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A BLUEPRINT FOR FORMULA 1

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BY ADAM COOPER

EXCLUSIVE TWIN INTERVIEW

Ickx & Andretti

Ferrari team-mates, rivals – and friends

Now two legends tell Nigel Roebuck what made Enzo's team so magical

LUNCH WITH... JACK SEARS

The gentleman farmer who led Ford on a Galaxie quest!

BY SIMON TAYLOR

JOHN BARNARD'S FERRARI DAYS

Design master speaks out on his troubled double stint at Maranello

BY ANTHONY ROWLINSON

JUNE 2010 VOL.86 NO.6

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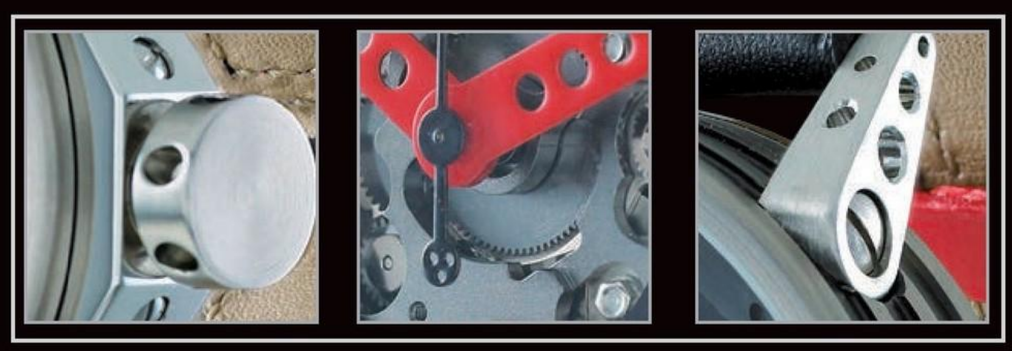
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The appliance of F1 science

John Barnard tells us in this issue that he "probably couldn't operate in today's Formula 1". The days of the maverick visionaries such as Barnard, Gordon Murray and Gérard Ducarouge – names once whispered in reverence – are over. Today, team structures such as McLaren's 'matrix' prevail, where the individual is swallowed into a team of aerodynamicists, designers and engineers to hone a strictly defined concept.

Generally it works because F1 has slowly strangled the big innovations, as regulations become more restrictive to combat the growing power and influence of aerodynamics. The devil is now indeed in the detail, from F-ducts to alleged ride height systems that do or don't exist, from rear-view mirrors on stalks that drivers can't use to the shape of sculpted double diffusers. Not exactly sliding skirts, sucker fans or six-wheelers, but fascinating in their own way – and true to the spirit of pushing for the unfair advantage, no matter how small and intricate.

Of course, there is an exception to the rule on visionaries in today's F1. Adrian Newey, along with Patrick Head, is the last of the old breed of design masters still working at the cutting edge. It would be wrong to claim the Red Bull RB6 is the work of one man, but its genesis was certainly born in the mind of a perfectionist who still prefers a drawing board to a computer. Newey has long admitted to eyeing a horizon away from F1 for new inspiration – just like Barnard. But it's heartening that the sport still holds him in its grasp, despite the limitations of its modern rulebook.

So will Newey continue to be inspired when the new regs are announced for 2013? As you can read on page 52, 'efficiency' will be key to a greener, turbo-charged F1 in three years time (although surely that's always been the case). Here is an opportunity to secure the future of Grand Prix racing, to make it a better sport, more relevant to pioneering technology and attractive to the car manufacturers. As ever, in-fighting and self-interest could blow it all, but if the Formula One Teams' Association can speak with one voice to a stable, less politically-driven FIA led by Jean Todt, they might – just might – get it right.

It won't be easy though. Even our panel of experts in this issue don't have definitive answers. FIA advisor Peter Wright and Williams lynchpin Head know a thing or two about innovation, while McLaren's Paddy Lowe served on the FIA's Overtaking Working Group (whose theories were torpedoed by the double diffuser legality row last year). They all talk sense – but they don't exactly speak as one. Like everything in F1, the ideal solution to the rules debate has many shades of grey.

We asked them for their opinions because many of you wrote to us and posted on our website to voice how disillusioned you had become by F1 after the dreary Bahrain season opener. Since the desert race we've been treated to some exciting action, influenced by the weather either in qualifying (Malaysia) or the races themselves (Australia and China). But the fact remains that on dry days at F1's dullest circuits, we'll probably be in for some boring races. Then again, hasn't that always been the case?

As you can read in Nigel Roebuck's Reflections, *Motor Sport* remains optimistic that a season which promised so much will deliver on that potential. The stories are brewing nicely – Button vs Hamilton, Alonso vs Massa, Vettel vs Webber, Schumacher vs Rosberg, and so on. Meanwhile behind the scenes F1 is preparing for the vital next step. GP racing is a science and the right formula will be complex. But it will be down to individuals to translate that science to find the best route. Maybe there's still room for the visionary in F1 after all.

Damien Smith, Editor

CONTRIBUTORS



Nigel Roebuck

A lunch meeting in a motor racing-mad restaurant with two legends. Not a bad way to begin an afternoon. That was Nigel's brief during a short window when *Motor Sport* managed to persuade both Jacky Ickx and Mario Andretti to this country at the same time. Team-mates and friends at Ferrari, it was a rare and relaxed meeting which brought forth great memories – read them on p40.



Paul Fearnley

The surroundings may not have been as glamorous as Nigel's interview – instead of a smart London gaff Paul got to go to the National Agricultural Centre. But in this year of Alfa Romeo's centenary, he was keen to remind us about an underrated pilot who carried the *quadrifoglio* in Formula 1. Bruno Giacomelli got plenty of breaks; the trouble is, they were usually mechanical...



Gordon Kirby

Say 'Can-Am' and everyone thinks of McLaren M8Fs. But in the late 1970s the 'reborn' Can-Am provided a ton of thrills too. Kirby saw both eras and is here to tell you about it, enlisting Keke Rosberg and Alan Jones to back him up. He's fresh back from his 36th Long Beach GP, too, in time to complete the text of his forthcoming epic history of the Carl Haas and Newman/Haas teams.



Anthony Rowlinson

A man, a chair, a bare black table... Not the usual style of photograph to open an interview feature in this magazine. But John Barnard has stepped sideways from F1, so we thought that Rowlinson's sometimes sideways view of the world, honed by many years of reporting on Formula 1 and its shenanigans, might click with the brilliant designer who brought carbon fibre to F1. We were right.



Schuey left in the shade by Rosberg

Daimler Benz

MICHAEL SCHUMACHER'S Formula 1 comeback has thus far failed to meet the expectations of the public, the Mercedes team or the former World Champion himself, who has struggled to match the performance of team-mate Nico Rosberg.

Before the season Schumacher said he should be judged on the first four Grands Prix rather than just Bahrain, but if anything he struggled more in China than he did in the opening race.

Schumacher has also been stymied by some sheer bad luck. Having finished a low-key sixth in Bahrain, he was an innocent victim of the Button/Alonso tangle in the first corner at Melbourne, which led to a stop for a new nose. After dropping to the back he could salvage only 10th in a race that began in the sort of wet conditions in which he has so often excelled in the past.

In Malaysia he was forced to pull off the track early when a rear wheel worked loose, then in the soaking Chinese GP – which again should have been tailor-made for him – he also struggled home 10th.



"It's perfect for Michael to have such a strong challenge. He's relishing it"
ROSS BRAWN

However, he made life as difficult as possible for the likes of Lewis Hamilton when they tried to pass, showing just how determined he is to still get the job done.

The bottom line is that Schumacher has been out-raced and out-qualified by team-mate Rosberg, who took two fifths and two thirds in the opening four races.

Of course, history shows a similar pattern in qualifying, with the younger man often having the edge. Just as Alain Prost outpaced Niki Lauda, so Ayrton Senna more often than not later outran the Frenchman.

The difference is in those days there was a much bigger spread down the field, and team-mates would still very often share the front row. This year there is a tighter pack at the front with some exceptional drivers in the mix.

The Mercedes is clearly the fourth-best car at the moment and, with Robert Kubica also in the frame, Schumacher's performances have not been flattered. There is a back story, however. In wet qualifying in Malaysia Michael said his tyres went off, and in China he opted for a different rear wing.

Nevertheless, he has clearly struggled more than his team-mate to get to grips with a car that is not as good as last year's Brawn.

"Quite honestly, our set-ups are pretty much identical," said Schumacher in China. "There's not much of a difference between us. That's why we're looking at things, at why I'm struggling and what I'm struggling with."

Ross Brawn, meanwhile, has been delighted with Rosberg's progress, which has perhaps been underestimated.

"I said before we went into this year that I felt it was a great combination, because Nico would learn a lot next to Michael," said Brawn. "I think he'd acknowledge that, because Nico's not had a partner of the calibre of Michael before, and I think he's finding it both a great challenge and a great help.

"I'm delighted with Nico, he's incredibly quick. It's perfect for Michael to have such a strong challenge to match up [to]. Michael's got to meet these targets. I think he's relishing the challenge. He gets disappointed of course, but you can see the steeliness in his ambition, and it's great that we've got two good drivers."

Adam Cooper

F1 reopened to Briatore

THE FIA HAS AGREED TO LET FLAVIO Briatore and Pat Symonds return to Formula 1 roles as early as 2013.

Briatore's 'lifetime ban' has thus become somewhat less restrictive. The statement confirms that the Italian has agreed to 'abstain from any operational involvement' in F1 only until the end of 2012.



LAT

That deadline now also applies to Symonds (left with Briatore), who was originally banned for five years. Both men can become involved in other forms of racing from the end of 2011.

The FIA said that both men had admitted their share of responsibility for the Singapore crash scandal of 2008. Briatore said he accepted responsibility only in his role as Renault team boss at the time.

The FIA has now ended the appeal it had started against the decision in January to overturn the ban by France's Tribunal de Grande Instance.

FIA overrides McLaren

McLAREN HAS ABANDONED WORK ON a ride height optimisation system after the FIA apparently changed its mind on its legality.

Ride height adjustment has come to the fore because cars qualify with virtually no fuel on board, and then have 170kgs added for the race start, which can lower them by up to 3mm.

Rivals believe that Red Bull's superior qualifying pace this year has been helped by the team finding a solution to the problem, which has allowed the cars to run low in qualifying and yet not be pushed down further when fuel is added. McLaren's attempt to emulate that has ground to a halt.

Team boss Martin Whitmarsh said: "We were surprised when we were told such systems were legal, (and) on that basis we started to develop some systems. Then we were told the FIA had reconsidered that position and that such systems were no longer legal."

IN BRIEF

■ Sakon Yamamoto has signed up as test and reserve driver for HRT. The former Super Aguri and Spyker driver will be in action in some Friday practice sessions, in place of regulars Bruno Senna and Karun Chandhok.

■ Durango has announced that it will submit a 2011 F1 entry bid, a move that has caused some surprise because the Italian outfit was unable to sustain its GP2 campaign. Meanwhile both Prodrive and Lola have indicated that they will not bid.

■ Alain Prost, Tom Kristensen, Johnny Herbert and Alex Wurz have now all taken a turn as the FIA's driver representative on the stewards panel. Damon Hill is expected to serve in Monaco.



■ Sauber's veteran technical director Willy Rampf had his last race with the Swiss team in China. Sadly Rampf's F1 career ended with an early double retirement.

■ Lotus F1 Racing owner Tony Fernandes has been awarded the Legion d'Honneur by the French government. It's the highest honour France can award to a non-French citizen and follows his firm AirAsia's contribution to the French and European economies.

■ Two of US F1's bespoke F1 trailers have been seized under a High Court order that was issued by a UK creditor. The trailers were acquired from Brawn GP, before it became Mercedes GP, and were put up for sale on eBay.

■ Richard Lapthorne has left McLaren after only a year as non-executive chairman. Lapthorne was brought in when Ron Dennis decided to step down from the Formula 1 side of the business. He commented that all the issues which he was appointed to sort, had now been solved.

■ Ferrari, Williams and Mercedes have all started testing their own versions of the McLaren F-duct. The aerodynamic device is designed to stall the rear wing and improve straight-line speed. Red Bull Racing will also take a version to the Spanish GP.



Michelin wants to bring F1 tyre technology up to date

LAT

Teams demand answer on Michelin tyre proposal

THE FORMULA 1 TEAMS HAVE demanded a quick answer to the question of who will supply the grid with tyres in 2011.

Since Bridgestone announced its intention to withdraw at the end of this season there had been little news on a possible replacement until Michelin – the obvious candidate for the job – finally conceded that it was interested, albeit on its own terms.

One problem is that the French company has always insisted it wants competition rather than a sole supplier role, as the F1 rules currently demand, while there is also a discussion about whether teams will now have to pay for their tyres.

The French company pulled out of F1 at the end of 2006, in large part as a result of the fallout of the previous year's US Grand Prix fiasco, and the subsequent heavy-handed reaction of the FIA.

But with Jean Todt rather than Max Mosley now at the helm, relations between both parties have improved.

Michelin wants to build on its sports car racing technology and switch from 13ins to 18ins wheels. That would finally bring F1 into the modern era with a low-profile tyre with a better marketing fit.

The change would entail significant alterations to the cars' suspension, but in order to cut development costs there's a chance the FIA will mandate that the brake/upright dimensions stay the same as now, effectively still filling a 'virtual' 13-inch space within the larger wheel.

Cooper Avon has also emerged as a surprise last-minute bidder for the job.

Hamilton defends tactics

LEWIS HAMILTON CAME UNDER FIRE from his fellow drivers after he weaved in front of Vitaly Petrov during the Malaysian Grand Prix.

There has long been an informal understanding that drivers are only allowed to make one move on a straight, but Hamilton insisted that he was trying to break the tow rather than to block the Renault driver (right). He received a black and white warning flag during the race, but no other penalty.



"The ruling was fair at the race, and I believe (FIA race director) Charlie (Whiting) took the right decision," said Hamilton. "Obviously he gave us a warning for it not to happen again. I discussed it with him, and he made it clear it's not what he wants to see.

"It's not that clear what is defending, and (what is) breaking the tow. That's not made clear in the rules, but Charlie has made it clear now and we won't be doing that.

"A lesson learned, and we move forward. I don't understand why everyone was fussing. It wasn't a problem for me."

Hamilton's exploits continued at the next race, the Chinese GP, where he was reprimanded along with Sebastian Vettel for dangerous driving in the pitlane. Vettel's Red Bull team-mate Mark Webber also complained that Hamilton had driven him off the road after the second safety car restart.

Nigel Roebuck



REFLECTIONS
– Will the real Schumacher please stand up?
– Crazy mirrors and commonsense stewards
– Jacky Ickx – one of a kind in motor racing

There was a time, 30 or so years ago, when Formula 1 seemed to be very French, thanks mainly to the efforts of Elf, which was then deeply involved in motor racing and sold on the notion that Gallic drivers should proliferate. Jabouille, Arnoux, Laffite, Depailler, Jarier, Pironi, Tambay... let me count the names.

