condition **£175,000**



Bentley Azure 1997 Model
Left Hand Drive finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, expensive stereo system, chrome wheels, anti theft device, Burr Walnut throughout, 52,000 miles, always garaged **£75,500**



Mercedes 280 SL 1969
Finished in champagne gold with superb interior, hard and soft tops, automatic, power steering, radio and stereo, cd and mini disc player, expensive alarm, 89,000 miles from new, good service history, garaged from new, absolutely stunning, probably the finest **£39,750**



Mercedes Sports 280SL 1969
Finished in Ganate Red with black hide interior, headrests, hard and soft tops, auto, power, CD/ stereo, only two previous owners, original service and handbooks, service bills etc, original document wallet, garaged from new, Mercedes show car probably the finest **£49,750**

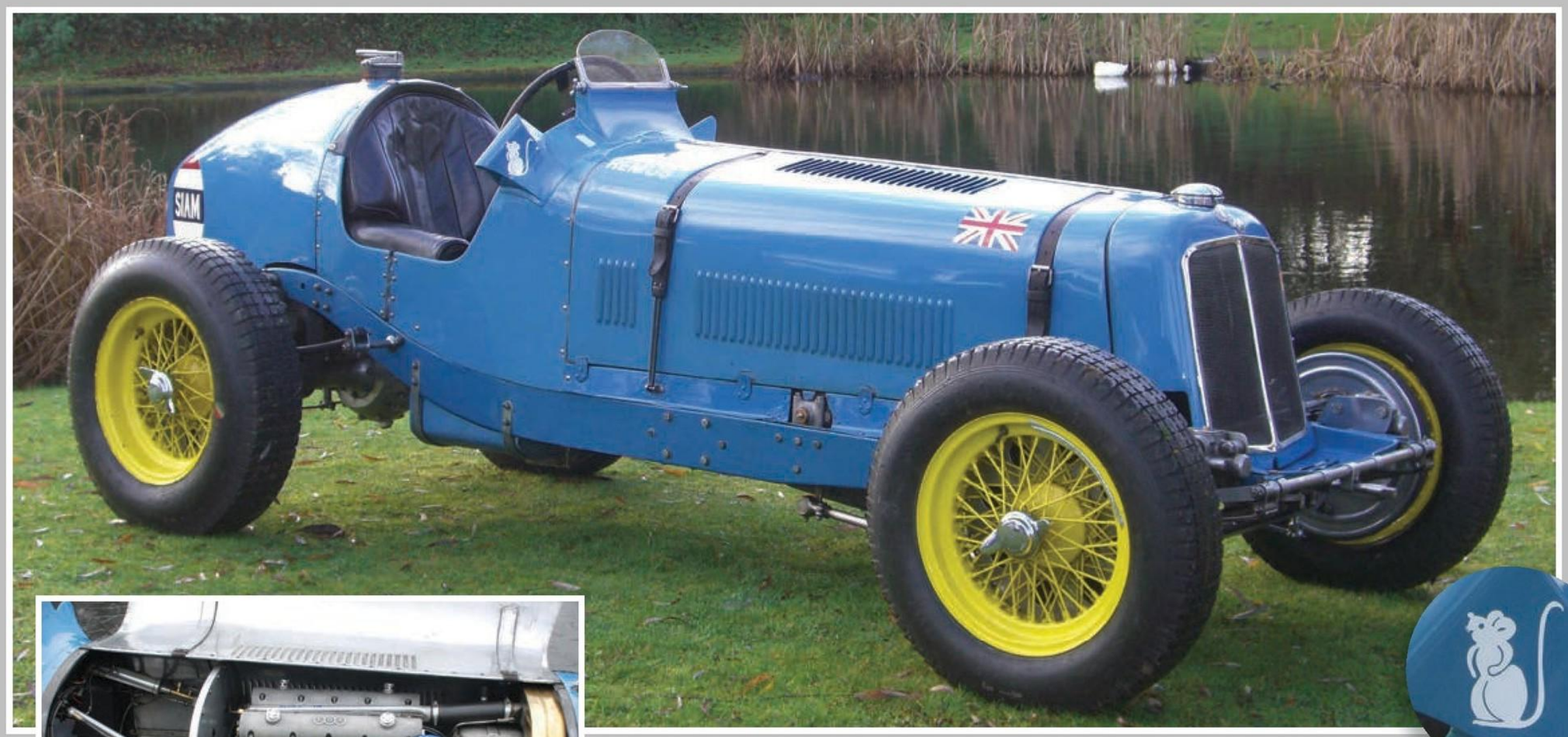


Jaguar E Type V12 Roadster
1973/4 finished in the original colour of unmarked Primrose Yellow with black hide interior, head rests, CD system, manual transmission, power steering, chrome wire wheels. Only two owners from new, every MOT since new, original British Leyland service book stamped up-to-date, original bill of sale, lots of history, original handbook. Only 19,000 miles from new. This car is remarkable. Never seen rain, garaged since new. **£87,500**

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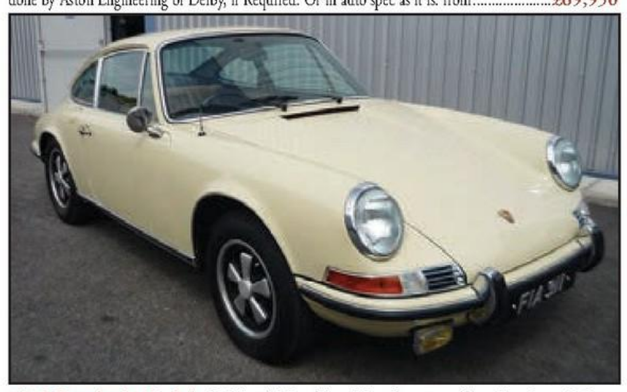
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1972 JAGUAR V12 E-TYPE ROADSTER, RHD Manual, Original matching numbers. Primrose Yellow with black leather, and black mohair Hood. Chrome Wheels, Motolita Steering Wheel. 38,000 Miles Only, Rust free mint example, one of the best available, please view our website £49,950



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Firstly an apology, sorry about the pictures for the last couple of months and sorry about the blatant advertising that makes up half of this months half page. The trouble is work, the need to feed the beast that is Ivan Dutton Ltd, fills my working day. Twenty employees, H&S and pointless bureaucracy combined with banks, that still charge 7.5% on an overdraft despite the 0.5% base rate and a record profit of £11.64 BILLION this year, fills the rest of my time. A meeting with my "relationship" manager in an effort to clarify my accounts and reduce my banking costs SIX weeks ago (following an approach from a rival state owned institution) still hasn't resulted in any clarification, in fact it hasn't