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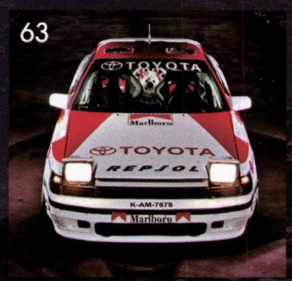
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The Original Motor Racing Magazine

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Motor Sport **storms Paul Ricard in an exclusive Aston Martin GT track test**

Cover: Dominic Fraser. This page: Ian Fraser/LAT

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Eighty-fourth year of publication

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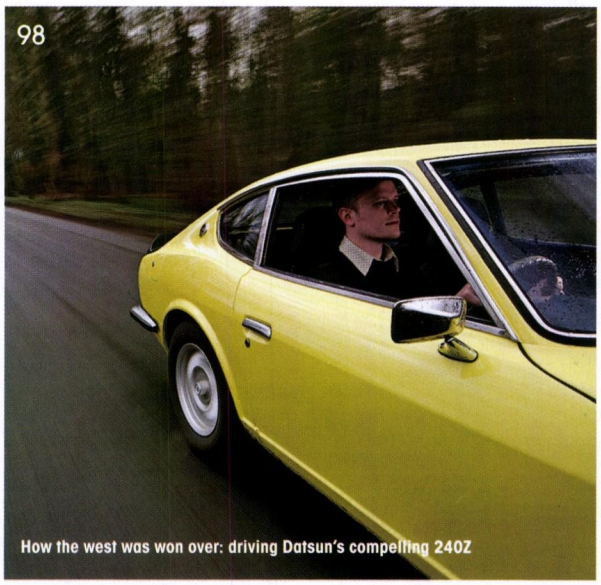
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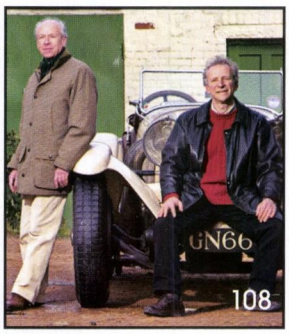
Delicious 206S is just one of many desirable Ferraris due to go on the block



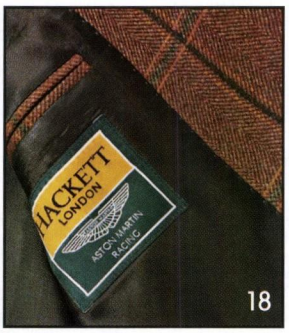
How the west was won over: driving Datsun's compelling 240Z



A very British attack on the sports car elite with a second-hand Datsun...



Thank heavens! Period looking tyres with modern methods of construction



Designer tweed to go with your designer Aston. Oh, and a wash bag

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Dominic Fraser

An Astonishing coincidence

I'd like to say we planned our cover story to tie in with the sale of Aston Martin, but the truth is it just happened that way. However, the news that David Richards is behind the bid should come as a relief to all who care about the marque in general and its racing activities in particular. We should be grateful too that the clear-thinking Dr Ulrich Bez remains at the company's head. Last time I saw him he was climbing into a DBR9 at Paul Ricard. He may be a businessman in his sixties, but he's also a racer who, this year as last, will be driving one of his cars in the Nürburgring 24 Hours. I wonder how many other car company bosses can say as much?

Those fearful that the modern racing car on the cover this month signals some great shift in the magazine's philosophy need not worry. Though we reserve the right occasionally to step into the present when the correct story presents itself, we remain as committed to the history of the sport as ever.

Finally, this month sees the start of a new series about team-mates, where our heroes get to nominate theirs. As you will see from Tony Brooks' thoughtful appreciation of Stirling, a racer who was on the track at the same time can offer an insight which not even the best hack armed with the best history books could hope to provide. I hope you enjoy it.

Andrew Frankel

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FORD SELLS ASTON MARTIN

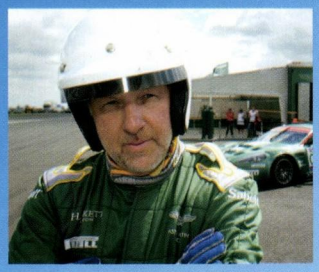
A consortium headed by Prodrive boss David Richards buys the famous British marque for £479m

Aston Martin has been sold to a consortium headed by Prodrive boss David Richards for £479m. The move brings to an end speculation about the fate of the marque that has latterly boomed thanks to its range of highly capable sports and GT cars.

Richards will become the non-executive chairman of the firm. The consortium – which is not connected to Prodrive – is completed by US banker John Sinders and two Kuwaiti companies, Investment Dar and Adeem Investment.

Richards commented: "This is an incredible opportunity. Aston Martin is one of the world's most iconic brands. We are confident we now have all the right ingredients to take Aston Martin to even greater heights."

Aston's chief executive Dr Ulrich Bez will remain with the company in the same post for the next five years. He said: "This next stage in the company's history promises to be the most exciting yet. David Richards and I have a great deal of mutual respect and we are equally passionate about realising the brand's full potential."



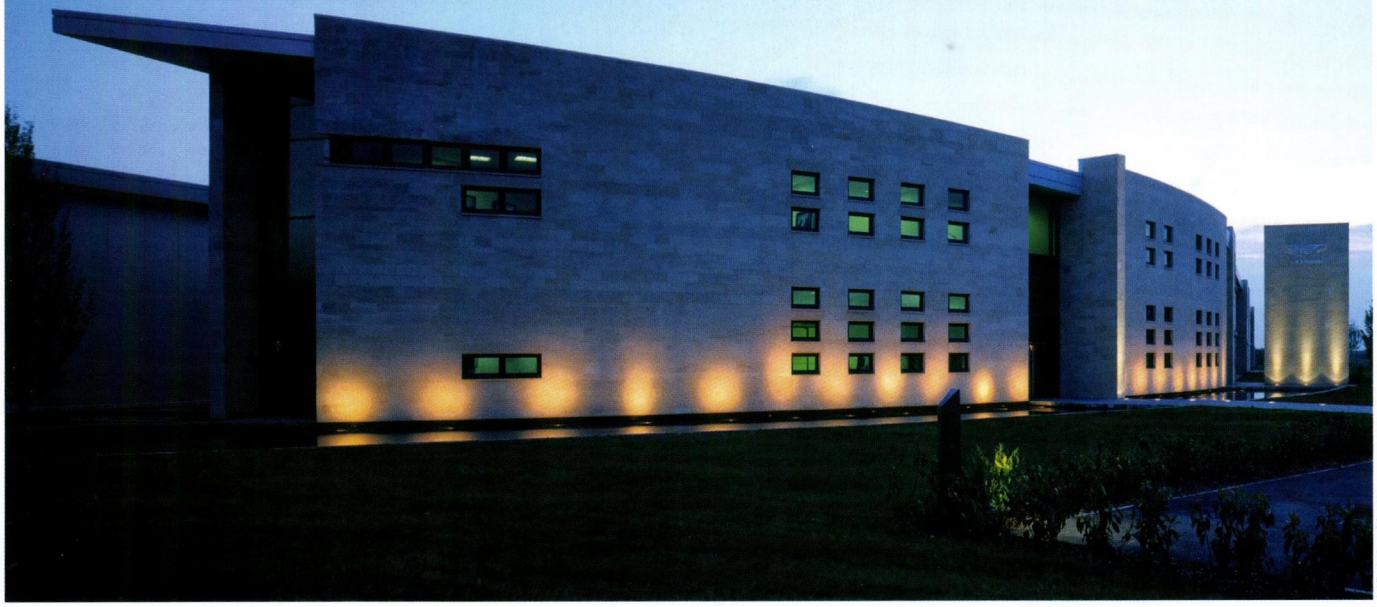
Above: David Richards has been at the centre of the DBR9 programme. Below: Gaydon factory remains Aston's home

The consortium has also moved to scotch rumours that the Prodrive F1 team which will compete in the World Championship from 2008 will be branded Aston Martin, though it seems certain that the existing programme of developing, racing and selling sportscars such as the DBR9, DBRS9 and N24 featured in this issue will continue.

Aston Martin will remain at its Gaydon factory in the Midlands where it employs 1800 people. Ford is to retain a £40m stake in the business, although part of the Newport Pagnell site is to be sold and the rest given over to the works service department when production of the only Aston Martin not to be built in Gaydon, the Vanquish, ceases this summer. It will be replaced in the autumn by the DB9-based DBS model previewed in the recent James Bond film, *Casino Royale*.

Bez also confirmed that the four-door Rapide will go into production before the end of the decade, and that production facilities at Gaydon will be expanded to make space for it. He expects to sell around 2000 Rapides per year, bringing Aston Martin production to approximately 9000 annually, about the same as made by Bentley in Crewe. He would not be drawn into setting an upper limit for Aston Martin production.

The company known today as Aston Martin was founded by Lionel Martin and Robert Bamford in 1913. It was owned by a succession of wealthy investors until it was sold to David Brown Ltd in 1947. It was sold again in 1972 and once more had to endure the uncertainty of multiple changes of ownership until Victor Gauntlett led a successful bid to buy the company in 1981. He sold 75 per cent of the company to Ford in 1987 which went on to wholly acquire the company in 1994, but not before Gauntlett had signed off the design of the DB7, the car that set Aston Martin on the road to the riches it enjoys today.



LAT, Aston Martin

2007 Historic Season Preview

A VINTAGE SEASON AHEAD

More championships and more headline meetings add up to produce an unrivalled choice for fans as the 2007 historic motor racing season fires up.

The constant growth of historic and classic racing shows no signs of slowing down, and Britain now has five major racing festivals. That growth is mirrored across Europe, leaving racers with a dazzling choice of events. But is the season simply getting too busy? The coming months will give us some answers.

However, there is much to be excited about as the season approaches. With no Monaco event this year, Goodwood Revival (September 1/2) stands alone at the top of the pile and will be as stunning as ever. But coming up steadily on the rails is the Silverstone Classic over the last weekend in July, with 25 years of the Porsche 956 at the heart of the action this year.

Group C will also feature prominently in the *Motor Sport*-backed Masters Historic Festival at Brands Hatch on May 28 along with headline events for pre-78 F1 cars (GP Masters) and sports cars with a Gentleman Drivers' GT encounter. The Kent circuit is also hosting the Historic Superprix (June 30/July 1) with all the regular HSCC categories as well as a celebration of 40 years of Formula Ford 1600.

Donington Park is also in on the historic festival act, although two events in May are causing some customer confusion. On May 6/7, the Masters Series and HGPCA are to the fore, while two weeks later GPlive celebrates the F1 story (see p10 for further details). Then at Oulton Park, the Gold Cup (August 26/27) has more high profile content than before.





See 3-litre F1 machines like BRM P180 (top) in GP Masters races, or Attila (above) in Sports Car Masters. Below: the Goodwood Revival will be a highlight

Of course, venture into mainland Europe and a whole raft of other star events opens up. The Jim Clark Memorial at Hockenheim (April 28/29) and the Oldtimer GP at the Nürburgring (August 11/12) are the two big German events, while the Porto street race in Portugal (July 14/15) will be bigger and better than the '05 event.

More street action is at Pau (May 26/27), surely one of the best weekends of the season, while Dijon's classic event on June 23/24 continues to grow in stature. On a different level, and maintaining its quirky independence, is the Grand Prix des Remparts at Angoulême (September 15/16). For many racers, the season will then wrap up at Spa for the Classic Six Hours meeting on October 5-7.

The overall mix of race categories remains largely the same, but an important development is the takeover of the Top Hat Organisation by the Masters Racing Series. Now with as many as 10 series under its wing, the new Masters operation is the biggest of its kind in Europe. Elsewhere, much is expected of established favourites like TGP, Group C/GTP and the Historic GP Car Association.

So the best advice is to get out there and enjoy what promises to be a fantastic season of historic racing. This year you have more tempting options than ever.



LAT, Charlie Wooding

US champion attends GPlive

ANDRETTI TO DRIVE HISTORIC LOTUSES

Mario Andretti will drive a selection of Formula 1 cars during the GPlive event at Donington Park on May 19/20.

The 1978 world champion is the latest star to commit to the new event, which celebrates the history of grand prix racing, and more are likely to be confirmed soon.

Organiser Richard Morgan said: "We are absolutely delighted that one of the most popular, approachable and eloquent drivers in the history of the sport has agreed to join GPlive. Mario is a legend and an icon, perhaps more so than any other driver. GPlive is all about meeting your heroes and Mario is certainly a hero of mine."

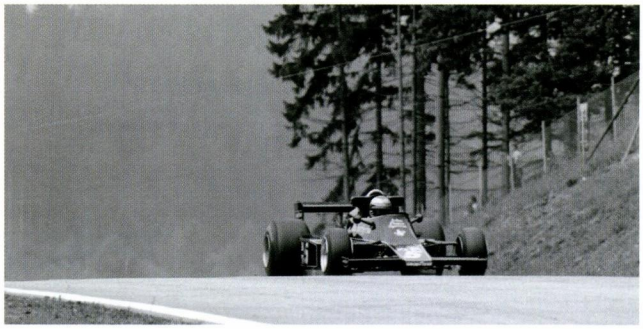
The 67-year-old former racer is expected to drive several cars from his own F1 days, including a Lotus 77, and has also been offered the chance to sample an ex-Ayrton Senna Lotus 98T.

Sir Stirling Moss, Tony Brooks and John Surtees are among the other racing stars who are already confirmed to appear.

Other features will include a celebration of 40 years of the Cosworth DFV engine during which 40 DFV-powered cars are due to line up on the grid to create a wall of sound.

There will also be races for pre-war sports cars – paying tribute to Brooklands in the Track's centenary year – and for Thoroughbred Grand Prix and the 1.5-litre F1 cars of the 1960s.

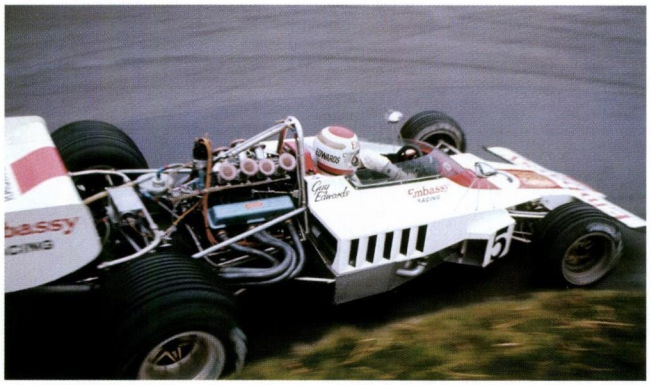
Sons of the famous will get the chance to drive cars from their fathers' eras in demonstration runs. Henry Surtees, Freddie Hunt and Alex Brundle are all expected.



LAT

Mario Andretti in the course of one of his less successful Formula 1 outings. He is in the Lotus 77 at 1976 German Grand Prix at the Nürburgring. He finished in twelfth place

F5000 THUNDER SET TO ROCK PAU



Guy Edwards winds on the lock in the Formula 5000 Lola T332 he raced in 1974

Formula 5000 will top the single-seater bill at the Pau Historic Grand Prix on May 26/27, when the V8-engined cars compete in their first European street race.

Series promoter Frank Lyons expects to take up to 20 of the thundering 1970s racers to south-western France to compete in two 25-minute races.

Lyons said: "This will be a big spectacle and I hope we can make it a permanent fixture."

F5000 cars never raced at Pau in period. Among the interesting provisional runners is the unique Leda LT25 of Ian Jacobs – two were built and one was written off.

With the 40th anniversary of F5000 due next year, a new web-based registry for F5000 cars has also been launched. Covering events, marque details, and history, car owners and drivers can use the Chat Room to exchange information, opinions and spur on more drivers to enter historic events and strengthen racing grids.

Check it out at www.F5000Registry.com.

PRYCE MEMORIAL CAMPAIGN

Town councillors from Ruthin, North Wales are seeking public support to raise money for a permanent memorial to one of the town's most famous sons, Tom Pryce.

Prodrive boss David Richards, another product of Ruthin, is leading a campaign to remember Pryce, who was killed in an accident during the 1977 South African Grand Prix. Richards co-drove Pryce when he rallied (and crashed) the Chequered Flag Lancia Stratos in 1975.

GOLD CUP STAGE BOOST

Group B rally car demonstrations will once again be a feature of the Oulton Park Gold Cup meeting on August 26/27.

While racing takes place on the international circuit, the local rally school's infield special stage will accommodate Audi Quattros, Ford RS200s and MG Metro 6R4s provided by the Slowly Sideways association.



Charlie Wooding

SPORTS MASTERS AT BRANDS DTM

The Dijon round of the Gentleman Drivers and Sports Racing Masters series, scheduled for June, has been dropped.

Its sister category, Grand Prix Masters, recently pulled out of the Pau Historic GP meeting and the Dijon organisers have responded by withdrawing an invitation for the Masters Series to race at their Grand Prix de l'Age d'Or.

To replace the axed Dijon event, the Sports Racing Masters will appear on the DTM support programme at Brands Hatch on June 9/10. Two half-hour races will run on the Indy circuit. Masters spokesman Christopher Tate said: "We are very honoured that Sports Racing Masters has been invited to provide support for the DTM."

The replacement Gentleman Drivers race will take place at Brands Hatch on June 23.



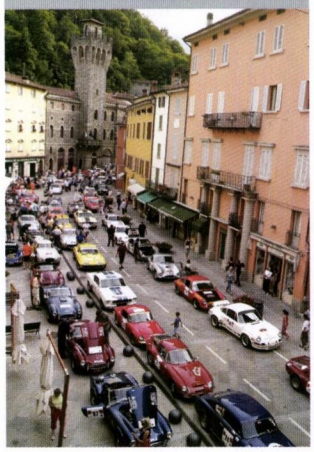
LAT

ERA GATHERING

An unprecedented gathering of at least eight ERAs will grace the VSCC's Wiscombe Park Hillclimb on May 13. The event will pay tribute to hill founders Majors Charles Lambton and Richard Chichester plus Devonian ERA ace Martin Morris, who all passed on during 2005 and 2006. Morris campaigned R11B in VSCC events for many years, and his son David will drive 'Humphrey', as the ERA is known, on the day. As well as those competing, it is hoped that other ERAs will be on static display. Ring 01608 644999 or visit www.vscc.co.uk

MODENA CLASSIC OPENS DOORS

Entries are now open for the Italian Modena Cento Ore Classic, a five-day speed and regularity event for sportscars from the '50s, '60s and '70s, with races at Mugello and Magione. The speed section includes 12 special stages, with a regularity section on Fiorano circuit. Action starts on May 11, with overnight stays at Montecatini Terme, Perugia and Riolo Terme. More details are available from www.modenacentooreclassic.it.





LAT

Marathon undertaking

The 40th anniversary of the original London-Sydney Marathon (above) will be marked by a commemorative event in October 2008. Endurance Rally Association chief Philip Young is planning a 24-day enduro for 1960s cars and promises it will be a faithful replica of the 1968 event, including an overland drive to India.

NEWS IN BRIEF

A race for Le Mans-type cars running into the dusk of Saturday evening will be a feature of the Silverstone Classic on July 28/29. A capacity 44-car grid is expected from the World Sportscar Masters series. Porsche is the featured marque.

Pre-war sports cars will race at the Oulton Park Gold Cup for the first time in the August Bank Holiday meeting. It will include the Motor Racing Legends pre-war sports car series, which will also race at Dijon, Porto, Silverstone and Spa.

We omitted to credit Terry Malone for the photos of the stillborn Eagle last month. The story is part of John Zimmerman's new book *Dan Gurney's Eagle Racing Cars*, due out in June.

'Vive la France!' is the theme of the Goodwood Breakfast Club meet on May 6. Wander around the paddock and view the impressive display of cars outside the Virta Café, and enjoy a hearty English breakfast. June 6 is 'Supercar Sunday'. See www.goodwood.co.uk/breakfastclub

In association with Coys, *Motor Sport* is pleased to offer its readers half-price entry to Coys' auction of sports racing and grand prix cars at the Masters Racing Series Festival at Brands Hatch on May 27. The catalogue admits two at the special price of £10 (normally £20), and also includes free entry to the circuit after 4pm, in time to see the last track action of the day. Call 0208 614 7888, quoting '*Motor Sport* Brands reader offer'.



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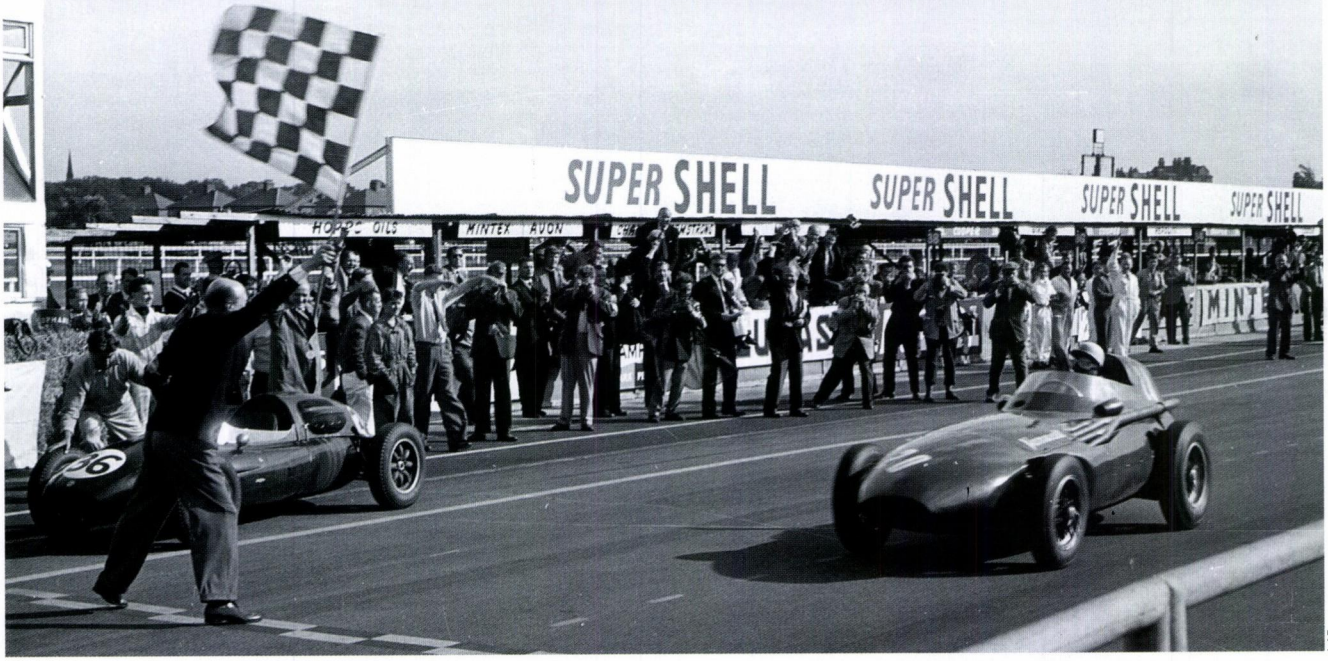
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NEWS

Preview

MOSS ANNIVERSARY AT SPEEDFAIR

Sir Stirling to head north of the border as part of a celebration of Scottish motorsport achievement



LAT

Sir Stirling Moss OBE will be guest of honour at the Knockhill circuit's second Classic SpeedFair in July: it will be 50 years to the very weekend since he took one of his most important grand prix victories, when he and Tony Brooks shared the winning Vanwall in the British GP at Aintree (above) – the first world championship win for a British car.

Moss will be at the Fife circuit on July 22 to participate in a celebration of Scottish competition heritage: "The fans in Scotland are very enthusiastic and certainly love their motorsport," said the racing knight. "Scotland has produced some of the world's greatest racing drivers."

An 18-race programme includes an hour-long, two-driver pre-66 saloon event as well as single-seaters and sports cars races.



LAT

RACING GREEN

The biggest, loudest and thirstiest racers are taking steps to pre-empt 'green' criticism. The Orwell Super Sports Cup series, which features 8-litre McLaren and Lola sports cars, is going green by linking up with CO2 Balance, a company that offsets carbon emissions by planting trees. Each car's CO2 emission is assessed and the appropriate number of trees planted. Cars will display a sticker to show that they are now carbon-neutral. Next rounds are the Jim Clark Revival (Hockenheim April 27-29), Assen (May 12/13) and Brands Hatch (June 29-July 1).



LAT

JUNIOR'S '08 JUBILEE

Plans have been announced to celebrate 50 years of Formula Junior with a special Golden Jubilee programme in 2008.

Along with the usual championships, an enlarged FIA Lurani Trophy will feature races in Britain, Sweden and the Czech Republic along with a series of major events due to feature at circuits all over the globe. The schedule is likely to kick off in New Zealand next January.



LAT

LEGEND THRIVING

The Le Mans Legend race will be a sell-out this June when a capacity field of 61 cars from the 1956 to 1968 era will race on the morning of the 24-hour event.

Over 100 cars have been put forward to the selection committee for the race, including the 1959 Le Mans-winning Aston Martin DBR1.



CLARK 25 SELLS WELL

An ex-Jim Clark Lotus 25 sold for just under half a million pounds during the H&H Auction at Cheltenham.

Chassis R5 was rebuilt by Clark's 1963 engineer Cedric Selzer and is thought to be one of only four remaining Lotus 25s. It was sold to a private UK collector.

GUARDS TROPHY REVIVED

The Historic Sports Car Club has brought the famous 'Guards Trophy' name back into the sport for its renamed 1960s GT and sports-racing car series.

The former Classic Sports Car Championship will now be known as the Guards Trophy, and includes a pre-69 2-litre class. A three-hour race at Snetterton in June will recreate the famous *Autosport* 3-Hour race.

Guards Trophy, Brands 1968, was won by Gardner's T70. Piper's 250LM (115) was fifth



LAT

DIARY

APR 9 CASTLE COMBE
Top Hat races
www.castlecombecircuit.co.uk

APR 20/21 CUMBRIA
Pirelli Historic Rally
www.pirelliinternationalrally.co.uk

APR 21 SILVERSTONE
Vintage Sports Car Club race meeting
www.vscc.co.uk

APR 24-28 FRANCE
Tour Auto
www.tour-auto.com

APR 26-29 HOCKENHEIM (D)
Jim Clark Tribute race meeting
www.hockenheimring.com

APR 30-MAY 4 SCOTLAND
Classic Malts Reliability Trial
www.hero.org.uk

MAY 5/6 BRANDS HATCH
Classic Sports Car Club race meeting
www.motorsportvision.co.uk

MAY 6 CURBOROUGH
VSCC sprint. www.vscc.co.uk

MAY 6/7 DONINGTON PARK
Grand Prix Euro
www.donington-park.co.uk

MAY 7 BRANDS HATCH
AMOC race meeting
www.motorsportvision.co.uk

MAY 11-15 ITALY
Modena Cento Ore
www.modenacentooreclassic.it

MAY 12 SILVERSTONE
HSCC races. www.hscc.org.uk

MAY 12/13 ASSEN (NL)
International Supersports Cup races
www.orwell-supersportscup.com

MAY 13 WISCOMBE PARK
VSCC hillclimb
www.vscc.co.uk

MAY 18-20 DONINGTON PARK
GPlive, including Thoroughbred GP
www.gplivevip.com

MAY 19 SILVERSTONE
Top Hat race meeting
www.tophatracing.co.uk

MAY 20 CADWELL PARK
Vintage Sports Car Club race meeting
www.vscc.co.uk

MAY 26/27 PAU (F)
Grand Prix de Pau Historique
www.grandprixhistorique.com

MAY 27/28 BRANDS HATCH
Masters Series race meeting
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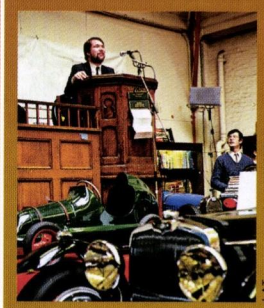
...BUY A CAR AT AUCTION

You may be considering treating yourself to the car of your dreams in time for spring. Finding it and buying at auction need not be daunting.

The most enjoyable way to buy is to attend the auction and make your bid from the floor. Bonhams has published a helpful booklet to guide buyers through the process: it operates a simple paddle system.

Once you have registered your details and proof of funds, you take a paddle with your own personal number. Each car will be on display in advance of the sale. When your car comes up, you simply raise your paddle to make your bid.

You can also bid by telephone, over the internet and as an absentee. Telephone bids



LAT

are simple. On the day of the sale the auction house will call you and talk you through the bidding as it proceeds. These calls must be booked at least a day before the sale.

Internet bids can be lodged ahead of the sale, although most auctions are not broadcast live on-line yet, so you will have to check the website to find out if you have been successful at the close of bidding.

You can also place an absentee bid – the auctioneer will try and secure the car at the lowest possible price.



Illustration by David Juniper, Folio Art

100 years. One weekend to remember.

BROOKLANDS CENTENARY FESTIVAL 16–17 JUNE 2007

On 16th and 17th June, it's time to go back to where it all began. Brooklands, the birthplace of British motorsport and aviation, turns 100. Celebrate a century of speed at a festival you'll never forget. Pre-war cars and motorcycles to F1 champions. Early Vickers aeroplanes to Concorde.

Hundreds of the original machines that raced at Brooklands will be back on the famous circuit for one amazing weekend. Don't miss your one chance to be at the centre of it all. Call 0870 850 6639 or visit www.brooklandsfestival.co.uk to reserve your tickets now.

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BP HERITAGE IN MOTORSPORT

BP has been winning in motorsport from the start. This is the first in a series looking at the many aspects of BP's diverse involvement in the sport, from F1 to land speed records, rallying to Le Mans, F3 to desert racing, fuelled by BP Ultimate. We will introduce you to some of the cars that benefited from BP's fuels technology and to the drivers, the real heroes of BP's long and successful history.



LAT

Stirling Moss's victory at Monaco in 1960 was a triumph for a privateer team

ROB WALKER – THE LAST GRAND PRIX PRIVATEER

Rob Walker was the wealthy amateur who ran privateer cars in grands prix through the '50s and '60s and scored a number of memorable wins – a major achievement for a privateer even in those less professional days.

Walker was part of the Johnnie Walker whisky family and raced just before and after World War 2 – in which he was a Royal Navy pilot – before switching to the role of entrant, his cars fuelled by BP. Among his drivers were Tony Brooks, Jack Brabham, Graham Hill and Jochen Rindt, but the biggest successes came with Stirling Moss and Jo Siffert at the wheel. Moss took Walker's Lotus 18 to dazzling victories at Monaco in 1960 and 1961, while Siffert put the distinctive blue and white Walker colours back in the winner's circle long after the day of the privateer was supposed to be well and truly done when he won the 1968 British Grand Prix at Brands Hatch in a Lotus 49.

Q&A

PAUL BECKWITH
BP GLOBAL PRODUCT MANAGER

Can BP Ultimate 102 unleaded give me more power on track days?
BP Ultimate 102 unleaded is designed with private motorsport enthusiasts in mind and is for drivers with highly tuned engines who want to get the best out of their vehicles. As well as meeting the maximum performance specifications as used at the pinnacle of motorsport in F1 and the World Rally Championship it is fully road-legal which means it can also be used to drive to and from motorsport circuits.

Our independent tests in a range of cars showed that BP Ultimate 102 unleaded gave typical power benefits in the range of 4 to 7.5 per cent compared to 97 octane BP Ultimate Unleaded when the cars had their ignition maps optimised. In a high-performance turbocharged vehicle, with both ignition mapping and turbo boost pressure optimised for BP Ultimate 102 unleaded, the maximum power increased by an impressive 37bhp (8.6 per cent) but as much as 60bhp (16 per cent) in the mid-range.

What are the main features of BP Ultimate 102 unleaded that will give my engine better performance?
BP Ultimate 102 unleaded, as its name suggests, has 102 octane. The octane number is a measure of petrol's combustion quality and is a critical feature affecting the tuning of performance engines. High-octane fuels resist knock, so the higher the octane, the more an engine can be tuned for performance.

In addition, BP Ultimate 102 unleaded is specially designed to evaporate more quickly and completely in the engine, giving improved responsiveness across the full range of driving conditions. Furthermore, because the fuel evaporates better, the intake mixture is cooler which reduces the likelihood of knock and leads to higher intake charge density. This in turn increases power.

BP Ultimate 102 unleaded is also formulated with friction-reducing components allowing more of the fuel energy to get to the wheels, which in combination with the high oxygen content of the fuel's make-up, can also mean more performance from your engine.

For more information about BP Ultimate, visit www.bpultimate.co.uk

ultimate

EVENTS

Goodwood

June 22-24

BP Ultimate is an official sponsor of the 2007 Goodwood Festival of Speed (for more information visit www.bpultimate.co.uk). The theme for this year's edition of the must-see historic motorsport event on Lord March's Sussex estate is Spark of Genius – Breaking Records, Pushing Boundaries. That means honouring the men and machines – many of which were fuelled by BP – that have stirred the souls of motorsport fans since the early days of the sport. Among the areas on which the Festival, which runs from June 22-24, will focus are record breakers – like Sir Malcolm and Donald Campbell and their Bluebirds – and the WRC in which the BP-backed factory Ford Focus RS World Rally Cars of Marcus Grönholm and Mikko Hirvonen are major contenders. The early pioneers at Brooklands will also be honoured, as will the heroes of the Isle of Man TT.



LAT

BLUEBIRD – A FAMILY BUSINESS

Sir Malcolm Campbell and then his son Donald strove to push both the Land and Water Speed Records to new heights. Struggling against huge odds, their bravery and determination brought them glory – but Donald paid an awful price



Sir Malcolm Campbell

Malcolm and Donald Campbell and their Bluebird record cars and boats were archetypal British heroes, risking all to capture world land and water speed records. Father Malcolm set the Land Speed Record nine times and the water speed record four times; son Donald netted seven records on water and one on land.

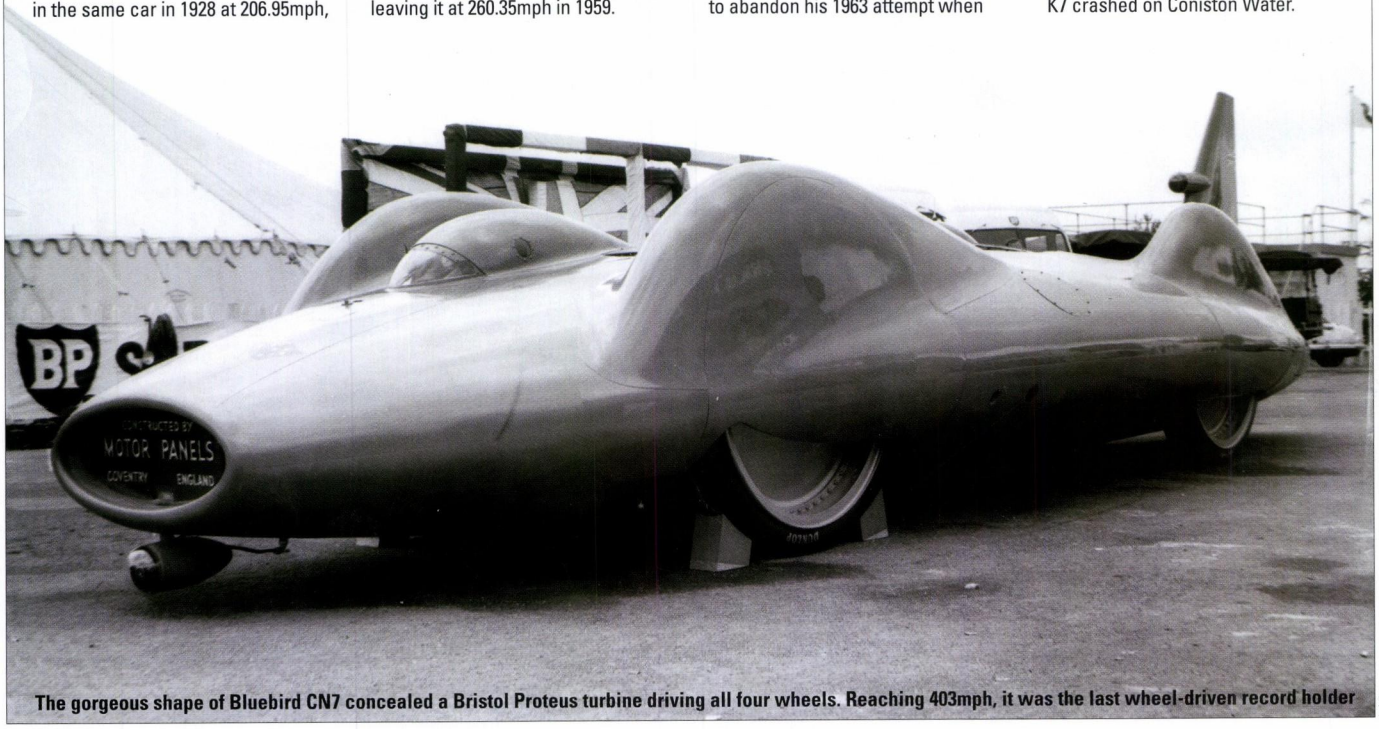
Malcolm Campbell first took the Land Speed Record in 1924 in a Sunbeam before building his first Bluebird, designed by Amherst Villiers, to make his successful 1927 run. There was fierce competition for the LSR though and Campbell had to run once more to regain the record in the same car in 1928 at 206.95mph, but within two months he'd lost it again. His next Reid Railton-designed Bluebird took the record to 246.09mph in 1931 – a feat which earned him his knighthood. He became the first man to break the 300mph barrier in 1935 before switching his attention to the Water Speed Record, raising it several times and leaving it at 141.74mph after a run on Coniston Water in 1939. That record still stood when he died in 1948.

Donald began his record-breaking career on water, taking the record in 1955 in the jet-powered Bluebird K7, which was gradually updated and used to raise the record four times, leaving it at 260.35mph in 1959.

He was also planning his own LSR bid. With major backing from BP, he built a Bristol Proteus-powered Bluebird, which ultimately gained him his LSR, but only after he overcame a series of obstacles. The car's first runs were on the Bonneville Salt Flats in 1960 but after a series of preliminary runs it crashed at around 360mph and was severely damaged.

The car was rebuilt, and in 1963 he took it to Lake Eyre in Australia – a salt lake where there had been no rain for 20 years, leaving the surface perfect for a record attempt. When he arrived, though, light rain began to fall and eventually he had to abandon his 1963 attempt when torrential rain started to fill the lake up. In 1964 conditions improved, though the surface was still nowhere near as good as it had been and there was still light rain to contend with. Despite that, Donald took the LSR to 403.1mph – the car's true potential was reckoned to be over 450mph. That same year he also cracked the Water Speed Record again – and he's still the only person to have set both records in the same year.

In 1966, in a bid to stir interest in a new LSR bid which he was trying to finance, he set out to push the Water Speed Record beyond 300mph. Tragically, early in 1967 he died when K7 crashed on Coniston Water.



The gorgeous shape of Bluebird CN7 concealed a Bristol Proteus turbine driving all four wheels. Reaching 403mph, it was the last wheel-driven record holder

LAT

The month's finest...