At the present time, however, although the last two World Champions have been English, the flavour of F1 is increasingly German, exactly one quarter of the drivers being of the Fatherland. After qualifying at Sepang four of the top five drivers were German, and if that caused something of a surprise, a greater one was that Michael Schumacher was not among them.

Or perhaps not. Four races into the 2010 World Championship, the jury remains out on the subject of Michael's comeback. Mercedes people understandably continue to talk him up, to say that much has changed during his three-year absence, that the car is unsuited to his natural style, that he has suffered more than most at the hands of the narrower front tyres, that he must be given more time, that eventually he will again be the Schumacher of old. Perhaps, though, their words would carry more weight if Nico Rosberg – in the same car – were not lying second in the World Championship; many are increasingly of the view that Michael has made a great mistake, that he is simply not the driver he was, and there's an end to it.

Where lies the truth? Somewhere in between, probably. As Jackie Stewart suggested before the first race, the one certainty was that Schumacher would not be *better* than he was first time round. Stewart made the point, too, that Michael has mellowed – perhaps, in his case, a relative term, but there is no doubt that he is



Schumacher's F1 return has been less than auspicious, with 10th place in Malaysia just one example

more user-friendly, less clipped when being interviewed than he was in the Ferrari days.

"Mind you," said Jackie, "he's still got that slight… arrogance about himself. When Alonso blocked him in Australia, he went over and gave Fernando a bollocking before he was even out of the *cockpit*! I don't think he'd be doing something like that if he were completely relaxed."

So is Rosberg the quiet revelation of the new season – or just simply quicker than a 41-year-old?

"Well," said Stewart, "as far as I'm concerned, Nico was always waiting to happen – as soon as he got his hands on a competitive car – but the fact that he's quicker virtually all the time must be difficult for Michael. He's never had that with a team-mate before. I'm sure he'll get a podium sooner or later – but he's not podium material at the moment. I think the group of drivers at the moment is really good – *unbelievably* good, in fact. It's not going to be easy for him…"

I must say I thought significant Ross Brawn's response, on being asked in Shanghai why Schumacher had been so off the pace in qualifying: "Good question…" he said.

What has gone through my mind of late is a remark Ross made to me in 2001: "The biggest difference between Michael and the team-mates he's had is that, when the car isn't working very well, he can get more out of it – particularly on a qualifying lap."

In 2010 there has been no sign of that, nor of his erstwhile genius in the rain. I think back now to the Spanish Grand Prix of 1996, Schumacher's first year with Ferrari. The F310 was really not a good car, but as it bucketed down that afternoon in Barcelona, and his team-mate Eddie Irvine immediately spun into retirement, Michael simply left everyone behind, his fastest lap well over two seconds faster than anyone else managed.

It was a masterclass in driving a Grand Prix car on a slippery track, and one might have expected – hoped, anyway – to see some of that ability resurface in the wet days we have had in Australia, Malaysia (qualifying) and China. Following the race in Shanghai Lewis Hamilton, after a mid-race tussle with Schumacher, described him as, "About the most aggressive driver I've raced against – to put it politely…", but if Michael's inherent stubbornness perhaps abides, something else has gone, perhaps for now, perhaps for ever.

What we're seeing is a pale version of what we saw, and it's oddly unsettling. While only too aware of Schumacher's ability – you know genius when you see it – I was never a fan, for I disliked his »»

Mercedes GP

Nigel Roebuck



Grand Prix Photo

Schuey circa 2010 has clashed with Hamilton and (below) Alonso. Schuey circa '96 ruled in the wet at Barcelona (bottom)



Ferrari

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ruthless contempt for his fellow drivers, and believed that on too many occasions he showed little regard for the ethos of Grand Prix racing. Yet now, for reasons yet unclear, I find myself willing him again to do justice to the memory of what he was: in his pomp, at Spa on a sunny August afternoon, he could make the domination of a Grand Prix seem like something you or I could do.

I don't suggest – at this stage – that Michael is done, that the mesmeric days are history, but I will confess to feeling unsettled at the sight of him running in the midfield, just another good driver.

Should the volcanic ash cloud allow, Mercedes will have its cars back to Brackley in time for a major upgrade before the Spanish Grand Prix, and in Shanghai Schumacher suggested that the changes 'will help the front end' – which is another way of saying that they will help him, for Michael has always been a 'front end' driver, happy to put his trust in a nervous car, to leave the rear end to do as it will.

No surprise, this. As Stewart said in Bahrain, "Michael will develop the car the way he wants it – a way he knows, and Ross knows too." But the problem for the team is that, as history shows, a car perfectly set up for Schumacher is near undriveable for anyone else, and it would be unfortunate, to say the least, if a Mercedes tailored to Michael's tastes worked against the interests of Rosberg, at this stage of the game unquestionably the quicker of the two.

> "Lewis is more prone to reacting to the moment than Jenson"

It was no more than inevitable that Schumacher's return should have been *the* story of the 2010 Grand Prix season. Before the first session in Bahrain a great throng of photographers hung around the Mercedes garage, waiting for shots of the great man as he set off down pitlane for the first time. It was the same in Melbourne, in Sepang, in Shanghai, and probably it will be so in the races to come. But unless things change it will dissipate as time goes by, and will in any case last only for this season, when Michael is a novelty in each new country visited.

Rubens Barrichello, not always content as Schumacher's good and faithful servant at Ferrari, reckons that much depends on Michael's motives for coming back. It isn't money, that much is obvious, and it's a matter of fact that he, more than most drivers, always *adored* the sensation of driving a racing car, much as, say, Clay Regazzoni did.

Clay, though, was otherwise a different animal altogether: for him motor racing was merely one of the good things of life, and although he savoured the whole business of being a Grand Prix driver he was never haunted by insecurities, never *obsessed* with winning. If the new Schumacher can come to terms with that, simply enjoy the driving and the competition, he need have no regrets about coming back, as Barrichello suggests. But if the old Michael still lurks – and it's difficult to believe otherwise – three years might seem a very long time.

It is odd now to think that, had Jenson Button not opted to leave Brawn/Mercedes, Schumacher's return would never have come about. At the time we thought Jenson's decision… eccentric, for the Brawn team was very much what the French call '*son jardin*', and now here he was, away to McLaren, to be team-mate to Lewis Hamilton. 'Into the lion's den' was the cliché of the moment.

There is, however, more than one way to win, as we saw in the McLaren days of Alain Prost and Ayrton Senna, and four races into the 2010 season, one sees parallels between then and now. I don't suggest that Jenson and Lewis are on a collision course – literally or metaphorically – for the evidence is that they genuinely get along well, and it would be a surprise, in this Whitmarsh-managed era, if a feud of any kind were to develop.

In terms of the way they drive, though, in how they approach a race, Button and Hamilton are very different, and here I do find similarities with Prost and Senna. Lewis is very much the full-blooded one who runs at the edge, who provides the drama, the muck 'n bullets, just as Ayrton, his great hero, did; Jenson, while perhaps a shade away in absolute pace, is better at driving and thinking at the same time, and hardly ever makes a mistake.

Few, I suggest, would have predicted that Button, with two wins from four Grands Prix, would be in the lead of the World Championship as the European season beckoned, and he finds himself there



because of nous, because of his greater experience and ability to form his own judgements. It was he, not his team, who opted for the early change to slicks in Melbourne, and had it proved the wrong decision he would have had no one else to blame. In the same way, when most drivers dashed in early for intermediates in the drizzle of Shanghai, Jenson – and Rosberg and Kubica – stayed out on slicks, and built themselves a massive lead.

Hamilton, on the other hand, appears more inclined to rely on McLaren to tell him what to do and when, and in Australia, after being brought in for a second tyre stop, radioed in his… disappointment at the team's decision.

To digress for a second, I remember Juan Pablo Montoya doing something similar at Magny-Cours in 2003, and his outburst – admittedly more colourful than Lewis's – led to a 'warning letter' from Williams, which made JPM even more livid, and left him susceptible to an approach from… McLaren.

Hamilton is not as volatile a character as Montoya, but he is more prone to reacting to the moment than Button. His driving in the races this year has been spectacular, frequently brilliant, but there have been 'incidents' – off track as well as on – and some have suggested that the well-publicised parting of the managerial ways with his father has played a part.

Had Anthony been in the Mercedes with him as he left the track in Melbourne, I doubt that Lewis would have done the 'burnout' that got him into trouble with the local police. He did it simply to please the fans, and I thought the hysterical response to it symptomatic of the dreary times in which we live. A man like Gilles Villeneuve used to do things like that all the time, and it was that free spirit that the *tifosi* so much loved. But that was then, and this – sadly – is now. Nothing frivolous, thank you; this is the 21st century…

I suspect at the moment Hamilton is feeling that, for the first time, he's off the leash. No one ever doubted that his father had his best interests at heart, but he did, it seemed to me, control Lewis's life to a degree that might have become oppressive.

At Spa in 2008 I interviewed Hamilton in the paddock. We were on the third floor of the McLaren edifice, and all went very well, Lewis enthusing about the wonderful circuit, then going on to talk about Senna and the effect of him on his young life.

At the end of it we shook hands, and he left immediately, for qualifying was not far away. As he got to the top of the spiral staircase he met his father coming the other way, and at once Anthony was wanting to know how the interview had gone. Absolutely fine, I said, and the McLaren PR man – present throughout – concurred. Well, what had we talked about? Oh, this and that, I said: Senna, Spa, Kovalainen, Alonso…

Alonso?! "No way," said Anthony. "We can't have *Alonso* in it!" Note the 'we' – and the presumption that they, rather than I, would decide what went into this article. I pointed out that Fernando, whatever the Hamilton family's feelings about him, was a great racing driver – indeed, that it had been his son's performances against him in his debut season that had caused the world to say there had never been a rookie like this. How on earth could an interview with him *not* include references to Alonso?

Anthony was far from convinced, not at all happy, and I suspected he would be raising the subject with his son later in the day. I don't doubt, as I said, that he was thinking about what he saw as Lewis's best interests – his image or whatever – but I had never encountered attempted control on this level before, and didn't appreciate it. More to the point, I suspected there might come a time when Lewis didn't, either.

After the Chinese Grand Prix, he was asked if scrapping with Schumacher had been somehow different from duels with other drivers. "Jenson says 'tell the truth'," replied Hamilton, and I thought that significant in itself. "The truth is, it's just as exciting racing with any other driver."

Button has always been a straightforward bloke, unusually free and open in what he says. Sometimes, in this world of 'spin', that can get a driver into strife with his team or whatever, but down the pike it works much better, because you know he means what he says, and possible ambiguities are shed. The signs are that Hamilton is benefiting

Nigel Roebuck

from Button's presence in the team – and Jenson, leading the World Championship, isn't doing too badly from it, either. If they can continue down this path, genuinely working *together*, nothing is beyond the scope of McLaren.

So long as they found a way back from China, that is.

I know we've had the benefit of rain, and all the unpredictability it brings with it, in two of the four Grands Prix so far run, but still I continue to have faith in the new 'no refuelling' F1. Some major players persist in suggesting we need urgently to introduce rule changes to spice up The Show, but I remain to be convinced. As Robert Kubica has said, drivers now need to 'manage a race' rather than simply go through two or three qualifying sessions, which is what we had before.

At the very least I believe the new format should be allowed more time to bed in, and if the time comes when we need to alter this and that, I hope devoutly that F1 remains true to its roots, and does not resort to artifices and scams. That said, the odd rule change needs to come without delay, simply for reasons of common sense.

When Alonso was pitched into a spin at the first corner of the Australian Grand Prix, after a touch with Button, I was surprised, for while Fernando is a no-nonsense racer, he is not one to jeopardise his race in the first few seconds. Similarly, when Mark Webber positively held the door open for Sebastian Vettel at the first turn in Malaysia, I wondered what on earth he was thinking about. In both cases, as it turned out, the cause was inadequate mirrors: Alonso and Webber simply couldn't see clearly what was behind them.

There are, as we know, any number of ferociously bright people in Formula 1, well able to put their ingenuity to work in sidestepping the intentions of the sport's rulemakers. Think 'double diffuser'.

Sometimes, though, common sense is sidestepped, too. One thinks of the design of the Schnorcedes cars in Peter Ustinov's *Grand Prix of Gibraltar*, in which the driver is required to sit 'on the floor, but with one leg forward, and the other backward'. This is in the interests of perfect weight distribution, and doubtless achieved – but it caused great pain to the driver, and left him unable to stand for half an hour when he got out of the car.

Actually, now I think about it, not even Ustinov's comic imagination came up with a racing car without the ability to carry fuel enough to get to the finish of a race. Another digression, forgive me.

Consider the mirrors on certain current cars – Ferrari and Red Bull among them – which are situated on stalks separate from the bodywork, beyond the edge of the sidepod. This, in an era when bargeboards and other appendages are banned, is a ploy to create a degree, surely minimal, of aerodynamic advantage. The fact that the mirrors, already too small, are situated too far from the driver to be of much use to him appears to have been overlooked.

Given the preoccupation with safety which exists in motor racing, it seems something of an anomaly that near-useless mirrors should be countenanced. My new car, due imminently, has huge mirrors, because this is what the benighted EU now requires. They are by no means things of beauty, and, given a choice, I'm not sure I would have gone for them, but assuredly they do present a clear view of what is behind. Why, then, could not something similar – albeit with less brick-like aerodynamics – be introduced into F1? Seems simple enough, even if it would present drag problems – and it would be the same for all of them, after all.

Clearly, the mirrors – cockpit-mounted – on the McLaren work better than on some other cars, for at Sepang they allowed Hamilton to know *precisely* where the speedy Petrov was as they powered down the pit straight. Why, Lewis seemed able to anticipate Vitaly's every move, and to counter it even before it came.

For years the custom, if not the rule, in F1 has been that a driver is allowed 'one move' to protect his position, but on this occasion it did seem as though Hamilton exceeded that, and by a factor of three or four.