resulted in any further communication at all! You know who you are. Meanwhile out there in the real world we wait with baited breath for an election after which we all know the new government, of whichever persuasion, is going to invoke an act the little used in the last few centuries " The Sheriff of Nottingham etc act of 1192". Under the act government enforcers are entitled to "squeeze the poorest until the pips squeak in order to provide revenue for maintaining the rulers global ambitions". Seriously we are looking at tax rises and service cuts, an international banking sector that will continue to charge high interest rates while benefiting from enormous profits bolstered by low base rates. All the time these same banks paying huge bonuses, resisting the Tobin tax and threatening to move to more tax friendly environments should the Great British public want back some of the billions spent propping up the banking sector back. I know most people blame King John but Richard the Lion Heart lived in France spoke little English and saw the English people as merely a revenue stream, he would "sell London if there were a purchaser" a bully bullying a government of lesser bullies.

After listening to Radio 4's programme about the failure and costs in the Governments IT projects I've decided to set up an IT company. I'll work alone and no project will be too big, Fire services IT, rural payments or even the NHS. It's based on a business model a friend of mine pointed out at a race meeting last year; we were next to a complicated late Group C car and it's team in the paddock. There must have been ten mechanics, a big truck, tea and coffee making facilities and catering in the garage set off by really nice team uniforms. The car misfired the whole weekend it must have cost a fortune. As we were leaving my friend said "I could run a car like that, on my own" I was a little taken aback as we both know to run a group C car properly takes more than one mechanic "you couldn't" I countered "I promise you I could. I could bring that car here and have it misfire all weekend, do that on my own AND I would only charge half the money". So there you go, take on a big contract, make sure that contract doesn't penalise you for not delivering and spend years doing just that. Safe in the knowledge that the Government won't, well, be a Government for fear of the bad publicity and a legal system that will uphold a really bad contract for the country to the benefit of International big business. We really do need Robin Hood.