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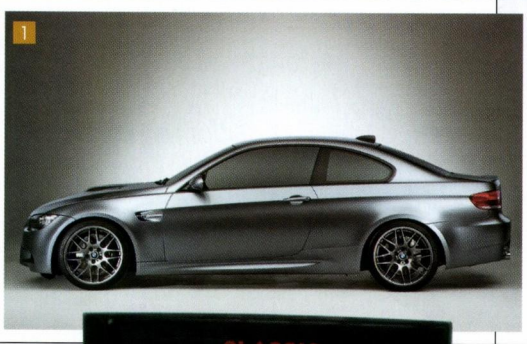
1 M3 GOES V8
Price: TBA
BMW showed off its latest M3 concept at Geneva and it is expected to go into production more or less unchanged this autumn. The latest E90 version of the M3 gets a V8 engine for the first time – said to produce 414bhp – and the electronic diff used in the M5.
www.bmw.co.uk

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Don't miss our April auction
The Pavilion Gardens
Buxton
18th April 2007

Quality entries now invited for our June auction
The Pavilion Gardens
Buxton
19th June 2007

Highlights from our last auction included



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1962 Lotus 25 Single Seat Racer



1932 Alvis Silver Eagle Special 'The Green Car'

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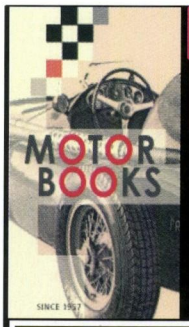
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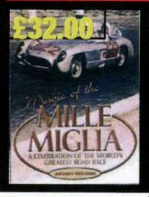
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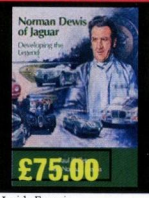
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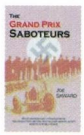


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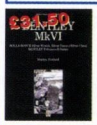
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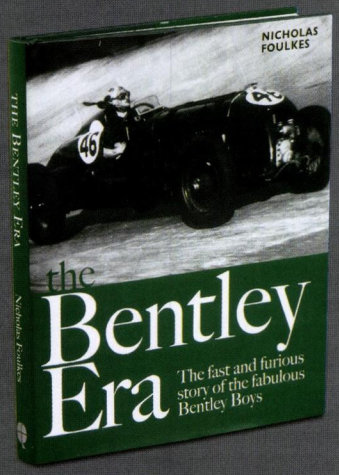
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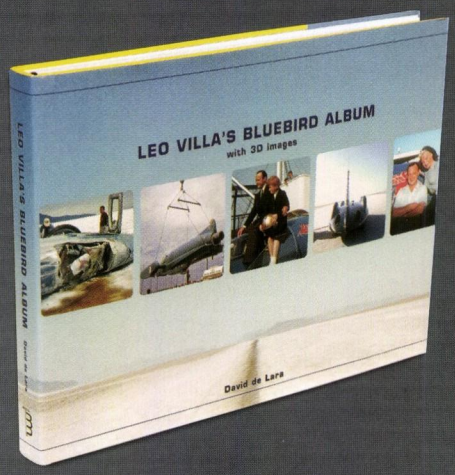
THE BENTLEY ERA

Nicholas Foulkes

Motor racing and eccentric rich people – the perfect recipe for a good read. Despite its general title this is about the Bentley Boys, and it presents fresh facts about the (mostly) wealthy band of racing brothers who made Bentley a glamorous name. Foulkes details the fascinating personal details of their later lives, not forgetting the lady players, Mrs Victor Bruce and Dorothy Paget. However, it is inevitably Birkin and Barnato who lead the parade, the one hard on his cars and his fortune, the other famously lavish but, as Foulkes relates, a more solid character than his image might suggest. Some mad typography is redeemed by great photographs used large, the racing leavened by domestic and social events. A excellent read. **GC**

Published by Quadrille, $30. ISBN: 139781844002411



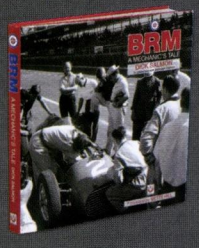


LEO VILLA'S BLUEBIRD ALBUM

David de Lara and Kevin Desmond

Leo Villa was right-hand man to first Sir Malcolm and then Donald Campbell, so no one was closer to the many speed record attempts of father and son. During that time he took endless photos of the team's efforts on land and water, many of them with a 3D camera. Those colour shots are the hook on which this book hangs, and it provides a vivid picture of 'The Skipper' and comrades as they journey between continents seeking glory in speed. Such text as there is comes mostly from taped interviews Villa gave 35 years ago, so this is a personal commentary. The 3D imagery (3D glasses are included) is a novelty at best, and a little more scene-setting would help, but this is an involving and fresh look at the K7 and CN7 record attempts. **GC**

Published by Transport Bookman, £39.99. ISBN: 9780851840710



BRM, A MECHANIC'S TALE

Dick Salmon

An atmospheric account of BRM at the factory and on the road, from mechanic Salmon's first trip abroad testing the V16s at Monza in 1952, through descriptions of Alfred Owen's displeasure at the many BRM failures to Jo Bonnier's breakthrough win in the 1959 Dutch GP and Graham Hill clinching the 1962 world title. All this is set delightfully in context by tales of travel and, of course, celebration parties. It's illustrated with copious contemporary photographs of races and informal snaps, sprinkled with passes, programme covers and hotel flyers. **NP**

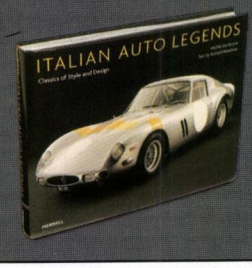
Published by Veloce Publishing, £39.99. ISBN: 184584082

ITALIAN AUTO LEGENDS

Michel Zumbrunn & Richard Heseltine

From 1907 Fiat 130HP to 2004 Maserati MC12, this beautiful book covers a wonderful selection of evocative and inspirational Italian cars photographed superbly in the studio by Zumbrunn, with a typically thorough, entertaining and informative text from *Motor Sport* contributor Heseltine. The exotica are there, the 250F, the 250GTO and so on, but so also are the more prosaic Topolino and Aprilia. They have even managed to source a large number of examples that aren't painted red! **NP**

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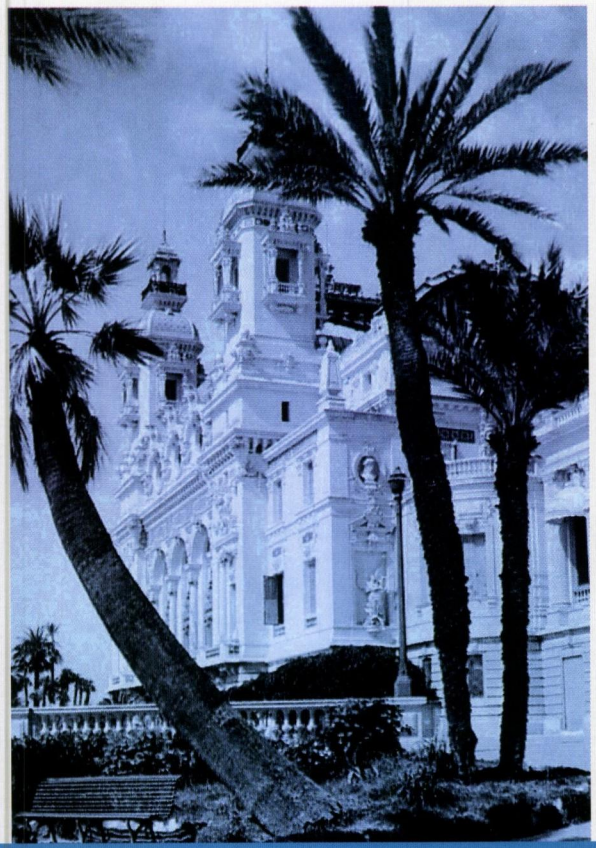
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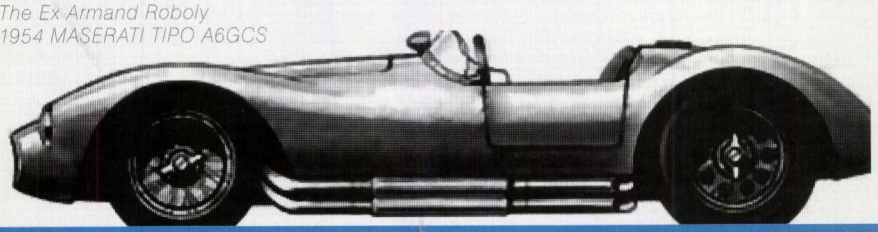
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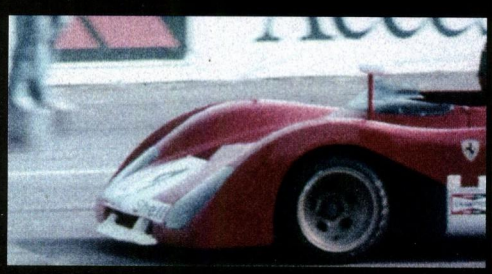
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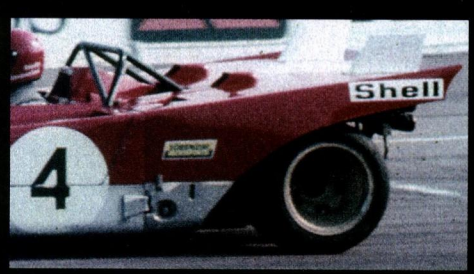
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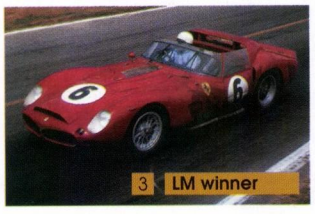
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2 Brescia blue



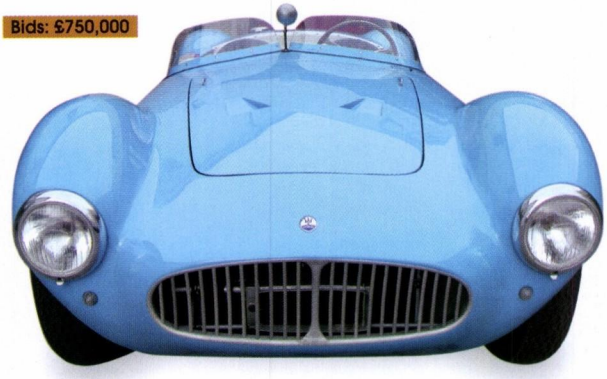
3 LM winner

1 LEGGENDA E PASSIONE
RM and Sothebys' sale at Maranello on May 20 is packed with Ferraris, Alfas and factory memorabilia. A feature lot is a '66 Dino 206 SP, chassis 008, which retains its original engine, 'box and bodywork. Its history includes works Ferrari and NART entries, as well as an impressive roster of aces: Bondurant, Vaccarella, Pedro Rodríguez, Ginther and Schlesser. Estimate: call 001 519 352 4575.

2 BONHAMS' SPRING AUCTION on April 30 at the RAF Museum in Hendon boasts a 1923 Bugatti Brescia two-seater, once owned by Brooklands regular Major Austin. He bought it new in 1923 and, despite losing both legs in WWI, actively campaigned it until 1929. The car remained in his ownership until his death in 1966. The Yorkshire Car Collection acquired it some 35 years ago. It is expected to fetch £60-80,000. Tel: 020 7468 5801.

3 ALSO AT RM/SOTHEBYS' SALE AT Maranello, the 1962 Le Mans-winning Ferrari 330 TRI/LM. Driven to their third victory by Phil Hill and Olivier Gendebien, Chassis 0808 is the only 4-litre V12 Testa Rossa, the last built and the last front-engined winner at La Sarthe. Modified by the factory from an earlier TR, 0780, this Fantuzzi-bodied machine was later raced by NART, then used as a road car before being returned to its LM form by Pierre Bardinon. Not surprisingly, the estimate is 'refer department'.

4 Bids: £750,000



4 AN EARLY ENTRY FOR COYS' Monaco auction at Espace Fontvieille, Monaco, on May 21 is this 1954 Maserati A6GCS. First sold to a Frenchman, hence the colour, the car collected class wins in Europe and Morocco and raced in the Ulster TT. Completely restored in 2001 by Ferrari, it has recent race history. Estimate: over £750,000. Tel: 020 8614 7888

DIARY

April 3
BCA, collectors cars, Bridgewater, Somerset. Tel: 01252 743 390

April 14
VCMA, collectors cars , Three Counties Showground, Malvern. Tel: 01584 811 118

April 18
H&H, collectors cars at The Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730 830

April 20-21
RM, sports cars, the Gene Ponder Collection, Toronto, Canada. Tel: 001 519 352 4575

April 30
Bonhams, collectors cars at RAF Museum, Hendon, London

May 20
RM Auctions/Sothebys, Ferrari cars at Maranello factory, Italy

May 21
Coys, sports, competition and collector cars and automobilia, Espace Fontvieille, Monaco

June 3
Christies, exceptional motor cars, Rockerfeller Center, New York. Tel: 0207 389 2133

June 7
BCA, Brooklands Museum, Vintage cars. Tel: 01252 743 390



5 Sold: £503,000

5 THE 1929 IRISH GRAND PRIX-winning 6C 1750 Alfa Romeo, raced by Boris Ivanowski, sold for £503,000 through H&H at Cheltenham in March. This very original car spent 40 years in the Pilkington collection.

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Letters

OUR READERS RESPOND

PINK STAMPS 30 LIVES

Sir,

I really enjoyed Bob Dove's 'So much for Commitment' letter in the January issue. Those 'old and tired magnesium uprights' Mr Dove mentioned have, thanks to Mr Peter Denty, been replaced with new cast aluminium ones, on all four corners.

Being the present steward of the 'Pink Stamps Lotus 30/40' and its later (when sponsored by Cronk Garages) 453bhp ex-David Weir Ford GT40 Gurney/Weslake 5-litre engine, it seems important the world now knows it's safe!

Richard Keyes, Portland, USA

REGGA MEMORIES

Sir,

I was saddened to read of the passing of Clay Regazzoni. He was one of my favourite drivers from the 1970s. I saw and photographed him on numerous occasions at Daytona, Watkins Glen, Mosport and St Jovite.

My most vivid memory of Clay was the 1975 US Grand Prix at Watkins Glen when, in an effort to aid team-mate Niki Lauda, his Ferrari became very 'wide' and blocked Emerson Fittipaldi's McLaren. Going through the Glen's old 'Scheckter chicane' he almost came to a stop, shifting to first gear as Lauda motored away to victory and the world championship.

Joe Cali, Syracuse, NY, USA

TECHNICAL DETAIL WANTED

Sir,

I read with instant agreement the editorial in the April 2007 edition of your esteemed magazine.

As an armchair viewer of F1 whose budget cannot extend to actual attendance at the races, I rely on printed matter to show me how the modern cars develop. Up until the mid '80s I could guarantee that I could garner information easily regarding development of the cars but now I cannot even work out how the aerodynamic package has changed let alone the suspension.

I follow F1 by building models of my favourite cars. I am now in the perverse position that I can get better reference pictures of what is under the shell of Stirling Moss's Aintree Maserati than I can Michael Schumacher's 2006 F248. And yet more people watch the sport and more is published than ever. A sorry state of affairs.

Ian Hartup, Leeds, Yorkshire

LITTLE BRITISH HEROES

Sir,

First of all thank you for the excellent magazine, and for reverting to the recognisable front cover. Your 'Classic Cars' article (April) prompts me to compare the achievements of the Corvettes at Le Mans in 1960 with that of the Ted Lund/Colin Escott MGA.

The cavalcade of Corvettes' impressive, brash, start to the 24 Hours produced an eighth place finish for the John Fitch/Bob Grossman. The MGA Twin-Cam came twelfth.

The little A also captured the 1601cc to 2000cc class win. Not bad, eh? Let's hear more about these little British heroes of the tarmac, including those that took America by storm in the 1950s and early '60s.

I was also wondering if any of your readers have any photos of Brunton hillclimbs in the early 1960s, when as a youth I used to help out at the start (courtesy of Mr W A 'Bill' Short, BARC South West) with the hockey stick timing device. I lost interest in motorsport after about 1966 when a different type of rpm (45 on black vinyl) took over, and seemed to attract more girls than 6000rpm on black tarmac.

However, my soul is bound to be redeemed as I returned to my love of cars, *Motor Sport* and all, some 10 years ago with the purchase of - yes you guessed it - an MGA Coupé.

Geoff Tabor, Charlton, Hampshire

ELBOWS DOWN

Sir,

I enjoyed Simon Taylor's Lunch with Mario Andretti (April issue) along with previous 'lunches'.

I do need to take exception however to the caption on the Foyt/Andretti photo at the Sacramento mile. No way are they racing at speed. Racing on the dirt miles such as Sacramento, DuQuoin, Springfield and the Indiana State Fair mile tracks required both hands on the wheel and 'elbows up'.

While this is a special photo of two of the greatest, they are either on a pace lap or under a yellow flag.

Evert Wolfe, Logansport, IN, USA

IMPRESSIVE DEDICATION

Sir,

It was with great admiration that I read Nick Reece's 'Letter of the Month' (April). I must say that he ▸

LETTER OF THE MONTH

SPORTS CARS SHOULD RACE

Sir,

May I add my agreement to Andrew Frankel's comments (April issue) on Bentley's withdrawal from racing after winning Le Mans in 2003? It seems a massive waste of the investment made to achieve this victory.

From Bentley's perspective no potential customers will remember the 1920s and a single win soon fades into obscurity. Porsche on the other hand seems to have got it right. There has not been a Le Mans 24 Hours in most peoples' memories in which there has not been a Porsche competing; there can hardly have been a race for sports cars anywhere in the world over the last 50 years without a Porsche. These facts define the maker and tell the world what they are getting when they buy. They may not always be winners but it demonstrates a passion for racing which the enthusiast will want to buy into. BMW have achieved a similar status in touring cars.

By contrast the company that has the most to gain from this philosophy is Jaguar, and it seems to continually miss the point. In its racing heyday in the 1950s and into the early '60s Jaguars were regulars in sports and touring car racing; cars were available not just to the works team but also to privateers and the Jaguar image was created.

There are certain manufacturers, Ferrari, Porsche, Aston Martin, Jaguar, BMW, Alfa Romeo whose names just shriek motorsport, but they cannot live on that fact forever. Only an ongoing presence at the track can keep the image alive.

Rod Hunt, Seaton, Devon



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Letters

OUR READERS RESPOND

YOU WERE THERE

Start them young, so the saying goes, and this holds true for Jeremy Collier who sent in these photographs taken by his father at Silverstone in 1964–65.

"Dad used to be a first-aid marshal, usually at Copse corner", explains Jeremy. "I was fortunate to be taken along as a seven- or eight-year-old."

Pre-season testing was not the organised, heavily policed affair it is today, and among the photos were some that showed Bruce McLaren shaking down his latest Tasman Cup Cooper.

"Bruce allowed dad to try out the cockpit for size and took the photo to go with it", says Jeremy. It's impossible to imagine a track marshal getting so intimately close to the most up-to-date racing machinery today, let alone actually being allowed to get in it.

McLaren's close friend and fellow Kiwi Denny Hulme, at the wheel of a Brabham BT8 sports-racer, was also snapped by Collier Sr.

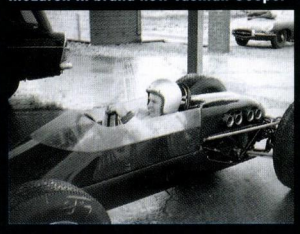
"Denny Hulme pulled off at Copse corner for some unknown technical reason during practice for a Martini Trophy race.'"

Just as Jeremy's early encounters with motorsport sparked a lifelong interest, so the intervening years have done little to dampen his father's enthusiasm.

"Dad's still going strong at 75!" he explains.







Left: Hulme's Brabham BT8 pulls up at Copse corner. Below left: Graham Hill on testing duty with BRM. Below: Bruce McLaren in brand new Tasman Cooper

WE NEED YOUR PHOTOGRAPHS We always love to receive readers' photos, from famous grands prix to national touring car races. If you feel you have some gems, and anecdotes to share, we'd like you to send them in to the address on the editorial page. We will return your photos safely after use but suggest you hold on to any negatives.

and his family count as true devotees in my book.

To travel all the way to Le Mans in a Hillman Imp shows a certain level of commitment but to drive there in 1965 and sit beside the track for a whole year awaiting Ford's maiden win is above and beyond the call of duty!

He certainly deserves that prize for endurance.

Bob Allen, Woking, Surrey

CONVIVIAL GURNEYS

Sir,

I agree with Mark Valsi's assertion in his letter in the March issue that meeting heroes can be daunting, but the convivial nature of Dan Gurney soon quells any nerves and misgivings.

When Dan and Evi Gurney visited The Jim Clark Room in Duns, Berwickshire in July 2006, those fortunate enough to meet them were overwhelmed by their uninhibited friendliness towards virtual strangers. The sheer joy of being close to one of the all-time great drivers was outstanding.

Dan has the common touch and he made time to sign autographs, talk about the past and his future plans. Not all drivers are so warm and willing to give so much to the public. But Dan Gurney is a true gentleman and it was an honour to meet Mr and Mrs Gurney.

Andrew Dickson, Hawick, Roxburgh

LUNCH LOVER

Sir,

I'm in love with Simon Taylor's 'Lunch with...' series. I'm sure that every racing fan would give an arm to be in his shoes.

One quibble on the Mario piece, though: Michael has never won at Indy, despite leading many laps. Happily, that book is not yet closed, as Marco's dad notched his best finish ever last year, third behind his son, giving him all the more reason to return for one more shot. Those of us who delighted in Michael's Indycar triumphs and suffered through his F1 debacle would like nothing more than to see his mug on the Borg-Warner.

And one last note: I've always believed that although the English motorsport press is second to none, its inevitable myopia has led to underestimation of the anger still felt towards one N Mansell here in the States; the self-interest played out during his team-mate Mario's last season in Indycars clearly diminished Mario's joy in that year. For that, at least in the States, he will never be forgiven.

Gary Parsons, Berkeley, California

Next Month in

MOTOR SPORT

FERRARI FACTORY THEN AND NOW

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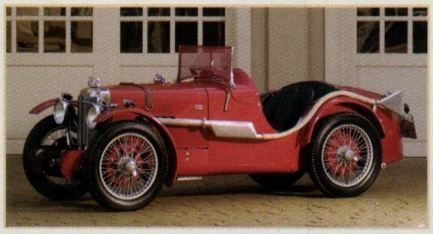
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1970 FERRARI 512S

Entered by Luigi Chinetti's N.A.R.T. (North American Racing Team) at Sebring twice, Buenos Aires and Le Mans as well as two CanAms, Chassis 1006 also finished an admirable second overall in the 1971 24-Hours of Daytona. Race marque experts have called this 512S one of the most original and unmolested examples to exist"



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Guest Column

FRANK DERNIE



Unwanted experience

Designer Frank Dernie laments the disappearance of the practical career path for talented young engineers that he followed

The first involvement I had with F1 was a little bit of suspension geometry optimisation for March at the time of the 721X, the infamous low polar moment of inertia car. From that I learned that a low polar moment of inertia makes bugger all difference, and you shouldn't waste five minutes on it!

I started travelling to grands prix in 1976, with Hesketh, and I joined Williams in January '79. I spent the first two hours waiting outside in the snow for Patrick Head to turn up with the key! After spells at Lotus, Ligier, Benetton (where we won the championship with Michael Schumacher) and Arrows I went freelance. I worked for Lola on Champ Car and sports cars for a while, and returned to Williams in 2003. I left again in January this year, and I'm now on six months' gardening leave.

The biggest thing that's changed over the years is the amount of money that's come into the sport. My opinion is that the roots of motor sport are technical – Louis Renault built his racing car and drove it himself. Over the years the sport developed, and it became a pretty good spectacle in the seventies. Some very clever people exploited it, and it's been to all our benefits. Unfortunately now the marketing people seem to think that motor racing is a marketing exercise.

The people who used to watch the sport in the old days and for whom it was a great spectacle were the real car fans, and I still think they should be the people that motor racing should pander to.

One of the problems now is that there are lots of people in powerful positions who think that one-make formulae are a good idea. But the fact is that a one-make formula isn't good for driver training, engineer training, or designer training. Even Champ Car has died for that reason. I don't see any value in one-make formulae, and from a technical point of view, it's a great detriment.

When I first started there would be one or two people in an F1 team's drawing office, and now there might be over 100. But the problem is that people who design racing cars nowadays don't know as much as the people who used to do it. There's less general knowledge about racing in drawing offices, because there's nowhere to train any more.

People used to come into F1 from companies like Lola, March, Reynard or Ralt. Those places were marvellous training grounds for designers and engineers. F1 teams get loads of letters every week from graduates asking for jobs. I used to say why not contact March or Reynard? If you can get some experience there, write back to us. That's no longer something you do.

To some degree it comes back to the one-make formulae. If you're not allowed to upgrade a car for three years or whatever, then nobody can afford to pay the salaries of the model makers, designers, or suspension engineers who would do development parts, or develop the next year's car.

Effectively, most of the remaining constructors, with the possible exception of Dallara, no longer employ designers. They might have one key guy who stays on, and then three years later they hire a bunch of contractors to do the next one-make car. It's a tragedy in my view that there is no longer any sensible training. It's just not possible to get a breadth of experience any more, coming out of college, being a junior, taking on a small car, then a big car, and eventually becoming chief designer – that career path doesn't exist.

There's no shortage of young guys with good degrees who are desperate to work in motor racing, and you can train them to do what you want them to do. The problem is for them to get any experience before they get in. And of course they don't actually know what they don't know yet!

Current and future generations of technical directors don't know as much about racing cars as they should. Someone might have superb aerodynamic qualifications, then he becomes a technical director, and all of a sudden he's at a race meeting. Then something goes wrong, and everyone's looking at him saying, 'what should we do now?'

There's absolutely no chance that he'll have any idea what to do. He'll learn, but the problem is that rather than learning when it's not crucial in his career, the first opportunity he has to learn is after he's become technical director, which means the first mistake is probably a catastrophe.

As for my own future, F1 is the only thing I know how to do. I will miss not being at the races, and I think I can offer a big contribution to a team. There are several major teams that could use the knowledge I've got about running cars and trying to win. But those that need it don't necessarily realise that they lack it – and those that have that knowledge don't need me!



Ronnie Peterson wrestles the unloved March 721X on which Dernie started his F1 career

"From the March 721X I learned that a low polar moment of inertia makes bugger all difference and you shouldn't waste five minutes on it"

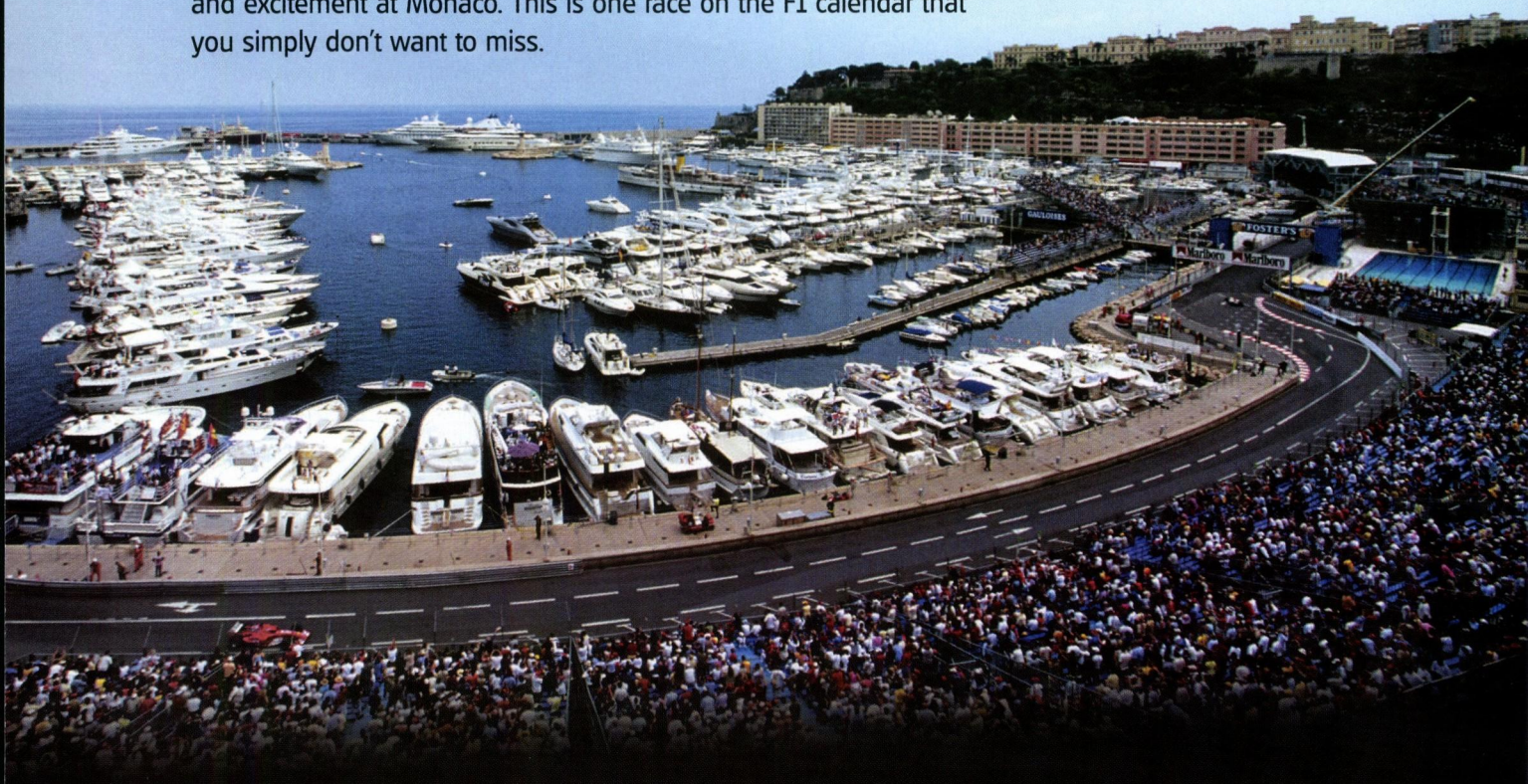
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MARK HUGHES

Emission impossible

Honda's startling new F1 livery underlines how manufacturers need to combine their grand prix commitments with sensitive PR. But does a responsible attitude dilute the sport's essence?

Final qualifying for the 1983 British Grand Prix, Silverstone: the days of sticky qualifiers and high-boost, sacrificial turbo engines. There were five fast, pole-contending cars and four of them had used up both sets of qualifiers. Patrick Tambay's Ferrari was provisionally fastest. In the dying moments, who was left still to run their second set? As we stood on the banking at Copse and ran through each of the Renault, Brabham and Ferrari drivers, we arrived at the answer – "Arnoux!" – at the very moment René's Ferrari trickled down the pitlane, turbo V6 burbling away, fresh stickers on the rubber still visible. He gunned out of the pits and over the horizon. Next time we saw him he was bursting into sight at the start of the pit straight, a growing red bullet chased by a heat haze. Copse was a serious brake from 190mph back then, but he seemed not to know. He teetered through, the car's body language edgy and menacing, Arnoux's corrections brutal and reactive. As he hit the gas on the exit, the exhaust smoke was extra black – a sure sign of sky-high turbo boost. You could see it still as he left our sight over the blue horizon on the way to Maggotts/Becketts. We could only imagine how it looked on the remainder of this insane lap, our mental images given extra colour by the commentators' excited babble as Arnoux pressed on in his ragged magnificence. He crossed the line to snatch pole – his 18th in F1, and the last as it turned out.

Many years later I got to ask Arnoux what those turbo cars were like to qualify, with massively more grip than you'd been used to up to that point, half as much power again and only an out lap in which to get acquainted with it all. "It was crazy," he said. "Fantastic in a crazy way. I remember there was a button on the steering wheel that gave you even more boost, but you could only use it for maybe a second at a time otherwise the engine would detonate. On the qualifying lap you didn't have time to think, you were just being thrown around, crashing over kerbs, taking as much speed as you dared into the corners and somewhere in my mind I would be trying to hit this button on the steering as often as possible in-between all the crazy blur. When it was all over you couldn't really remember much about it."

Therein lies much of the sport's raw majesty. Man fighting the machine, not so much exploiting it as taming it, throw-away engines as sacrifices at the altar of all-out performance, crazily illogical, madly dangerous.

Contrast that to the politically correct, environmentally on-message launch of Honda's new F1 car, its earth-in-space livery intended to emphasise the planet's frailty and to encourage us all to do our part to look after it. It's a bloody brave thing to plaster on a racing car, an object that glamorises with high-profile profligacy the very thing responsible for a significant chunk of the gases that have led to the environmental crisis.

The reality of how much F1 directly contributes to emissions, even taking into account air travel, is tiny. But it's a sport just aching to be attacked on environmental grounds. Honda's apparently anomalous message seems only to invite the green searchlight to be pointed towards the sport.

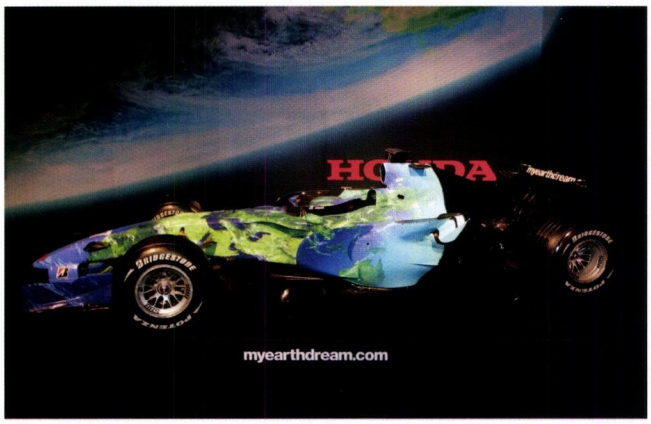
At the moment the sport can throw back some very strong arguments when the inevitable attacks do arrive. For one, the FIA has quietly been buying forestation credits for the last 10 years. When this is offset against F1, the maths says the sport is actually carbon neutral. For another, the chase for engine efficiency – used in F1 to create more power – brings gains that can be used to improve economy when applied to road cars. For yet another, the technology gains that F1's intense competitive drive will bring to energy recovery devices when they are introduced in 2009 will, when applied to road cars, result in a much faster reduction of greenhouse gases from each car than would otherwise have been the case. By 2011, the likely introduction of a fuel-flow formula in place of an capacity limit, and the introduction of technology harnessing exhaust heat for power recovery, will enable F1 to discover gains that will reduce road-car emissions.

If F1 could also rid itself of wings and downforce generation, then the resultant concentration on drag reduction would also be relevant to the methods used in lowering transport emissions. And the racing might be better, too.

But this is far removed from the stirring endeavours of Arnoux at Copse in 1983, Jackie Stewart at the Nürburgring in 1968, Gilles Villeneuve at Watkins Glen 1979 or even Fernando Alonso at Suzuka in 2005. In moving with the outside world, the sport risks losing its essence.

F1 has to do it, so long as it is populated with car manufacturers – yet another penalty grand prix racing pays for its reliance on them. Their problems become the sport's. Climate change and its potential effects are everyone's concern, of course. But just as horse racing flourished long after the horse ceased to be a means of transport, so motor racing might in theory outlive the petrol road car.

No matter what liveries are stuck on the cars, the day will come when F1 participation will become a huge PR liability for manufacturers. Then maybe the sport can go back to being a specialist endeavour that has no pretence to road-car relevance. Then its tiny consumption and emissions might be seen in their true perspective – and the essence of the sport might just survive.



Another goal, another planet: the new Honda RA107 eschews traditional sponsorship

Mark Hughes writes in *Autosport* magazine every week

"There was a button on the wheel that gave you even more boost, but you could only use it for maybe a second at a time otherwise the engine would detonate"

ANDREW FRANKEL

Maserati Risorgimento

In the four resonant syllables of its name the Modena marque has its finest marketing tool. For a few sad years the product did not back it up, but today things are different

It's the Geneva Motor Show and, despite the legion calls on his time, Luca di Montezemolo is in a mood to chat. This is a man with a lot to smile about: the man who ran Ferrari's race team in the 1970s, he's responsible for the stellar reputation Ferrari enjoys on road and track today as well as the seemingly relentless sales growth of its supercars. He remains as Ferrari president to this day but also runs another Italian automotive concern, called Fiat.

But today he wants to talk Maserati. '10 years ago,' he says, 'Maserati was nothing. The factory was shut. Now look...' He gestures me towards the wide expanses of curvaceous Maserati metal on the stand and it's hard not to take his point. There's the Quattroporte, flawed for sure but beautiful, capable and with a unique appeal. And, just beyond it, and the true object of di Montezemolo's adoring gaze, is the new GranTurismo. This Pininfarina-designed coupé is not merely an exceptionally beautiful car, more than any other in recent memory, it is every inch a Maserati. Certain cars can do this. If you'd been shown a debadged Aston Martin DB7 prototype back in 1993, you'd have known in an instant what marque it represented. Similarly, a Bentley Continental GT looked like no other Bentley in history, but it still could not have been anything else.

And, looks aside, we know already that the GranTurismo will have an epic engine, for it is the same 4.2-litre V8 found in the Quattroporte but breathed on to produce 405bhp. And the chassis, a shortened version of the Quattroporte's conspicuously impressive platform, should provide a fine match. I'll wait until I drive it, but I already know that if the GranTurismo is not the most capable road car ever to wear a trident on its nose, there will be just cause for disappointment.

It was not always like this. When I first got into this business, Maseratis were often unreliable, usually disappointing and always ugly. I can remember driving a Spyder in the mid-1990s and discovering the first car I'd ever driven that could not climb a steep hill on wet tarmac without trying to spin. Too little throttle and the twin-turbo engine would threaten to stall, too much and it would assume slip-angles that would make Ari Vatanen proud. I never cared for the Shamal or Karif or any of the other weird cars made in that era, with the sole exception of a 2-litre Ghibli with a six-speed gearbox and 306bhp – which was never sold in the UK.

Even in the modern era, Maseratis tended to be best when parked: the coupé looked nice and went hard but was nothing next to a 911, while the Spyder shook and rattled like an old convertible Cavalier. I did a test of five luxury convertibles for *Autocar* and the Spyder not only came fifth, it did so with the fourth-placed car barely in sight. How I longed for those days when I was a young lad, reading how great were Maserati road cars, with their huge quad-cam V8 motors and names as evocative as Khamsin and Indy. And imagine my disappointment when I drove them years later and discovered they were all sheds too. Good to look at, great to listen to, but sheds all the same. The only one I really liked was the Bora: far from being the malevolent-handling poor man's Daytona I imagined, it was delicate, progressive, comfortable and even quite quick.

Exceptions apart, Maserati had somehow acquired a reputation that appeared to have nothing to do with the cars it was producing and I have long wondered why. Part of it comes down to three numbers and one letter: 250F. Maserati made many other fine sports and grand prix cars of course, but I doubt they did half so much to secure Maserati's place in history as the 250F. More than just achingly beautiful, exquisite to drive and capable of taking the world title four years after it was conceived, it was a 250F that allowed Stirling Moss to enter the absolute top rank of grand prix drivers, and it was a 250F that allowed Fangio to leave it as the unchallenged greatest of his era.

But there's more to it, even than this. Just as a name, 'Maserati' is the greatest of them all. Whether you look at it on a page or simply roll it around your tongue, that happy assembly of letters is the most evocative of any car company – better than Ferrari, better than Lamborghini. Historically I think people have simply liked the idea of owning a Maserati, however unprepossessing the actual car. Maseratis also suffer none of the image problems of other supercars. Drive one and no-one's going to suspect you're having a colossal mid-life crisis, they're much more likely to think you're a person with a mind of his or her own, effortless good taste and a non-conformist's desire not to be sucked into something as numbingly predictable as a Porsche 911.

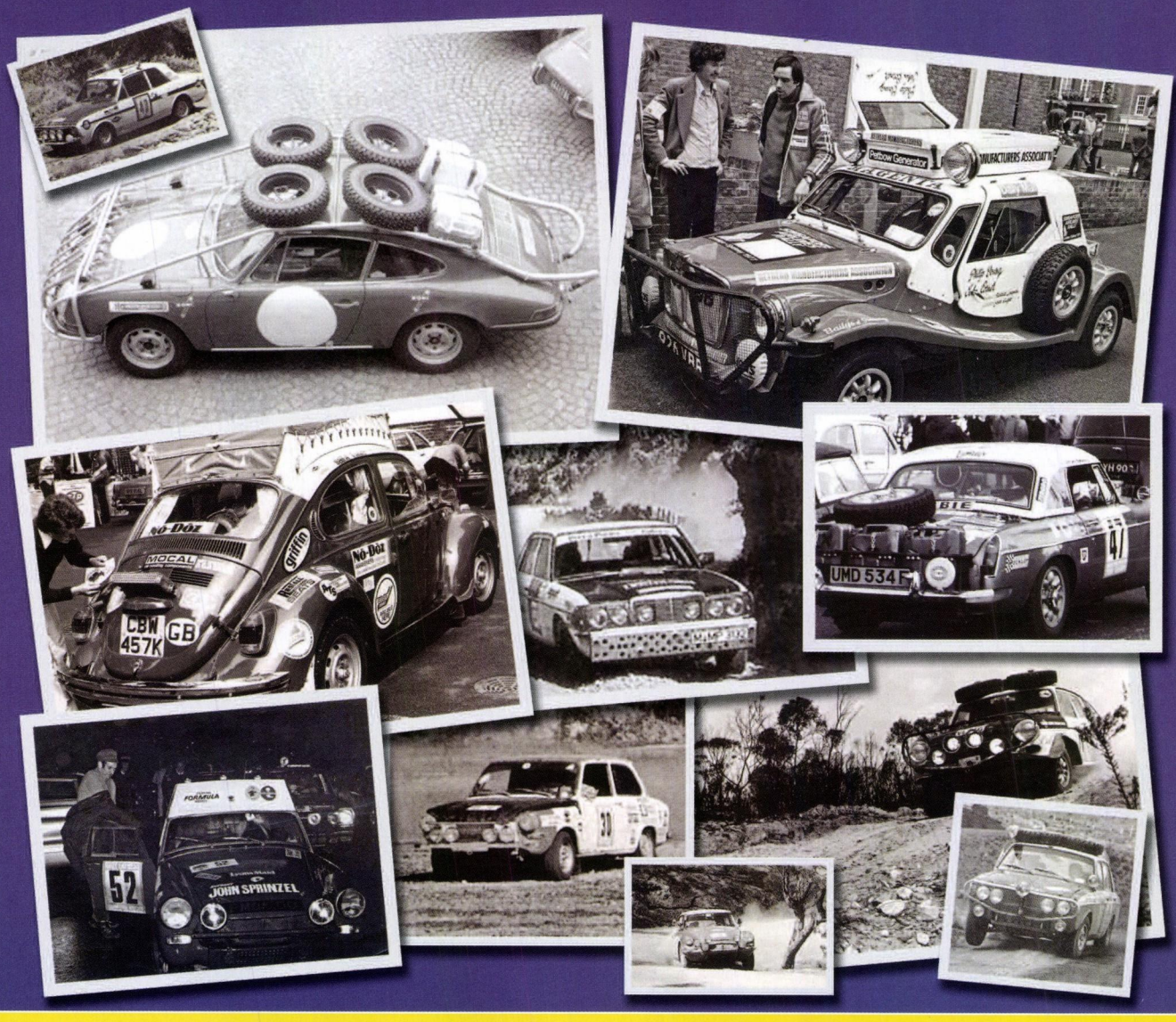
Time alone will tell if the GranTurismo is as good to drive as a 911 – many have tried and, in my experience at least, every one of them has failed. But even if it's merely close enough, its looks and that name will surely do the rest and complete the most unlikely comeback since John Glenn dusted off his spacesuit and climbed aboard the Shuttle.

As di Montezemolo said, a decade ago Maserati was near enough moribund. Now it has one of the most exciting futures ahead of it of any sporting brand. All it needs now is to establish the GranTurismo on the track. I think a GT3 car would be a good place to chance, not least because then we'd see works-supported Jaguars, Aston Martins and Maseratis all battling it out together on the track. When did we last see that? Answers on an e-mail please. Ⓜ



GranTurismo matches the music of the marque's name to a beautiful shape, and engine

The Pininfarina-designed GranTurismo coupé is not merely an exceptionally beautiful car, more than any other in recent memory, it is every inch a Maserati



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A dangerous game

As if being a pre-war grand prix driver wasn't hazardous enough, many became embroiled in clandestine wartime activities. Heroes all, both on and off the track

Photography: LAT

Dick Seaman (above right) offers a half-hearted salute after his victory in the 1938 German GP

In recent days I have read two exceptional books, which on the face of it could hardly be more disparate, yet in some respects have much in common. One, *Driving With The Devil*, is to do with NASCAR, while the other, *The Grand Prix Saboteurs*, as its title suggests, concerns itself with a world more familiar to *Motor Sport* readers.