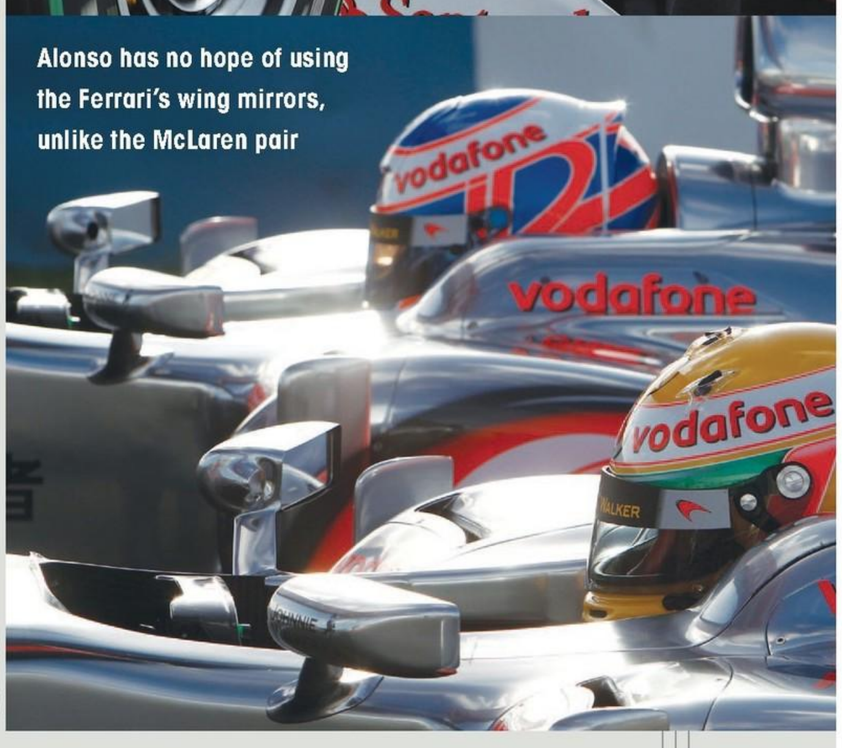
Lewis and his team argued that the weaving did not constitute 'blocking' on this occasion as it all occurred under acceleration, rather than approaching a corner. As such, they claimed, he had merely been 'trying to break the tow', and there was some literal truth in that. The stewards, however, decided the incident merited their attention, and undoubtedly many of Hamilton's fellow drivers were of the opinion that he should have received a penalty.

In China Alonso was handed a drive-through penalty for jumping the start, but there could have been no dispute about that, as Fernando himself acknowledged. In the case of Hamilton at Sepang, however, the misdemeanour went unpunished, but it was made clear to him – and to all his fellow drivers – that weaving of this kind was not acceptable, that there would be no such leniency next time.

Fine. Everyone now knows where they stand, which is just as things should be. Lewis was merely reprimanded, and this 'lighter touch' from the stewards (now advised at every race by a retired or



Ferrari



Alonso has no hope of using the Ferrari's wing mirrors, unlike the McLaren pair

Hoch Zwei

uninvolved driver) is a very welcome change to the F1 scene, redolent of the refreshingly sensible approach apparently being taken to such matters by the FIA since Jean Todt replaced Max Mosley.

A singular man, Jacky Ickx. It was perhaps inevitable that several hours of conversation with him and Mario Andretti would produce more material than might be accommodated in a single magazine feature. As you will see elsewhere in this issue, I had lunch with the two of them in London, but then met up again with Mario in Bahrain, and a few days later with Jacky at Goodwood.

Recalling their days as Ferrari team-mates, Andretti spoke of Kyalami in 1971 – not the South African Grand Prix, which he won, but the Nine Hours sports car race, run at the end of the year.

Although not a round of the International Championship of Makes, Kyalami offered another opportunity for Ferrari to put some miles on its glorious 312PB, which had been quick in its debut season, but not conspicuously reliable. Looking ahead to 1972, engines were now to be restricted to three litres, so such as the Porsche 917 were consigned to history, and Ferrari's chief opposition would come from Matra.

Two PBs were entered in South Africa, one crewed by Ickx/Andretti, the other by Clay Regazzoni and Brian Redman. Mario remembered the race with relish.

"Ferraris were always so *strong*. We started from pole, and I was leading until the car stopped out on the circuit – flat battery… They sent a mechanic out to me with a battery, but he couldn't touch the car – I had to do everything myself, and we lost 23 laps to the other Ferrari. Jacky and I figured there was nothing to lose – we'd just drive flat out, and if it broke it broke.

"It was just the greatest feeling – going balls out, just for the sake of it – and I was leaning against all these little sedans and stuff. God knows how many I hit! Obviously Clay and Brian weren't going really hard, with the lead they had, but before the finish we took eight laps out of them. Best second place I ever had in my life.

"Next day the two cars were on display in Johannesburg. The other car was totally pristine, but ours looked like it had been through the Battle of Normandy…"

At Goodwood I mentioned this episode to Ickx – and he looked quizzical. Did he not *remember* it?

"Mmm, I have some difficulties to think about the past," he said, "because honestly, as far as I'm concerned, it doesn't count – it's behind me. I'm much more interested in the present, and what's coming next – even if it's not so glorious.

"I don't remember that Kyalami race, no – but certainly I can tell you there is nothing more exciting for a driver than starting from last position on the grid. It's fascinating – you don't have any strategy except one: you can use your car and your talent at the limit *permanently*. You start off last, and then you become 40th, and then 20th, 10th, sixth, third…"

One race in which Jacky started last, of course, was Le Mans in 1969, when he walked – rather than ran – across the road to his Wyer Ford GT40, and a day later took the chequered flag after the closest finish ever seen in the *Vingt-Quatre Heures*.

"Ah, but that was different," Ickx said, "and to make a point. You are against the idea of putting your seat belt on at 300kph down the straight, you are against starting like a maniac – but you have to hurry up when you walk across the track because the others are already starting their cars, and you don't want to be eaten by them! And then, by mystery, 24 hours later there are only 100 metres between two cars at the end. That's how you become a legend, maybe! But it's also pure luck…

"That wasn't the same effort as at Le Mans in '77, with the Porsche. My car broke down, and I went as reserve driver to the remaining car, which was 40th at the time – and we won. We all raced like maniacs all the way – [Hurley] Haywood, [Jurgen] Barth, me, the engineers, the mechanics… it was just unbelievable. We had ahead of us four Renaults, which were the fastest cars, but we put so much pressure on them that at 11 o'clock the last one retired. For the last hour our car, driven by Barth, was on five cylinders, and we didn't know if we could finish or not – but it was one of those days when nothing will stop you."

It seems extraordinary, I said, that you recall that so clearly, but the race at Kyalami you don't remember at all…

"Ah – because the result was not the same! The point is not finishing second – the point is winning. I'm much happier today than when I was younger, because I feel I've grown up – in so many ways I'm another person. I think I was quite difficult when I was young – I wanted to win, and that was my only goal.

"What interests me in conversations about memories is not times and details. You say to me, 'Do you remember Kyalami in '71?' No – it's gone! Of course I remember some things, but mainly I remember the people, the good moments. When I think of Kyalami, I remember the Kyalami Ranch, with all the drivers staying there, being together around the swimming pool, the sun burning – we were there in January, and after one day you were like a lobster! And in those days, of course, the press were in the same place, and you could speak as friends. Yes, it's true, it was another planet…"

I didn't know Ickx in his early days as a coming superstar, but, talking to people who did, the picture that emerges of the young Jacky is of quite a cocky individual – never one to scream and shout, but a man who knew what he wanted, and quietly made sure that he got it.

> "When I was young, my only goal was to win"
>
> JACKY ICKX

"Honestly," he said, "I think the biggest difference between drivers is the degree of desire – there is less difference between the amount of talent. OK, some drivers are more fit than others, more resilient, but the key is the *desire* to win. This is a very individualistic sport: one thing that never changes is that your team-mate may be your best friend – but he's also your worst enemy! The only way you can truly compare drivers is when they are in the same car.

"In the rest of life selfishness is a defect, but in racing it's probably necessary if you are going to be a winner. You must have a lack of sentimentality. These days, you know, I can hardly believe I did all »»

Nigel Roebuck

that. I was in the spotlight without wanting to be – some people love the spotlight, and they do it very well, but for me it was never a key satisfaction. Even when I was still winning from time to time, it was already over: as soon as I crossed the line, I was thinking about the next one. It was difficult for me to express my joy – it was much more personal, something within myself.

"I don't know how many races I did. I think I won 50 long-distance races or more – maybe I have the record on that, I don't know. But that can only happen when you're at the top of a pyramid – when you have all these people behind you, the wonderful mechanics, who work day and night to repair what you break. They get no glory, like the drivers, but still they're happy to have won. And you depend on these people – who are also maestros in their own work.

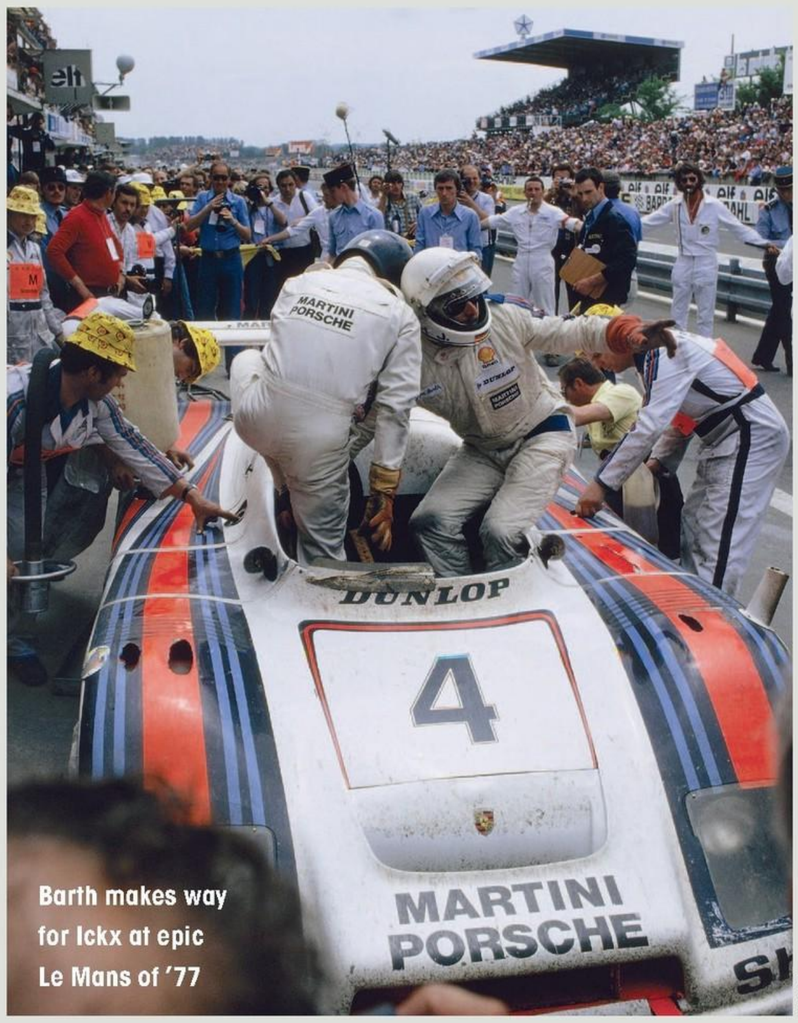
"Why am I a different person now? Because I am reflecting, and if I have one regret in life it is that I didn't take enough care of all these people. I always said 'thank you' to them, but I didn't measure properly the level of their effort, I didn't offer them the right reward.

"I have been lucky everywhere I've been – Ferrari, Porsche, everywhere – and, you know, the key to all that, in coming from amateur to professional level, was Ken [Tyrrell].

"Even before I started the season with Ken, I had already damaged two cars. He put me in a single-seater – an F2 Cooper – for the first time in '65, at Goodwood, and I crashed at the first corner. At Oulton Park I was testing a Matra F3 car – boom! I went to Pau: I crashed on Friday, and again on the Saturday – at the same corner. At Monaco I had an accident, trying to overtake at the hairpin. Maybe the speed was there, but it took me time to understand. And Ken never said a word, never said, 'Maybe you have to think differently…' Fantastic."

In many respects, Ickx was never what one might call a typical racing driver. He always hated testing, for example, and made a point – between race weekends – of putting racing as far from his mind as possible. Winning the World Championship – the Holy Grail for most drivers – was never a matter of surpassing importance.

"No, compared with other people, the World Championship had no meaning for me. The goal was always to win races – no calculation about how many points I would get for this position or that. In that way I was very relaxed, very simple.



Barth makes way for Ickx at epic Le Mans of '77

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"When I think back now, it's not a drama for me that I never won the championship, because I raced *everywhere* – F1, F2, long-distance sports cars, Can-Am, Paris-Dakar, Bathurst – and I have to say that I was very often in the right car. But what is more impressive, I believe, is that I have survived from that era. I promise you that every morning when I wake up, and sometimes when I think about certain situations in the past… I think, shit, that was close…

"To me, the championship was not a score by itself, so not having won it doesn't create any kind of sorrow *at all*. Why? Because I am a survivor."

Clearly Ickx is proud of that, of *having* survived so many years in an activity immeasurably more perilous than now. Consider for a second the 1967 Italian Grand Prix, where Jacky made his F1 debut in a Cooper-Maserati. Of the 18 drivers who went to the grid, seven ultimately died in racing accidents.

"I think," Ickx said, "that part of the reason I changed is because racing is not made only of good moments, but also sad ones. When you start, you cannot be aware of the danger. When you're young, you can dream – you can climb a mountain and have no fear. You believe in everything, and you don't have that instinct of preservation – because you don't know what it is! OK, some have it maybe more than others, but it's clear that if you start motor racing and you have the danger in mind, you're going to be beaten non-stop. Later, I think, you become more aware that it's a calculated risk."

At one point, when we were discussing the Ferrari days, I asked Ickx for his recollections of Ignazio Giunti, who was killed in a freak accident during the Buenos Aires 1000Kms in 1971, and who now, sadly, is almost forgotten.

"Giunti was very promising, very smart, but I didn't really know him because he was not around very long – there were a number of drivers that you never knew. At the end of '74, at Watkins Glen, there was a young Austrian new to F1, driving for John Surtees. Helmut Koinigg. I remember taking the helicopter with him from the Glen Motor Inn to the track – and in the afternoon he was dead. There were very few comments about that – he was unknown. Unbelievable now, isn't it?

"All these accidents, these fatalities hit you, and you may recover, but the traces remain for ever. I lost a co-driver in the Egyptian Rally – it was a dreadful accident, horrific. And although the risks are accepted by both parties, you remain the one who made the mistake – who made the misjudgement.

"Think of Stefan Bellof, who was the future of German motor racing. *Unbelievably* talented. In the rain unbeatable. He died at Francorchamps in a crash which is still unexplained, in a way…"

Bellof was killed in the 1985 Spa 1000Kms, after trying unfathomably to pass Ickx into Eau Rouge. "I was in front of him, and if I'd known what he was »»»



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Nigel Roebuck

going to do, I would have given him more space, but *nobody* did that, so I was unable to expect it. Total surprise. He hit the guardrail head on, at maybe 160kph…

"When I think back, I feel so sorry for all the people around me – probably more talented than I was, and certainly more dedicated – who didn't have that extra piece of luck that made you a survivor. That was the thing about that era – survival. If I meet people like Jackie Stewart or Carlos Reutemann, the first thing we say is… lucky. And it's really not a matter of talent – it's only luck. Look at Jimmy…

"Jimmy Clark was my hero. In 1965 I was given a watch by Ford Belgium, and it's inscribed, 'To Jacky Ickx' followed by the signature of Jimmy. There is only one motor racing picture in my house, and it's of him."