Tim

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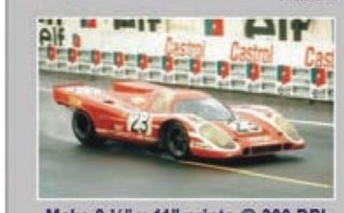
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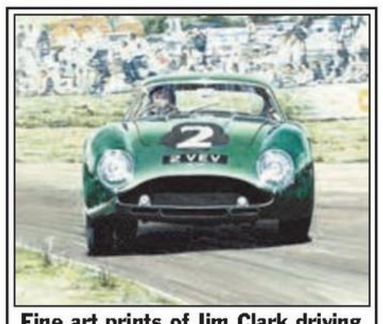
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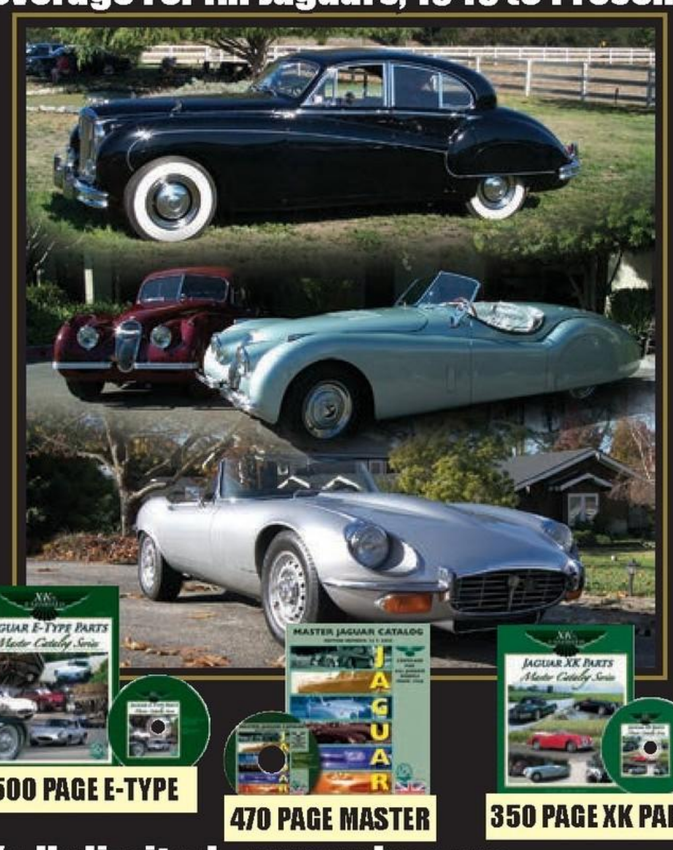
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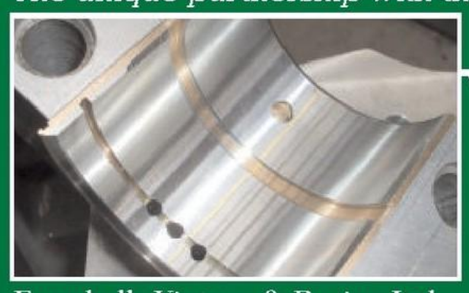
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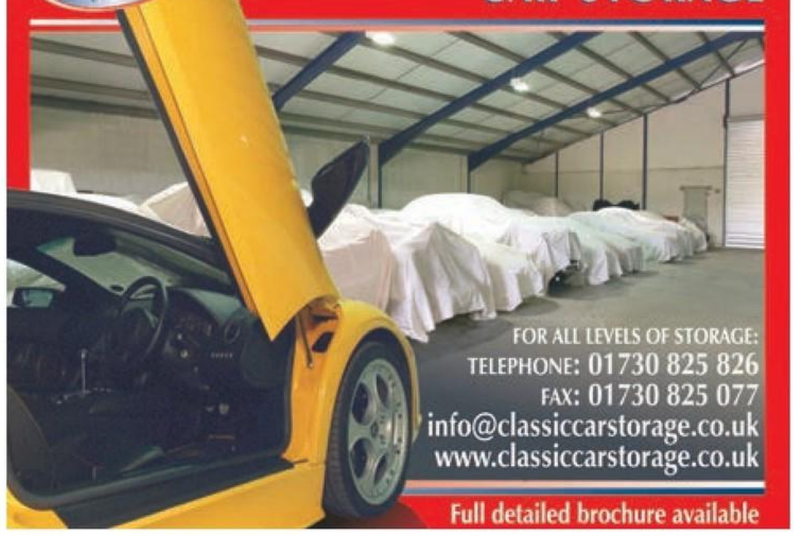