As Juan Pablo Montoya is discovering, these two forms of motor racing have little in common, save the requirement to get to the finishing line before anyone else. But these books are similar in terms of time – essentially the 1940s – and also in the sense that neither is a racing book, as such.

Driving With The Devil tells the story of how NASCAR began, of how a bunch of bootleggers – necessarily expert drivers, in cars greatly souped up to compensate for the weight of gallons of moonshine as they sought to out-run federal agents – began to race. In the beginning, they ran around fields, until an oval track began to emerge, and then they raced on it.

Bill France – while emphatically *not* a bootlegger – was himself a driver in the 1940s and, increasingly, as he concentrated more on race promotion, became the czar of stock car racing. However he was not, as is often believed, the sole founder of NASCAR. So determined was the book's author, Neal Thompson, to do justice to his subject, that he left his job on the *Baltimore Sun* and moved to North Carolina, the better to investigate and research. A review on the jacket describes it as "A tale that sanitised, corporate NASCAR would rather forget." Could there be a sharper hook?

I have never met Thompson, but Joe Saward, the author of *The Grand Prix Saboteurs*, is an old friend. It was in the late 1980s that he first became intrigued, then obsessed, by the wartime activities of two grand prix drivers: William Grover (who as W Williams won the first Monaco GP in 1929) and Robert Benoist, who would have been world champion in 1927, had the title existed, and retired from racing 10 years later after sharing the winning Bugatti at Le Mans with Jean-Pierre Wimille, another who figures strongly in this tale.

Over time Saward came in for good-natured stick as we began seriously to doubt that his book would ever appear. It was clear that he was spending lots of time on the project, tracking down folk whose world had touched Grover and Benoist, including some who had worked with them in the SOE (Special Operations Executive), but it seemed endless.

Saward has always had a passion for digging, for unearthing facts that some would prefer to remain buried, and it has served him well. Gradually he began to produce parts of the manuscript and, as I read them over time, my appetite was whetted for the book proper. If it ever saw the light of day…

As Saward went along, piecing together an extraordinarily complex puzzle, he felt sure he was fundamentally on the right track, but if there were those who would talk to him, so there were some who refused – and one or two, as he says, who actively sought to hinder his research. It wasn't until 2003, when the British government released the final secret SOE documents, that Saward was able to confirm his conclusions had been on the mark.

Now the work is done and the book – which has been glowingly reviewed – will stand as a tribute to two astonishingly brave men. It was long known that Grover and Benoist had worked in Intelligence during the war, and that they had been tortured and ultimately executed by the Germans, but few details of their activities were known. Grover has remained particularly enigmatic.

Saward's book offers far more information about him and the life he led than anything previously published. Countless

words have been written about Richard Seaman and justifiably so, but whereas Seaman won only one *grande epreuve*, Grover won four. We tend to think of Seaman as Britain's only pre-war grand prix driver, perhaps because Grover, born of Anglo-French parents, grew up in France and lived his life there – although he considered himself resolutely English.

As WWII began, Grover, now 36, had retired from racing and was living the high life, he and his beautiful French wife dividing time between an apartment in Paris and a villa in Beaulieu on the Côte d'Azur. For many in his situation, the war would have been an inconvenience, but something that could have been sidestepped. Grover, though, lost no time enlisting in the British Army and soon came to the attention of the SOE.

Benoist, 44 at the outbreak of war, could similarly have waited quietly for hostilities to cease. He had been a youthful pilot in WWI, and could be said to have done his bit, but he was incensed by Germany's occupation of his country and was another willing SOE recruit.

Friendly rivals in their racing days, Grover and Benoist were now united in a common cause and some of the hair-raising tales in Saward's book leave you lost in admiration for their courage. Two utterly decent and brave men, who fought because they chose to and suffered appallingly for it.

Their contemporary René Dreyfus was another who could have avoided wartime action, but did not. He joined the French Army in 1939, but received permission to drive a Maserati in the 1940 Indianapolis 500. It was while he was on that side of the water that France fell. With no easy way back Dreyfus remained in America, but contrived to join the US Army in 1942 and thereafter served in North Africa and Italy.

The great majority of 1930s grand prix drivers were German and Italian, and as war looked ever more inevitable the Nazi presence in the sport became increasingly oppressive.

Recently I was dismayed to read of Bernd Rosemeyer, in a book published in America, that he was "An ardent Nazi and poster-child for the so-called Aryan super-race." It was undeniable that Rosemeyer and his wife, the aviatrix Elly Beinhorn, personified success, and as such were of great propaganda value to Hitler's regime, but in fact Rosemeyer had a profound distaste for National Socialism. After the 1937 German GP, the victorious Rudolf Caracciola was presented with a trophy depicting the Goddess of Speed, and when Adolf Hühnlein (Hitler's man at the races) turned his back, Bernd showed his contempt by sticking his cigarette between the goddess's lips! Hardly the act of an ardent Nazi.

> "When Hitler's man turned his back, Bernd showed his contempt by putting a cigarette between the Goddess of Speed's lips! Hardly the act of an ardent Nazi..."

"Rosemeyer was not a Nazi sympathiser," Dreyfus told me, "and neither was Caracciola, who saw what was coming and moved to Switzerland. But they all had to give the Nazi salute – even Dick Seaman when he won at the Nürburgring. I don't know any of the drivers who was genuinely a Nazi sympathiser – with the possible exception of [Manfred] von Brauchitsch. His arm was always very straight when he saluted – but he didn't have to do it often, because he didn't win very much...

"Von Brauchitsch was a complete snob, a member of the Prussian aristocracy. He was extremely brave in a racing car, but I don't think he had much taste for fighting. After the war he went off to East Germany. They made him Minister of Sport or whatever and he lived in great splendour.

"They were sad times, you know. [Hans] Stuck was not a Nazi – but he divorced his wife because she was half-Jewish. She had been a great skiing champion, a lovely woman altogether..."

Left unsaid was that Dreyfus's first wife, a French woman, had divorced him for exactly the same reason. Sad times indeed, but in many ways inspiring too, as *The Grand Prix Saboteurs* amply reveals.



Future Resistance fighter Robert Benoist qualified his Bugatti T59 on pole position for the 1935 Grand Prix de Picardie at Péronne

ASTON MARTIN DBR9, DBRS9 & N24

Circuit: PAUL RICARD *Date:* 16.02.07



Track test pictures: Dominic Fraser

Main picture: fearsome 600bhp DBR9 heads Aston's racing fleet. Right: Frankel briefed by development driver Chris Porritt (l) and racer Darren Turner



Andrew Frankel drives the car which Aston hopes will finally bring it class victory at the 24 Heures Du Mans

It seems strange to say it now, but I thought I would somehow be able to relate the experience of driving an Aston Martin DBR9 to that of driving an Aston Martin DB9. They look similar, use the same basic engine and chassis... How much difference could one little letter make, anyway?

I learned the answer as I stood next to it in the pit garage at Paul Ricard when one of Aston Martin Racing's engineers decided to fire it up. The starter motor sounds very DB9, that lovely whirring noise of a 12-cylinder engine spinning without sparks, but the second it fired marked the instant in which all thoughts of this being a race-prepped DB9 fled my head for good.

Like a firestorm sucking all the oxygen out of the air, so the unsilenced 6-litre V12 blasted all thought from my head, replacing it by a raging, momentarily indecipherable torrent of sound. This was going to be fun.

In racing, Aston Martin has a long history of failing to live up to expectations. Indeed, the bald facts are that despite the fact that Astons have been competing around the world for more than 80 years, only one of them really gave results worthy of a marque that, in so many other ways, was and remains a proud rival to Ferrari. That was 1959, when the DBR1 won the World Sportscar Championship and, of course, the Le Mans 24 Hours. But that win came at the fourth attempt for the DBR1 and masked the fact that Aston Martin had had works entries at Le Mans ever since racing resumed after the war in 1949. And despite coming third once and second three times, no Aston driver had ever ascended the last step of the podium. In the same period, Jaguars won five.

There were further attempts in the early 1960s with the beautiful Projects DP212, 214 and 215 but none even finished Le Mans, much less looked like winning it, while the works-supported Nimrod project 20 years later yielded just one seventh place. And, of course, many of us still remember the thunder of the AMR1 in 1989, but even that got swamped by the combined might of Mercedes-Benz and ▶

Like a firestorm sucking all the oxygen out of the air, the unsilenced V12 blasted all thought from my head, to be replaced by a torrent of sound

Not only is it deafening but the DBR9 sounds fabulous in the way that only a large-capacity, naturally-aspirated, unsilenced V12 can; it is also utterly beautiful

Jaguar teams right at the top of their games. A distant 11th place, 49 laps off the pace, was all that could be salvaged.

But now Aston Martin is back at Le Mans and with good reason, on paper at least, to think this time will be different. The team that builds, tests and races the cars is called Aston Martin Racing in public but in private is better known as Prodrive, serial winner of sports car races and World Rally Championships and which has its own F1 entry in 2008. Better still, Aston Martin, after decades in the financial doldrums, appears in fine fettle. Its cars have never been more popular, the new factory at Gaydon is making more than 4000 of them every year and under the new owners, a syndicate led by David Richards, and with the mercurial Dr Ulrich Bez at its helm, its future looks bright.

At its very first outing in 2005, the DBR9 won its class at the Sebring 12 hours, victory here being widely regarded as a more severe test of man and machine than Le Mans. Since then it has won in Europe, America and in the Middle East but, infuriatingly for Aston Martin, not at the one that really matters: Le Mans. Last year the DBR9 held the GT1 class lead for most of the race and was comfortably out front in its class when the clutch went in the 21st hour.

So, this year, Aston Martin Racing has ditched all other activities on both sides of the Atlantic to concentrate all its efforts on winning the GT category at Le Mans. No, it won't be an outright win, but seeing as the ultimate victor seems almost certain to be silent, diesel-powered, and French or German, there's no doubting for whom the vast British contingent will be rooting.

The DBR9 is the antithesis of the inaudible metronome that appears to be what's required to win Le Mans these days. Not only is it deafening, it sounds fabulous in the way that only a large-capacity, naturally-aspirated, unsilenced V12 can.

It is also utterly beautiful, even when wearing its slatted, carbon, bewinged and bespoiled race suit. Aston Martin may not thank me for the reference, but it is the spiritual successor to the aluminium-bodied Ferrari 365 GTB/4s that were first home behind the prototypes in both 1971 and 1972. ▶



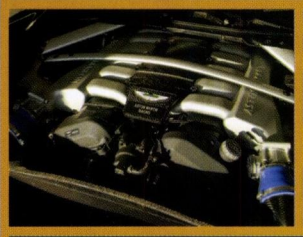
DBR9 built and run by Prodrive; uses lightened alloy/ composite chassis of road car; complex ducting feeds and cools 6-litre V12



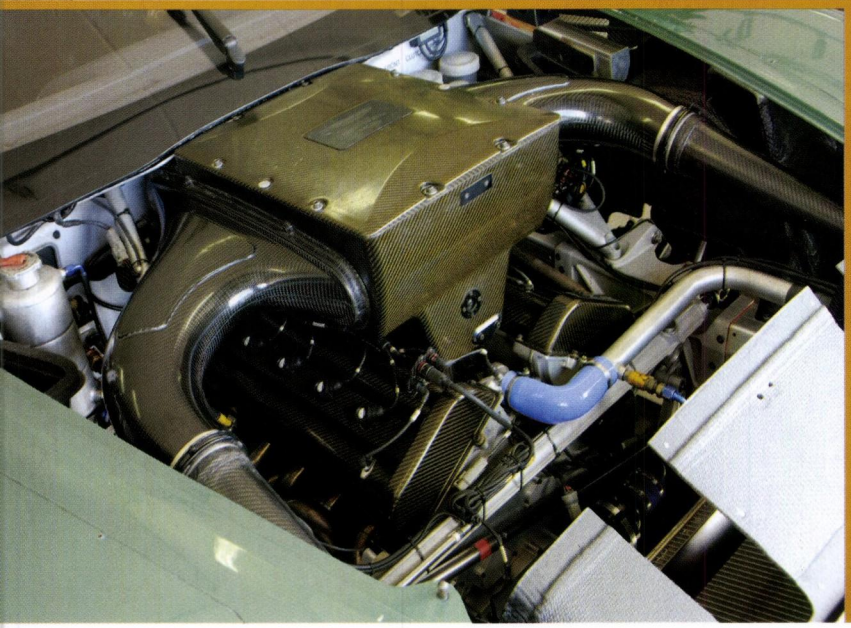












DBRS9

Just by looking at the DBRS9, it's hard to see why, at £175,000 ex-VAT, it should cost fully £300,000 less than a DBR9. After all, both have a 6-litre V12, a six-speed sequential gearbox and carbon-fibre bodywork. But look at the details and differences, too numerous to mention here, abound. In a nutshell, where the DBRS9 is a DB9 road car adapted to GT3 regulations, the DBR9 is a pure race car adapted to incorporate just enough of the DB9 to keep within the rules. So while the DBR9 has carbon brakes, a dry sump, 600bhp motor and weighs 1100kg, the DBRS9 has iron brakes, 500bhp from its wet sump engine and tips the scales at 1280kg.

And it's much more difficult to drive than the Le Mans car. It lacks the DBR9's delicacy, balance and poise. While you know that the right way to drive the DBR9 is to work with it always, the temptation with the GT3 car is to fight it around the track. And it fights back. You don't need the throttle to send the tail sliding: weight transference through a left-right flick will do it just as well, and if you're not very precise with your heel and toe downshifts, you run a very good risk of locking the rear wheels.

It's great fun in a savage kind of way, but easy it ain't. So if you ever see someone racing a DBRS9 and feel inclined to think it's merely a diluted, namby-pamby version of the real thing, think again. This is a car for hard nuts only; softies need not apply.

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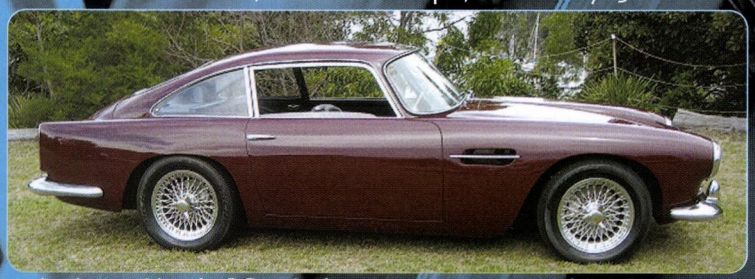
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1973 Porsche 911 RSR
Silver, 73' Paris Motorshow Car, Prototype for new Turbo bodied models, amazing history. Chassis-No. 9113300157 POA



1963 Aston Martin DB 4 Series 5 Vantage
Caribbean Blue, magnolia leather, Concourse winning car, only 400 miles since restoration, beautiful example, one of only 136. POA



1960 Aston Martin DB 4 Series 2
Bordeaux, black leather, Australian delivered, chrome wire wheels, period radio, large history file, stunning car. POA



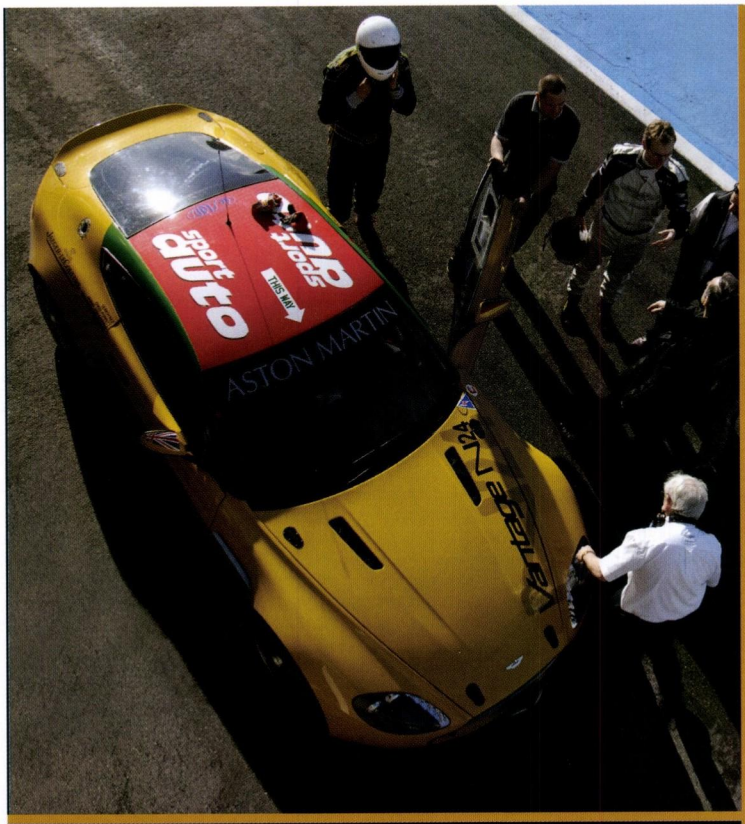


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Vantage N24

For less than half the price of a DBRS9, you can buy the Vantage N24, a car conceived for those who want to go endurance racing on a sensible budget in a production category with a car as near as dammit guaranteed to get sensible drivers through one 24-hour race after another without going wrong.

This yellow car has already been twice around the clock at both the Nürburgring and in Bahrain, as well as completing hundreds of laps elsewhere in testing, and its engine and gearbox felt nicely run in. And if you whip the slicks off, it's also entirely road legal.

After the DB9s, it feels like a toy, so it's easy to forget its power output is still on the interesting side of 400bhp and, with its short wheelbase and light V8 engine, it's immensely chuckable. I drove it both before and after the DBRs and instead of seeming slow and rather boring after the 12-cylinder cars, it felt as much fun as the first time. Its handling is viceless, its road car brakes strong and, thanks to race pads, fade-free.

The sound of the V8 motor is relentlessly invigorating and its through-the-gears thrust entirely convincing. And it's not slow: thanks to a complete absence of aerodynamic aids, the N24 was actually pulling a slightly higher speed at the end of the Mistral straight than the DBRS9.

For a bunch of enthusiastic amateurs looking to do a 24-hour race in something less predictable than a Porsche 911, I can think of nothing better. And it's an Aston Martin.

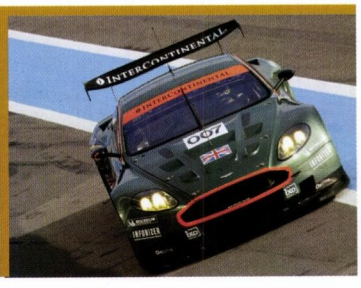
Cold slicks and a cold track coupled with carbon brakes meant that I'd be most at risk if I didn't drive it fast and get some heat into the damn thing

The rules under which the DBR9 races require that it retains the same block and cylinder head castings as the road car but the moving parts are very different and, if they did not have to breathe through 32mm restrictors, would have no problem liberating more than 800bhp. Even as it is, Aston owns up to 600bhp but is understandably cagey on the subject: people from deadly GT-class rival Corvette will read every word that is published about it.

Even sitting behind the wheel and through Arai helmet, balaclava and earplugs, it still shouts at you. The interior bears no relation whatever to a DB9 and could, in fact, come from any sports or touring car. There are the obligatory blinking lights, LCD readouts, suede-rimmed helm and massive sequential gearshift. A blip of the throttle suggests a flywheel about the size and weight of a Polo mint but the clutch is kind, enabling me to pull out of the pit garage and emerge into the Paul Ricard sunshine without bunny-hopping embarrassment.

At once the problem became clear. Cold slicks and a cold track coupled with carbon brakes, notoriously lacking in bite until seriously hot, meant that I'd be most at risk if I didn't drive it fast and get some heat into the damn thing. But pushing on straight from the pit box in someone else's half-a-million-pound car is not something that comes naturally to me. Moreover, I wasn't meant to use the clutch once underway, but the gearbox software would not allow clutchless upshifts at less than maximum revs.

Fortunately experience in Aston's other racers meant that at least I knew my way around the formidable long circuit at Ricard, using all its legendary Mistral straight and the iris-dilating Signes curve at its end. But what had really reassured me were the calming words of regular driver Darren Turner. He has been a star in the DBR9 since it was launched and he reassured me that it was beautifully balanced and free from unpleasant character traits. His last words to me had been, "Just go and enjoy yourself." As the door slammed shut and the DBR9 was mine at last, that seemed like the best bit of advice I'd had all day. ▶



Top: Vantage N24 offers endurance racing privateers an exciting alternative to ubiquitous 911. Clean shape has less drag than winged 9, right



Old Astons together

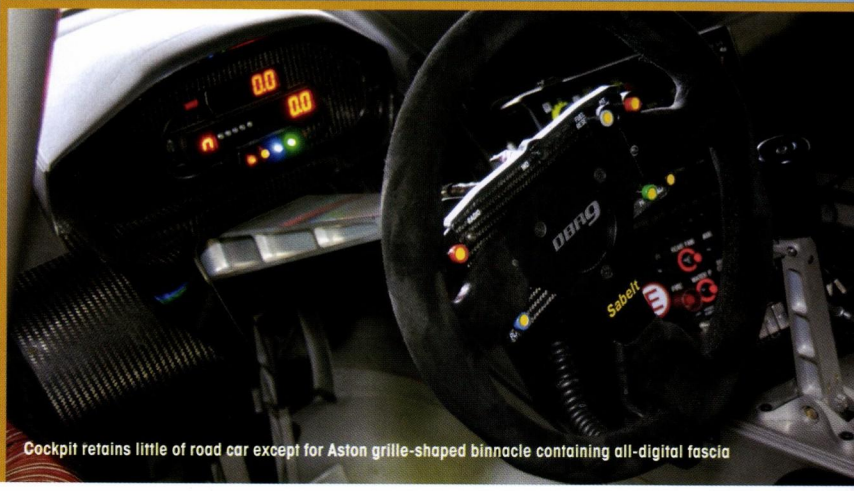
This is not the first time *Motor Sport* has put three quite different racing Astons on the same track together. A decade ago we did the same, but with the actual Le Mans-winning DBR1, the DB3S that came second in 1958 and Roy Salvadori's famed Zagato, 1VEV. Willie Green was our guest driver for the day and Silverstone the venue.

Ten years on, my strongest recollections of the day were the shocking speed of the DBR1, which was and still is kept in tip-top racing condition, how little different to a road Aston the Zagato felt, and how utterly at home I felt in the DB3S.

The DBR1 was intimidating, thanks to its tricky gearbox, raw power, unthinkable value and no-nonsense handling. It was a car that would take a great deal of time to become accustomed to, time we did not have. By contrast, I felt happy to drive the DB3S hard almost from the first lap. Everything about the car felt easier and more intuitive than the DBR1 and, while clearly slower over a lap, it still felt explosively quick in a straight line.

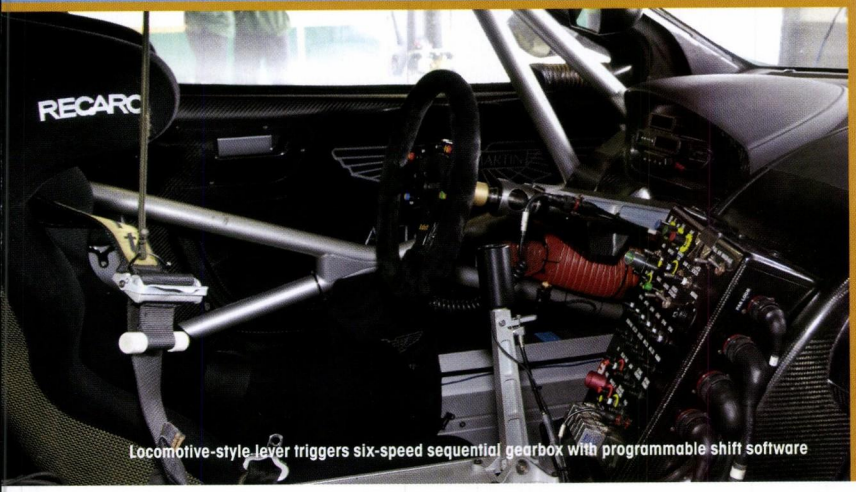
By contrast the Zagato felt out of its depth on the track and it was not difficult so see why it provided so little opposition to the Ferrari 250GTOs in particular. It was the kind of car you'd want to drive quickly down a decent country road, not hammer as hard as possible around a race track. Beautiful, characterful and great to listen to though it was, the feeling it gave was of a road car that had been mildly modified for track use. By contrast, the DBR1 and DB3S were racers through and through. Of them all, it was the DB3S I fell in love with that day and though that love remains unrequited, a decade down the line my memory of it remains undimmed.





Cockpit retains little of road car except for Aston grille-shaped binnacle containing all-digital fascia





Locomotive-style lever triggers six-speed sequential gearbox with programmable shift software

You can feel immediately the way the car's mass has been centralised. The car seems to pivot around your backside. It also feels ridiculously light

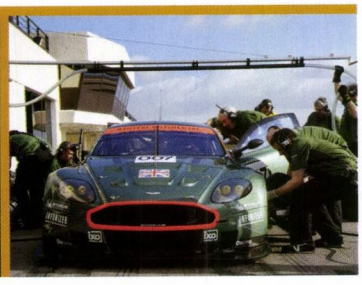
Even in the first corner you can feel how very different the DBR9 is, not only to any Aston Martin road car, but even to a serious racer such as the DBRS9. Its turn-in is so sharp that you can scarcely believe that there's six litres of V12 sitting in the nose. The engine has been dropped and shoved as far towards the middle of the car as possible and you can feel immediately the way the car's mass has been centralised. The car seems to pivot around your backside.

It also feels ridiculously light. It sits right on the 1100kg weight limit for its class, making it lighter than a Ford Fiesta. For comparison's sake, a DB9 road car weighs more than half as much again.

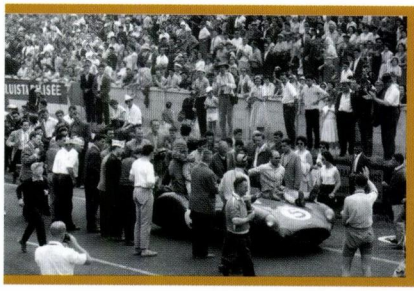
I'm still processing the flood of information my first few yards in the DBR9 has provided when the Mistral opens up in front of me, over a mile in length and very similar to the longest flat-out section of Le Mans, leading away from Tertre Rouge. Except at its end is not a harmless chicane, but Signes, a curve you probably take at more than 150mph if your name is Darren Turner.

The DBR9's acceleration is dramatic but not unfathomable. There's no road car made today, not even a Bugatti Veyron, with a power to weight ratio like this, but it's still nowhere near as accelerative as, say, a decent 1960s 3-litre F1 car. And while it reaches 160mph in a blur of change-up lights and snatched shifts, from there to the 180mph or so it will reach on the Mistral takes dramatically longer, as the drag from the rear wing starts to tell. At Le Mans it will nudge 200mph, but only because of the considerably faster entry speed onto the straight.

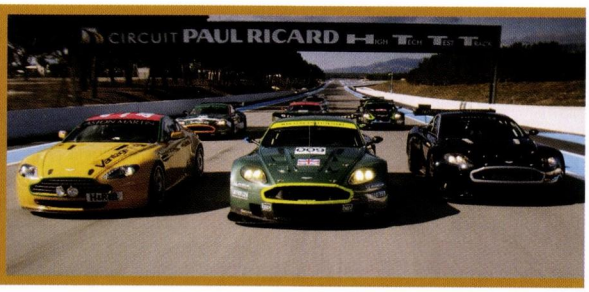
So for a while you get to sit there, watching the world flash by at three miles a minute, V12 howling at you, scarcely believing the luck that's brought you here. I turn into Signes as fast as I dare and the way the car ambles casually onto the line suggests something close to contempt for my lack of ambition. I leave my braking for the slow right-hand curve that follows to the last possible instant, and the Aston's carbon discs simply shrug off the speed as you might a coat. ▶



Main picture: DBR9's aero addenda include free-standing wing and underbody diffuser, which add stability at expense of top speed



Left: Shelby and Salvadori's DBR1 after winning Le Mans in 1959. Right: Aston Martin's three-pronged race programme extends across the top GT1 category, GT3 cars for customers, and endurance racing



SPECS









Car	Aston Martin DB9	Aston Martin Vantage N24	Aston Martin DBRS9	Aston Martin DBR9
Category	Road car	Production racer (GT4)	GT3	GT1
Price	£109,750	£92,500	£205,600	£558,000
Engine	5935cc, V12	4280cc, V8	5935cc, V12	5935cc, V12
Max power	450bhp at 6000rpm	410bhp at 7300rpm	503bhp at 6250rpm	600+bhp at n/a rpm
Max torque	420lb ft at 5000rpm	313lb ft at 5000rpm	461lb ft at 5500rpm	516lb ft at n/a rpm
Power to weight	256bhp per tonne	308bhp per tonne	393bhp per tonne	545+bhp per tonne
Specific output	76bhp per litre	96bhp per litre	85bhp per litre	101+bhp per litre
Transmission	6-sp auto or manual	6-sp manual	6-sp sequential	6-sp sequential
Suspension	Double wishbones	Double wishbones	Double wishbones	Double wishbones
Brakes (front)	355mm iron discs	355mm iron discs	380mm iron discs	330mm carbon discs
Brakes (rear)	330mm iron discs	330mm iron discs	313mm iron discs	330mm carbon discs
Dimensions				
Length	4710mm	4380mm	4730mm	4687mm
Width	1875mm	1865mm	1973mm	1978mm
Height	1270mm	1255mm	n/a	1195mm
Wheelbase	2741mm	2600mm	2741mm	2741mm
Weight	1760kg	1330kg	1280kg	1100kg

The DBR9 is a light car with a long wheelbase and is childishly simple to correct – easier by far than the slower, heavier, less well balanced DBRS9

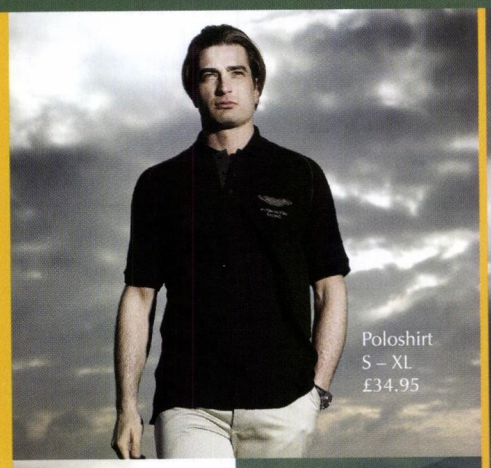
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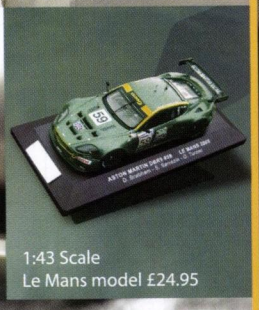
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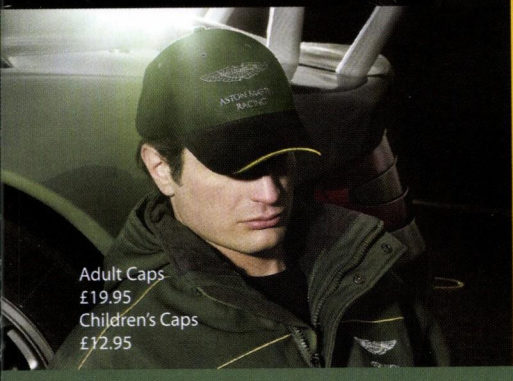
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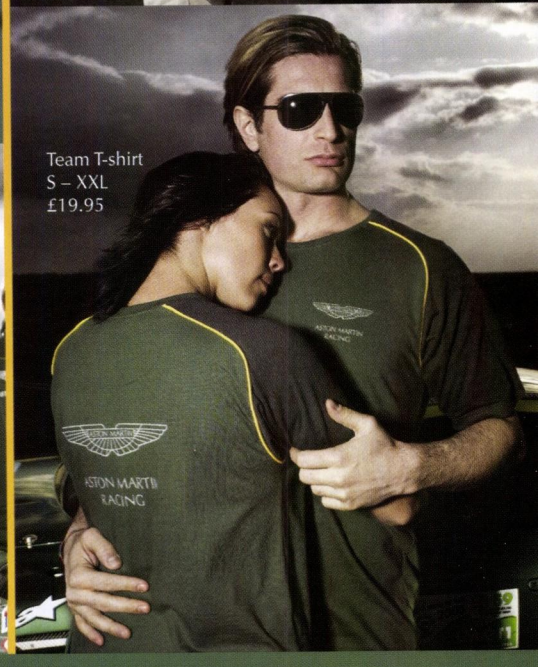
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The DBR9 turned from blunt weapon to precision instrument and I was forced to override my own sense of survival in order to turn in faster each lap

In fact if your usual racing activities require detailed knowledge of little more than the rather leisurely breakaway characteristics of an L-section Dunlop fitted to a 40-year-old historic racer, the DBR9, with its vast slicks and mighty downforce, takes a lot of learning.

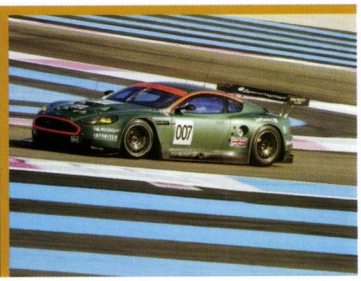
But Aston Martin is being generous with its laps and, slowly, confidence builds. You have to be brutal with the gear lever before it will give you a clean change. Your right foot stays nailed to the throttle for upshifts and you don't need your left foot, even when changing down, though I found it smoother if I did.

Even in the slower corners there's negligible understeer but neither is there anything to fear from stabbing gently at the throttle, testing traction to the limit. It's a light car with a long wheelbase and is childishly simple to correct – easier by far, for instance, than the slower, heavier and less well balanced DBRS9.

Only in Signes did my nerve continue to desert me. The problem was that the faster I went, the better it felt – and this is not what I'm used to. As the aerodynamics really started to earn their living, the DBR9 turned from blunt weapon to precision instrument and I found myself forced to override my own bellowing sense of survival in order to shed less speed and turn in faster with each consecutive lap. It was continuing to goad me to go faster still when, 10 or more laps later, the radio crackled into life, summoning me back to the pits.

I felt aghast. It was over before I'd even got going. I needed a day with this thing before I would understand it enough to have a real go. And then I remembered what I was here for, and nibbling away at my personal best was not it. It was to gain the briefest insight into Aston's latest racer and the one which, given only the luck that has deserted it in the last two years, will see Aston Martin once more come out on top at Le Mans.

With two other teams running the cars as well as Prodrive, there's every chance of being third time lucky. If I were a betting man, I'd say this year was theirs.



Left: coloured bands identify the team cars to the pit crew and lap charters. Right: DBR9 is easier to drive than S9, the GT3 version

Daytona's only leading Brit

David Hobbs had a couple of NASCAR outings courtesy of a complicated contra-deal. He was quick, but it was only luck that he led a lap at Daytona

Words: Gary Watkins

You'll have to delve deep into the record books to back up his claim, but David Hobbs really does have a unique place in NASCAR history. He is the only Briton, and almost certainly the only European, to lead the Daytona 500. That his moment of glory came through a mixture of happy coincidence and ineptitude doesn't make it into the statistics, of course.

Hobbs was running midfield when the yellow flags were thrown for the first time at Daytona in 1976.

"There was a caution – and there were no radios in those days, remember – and everyone rushed into the pits except for me," remembers Hobbs, then a star of the US Formula 5000 and sports car scene. "I stayed out and led. I must be the only European to lead the Daytona 500, even if it was by mistake."

Hobbs was in the 500 courtesy of an unusual contra-deal that resulted in NASCAR legend Benny Parsons joining him in the factory BMW team at the Daytona 24 Hours (see Busman's Holiday, April 2006). Two weeks later, Hobbs would race Parsons' back-up car, a 1975 Chevrolet Chevelle, in the Winston Cup opener – all courtesy of sponsor Coca-Cola.

"I stood around for a week after the 24 Hours and then we finally got around to practising," remembers Hobbs, who didn't get any pre-event testing. "That's when it all started to unravel."

Hobbs couldn't get the Chevelle within 10mph of the pace, and his team was at a loss to explain why. "My crew chief was a guy named Tex Powell – a scruffy bloke with three tools: a hammer, a screwdriver and an adjustable wrench. Finally we persuaded Benny to drive the car and he went no faster than I did, so I just had to make the most of it."

Come the 125-mile qualifying races, the Chevelle "suddenly got cracking", says Hobbs. "I had enough to hang in there and was able to run in the second group." The 36-year old made it as high as sixth and ended up an impressive eighth in his heat. The main event didn't go quite as well.

"The thing started to push [understeer] like hell and the right front tyre let go into Turn 1. I grazed the wall and brought the thing back to the pits. We worked on it but couldn't fix it."

Daytona 1976 wasn't Hobbs' first brush with NASCAR, nor would it be his last. He'd practised for the 1962 event on his first trip to the US and he would also compete in the Michigan 400 later in 1976. This time he raced for long-time NASCAR entrant WC 'Junie' Donlavey, once more with Coke backing.

Hobbs again showed a flash of form. "I didn't qualify that well, but in the race I started humming right along, passing people on the high side, passing people on the low side. All of a sudden, I'm third and the only guys ahead of me are Darrel Waltrip and Cale Yarborough. I soon put it right by spinning."

Hobbs ended up losing a couple of laps, but he did manage to post what would be his one and only NASCAR finish.

"I never followed up on NASCAR. I guess I was engrossed in F5000 and sports cars," he says. "We all thought NASCAR was terribly hick and never going to go anywhere..." Ⓜ



Hobbs with his two Daytona mounts for '76. He was tenth in the 24 Hours sharing his BMW with Benny Parsons but was a DNF in the 500

Motorsports Images and Archives

"I stood around for a week and then we finally got around to practising. That's when it all started to unravel." Hobbs couldn't get within 10mph of the pace

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Aston Martin DBR9 GT Race Car

Specification in brief

Year	2005
Mileage	one hour
Engine	6.0 litre
Power	600 BHP
Transmission	6 speed sequential
Body	carbon composite
Chassis	alloy
Colour	Aston racing green
Wheels	magnesium OZ
Brakes	carbon fibre
Price	On request

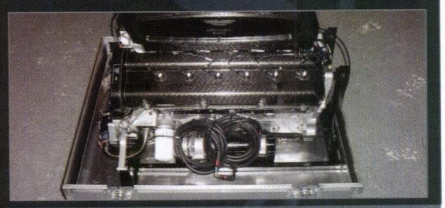
"Aston Martin Racing" unveiled the DBR9 in late 2004 to mark there return to International GT racing at Sebring and Le Mans in 2005.The name DBR9 is derived from the original Le Mans-winning DBR1 car which won the 24 Hour race in 1959 and the World Sportscar title.Based on the DB9 it has an alloy chassis and full carbon body excepting of the roof panel. The race engine uses the alloy 6.0 block and head but the rest is highly modified and produces some 600Hp.

Only 12 works cars were to be produced along with a small number of cars for selected private collections all were individually numbered. Styled by Aston Martin Racing's own design team extensive use of Computational Fluid Dynamics has been used to optimise the aerodynamics before producing the final body shape, to complete the aero package the under side of the car is flat from the front to the rear diffuser.

Formula One style carbon brakes all round and a six-speed sequential gearbox is mounted to the rear axle. Forged magnesium wheels specially designed by OZ Racing. The body panels are hand made carbon-fibre composite, ensuring the car meets its 1,100 kg minimum weight, power to weight ratio is 550 bhp per tonne - double that of the road car.

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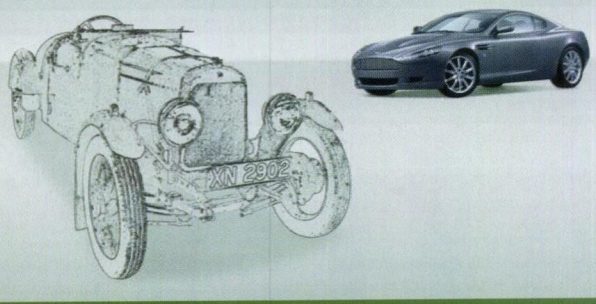


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"IT'S WAR. ABSOLUTELY WAR"

That's what Gilles Villeneuve said of his rivalry with team-mate Didier Pironi, whom he felt had betrayed him in winning the San Marino Grand Prix. Then they all went to Zolder for the Belgian GP. **Paul Fearnley** unravels the miserable, muddled story of the last days of Formula 1's most charismatic driver

Grand Prix Photo


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A tenth. A lifetime. Ferrari tech chief Mauro Forghieri leaned in, shouted. Something. But his 'innocent believer' was in another, altogether darker place. Bad-news ticker tape discarded, arms folded, jaw clenched, his mind was whirring. All that *crap* at Imola – the who did what, when; the whys and wherefores; the grandees versus garagistes – for him boiled down to one thing: betrayal. And now the poison in Gilles Villeneuve's soul had been crystallised into a single tenth: Villeneuve – 1min16.616sec; Didier Pironi, his team-mate – 1min16.501sec. Stark. And about to get starker.

"The whole atmosphere at Zolder was poisonous," says Nigel Roebuck, *Autosport*'s GP correspondent. "The British teams were still angry at what we'd written about their boycott of Imola." [In the heat of the FISA/FOCA war they refused to race after Nelson Piquet and Keke Rosberg had been excluded from the Brazilian GP results.] "I sat next to Charlie Crichton-Stuart [of Williams] on the flight to Brussels. We were friends, but we didn't say a word. He just stared out of the window. When I eventually asked him what was wrong, he let verbal rip in the passport queue. At the track on Saturday, McLaren's Teddy Mayer, with no holding back, accused me of being bought by Renault. I stalked off, trembling with anger, to watch the final session from the Ferrari pit: the coffee was good there – and I was closer to Gilles than any other driver.

"After the first session [on Friday] he got out of the car and shook my hand. At which point Didier Pironi arrived. Gilles said, 'Come on, let's get out of here!' He didn't even want to stay in the pits with him. Now, though, he seemed calm as he sat in the car waiting for his last run."