Even as a young man, Ickx was something of an introvert, one who loved nature, enjoyed peace and calm. Today we find him, as he says, reflective of his past, but increasingly at peace with himself. Gentle, impeccably courteous, softly spoken, he has manners from another age.

"So many people have said to me, 'Don't you regret you were not born later? You would have made so much money, you would have been known worldwide…' No. I was born at the right moment. As you said, I hated testing, for example – I was doing well in what I had to do, but to spend three days at Modena or Fiorano… it was hard for me.

"I have always been fairly realistic about my abilities. I was never able, like some drivers, to say, 'I'm going to gain half a second in this afternoon's practice session' – I was always doubtful. OK, I was able to go fast, but I was never *certain* of things. Because of that, it was always full of surprises, because when it was going well, it was unbelievably nice!

"Of course racing was much more dangerous in my era than now, but it was even more so in the '50s, and before that… I'm tempted to say that the real heroes came before. When you have driven an Auto Union, as I have, it brings you down to earth. This was a car that was outstanding in its time, but… 600 horsepower, no suspension, no brakes, no rollover bars, no helmets, no seat belts, very narrow tyres… and these people were at Spa, going down the Masta Straight, with no guardrails or run-off areas, just earth banks and trees and houses… Respect. *Real* respect.

"Racing was always considered a chivalrous thing. You do – and you die – for the sport. And when someone… was going, it was always accepted in a way. What has changed in life generally – and I think it's good – is not to accept to die in a certain way any more. The progress made in safety – really since the '80s – is wonderful, because now you can do it and you're almost at risk zero. If we speak about racing, we speak about speed, so there will always be fatalities occasionally – but the aim is to go for risk zero.

"F1 today is a world I don't know any more – I don't know anybody in it, although I'm still part of the racing community in a way. I love to go to Goodwood, or to the Monaco Grand Prix or to Spa, but honestly today I hardly recognise the person I was in those days.

"I did the Paris-Dakar for maybe 12 years, and that new experience – off road, in the desert – changed my view of the world from what I call 'monorail'. When I was a star, and I knew glory and success, that was my only concern – but there I discovered, apart from a different sport, another *continent*. When you are in the desert, you realise you are nobody, you don't exist…

"We are all on the planet for such a short time, aren't we? And my value, your value – among six billion people! – doesn't change anything, does it? You're in, you're out. But every one of these six billion people has a different story. The Jacky Ickx story in motor racing… for me it's a beautiful one, but it's difficult for me to speak about my past life, because… it's over.

"On the other hand, last week I met three people in the street who recognised me, and one said, 'When I was young, you made me dream…' You go through life thinking only about winning, but then you find that you made other people smile along the way, and that's fantastic. That's why I love going to Goodwood – you meet people, and they make you feel good.

"The advantage I have today is that I don't have any ego any more – I don't have to make any effort to be seen, to be recognised. I like that peaceful way, where I can choose who I want to meet, where I can say yes or no. I love that song from [Louis] Armstrong – *What a Wonderful World*. Even the way it is, still it's wonderful…"

A good and decent man. And emphatically a singular one. Ⓜ

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Paris-Dakar had a big impact on Ickx's view of the world

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IN BRIEF

■ The 17th in a line of BMW Art Cars will race at the Le Mans 24 Hours in June. One of the two Schnitzer-run BMW M3s will race in a livery billed as a "rolling sculpture" by artist Jeff Koons. British ace Andy Priaulx will join Dirk Muller and Dirk Werner in the V8-powered car.

■ The Triple 8 team has returned to the British Touring Car Championship, despite losing its factory status with Vauxhall. Phil Glew, who won last year's Renault Clio one-make series, is driving one of the team's Vectras, while James Nash, who raced an RML Chevrolet Lacetti in 2009, has taken over the second car that double BTCC Champion Fabrizio Giovanardi raced to victory on a one-off basis in the Thruxton series opener.

■ Former Grand Prix driver Ricardo Zonta raced in the first round of the new FIA GT1 World Championship, a dozen years after winning its predecessor, FIA GT. The 34-year-old finished fifth in the main race at the Abu Dhabi series opener, sharing a Reiter-run Lamborghini Murciélago with fellow Brazilian Rafael Daniel.

■ Former Red Bull Junior driver Robert Wickens will race in the new GP3 series this year. The Canadian moves over from Formula 2 to race for the Status Grand Prix team, which masterminded Team Ireland's A1GP successes.

■ Bigger Picture film *Deadliest Crash* is due to be shown on BBC4 on May 16 after 7pm. The film about the 1955 Le Mans disaster is also available on DVD from www.deadliestcrash.com. *Motor Sport* has five copies to give away. You can win one by answering the following question: who won the Le Mans 24 Hours in 1955? Send your answer to: admin@motorsportmagazine.co.uk.

■ Former BTCC racer John Batchelor, who took commercial support in racing to a new level when he changed his name to John Top-Gear and John B&Q in deference to sponsors, has died at the age of 51. The eccentric entrepreneur, who passed away peacefully on April 11, was also a former owner and chairman of York City Football Club and set up the York City Racing team, which ran in the BTCC.



The GT1 series looked good at Abu Dhabi, but while the heavy Nissan struggled, Chevrolet dominated (below)

Mixed start for GT1 series

THE COMBINATION OF 24 CARS representing six marques and the grandeur of the Yas Marina Circuit certainly made for a spectacle on the inauguration of the new FIA GT1 World Championship. There were exciting battles all the way through the field and the inevitable bangs and bashes that are a part of sprint racing. Yet what was missing was the promised close competition between all six types of car on the grid.

The new World Championship of which series boss Stephane Ratel has dreamt for so long got off to a controversial start in Abu Dhabi. The so-called 'Balance of Performance' between the six marques – Ford, Chevrolet, Maserati, Lamborghini, Aston Martin and Nissan – was clearly missing around the 3.45-mile Formula 1 circuit.

The Ford GT, developed to the new GT1 rulebook by the Swiss-funded Matech organisation, and the Chevrolet Corvette C6.R, one of three cars carried over in dumbed-down spec or 'grandfathered' from the old GT1 category, both dominated. They enjoyed a clear performance advantage over the rest, and the best two cars from the Ford and Chevrolet camps fought out the two races.

The Phoenix/Carsport Corvette driven by Andreas Zuber and Marc Hennerici claimed honours in the qualifying race from Romain Grosjean and Thomas Mutsch. The order was reversed for the main event, which the Ford won by more than 20 seconds. Such was the pace of the Corvette that Mike Hezemans and Andrea Piccini in the second Phoenix/Carsport entry were able to come through from the back of the grid to claim third place in the main event.





Significant weight adjustments were made to the cars after a Balance of Performance test at Yas Marina before the race, when former Grand Prix driver Heinz-Harald Frentzen got behind the wheel of all the cars.

That resulted in weight penalties for four of the six models. The Nissan GT-R, which had been fastest in testing in the hands of Michael Krumm, was given a 30kg weight penalty, the Maserati MC12 25 kilos. The Corvette was only given 10kg, while the Ford escaped without a penalty after Frentzen completed only two laps after complaining of steering problems.

That led to accusations that some of the teams did not present their cars with the ideal set-up when Frentzen drove. Rivals pointed out that the Ford had been lapping in the 2min 10sec bracket during testing, but that the car was able to lap consistently in 2min 7sec during the races.

Krumm, who is racing for the Sumo Power Nissan team, said: "We presented our car as it was; I think that makes us the stupidest people in the paddock. Others were playing games."

Ratel said he understood the challenges faced by the FIA GT Committee, the body charged with creating a level playing field.

"There is work to do," he said, "but I would ask Nissan how long it would take them to be competitive had they decided to do the DTM, and how much money it would cost?"

The teams that felt aggrieved by the committee's decision are calling for urgent action. Othmar Welti, who runs a pair of Nissans under the Swiss Racing Team banner, suggested that the events of Abu Dhabi were not "a good advertisement to manufacturers looking at this series".

The Motor Sport Month





HochZwei

Coulthard signs up for DTM

THIRTEEN-TIME GRAND PRIX WINNER David Coulthard is following the likes of Jean Alesi, Mika Häkkinen and Ralf Schumacher into the DTM.

The 39-year-old Scotsman (left), who called time on his Formula 1 career at the end of 2008, will race for Mercedes in the German-based touring car series. Coulthard attended last year's DTM finale at Hockenheim and then tested a Merc C-Class (above) earlier this year.

Coulthard, who raced Mercedes-engined McLarens from 1996-2004, said he "got the buzz again for competition" during his visit to Hockenheim.

"I always said I wasn't hanging up my helmet for good because I didn't believe I was over racing," he added. "I just knew my time as an F1 driver had reached its natural conclusion. If I can do a championship that fits with my other commitments and I get the buzz in a racing car, then why not take it?"

Coulthard, who was due to kick off his campaign in a 2008-spec C-Class run by Mücke Motorsport at Hockenheim on April 25, is the latest in a line of ex-F1 drivers to take the DTM challenge. Alesi and Häkkinen both won races in the series, while Schumacher and Markus Winkelhock are the other ex-F1 drivers racing alongside Coulthard this year.

The old DTM of the 1980s-90s was also home to superannuated F1 stars. Hans Stuck was champion in 1990, beating fellow ex-F1 racer Johnny Cecotto.

New Audi wins on race debut

AUDI CAME OUT ON TOP IN ITS first confrontation of the season with Peugeot. The new Audi R15 plus dominated the Paul Ricard 8 Hours on its debut in the hands of Allan McNish and Rinaldo Capello. They won the opening round of the Le Mans Series by five laps, while the sole Peugeot 908 – the works-backed ORECA car – was fourth after losing nine laps when the rear air-jack system failed.

Audi and the works Joest team billed its assault on the Ricard race as a "test in race conditions" with the new R15, which was not ready in time to contest the Sebring 12 Hours in March. Joest technical director Ralf Juttner said after the win that the "fundamentals seem good, but we're taking away a long list of things to work on".

The Audi versus Peugeot battle resumes at the Spa 1000Kms on May 9. Both manufacturers are due to field three cars in what they are treating as a dress rehearsal for the Le Mans 24 Hours.



Audi

Clock ticking for Imola management

FORMULA IMOLA, THE COMPANY running the famous Italian circuit, has gone into administration owing some €4 million. Ironically, one of the biggest debts was for the cost of the 2008 re-opening, intended to re-establish the autodrome's commercial potential.

Beset by questions of ownership and liability, the company has until June to straighten its finances, otherwise the track rights will go to public tender.

Current events including a World Superbike round are being organised by a temporary management team under Maurizio Flammini, the man behind the proposed Rome GP. As a major creditor of the company, he is a contender to take over the circuit.

Räikkönen shows WRC improvement

AFTER CRASHING OUT OF THE OPENING two rounds of the World Rally Championship in Sweden and Mexico, Kimi Räikkönen has secured points finishes in Jordan and Turkey.



Citroen

The Citroën Junior driver (right) now lies 10th in the WRC drivers' standings after finishing eighth in Jordan and fifth in Turkey, four points behind rally veteran Henning Solberg.

The 2007 Formula 1 World Champion struggled at the start of his maiden WRC campaign but, according to co-driver Kaj Lindström, an improvement in pace notes has led to better results.

"I'm learning all the time and that's a nice feeling – a bit like my early days of circuit racing," said the Finn after his result in Istanbul. "I'm very happy, although I've no idea how we're getting home (following the volcano flight ban). I'm sure we'll find a way..."

This month on the *Motor Sport* website

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PODCASTS

We've had plenty of ex-drivers through the 'podcast doors' over the last year in the shape of Jody Scheckter, John Watson, Mario Andretti, Brian Redman and Damon Hill, but this month Williams F1's renowned director of engineering, Patrick Head, is coming in to have a chat.

The podcast is going to be recorded late on May 19, so look out for it on the website and on iTunes the following day. Patrick has been around the Formula 1 paddock since the 1970s and isn't afraid to speak his mind, so don't miss this chance to ask him a question. Simply log on to the website and click on the 'Ask the podcast team a question' tab on the right-hand side of the homepage.

NIGEL'S Q&A

Nigel Roebuck continues to write his monthly e-mail newsletter and also answers questions from readers. If you're not getting these, then do register on the homepage (on the top right).

There's always a great range of questions, from modern F1 to some weird and wonderful historic racing, so ask anything you like – as long as it's to do with motor racing, of course. Having said that, Nigel is quite a connoisseur of wine, so he would no doubt be happy to answer questions on that subject as well...

RESULTS

As we mentioned last month, the website now has full race-by-race results for Formula 1, the World Touring Car Championship, the World Rally Championship, MotoGP, the IRL IndyCar Series, the Le Mans and American Le Mans Series, and the new FIA GT1 World Championship.

There aren't many places where you can view all these results together, so if you're wondering how Allan McNish is doing in the updated R15, then you know where to come.

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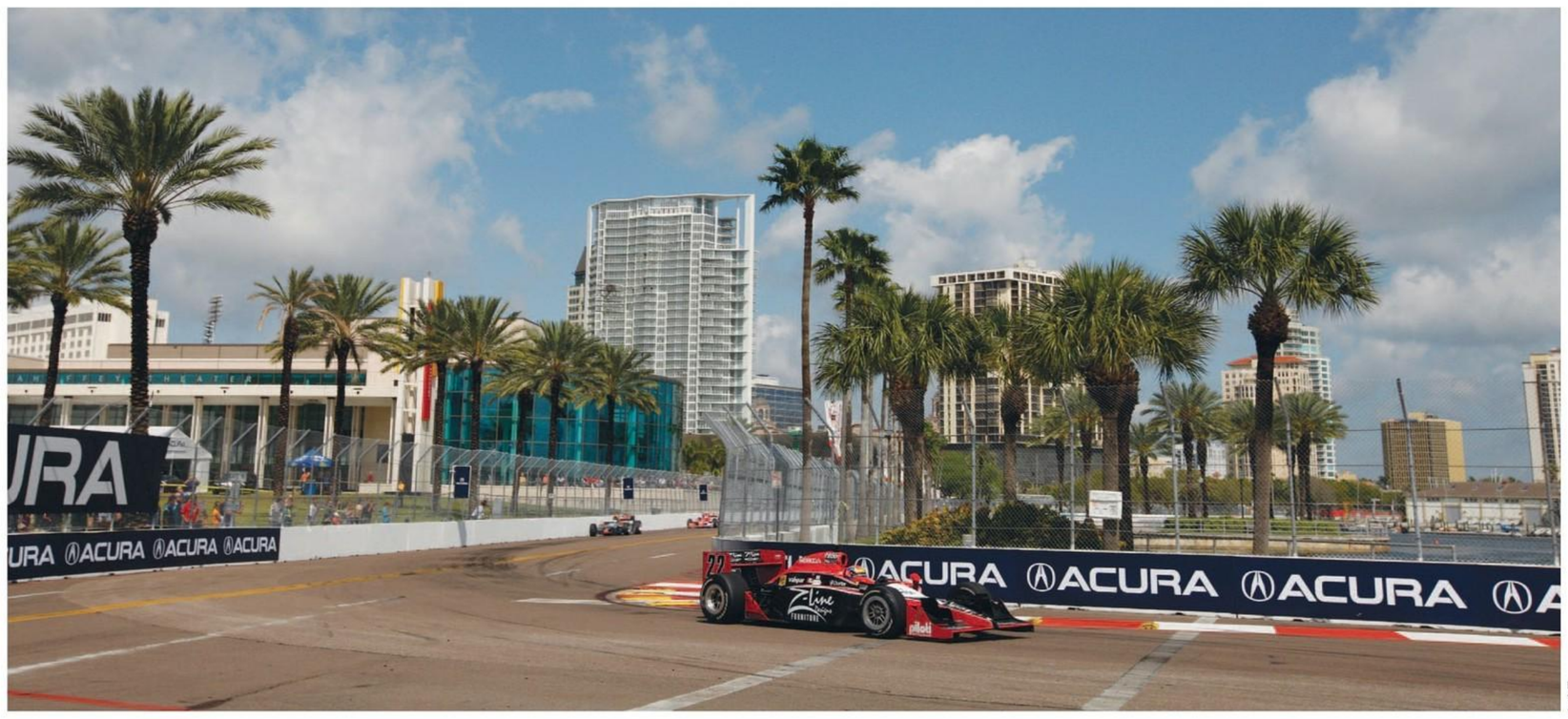
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RACING LIFE



LAT

FIRST, MAKE THE START

THIS IS A REALLY HECTIC PERIOD FOR ME. BY THE TIME YOU read this we'll be just a couple of weeks away from our first race in our new historic series, when we'll be at the Barber Motorsports Park in Alabama on the weekend of May 21-23.