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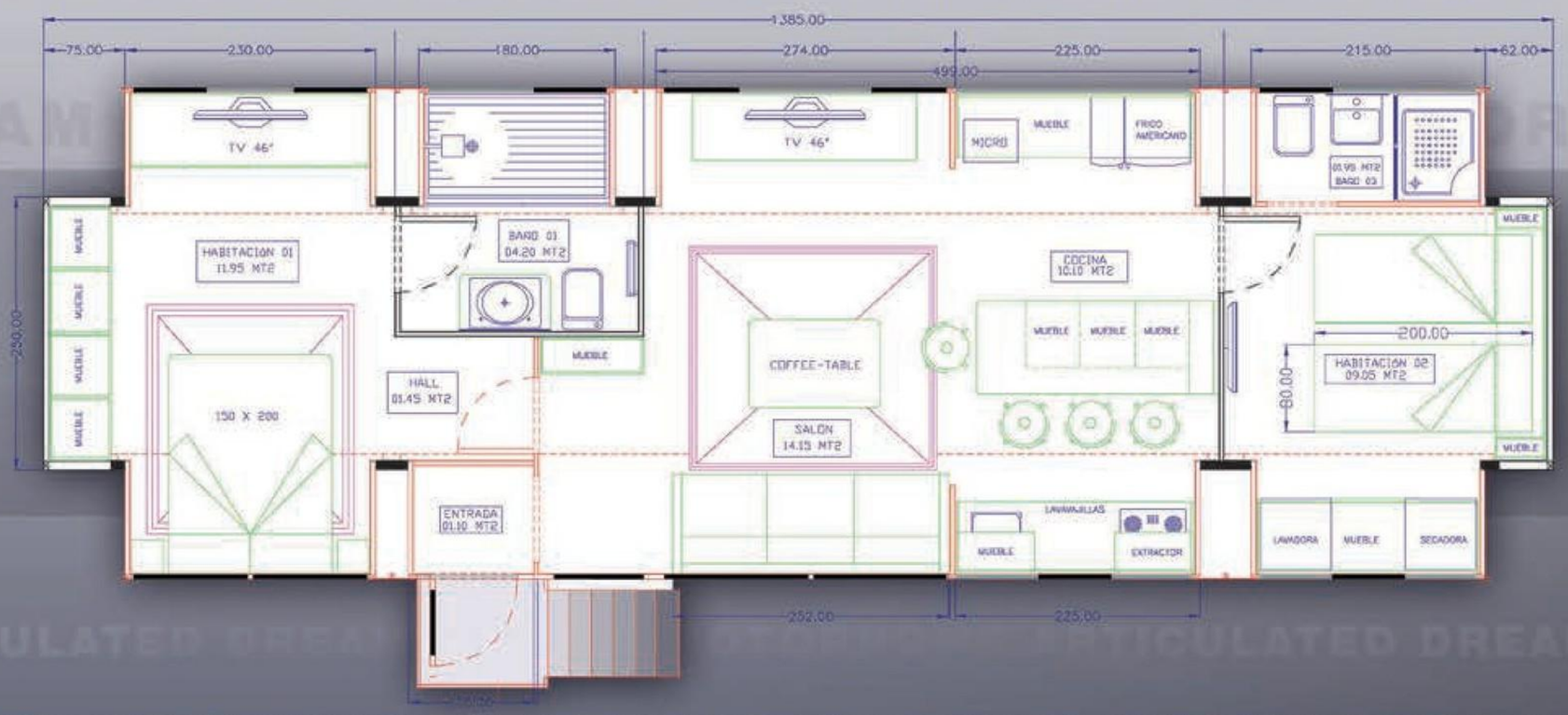
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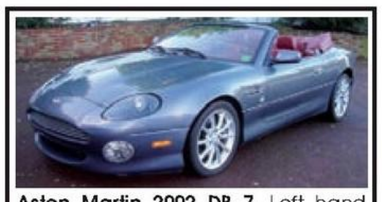
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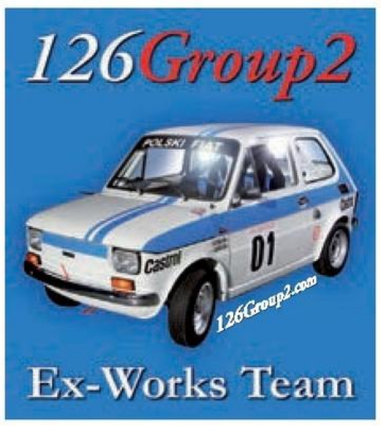
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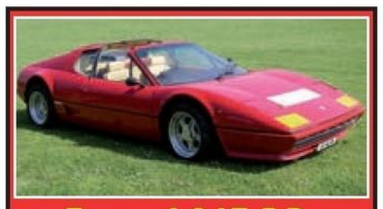
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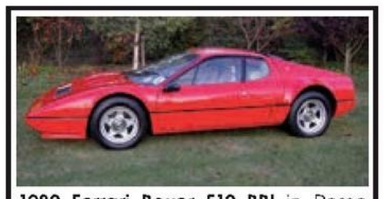