The scramble of scribblers and snappers hampered the mechanics as they cooled the past-their-best Goodyear one-lap qualifiers using watering cans, but wisely parted to let the scarlet car roar away. They'd been hovering all weekend for their story: a slanging match or, even better, a scuffle. Roebuck, of course, had already got his: 'Bad blood at Maranello', a hold-the-presses Fifth Column article for *Autosport*.

"I'd rung Gilles on the Tuesday after Imola," he says. "He wasn't yelling or screaming, but he wasn't his charming self either. It made my blood run cold. He said he felt stupid. He had backed off by 2sec per lap because the Ferraris were marginal on fuel, only for Pironi to step up the pace every time he took the lead. He said he thought they were friends, thought he knew the guy. Now, he said, 'It's war. Absolutely war'."

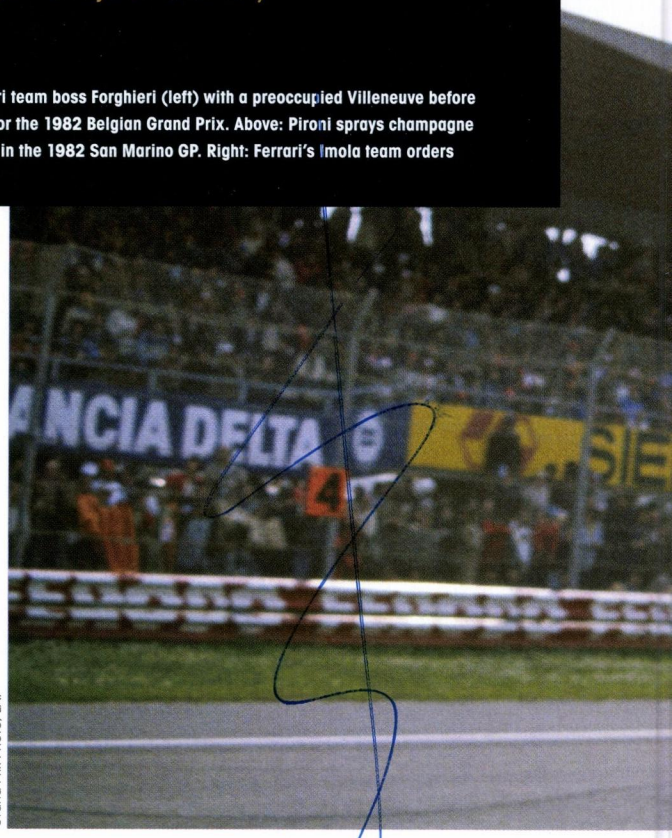
Villeneuve planned to do his fighting on the track, of course. He'd back himself to beat anyone, to 'make gaps', to go right out-there – and back. But he was up against it here. For Zolder and Pironi got on just dandy: sixth as an F1 rookie in a Tyrrell in 1978; third from mid-grid in 1979; a victory with Ligier in 1980; and a rare 'winning round' against Villeneuve in 1981. Gilles in contrast had out-qualified his various team-mates here just once in four attempts and had finished no higher than fourth (twice).

Pironi, a well-connected and well-educated Parisian, had joined Ferrari convinced he was the world's fastest driver and destined to become world champion. And to be fair, it wasn't an unimaginable stretch. But he was to get a shock. Two major shocks, in fact. The first was the giant leap from ▶



"Villeneuve planned to do his fighting on the track, of course. He'd back himself to beat anyone, to 'make gaps', to go right out-there – and back. But he was up against it here. Because Zolder and Pironi got on just dandy"

Previous page: Ferrari team boss Forghieri (left) with a preoccupied Villeneuve before qualifying at Zolder for the 1982 Belgian Grand Prix. Above: Pironi sprays champagne after his divisive win in the 1982 San Marino GP. Right: Ferrari's Imola team orders



Grand Prix Photo, LAT


6 LAPS
1 DIDI
35 3 SLOW
GOODYEAR







Grand Prix Photo, Bernard Asset, LAT

Above left: Villeneuve leads Pironi during that fateful 1982 San Marino Grand Prix. Above right: Gilles Villeneuve, Joann Villeneuve and Didier Pironi. Right: Villeneuve fettles his Agusta helicopter as Pironi walks away

lithe, lissom and lovely Ligier JS11/15 to fat, fearsome and fugly Ferrari 126CK. The second was Villeneuve's masterful whip hand over this turbocharged horse and cart. Five times the little Quebecker put more than a second – it was 2.48sec at Monaco! – between himself and Pironi in the acid test of qualifying. Their average grid gap over the season's 15 GPs was 0.62sec. Pironi never once made it onto the front row or podium; Villeneuve's respective tallies were twice and thrice, among them perhaps F1's most bewitching back-to-back victories: the camel-and-needle of Monaco and the truck-and-trailer of Jarama. And all of this was achieved with that disarming – or maddening – out-of-the-cockpit shrug and grin. Cool, calm, calculating Pironi, meanwhile, sweated for France, sent his pulse into 207bpm orbit at Monaco while charging to a season's best, but still overshadowed, fourth. Barring Zolder, where he was 0.47sec faster in qualifying and led until his brakes wilted, and some impressive lappery of the quicker tracks, he was definitely the arse end of this Prancing Horse. The world's second-fastest driver clearly needed a Plan B.

Villeneuve, of course, only ever had one plan. The fastest are often inflexible, sometimes gullible and naive. Pironi wasn't a rival, he was a respected (slower) team-mate. Villeneuve hadn't crossed him off his 'to beat' list, but he wasn't exactly atop it. The Frenchman may have signed as a joint number one, but that was sorted now. Indeed, the grid gap had widened to over a second in the first four GPs of 1982. Yet Joann, Villeneuve's wife, the week before all that crap at Imola, had warned Gilles to be wary of Didier. This was hardly wifely intuition. Not being invited to your team-mate's wedding and thus missing a best man's speech given by your sporting director Marco Piccinini is not the most subtle of snubs. Even so, Villeneuve gave Pironi until the penultimate lap at Imola to prove Joann wrong. Even though Didier had banged wheels with him (twice), put him on the grass, ignored the 'Slow' signs from the pits and threatened an easy one-two with a frantic, Agip-guzzling pace, Gilles still couldn't believe what was happening.

Pironi, of course, knew precisely what was happening: he was racing to win. Be it a cold, premeditated move or a heat-of-the-moment crime of passion, he snatched the victory to boost his battered self-esteem – and to unsettle Villeneuve within himself and the team. He knew there'd be fallout – but he surely got much, much more than he bargained for.

There were enough extenuating circumstances to build a case for it being a genuine misunderstanding: a pre-race agreement between the Ferrari and Renault drivers to showboat for the first half of this bizarre 14-car race (since confirmed by René Arnoux); a mistake by Villeneuve that meant Pironi was (probably) in the lead when they passed Ferrari's first 'Slow' sign; the differing interpretations of the 'hidden meanings' of that sign; the misfires and/or sticking wastegates and fluctuating boost pressures on both Ferraris (mentioned post-race by Pironi, confirmed by the, tactically flawed on the day, but always politically astute Piccinini – but refuted by Villeneuve), etc. But, however you cut it, it's a ▶

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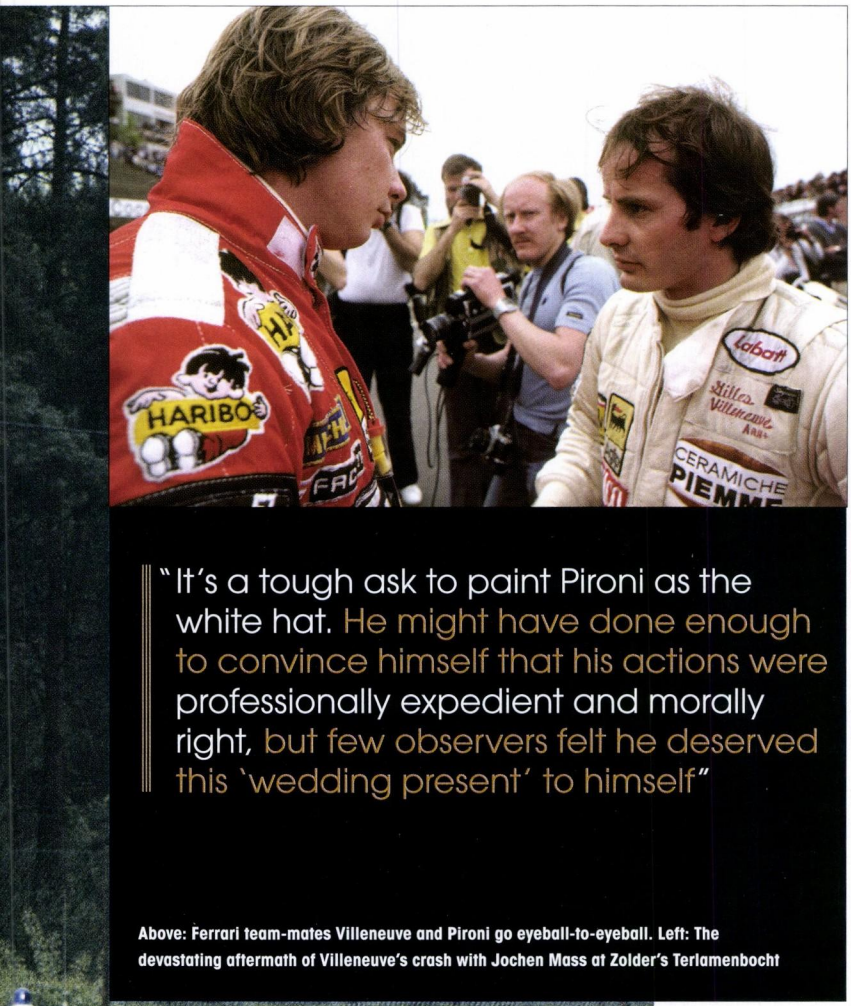
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> "It's a tough ask to paint Pironi as the white hat. He might have done enough to convince himself that his actions were professionally expedient and morally right, but few observers felt he deserved this 'wedding present' to himself"

Above: Ferrari team-mates Villeneuve and Pironi go eyeball-to-eyeball. Left: The devastating aftermath of Villeneuve's crash with Jochen Mass at Zolder's Terlamenbocht



Schlegelmilch, Bernard Asset

tough ask to paint Pironi as the white hat. He might have done enough to convince himself that his actions were professionally expedient *and* morally right, but few observers felt he deserved this 'wedding present' to himself. Yes, the governing body, teams, drivers and sponsors were all clumsily flexing their muscles to test the integrity of the nascent Concorde Agreement, but the F1 age of the anti-hero hadn't arrived just yet. It was coming up fast, though. And some of his peers could/can see Pironi's 'point'.

"My first reaction was that it should have been Villeneuve's victory," says Derek Warwick, who watched from the sidelines after his Toleman's electrics had fizzled on the final parade lap. "But if you ask me now, with 150-odd GPs behind me, if I'd have done the same thing – take a win in a Ferrari in Italy – I'd have to say yes."

"Pironi was smart and intelligent, calculating and ruthless – but that's not a crime," says McLaren's John Watson. "He realised there are ways of beating people other than being faster on the track. He wanted to beat Gilles in the head and he had the capability of doing that. If they had taken themselves off at Imola I would have laughed my head off."

Unsurprisingly, positions were still entrenched and forgiveness in short supply at Zolder a fortnight later. Villeneuve, in an interview with Italy's *Autosprint*, said, "In this career you cannot always wait for tomorrow." Chilling. His body language spoke volumes too, hustling about the paddock in staccato movements, brooding in the transporter and 'hopping' to and from his Liège hotel in his beloved Agusta helicopter.

"Niki Lauda was staying in the same hotel," says Roebuck. "He heard a loud noise and looked out of the window. There was Gilles landing in the grounds in near darkness. It was a marginal manoeuvre – but he managed it."

Was this a man with other things on his mind – or just Villeneuve being Villeneuve?

"He flew into the circuit and ran out of fuel two feet from the ground," remembers Watson. "He got a buzz from that sort of thing – and Ferrari seemed to encourage it. He was like a naughty boy in a racing car."

Warwick: "The journalists who thought Gilles walked on water didn't see the nutcase we saw on the track, the road and in his helicopter. There were times when I thought he had a death wish. And I don't think he was playing up to the *tifosi*, he was just being himself."

At Zolder, though, Villeneuve was adamant that "he didn't feel tense – but different". Was this the ruthlessness many felt he lacked and needed to make maximum use of his talent? Or had F1's little boy lost finally realised it was a big, bad world?

Watson is not sure Villeneuve possessed the wherewithal to go head to head with Pironi and his mind games. And for once there was no Joann for support and advice or familiar paddock motorhome for retreat and reflection; Sunday was to have been daughter Melanie's first communion and Joann had wanted to be with her. Gilles was alone with his thoughts.

It was rare for an extra lap on quallies to bring an improvement, but Villeneuve wasn't the first to attempt this ploy. And some unofficial clocks even had him 'up' as he shot behind the pits, about a third of the way round. But now he was approaching his Ferrari's problem area. He felt its V6 turbo was losing out to its pacesetting Renault rivals on the uphill drag from the first chicane, while the 150mph ▶

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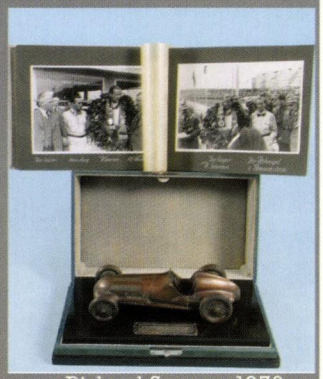
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Richard Seaman 1938

letter from Alfieri Maserati, handsigned 1929

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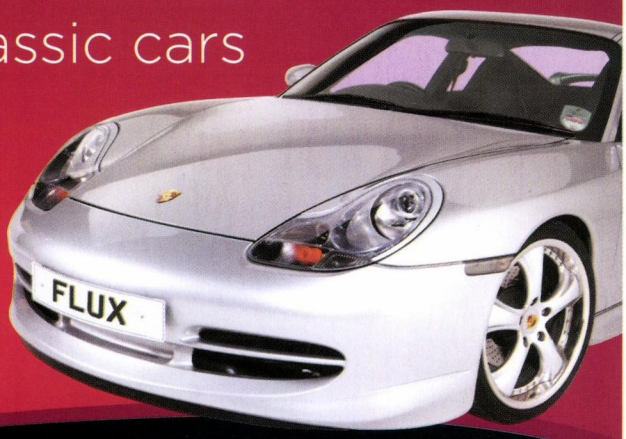
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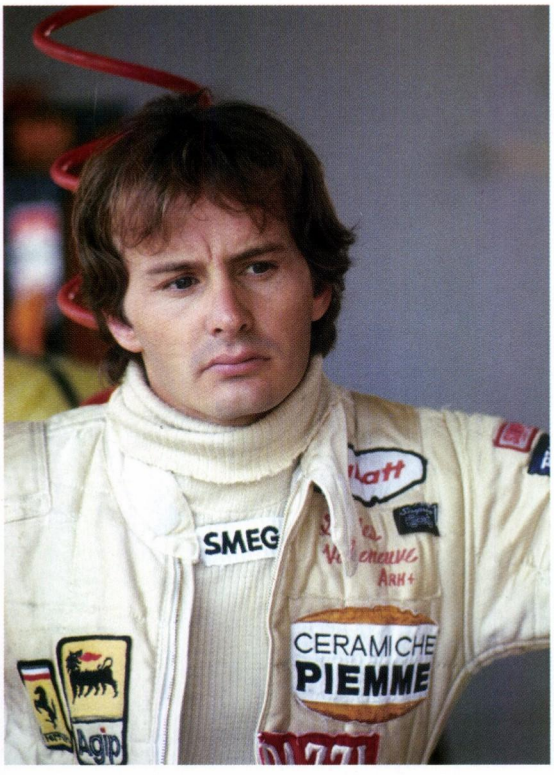
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Grand Prix Photo, McKlein

Above: Villeneuve and the Ferrari 126C2 shave a kerb at Zolder. Right: Gilles said he didn't feel tense at Zolder, but 'different'

left kink just beyond the crest, flat in every F1 car he'd driven before, had suddenly become an attention-grabber, especially on the occasions when his 126C2's steering rack momentarily seized.

There was another problem looming too: he was fast catching Jochen Mass's back-of-the-grid March 821. With eight minutes of the final session remaining, the personable German was looking for a gap in traffic; he was in fifth gear, not cruising, but not flat out. Nutcase or not, Villeneuve, who had almost hit a slow-moving March the previous day, was well aware that such situations were "bloody dangerous". Indeed he was a vehement critic of one-lap qualifiers and their concomitant risks. To then limit drivers to just two sets per session was (almost) beyond the pale.

Mass decided to give Villeneuve the racing line into the first right-hander at Terlamenbocht, and so eased right – which was exactly where Villeneuve, perhaps unwilling, or unable, to take a tighter inside line because of stiffening steering, wanted to be. The crash was more plane than car.

"I squeezed past the Ferrari, stopped and ran back to help Gilles," says Warwick. "I must admit that I paused for a split second to look at his car. Its front end had completely gone. I was amazed at the damage. As a fellow driver, that came as a massive shock.

"I then turned round and saw Gilles' body cradled in the catch-fencing. His crash helmet had gone. His face was blue. 'Wattie' was with me and we pulled him out. At which point the emergency services arrived. When I looked back they were 'beating the shit out of him' trying to resuscitate him. When I returned to the pits I sobbed my eyes out. It had been my first experience of such things. That night we heard that Gilles had passed away. It came as no surprise to me."

Watson dealt with the accident in a 'more experienced' way.

"No helmet. He was dead," he says. "I got a bump-start and drove back to the pits, where I said, 'There's been a f***ing big accident. It's Villeneuve. He's dead.' The faces of Teddy Mayer and John Hogan of Marlboro opened as if the world had stopped. I'd been very matter of fact, I suppose, but that's a protection mechanism a racing driver has to use.

"After François Cevert had been killed at Watkins Glen in 1973 – a grisly accident – I was standing by the pit wall when the circuit reopened. Bernie Ecclestone – I was driving a third Brabham for him – told me to get back out there, that Cevert had been killed in a millisecond doing something he loved. That was a hard but important lesson: F1 is a job you do professionally, not emotionally."

Watson's reaction – he was also disappointed that his eventual victory, the result of a smart tyre choice and clinical driving, was completely overshadowed by Villeneuve's accident – is understandable in a racing driver's world. He felt it then, feels it now and is brave enough to go on the record with it. But for those outside the bubble, the F1 tide had ebbed, from sport to business, at 1.52pm on Saturday May 8, 1982. What little innocence it still possessed had finally succumbed to the mortal blow it had received 13 days earlier at Imola.

The circuit was reopened for those last eight minutes. Nobody went faster. A dazed and bewildered Ferrari – Pironi had stopped at the crash site but been led away by Mass – went home, leaving a gap in the paddock and two on the grid – until the pack was, completely without sentiment, shunted up the line on Sunday. By Monday all that remained was swirling rubbish – and an Agusta helicopter.

Villeneuve might have kept his foot in and taken the same gamble had he and Pironi been best buddies: Watson reckons yes; Warwick thinks not. We'll never know. But what's sure is that the last two weeks of his life were spent in corrosive disillusionment: F1 had lost its sparkle.

And despite all the subsequent glitz and glamour, it has never got it back.

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Profile

TOYOTA CELICA GT4

In an era of fast-changing regulations, Toyota overcame a catalogue of headaches with a complex machine to produce this, the car with which Carlos Sainz won the 1990 WRC

Words: John Davenport. Photography: Ian Fraser

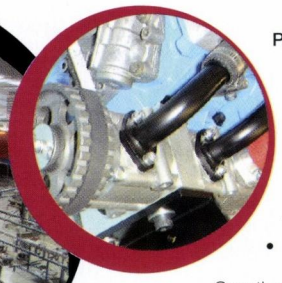


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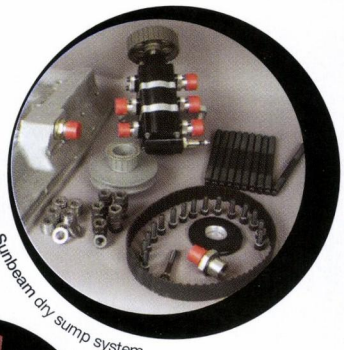
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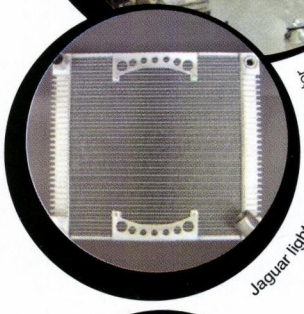
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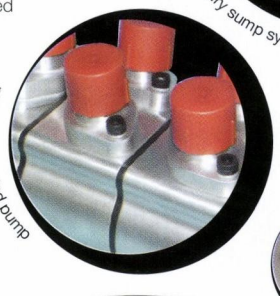
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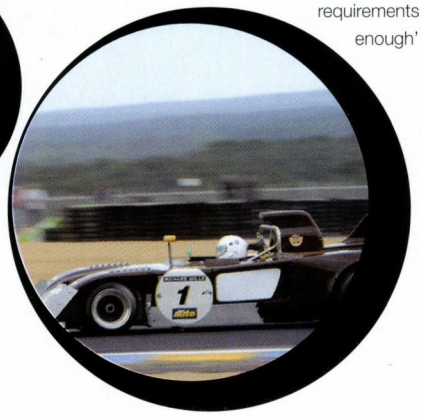
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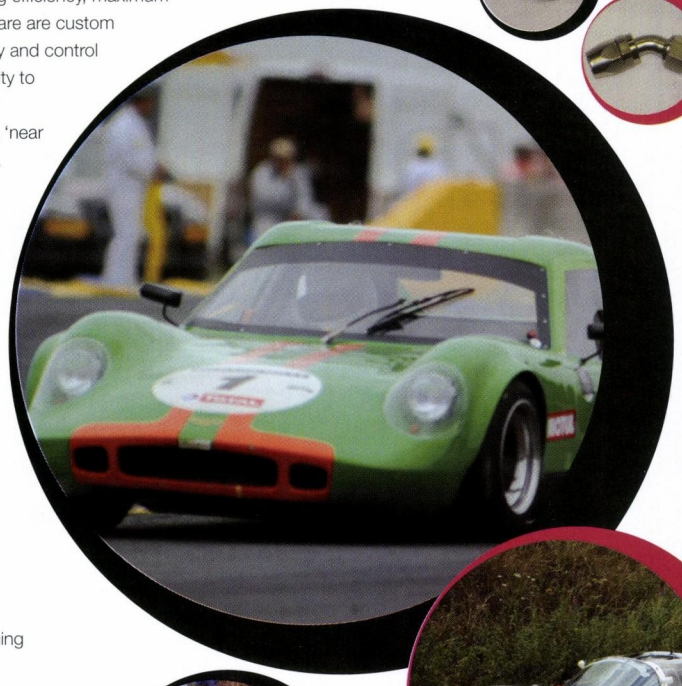


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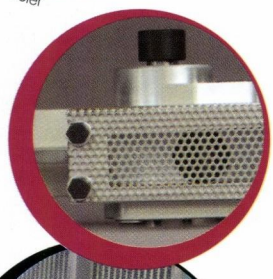
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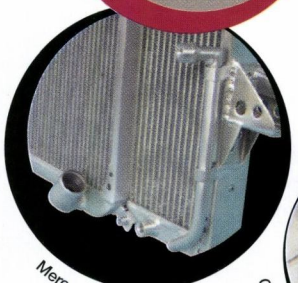


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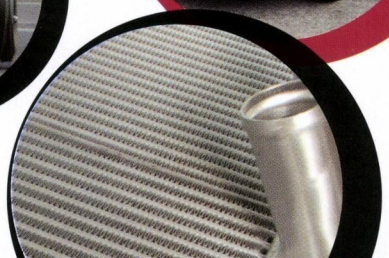




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The four-wheel-drive rally car was a lusty infant from the moment it emerged, in the shape of the Audi Quattro, on the 1981 Monte Carlo Rally and promptly led for the first 10 stages. Its teenage years were turbulent as the sport's Group B era spawned a succession of powerful but wilful youngsters. When Group A was ushered in as the respectable face of four-wheel-drive rallying, few of the early cars that had been rushed into production to take advantage of the new rules were technically innovative. The first truly ambitious car in this category was the Toyota Celica Turbo GT4 that made its debut on the Tour of Corsica in May 1988. Carlos Sainz used the car depicted here en route to winning the 1990 world championship.

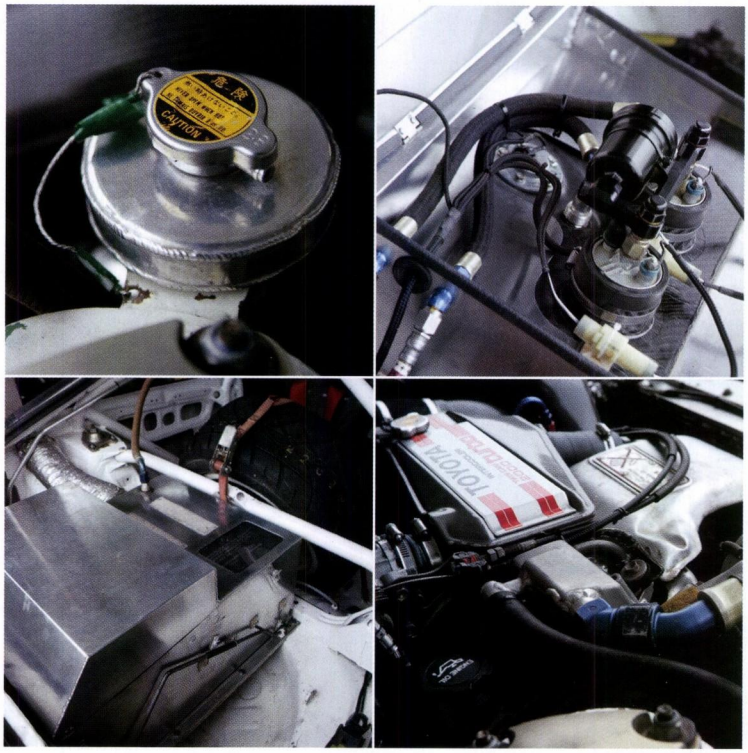
Surprisingly, that 1988 Corsican event was not won by Lancia with its successful but relatively simple Delta Integrale – already on its way to securing a second double world championship. But then Toyota didn't win, either. This was no dream debut. Kenneth Eriksson finished sixth while Juha Kankkunen retired with engine failure. Indeed, retirement was to be the pattern for the rest of the season. Kankkunen often led only to retire and the best result was Björn Waldegård's cautious third place on the RAC Rally.

So what was wrong? There was one major problem that sprang out of a misunderstanding between Toyota Team Europe in Cologne and the Toyota factory in Japan, and it led to long-term engine cooling problems.

Under the direction of Ove Andersson, the Celica GT4 was created by TTE engineers working in close harmony with Mike Endean at transmission specialist Xtrac. Endean had acquired considerable 4WD experience with rallycross cars and the stillborn Opel Kadett 4WD project. Between them, they had come up with a way of combining a complex four-wheel-drive system and a transverse four-cylinder, turbocharged engine. This made it much easier for the manufacturing department in Japan to build the requisite 5000 road cars needed for homologation. Quite a lot of this work – both design and actual prototype construction – had been done by TTE and Xtrac during 1985 and early 1986 in the development of a Group S car based on the Toyota MR2, in the anticipation that this new formula would replace Group B. That project hit the stops when FISA, the sport's governing body, banned Group B and simultaneously tossed Group S into the dustbin after Henri Toivonen's fatal accident in Corsica in 1986. Their decision was to replace all these exotic cars with Group A, for which large production numbers were required. FISA assumed this would prevent manufacturers from creating innovative 4WD machines.



McKlein



The Toyota Celica Turbo GT4 introduced in May 1988 was the first truly ambitious 4WD car produced under the Group A rules

Much of the stillborn Toyota Group S design was carried over into the Group A car. The only major problem was that, with a transverse engine attached to a six-speed gearbox and hung between the front wheels, it was hard to get sufficient cooling air to the radiator and intercooler, not to mention getting rid of it once it was hot. TTE's solution was to incorporate the front indicator into the side-lamp assembly and use the space freed in the bumper to channel cooling air under the bonnet. Sadly this cunning plan was not fully appreciated in Toyota City and the cars manufactured to gain homologation had their holes filled in. The result was that the rally cars, forced to use the standard bodywork as it appeared on the FIA homologation form, immediately ran into cooling problems.

In 1989, a partial solution was found by replacing the pop-up headlamps with smaller fixed ones and channelling air through the space created alongside, but FISA ruled this out for 1990. The GT4s were forced to run with the normal headlamps in the 'up' position. This rather spoiled the aerodynamics for daytime stages but somehow TTE managed to get air channelled around them and towards the engine compartment. The ST 165 never really got rid of ▶

Above: under the bonnet and rear hatch of our Celica Turbo GT4 ST165. Left: Sainz, in K-AM-7878, heads for victory in the 1990 RAC Rally, and the world title

TECH SPEC – TOYOTA CELICA TURBO GT4 (ST 165), CHASSIS TC-438



CHASSIS

Steel monocoque with built-in roll cage, steel boot, bonnet and doors
Front suspension MacPherson strut, cockpit-adjustable anti-roll bar
Rear suspension MacPherson strut, cockpit-adjustable anti-roll bar
Brakes ventilated discs (328mm diameter front, 295mm rear)
Steering rack and pinion, PAS

ENGINE

Configuration Transverse four-cylinder in-line
Valvegear 16 valves, DOHC, chain-driven
Bore x stroke 86mm x 86mm
Capacity 1988cc
Induction Toyota CT26 Turbo, 40mm restrictor, intercooler
Maximum power 295bhp

TRANSMISSION

Gearbox six-speed Xtrac and Xtrac 4WD
Clutch twin plate

DIMENSIONS

Wheelbase 2525mm
Front track 1510mm
Rear track 1510mm
Weight 1130kg


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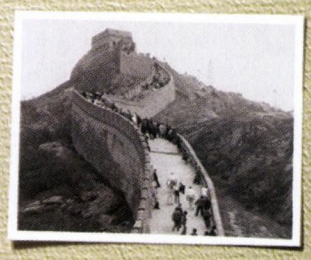
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LAT

Above: Carlos Sainz conducts a television interview from the cockpit of his Celica

TOYOTA CELICA TURBO GT4 (ST165) : CHASSIS NO. TC-438, REGISTRATION K-AM-7878

Factory competition record

1990				
September	Rally Australia	car no 2	Carlos Sainz/Luis Moya	2nd overall
November	RAC Rally	car no 2	Carlos Sainz/Luis Moya	1st overall
1991				
March	Rally of Portugal	car no 6	Armin Schwarz/Arne Hertz	retired
June	Rally New Zealand	car no 1	Carlos Sainz/Luis Moya	1st overall
July – used as test car in Australia and then rebuilt for Neal Bates				
September	Rally Australia	car no 17	Neal Bates/David Jorgensen	9th overall
Car then sold to Toyota Team Australia				

these thermodynamic problems and, even in 1991, TTE was trying everything it could to keep things cooler under the bonnet so the full potential of the 3S-GTE engine could be realised. On the Safari the spotlamp pod sprouted a peak like a pontoon dealer's eyeshade to guide air to the grille behind, while in Argentina the front of the factory Celicas' bonnets seemed to rise by a few centimetres. Neither ploy was tolerated for very long by scrutineers. Other refinements, such as improvements to the intercooler and ignition timing, eventually improved reliability and enabled the Celicas to run at full power, although TTE did not really feel safe until the arrival in 1992 of the ST 185, with its openings in the front bumper and large bonnet air duct.

The most revolutionary aspect of the GT4 was its transmission. It is hard to contemplate now, in this era of active differentials, paddle gearchanges and launch systems, but the early 4WD cars were extremely basic. The first Audi Quattros did not even have a centre differential. And even those at top of the Group B class, such as the Peugeot 205 T16 and Lancia Delta S4 (which had three limited-slip differentials), offered no scope for adjustment unless the whole transmission was changed. The Toyota's Xtrac system, on the other hand, used hydraulically controlled mechanical clutch packs in all three differentials, and the settings of all three could be modified from the cockpit. A small black box with four dials in front of the gearlever had the approved settings for wet and dry conditions stuck to its upper side in Dymo tape.

And the handbrake operated its own hydraulic valve to throw the centre differential bias almost completely towards the rear, to assist in the process of tackling hairpins and awkward junctions. A far cry from the Group B cars of only three years earlier, where settings were factory-adjusted and handbrake turns had an uncertain outcome.

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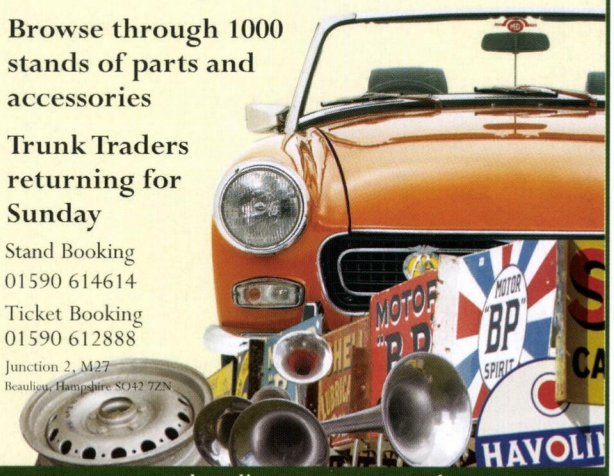
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Kankkunen was forced to admit that, in New Zealand at least, the combination of Sainz and this GT4 was uncatchable

Above: Cockpit, cage history, hatch and transmission switchgear – the ST165 had innovative cockpit-adjustable differentials. Below: Sainz, co-driver Luis Moya and K-AM-7878 celebrate victory in the 1990 RAC Rally

This car, from the Gino Macaluso Collection, is one of the last ST 165s to be built and thus has the most developed of these systems fitted. It was in early August 1990 that TTE started work on chassis TC-438. It was destined to be shipped out to Australia for the rally in late September, so time was of the essence. While it was being built, Carlos Sainz won the 1000 Lakes Rally and thus arrived in the Antipodes with a 48-point world championship lead. His main rival was Juha Kankkunen, who had won Australia the previous year in a GT4 but was now driving for Lancia.

From the start of Rally Australia, these two and Kenneth Eriksson (Mitsubishi) were in a class of their own. Sainz was the first to hit trouble, however, with a puncture. The time lost with that and a bent gear selector pin, damaged when he reversed away from an overshoot at a junction, meant that he had to be content with second place. His WRC lead was now 60 points and third place in Sanremo, at the wheel of another GT4, cemented his world title.

But the year was not finished for him or K-AM-7878. It was shipped back from Australia and prepared for Sainz to drive on the RAC Rally, which was hotly contested by all the usual suspects – including a wild young Scot called Colin McRae in a Ford Sierra Cosworth 4x4. The initial sparring involved Markku Alén in a Subaru Legacy and Kankkunen in a Lancia Delta Integrale. Alén's engine failed on the second of the four days and the lead passed to Eriksson who, thanks to a wrong tyre choice, was then overtaken by Sainz. Just before the end of the third day, Sainz had a puncture and slipped briefly off the road in Kielder, and it was Kankkunen who swept past to lead. He was not to hold it for very long as, under pressure from Sainz, he left the road on the last morning after hitting a stretch of ice. His retirement meant, astonishingly, that no Finns finished the rally and Sainz's victory was the first for a non-Scandinavian on the RAC since Roger Clark won in 1976. For Sainz and Toyota, it rounded off an extremely good year.

K-AM-7878 continued to serve in the TTE ranks. In the early part of 1991, the car that won the RAC was refettled for Armin Schwarz to drive on the Rally of Portugal. At first it looked as if it would carry on its winning ways as Schwarz set fastest time on four of the first 10 stages and led the event from François Delecour in a works Ford Sierra Cosworth 4x4. Then the rally arrived at the legendary Freita special stage. This usually provides a damp run, at best, with the possibility of fog on the top, but now it had all that plus some fresh snow. Both Schwarz and Delecour, young men in a hurry, went off the road and ended their rallies, leaving the slightly more sedate Sainz to come through and win ahead of a trio of Lancias.

This was Sainz's second win of the season and he soon added Corsica to earlier victories in Monte Carlo and Portugal. Those victories and a second place on the Acropolis Rally gave him a 17-point WRC lead by the time he arrived in New Zealand, where he was reunited with old friend TC-438, now rescued from the hills of Portugal and sent to the southern hemisphere to help increase his chances of a second consecutive world title. And that it did magnificently. Sainz led from the third special stage to the finish, 37 stages later, without a single incident. It was Kankkunen, the man who was finally to pip him to the 1991 title, who was forced to admit that, in New Zealand at least, the combination of Sainz and this GT4 was uncatchable. Perhaps it was the personalised rear number plate – "CARLØS" – that TTE had created...

What would be the destiny of K-AM-7878, a double winner for Sainz? It was used by TTE as a test car prior to the Rally Australia of 1991 and then rebuilt by Darryl Bush of Toyota Australia for Neal Bates to use on the event, in which he finished ninth. After that it was used by Toyota Australia – and still carries ID from the Targa Tasmania – until being sold to Gino Macaluso.



McKlein

Ron Dennis with John Watson at Las Vegas in 1981, during the pioneering MP4/1's debut season. Right: Dennis' eerily tranquil office at the McLaren Technology Centre





CARBON NATURAL

Carbon fibre technology brought massive performance and safety gains to Formula 1. Its use was pioneered by McLaren International. Ron Dennis tells *Rob Widdows* about the early days of the technology and the company formed by a merger between his Project 4 outfit and Team McLaren

Photography: LAT

McLaren/Racing Line

The footbridge across the river is exquisite. The gaps between the oblong granite pieces are a perfect natural footstep, accurate to the last millimetre. It feels good to walk this walk. The attention to detail is obvious.

A few seconds before entering the McLaren Technology Centre, glass doors slide apart silently and a charming, smiling member of the media team greets me. Ellen Kolby has been on the front line for seven years, accepting or repelling boarders. She knows how to make a person feel at ease on their way to see The Boss, Ron Dennis.

We wander among the cars and the silver cups. Over there is Bruce McLaren's old Austin 7, his first racing car, and Denny Hulme's Can-Am racer. And here are the gleaming trophies, past which employees must walk after leaving the staff restaurant. No lack of motivation here.

The chief executive's office is eerily tranquil. Dennis strides towards me on his toes, sharp in a perfectly tailored dark suit, snow-white shirt, tasteful tie and dazzling black shoes. The room is low-key smart, all greys, blacks and whites, no pictures on the walls and a total absence of clutter. He indicates a maroon leather chair, some distance away across the grey carpet, next to the expansive curved glass that reveals a view of the adjacent lake. This is the best seat in the house. You can almost smell the sweet aroma of success.

A thousand people work here, in virtual silence. When the racing cars are fired up in the pristine workshop, the bark and growl of a Mercedes V8 does not escape the space within which it is contained. There is simply the merest vibration.

But it wasn't always so. In the early weeks of 1980 Ron Dennis took some very big risks, not of the careless variety but of the calculated type that separates entrepreneurs from gamblers. The primary task that year was to persuade the men from Philip Morris to back his dream of a new grand prix team, to take his already successful Project 4 into the big league. Dennis and Neil Trundle (who left at the end of Project 3 and later returned to McLaren International) had made money, won races and were much admired for their attention to detail, but Morris brand Marlboro would be the key to unlocking the door into the sacred world of Formula 1.

"I told Marlboro that continuing to sponsor McLaren was a waste of time. The team was down, in a performance dip," he says. And so it was that Philip Morris supported his proposal of a merger: together with Teddy Mayer and Tyler Alexander, Dennis formed a new company, McLaren International. He had plans, big plans, that needed action. In particular, there was a John Barnard-designed racing car, the P4/1 (the M for McLaren came later), the first grand prix car constructed from carbon fibre.

"The car was a key part of the proposal to Marlboro," Ron says, "but it was clear that the company had too much investment in McLaren to go it alone with us, so it had to be a joint venture or a case of losing their support altogether. I've always been a risk taker, an entrepreneur, so I saw this as a calculated risk. John Barnard brought his reputation, I brought the money. But neither of us knew how we were going to get this new car built. There wasn't much asset value in the old McLaren team but it had machine tools and a quantity of Cosworth DFV engines. We contributed the car and leased a new factory."

This was a seminal moment in the career of a man who started by making tea and sweeping the floors at Brabham

Below left: before the merger, Dennis (centre) chats with Teddy Mayer and John Barnard in Canada in 1980. Below: MP4/1 is launched at Silverstone. Below right: Dennis (right) at the first test of the TAG-Porsche engine





during his school holidays, then became Jochen Rindt's mechanic at Cooper before going his own way into management with Trundle at Rondel and, later, Project 4 in F2. But by far the biggest challenge was yet to come.

"The idea for using carbon as a primary structure in a grand prix car was one hundred per cent John Barnard's," he says, "but we knew from our work with BMW on the ProCar championship that the M1 had a carbon rear wing. BMW needed to get 50 cars built for the series. They allocated half the production to Lamborghini and half to us. But by the time Lamborghini had built one car, we'd made all 25 of ours. It was a lot of hard work but we made money from it and John saw the potential of carbon. It was more than a third stronger, for a given weight, than anything else in use at that time. It was my challenge to find the investment, create communication with suppliers and manufacturers and push the project forward."

But where were they going to find the skills and the knowledge for carbon construction? They'd investigated every likely company in the UK and drawn a blank. "We were running out of options when John remembered a man in America who supplied Champ Car teams with parts and it was he who put us in touch with Hercules Aerospace.