Boy, it's hard work launching a series, especially historics in the USA where we haven't had the passion for it like there is in Europe. But I've got some great people with me, with lots of experience in running big events, and right now it's both frightening and exciting as we watch the entries rolling in for the first of three race meetings. But the proof will be in the pudding and first we have to capture the imagination of the competitors and the spectators, and yeah, we have a lot on our plate right now.

It's looking pretty good, with two 512 Ferraris, some Can-Am cars and lots of great Grand Prix cars, and there's been a lot of corporate interest which hasn't been the case with historics over here in the past. But, you know, the guys who race the cars have busy lives with many other commitments and priorities – they're racing for the fun and the passion and not as a living – so getting them to commit to dates for the season has been a challenge. It's a bit of a dance, but a lot of fun as well.

I'm told the Indycar race at Barber will be the biggest event in Alabama this summer, which is amazing when you consider that Talladega is on that calendar too, so for sure it's a place people want to go. And then we're going to Watkins Glen and St Jovite, two of the crown jewels of the North American tracks, so hopefully we'll see some big crowds there too. But it's not like Goodwood, or Le Mans Classic, where people go as a matter of course – it's a whole new challenge over here in the States.

I didn't get to the first Indycar race in São Paulo but it was certainly a spectacular event and the circuit looked good, with plenty of overtaking opportunities. By all accounts, they did a good job getting the track surface tidied up for the race. But with those big slick tyres and lots of power you're always going to get the cars sliding around and spinning, like we saw. The season is pretty much going as I thought it would – the dominant teams are still Penske and Ganassi – though I guess Chip Ganassi wishes he was running a third car, as so far it's been Penske's third car doing most of the winning. For Roger Penske, then, it's been a smooth start to the season, but for Chip it's been unusually troublesome, and then Dario Franchitti had a lacklustre weekend at St Petersburg.

All in all it's more of the same, with Penske and Ganassi favourites for the championship, and everybody else is there to pick up the pieces when they falter. Last year Newman-Haas was the only team to threaten the top two, to be the only pretender to the throne, but that's not happening yet. Justin Wilson (above) has done a great job so far for Dreyer & Reinbold and so has Simona De Silvestro for HVM – clearly she's much faster than Danica Patrick, though she hasn't had the luck in the races yet.

It's been a tough winter and a tough start to the year for my son Graham and, as many young drivers know, just when everything looks great it can go upside down very quickly. He had an agreement with Newman-Haas for the Indycar season but they lost McDonald's as a sponsor and couldn't follow it through. Luckily for him, he's got some races with Sarah Fisher's team and I gotta hand it to her, she's put her ego away and realised that she needed somebody much stronger on the road courses. OK, it's not a top team yet, but they had a good race at St Pete's ahead of more experienced teams and Graham will be with them right through until Long Beach. But it's really tough to put a season together at this late stage and I told him it's all about character building and most drivers go through this period, but he says he's had enough of character building. When the wins come along, they'll be all the sweeter for him after this, and he's got plenty of people ready to run him if they can get the money.

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Andrew Frankel

ROAD CARS



BRAVO, ALFA ROMEO

AS THE REBIRTH OF THIS MAGAZINE IN RECENT YEARS HAS shown, certain brands have an ability to defy logic. They can be run almost into the ground yet with a little investment, a lot of clear thinking and a whole heap of enthusiasm, up they pop again long after cold common sense says they should have been abandoned for good by their supporters. It's the same with car companies: it happened to Lotus in the mid-90s when it launched the Elise, and I believe it's happening to Jaguar now.

Yet perhaps the marque most overdue for a turnaround is Alfa Romeo. As someone brought up on the back seat of an apparently endless succession of 'Suds, Alfettas and second-generation Giuliettas, the bemusement with which I started to watch Alfa's decline all those years ago has long turned to grim resignation. It wasn't the bad ones that rankled so much, it was the dull ones I really minded. And, sadly, that's been most of them.

But maybe, just maybe, Alfa Romeo has turned the corner. Of course it could yet prove that its new Giulietta (above) is a mere oasis in a desert of fair-to-middling product – there is precedent here as in 1988 when Alfa failed to build on the promise of the 164 – but I don't think so. The 164 was a collaborative effort and, engines aside, was the same under the skin as the Saab 900, Lancia Thema and, lest we forget, the Fiat Croma. The Giulietta is all Alfa and sits on an all-new platform, albeit built with Fiat's Euros.

And it is terrific. Driving across Italy I found myself thumping the dashboard with relief and excitement that here was a mainstream Alfa that's not going to be apologising to anyone. Better still, this was not the hot 235bhp 'Quadrifoglio Verde' model (the least convincing of the range) but a standard mid-range 1.4tb model.

A little 'compare and contrast' can help us here: it has a tiny 1.4-litre petrol engine yet it develops 170bhp. But despite this power it's capable of nearly 50mpg, and class-busting emissions. It's all possible not because its engine is new – in fact it's ancient – but because it's been fitted with Alfa's 'Multi-Air' cylinder head which is a work of pure genius. By opening the inlet valves not by the direct action of a camshaft but by infinitely variable hydraulic pressure meted out by computer-controlled solenoid valves, an unprecedented level of control over valve timing, lift and duration has been achieved. Under certain circumstances the inlet valves can even open twice in a single combustion cycle.

Moreover unlike such horrors as Alfas 33, 6, 90, 145, 146, 155 and others, this is not a great engine in an otherwise unworthy car. The chassis is as sophisticated as anything in the class, offering world-class ride quality with crisp handling and excellent steering. Even quality, Alfa's Achilles heel, has taken a huge stride forward.

What, then, can Alfa Romeo do with such promising raw material? Fiat boss Sergio Marchionne has big plans, including the reintroduction of the marque to the crucial US market as soon as 2012 and tripling sales volumes from their current low of little more than 100,000 units, which is half what they were less than 10 years ago. There are rumours of a 'crossover' SUV, which strikes me as a strange kind of creature to wear an Alfa Romeo badge.

What Alfa needs to do is what Lotus has done and what Jaguar is doing today: and that is simply remember what made it great in the first place. I'm not talking about P2s and Tipo Bs here, but good-looking, technologically advanced family cars with an unrivalled focus on the driving experience. It is my great pleasure currently to have at my disposal a 1964 Giulia Ti, a car that came equipped with a twin-cam engine, five-speed gearbox, four-wheel disc brakes, and independent front and De Dion rear suspension long before the leader of Her Majesty's Loyal Opposition was born.

But the evidence of this new Giulietta with its world-class engine and superb chassis is that this message may have got through. Let us all hope that, for Alfa Romeo at least, the darkest hour was indeed just before the dawn.

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Mat Oxley

MOTO GP



LAT

TALENT OVER TECHNOLOGY

MOTOGP FINDS ITSELF IN THE SAME PLACE IN WHICH Formula 1 found itself a few years ago – between a silicon chip and a hard place. The battle lines in the traction control debate are exactly the same: on the one side, the engineers arguing that safety technology must continue to advance; on the other, the fans (and old racers) demanding that the spectacle of man wrestling machine be restored to them.

"It's good that guys aren't getting hurt so much anymore," says Eddie Lawson, four-time 500 World Champion during the 1980s. "But I want to see the riders ride the bikes, I don't want to see computers ride the bikes. I think it should be your right wrist working the throttle, so I say get all that electronics crap off of there."

There is no doubt that traction control has spoiled the show by taking the sting out of MotoGP's 200-plus horsepower motorcycles. There is also no doubt that rider aids have made the bikes easier to ride, allowing mid-pack riders to get closer to the front-runners. But it is nonsense to suggest that 21st-century electronics have taken the skill out of MotoGP. As is always the case with new technology, the really talented riders take advantage of that technology in ways that no one expected, thus restoring the status quo between themselves and the also-rans.

So it is with traction control. The latest electronics software (and the latest-generation Bridgestone slicks) allows riders to open the throttle at apparently impossible angles of lean. All the riders in MotoGP are talented and brave enough to use this technology the way its creators intended. But the best riders have taken that technology and run with it to another level.

By opening the throttle harder and earlier in the corner, riders inevitably found themselves running into a new set of problems. Aggressive use of the throttle destabilises the rear end, so they needed to find a way to calm things down and improve grip. Applying the rear brake while opening the throttle is counterintuitive, but it works well by squatting the rear end and sucking the tyre into the asphalt to fatten the contact patch and increase grip. Most of the top MotoGP riders have got the hang of this technique; some of them use the rear brake so hard exiting corners that they've popped master cylinder seals during races.

There is another, trickier problem that riders have encountered by accelerating earlier in the corner at greater angles of lean. Getting on the gas as soon as they pass the apex shifts load (and thus grip) away from the front tyre, which prevents the front tyre from steering the motorcycle, causing it to run disastrously wide, thus spoiling the lap time. Most riders have struggled to find an answer to this one and have moderated throttle opening accordingly, trading a little acceleration for better steering. However, the fastest riders – Valentino Rossi and Casey Stoner – have found a magical way around this apparently limiting factor, subverting the motorcycle's front brake to other ends.

Anyone who rides motorcycles knows that the easiest way to fall off is to apply the front brake through a corner, even at a modest angle of lean. Rossi and Stoner know this as well as anyone, but now they are actually using the front brake in corners to improve lap times. While opening the throttle with the right hand they gently feather the front brake lever with the index finger to keep the front tyre loaded and thus improve grip and turning. It's a risky, knife-edge technique that would spell instant disaster for any normal mortal – definitely not to be tried at home.

"It all depends on the corner," says 2007 MotoGP champ Stoner. "Every corner is different in a lot of different ways. It depends on grip and everything, so if the bike's working really well you may not need to keep the front loaded; other times you have to run around the corner with the front brake on."

Such skills are as impressive as the ability to control a tail-end slide; it's just a shame they're less obvious and thus less entertaining.

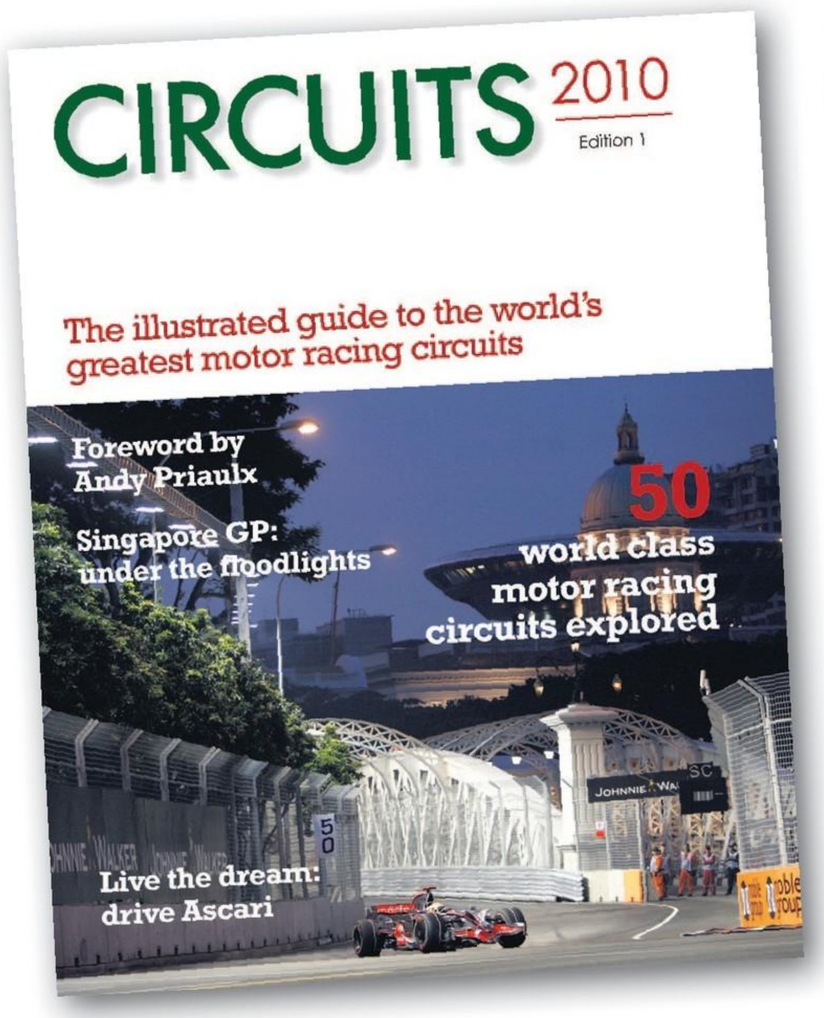
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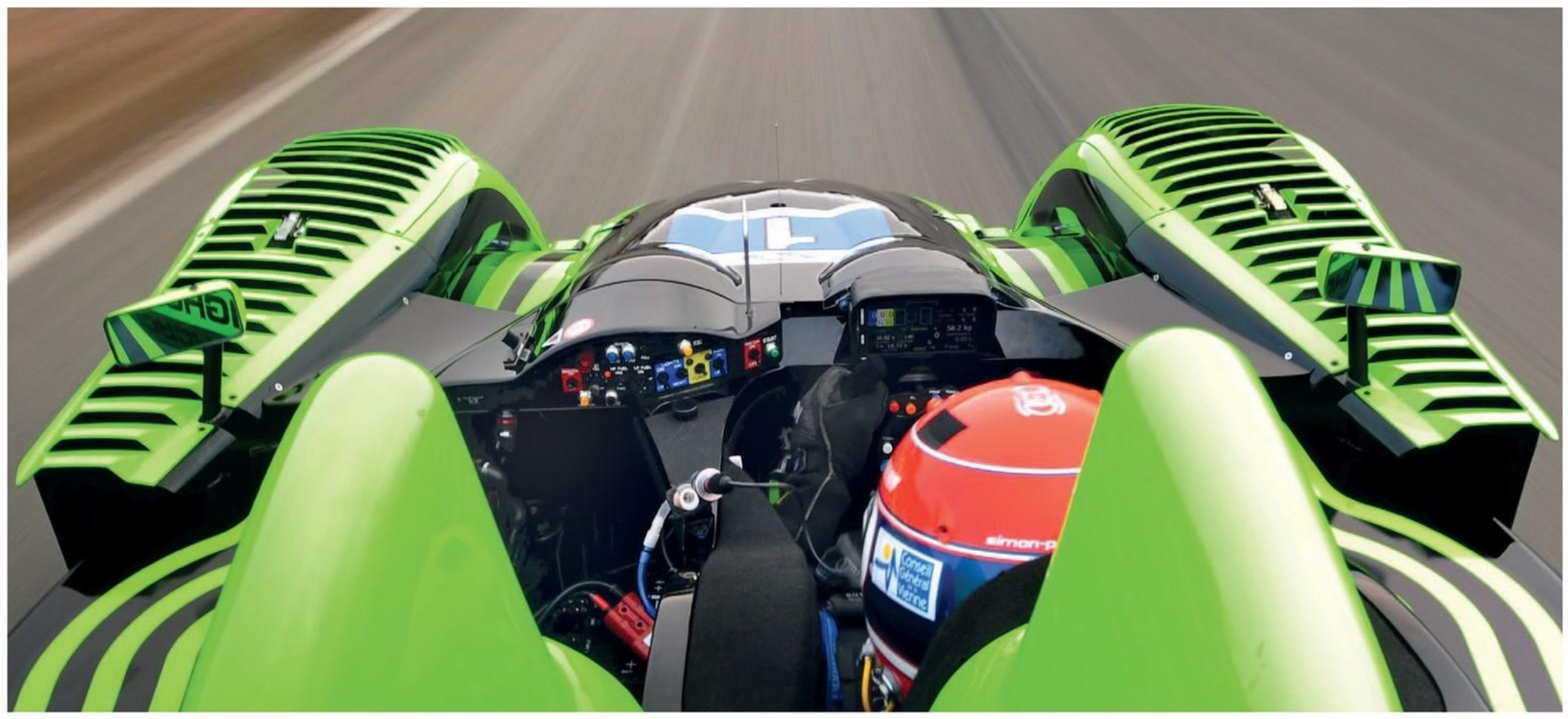
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Gordon Kirby