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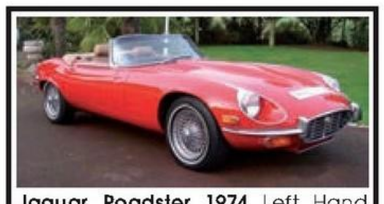
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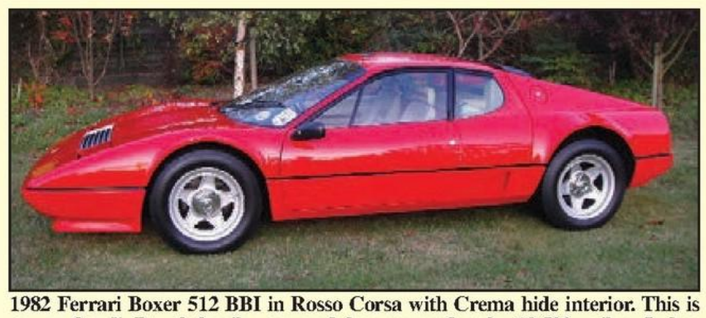
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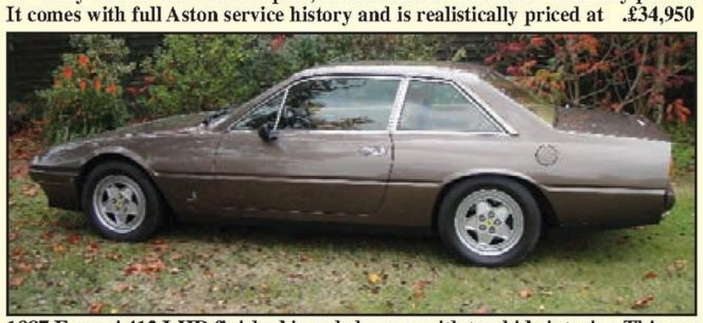
2004 Aston Martin DB7 Vantage Coupe, finished in Keswick Black with full black hide interior. A superb, One owner car, its specification includes Touchtronic transmission, Satellite navigation, Electric heated Sports seats, 19" alloy wheels with red callipers, Brushed aluminium dash and alloy pedals. It comes with full Aston service history and is realistically priced at .£34,950



1982 Ferrari Boxer 512 BBI in Rosso Corsa with Crema hide interior. This is an ex Saudi Royal family car and has covered only 13,500 miles. It has considerable service history. These cars are now well undervalued and are bound to rise in the next 24 months despite the current economic climate. We think that this is an excellent investment. Please enquire for more details.