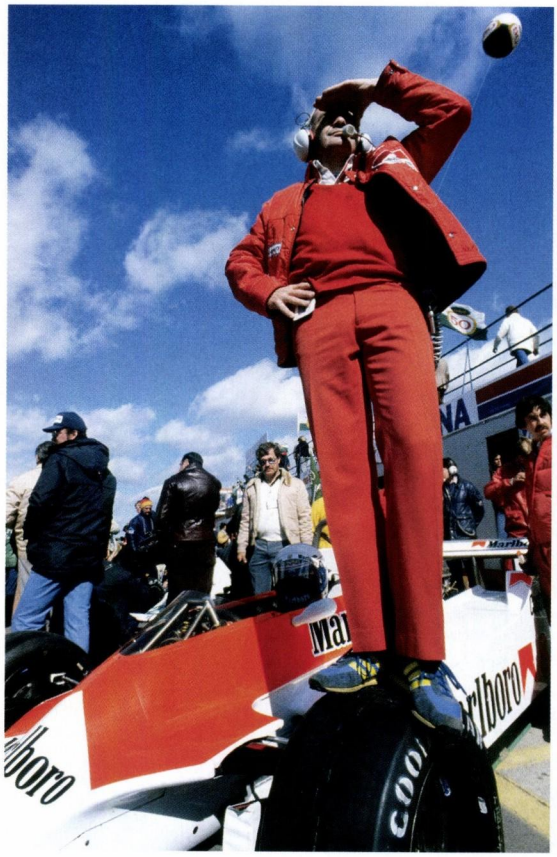
"Arriving at the company's Salt Lake City factory was a bit of an eye-opener," he says. "They were making missiles and it all had to be done in separate buildings, spread out over a vast area to minimise damage in case something exploded. But they were can-do people, Hercules, and were working with pre-impregnated carbon and autoclaves. They knew how to get the best from the material. I did a deal for them to work with us on P4/1 in exchange for promotional opportunities on the cars and a sum of money, which was significant at that time, to help us use the material for the structures we needed. With the benefit of hindsight that first chassis was too strong for our needs, but we made it work and slowly the process unfolded. John saw and understood the huge potential. It was pioneering stuff and we shared the workload together, helping each other with our respective insecurities as we went along. Of course we were bullish to the outside world, but we were definitely out on a limb."

As with all pioneering projects, secrecy was both essential and impossible. The cat was already a fair way out of the bag. "Other people were playing with it but they were way behind us," Ron says. "Lotus had built a quasi-carbon car that was fraught with problems, but we were going forward rapidly, gaining an understanding of the bonding techniques required to achieve good structural properties between carbon and aluminium. This allowed us to manufacture the aluminium bulkheads at Woking while Hercules was working on the tub in Salt Lake City. The carbon structures were a work of art but we had trouble with the external surfaces, which were wrinkled, crinkly and less than attractive.▶





"I saw this as a calculated risk. John Barnard brought his reputation. I brought the money. But neither of us knew how we were going to get this new carbon car built"





"John saw how to give the structure strength where strength was needed and how to use the material. It was all male tooling then, but now we know so much more about its application and female tooling is commonly used."

The qualities and complexities of carbon were barely understood outside the aircraft industry and, although it was routinely used in aerospace and high-performance aeroplanes, the material brought with it a near-vertical learning curve. At the time cars were subjected to huge aerodynamic loads and constructional stiffness was vital. The manufacturing process has, for a layman at least, some similarities with *papier maché* modelling.

Ron tries to explain this as simply as possible: "You are working with many, many layers and orientating each layer according to the structural integrity that you require. You need the autoclaves, the ovens and all those things we learnt from Hercules. Of course this was all very expensive and there were those who thought it all too risky. Years later, in the turbo era, some of those people left, expressing a view that I was putting the company at risk. But I would never, ever have done that."

The McLaren MP4/1 was taking shape, and by the start of 1981 the team was ready to introduce it to an increasingly curious, expectant world. "Launches were very quiet affairs in those days," says Ron. "I think we just held it in a car park marquee at our old Boundary Road facility. Not a huge deal, but there was some interest. The early testing was nothing too special and we went to Long Beach in early March to put some laps on the car in practice. The potential was not immediately apparent but the car got better and better as we went along. John Watson and Andrea de Cesaris used the old M29/F in the race and both retired. We stayed with the old car in Brazil, but Watson raced MP4/1 for the first time in Argentina where he retired. But the potential was there, we knew that, and Watson came 10th in San Marino, our first finish with the new car."

Left: Teddy Mayer. Above: the McLaren squad at Silverstone in 1981, where John Watson scored the carbon-tubbed MP4/1's first win. Right: McLaren men (left to right) Barnard, Lauda, Dennis and Alexander

He finished seventh in Belgium but retired in Monaco before putting together a run of three straight podium finishes, which culminated in victory at the British Grand Prix on July 18, the first F1 success for McLaren International. I remind Ron that he was in pretty high spirits in the team's smart red and white motorhome after that victory in front of an ecstatic home crowd.

"Yes, well, I was actually more concerned about the other car, which de Cesaris had backed into the guardrail at Woodcote, causing quite a lot of damage," he says, looking irritated even now. "Let's say I choose desperately to forget that very painful time with de Cesaris. Right from the beginning of the project we'd been concerned about repairs



in the field because we had no experience, no previous knowledge of repairing damage to carbon fibre. But, looking back, the first one was built like a tank. In fact, with carbon damage, what you see is what you've got, there's rarely any hidden damage and it's easier to see what needs to be done. If a carbon car cannot survive an impact, then no car in the world would have survived it, they're that strong. Carbon doesn't twist or distort, it delaminates. It might sound simplistic, but you can tap the carbon and if the ring is right, then you pretty much know it's not delaminated."

We know now, of course, that Barnard's pioneering work with McLaren has saved countless lives. "I hope John appreciates that he is responsible for much of today's driver safety," says Ron. "Maybe he wouldn't claim to have discovered carbon fibre but he certainly pioneered its use in racing cars and that has led to huge safety improvements." Watson finished a creditable sixth in the 1981 World Championship while McLaren was sixth best of the constructors, a position not hugely aided by a solitary point from de Cesaris at San Marino. For 1982 Dennis needed to bolster the strength of his driver line-up as F1 moved

"Maybe John Barnard wouldn't claim to have discovered carbon fibre, but he certainly pioneered its use in racing cars, and that has led to huge safety improvements"



inexorably towards an era of ever more powerful turbo engines, delivering in excess of 1000 horsepower, and rock-hard cars that were squeezed on to the asphalt by huge amounts of aerodynamic downforce.

"It was vital that we took on a big star driver," he says. "We needed race winners and I didn't realise how important that was until Niki Lauda came to us. He was already a legend and I had seen his work rate. I'd worked with him in ProCar. Niki was a proven product. He had to get fit after a couple of years away, but it wasn't a big issue. He made a difference, certainly, and ever since then I've known the value of having the best possible drivers. We still try to achieve that."

So did Dennis dream that McLaren International would sweep all before it, as it tested and refined the MP4/1B through the winter of 1981?

"No, absolutely not," he says firmly. "There were many constraints. We were moving forwards with the car, which was a key component, but we were still using the DFV. We needed a turbo engine, we were trying to put together a Porsche deal and there were issues with finding the money. A lot of risks were being taken, careers were being bet on it and everyone was flat out. Then investment group Techniques d'Avant Garde [TAG] came in with us and its founder Mansour Ojjeh later took a shareholding. He started by helping us with the cost of the engine. People had previously said we could never go our own way with the Porsche. We had to turn around the team, re-motivate people. I was pushing the company down the turbo route and if we had to pay for it, then I would find the money.

"Some decided, shall we say, to disembark along the way. Teddy Mayer and Tyler Alexander were the first, and then eventually John Barnard went his own way. But size was never the thing for me. It was always ability that mattered within the team, and not its size." ▶

The demands and stresses of building for the future had little effect on the present. Watson was a world title contender in 1982 thanks to some great drives – notably in Detroit, where he won from 17th on the grid. His enviable natural speed kept him ahead of his illustrious new team-mate on many occasions, but in the end he lost out to the consistency of Keke Rosberg and Williams. The team finished second in the championship for constructors while Lauda was fifth in the drivers' championship, nine points behind Watson. Two seasons later, after some intensive development work on the TAG-Porsche MP4/2 turbo, the Austrian would win his third world title after an epic battle with team-mate Alain Prost, whom he beat by just half a point. This was to be Ron's first experience of two great team-mates fighting each other for the title. It wouldn't be the last.

"Bruce McLaren created the spirit of this team," says Ron, his normally level tones betraying some emotion. "I only met him two or three times, but he was an innovator. He had that spirit and gave it to the team. His cars were always beautifully presented and McLaren always used advanced construction techniques. That is the way I like to do things. I have an obsession, almost a paranoid belief, in the core values of this company, the search for perfection. The vision changes, yes, but I've long been determined that McLaren will survive the downturns in grand prix racing and will keep sailing through rough or shallow waters. We've lost Brabham, Lotus, Tyrrell and many others over the years. I won't let that happen here. Passion is a key to McLaren's success. I am passionate about it and infect other people with that. Yes, I am emotional about it but emotion can be both constructive and destructive. I seek perfection, but I'm in control. I keep the emotions in check. You can't make good decisions otherwise. I'm not a dreamer but we have achieved more than I could ever have imagined, both materially and financially. I have more than I could ever need, and I enjoy it, but never to the detriment of McLaren. Money is not important – unless you haven't got any. My mum used to say to me, 'There's no point being the richest man in the graveyard' and I do not intend to be."

Back to business, to racing cars. Does Dennis foresee another ground-breaking project on the horizon? ▶

Below: Niki Lauda in the 1982 Monaco Grand Prix. He retired with an engine problem

> "Bruce McLaren created the spirit of this team. He was an innovator. His cars were always beautifully presented and McLaren always used advanced construction techniques. That is the way I like to do things"

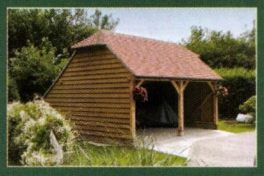


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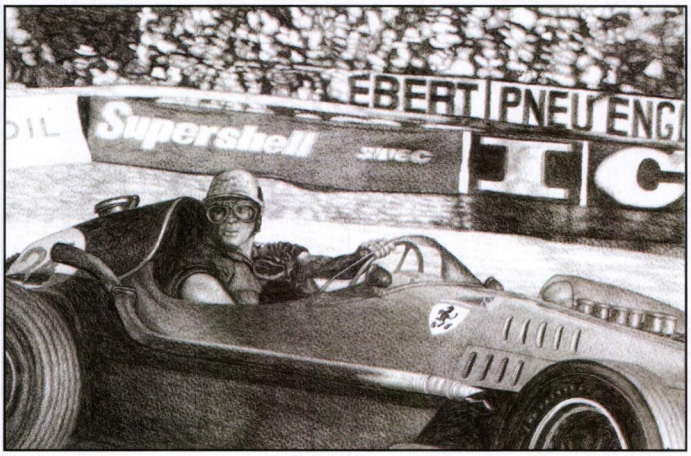
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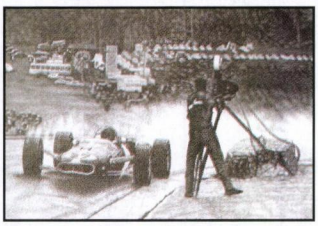
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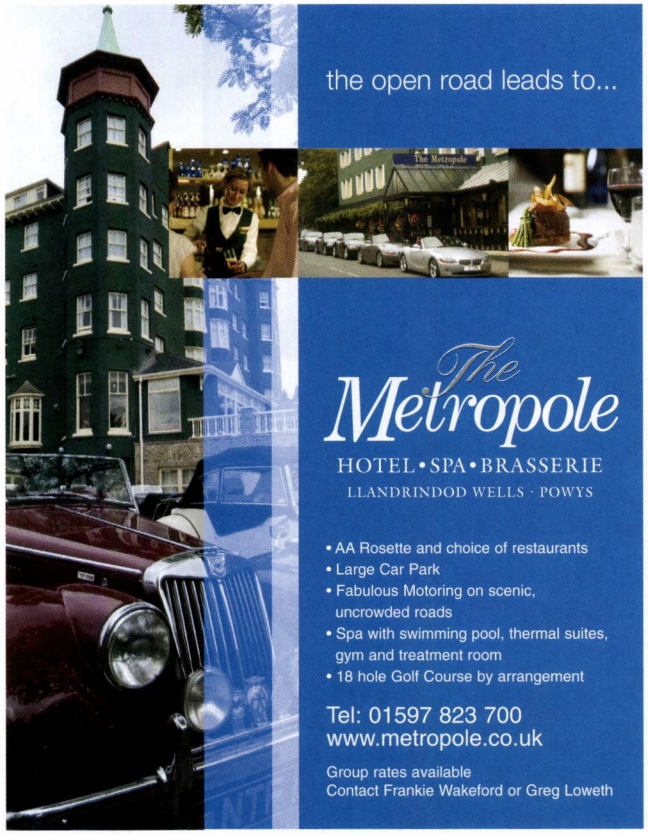


Main: *Luigi Musso, 1958 Monaco GP.*
Top: *Dan Gurney, Spa GP 1966.*
Above: *'Phi-Phi' Etancelin 1932.*

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"Look at the fan car, six-wheelers and active ride. All have been banned. Anyone who comes up with that kind of innovation will have it banned. And I repeat the public wants to see close racing with an amount of overtaking"

"No," he says, "because the public wants to see close racing and for that you need a level playing field. When we won 15 out of 16 races in 1988 it was a great thing, but maybe not so good for the sport. Also, the cost of innovation is very high, a huge investment. If the public wants to see close racing, the regulations need to be stable, and I am deeply concerned about F1's future regulation. We have to reduce the gap between the big teams, the big budgets, and the smaller teams. We need to give the have-nots a chance to catch up, at least."

Surely that must be anathema to this most competitive of men, one who is open about his overpowering desire to win?

"Look at the fan car, six-wheelers and active ride," he says. "All have been banned. Anyone who comes up with that kind of innovation will have it banned. And I repeat, the public wants to see close racing, with an amount of overtaking."

By the time you read this, the first race of the 2007 season will have taken place in Melbourne, Australia. We will have some idea whether the recruitment of Fernando Alonso and rookie Lewis Hamilton will help the team to rediscover a title-winning touch that has been absent since 1999.

"We have not, in the past, been in the business of making grand prix drivers," Ron says, rising smartly from his chair and switching back to the day's business, "but once you see a talent, there is a great satisfaction in nurturing it. We exist to win races, so we need the best possible drivers, though they might be more costly. With a young driver, you accept that you will often be repairing damage and there's a cost to that. But Lewis will be an exception to that rule and I am convinced he will be a winner. But we're not here to talk about the present. In a moment of weakness I agreed to look at some history." He's back at his desk, giving me his famous grin.

Above: Niki Lauda celebrates the first win of his 1982 GP comeback, at Long Beach in an MP4/1B. Second-place man Keke Rosberg (left) and Gilles Villeneuve, later disqualified from third, joined him on the podium

Ron Dennis travels by private jet. He is a multi-millionaire, presides very precisely over a motor racing empire and is one of the most powerful men in his sport. But the man who was once Jochen Rindt's mechanic is, first and foremost, an enthusiast, a man who cares about motor racing and its future prosperity. The cars are no longer orange, the Kiwi has gone and the original spirit might sometimes be swathed in a blanket of corporate correctness, but that is a reflection of our times, an era in which your local transport company has become a supply chain solution.

Ron is a racer and the will to win is undiminished. McLaren, I get the feeling, has an illustrious past but an even greater future.



A race to the sky – in the name of publicity

How do you promote your new garage dedicated to the wealthiest people in Paris? Simple: rope in the era's leading drivers to tackle a hillclimb in the world's first multi-storey car park

Words: Joe Saward. Photography: LAT

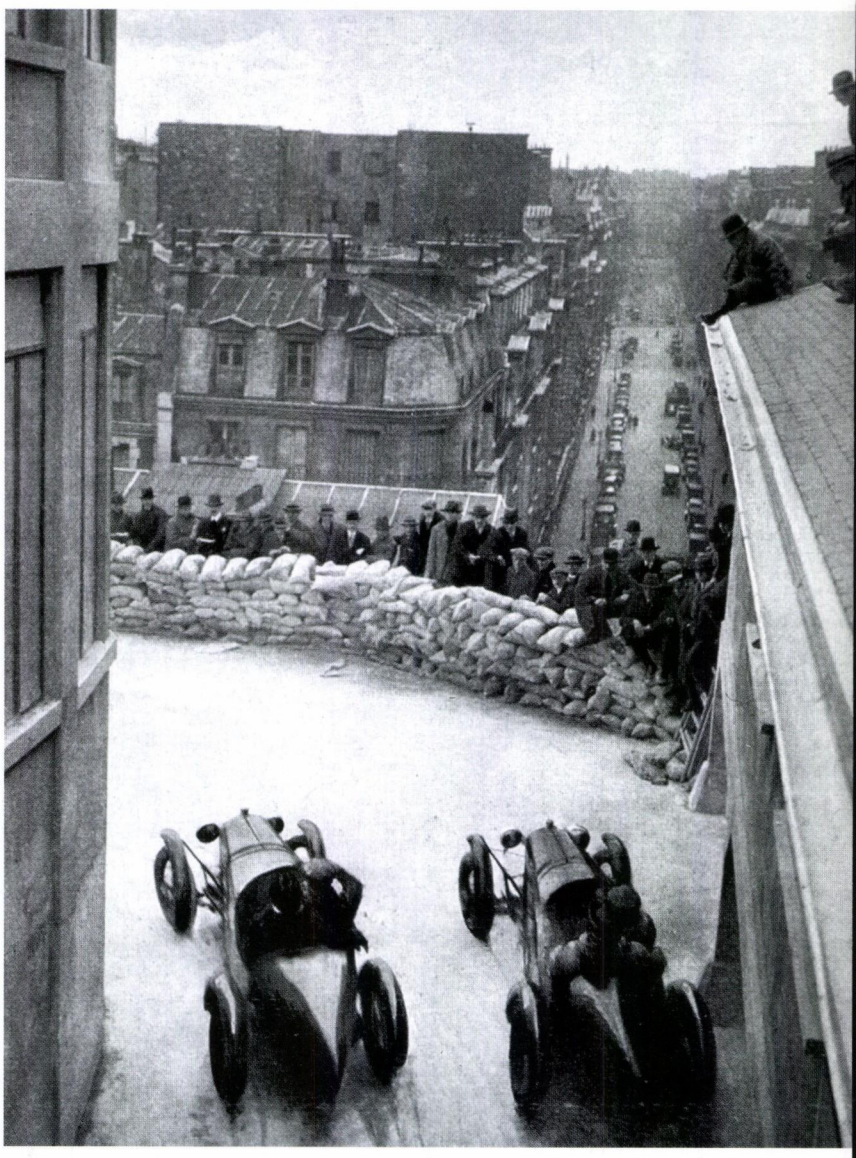
Back in the good old days of motor racing they used to have grands prix for all kinds of things. The opening of the Montlhéry race track in 1924 was celebrated by a Grand Prix de l'Ouverture, and each year the Paris Automobile Salon boasted a Grand Prix du Salon. The tradition continued until after World War II when France's first *autoroute* opened at St Cloud in 1946 and a race was held in celebration. But probably the strangest event of all in that era was at the opening of the Banville Garage in Paris.

The Banville was the world's first multi-storey car park. But it was no ordinary garage. It was the 1920s and the generation which had survived World War I wanted to live life to the full. Everything seemed to be changing. Flying had arrived and automobile ownership was growing, social conventions were breaking down and fashion was the thing. And with the new golden age came new ideas and new architecture. It was in this environment that a group of wealthy Frenchmen, several of whom had been fighter pilots in the war, got together with the idea of building a garage where the wealthy could park their exquisite luxury cars. Shares were sold and enough money was raised for land to be bought and for the construction of the Banville Garage (the name chosen because it was located at the end of the Rue Théodore de Banville in the 17th *arrondissement* of Paris).

There were two floors beneath the ground and five floors above, linked by a curling ramp. Each car had its own cage (which was rented from the corporation). On the ground floor was a large exhibition hall and showroom, where the latest luxury cars were sold, and downstairs was a service department. The sixth floor of the Banville Garage was what made it extraordinary because, in addition to an outdoor putting green, there were three indoor tennis courts, a gymnasium – and a restaurant. Plans for a swimming pool were abandoned because of the costs involved.

When it opened in 1927 the Banville needed publicity. The company was fortunate that Robert Benoist, who was to become 'the 1927 world champion' (in fact the title did not yet formally exist) with a series of dominant performances for Delage, was involved with the project. At the end of the year, he even went to work there. Louis Delage had run into financial trouble and had to close his competition department. None of the other big car companies were going racing, leaving Benoist without a drive. Banville Garage was not quite grand prix racing but Benoist had little choice and he became the sales manager.

Early in 1927 though, Benoist and another of the Banville gang, Christian Dauvergne, had come up with an unusual plan to get publicity – holding a hillclimb inside the garage. In total the elegant sweeping ramps were 600m in length from the ground to the roof. Benoist and Dauvergne drummed up 15 cars to take part. A section of the track ran across the roof and to protect the drivers it was decided that there would be walls of sandbags.



The cars involved were all sporting models and were driven by some of the big names of the day, friends of Benoist and Dauvergne. We will never know who won the Banville hillclimb because times were not recorded – to prevent the competitive urges of those involved getting the better of them. It was a long drop from the roof to the street below.

The plan was a great success and the Banville Garage flourished, surviving the Great Depression and the war despite the fact that the Germans requisitioned 26 luxury cars as Paris was falling to the Allies in 1944, and then the Resistance took a further 43! For a while the Americans set up a typing pool in the exhibition hall but in 1946 Banville went back to its old business. Success brought expansion. The company bought a string of garages around France, but eventually, in 1986, the Banville company fell victim to a buyout. The new owners discovered how to make more money from the site: the Banville was closed and rebuilt as an office block.

Left: Robert Benoist braves the 600m climb in Delage I, the 5.1-litre sprint special. Above: a brace of Amilcar CGS show just how tight the spiral ramp was. Note fearless rooftop viewers...

MARTIN BRUNDLE

The racer turned commentator and driver manager looks back on an eventful and turbulent career with Simon Taylor

Photography: James Mitchell

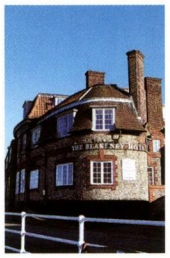
He raced in 158 grands prix over 12 seasons, and his rides included McLaren, Benetton and Williams. He scored points from his first F1 race to his last, and stood on the podium nine times, from Monaco to Monza, Spa to Silverstone. And he was World Sports Car Champion, at a time when that series had proper manufacturer involvement and top-quality drivers. Then he added Le Mans to his string of endurance victories. By any measure, this man has to be seen as a memorable British racer.

Yet, thanks to the power of television, Martin Brundle is more famous now than he ever was as a driver. And it's precisely because of that racing career – half a life spent pushing himself from a teenage grass-track racer to a man who, on his day, beat Senna and Schumacher – that he is a TV personality of such wit and authority. "I'm very lucky," he says. "I've been in the gravel traps, and I've been on the podium. So I know how it all feels. I've got this database which automatically comes my way."

Martin's a country boy, son of a Kings Lynn motor trader and for many years a motor trader himself. Norfolk may not be convenient for Heathrow, but he still lives in a quiet village close to where he was born. Even when his race earnings were at their highest, he was never tempted to chase the tax avoidance lifestyle in Monaco. So his chosen lunch venue is the coastal village of Blakeney, on a February day when flurries of snow are blowing off the grey North Sea. Inside the Blakeney Hotel we are warmed by home-made soup and honest cod fillet in beer batter.

"My first commentary was actually back in 1989. James Hunt, who was doing BBC TV with Murray Walker in those days, went on the missing list at Spa after a heavy night and didn't turn up at the race. So Murray was on his own. I'd retired my Brabham, and a BBC chap dragged me up to the commentary box and gave me a microphone. Then during 1995 I had a split drive, sharing the Ligier with Aguri Suzuki, and when he was driving I used to sit in with Murray and Jonathan Palmer, just for something to do really.

"I'd grown up selling cars, so a bit of patter wasn't beyond me. But it never occurred to me that commentating was what I would do. I never thought about not racing. For 1997 I thought I'd be driving for Jordan again, and it was a bit of a shock when Eddie announced Fisichella and Ralf. So that year I did some work for Tom Walkinshaw at Arrows, drove the Nissan at Le Mans for Tom, and signed for ITV, who were taking over F1 coverage from the BBC that year.



Martin reckons that the chat required to sell cars in Norfolk developed his ability to think, and talk, on his feet during live television broadcasts

"I can still remember the first link I did with Murray, in Melbourne. It's like taking up soccer and being given Pelé as your first instructor. I had a genuine respect for Murray, and he rewarded me with perhaps more access to the microphone than he might have done with James. Murray always stood up, James sat down, and they were made to share a microphone so they couldn't interrupt each other. From the start I decided: if Murray stands up, I'll stand up, look him in the eye. So we had an immediate rapport.

"It was really easy to work with Murray, because he could talk all day. Something would happen and I'd think, 'That's interesting, why is that happening?' And I could stand back, buy myself some thinking time, get my book of regulations open, knowing that Murray would just carry on talking. He was so into it that if I'd left the commentary box and gone home he wouldn't have noticed.

"It's different with James Allen, because he wants more interaction. While I'm trying to work out what's going on, I still have to be aware that James may lob me something. James is more journalistically minded than Murray: Murray was very much about entertainment. But all I'm doing is reading the race, telling it the way I see it.

"I've never had to put so little work into anything I've done. I had to apply myself so much harder to my driving career. Don't get me wrong; I don't just turn up and do it. I read my stuff, I do my homework. But I don't prepare anything, I don't have any notes. It's got to be off the top of my head or from the bottom of my heart, one of the two. Usually, whatever happens on the track, it's happened to me or I've seen it happen to others in a race I've been in. Or I get a gut feeling about something. I refuse to analyse anything I do on telly. As long as people aren't telling me I'm no good, I just want to go on doing what I do naturally." ▶



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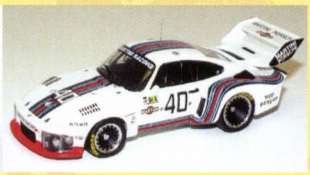
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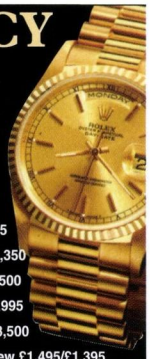
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Far from people telling him he's no good, Martin has been showered with plaudits, and has three times won the Royal Television Society's Sports Pundit award. He clearly understands the basic truth about television: the audience is large, most of it is uncommitted, all of it knows where the off switch is. So, first and foremost, television has to entertain.

"If we've got, say, six million people watching a show, 50,000 of them might read one of the specialist magazines. But that leaves you with 5.95 million who don't. They're prepared to give up some of their Sunday afternoon to listen to what you've got to say, but they have other things they can do with their time. You can't talk down to people, but you can't talk over their heads. It's a complex sport which needs simplifying. You've got to be informative but not too technical, although occasionally I'll throw something in for the real petrolhead viewers, because they love that stuff.

"The grid walks weren't my idea. At Silverstone they asked me to walk down the grid and talk about what was going on, and it's just grown from there. It's taken on a life of its own, which scares me a bit. The guys in the truck love it, because it's just five minutes of live TV which they don't have to direct or edit or anything. It's just 'Cue Martin' and off we go. It makes me a bit nervous, but the adrenalin's good for me.

"I don't really understand how telly works. If you talk to me about the co-producer or the editor, or what goes on in the truck, I don't know about all that. The whole thing mystifies me. I've hardly ever watched myself. After Monza one year I drove back to Monaco with David Coulthard in his Mercedes E55, in convoy with Jenson Button in his new Porsche Carrera GT. We charged back, got back to Monte Carlo harbour, and went onto DC's boat. His crew had prepared a meal, and all DC and Jenson wanted to do was watch the grand prix. I had to sit there while two F1 drivers watched me commentate on their race. It was my ultimate nightmare."

Martin never had the funds as a child to go karting, but he scraped together an old wreck of a Ford Anglia in his pre-teen years and did banger racing on a local grass track. When he was 17 he saw an ad selling off the BTCC Toyota team – two Celicas and a transporter – and persuaded his father to HP the lot through the garage business. "We put the transporter on the books as a breakdown truck, and the two racers as demonstrators. Dad rallied one, and I raced the other – got my six signatures, and did a BTCC season for £3000. A local building firm helped me do some FF2000, and then I wrote to Tom Walkinshaw. 'Dear Mr Walkinshaw, I'm going to be a top driver. Please let me race one of your BMWs.' It scares me to think what might have happened if I hadn't written that letter."

> "You can't talk down to people, but you can't talk over their heads. It's a complex sport that needs simplifying. You've got to be informative but not too technical"

Above left: Martin's Tyrrell attacks Ayrton Senna's Toleman in the 1984 Detroit GP. Martin went on to finish second – the first F1 podium of his career. Above right: Martin started his serious TV career alongside the great Murray Walker in Australia in 1997. He likened it to football training with Pelé

Walkinshaw was running the BMW County Championship, with identical 323i saloons and drivers like Derek Bell, Andy Rouse, Barrie Williams and Nigel Mansell. Martin drove the Norfolk car six times, winning twice and always finishing in the top three except once when he was slowed by a puncture. The Norfolk car won the championship. In 1981 Tom set up a two-car BTCC team for Audi, with Stirling Moss making a comeback to drive one car, and he offered the other to Martin.

"I was so stupid that year. All I wanted to do was blow Stirling's doors off. I should have embraced the privilege of being his team-mate, stolen every bit of knowledge and experience I could from him. I thought it didn't apply because we were from different eras. I was 21, he was 51, he didn't know slicks or front-wheel drive – but I remember one time at Brands when it rained and there was no grip. He was simply mighty, in a class of his own. I'm immensely lucky to count ▶



All: LAT

Stirling and Susie as good friends now, but I still give myself a hard time over that year. It was just the arrogance of youth."

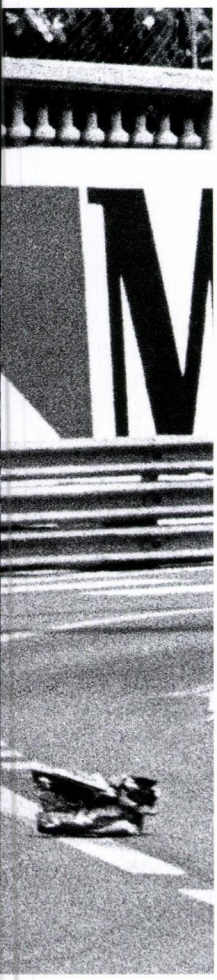
Then BP took him into F3 with a Dave Price-run car. "I smashed the car up at Mallory, and then I smashed it up again at Dijon, on the way to Monaco. Pricey is no shrinking violet when it comes to telling his drivers off, and at Monaco he made me drive the van. My self-confidence was at an all-time low. In a hotel room outside Dijon I told my wife Liz I was giving up, but she talked me into carrying on. The next race was Oulton Park, and I just relaxed, felt I had nothing to lose. So I put it on pole and won by half a lap. I was on pole for every race for the rest of the season, and then I got the top Grovewood Award, which was £5000.

"For 1983 Pricey had nothing for me, so he sent me to see an Irishman called Eddie Jordan who was based at Silverstone. I gave Eddie my five grand, I gave him an old Citroën off Dad's forecourt, and a friend gave him a Toyota truck which I personally sprayed, and we had an F3 team. There was some Racing for Britain money as well, but basically we were potless. Eddie hustled brilliantly, always pulling strokes. Every time I went to Silverstone I had to call in on the Allied Irish Bank in Northampton to pop in some cash we'd scraped together, or tell them there'd be some cash next time I called.

"On the way back from the Austrian GP support race, which we won, the transporter went off the side of a mountain. My mechanic Rob Bowden was killed, and the cars and equipment were all wrecked. It was a very cruel time. But with the help of a lot of people – Ron Tauranac, Tim Clowes and many others – the team was at the next round two weeks later, with everything immaculately turned out.

"Ayrton Senna won the first nine rounds of the championship, with me usually second. The mid-season race at Silverstone was a Euro round as well so, if we were prepared to forego British Championship points, we could opt for the Yokohama tyres instead of the regulation Avons. Ayrton, with a big points lead by then, went for the Yokohamas because he wanted to win the race outright, while I was after the points and stuck to the Avons. Then in the final minutes of practice I changed my mind, came in for a set of Yokohamas, and took pole away from Ayrton by 0.09sec. In the race I led from the start, and won it. Ayrton crashed.

"That was the turning point. Psychologically two things had happened: I knew I could beat Ayrton, and he knew I could beat him. Next round at Cadwell Ayrton crashed in practice, and I won. Then at Snetterton he tried to come inside me at the Esses, hit me and went off. I won. At Oulton he







tried to come round the outside at Druids and hit the barriers. I won. I beat him at Donington and again at Silverstone. So we came to the final round at Thruxton with me one point ahead. But I'd done the Euro F3 round at Donington the week before, and my engine was a bit tired – there was a story that Ayrton had driven to Italy and back to pick up a new Novamotor – and he ran away, with me only third. That was it.

"Afterwards, I never talked to Ayrton about that season. Actually, my F1 career started better than his. We both had our first GP in his home race, Brazil, and I finished fifth in the Tyrrell and he retired the Toleman from nowhere. He was bent out of shape about that. But we moved on, we never reminisced about F3 days. And of course he went on to become a legend. It was a privilege to have raced against him. I remember being in the lift with him in the hotel the night before he died, and we didn't have a lot to say to each other. We were on normal speaking terms, but we weren't mates.

"Ken Tyrrell had announced that whichever British driver finished highest in the F3 championship would get a Tyrrell F1 test drive. Well, I had the test – I had a McLaren test, too – but by December I'd heard nothing. So I went down to see Ken. I was just desperate for that drive, so I said to Ken, 'I've got £125,000 worth of sponsorship I can bring with me.' Of course I didn't. I didn't have a bean. He said, 'That's interesting, that might come in useful. I'll let you know.'

Left: a brake problem led to Brundle's big Monaco Grand Prix crash in 1984. Above: He spent his 1983 F3 season locked in battle with Ayrton Senna, scoring six victories

"In February he called me and said, 'I'm going to take you on. I'll pay you £30,000, but you pay all your expenses. I know you haven't got the £125,000, so let's forget about that.' He knew all along I was flying a kite. Sassy old boy."

Martin's first GP season was blighted by the water tank affair. The Tyrrells were almost the only non-turbocharged cars in F1, some 150bhp down on the competition, and they had to be ballasted up to the weight limit. They also carried water tanks to supply a curious system which sprayed water over the intake trumpets "to cool the fuel injection process". It ultimately emerged that, when these tanks were refilled during late-race pitstops, the water contained lead pellets to raise the car's weight for post-race scrutineering. Of course Martin didn't know what was going on. "Talk about green. I remember at Imola I was going pretty well, and they called me in with 10 laps to go to top up the water injection. I thought, 'Can't they get a bigger tank?' Then as I left the pits the car felt like I was towing a caravan....

"The Tyrrell was very small, very nimble. When I look at it today it frightens me. The whole of your upper body, your shoulders and arms, were out of the car. At Monaco I was on a qually lap going down to Tabac – in those days it was nearly flat through the seafront chicane, so you approached Tabac at 160mph – and the brake pedal went soft. As I rammed it to the floor the balance bar caught the throttle and opened it. It was a very big accident, tore off two wheels, the car went down the track on its side. People watching there say they can still hear the thud as I went in, and my helmet hit the barrier very hard. Somehow I got out of the car. I wasn't really with it at all, but by instinct I found my way behind the swimming pool back up to the pits, and I clambered into the spare car. I was 22nd fastest at that point, for 20 places on the grid. Ken plugged his radio into my helmet and said, 'You've got eight minutes left, you have to go for it.' I said, 'No problem, Ken. Which circuit am I at?' I'd asked that because I couldn't remember whether I had to turn left or right at the end of the pit lane. Ken just leaned into the cockpit and switched it off."

High point of that first F1 year was tortuous, bumpy Detroit, where the little Tyrrell was at its best. Martin finished a brilliant second, just 0.8sec behind Nelson Piquet's winning Brabham-BMW. Twelve days later in Dallas it all went wrong.

"The Dallas track was a joke, a car park lined with concrete walls, but I was riding high after my second place. Then as I turned into the chicane I had a left rear puncture. I slapped the right front on the wall at the apex, went straight into the second wall, and when I hit the third wall my feet were sticking out of what was left of the front of the car. In hospital there was no blood supply to my foot and they thought I was getting gangrene, so they were going to cut my foot off. Prof Watkins got me out of there and flew me home, got me into a Harley Street clinic and they saved my foot.

"Two weeks later I'm lying there late one night and the phone goes. It's the newspapers wanting a comment from me about Tyrrell being thrown out of the World Championship because of the water tank saga, and all my points being taken away. My 1984 history was wiped out. Of course, it hadn't occurred to Ken to let me know.

"But what a top bloke Ken was. I still miss him. Very tough: negotiating with Ken was always pretty much 'take it or ▶

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'SPRING START' RACE MEETING	Silverstone, Northamptonshire	21 April
CURBOROUGH SPEED TRIALS	Nr Lichfield, Staffordshire	6 May
WISCOMBE PARK HILL CLIMB	Honiton, Devon	13 May
CADWELL PARK RACE MEETING	Louth, Lincolnshire	20 May
OULTON PARK RACE MEETING	Oulton Park, Tarporley, Cheshire	9 June
LOTON PARK HILL CLIMB	Nr Shrewsbury, Shropshire	23-24 June
SHELSLEY WALSH HILL CLIMB	Nr Worcester, Worcestershire	1 July
BROOKLANDS SPRINT	Brooklands Museum, Surrey	7 July
MALLORY PARK RACE MEETING	Nr Hinckley, Leicestershire	12 August
PRESCOTT HILL CLIMB	Nr Cheltenham, Gloucestershire	4-5 August
VSCC 'SEERED' RACE MEETING	Donington Park, Leics	15-16 September
AUTUMN SPRINT	Goodwood, West Sussex	27 October



leave it'. He always paid every bill, to exactly the correct amount, on the day it was due: never a day before, never a day after. For 1985 Lotus made me an offer, and I really wanted to go. Ken had given me my chance, but he hadn't got a turbo engine, or a sponsor – the car just had Tyrrell written down the side. Ken had an option on me which he had to exercise by November 30, and he wouldn't let me know what he wanted to do. I said to him, 'Think how that makes me feel. I don't know whether you want me or you don't want me, and if you don't it leaves me high and dry.' He just said, 'I've got an option, thank you very much, and that's how it works.' So I go off to Barbados on holiday. I'm sitting on the beach, and a bell boy comes to find me. Hands me a phone message from Ken – he's exercising his option. It was November 30.

"I couldn't get out of Tyrrell until 1986, and then I didn't have anywhere to go except the dreaded Zakspeed. Tom Walkinshaw said, 'Don't do that, it'll finish you off. Come and do sports car racing with me and Jaguar.' Well, I did the Zakspeed year, and it was a waste, and then I took Tom's advice and walked out of F1 for 1988. We won five of the 10 World Sports Car rounds, and the championship. I did IMSA too, crossed the Atlantic 14 times that season, and won the Daytona 24 Hours. To keep my nose in F1 I had a Williams test contract, and I did Spa when Nigel had chickenpox.

"I'd done sports car racing while I was at Tyrrell when I was available, and so had my team-mate Stefan Bellof. Stefan was brilliant. He was never going to have the application of a Michael Schumacher, but he had all of the speed. But he was too brave. The last grand prix we did together was at Zandvoort. We qualified next to each other as usual, and from the start he pulled one audacious move after another. After 10 laps he was four places in front of me. I was saying to myself, 'Come on, Martin, come on'. Then he was two places behind me, after another audacious move that hadn't come off.

"The following weekend we were at Spa for the 1000 Kms, me in the 6-litre XJR-6 and Stefan in a Brun Porsche 956. Ken hated us doing sports car racing, tried to persuade us not to do it, but it was good kudos and good money. Around half distance, while my co-driver Mike Thackwell was in our car and I was watching from the pits, Stefan tried to pass Ickx going up to Eau Rouge. Both cars went into the barriers and went on fire. I ran down there, and Stefan was lying in the car with his eyes open. His eyes were full of fire extinguisher dust.



After 12 seasons in F1, Martin parlays his experience and savvy into driver management as well as TV work

> "Luhti turned up with a knotted hanky on his head and a hooker on each arm. This was the man we mustn't talk about. He ended up in prison not long after"

It was horrible. As soon as the race finished I called Ken to tell him Stefan was dead. I said, 'Ken, it's Martin.' Ken just said: 'I know. Call me tomorrow' and hung up.

"In 1989 I went to see Bernie Ecclestone about driving for Brabham, and he was sitting in his office with a man in a suit. Bernie said, 'Brundle, this is Mr Luhti. He's just bought Brabham, and he wants you to drive for him. He's in the top end of the finance world and he just wants to keep a low profile, so don't talk about him to anyone.' We had to pre-qualify that year – pre-qualifying was the most miserable experience of my entire career – and Joachim Luhti turned up for the first race at Rio with a knotted handkerchief on his head and a hooker on each arm. I said to myself, 'So this is the man we mustn't talk about. Low profile, right'. He ended up in prison not long after. But that season wasn't all bad. We qualified fourth at Monaco, and we were third at two-thirds distance when the battery went flat."

Martin went back to sports car racing in 1990, and won Le Mans for Jaguar. "It was good then. You had Porsche, Mercedes, Toyota, and a lot of guys came through like Schumacher, Wendlinger, Irvine. I always felt supremely confident in a sports car, like I could do anything in it. The little Ross Brawn Jaguar, the purple 1991 car, was incredible. ▶

You don't hang around in sports cars. Obviously in a 24-hour race there's an element of pacing yourself, but the other races are pure sprints, flat out all the way.