THE US SCENE



CHASING NEW HIGHS

DUNCAN DAYTON'S HIGHCROFT TEAM WON LAST YEAR'S American Le Mans Series with an Acura ARX-02a LMP1 driven by David Brabham and Scott Sharp, with Dario Franchitti joining them for the longer races. This year Dayton's team is expected to repeat its championship success in a depleted field of prototypes. The demise of Acura's P1 programme means that few, if any, LMP1 cars will contest the full ALMS schedule. Highcroft is running an updated 2008 ARX-01c LMP2 car (above) called an HPD (Honda Performance Development), and the only competition it will face on a regular basis is a pair of P2 cars – Rob Dyson's lone Lola-Mazda coupé and Greg Pickett's Porsche RS Spyder.

The ALMS is trying to focus fans and the media's attention on the GT2 class with factory-supported teams from Corvette, Porsche, Ferrari, BMW and Jaguar. The competition is fierce in GT2 and the cars are good-looking and well prepared by first-class teams. Practically, the ALMS is well-served to push GT2 as much as possible this year. The factory Corvettes, Risi Ferrari and Paul Gentilozzi's Jaguar GT2 will also race at the Le Mans 24 Hours, and Dayton's Highcroft team will join them with its P2 car. Former historic racer Dayton has long harboured an ambition to run a team at La Sarthe and, with the help of sponsor Patron, he will realise the first stage of that dream this year.

"There's a lot for us to learn and understand about doing Le Mans," Dayton acknowledges. "We're going this year with a P2 car and we think that's a good first step for us, but ultimately the goal is to go with a P1 car and win outright. It's probably more appropriate in some ways that we go as a P2 entrant in our first year to learn the ropes.

"Obviously, it's a big learning curve for us. We've never done a flyaway race and some of our guys have never been out of the country, so there will be a bit of a culture shock for some of them, let alone taking in the spectacular scope and duration of the event. It'll be a unique experience for a bunch of them but everybody is totally excited about it. It's a huge logistical excursion. I think we're shipping over seven and a half tons of equipment. We feel well prepared and hopefully we'll be able to perform well."

Wirth Research has developed a low-drag, long tail for the ARX-01c specifically for Le Mans. "This car's biggest impediment in the past has been straightline speed," says Dayton. "It gets to terminal velocity and begins to stall. We've always been a couple of miles per hour down on the Porsche Spyders and even Dyson's car."

Simon Pagenaud has replaced Sharp this year as Brabham's regular co-driver, with Marino Franchitti taking over from brother Dario as the team's regular third driver in the longer races. Pagenaud will drive for Peugeot at Le Mans, however, so Dayton has hired Audi veteran Marco Werner to partner Brabham and Franchitti in the 24 Hours.

Dayton is one of the ALMS's biggest supporters. With Scott Sharp's help he's persuaded Patron to become the series' presenting sponsor. Patron operates an active marketing and promotion campaign around its racing programme and is a big help to the ALMS in these times of reduced manufacturer support in the prototype categories.

"I remain extremely optimistic about the future of the American Le Mans Series," says Dayton. "It's the only series in the world that manufacturers can legitimately support and invest in because it has an open rule book and a place where they can showcase their technology. I believe there will be new manufacturers coming in. I think more and more manufacturers are getting the message. Certainly 2008 was a high water mark in the last 20 years for sports car racing in America, and I think as the economy comes back we're going to see it again."

Letters

Working with the Warwicks

Sir,

I write to say how very much I enjoyed Simon Taylor's article on lunching with Derek Warwick in Jersey (April issue).

Some 40 years ago my father, Samuel Lee, was company secretary to Warwick Trailers in Alresford and he always said Derek would be the next World Champion. Derek, as was stated, was frequently in the wrong car and place!

I never met Derek but tales of life in the 'Running Horse' aka The Runner were legendary, as was Stan's driving and flying. Uncle Stan, who only had one eye, was well known for parking the Jag on local hedges. Another interesting yarn involved the delivery of some quick-setting cement to someone's driveway! Happy days.

John Lee, Fareham, Hants

Historic Penske is perfection

Sir,

Thank you for the wonderful article by Andrew Frankel on the Penske PC26 in the February issue (yes, a while ago, but it takes time for the slow boat carrying *Motor Sport* to reach Sydney!).

Two buddies and I share a 1981 PC10 and a 1983 Lola T700 (right), and I can only echo Andrew's sentiments. The noise, vibration and acrid methanol exhaust do indeed make the first driving experience terrifying, and when you experience full boost for the first time it takes all your willpower not to park the car and run to a safe distance! "Pulverising, monumental thrust", as Andrew so accurately put it.



To my great amazement, however, we have become accustomed to the (easily modulated) power and really enjoy the evocative driving experience. The Australian Historic Racing bodies have been very supportive and we run against F1 cars from the late '70s to mid-80s. We are not far from matching their times while we learn how to fettle and drive. Indycars are much more drivable than people think and the Cosworth DFX and Hewland VG500 'box have shown bulletproof reliability. No computer nonsense needed for start-up and the power begins at 6000rpm, continuing past 10,000, although we use 9000 as our limit to preserve the engine and contain the 10-litres per lap methanol consumption! The Lola makes 880bhp with the '83 pop-off valve, while the PC10 has a larger qualifying turbo on the same mechanicals. We are still restoring the Penske, which has a finer finish than the Lola and is beautiful, as every Penske was. Both are a credit to their British builders' craftsmanship.

Historic Indycars may live in the shadow of Formula 1's supermodels, but they have provenance, presence and performance that is more than equal.

Ian Buddery, Sydney, Australia

Maggs and much more

Sir,

I've just spent an enjoyable weekend reading the latest *Motor Sport* (May issue), and in particular, enjoyed reminiscing through 60 years of the F1 World Championship. 'That was the decade that was' brought back many forgotten memories. However, I feel I need to comment on one or two matters. In Doug Nye's section on the '50s, Luigi Musso died in the French GP and not at the previous GP, Spa. Secondly, in the section on the '60s, corporate sponsorship arrived in 1968 not with Gold Leaf Team Lotus at the Tasman Series, but with Team Gunston in the South African GP on January 1, the last GP won by Jim Clark.

Lastly, I was a bit taken aback by Damon Cogman's statement in his review of the Tony Maggs book, that 'South Africa isn't blessed with a huge history of international motor sport success'. May I remind DC of Maggs contemporary John Love, who raced for Ken Tyrrell at the same time and was a British touring car champion for him in his Mini. (OK, John was a Rhodesian who won the SA Formula 1 title six years in a row!) Then there is Gordon Murray of Brabham and McLaren fame. And what about Rory Byrne of Toleman, Benetton and Ferrari? Oh, of course, not forgetting the 1979 F1 World Champion, Jody Scheckter.

Jan Dijkman, Florida Park, South Africa

There's no dispute about the quality of South Africa's finest; we merely observed that it is from a smaller pool – Ed

LETTERS TO THE EDITOR

Write to: Motor Sport, 38 Chelsea Wharf,
15 Lots Road, London SW10 0QJ
or e-mail: editorial@motorsportmagazine.co.uk

(Please include your full name and postal area)

A World Championship away...

Sir,

I was reading *Motor Sport* last evening, when two things took my fancy. First, a C-type Jaguar offered for sale by Chequered Flag. The ad reads: 'C-type JAGUAR, 1953, immaculate in red with black interior and tonneau, with Webers, Borrani wheels etc. An original and mechanically perfect example. £865.'

Second, a small display ad which reads: 'Mr Scott-Moncrieff will, during August, be chuffing quietly through the canals on a narrow boat, thankful for a month away from motor cars. There will, however, still be a good selection of pre-war Rolls-Royce and Bentley cars on view at Rock Cottage, Basford Hall, Leek. So, by all means, come and have a look. If you see one that you like sufficiently to buy, leave the money (all prices are clearly marked) and take it.'

It was the August 1960 issue of *Motor Sport*. Pity that our world has changed so much.

Perhaps the most telling change is evinced by the cover picture of a front-engined Grand Prix car sideways and with a dented nose, leading a much smaller (and not sideways) rear-engined car. The caption reads: 'Early duel between Phil Hill (Ferrari) and Jack Brabham (Cooper) during the French GP lasted for 29 laps, until the Ferrari's transmission failed. The dented nose was caused when it ran into one of Brabham's tyres.'

Duels in Grands Prix are rare these days, and the chances of one lasting 29 seconds are infinitesimal, let alone more than one lap!

Christopher Wigdor, Grayswood, Surrey

Jenks would have approved

Sir,

I was pleased to see the letter from Ray Truscott in the May issue for two reasons. First, I have at last found someone (apart from Bill Boddy) who has been reading the magazine longer than I have – I started in 1949. Second, he mentions Jenks and said that he would approve of the magazine as it is now. I agree. However, at the first Festival Of Speed I spoke to Jenks and one of the questions that I asked him was, "Will *Motor Sport* be as good in the future as it has been in the past?" His reply was a definite "No".

But since the present people have taken over the magazine I think it has a standard that Jenks would approve of. Oh, and by the way the Queen was crowned in 1953, not '52. That was when she ascended the throne.

Geoff Bell, Emsworth, Hants

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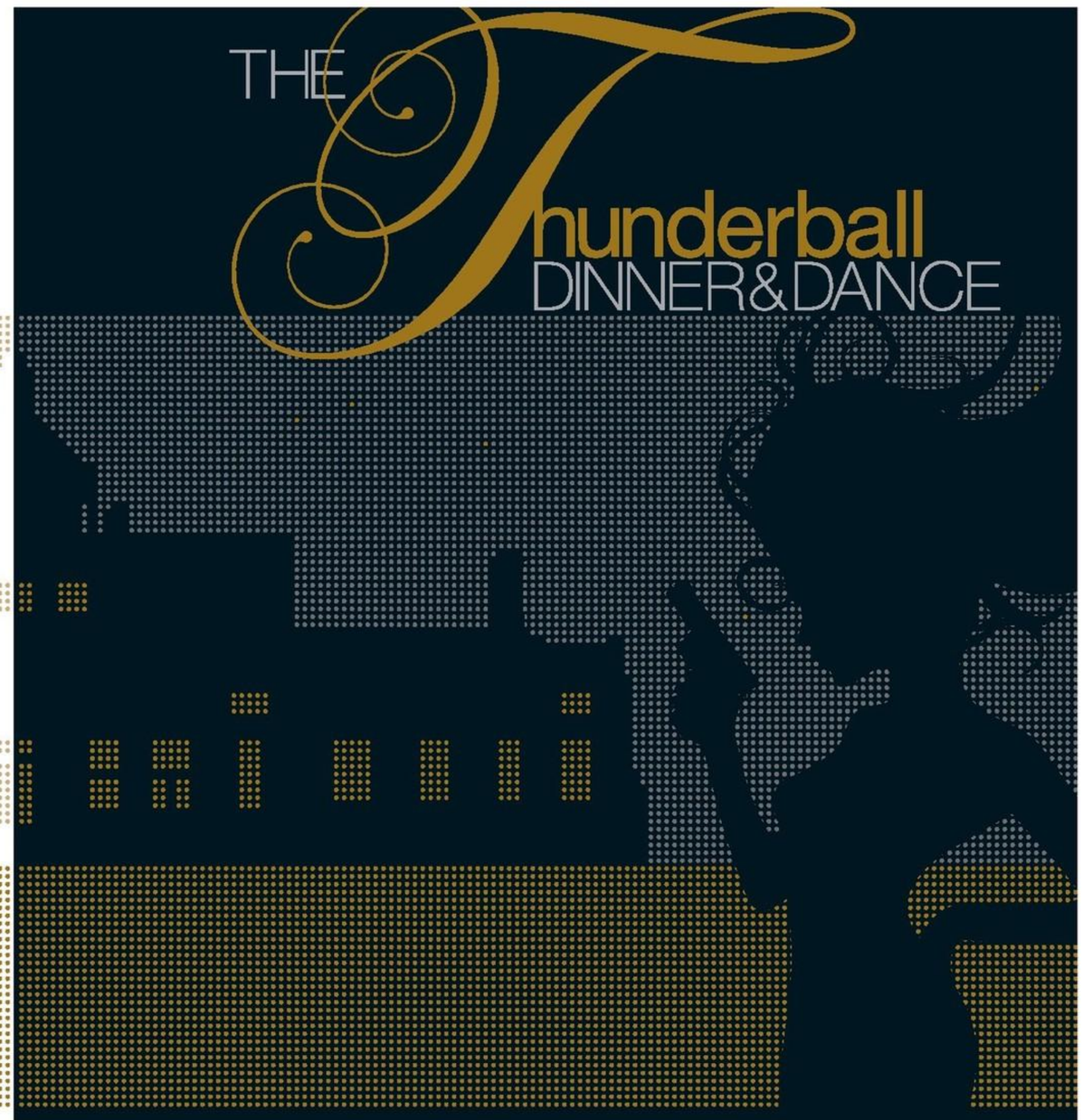
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Letters

Hailwood's heroics

Sir,

This morning I enjoyed reading the Tony Southgate/Shadow piece in your April issue. It whetted my appetite for the forthcoming book.