2002 Mercedes SL 500. At only 21,000 miles and with numerous options, this is probably the best value 500 SL on the market. It is a beautiful unmarked example, finished in sapphire blue with contrasting oatmeal hide interior and is perfect throughout. Stunning value at £21,950



1987 Ferrari 412 LHD finished in pale bronze with tan hide interior. This car is in superb condition throughout and comes with a considerable history file detailing maintenance by well known Ferrari specialists both in the UK and Europe. These cars are terribly underrated in the UK and command much higher prices on the continent. Very attractive at £39,950



2006 Jaguar XK 4.2. This is a beautiful, one owner example fitted with most available Jaguar options. It has been kept in superb condition throughout and has a complete Jaguar service history. It has never been the subject of any accidents and comes with a 12 month comprehensive, parts and labour warranty. Very competitively priced at £34950



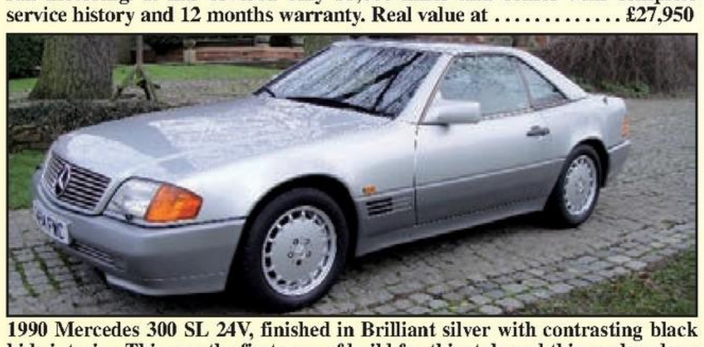
2000, ASTON MARTIN DB7 V12 Vantage, Manual, Coupe, Finished in Pentland Green with Forest & Parchment hide interior, this 6 speed manual version will appeal to the more sporting driver who will be rewarded with real fun motoring. It has covered only 53,000 miles and comes with complete service history and 12 months warranty. Real value at £27,950



1997 Aston Martin DB7 Volante in Mendip blue with contrasting parchment & Pacific blue hide interior. It comes with probably the best service history from the factory that we have ever seen and drives superbly. Excellent Value at £25,950



1995 Aston Martin DB7 coupe, finished in Chiltern green with Forest green & Parchment hide interior. Only back on the market due to health reasons, this is a beautiful, well maintained example in fine condition throughout. Fitted with automatic transmission and heated electric seats and numerous other refinements. Very competitively priced at £19,950



1990 Mercedes 300 SL 24V, finished in Brilliant silver with contrasting black hide interior. This was the first year of build for this style and this car has done only 70,000 miles and has a considerable service history. Extremely good value at only £7,950



1991 Mercedes 500SL; a beautiful 2 owner example with a complete service history and having covered only 54,000 miles from new. Now freshly colour coded, the whole car is in stunning condition, with full hide interior and most available options. Excellent value at £9,950



1965 Mercedes230SL finished in classic white with English tan hide interior. This is a very fine example which has had the benefit of an engine upgrade to the more powerful 250 version. It has been the subject of considerable cosmetic improvements in the past 10 years and has been very well kept by its last owner. Always garaged and definitely rising in value £25,000