"In 1991 I was back with Brabham, the Yamaha-powered car, and I was doing sports cars for Tom in the Jag. It was Warwick and Fabi for the championship, and I'd help out by driving both cars. At Monza I finished first with Derek and second with Teo. Then at Silverstone my throttle cable broke after two laps, and it took ages to fix. So, rather than compromise Derek's or Teo's points position, they left me in the car to do the whole race, single-handed, flat out. I took five laps out of the Mercs, three laps out of the Peugeots and two laps out of my team-mates, and put it on the podium, got third place. At the end I was so knackered I just sat in the car and I couldn't stop crying. Tom and Ross were just getting involved with the Benetton F1 team then, and that drive led directly to my Benetton seat alongside Schumacher in 1992.

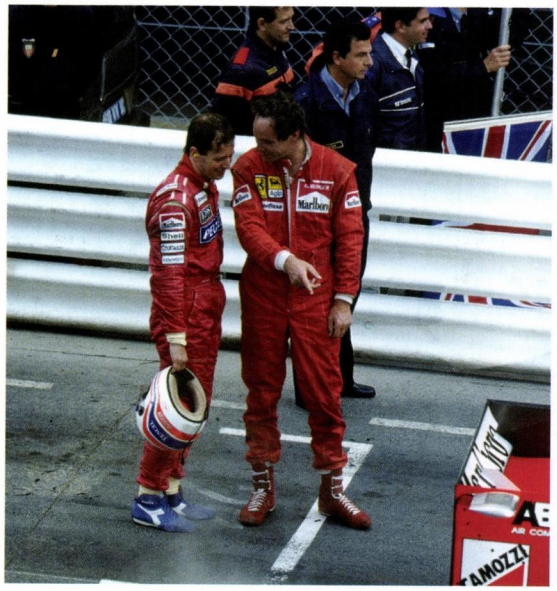
"My first four races at Benetton were a disaster. I felt under pressure – it was just like the start of my F3 season against Senna. Then I bounced back. From Imola on I scored points in 11 out of the next 12 races, with five podiums. The one I retired in was the one I should have won – Canada. Schuey always out-qualified me, but sometimes I out-raced him, and that was one of the days. He tried to block me, run me off the road, but I passed him anyway. A few laps later my diff broke.

"I beat Michael at Silverstone, and finished 2.5sec behind him at Hockenheim. At Spa I passed him for third behind the Williams pair, but I made my switch from wets to dries a lap too late – if I'd got that right I think that's another race I could have won. At Monza Senna, Schuey and I were all on the podium, with me ahead of Schuey, but by then I knew they'd signed Patrese and I was out of Benetton. Flavio [Briatore] tells me about once a year what a mistake he made replacing me with Patrese. He always rationalises it by saying he hadn't realised how good Michael was...

"Michael and I were good friends when we were team-mates, but by the end of his career we were bad friends. He misinterpreted something I'd said, which was translated into German and taken out of context. Shame he never wanted to sit down and talk that through. I'm in awe of his driving ability, obviously. He's the most complete racing driver of all time. But with Michael there are too many things I know about – some things that not many people know – which just left a nasty taste in my mouth. I've been on the receiving end: you'd be half-way past him and he'd run you off the road. He did it to me twice at Benetton. We saw it with Hill, we saw it with Villeneuve, we saw it with brother Ralf against the pit wall. He seemed to think it was acceptable.

"So it was Ligier for 1993 – my career was off the rails by then. That was another of my F1 bosses who ended up in prison, Cyril de Rouvre, who owned Ligier at the time. He was a lovely man, too. In 1994 I was with McLaren, with their disastrous Peugeot engine. But I still got a couple of podiums with it – we were second at Monaco, no oil left, no water left. And third in Adelaide, on the podium with Nigel [Mansell] and Gerhard [Berger], combined ages 113 years! Back to Ligier for another season, and then the Jordan year, which should have been better than it was. I was just hanging on for grim death, really. I did Le Mans four times between 1997 and 2001, for Nissan, Toyota and Bentley. I loved those







programmes, and I always ended up in a part-driver, part-managerial role. That's how Tom liked to use me.

"In 1996 I did the RAC Rally in a Ford Escort Cosworth, and again in 2000 in a works Toyota. I just loved it. I crashed both times, which was inevitable. For me the top rally men are the most skilful drivers in the world. I went testing with Sainz in a Welsh forest, covering the same ground over and over, and by the end of the day I was half a second a mile off their times. I was pretty pleased with that. Then in the event proper we got to the first stage in Wales on a wet, foggy morning, and I was 15 seconds a mile slower! Those guys can go flat out on a completely strange piece of road. Carlos said when Luis Moya gives him his pace notes he just paints a picture in his mind of the way the road is going to go. In the Escort I was with Roger Freeman, who subsequently died with Mark Lovell on a rally in the USA. Roger was an incredible character, made me laugh for five days. After the first 500 metres in our recce car – which I crashed, by the way – he said, 'Well?' I said, 'Well, what?' 'What do you want me to write down?' 'You mean *you* want *me* to tell you what to write?' I didn't have a clue what it was all about."

Today, TV is only one segment of Martin's hectic life. He has a sports management company with Mark Blundell,



All: LAT

2MB Sports Management, which looks after Gary Paffett, F3 champion Mike Conway, karter Will Stevens and Martin's son Alex, who at 16 is doing Formula Palmer Audi. And Martin continues to be David Coulthard's personal manager, as he has been for almost a decade.

"I started with DC almost by default. At Hockenheim in 1997 there was a lot going on at McLaren, people were trying to get him to sign a contract, he was being pulled from pillar to post, and there were various other issues going on in his life. He looked like a rabbit caught in the headlights. Hockenheim was a scary old place back then, and when I talked to him just before the race he wasn't in the right mind-set to go out there. So I said to him, 'You do that and I'll do this, and on Monday we'll compare notes.' I was just trying to help the kid out, because he was in a state of absolute turmoil. Since then, down to his driving skills, he's had a long and secure career, but I've pulled a couple of strokes too, to keep him in a McLaren and then to get him settled at Red Bull. That Red Bull deal was a gamble, but it's paid off. Having been involved with DC, I now understand why I under-performed on my potential in my own F1 career. You need people to remove anything that takes your focus off the driving. Because they're rich, drivers end up with too much clutter in their lives – houses, planes, boats, cars. Occasionally you should say, 'I wanted that, and now I've got it, but do I actually need it? Is it more of a burden than a pleasure?'

Top left: Brundle shares the Monza podium in 1992 with Senna and Schumacher. Above left: on the 1994 Monaco grid he compares McLaren notes with Gerhard Berger. Above: leading Tyrrell team-mate and friend Stefan Bellof in the 1984 Detroit Grand Prix

"Some managers do everything, from booking the flights to getting the flowers. David's own office does all that: I just do the commercial side. I never talk to him about the car or the set-up, but if I'm out on the circuit on Saturday morning and I see Alonso using a particular piece of kerb, or Kimi [Räikkönen] using a different line, I might trade that with DC. I learn a lot from DC about what's going on in the paddock, what's said in the drivers' meetings. But I have to be very careful about conflict of interest. I often know some mind-blowing stuff which I can't use on TV. F1 is a very small world, and if you betray people's trust you'll get nailed."

At each grand prix weekend from Bahrain to Brazil, along the multi-lingual yammering row of commentary cabins, there are other ex-F1 drivers plying the commentary trade. But Martin's sharp, laid-back reading of each race is unique, fuelled by his first-hand experience of the ups and downs of an F1 driver's career, and his totally clear understanding of how today's commercial paddock really works. He's a great commentator because he's been a great racer. But of course, he'd still rather be out there racing... M



Battle-stained Brooks (left) congratulates Moss after the 1957 British Grand Prix, in which Moss took over Vanwall team-mate Brooks' car and won

Brooks on Moss

Tony Brooks had a host of exceptional team-mates, but to him one stood out. In the first of a new series, Brooks talks about his Vanwall team leader Stirling Moss – the best of a brilliant bunch

Words: Andrew Frankel



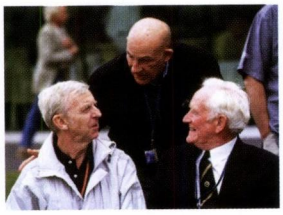
Although his career as a professional racing driver lasted just six seasons, Tony Brooks amassed a dazzling array of team-mates from which to pick his best. Mike Hawthorn, Jack Brabham and Phil Hill all became world champions, while many feel Peter Collins and Dan Gurney were denied by bad luck alone. But Brooks, a fit 75-year-old, as lean today as he was 50 years ago, does not hesitate. "It simply has to be Stirling."

Together at Vanwall at grand prix level and at Aston Martin for sports car racing, Brooks' appreciation of Moss says perhaps as much about Stirling's proponent as it does his subject. Analytical, intelligent and unsentimental, Brooks' perspective is not only that of someone who was there and saw it all first hand, but also that of one of a handful of people able to keep up with the Boy Wonder. Affectionate but not uncritical, appreciative but not slavish, what follows are the views of a man who won at Spa, Monza, the Nürburgring and Avus, otherwise known as the most frightening, dangerous and difficult places you could race a car.

"If there is one aspect that made Stirling Moss the best team-mate I ever had, it was his sheer, unadulterated competitiveness. He was always flat out. While someone like Fangio – the only driver I saw with a talent that exceeded Stirling's – would deliberately keep something in reserve on the early laps until he found out what the track conditions were like, Stirling was gone. He loved to lead, loved to build a gap to the next man so discouraging he might feel it not worth pursuing. It didn't matter what car he was in, Stirling was always fast, always competitive, always aggressive in an entirely constructive sense. I subscribe to Fangio's philosophy.

"Even though I never asked Stirling for any advice and he never offered any, I learned a huge amount just because my team-mate was the best and therefore offered the ultimate benchmark. When I joined Vanwall in 1957, I had no idea where I was relative to the competition. Although I'd won in Syracuse in 1955, my first season in a major team was 1956 with BRM and Hawthorn as my team-mate and that ended in a fire at Silverstone when my throttle stuck open at Abbey Curve. So when I got to Vanwall it was really my first full season at the top level. Realising that on my day I could give Stirling a run for his money gave me a great deal of confidence.

"That said, we went about our driving in very different ways. I preferred to be smooth at all times whereas Stirling perhaps fought the car a little more. He was also a very late braker and doubtless pulled out some time over me in this area, which perhaps helps explain why he preferred and was absolutely at his best on slow- and medium-speed circuits like Monaco and the Nürburgring, while my best performances were often on the quicker tracks. He also appreciated the time gained changing gear quickly. Formula 1 teams today spend millions trying to shave fractions off their change times, but



Tony Brooks (left) and Stirling Moss (centre) with John Fitzpatrick

> Brooks' perspective is not only that of one who was there and saw it all first hand, but also that of one of a handful of people able to keep up with the Boy Wonder. These are the views of a man who won at Spa, Monza and the Nürburgring

half a century ago I'd change gear pretty normally. And while I believe Stirling changed gear more quickly than me, at Spa in 1958 he missed a gear on the first lap and blew the engine.

"However, I think the real essence of Stirling's approach, and where it was so different from mine, was that he was happy to live in that little area right on the outside of the envelope and I never was. He'd examine tracks in great detail, working out where he could get away with it if it went wrong, I believe. I'd never do that. I also believe he was one of those drivers who'd force themselves to do things they perhaps didn't really want to because he was driven by this massive competitive spirit. By contrast I knew absolutely the limit of my natural ability and never felt the need to push beyond it. Given the way he drove, there is perhaps no greater tribute to Stirling's talent than the fact he had so few accidents other than those caused by mechanical failure. Others who pushed that hard but did not have Stirling's skill ended up paying an unacceptable price.

"That said, Stirling never won the World Championship when other team-mates of mine did and, oddly enough, I think his rampant competitiveness was instrumental in denying him.

"He was never content with simply being the best driver. He had to have the best machinery too and, as number one driver, he could pick and choose. Unlike today, two seemingly identical grand prix cars could be very different under the skin and he'd try my engine in his chassis, his engine in my chassis, fiddling with this, fiddling with that. It was his right as the top driver in the team but, even if you have the most skilled mechanics, the more often you pull a car apart and rebuild it, the more likely it is that something will go back in not quite right. It was his perfectionism that drove it and it was that which explains, at least in part, why he was never champion.

"Also, while Stirling never gave less than 100 per cent of himself to any race, so he also expected the same of his ▶





machinery. I'm not saying he was a car-breaker or mechanically unsympathetic, but his policy of going flat out from the flag meant that if there was a weakness somewhere, he'd increase his chances of finding it compared to some others.

"Another reason he never won the World Championship was his punctilious sportsmanship. When Mike Hawthorn spun in Portugal in 1958 and they were going to disqualify him for driving against the flow of traffic, it was Stirling who spoke up in his defence and got him reinstated. Mike earned seven points for second place that day and beat Stirling to the title by one... But that was pure Stirling – he could have so easily said nothing, but it would have been the wrong thing to do.

"He was the same on the track. Because I was his number two and I would never commit the cardinal sin of taking off my team-mate, I never got into a wheel-to-wheel battle with him in a Vanwall, but I watched him a lot and raced hard against him in other years and never saw him do anything that wasn't completely correct, nor did I hear anyone else complain. He was tough, for sure, but absolutely fair.

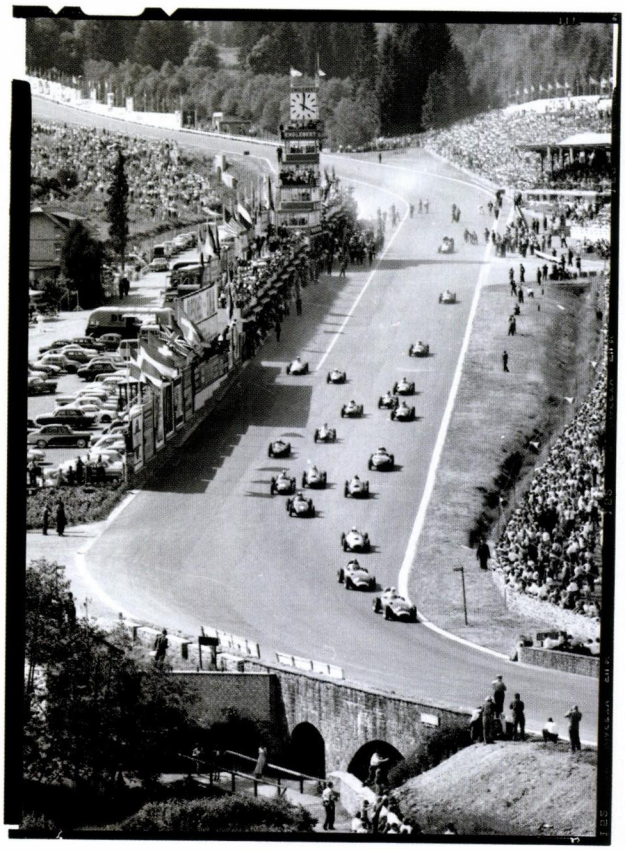
"Stirling was the kind of racer who would never give up and I have often wondered what would have happened to him had his accident at Goodwood in 1962 not forced him to retire. I believe it saved his life. The cars were getting no safer. He'd have kept going until, one day sooner or later, the law of averages caught up with him. When I retired at the end of 1961, I took the literal definition of retirement, whereby you cease to do that which you have been doing. I started a family and while I hugely enjoyed my time in racing, it was not worth risking my life any more. For Stirling, racing was life and I think it still is. He's still buzzing all over the world racing this and that and while I admire him for it, it's not for me at all."

And there the tape ends. We talk a little more about life outside the paddock. Brooks and Moss always got on well, but they were never close buddies, not like Moss and Collins, who shared an equal interest in all aspects of grand prix racing, up to and including the extra-curricular. There was and remains a huge mutual respect between the two greatest British racing drivers never to be world champion and they still meet regularly, though never to talk about the old times.

It is time to go. Tomorrow Tony is heading to California for six weeks, to see his daughter, and there's packing to be done. But as I rise and turn for the door, something is clearly on his mind. He looks at me, gently takes my arm and says: "Do you know, Andrew, Stirling and I first became team-mates 50 years ago. And in all that time, we've never had a single argument. How many team-mates can say that?" All too few, I suspect.

> "Stirling and I first became team-mates 50 years ago. In all that time, we've never had a single argument. How many team-mates can say that?"

Top left: Brooks (L) hands his car over to Moss (R) at Aintree in 1957 – it won. Above: Brooks (22), winner Moss (18) and Lewis-Evans (20) on the grid at Monza for the 1957 Italian GP. Left: The Vanwalls of Moss, who retired, and winner Brooks head the field into Eau Rouge during the 1958 Belgian GP



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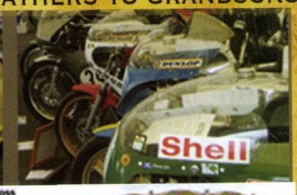
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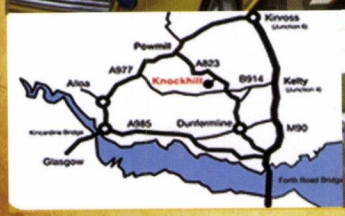
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DATSUN 240Z

While the British sports car industry limped on in the early 1970s, Nissan rewrote the rules with a newcomer that blended power, looks and balanced handling

Words: Richard Heseltine. Photography: Mark Bramley

Time was when Japanese cars were rubbish. A generalisation perhaps, but until you've experienced the full horror of an Isuzu Bellet in the wet, or a Datsun Cherry 100A in the dry for that matter, then you're frankly in no position to argue. Think of the miserable knock-offs that China produces right now that lack the stimulation, flair and excitement that European players so effortlessly embrace. For now at least, because all the signs suggest it won't take the Chinese long to catch up. Then we'll see who's laughing.

History has a tendency to repeat itself. Backtrack to the 1960s and, as the British automobile industry embarked on an orgiastic merger spree, the much-mocked Japanese were busy studying, copying and improving Blighty's motorbikes. They then sold them in vast numbers, which caused the source of inspiration to wither and die. This car – the Datsun 240Z – had pretty much the same effect on the British sports car. By looking, listening and cherry-picking, Datsun – or rather Nissan – engineers fashioned a car that sated North America's unflagging susceptibility to a good deal and rendered traditional British fare obsolete at a stroke. A cramped, leaky and not especially quick ragtop suddenly seemed less appealing. And just to rub salt into the wounds, the 240Z proved handy in competition on a global scale.

Designed specifically to earn lucrative US dollars, the 240Z broke the mould for Japanese sports cars. There had been earlier attempts – Nissan's own string of Fairlady roadsters were reasonably successful, even if they did crib Abingdon products. Honda's S800 was an intriguing curio, with its DOHC head and roller-bearing crank, as was the barking Wankel rotary-powered Mazda Cosmo. Then there was the sublime, Yamaha-devised Toyota 2000GT which

Above: On the road, the handsome Z is powerful, balanced, and accompanied by a wonderful six-cylinder howl. Just don't expect a comfortable ride



As the British embarked on an orgiastic merger spree, the Japanese improved Blighty's motorbikes and then sold them in vast numbers, which caused the source of inspiration to wither. The 240Z had the same effect on the British sports car

sold in tragically small numbers. The distantly related 240Z was, however, the first truly credible Japanese sports car.

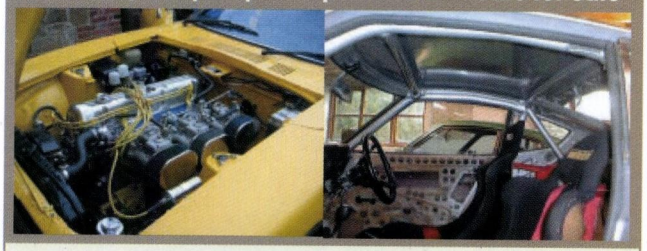
Having hitherto toyed with producing another four-cylinder roadster, the decision to build a coupé with an extra pair of cylinders was made in 1966. And, contrary to popular belief, the 240Z wasn't penned by a German aristocrat. The late Count Albrecht Goertz, former affiliate of design god Raymond Loewy and architect behind the BMW 507, is often cited as the man responsible for the car's perfect proportions. When the Z first did its trotting on the show circuit, Goertz – then on a Nissan retainer – was a well known and erudite figure in the design community and his attachment stuck. Japanese decorum insisted that the company received credit, rather than an employee, but Yutaka Katayama is now widely considered to be the man behind the outline. Goertz, having previously styled the attractive Nissan Sylvia 1600, did indeed come up with the concept, but that's about it, according to the factory. Some years later he had his day in court and there the Count was acknowledged as having, at least, *envisaged* the 240Z.

Certainly Goertz was astute enough to realise that, with the US in mind, the new strain had to be roomy enough ▶

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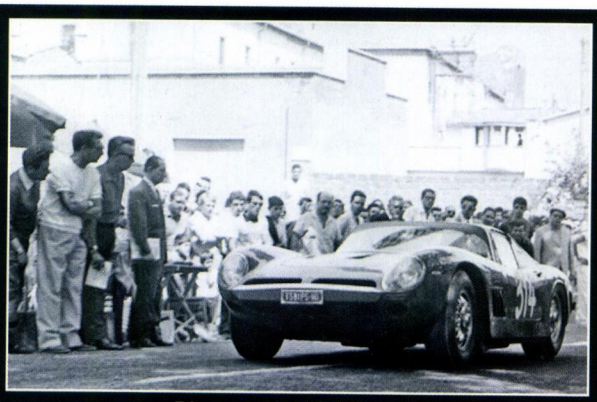
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to house two six-footers in comfort – and all within a package that aped the layout of the Jaguar E-type within a Porsche 911's footprint. And it did both: the monocoque construction, in-line six-cylinder power and all-round independent suspension echoed Coventry's finest, while the dimensions almost mirrored those of the compact Weissach masterpiece.

The 240Z caused a furore upon its introduction at the 1969 Tokyo Motor Show – and an even bigger one in the US when it was released that September. Cheaper than mainstream British sports cars, cheaper even than a Corvette, sales went stratospheric with eager punters paying a premium over the list price to land one. The 240Z instantly left its mark on the track, too, when John Morton won the 1970 SCCA C-production title in a Brock Racing Enterprises entry: he would repeat the feat one year later while Bob Sharp lifted the 1972 and 1973 titles.

In Europe it was all a bit more subdued. The 240Z was officially launched at the 1970 Earls Court Motor Show and reaction was encouraging, although Datsun UK stopped short of bringing many over, due in part to protectionist tariffs levied against Japanese imports. And none of the 2-litre Z and ZL models, or the sexy, fat-arched Z432 and Z432R editions made it this far, more's the pity. Of the 150,076 Datsun 240Zs made to the end of 1973, a whopping 146,000 went to the US: rather fewer made it to these shores. Import taxes meant it wasn't such a bargain. At £2535 (in 1973) when a 3-litre Capri could have been yours for almost £700 less, it was always going to be on a loser. Nonetheless, the 240Z soon attracted a small if select retinue in Great Britain, with even the legendary Donald Healey reputedly being a fan.

The new strain had to be roomy enough to house two six-footers – and all within a package that aped the layout of a Jaguar E-type within a Porsche 911's footprint. And it did. The 240Z caused a furore upon its introduction

All of which is understandable, because the 240Z always was like a Healey 3000 in spirit: tough, hirsute of chest and rather vocal (engine and transmission). As *Autocar* put it: "There is a tendency to describe the 240Z as the natural successor to the Big Healey. Perhaps it is, but it's so much more comfortable, so much roomier and so much better-handling that comparisons are difficult. There is no denying, however, that the character is there."

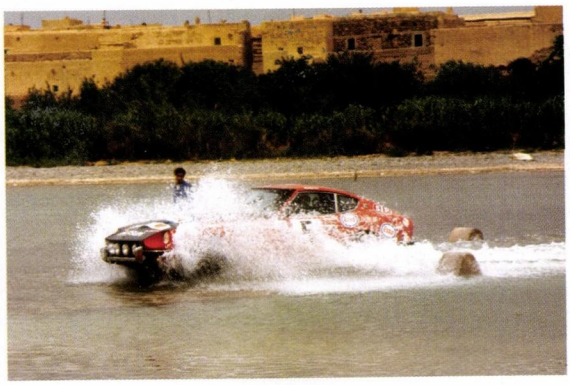
The simile took on extra emphasis following the model's success in rallying. For a marque that made its first, faltering steps into the rough and tumble stuff in 1958, it was with the 240Z that Datsun really took on the elite. Edgar Hermann and Hans Schuller won the 1971 East African Safari (admittedly only after Björn Waldegård's Porsche and Hannu Mikkola's Escort had retired), leading home the sister car of Shekhar Mehta and Mike Doughty. Two years later it was Mehta's turn (second place going to the Datsun 1800SSS saloon of Harry Källström), while a bit closer to home Tony Fall won the 1971 Welsh Rally. Rauno Aaltonen and Jean Todt finished third on the 1972 Monte Carlo – not an outright success, but impressive nonetheless.

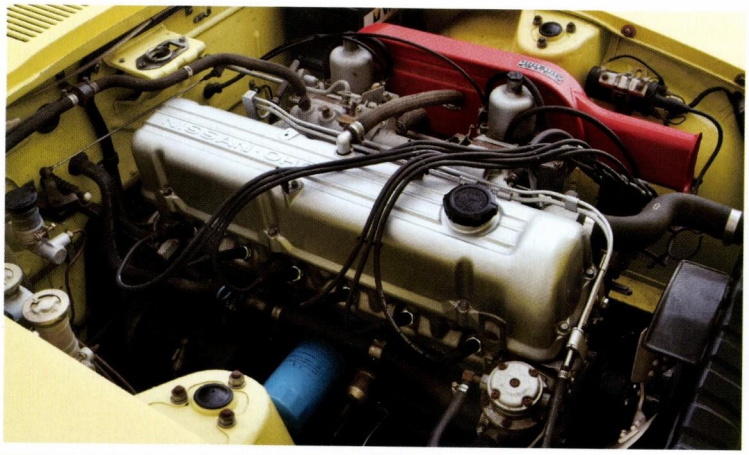
So if the constituents of a true classic are good looks, a competition pedigree and historical importance, the 240Z has every base covered. The thing is, its lifespan was short. It lasted only until late 1973, when it was replaced by the larger displacement (2565cc, up from 2393cc) 260Z. With the subsequent arrival of the longer wheelbase 2+2, and the heinous but bafflingly popular 280ZX boulevardier, it was all downhill for the Z concept: an uncomplicated driver's car made way for a series of corpulent old tuggers where power-assisted steering, air-con and an auto 'box became increasingly central, at least until the gutsy and, mercifully, vastly more compelling 350Z reaffirmed our faith in the breed from midway through 2002. ▶



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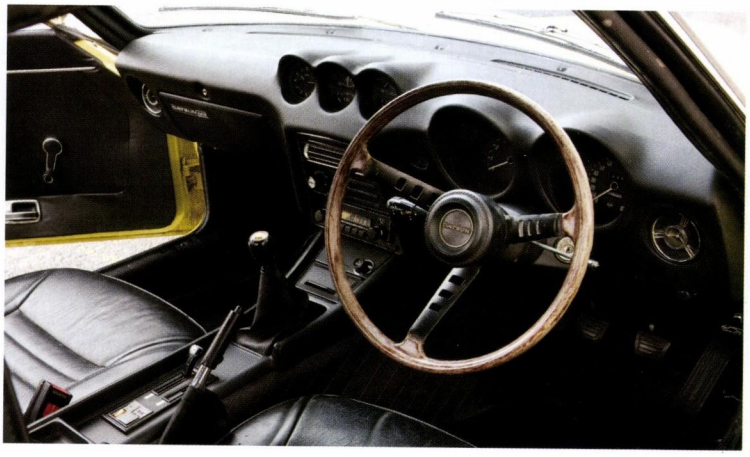
Below: Rauno Aaltonen, Paul Easter and a factory 240Z head for seventh place in the 1970 RAC Rally. Below right: Shekhar Mehta and former *Motor Sport* rallies editor Gerry Phillips make waves during the 1973 Morocco Rally











Of the few 240Zs that made it here, the ones that staved off V8 engine conversions and crass faux-Ferrari 250GTO makeover kits are now highly prized, not least by the historic rallying community. This example, Nissan UK's own, looks delicious, especially on Minilites in place of the original domed wheel trims (the only exterior feature that ever really gave away the car's national origin). Up close, Jaguar E-type leaps more readily to mind than Big Healey, that long, priapic snout and tapering fastback being more Browns Lane than Miller Road. It's only when you step – sorry, stoop – inside that it all begins to unravel.

Positives first: there's plenty of room, no elbow crowding or random pedal placing. The well shaped buckets are comfortable enough and nothing is a reach away. The instruments are easy to read, despite the hooded cowlings, with the three minor dials – clock, fuel gauge/ammeter and oil pressure/water temperature – being placed in the centre of the fascia and angled towards the driver. Ventilation is acceptable, while only the blind spot in the chunky C-pillars mars all-round visibility. There's also useful carrying capacity, even if MacPherson struts eat into the luggage area. A pity, then, that the overall effect is one of abject poverty. The extensive use of coarse-grained plastics and shiny vinyl (prone to splitting, incidentally) serves only to short-change the 240Z; it's a mite unpleasant.

On the move the straight six (iron block and alloy head) sounds fab, all snarl and bluster, pulling vigorously from low revs and even more so past 4000rpm. You would never know that the unit was supposedly, erm, inspired by Mercedes-Benz: it's playful and spins eagerly up to the 6500rpm red line. The sonorous backbeat encourages you to work hard, and maybe change down when the torque spread would carry you, just to hear it change tempo. The change itself is well defined, but hardly delicate. That said, there's enough torque to pull cleanly from just 20mph in top.

Top left: straight six provides a fantastic soundtrack on the move. Top right: A name from the past. Above left: The 240Z was a bargain in America but much more expensive than a 3.0 Ford Capri in the UK. Above right: controls were all conveniently located

With near 50:50 weight distribution the Z is predictably well balanced with a touch of understeer when cornering gently. The rack-and-pinion steering loads up swiftly: attack a challenging sequence with a bit more vigour and the handling is neutral rather than tail-out heroic, at least in the dry. The ride quality, however, is unforgiving to the point where you wonder if shock absorbers were optional.

Thing is, the Z is critic-proof and has been ever since the first reviews came in. And it's not as if the initial British reports were in the least begrudging. This was obviously the future. Think about it. When the 240Z was announced, its closest British challenger, if only in ethos, was the MGC. Or, to put it another way, an MGB with a higher centre of gravity and an extra 200lb of nose baggage. And then the UK specialist press got a roasting for having the temerity to praise a Japanese car. Less how the West was won, more how the West stuck its head in the sand. And then lost.

Thanks to Terry Steeden and Wayne Bruce of Nissan UK



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Lots of Michelin Stars,
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A small Wine list,
A very Large Menu,
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A Gin and Italian with ice,
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Thin paper napkins,
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From heads to Zeds

A little-known cylinder head modifier became the king of tuning 240Z coupés after being impressed by their engineering. Spike Anderson went on a string of race successes under his Samuri banner

Words: Paul Hardiman. Photography: LAT

Brands Hatch, September 25, 1977. A biblically wet Rivet Supply Six Hours, round seven of the World Championship for Makes. Rising star Win Percy is working miracles in a near-stock Datsun 240Z. The crowd edges forward as this former autocrosser squeezes past Manfred Winkelhock's Group 5 BMW 320i, then pulls away at over 4sec per lap. After an hour and 15 minutes of racing, and already well ahead in the GT class, he catches and passes three turbo Porsches in one swoop at Paddock Hill Bend to move up to seventh overall. He's lapping faster than everyone bar Jacky Ickx, the greatest wet-weather driver of his era, in the pole-sitting, race-leading works Porsche 935/77. Might a road-going car prepared by a small Warwickshire outfit beat the might of Stuttgart?

No. The race is declared null and void – and restarted later, in the dry. The Z, with little more than 200bhp, stands no chance, even with Percy at the wheel. Misery turns to disaster when second driver Clive Richardson spins on oil and flattens 'LAL' – known, like most Samuri (sic) 'works' cars, by its registration letters – against the tyre wall at Clearways.

LAL had unlikely beginnings, built at frantic speed from a much-neglected car bought from outside a London chip shop, but not only did it prove the basic strength of the Z package, it was the car that made Spike Anderson's name.

He'd cut his teeth as Broadspeed's cylinder head man, then started his own Race Head Services at Harbury in 1973 and was casting about for something to replace his beloved Big Healeys, of which he'd owned a dozen, some crammed with small-block Chevy engines. He'd also owned a Datsun 1200 and had been impressed by the engineering in its motor.

"The first Samuri Z, 'FFA', was the only car I ever bought new," Spike says from his home in Spain, where he exiled himself in 1993 after one too many near-bankruptcies. "It was just a Japanese Healey. I've always believed that had the Healey range continued, it would have been very similar to the 240Z. Even Donald Healey thought that.

"I'd already modded the engine in my 1971 Sunny coupé and called it a Samuri. It revved its nuts off and was quicker than a Cooper S, but remained remarkably economical. Its basic engine was far superior to what we were used to in the UK. I drove it for a year and then part-exchanged it for FFA."

It wasn't long before he gave FFA a head job, simply to amuse himself and provide an interesting road car. Although its head could be improved, he didn't need to touch the bottom end: even the crank and rods of some of his racing engines were standard.

"We found the same high level of engineering as we had in the Sunny. Manufacturing tolerances were very tight and, as time showed us, the motors were just about bombproof. The



Win Percy baiting a Porsche in the Samuri 240Z at Brands Hatch in September 1977. If the original wet race hadn't been stopped, he might have beaten the works Porsches



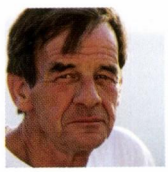
240Z, with its big straight-six, rear-wheel drive, long bonnet and two seats, was great fun. With all-independent strut suspension and near-perfect weight distribution, its handling was very neutral. You could chuck them about with abandon."

There were, eventually, three flavours of Samuri Z. The most numerous – 67 in all – was the original Super Samuri. This incorporated a modified cylinder head, six-branch GDS exhaust manifold and system, a trio of 40DCOE Weber or Dell'Orto carburettors, alloy wheels, lowered and uprated suspension and special Samuri paint job. Later, four-pot calipers, vented discs and a front airdam were added.

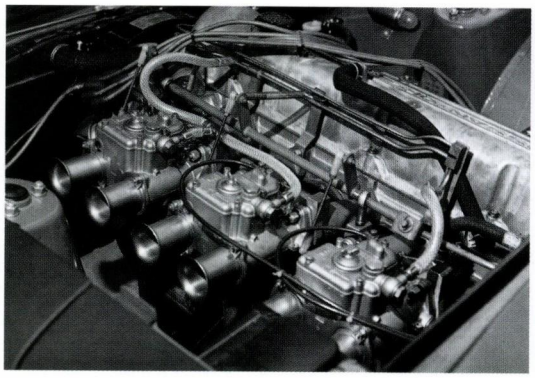
Only six Super Samuri Road Racers were made: big valves, bigger-bore exhaust manifold and system, three 48DCOE carbs, works rally camshaft, wider alloy wheels, uprated springs, gas shock absorbers, modified arches and steel front airdam, four-pot calipers and vented discs, limited-slip diff with higher ratio, double-core radiator and electric fan, oil cooler, sump baffle, roll-cage and seat harness.

Only one Super Samuri G was made, for Ron Collins, using the same spec as the Road Racers, but with a long "G-nose", as originally fitted to the early Fairlady Zs.

Coming up with a distinctive identity for his cars posed a problem. Spike wanted something to call his own, but nothing too flash. A popular colour for Zs was a bright, deep orange. "That Nissan red, 110 they called it… We'd tried every colour under the sun against it, and nothing looked right. I was getting despondent. My wife looked at the colour chart and said, 'Here's a nice dark bronze colour. Why don't we put it on the bonnet and see what it looks like?' It looked great – until the next morning, by which time it looked dreadful. Bob ▶



Spike Anderson: head man of Samuri





[the painter] said, 'I think the colours merge into each other. We can pick it out in white. If we put it just inside the bronze it'll be quite subtle.' I was delighted. But having done that, the standard wheels looked awful, so I bought some alloy wheels: Midland Metallics. That finished the job. That's really all there was to it. I'd created an image, but hadn't realised it. In my mind, all I had was a seriously fast car.

"But I reckon everything in life starts by accident, and who should drive into my yard one afternoon, when I'm in the middle of some Chevys, covered in shit from head to foot, but my friend Clive Richardson. He was the assistant editor of *Motor Sport* at the time. He said, 'What's that thing outside?'

"A 240Z," I replied.

"'Bloody hell! So it is. Do they normally sit at that height? And does it go as well as it looks?'"

"I handed him the keys and suggested he find out for himself. He went off for about 20 minutes, and when he came back everything was smoking. He'd given it a right braining.

"He said, 'Spike, you don't know what you've done here. I've got to feature this. This is startling.' He had it for about five days and reckoned it was faster than any BMW he had driven, as quick as any Porsche on the market. And said as much in articles in *Motor Sport* and *Motoring News*. At which point the phone started ringing: 'I've just bought a new 240Z. Could you do the same for me?' From October 1973 we called the company Samuri Conversions, by which time I'd done about eight 'Sams'."

"I knew that a Japanese radio company was marketing a range of products called Samurai, and I remember saying I wanted to call it that," says Spike. "And that's when 'Basil Brush' [Barry Jones, the signwriter] asked, 'How do you spell it anyway?' I said, 'Buggered if I know!' So we played safe and left the 'A' out. So it was partly ignorance and partly that there was another company with Samurai as a registered trademark.

"The first car I did was for Bill Squires, then someone else wanted one almost immediately. Arthur Carlisle was doing all the spanner-work while I did the cylinder heads. And then I got a phone call from this fella called Winston Percy."

The Dorset garage owner had bought a 240Z, read what Spike was up to and fancied some of it. Later, Spike went to see Win hillclimbing. "The first time I saw him was at Gurston Down. After watching his first practice run, I decided he was either a huge accident waiting to happen or bloody quick."

In 1974, when Samuri went a step further and built the charismatic Modsports Z, 'Big Sam', Win drove it and won his class in 16 of 17 races, with one outright win. In 1981, the

Above left: tweaks included a modified cylinder head, six-branch exhaust and three 40DCOE carbs. Above right: Big Sam, in which Win Percy won his class in 16 out of 17 races in 1974. Right: Super Samuri LAL at Silverstone in 1977



Year of the Disabled, Big Sam returned with ex-bike racer Martin Sharp at the helm, using hand controls, in the British Modsport Championship. He finished second in class.

Although historic racing was good to Samuri in the late 1980s, with multiple class and overall wins, the company had see-sawed between feast and famine since the fuel crisis of 1973. Spike was the business on heads but, by his own admission, he never had a head for business. He packed up for good in 1993.

"We were very aware of the opportunities that Datsun had let slip through its fingers with the 240Z," he says. "We thought it must be obvious to them that what we had done, and what Bob Sharp had achieved in the USA, making the 240Z a great long-distance racer in the up-to-3-litre GT class, and that all the car needed was more power. We came up with our own 2.6-litre short-stroke engine, made up of standard bits and pieces homologated at the time. It was a great basis for a race engine: increased capacity with the revving ability of the original 240. It was crying out for a four-valve head – and Datsun had raced an admittedly disastrous 2-litre four-valve 240Z in 1970.

"It could have been developed quickly to produce a reliable 300bhp, and that would have had the beating of anything else in the class. We could never understand why Datsun didn't twig this. Big Sam at Le Mans would have done them nothing but good. But in all the time that Samuri was developing and competing with Zs, we never received a penny from Datsun.

"Despite everything, our race record is the envy of much larger teams and, with most of the 74 Super Samuris produced still running, we have a legacy any small company can be proud of. Therefore, after 20 years, I turned my back on what I suppose was my life's work with the feeling that in our small way we had really achieved something."



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Upwardly mobile

Appropriately large tyres for many vintage cars were unavailable until an enthusiastic racer and a competition tyre expert formed Blockley Tyres, a firm with an unorthodox philosophy

Words: Gordon Cruickshank. Photography: Charles Best

There's a theory that a specialist business shouldn't be run by enthusiasts, because passion can over-ride business sense. 'Not enough drive for profit' is the usual cry. But here is a company solely staffed by enthusiasts which makes a virtue of saying "we're not worried about profit". So much so that when the start-up costs of one product are amortised, or worked off, the firm cuts the price!

The firm is Blockley Tyres, and it came into being purely to solve a problem for vintage car owners – the lack of availability of certain sizes of tyre. Ten years ago if you owned an 8-litre Bentley or an S Mercedes designed for huge narrow wheels you had to run it on the nearest thing you could get; probably a smaller wheel with too wide a rim, which compromised both ride and handling. And one man who had a supercharged Mercedes, not to mention a Maserati 26M and Alfa Romeo 308C, was Julian Majzub, familiar to historic race-goers here and abroad as a collector and rapid racer. He tried to interest the big tyre companies in making what he and others needed, even offering to pay for moulds, but got no serious response.

It was during a Goodwood Revival meeting that he noticed a car running period-looking 19in tyres he had never seen before, and met up with Derek Freathy, the man who brings the technical knowledge to Blockley. Freathy spent 20 years with Dunlop, becoming head of the motorsport division covering racing, rallying and motorcycles, and constantly attending race meetings before starting his own company, Concours, making high-quality inner tubes and rim tapes for classics as well as modern race covers. It was his first tyre that Julian saw at Goodwood; within days the two had formed a new company, intending to offer "a few special sizes".

Six years on the range has grown to 16, with four more announced at RaceRetro and more to come.

What marks out the Blockley crossply is not just rare sizes (they now offer more common fittings too), but the combination of grip and handling with a convincing period triple-block look. "I was sure I could improve on the grip of existing classic tyres," says Derek, "and my first try was a radical improvement." It has a lot to do, he explains, with the interaction of rim width and sidewall. "A lot of modern covers for old cars are fitted to over-wide rims, which makes the tread concave, so you have to increase the pressure, which stiffens the sidewall and impairs ride and grip. With a narrower rim and a strong but flexible sidewall the contact patch stays constant, which gives very predictable handling." The open tread means good wet-weather grip, too.