Great stuff, but I stumbled over a little mistake in the book text to do with Mike Hailwood rescuing Clay Regazzoni from a burning car in the South African GP at Kyalami. This car 'Rega' drove was not a Ferrari but a Marlboro-sponsored BRM. Clay in fact was a Scuderia team member (with Jacky Ickx) in 1972 (I saw him 'live' at the German GP of that year, battling with Sir Jackie for second – with Stewart ending up in the guard-rails…) and returned there in 1974 to form a new team with Niki Lauda.

Apart from that, another fantastic issue. I also appreciate the very open comments of my Car of the Year jury colleague Andrew Frankel about the Aston Martin Rapide. Why build a four-door car without four full seats?

Thomas Imhof, Essen, Germany

The word on John Willment

Sir,

We are researching a book on the life of John Willment (1928-1997) and JWA (John Willment Automobiles), as well as many other projects in which John was involved. The book project enjoys the full backing of the Willment family.

Many well-known drivers raced and enjoyed success in cars prepared by JWA, and, after he joined forces with John Wyer, JWAE. The list is almost a who's who of '60s racing – such luminaries as David Hobbs, Jacky Ickx, Brian Redman, Jackie Oliver, Frank Gardner and double F1 World Champion Graham Hill, to name but a few.

But John did not concentrate solely on Touring and GT cars – he also prepared a variety of F1 Brabhams, and Graham Hill scored a memorable victory at the 1964 Rand Grand Prix with the Willment-entered car.

We are seeking further information on John Willment's many and varied activities to ensure that the book accurately reflects the life of a gifted and very talented engineer. Any past or current owners of Willment cars, former team members, drivers, colleagues and officials who were involved with John or JWA are invited to submit any relevant stories, anecdotes or photos for possible inclusion in the book. Photos will of course be returned. Please contact: JWA.Racing@hotmail.com

The Willment family, by e-mail

Distributing blame

Sir,

Andrew Frankel's column about Toyota is condescending towards American consumers. After more or less absolving Toyota, Mr Frankel suggests that somehow the Big Three in Detroit are "assembling the gallows" for Toyota. Utter rubbish; as facts have come to light, Toyota has been shown to have made its own gallows.

Faced with mounting evidence of problems, Toyota dithered and obfuscated. Only a groundswell of bad news forced its hand. A very un-Japanese approach to the problem.

Mr Frankel next suggests that, like SARS or BSE, Toyota's problems reflect public "neuroses". More rubbish. If you have worked hard to buy a car you expect safety. There should be no doubts in a driver's mind about safety. Toyota is the world's largest car company, and consumers should not be made to look foolish for their concerns.

Mr Frankel also blithely dismisses brake feel concerns and he cites "public fear" as the real culprit. Mr Frankel is an admirable writer, but his pithy dismissal of Toyota's problems is unwarranted. The fault can be placed firmly on Toyota's doorstep, and nowhere else.

Scott Brown, San Francisco, USA

Why MotoGP has passed F1

Sir,

I look forward eagerly to *Motor Sport* appearing in my local WHSmith every month, mostly for the articles about motor racing from an age when it was actually racing. As a friend of James Hunt's at Wellington I was a keen follower of his progress through the ranks of F3, in Syd Griffith's F5000, to winning the World Championship; then later I enjoyed his commentating, often punctuated with expletives such as 'shit a brick Murray, look at that…' – wonderful stuff!

Unfortunately, today's racing is anodyne, a banal display of technocratic cleverness. You think the last two Grands Prix were exciting? Smell the coffee! If you want exciting, then watch MotoGP. The opening Qatar race was unbelievable and had the whole family on the edge of our seats.

I'll keep buying *Motor Sport* as I have for the last 50 years, but do keep the articles on this year's F1 to just a half page each issue.

Nigel Shuttleworth, Morpeth, Northumberland

Mental blocks

Sir,

Much discussion has taken place on the lack of overtaking in Formula 1. One aspect that seems to have been ignored, however, is the question of driver ethics.

In earlier days blocking a car to prevent it from overtaking was just not done. I have just seen a film about Mike Hawthorn's championship year and was struck by his comment that Tony Brooks was holding him up at Monaco because he had not seen him in his mirrors. When Brooks eventually became aware of him he pulled over and waved him by.

Imagine that today! Deliberate blocking on corners was considered dirty and dangerous. Now it seems to be applauded. I used to watch drivers such as Fangio, Moss, Ascari, Hawthorn and Collins who all would give each other room in corners and the resultant overtaking was frequent and exciting to watch. Drivers who blocked each other then were unpopular and even penalised. In fact was not the original use of the blue flag to advise drivers that they were holding someone up, and nothing to do with being lapped?

Call me old-fashioned but when I watch a motor race I want to see the fastest car and driver win, not a driver who thinks it clever to keep the faster ones behind him or push them off the road. How can we consider much-acclaimed drivers such as Senna and Schumacher, however skilful, to be in the same class as Fangio, Ascari, Moss, Clark or Brooks who apparently did not need to resort to dirty tactics to achieve their results.

Endless changes to circuits and aerodynamics are surely doomed to failure. We will only see real overtaking when driver mentality is changed. Maybe bringing back the old blue flag rule could be the answer.

Brian Alexander, Bude, Cornwall

KEEP IN TOUCH

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



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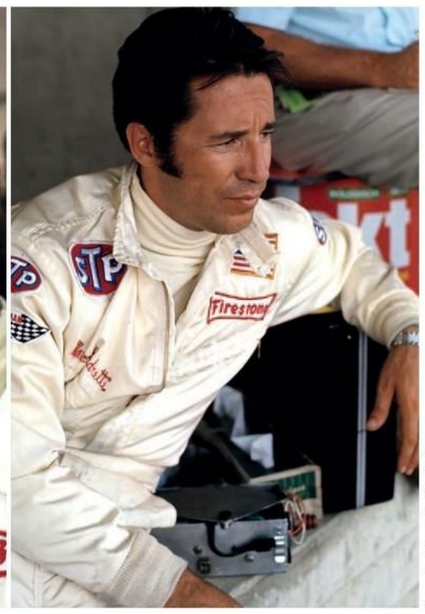
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Matt Howell





Paul-Henri Cahier

Blood red brothers

In a unique joint interview, Jacky Ickx and Mario Andretti recall their days as team-mates at the Scuderia

BY NIGEL ROEBUCK

Ferrari team-mates they were, and always on the best of terms, professionally and personally. Forty years on, Mario Andretti and Jacky Ickx came to London for *Motor Sport's* inaugural Hall of Fame ceremony, allowing a rare opportunity to sit them down together, have them reminisce about the Maranello days.

Signor Sassi, a favourite Italian restaurant, seemed an ideal location, for everyone there – of course – loves motor racing in general, and Ferrari in particular. "I think I've been here before," smiled Ickx as we walked in. "I came here with Frank Williams…"

Given that Jacky these days divides his time between Belgium and Mali, and that Mario – as ever – resides in Nazareth, Pennsylvania, they see each other rarely, and their delight on being reacquainted was evident. ›››

"Where was it we met the first time?" mused Andretti, and Ickx had the answer immediately. "It was Acapulco in 1968," he said. "Actually in a place called Las Brisas. I'd had my accident in Canada, and this was before the Mexican GP…"

"Yeah, that's right!" Mario exclaimed. "We were vacationing there, I remember now. You'd broken your leg – you had these pins right down here on your shins…"

Jacky recalled that day at St Jovite in September of '68, his first year in Formula 1, his first with Ferrari. "It was on the first day of practice. I'd been out earlier, found that the throttle was staying on the floor – in fact I nearly went off. I came in, had it checked, went out again, and the same thing happened – at the same place. I went in again, and the chief mechanic – Giulio Borsari, a wonderful man – checked it and said everything was OK.

"Out I went, and this time I crashed – at the same place! Sometimes you can grow up and become intelligent – that's the difference between a young guy and an experienced one!

"In fact, it could have been a really naughty accident, because the car got rolled up in the catch fencing, I was trapped inside, and fuel was running out – and the pump was still working. But, you know, when it's not your day, it's not your day…

"Years later Borsari wrote a book, and he said that the worst moment of his career was that day he'd checked my car, and said OK. I'm not criticising him, not at all. It's just an illustration of how your life can depend on little details – it can go this way, or that."

"Catch fencing…" murmured Andretti. "At the time that was supposed to be the best safety thing we had…"

"It was a bad weekend for Ferrari," Ickx went on. "I went to watch the race – with my leg in plaster – and Chris [Amon] was leading by a minute when his clutch failed at the end. Unbelievable.

"When I joined Ferrari, Chris was a hero to me. Such a lovely guy, friendly, always willing to give you information and help – and such a beautiful driver. He had pole positions, he led so many Grands Prix – but never won one, always because of the car. I was in the team for three or four races – and then I won the French Grand Prix. It should have been him…"

I asked Jacky to elaborate on that day – July 7, 1968 – at Rouen. The race, started at late afternoon, was run in damp, then torrential conditions, and took the life of Jo Schlesser. After Jim Clark, Mike Spence and Ludovico Scarfiotti, this was the fourth consecutive fatality on the seventh of the month.

"It was a terrible time," said Ickx. "Chris suffered a lot – more than I did, because he'd known these drivers better than I had. I was new in F1. This was my first win, and at a wonderful circuit, but it was a tragic day. Schlesser was *so* happy at last to drive in a Grand Prix for the first time, but the end you know…

"At first the track was only damp – it got much wetter later. Ferrari started Chris on dry tyres – which were like today's intermediates, I suppose – but the clouds reminded me of what I had seen many times at Spa, and I decided on wets. It was the right thing. The conditions were *terrible*.



"When I joined Ferrari, Chris Amon was a hero to me; such a beautiful driver"

JACKY ICKX

"It was a sad evening, of course – and difficult for Chris in another way, too, because I had just arrived in the team, and I won, and he had been deserving a win for so long. It must have seemed unfair to him, in a way. Poor Chris… it was like that for him all those years…"

Andretti nodded. "Yeah, the guy was just totally unlucky. My first drive in a factory Ferrari was at Sebring in '69, and Chris was my co-driver. We started from pole, and were leading with an hour to go, but then had to back off with overheating and finished second – to this guy here in his GT40!

"I also shared with Chris at the Monza 1000Kms. In practice I collected somebody, and came in with the bodywork all over the place. There was Enzo, standing in the pits – and that was the first time I met him! He never said a thing about it…

"I was never going to be around at the end because I had to catch a flight for a race in the States the next day, so I agreed with Chris that I would start, and do two stints. During the first the left-rear tyre came apart, which really did a job on the bodywork, and we lost quite a bit of time, but when I gave the car to Chris we were in the lead again.

"Before the race I said to him, 'If we win, call me collect. If we don't win, and you call me collect, I won't accept the charges!' He called me collect, told me the engine had blown, and I said, 'Screw you!'"

The Ferrari careers of Andretti and Ickx criss-crossed to some degree. Jacky joined the team in 1968, left for a year and then returned in '70, remaining there until the end of '73, while Mario, then fundamentally committed to the USA, drove for Ferrari as and when his USAC (Indycar) schedule allowed: sports cars in 1969 and '70, F1 and sports cars in '71 and '72.

It was, they agreed, a romantic time to be at Ferrari. "Absolutely," said Andretti. "When I first fell in love with this sport, it was because of Ferrari – and Maserati, too. In the '50s they were like a national treasure, so to drive for them was a really great thing for me. It was still 'old school' Ferrari back then."

"Yes," said Ickx, "it was… the Italian way of seeing racing. You know, I always say that you cannot compare drivers from different eras – it's not the same world. If you compare 1970 with 2010… any F1 team back then was purely amateur compared with the most anonymous F3 team of today.

"What was F1 then? One truck, with three cars in it, a few mechanics… you cooked the pasta in the truck, you cut the prosciutto, you drank your glass of Lambrusco – and you sat wherever you could. You changed into your overalls in your hire car, the surface of the paddock was grass… and, you know, it was romantic in a way, yes! And don't forget the Parmesan…"

Both men have only good memories of the one for whom they drove. "I met Ferrari," said Ickx, "for the first time in 1967, when I was driving for Ken [Tyrrell] in F2. I had a good race at the Nürburgring, and at Enna Franco Lini, the team manager, came to see me. At the time they were dealing with the other Jackie, but it didn't work out – the story was that he went to Maranello with his lawyer, and Enzo didn't like the idea of

Continued on page 46 ➤➤➤



In the pits at 1972 Spanish GP. Ferrari 312B2 wasn't Mario's favourite... but Jacky finished second

GP Photo



Trading places at Watkins Glen '72. Ickx and Andretti ruled sports car racing that year in the 312PB

Schlegelmilch


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dealing with a lawyer. Whether or not it's true, I don't know, but even then Jackie always had a very professional way of doing things.

"I signed to drive for Ferrari in 1968, but I still wanted to drive John Wyer's GT40 in sports car races. At that time Ferrari had no sports car to offer me, so he agreed, but in '69 I didn't renew the deal, because again I wanted to drive Wyer's car – and now Ferrari had a sports car in competition with it. People said it was because I had a *big* contract with Gulf, but it wasn't true – yes, I had a Gulf contract, but it was just a piece of paper and there was very little money involved. But with it I could drive for Wyer – and also for Brabham in F1.

"It really was an amateur way to drive. To drive for Ferrari was not a matter of money – *racing* was not a matter of money! Sponsorship was only just arriving, and although we were called professionals, it was an amateur world in a way.