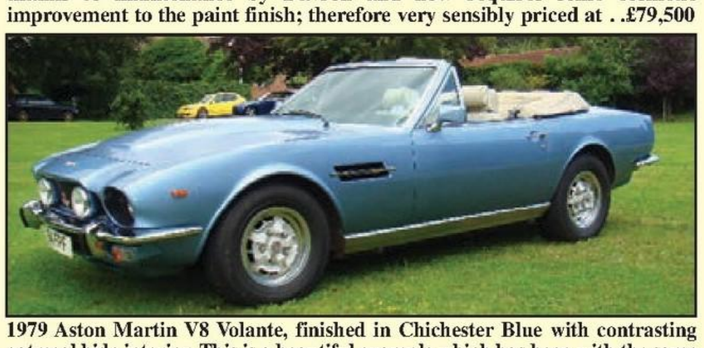
1958 Aston Martin DB MkIII, finished in Navy blue with English tan hide interior. This is an excellent, well maintained example with a detailed record of servicing and improvements over the past 13 years. It drives superbly, thanks to maintenance by Davron and now requires some cosmetic improvement to the paint finish; therefore very sensibly priced at ..£79,500



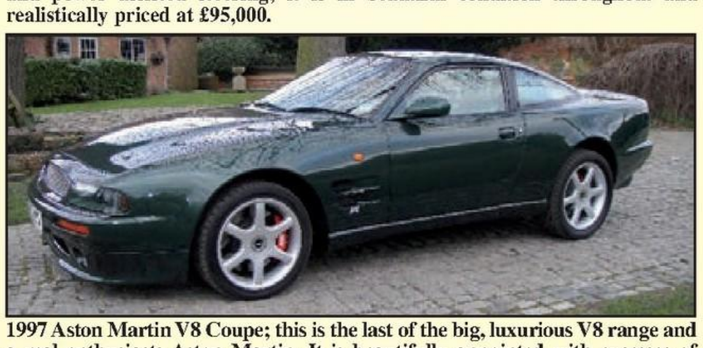
1969 Aston Martin DB6, this is an excellent example of this now very collectable and appreciating model. Finished in Caribbean blue with contrasting black hide interior and fitted with 5 speed manual transmission and power assisted steering; it is in beautiful condition throughout and realistically priced at £95,000.



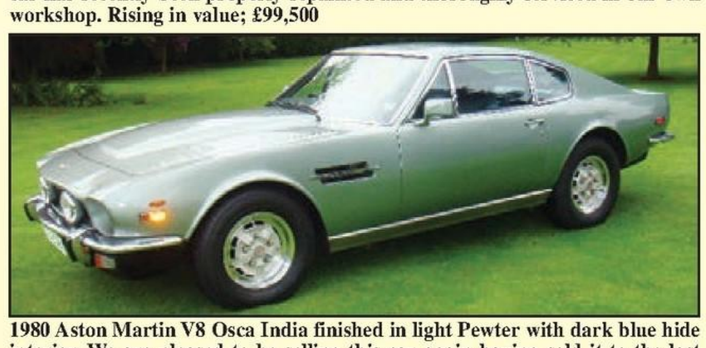
1958 Aston Martin DB MkIII finished in navy blue with blue hide interior. We have been fortunate to purchase this car from the estate of the previous owner for the last 37 years, during which time it has been properly maintained. The car has recently been properly repainted and thoroughly serviced in our own workshop. Rising in value; £99,500



1979 Aston Martin V8 Volante, finished in Chichester Blue with contrasting oatmeal hide interior. This is a beautiful example which has been with the same caring owner for the last 22 years. The car has always been garaged and sparingly used and is now very competitively priced £49,950



1997 Aston Martin V8 Coupe; this is the last of the big, luxurious V8 range and a real enthusiasts Aston Martin. It is beautifully appointed with excesses of Connolly leather and highly polished walnut veneer; it has covered only 48,000 miles and has a complete service history. These cars are now grossly undervalued and represent wonderful value for money at only £34,950.



1980 Aston Martin V8 Osca India finished in light Pewter with dark blue hide interior. We are pleased to be selling this car again having sold it to the last owner 5 years ago. Since taking it in p/x, we have carried out a major service and completely rebuilt the front suspension and the car drives beautifully. Sensibly priced at .....£39,950.

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