Performance is one of Blockley's particular boasts. Julian and others have scored many major race wins on the tyres, which are FIA-approved, yet they maintain the aim was always to make a road tyre you could race on rather than racing rubber. "Predictability is what counts," says Derek, "and these give plenty of warning and allow controllable slides, which is what a vintage chassis needs. An amateur can slide the car like a professional." The one change for racing is a specific race inner tube, with a nut to hold the valve, sourced, naturally, from Derek's Classico range.



Above: Blockley aims for an authentic period look. Above right: Majzub checks the extensive stock. Below right: between examples of their range, Majzub (sitting) and Freathy lean on Julian's Mercedes SSK, now equipped with tyres of the correct size thanks to Blockley

Tread compounds, so crucial to modern low-profile tyres, are not nearly so significant on these tall profiles, so Blockley can claim long life for its rubber. "One owner of a 4½-litre Bentley went from 5000 miles to 15,000 when he changed," says Derek. Not so good for replacement business, but Julian explains the ethos. "I do it because I want the product, and so do my friends, not for the profit." It's a philosophy big manufacturers can't understand, he says, and while some rivals are now trying to match their prices, the quality, according to him, isn't there. "Some people think because our tyres are cheaper that they can't be any good," Julian laments, "but the results say the opposite."

And he should know. In a true case of the boss putting his money where his mouth is, it is Julian who funds the cost of a new mould, anything up to £30,000, and Julian (a qualified engineer as well as a quick driver) who does back-to-back tests on new products and gives feedback to Derek before production. High-speed rig tests at the moulding plant have earned US DoT rating, the only classic tyre to do so, and they have also successfully run tyres at Bonneville at way over the rated speeds. Both men seem unconcerned that it may take years to break even on something like the 700x21 for 8-litre Bentleys, or the 19in which they are developing for Julian's 308C Alfa. In contrast, new post-war designs such as a 15in for Healeys and Porsche 356s should boost turnover. "And soon we'll do one for your Mk2 Jaguar," Derek tells me. Blast – I've just put new rubber on mine.

Holding plenty of stock is a priority for the firm. "We keep all sizes," says Julian, "and if a distributor rings up for 50 tyres we can supply immediately." Derek agrees: "With Dunlop, if we ran out we had to fly tyres in overnight. I once flew out with 42 tyres as hand-baggage!"

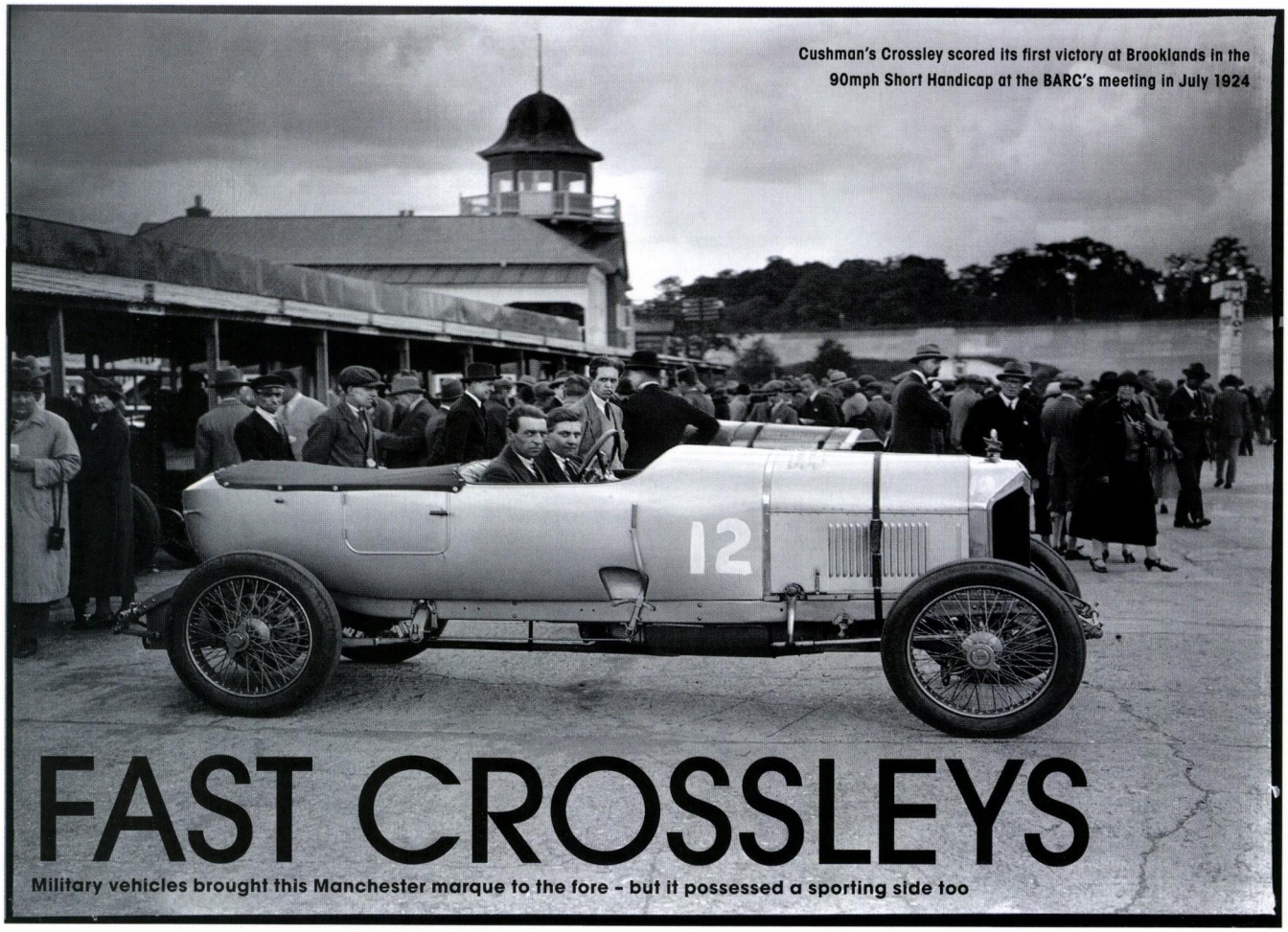
Amazingly the firm has no actual staff; Freathy is a consultant while also running his tube and rim firm in the same small premises near the village of Blockley, Glos, and Julian says he doesn't even pay himself a wage. So who unloads the lorry when fresh stock arrives? "I do," says Julian cheerily, "and I get some mates over. Then I buy them a beer at the pub." With distributors across the world, an expanding range and steadily rising sales, the landlord at Julian's local must be rubbing his hands.




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Cushman's Crossley scored its first victory at Brooklands in the 90mph Short Handicap at the BARC's meeting in July 1924

FAST CROSSLEYS

Military vehicles brought this Manchester marque to the fore – but it possessed a sporting side too

LAT

The Society of Automotive Historians, in its elegant *Aspects of Motoring History*, has a very interesting and detailed article by John Warburton about the 20/25 Crossleys, with many excellent pictures of them serving in WWI, and the Crossley Register's newsletter provides much about this make.

Sturdy, well-made Crossleys served with distinction during World War One, particularly with the Royal Flying Corps. But the marque's catalogue of 1913 had included a 'Shelsley' model of its popular 20/25 car, named after the famous speed hillclimb where they had performed well. And after the war it introduced the four-cylinder side-valve 3817cc (80x150mm) 20/70, which in sports form had a 10ft 4in wheelbase, 120x880 tyres and a 3.3:1 axle ratio. It was priced at £875, reduced later to £860. A 3-litre Bentley cost £265 more, albeit with a more complicated overhead-camshaft engine, which might have turned customers towards the Crossley.

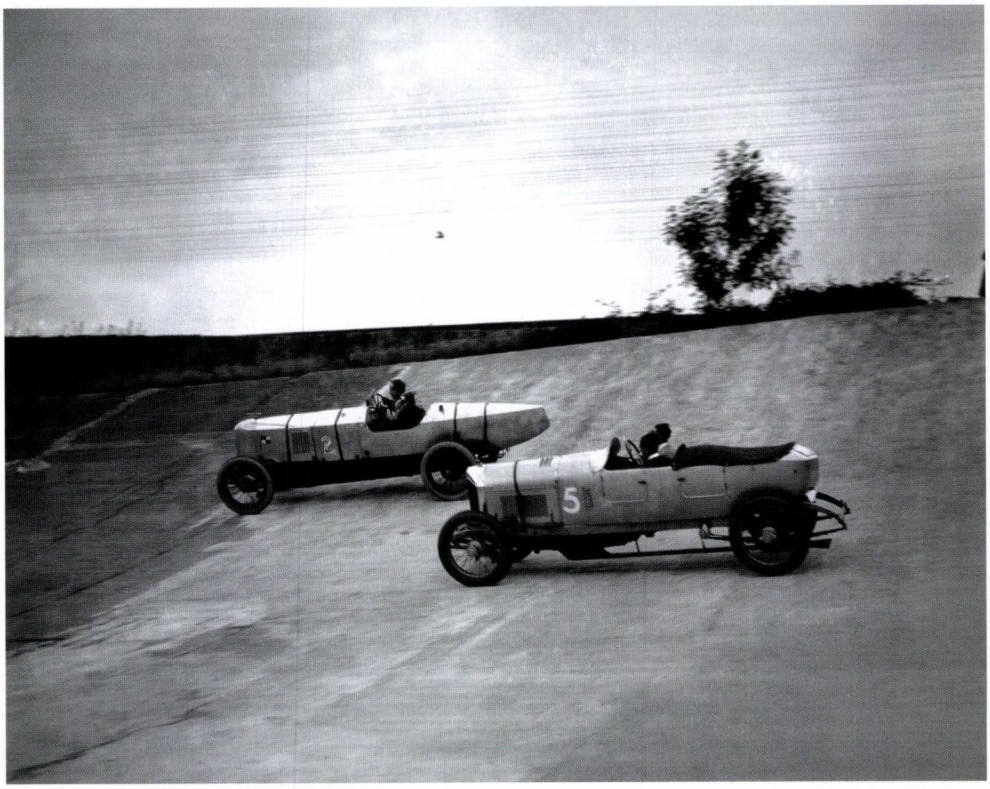
Leon Cushman, whose successes with a Brescia Bugatti included a notable victory at Boulogne, switched to a Crossley after one race in 1924 and obtained very satisfactory results, presumably as a works driver, with the 20/70 in four-seater form. It was said that he used two identical cars, but as I do not possess the relevant entry forms with the engine and chassis numbers, it is impossible to tell which was which. They were painted light blue with black wheels and completely stripped of road equipment.

Cushman was ready for the Whitsun Brooklands meeting, at which the cautious Mr Ebblewhite handicapped him to start just 7sec ahead of the scratch 4½-litre racing Sunbeam. The Crossley lapped at 72.39mph but was unplaced in the 75mph Short Handicap (5¾ miles) and Cushman withdrew from the next race.

He was out again at the BARC's July meeting, where he increased his lap speed to 86.46mph but was once again unplaced. He won the 90 Short, however, the Crossley setting its fastest lap to date: 91.38mph.

Cushman raced the Crossley, now fitted with a 3750cc (89.5x149mm) engine, in 1925, too. He scored a third in the 90 Short at the Easter Monday Meeting, but his big breakthrough came at the Whitsun Meeting: he won the 75 Short at 81.81mph, with a best lap of 89.09mph, and finished second in both the 90 Short – unable to beat Felix Scriven's special 3.1-litre Austin 20 despite lapping at 91.05mph – and the 75 Long handicap.

More success followed at the Midsummer Meeting: a victory in the 75 Short at 86.88mph, with a fastest lap of 92.93mph, and a



Lionel Ropner's Vauxhall 'Silver Arrow' passes Cushman's Crossley during the 1925 Midsummer Meeting's 90mph Short Handicap

third behind a 30/98 Vauxhall and racing Austro-Daimler in the 90 Short, lapping at 98.43mph.

Improved water circulation in its cylinder head helped push the Crossley beyond the 100mph mark at the August Bank Holiday Meeting, where the four-seater from Gorton circulated at 100.01mph – faster than Woolf Barnato's eight-cylinder Bugatti – to win the 100 Short at 92.5mph. In the President's Gold Cup race, however, the Crossley was not only on scratch but was docked 15sec from its original handicap. It failed to achieve a place but produced laps of 100.61mph and 100.64mph.

It went faster still at the Autumn Meeting, recording a career-best 102.69mph in finishing second in the 100 Long. All this success put Cushman an impressive, albeit distant, second on points to Parry Thomas in the Hartford Cup.

The irrepressible Leon ended the year in style by recording new Class C records for the standing- and flying-start kilometre and mile and FS five and 10km, the 22cwt four-seater clocking 103.42mph for the two-way flying kilometre.

Motor Sport managed a 500-mile road test of a Sports 20/70 (NE 820) in 1925, the driver being Richard Twelvetrees, then the Editor. Although a picture was captioned "snapped at the beginning of the speed tests", the actual speed and acceleration figures were not quoted, but Twelvetrees did refer to a 75mph guarantee at Brooklands. He was full of praise for the docility and smoothness of the engine, which used aluminium pistons designed to eliminate slap at all speeds, tulip valves, enlarged ports, lightened reciprocating components and slightly altered valve timing – but still with a single carburettor.

Apart from these items there seems to be nothing that accounts for the remarkable performance. The car was still found to be user-friendly in London's rush hour. The right-hand gearlever of the four-speed gearbox was somewhat difficult at first, but the gears were of generous proportions. It had a heavy clutch action too, unless the stop was adjusted, after which an easy change was available to suit individual requirements. The Perrot front-wheel brakes were efficient on a 1-in-3½ hill, upon which the Crossley made an efficient restart. Petrol and oil consumption were simply quoted as "economical".

"It is one of the most attractive vehicles I have handled," wrote Twelvetrees. "It looks as if the designers had set out to produce a specially satisfactory touring model which was capable of an incredible speed."

Fine cars, those Crossleys.

RUMBLINGS

The piece by Mark Hughes in the March issue about Monaco and its famous Casino revives for me the occasion when I was in the Principality for a GP with a fellow reporter from *Motoring News*. During the race the Casino was open to anyone reasonably dressed, instead of in the formal attire normally insisted upon. We decided to have a mild gamble and soon lost the modest sum from our expenses fund. How to explain this on our return? By saying that in Monaco they were very strict about dirty cars and to avoid trouble we had to have ours washed more than once...

At the VSCC's Measham Rally the Measham Trophy was won by Peter Glover's Alvis 12/50. The Jeddere-Fisher Trophy went to John Warburton's Gwynne Ten and the Richard Dames-Longworth Trophy to Ray Edge (Bentley 3½). Top novice was Roger Twelvetrees (Buick D45), outstanding newcomer Robert Gibson (Wolseley Hornet Spl).

Excellent that 1.7m car users signed a petition against the Government's plan for road charges, by tagging your car as if it were a convicted law-breaker. The cost would be astronomical, and not only an interference with civil liberties but probably unworkable.

The Rolls-Royce EC celebrates its Golden Anniversary this year. Its *Bulletin* is packed with fine photos. The Sir Henry Royce Memorial Foundation has been given six more sectioned R-R engines, and while these somewhat sadden me, I concede that these will be useful at the Club's technical seminars.

Bill Boddy

MOTOR SPORT'S FOUNDING EDITOR

Memories of aerial adventures

THE PERILS OF GRAND PRIX PLANE JOURNEYS



LAT

WB in thoughtful mood in the cabin of the Avro Anson, scene of several tense moments

I recently saw an article about the VSCC's early days, in which Tim Carson and "Ken Carslake" were mentioned. I assume the latter was a mistaken reference to Kent Karslake, whom I knew very well although I would never presume to have called him "Ken".

The ex-Etonian stockbroker once accompanied us to a Spanish GP at Barcelona, in an aeroplane *Motor Sport* had chartered from Croydon. He was there to translate the race commentary for me, because I had to write my report on the flight home. This was partly to repay Kent for his erudite and literary Sideslips, which deserve to be republished in book form and are doubtless enjoyed by those who have back issues of *Motor Sport*. Karslake used to write some of his pieces as 'Baladeur', so he could discuss controversial aspects with himself.

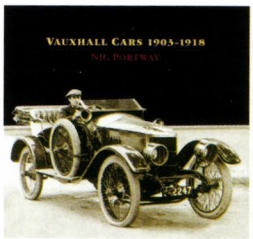
He was a Hispano-Suiza enthusiast, first with a 1913 Alfonso model and later a 27hp Barcelona saloon. While he was at Oxford, when first-year undergraduates were not allowed a car, he went for a long run in the Alfonso when a strike had put buses and trains out. Its clutch gave out, and only desperate roadside work enabled a return before Kent was rumbled.

Our Avro Anson duly set off and, through no fault of the pilot, we nearly lost our lives over Barcelona at midnight. The pilot's instructions listed the airport as being open for 24 hours, but it was dark as we approached. Fortunately Spaniards go to bed late and, thinking this might be a grand prix driver arriving, they switched on the runway lighting. The next morning I asked our pilot what he would have done without that stroke of luck. "I had very little fuel left, have never made a night landing before and the Anson has no landing light," he said.

On the flight back to England we ran into a furious hailstorm. Photographer Michael Tee's camera flew several feet in the air as we fell into air pockets. Throughout all of this Karslake read his *Financial Times*, but when we landed at Lyon to refuel he remarked that he did not think we would survive. The radio operator had virtually passed out and fate was still against us. With the storm still raging, we were regarded as mad Englishmen, no other aeroplanes having landed there that day. Back in the Anson the pilot seemed concerned about the fuel gauges. "Perhaps you should check," said Karslake. The refuelling had not, in fact, been done.

I think *Motor Sport* arranged these two-day charter flights because they were less expensive than sending us by car, which incurred hotel expenses.

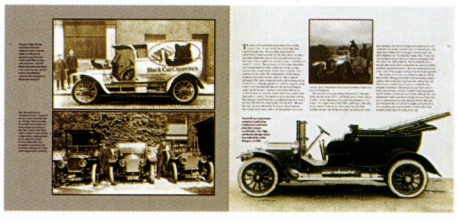
We had other adventures, too. On another occasion, when Michael Tee, now a very capable pilot, was about to bring us home from a grand prix, newly married *Motoring News* editor Michael Cotton, who had gone out by car, remarked how much he envied our rapid return. Michael Tee then told him to come with us and let one of our party drive his car back. Alas, fog closed in and we were unable to land at Luton, the usual destination, or other adjacent aerodromes. In the end we were instructed to go to Heathrow, where it was still foggy but a car would lead us off the designated runway. The fog was so bad the car could not find us, but Michael made a faultless landing. For that, I have always had the greatest admiration.



VAUXHALL 30/98 AND STRASBOURG SUNBEAMS

There are now one-make books about almost every make of car and a number relate to specific models.

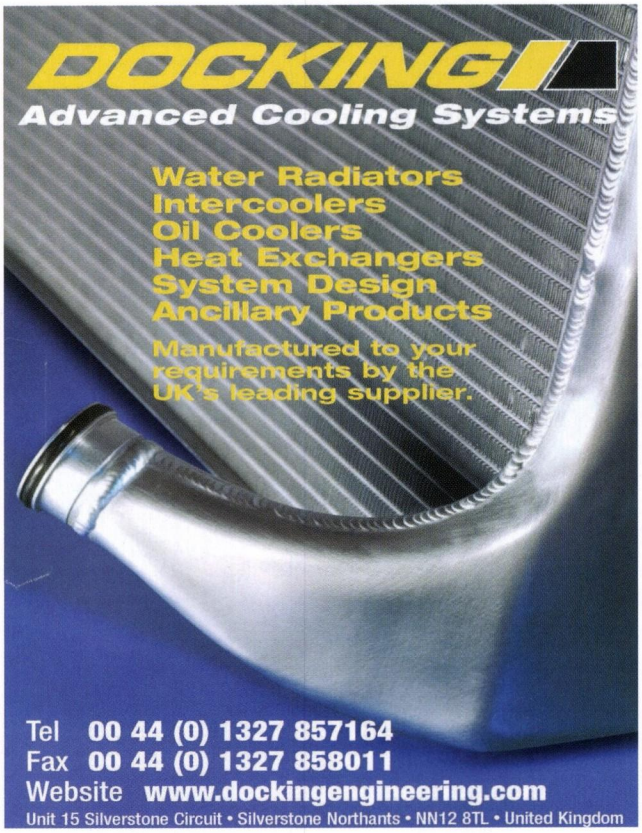
In the latter category, Nic Portway has followed up his memorable book on the 30/98 Vauxhalls, of which he is an owner, with a high-quality, two-volume set: *Building the Power* and *Claiming the Rewards* covers the history of these cars from 1903 to 1918. Both could almost be described as picture books with their wealth of wonderful illustrations, except that the accompanying text covers the history of Vauxhall in typical informative, interesting detail.



I have been reviewing motoring books for longer than I care to remember and have never been more impressed or delighted than I am with Portway's scholarly and wonderfully well-presented research, which is backed up by a great many fine pictures of production and racing cars, plus advertising material over the years. The set is published by New Wensum Publishing, Combs Tannery, Stowmarket, Suffolk IP14 2EN (ISBN 0-9526907-3) for £268 incl p&p.

Nevill S Webb's *The Strasbourg Sunbeams* is another specialised work, a sequel to the late Anthony Heal's renowned history of the racing Sunbeams from 1910 to 1930. Webb sorts out the confused past and present of the four cars built for the 1922 French GP – and the 1½-litre Sunbeam racing engine – and corrects the myths that surround them. It includes 250 photographs, some in colour and many previously unpublished. It costs £38 (plus £15 postage) from the author at 100 Eastlane Street, Carrara, Australia, QLD 4211.

Incidentally, Mr Webb is now rebuilding the No1 French GP Sunbeam.





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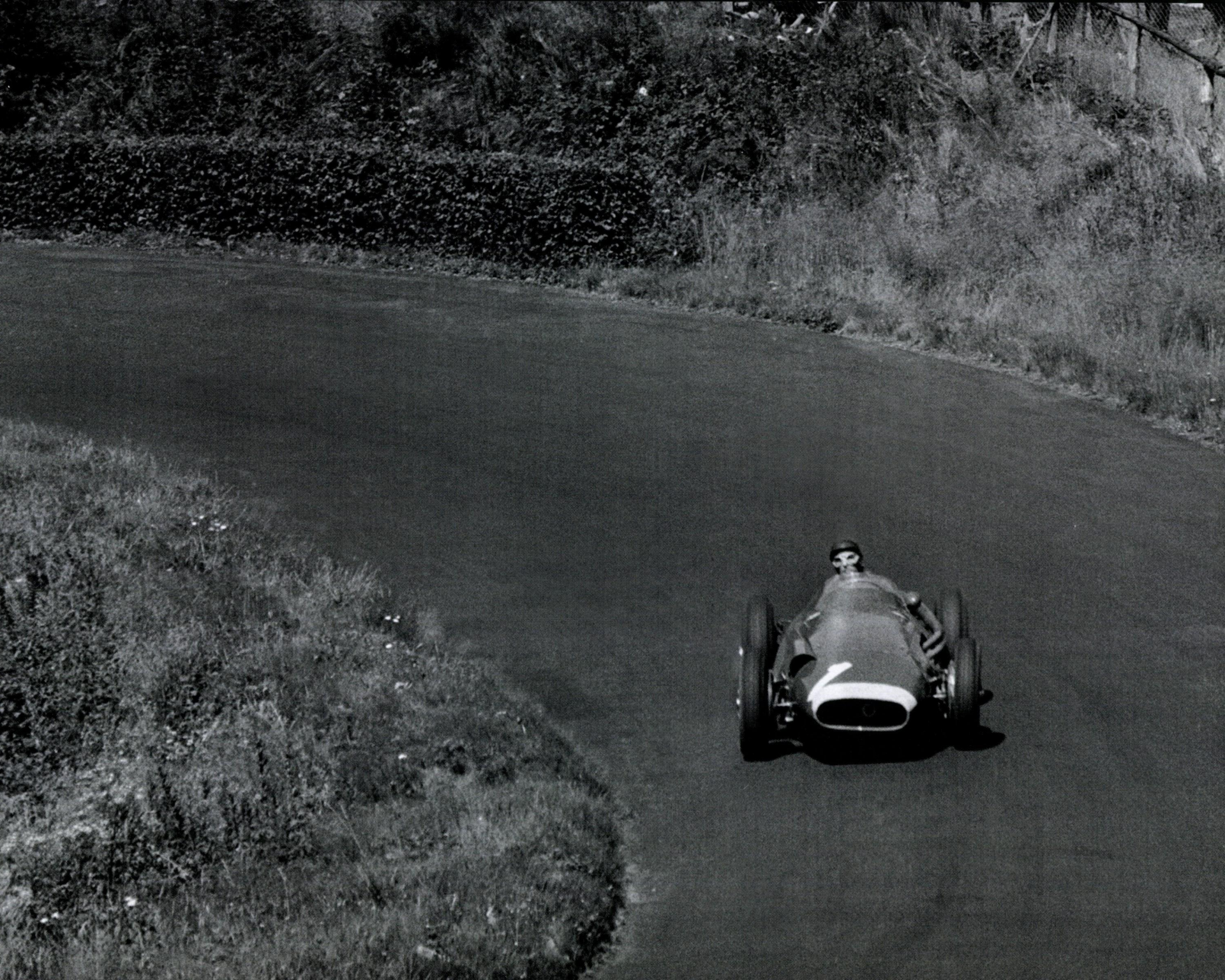


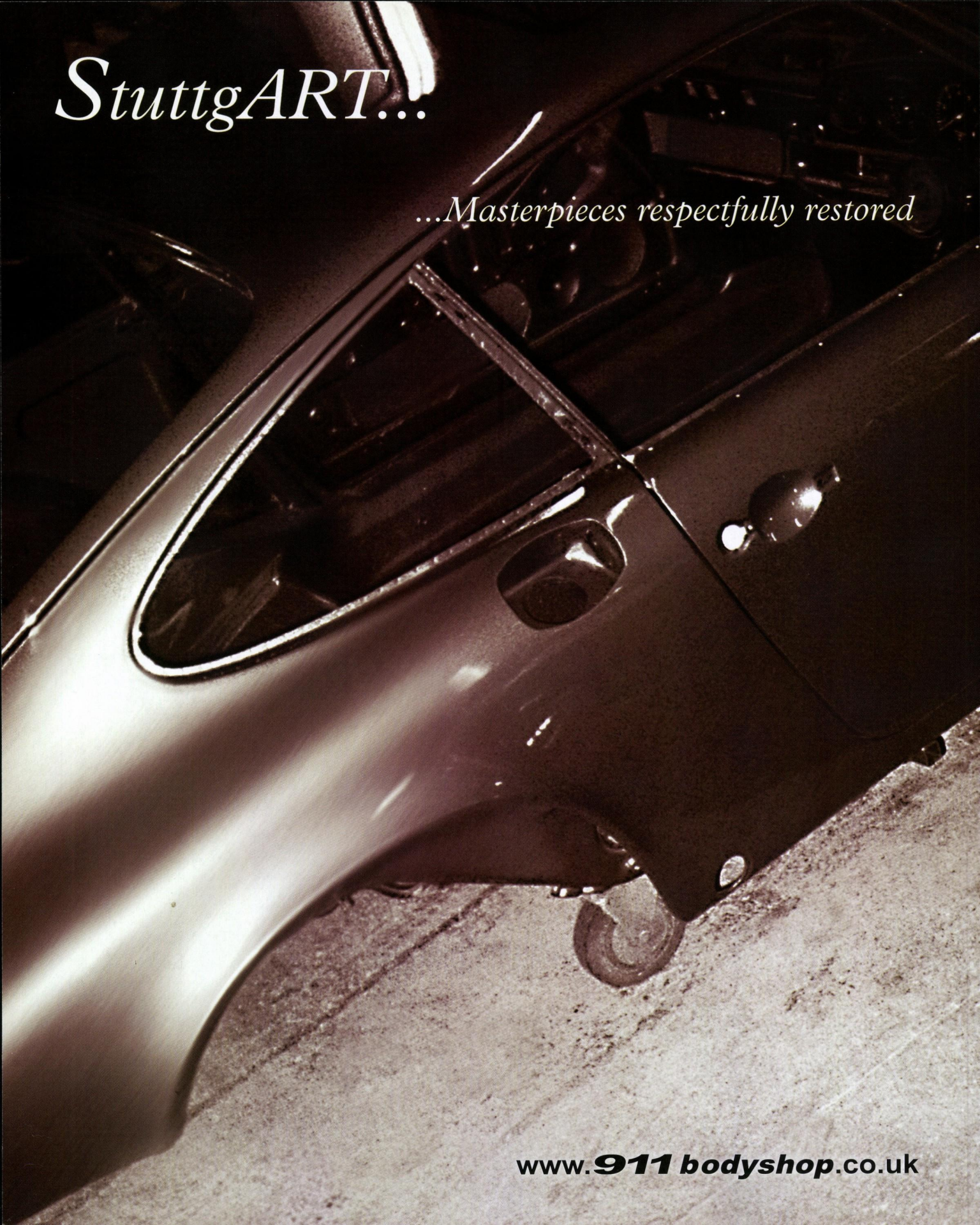
Parting Shot

German Grand Prix, August 1957

Juan Manuel Fangio tames the Nürburgring *en route* to winning the race and clinching his fifth world championship in what many, including Fangio, consider his greatest performance. After a slow pit stop, the Argentinian's Maserati 250F shattered the lap record many times to head home the Ferraris of Hawthorn, Collins and Musso

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Number 1 Team-mates

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The prints are available in sizes to fit standard frames with a white border and caption to fit a 50 x 40cm (20 x 16in) frame.Each print measures 50 x 40cm (20 x 16in) with an image area of 40 x 30cm (16 x 12in) and costs £30 plus £5 p&p in the UK; overseas postage is £10.
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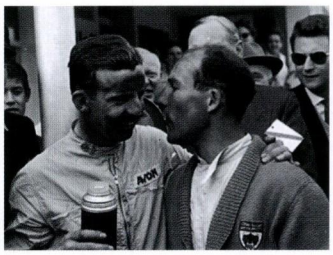


Tony Brooks, Stirling Moss and Stuart Lewis-Evans on the grid at Monza 1957 — Motor Sport

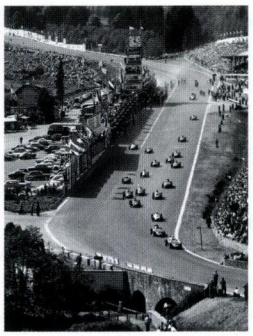
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3



4



1 Brooks, Moss and Stuart Lewis-Evans on the grid at Monza 1957. 2 Brooks hands his car over to Moss at Aintree 1957. 3 German GP winner Brooks with Moss at the Nürburgring 1958. 4 The Vanwalls of Moss and Brooks head the field at Spa 1958.

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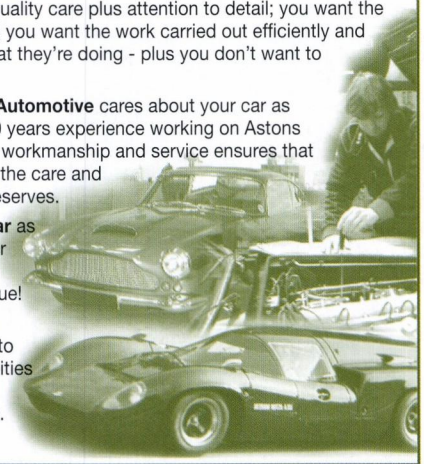
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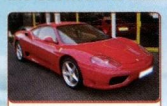
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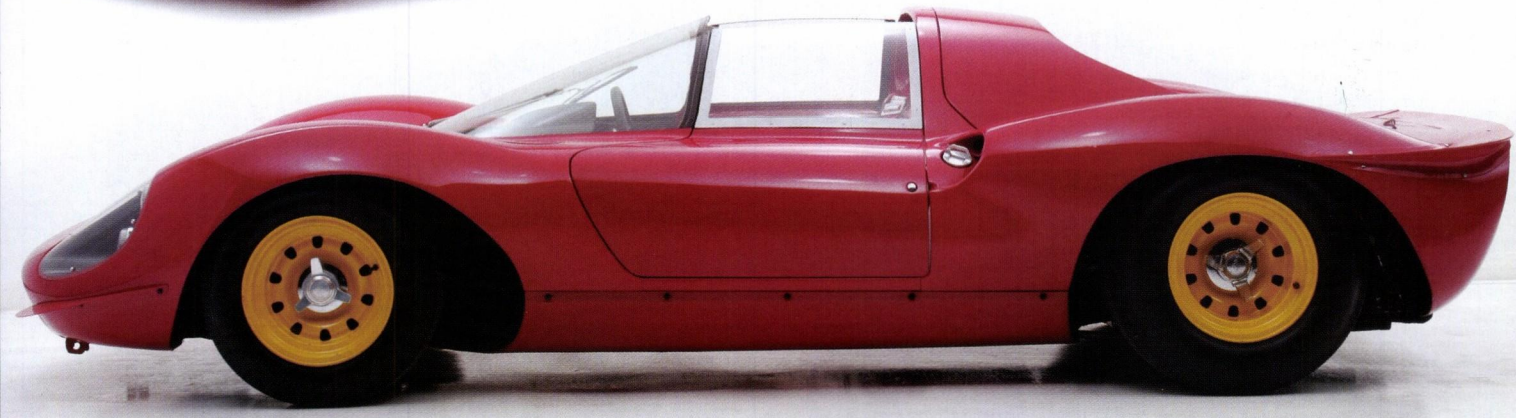
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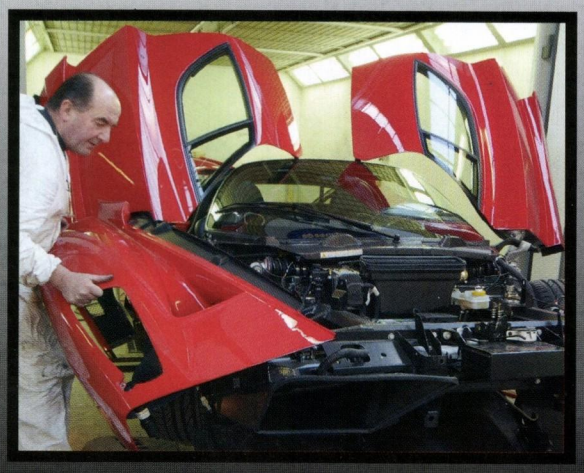
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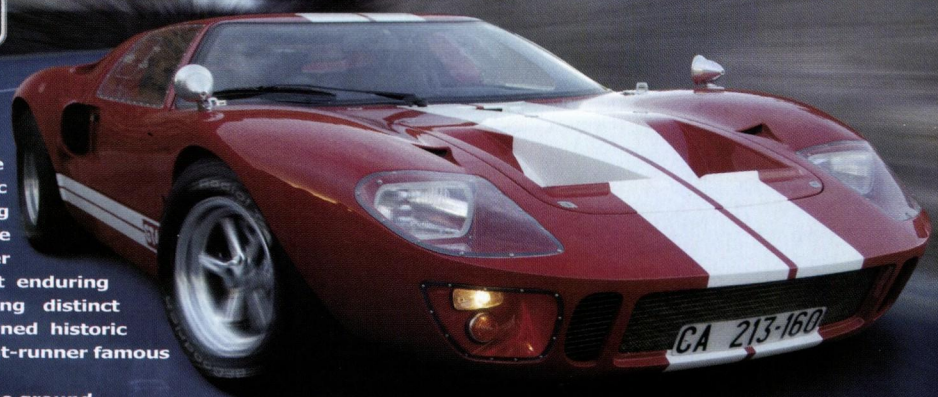
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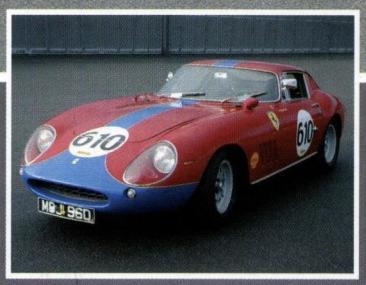


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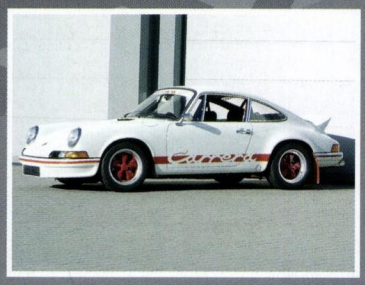


MB 380 K Cabriolet A





Maserati A6G 2000 Coupe Zagato



Porsche 2,7 Carrera RS Lightweight





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NOSTALGIA

1958 AC ACE-BRISTOL - L.H. DRIVE

This being the ex-Agace/Laidlaw example it is unquestionably the most successful participant of its type in major International Historic Rallies etc. over the past decade and more, with Awards in the Carrera Pan-America, Tour Auto, Argentina Millas, Liege-Rome and many others. Beautifully prepared and ready for 2007 events, with F.I.A., F.I.V.A. papers, UK Registration and M.O.T., of course. A very important addition to any collection!



1989 AC COBRA 302 Mk IV PLUS - R.H.DRIVE

The Piccadilly Showroom car, fitted with a roll-cage etc. from new. Freshly built Peter Knight 380 bhp (dyno-sheet) engine just installed; 3.77:1 diff., side exit exhausts, lots of other mods and extras, full weather equipment (in black mohair). 7,500 miles from new and in superlative condition (not even a stone chip) together with enormous performance!

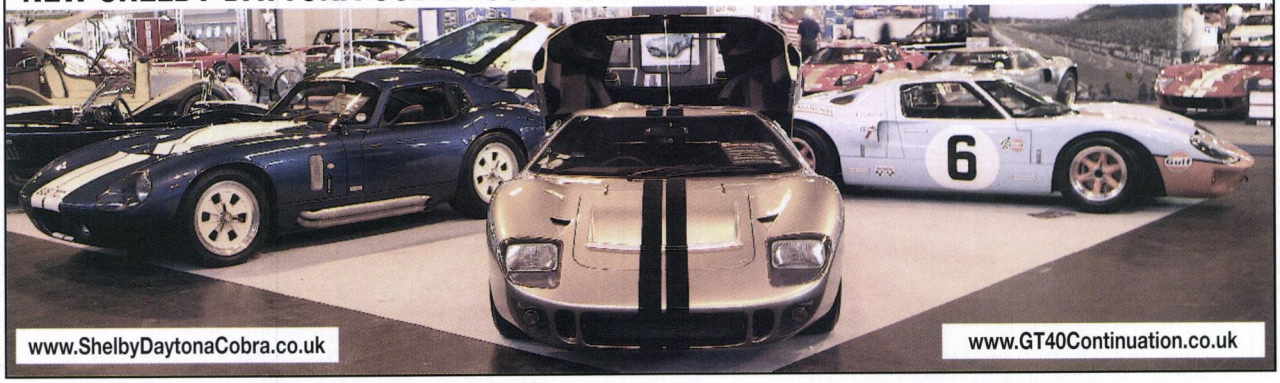


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Just 8 'Continuations' (authentic and totally perfect reproductions of the definitive iconic 1965 '427 S/C', down to the very last detail) were fully completed by AC Cars Ltd. from 1990 to 2002; only 3 now remain in the UK. 485 bhp Mathwall side-oiler engine. Full weather equipment. 1,700 miles from new, condition to match. This example featured in 'Jeremy Clarkson's Motoring Years' on BBC 2 TV. It is also eligible to have F.I.A. papers. Absolutely magnificent!



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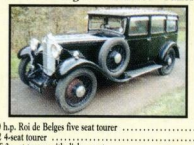
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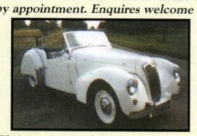
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1913 **AUSTIN** 10/12 4-seat tourer £29,000
1913 **FORD** Model T 2-seat tourer with dickey seat £14,250
1915 **SAXON** Model B 2-seat tourer £9,500
1923 **CROSSLEY** 19.6 4-seat tourer. A project but much done. £14,500
1925 **LAGONDA** 12/24 4-door saloon £10,750
1927 **AUSTIN** 20 h.p. (4-cyl.) 2-seat sports tourer. Body none original £15,500
1927 **AUSTIN** 20 h.p. (4-cyl.) 2-seat drophead coupe & dickey by Mulliner £22,000
1927 **HUMBER** 9/20 2-seat tourer with dickey seat £12,500
1927 **VAUXHALL** R-type 20/60 4-seat tourer £27,500
1928 **CHEVROLET** 20 h.p. National 4-seat tourer, body by Holden £13,500
1928 **CHEVROLET** 24 h.p. National 4-seat tourer, body by Holden £12,750
1928 **LEA FRANCIS** 12/22 U-type 2-seat tourer with dickey £12,750
1928 **STAR** 18/50 Eclipse 5-seat tourer £29,950
1929 **BUICK** series 116 business coupe. Lhd. £10,500
1929 **VAUXHALL** 20/60 R-type Kingston Sportsmans Coupe £22,500
1929 **VAUXHALL** 20/60 Hurlingham £26,000
1931 **ALVIS** 12/50 TJ 2-seat tourer with dickey £22,500
1931 **RILEY** 9 plus series 4-seat tourer £17,250
1931 **STAR** 18/50 Comet six-light saloon £14,750
1932 **AUSTIN** 7 RN saloon £4,950
1932 **RILEY** 9 Monaco saloon £9,500
1932 **VAUXHALL** Cadet 17h.p. Saloon £17,950
1933 **M.G.** K2 Supercharged. F.I.A. Papers £78,000
1934 **AUSTIN** Ten-Four Litchfield saloon £4,500
1933 **RILEY** Grebe replica. Successful race car. Suitable road, track. 6 cyl. ..... P.O.A.
1934 **ROLLS ROYCE** 20/25 sportmans saloon by William Arnold ..... P.O.A.
1936 **ALVIS** Silver Eagle 3-position drophead coupe £32,250
1936 **RILEY** 9 Kestrel 2-owners £8,500
1937 **BENTLEY** 4.25 litre saloon by Park Ward £29,950
1937 **CHENARD & WALCKER** "Aigle 8" U16 7-seat saloon. Prototype. £16,750
1937 **MORGAN** 4/4 Coventry Climax engine £15,250
1938 **RILEY** 12/4 Kestrel £9,250
1940 **STUDEBAKER** Commander sedan. Lhd. £4,950
1947 **AUSTIN** 16 6-light saloon £5,250
1948 **RILEY** RMA saloon. (Round dials) £6,250
1949 **ALVIS** TA14 Mulliner saloon £12,000
1950 **LEA FRANCIS** 2.5 litre 2+2 seat sports £23,500
1951 **BENTLEY** Mk VI 2-door coupe by Park Ward £32,000
1951 **HOTCHKISS** Anjou 13.50 saloon. 3 owners £18,750
1952 **DAIMLER** Special Sports by Barker £22,500
1953 **ALVIS** TA21 saloon £10,500
1953 **ARMSTRONG SIDDELEY** 346 Saphire saloon. Pre-select gearbox £9,500
1953 **DAIMLER** DB18 Conquest 4-door saloon £7,250
1954 **M.G.** TF 1250 (Old English White) £16,500
1957 **AUSTIN** A55 Manxmatic Saloon £4,950
1959 **ALVIS** TD21 series I drophead coupe. (some series II mods.) £18,450
1960 **VAUXHALL** Victor. Needs some welding. £1,250
1963 **VAUXHALL** Victor de Luxe £1,475
1963 **WOLSELEY** 1500 saloon £3,850
1964 **AUSTIN HEALEY** 3000 MKIII 2+2 sports. Lhd. £25,000
1964 **JAGUAR** Mk II 3.8 manual with O/D & CWW. P.A.S. £17,250
1964 **M.G.** B roadster O/d fitted (Black) £6,750
1964 **PEUGEOT** 403 saloon £3,450
1964 **ROLLS ROYCE** Silver Cloud III. One family, 77,000 miles. £29,500
1964 **VOLVO** Amazon Estate. Mechanically up rated. O/d. Lhd. £4,250
1965 **ALVIS** TE21 saloon. 5 speed manual, CWW, PAS. £7,750
1965 **ALVIS** TE21 saloon. 5 speed manual, CWW, PAS. £17,000
1966 **ALFA ROMEO** 1600 spider Duetto. Lhd. £11,250
1966 **AUSTIN HEALEY** 3000 Mk III 2+2 Lhd. £21,000
1967 **JAGUAR** E-type 4.2 series II coupe. £23,750
1967 **LANCIA** Flavia Sport Zagato. (Rare right-hand-drive) £14,000
1968 **FORD** Mustang coupe. Straight-six, auto. £5,000
1968 **MORRIS** Minor 1000 van £3,450
1969 **DAIMLER** Sovereign 420 ..... £6,500
1969 **LANCIA** Fulvia Rallye Sport, 1.3S coupe £8,250
1969 **M.G.** Midget. Hard top. Race prepared £5,995
1970 **FORD** Zephr saloon £700
1970 **LOTUS** Elan S4 SE £8,500
1970 **M.G.** B roaster (red) £7,750
1971 **FORD** Escort MKI 1300XL 4-door saloon £4,450
1971 **M.G.** B GT sunroof, disc wheels £3,500
1972 **MERCEDES BENZ** 350SL. Hard & Soft top. £6,500
1973 **MERCEDES BENZ** 350 SLC £8,000
1973 **TRIUMPH** Spitfire MKIV. 1500 engine, hard & soft top. £3,250
1974 **DAIMLER** Double Six series II saloon. Lwb. 2 owners, 29,000mls. £6,000
1974 **MERCEDES BENZ** 240D 4-door saloon. Lhd. Auto. £2,750
1974 **ROVER** P6 V8 3500 saloon. Automatic £2,950
1974 **TRIUMPH** GT6 MK III £4,250
1975 **FIAT** 124 spider. Lhd £4,750
1975 **NSU** RO80 saloon. 1 owner, 13,000 miles. (modified rota tips). £8,250
1975 **ROVER** P6 2200SC saloon. 1 owner. £1,850
1976 **MERCEDES BENZ** 250 Automatic (Some work required) £1,250
1976 **M.G.** B GT. Sunroof (Flame) £2,200
1976 **M.G.** B GT. Sunroof (Flame) £3,375
1977 **M.G.** Midget 1500 ..... £3,500
1977 **M.G.** Midget 1500 ..... £3,500
1978 **FORD** Mustang II Ghia £4,850
1979 **M.G.** B GT. Needing work (Yellow) £900
1979 **M.G.** Midget 1500 ..... £2,850
1979 **VOLVO** 262C Bertone coupe £2,950
1980 **FIAT** 124 spider. Lhd. £4,500
1981 **DAIMLER** 4.2 Sovereign series III Vanden Plas £1,495
1982 **M.G.** B roadster (Yellow) £4,500
1982 **TVR** Tasmin convertible. (2 litre Ford engine) £5,950
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1985 **RANGE ROVER** V8 HSE £600
1986 **FORD** Escort 1.6i cabriolet £625
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1990 **MAZDA** MX-5 sport £5,500
1991 **EVANTE** Mk II 2-seat sports £11,750
1994 **ALFA ROMEO** 164 2.0litre twin-spark saloon. Not MOT'd £450
1995 **ROVER** 827 Vanden Plas Limo. By Coleman Milne. (Red) £2,500
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C1959 **MOTOBI** Ardizio 125cc £3,250
1974 **BMW** R90S £3,000
1974 **MZ** TS 250 ..... £650
1979 **MOTO GUZZI** V35 ..... £1,700
1981 **BMW** K75 ..... £2,100
1981 **KAWASAKI** Z1000 fuel injected £2,200
1983 **HONDA** VN1100 ..... £2,300
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TRACTOR

1949 **BSB** President £2,050

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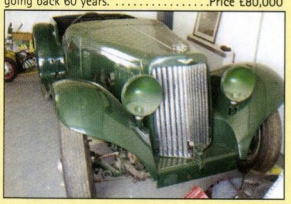
1933 1 1/2 Litre Le Mans Built on a shortened chassis, but with an original 2/4 seater body. Recent new engine, including block, steel crank and rods and cylinder head, by David Taylor and yet to be run in. In Belgium ..... Price £85,000



1930 1 1/2 litre International short chassis. High quality rebuild including chassis, engine, axle, gearbox and body by marque expert 15 years ago, and little used since. Correct nickel plate throughout. One of the best Inters I have ever driven. Interesting history file going back 60 years. ..... Price £80,000



1936 2 Litre 15/98 short chassis. Much work over the past ten years and very little use. Engine rebuild by Ecurie Bertelli and not yet run in. A very good example. 15/98's are now being appreciated for the fine cars they are and few are better than this ..Price £67,500



1936 2 Litre 15/98 short chassis. A very rare opportunity to complete a rebuild to your specification. This is the only 15/98 with Brooklands pedigree, and with lots of history in the 70's and 80's in the hands of Malcolm Cann. Rebuild work to a high standard by Morntane Eng. in the 1980's but never completed. Requires full engine rebuild and installation and minor finishing off. A project with real potential ..... Good value at £55,000

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1985 BENTLEY MULSANNE TURBO. Lagoon blue with Champagne leather, blue dash top and blue carpets. 63,000 miles only with FSH. Sold by us to its last two owners (10 year period). Without question one of the nicest you will find. Stunning..... **£14,950**



1957 JAGUAR 2.4 Mk 1 Manual, Black with original red leather trim and rear spats. 54,000 miles only with a total history from new. Superb mint original car with all books, tools etc. Matching numbers. Original bill of sale, log book etc Stunning **£16,950**



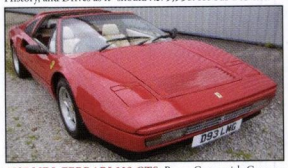
1990 ASTON MARTIN VIRAGE. Rare Manual Example, in oxford Blue with oatmeal Leather. Alloys, aircond, Full Electric Pack. 26000 Miles Only with FSH. Very rarely do they come as good as this Superb Example..... **£29,950**



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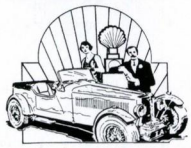
1954 BENTLEY CONTINETAL R (by ABBOTT). Manual gear-box. split-screen. Tudor Grey with Magnolia Leather, and Stone carpets. Chassis No 8. Of 8 Left in The World. First Owner The Earl Of Sefton. Restored to concours standards several years ago, this Superb Motor car, was up untill we Perchased it, On Display at The Bentley Crewe Factory. Lovely History, and Drives as it "should". **£79,950.** see our web-site.



1987 MDL FERRARI 328 GTS. Rosso Corsa with Creamer and Red Carpets. Air cond, CD, Sports Exhaust, star Alloys, 28000 Miles Only FFSH. A Concours Winning Example, Unmarked and Original **£34,950**



JAGUAR XKSS BY LYNX. Finished Black with Red Leather. 8000 Miles Only. "Stunning" Please Contact martin Daly for full details.

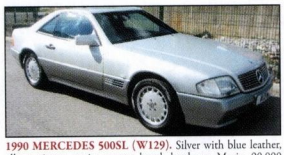


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1929 BENTLEY 4.5LTR VDP, Sports Tourer (old mother Gun Spec). This superb motorcar has been restored to concours winning standards by a leading Bentley expert. One of the best 4.5lts in the world today, now upgraded to (old Mother Gun Rep spec). Please phone e-mail for full details or visit our web-site **£249,950**



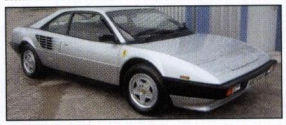
1990 MERCEDES 500SL (W129). Silver with blue leather, alloys, aircon, cruise, power hood, hard-top. Music, 90,000 miles with full Mercedes Main dealer history. This car looks two years old (best we have seen) **£16,950**



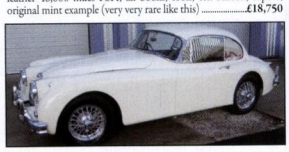
1965 ROLLS ROYCE CLOUD 111, CHINESE EYE, CONTINENTAL COUPE, BY MPW. Signal red with original black leather, air con, over rugs. This superb car has just received a circa 26k recommission after storage. (Not to be confused with other examples.) Number plate with or without car if required. A superb original example **£44,950**



1985 FERRARI TESTAROSSA. Rosso Corsa with Niro leather. Air con, multi CD, alloys, 38,000 miles with FFSH (belts just done). All invoices, MoT's, handbooks, tools etc. In concours winning condition. I have not seen a better example to date..... **£38,950**



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1957 JAGUAR XK150 SE. Manual/Overdrive. FHC. (RHD). Finishes In Gleaming White with Black Leather trim, CWW. Upgreaded Brakes and suspension. Matching Numbers, etc This Superb Example was Restored to Concours winning Standards by two Leading Marque specialists. The Best we have seen to date..... **£49950**



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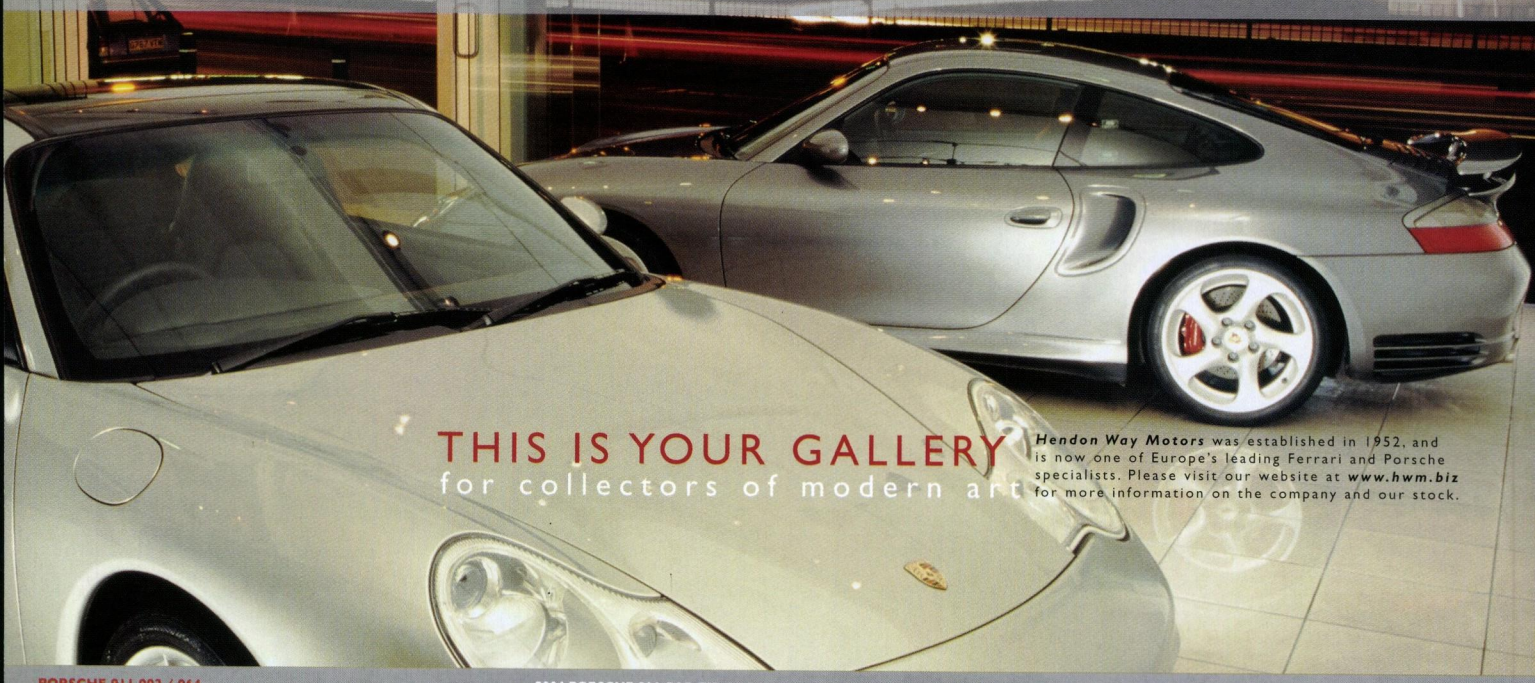
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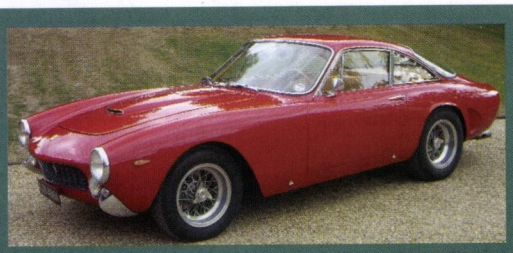
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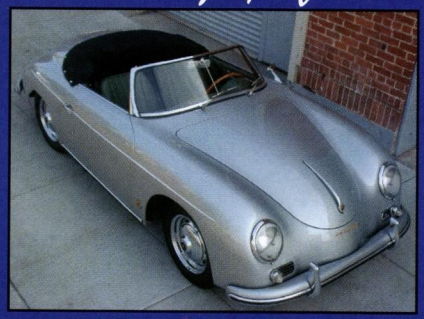
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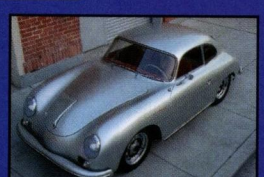
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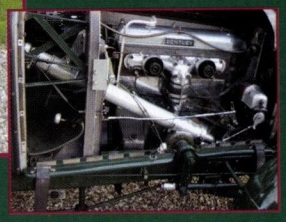
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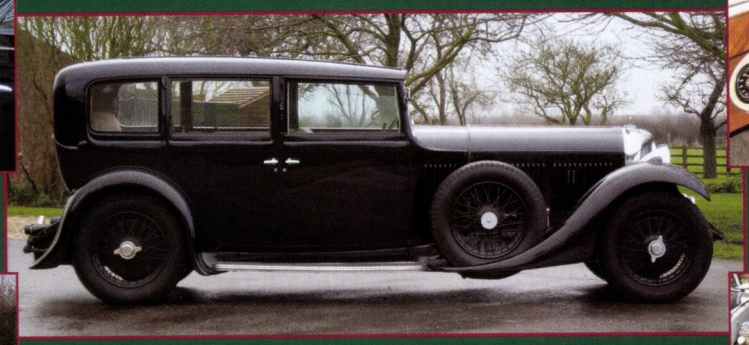


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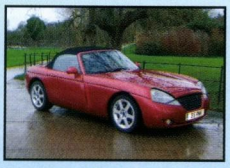




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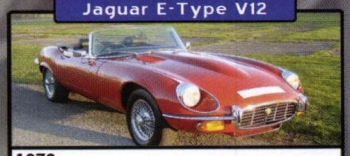
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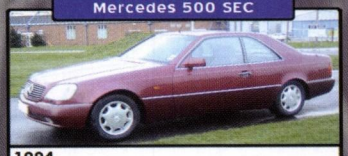
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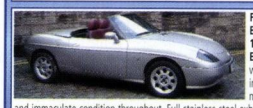
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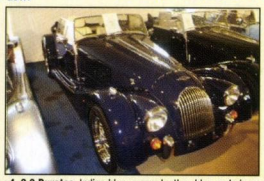
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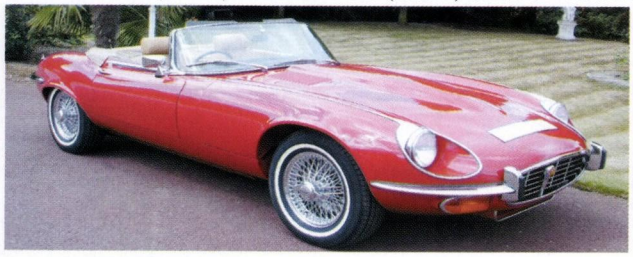
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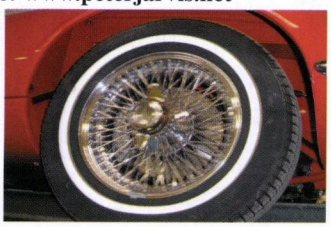
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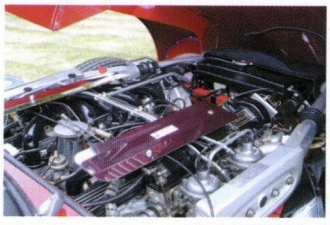


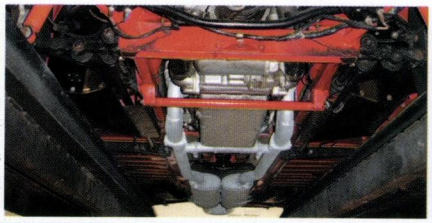




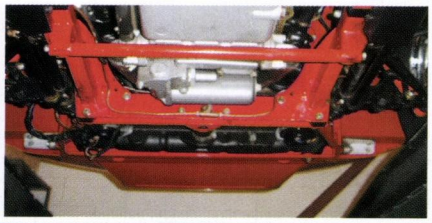
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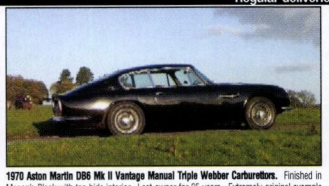
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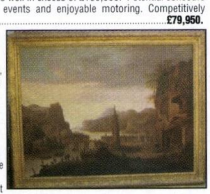
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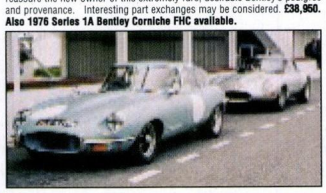
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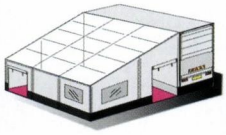
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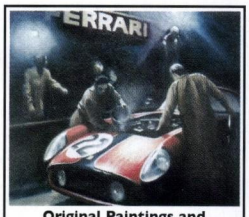


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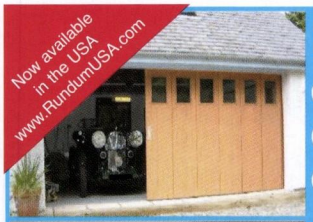
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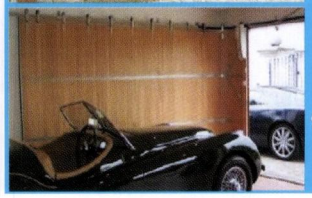
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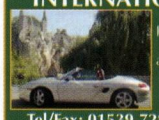
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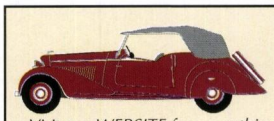
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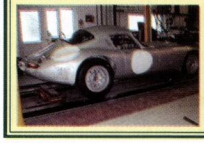
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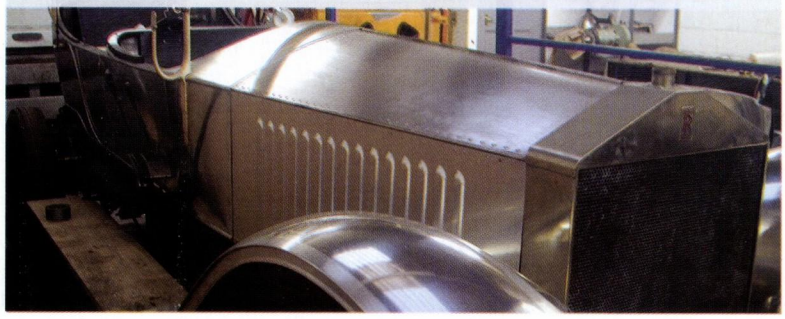


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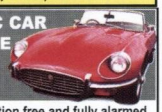
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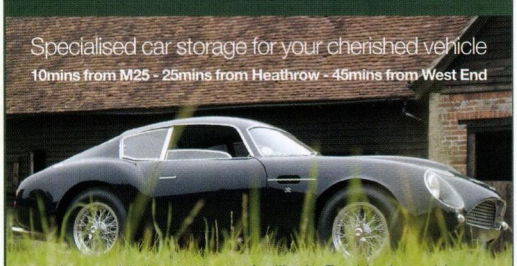
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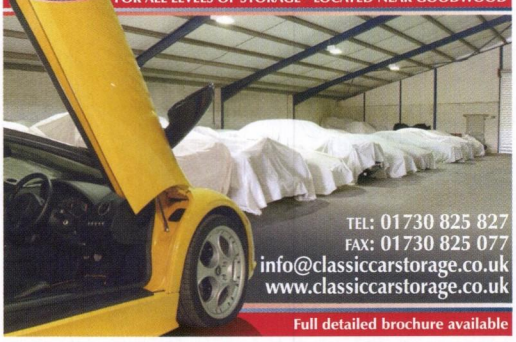
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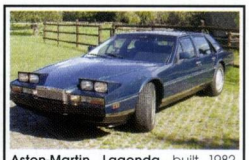
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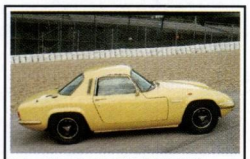
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Porsche 911 SC Coupe, 1977, white, RHD, MOT Aug 07, tax Sept 07, suede interior, seats, JVC stereo/CD changer, some history, Fuchs wheels, 112k miles. £8,250 ono. **Tel 07946 196007**

Porsche 356SC Coupe, 1964, RHD, UK car. Total restoration by Bray plus a lot more. Curtis engine rebuild etc. National PCGB Concours winner in 1995 and 2001. 20 miles since. Absolutely mint out/in/under. Needs running in. Private sale only. Details and photos etc ring Phil **01686 626385**

Porsche 911T 2.2 MFI, LHD, 1972, 56k m, classic Sepia brown, Calif import 1997, rare MFI model, much history, absolutely rust free, maintained in superb original condition, Autofarm inspected/valued £16k, impending redundancy forces sale. £15,000. **Tel 01780 720035 Leics, 07788 144381**

Porsche 911 Carrera, 1975, green, tan interior, T&T, esr/w, ss exhaust & heat exchangers, fully rebuilt with history, just serviced, summer use only, emigrating only reason for sale, owned 13 years. £18,995 ono. **Tel 07956 911959**

Porsche 911 Turbo (930), 1978, 3.3L, black, red leather interior, low mileage, outstanding example, professionally maintained throughout, last 11 years by Oak Tree Garage, 1 owner/collector with complete file 1988 to 2006, £30,000 documented, emigration forces sale. £22,750. Enquiries to Crispin Manners **01395 568498, 07973550911**

Porsche 911 (964) Carrera 4 Coupe, 1990, 125K miles, Slate Grey metallic, Burgundy leather, RHD manual. FSH and all receipts, maintained by Porsche Specialist, recent full service inc new front discs/pads. Long MOT. New clutch and flywheel at 88K. New steering rack at 110K. Brand cew Cat 1 remote/alarm /immobiliser. Teardrop mirrors, 3rd brake light spoiler, 17" Cup 2 wheels and recent Pzero Rossos, a/c, c/locking, esr/w/m/s, JVC CD/radio. Owned for over 7 years, used regularly, Zymoled, garaged and pampered! VGC. £13,995 ono. **Contact Terry 07801 703010, 01270 759736 or terry.webb@bigfoot.com Cheshire**

Porsche 911 Turbo (930), 1984, 82k miles, Turbo II look, black, black interior, cup wheels, teardrop mirrors, 3rd brake light spoiler, modified suspension/brakes + engine chipped to 378bhp, fast & fun for £16,750 ono to include main service and new MOT at point of sale. **Contact Graham 01342 328084 Sussex**

Porsche 911 3.2 Carrera Sport Coupe, 1985' RHD (pre G50 box), 130,000 miles. Metallic Slate grey, black Int. Esr/w/s. Thatcham alarm plus factory Porsche immobilisor. LG face Off CD/radio/MP3 sound system. All bills & service history from new. Recent clutch, battery, MOT, 6 months tax. Last owner (PCGB Member) 9 years. Private sale. £16,250. **Tel Kim Leachman 01202 397070 (Eve) Bournemouth, Email kim_leachman @yahoo.co.uk for photos**

Porsche 911 3.2 Carrera Sport, Aug 1985(C), black interior/exterior, targa roof, CD/radio, always garaged, lovely condition, long MOT, regularly serviced by 911 Classic, Mobil one oil used, present owner 7 years, 3rd car, reluctant sale, 119k miles, offers invited (oh and you know James May, Top Gear, has this model year!) £14,500 ono. **Tel 0208 979 4655 Surrey**

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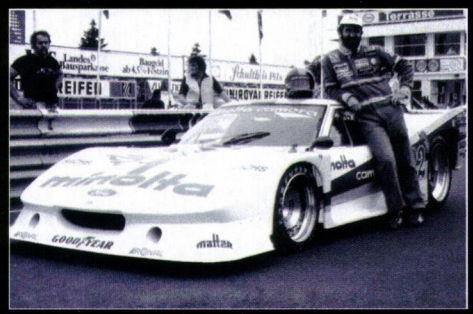
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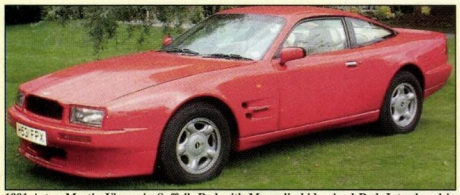
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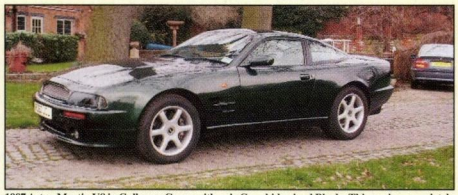
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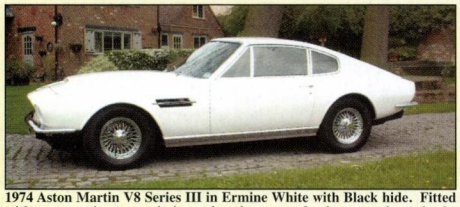
1991 Aston Martin Virage in Suffolk Red with Magnolia hide piped Red. Introduced in 1988 with all aluminium body and a 330bhp version of the trusty V8 engine but with new 32 valve top end. Its published top speed was approaching 160mph with a 0-60 time of under 7 seconds. This is a 5 owner car in excellent condition with history of "Works Service". Stunning value for a modern Aston at only .....£24,950 (similar to photo)



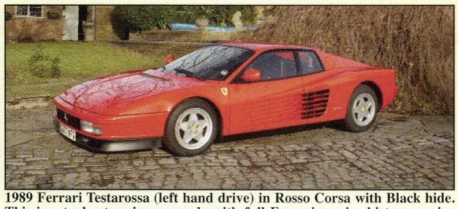
1997 Aston Martin V8 in Galloway Green with pale Grey hide piped Black. This car is a completely unique one-off example with 5 speed manual Getrak gearbox and specially re-mapped ignition. This car is fitted with 18" 6 spoke alloy wheels, wing vents, mesh grilles, 6 stack CD player. It is a beautiful 3 owner example that has complete service history together with a detailed invoice file showing £30,000 expenditure on the vehicle in the last 18 months. Only 45,000 miles. ....£POA



1989 Aston Martin V8 Vantage Volante in Suffolk Red with Magolia hide piped Red. This is a beautiful example fitted with an electric cream hood and red carpets. This car has excellent service history with a 5 speed Manual gearbox and 16" Ronal wheels. It is one of the last V8 Vantages registered. Only 36,000 miles £59,950



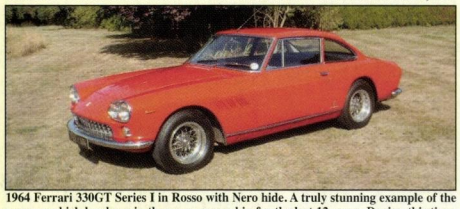
1974 Aston Martin V8 Series III in Ermine White with Black hide. Fitted with automatic transmission, electric sunroof, chrome wire wheels, stainless steel exhaust and headlamp wash/wipe. Only one owner from new, 35,000 miles, this is undoubtedly one of the nicest Series III V8s in existence £29,950



1989 Ferrari Testarossa (left hand drive) in Rosso Corsa with Black hide. This is a truly stunning example with full Ferrari service history, major service in December 2006 including cambelts, air conditioning and brake overhaul. Please enquire for full specification. Sensibly priced at £39,950



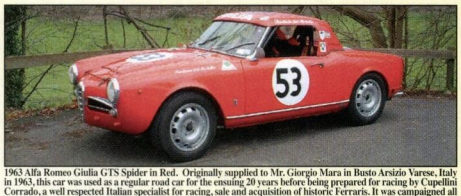
1985 Aston Martin V8 in Salisbury Blue with Magnolia hide. Finished with Walnut trim interior (just refurbished), this car is in excellent condition and is fitted with automatic transmission, BBS alloy wheels, only 59,000 miles from new with considerable history £32,950



1964 Ferrari 330GT Series I in Rosso with Nero hide. A truly stunning example of the marque which has been in the same ownership for the last 12 years. During this time, it has had a full engine, axle and brake re-build at DK Engineering and a back to metal re-spray by Francis Tuthill together with rebuilt Borrani wheels and general servicing. Probably the best example currently on the market. Must been seen £49,950



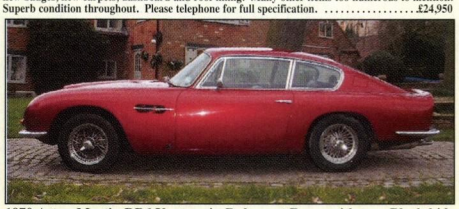
1971 Lotus Elan Sprint. Major renovation during 1993-1996. Exported to Sweden in 1984 and re-imported to England for sale to current owner in 2000. Successfully campaigned in the Midland Hill Climb Championship over the last 4 years. Eligible for Series such as Top Hat and Heritage. Road registered, MOT and road tax (exempt), 170bhp, special Arrow rods, Weber carburettors, new badges, new carpets, dashboard and roof lining. Many other items too numerous to mention. Superb condition throughout. Please telephone for full specification. £24,950



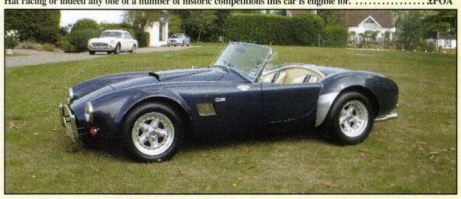
1963 Alfa Romeo Giulia GTS Spider in Red. Originally supplied to Mr. Giorgio Mara in Busto Arsizio Varese, Italy in 1963, this car was used as a regular road car for the ensuing 20 years before being prepared for racing by Cupellini Corrado, a well respected Italian specialist for racing, sale and acquisition of historic Ferraris. It was campaigned all through the 1980's in European championships including stints at Montlery, Nurburgring, Brands Hatch, Monza, Spa and in Italy, Monza, Varano and Imola. Complete with FIA and CSAI (Automobile Club D'Italia) passports, it then competed in 1988 in the Coppa D'Italia winning first place in one of the road stages against some formidable opposition. In 1990, it did the Carrera Pan Americana for Scuderia del Portello and was then sold to its current owner in 2001. It then underwent a series of development and improvement works in order to prepare it for modern historic competition.. The money has been spent, it just requires someone to sign her up for next year's series of Top Hat racing or indeed any one of a number of historic competitions this car is eligible for. .....£POA



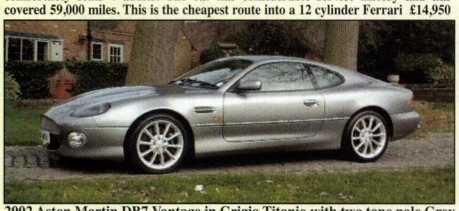
1974 Ferrari 365 GT4 2+2 in pale metallic Blue with dark Blue hide interior. This is a 12 cylinder 4.4 litre front engine Ferrari with 6 Weber carbs and is fitted with Manual 5 speed transmission. Suede dash, 5 spoke Cromodora alloy wheels and comfortably seats 4 adults. The car has considerable service history and has covered 59,000 miles. This is the cheapest route into a 12 cylinder Ferrari £14,950



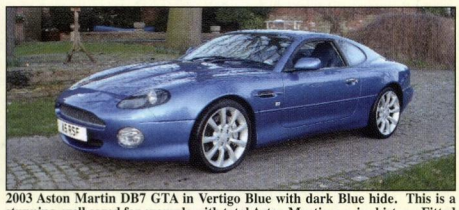
1970 Aston Martin DB6 Vantage in Dubonnet Rosso with new Black hide interior and only 62,000 miles from hew having had one owner during the last 30 years. Fitted with new chrome wire wheels, this car is in superb condition and comes with a comprehensive service history file . £69,950



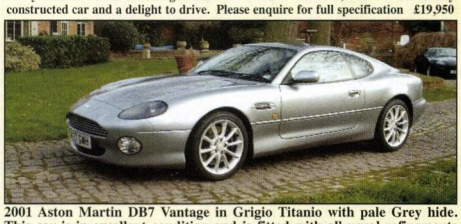
1997 AC Cobra RAM Recreation in Cobalt Blue with Cream hide piped Blue. 1997 built with 1977 registration documents with a Chevrolet 5.3 V8 engine (coupled to 5 speed gearbox) with Edelbrock manifolds and Holley carb and chrome air cleaner. Many interior extras including Willans full harness seatbelts, this is a beautifully constructed car and a delight to drive. Please enquire for full specification £19,950



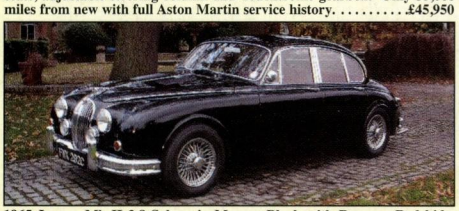
2002 Aston Martin DB7 Vantage in Grigio Titanio with two tone pale Grey hide. This is a perfect one owner example fitted with all usual refinements including 18" alloy wheels, mesh grilles, air conditioning, heated electric seats, adjustable steering column and Touchtronic gearbox. Only 35,000 miles from new with full Aston Martin service history. £45,950



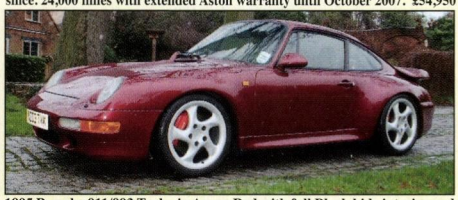
2003 Aston Martin DB7 GTA in Vertigo Blue with dark Blue hide. This is a stunning, well cared for example with total Aston Martin service history. Fitted with all usual refinements including Tiptronic transmission. A two owner example, originally "Grange" Aston Martin demonstrator and one owner since. 24,000 miles with extended Aston warranty until October 2007. £54,950



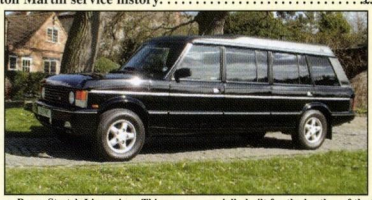
2001 Aston Martin DB7 Vantage in Grigio Titanio with pale Grey hide. This car is in excellent condition and is fitted with all usual refinements including automatic transmission, air conditioning, heated front seats, walnut and leather steering wheel and walnut trim. Only 25,000 miles with full Aston Martin service history. £39,950



1965 Jaguar Mk II 3.8 Saloon in Masons Black with Regency Red hide. This vehicle has been refurbished to the highest standard and has a louvered bonnet, Coombes rear spats, 6 " chrome wire wheels with Radial tyres, Walnut veneer, modern J pattern Jaguar gearbox and power steering. Considerable history file. £34,950



1995 Porsche 911/993 Turbo in Arena Red with full Black hide interior and fitted with Gambella upgraded suspension. This is a beautiful example and has had only 3 owners from new and comes with considerable service history. £36,950



1994 Range Rover Stretch Limousine. This car was specially built for the brother of the Sultan of Brunei, renowned for his excessive spending on luxury cars. Besides the cost of the vehicle, a further £140,000 was spent on the conversion which was carried out by Townley 4 X 4 (coachbuilders to The Queen). The unbelievable specification includes 44" chassis extension with electric tinted division between the front and rear, full "Bridge of Weir" Crimson hide interior, electric rear seats, full air conditioning, tinted windows, 2 x 8" TV screens with video recorder, 6 stack CD system and laminated glass roof. The car is effortless to drive and is totally unique. £24,950

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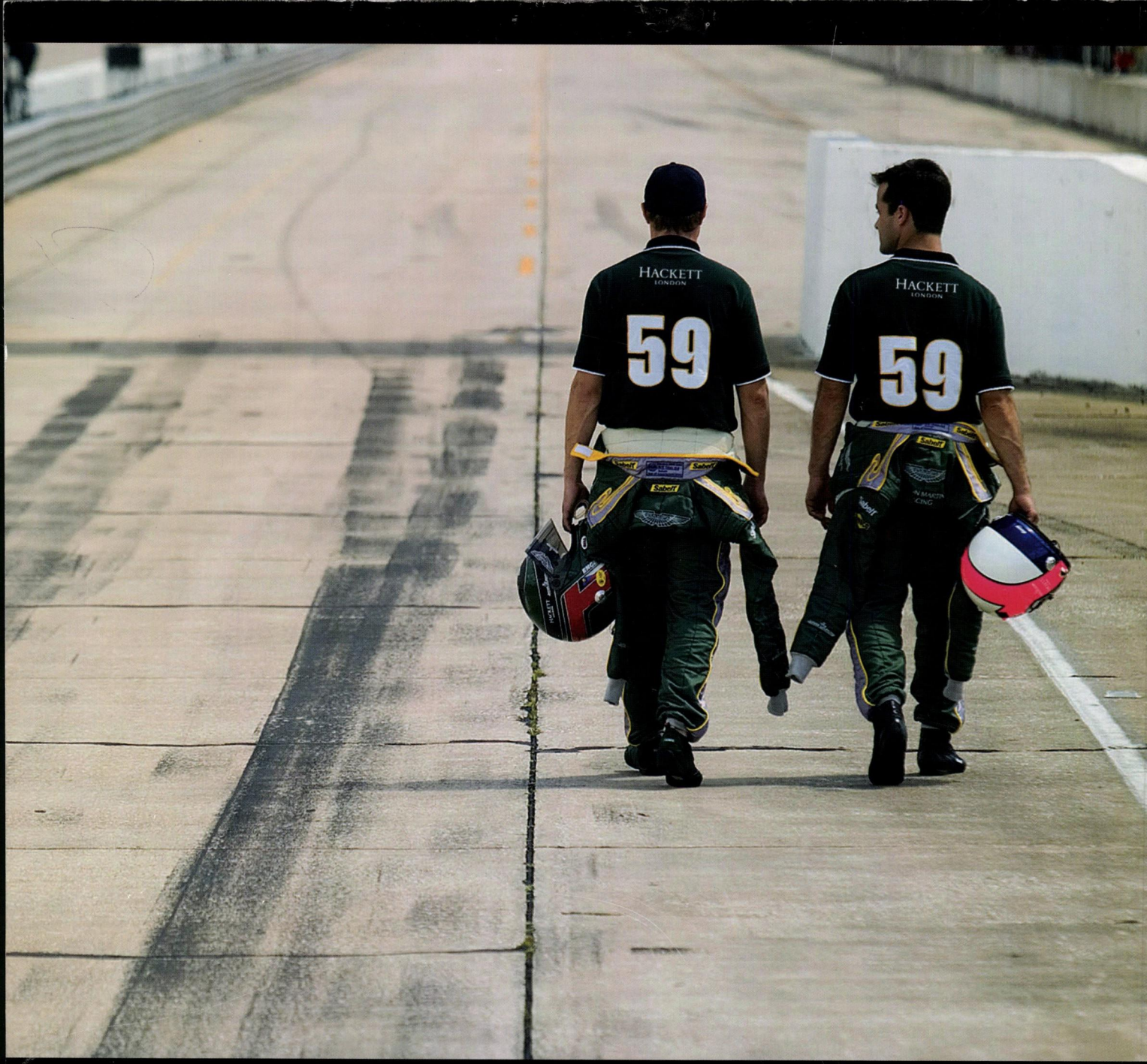
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Background image 1936 Bentley 4¼-Litre Park Ward Saloon to be offered on 7th June



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