"I was 22 when I met Ferrari – and it was impressive to drive for him at that age! A lot of emotion. Now, looking back, and having heard so many things drivers have said about Ferrari, I can only say that I was always treated very well by him. Often you hear that he put one driver against another, but I never felt that. I drove for him for five years, and I'm one of the very few who left, and went back again. After I left finally, at the end of '73, I went back many times to see him, and I was always welcome. I only have good memories of Ferrari, and I think he was much more sensitive than people believe. I think he really cared about the people who drove for him – but he also knew how dangerous it was, and maybe he tried to stay a little bit away for that reason, so as not to suffer..."

Perhaps Ferrari mellowed as he got older. Over time many a driver, notably Juan Manuel Fangio and Phil Hill, has told me of the political machinations endemic in Maranello in earlier days. Tales of Enzo's ruthlessness abounded, and I related one told to me by Peter Ustinov: "Peter Collins once told me the most terrifying story about the *Commendatore*. He was with him in the office, and the phone went. Ferrari picked it up, and said, '*Pronto! Ferrari!*' Then he listened, and he became pale. '*Non e possibile... Castellotti... Castellotti morto...*' A slight pause. '*E la macchina?*'"



Similar physiques aided the Ickx/Andretti pairing. Mario's children join the celebrations at Watkins Glen in '72

Schlegelmilch

"From my experience, that's hard to believe," said Ickx.

"Well," Andretti murmured, "at least he was concerned about Castellotti first!"

In point of fact, Mario's first Ferrari drive was not in a factory car, but in Luigi Chinetti's North American Racing Team 365P2 at the Daytona 24 Hours in 1966.

"I drove with Pedro Rodríguez, and I think we finished fourth, behind three Fords. Actually, what I remember most about it is driving back to the hotel in Ormond Beach afterwards – along the beach.

"In those days you had one driving uniform – and you drove the whole race in it, right? Well, we're in this Ford Fairlane rental car, and I says, 'Pedro, you stink!' and he says, 'Well, you stink too!' The windows are open, and I'm driving right next to the surf, and I'm going along pretty good, trying to get spray into the car, and all of a sudden I'm just suckered into the sea – I mean, water up to *here*! I'm trying to back it up, wheels spinning like crazy – couldn't get out. No money on me, so now I have to ask people for a dime so I can call up Hertz! When I get through to them, I says, 'Your damn car! I'm tooling along on the beach, two miles an hour, and all of a sudden it stops, and now we're up to here in water…' And they're going, 'Yeah, yeah, yeah…'"

They're very different, these two. Friends, yes, and team-mates long ago, but so different in attitude to the job they did. At 14 Mario was taken by his uncle to Monza, and was ever after obsessed with becoming a racing driver. At the same sort of age Jacky went to Spa with his father, and was so bored that he asked to be taken home!

"Maybe I have always been a little bit unusual," he smiled. "The truth is that I never wanted to be a racing driver – never thought about it. Yes, I went to Spa, but I *absolutely* was not interested! Because my father was a motoring journalist, I remember seeing Stirling and Fangio and others at home in Brussels, for a cocktail party before a race at Francorchamps. Even that didn't impress me!"

While Andretti faced strenuous parental opposition – particularly from his father – to pursuing a career in motor racing, Ickx was rather luckier.

"Eventually," he said, "my father came to hate racing, because he had seen so many friends… going away that it was hurting him. On the other hand, my parents, although they lost friends in racing, were not against competition. My father knew I was not good at school, but, rather than being punished for being bad, I was given a trials motorcycle, and at 16 for the first time in my life I had people saying, 'Well done'. What is it, destiny? It's the luck of being in the right place at the right time, with the right people – and making the right choice…"

Ickx says that the World Championship was never important to him, that winning races was always the priority. He could well have taken the title in 1970, but rejoices that he did not, for Jochen Rindt, his only rival, was killed in qualifying for the Italian Grand Prix.

Can a racing driver ever have been in a more invidious position? On the one hand, Ickx was employed by Ferrari, and obligated to win if possible; on the other, who would have wished to defeat a man no longer there?

Following Rindt's death, there were four Grands Prix to be run. At Monza, the next day, Jacky retired, but victory in the remaining three would take him past Jochen's total, and by that stage of the season the Ferrari 312B had become emphatically the car to have. Ickx duly won at St Jovite, then took pole position at Watkins Glen – but in the race was delayed by a fuel leak, and finished only fourth.

"Not winning at the Glen – which I could have done – was such a release," he said. "A *giant* release. How could you beat someone who was not able to defend his own chances? Where would the glory have been in that? The fact that Jochen Rindt won the World Championship in 1970 was the most perfect solution. He deserved it, and he got it. I think life is well made, in a way – there is a justice somewhere. If God exists, he made the right decision."

His dilemma resolved, Ickx went on to win the final race in Mexico – and a Ferrari also won the opening race of 1971, in South Africa, this time in the hands of M Andretti.

"That was my first Grand Prix win, and my first race in a Ferrari F1 car," said Mario. "You can't design it any better than that, can you? Mind you, I only won because Denny [Hulme] had a problem at the end. The next race was the Questor GP at Ontario, and although it was non-championship there was a full F1 field there. Winning that race meant more to me than Kyalami, because I flat beat everyone.

> "I would see pictures of Jacky in the Ferrari 312B, and envy him"

"I always measured the success of a race by who finished second to me, and I beat Stewart in all three races – the Questor was two 100-mile heats. In practice a backmarker didn't see me, and put me in the wall. That was the Friday – and then I had to miss Saturday because I had a race at Phoenix, so once my car had been fixed Jacky shook it down. On the Sunday I had to start dead last in the first heat, but I won it, and then also the second. That gave me great satisfaction, because I had the maximum regard for Jackie, who was the yardstick in F1.

"That Ferrari 312B was *such* a beautiful car, wasn't it? There was something pure about it. Before I drove it, I'd see pictures of Jacky in it, and envy him. At the Questor race it was *so* balanced. I thought, oh man, this is the way a race car should be…"

Andretti's greatest drive in a Ferrari – indeed the drive he considers the greatest of his life – came not, however, in a Formula 1 car, but in the brutal 512S at Sebring in 1970. Sharing a Spyder with Arturo Merzario, Mario led comfortably at mid-evening, but then retired with a gear selector problem. »»»

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Ickx scored final GP win in 312B2. He left Ferrari in '73, but the Old Man always welcomed him back...

LAT

"I was ready to go home," he said, "but then [Mauro] Forghieri asked me to get into the surviving 512, the Vaccarella/Giunti coupé, to see if we could beat the Porsches. The factory 917s were having problems, too, but there was this 908 running like a train, and looking to win the race..."

Andretti admitted that his motivation that night – inspiration, if you like – came from an unusual place, for the 908 was owned by none other than Steve McQueen, who had hired Peter Revson to share it with him.



"I could picture," Mario said, "how it would be treated by the press if they won. Here's poor Revson, driving his heart out – he did at least nine of the 12 hours – and McQueen's getting all the goddam credit! Peter gets in front, and the commentator says, 'McQueen just took the lead' – and there's McQueen sitting on the pitwall! That really pissed me off...

"If it hadn't been for that I never would have done it, because it had a lot of things against it: for one thing I knew I wouldn't fit the car – everyone was always taller than me! They put a pad behind me, but I still couldn't reach the pedals properly, and I ran with the belts loose, because we didn't have time to adjust them. As well as that, the windscreen was really battered, and at night that was particularly bad, giving about a third of normal visibility... altogether it was kind of a makeshift situation!

"It was just pure adrenalin that did it. Once I got into the lead I had to build it up, because I knew I'd have to top up before the end. I think I killed about 20 photographers on the way out of the pits – no limit back then! I mean, I *took off*! Revson had gone by, but I caught him at the end.

"Like I say, I never would have gotten in that car if it hadn't been for McQueen. Yeah, I know he had his leg in a cast at the time, but the fact is he was just f****** slow! And here he was, getting all the credit, which was so unfair to Revson.

"You know what? When I came in, after winning the race, he gave me the finger – just like he did to someone in the *Le Mans* movie. All right, I'm sure he was upset, but I'll never forget that..."

"Did you ever speak to McQueen?" I asked.

"No," said Mario. "Why would I?"

"At every lunch with Enzo there was wine"

In 1972 Ickx scored the last GP win of his career, and did it emphatically, at his beloved Nürburgring. And that year, too, he and Andretti dominated the sports car scene, taking the sublime 312PB to victory at Daytona, Sebring, Brands Hatch and Watkins Glen.

"I loved driving with Jacky," said Mario. "First, we got along so well, and physically we were very similar: we did a perfect compromise in the seat position – he gave up a little, I gave up a little. Second, he always let me qualify! When it came time to *really* go, he could go as quick as anybody – and safely, in that he'd always bring the car back. He was a dream as a team-mate."

Ickx concurs: "Driving with Mario... what could have been better? We were the same sort of size, same driving position – and same philosophy. A perfect joint venture."

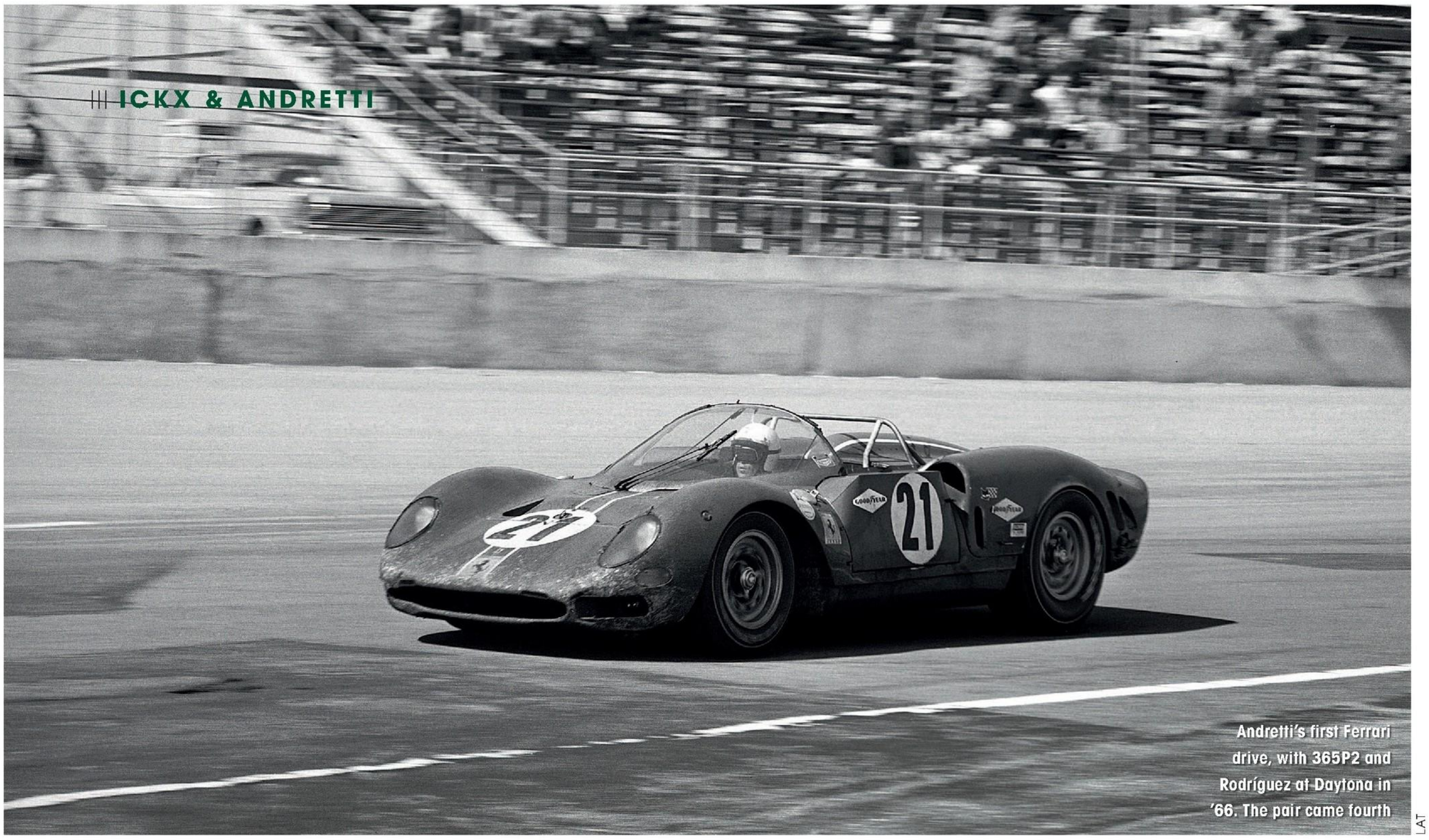
Clearly they loved those times, when the other member of the Ferrari triumvirate was Clay Regazzoni, whose memory they hold in deep affection and respect.

"Ah, Clay..." Andretti's face said it all. "There was something about the man that made everyone smile. He was serious when he needed to be, but he was such a free spirit. I think of him, and I think, 'God bless him'.

"I remember Monza in '71. On Saturday we're having lunch – and there's Clay with a glass of red wine! This is right before qualifying! Today I guess there would be great horror at that. I'm looking at him and thinking, 'Madonna!' For the Italians, though, it was just normal..."

"Well, you know," Ickx laughed, "there are plenty of doctors who say that a glass of wine doesn't hurt – now everyone lives on yoghurt! It was part of the training – at every lunch with Enzo Ferrari there was, OK, maybe not a bottle, but certainly a glass..."

"You know," Mario went on, "it doesn't follow that just because a guy's your team-mate you want to go to dinner with him, but »»»



Andretti's first Ferrari drive, with 365P2 and Rodríguez at Daytona in '66. The pair came fourth

LAT

Clay was someone you wanted to be with – you always had to watch for the practical jokes, but he was one of those guys I just simply loved. An absolutely pure racer, through and through."

"I never knew anyone," said Jacky, "who enjoyed life as much as Clay. A really hard racer, but relaxed, cool – a wonderful person altogether. No envy in him, no jealousy – never tried to do anything nasty, never worked to get people 'on his side'.

"After his accident he went through difficult times – I think for a long time he didn't want to live. He was almost recovered, you know – I saw him walking – but then he had another operation, and... it was finished. But then he found another way to live – maybe not as he would have wished – but he seemed to enjoy it, once he'd got over the depression."

And, of course, there was Forghieri, the Italian's Italian. Niki Lauda, I said, once described Mauro as 'a mad genius', and both my lunch guests nodded in vigorous agreement.

"Absolutely," said Andretti. "I'll buy that. Very good in some ways, and *molto casino* in others! Lovely guy, but I remember overhearing him on a hallway phone in a hotel somewhere, talking to the Old Man – and of course he was blaming the drivers for everything! I thought, 'OK, so now we know...'"

"Niki was completely right," said Ickx. "In those days you could do a good car one year, and the next year a terrible one! Forghieri's '70 car, the 312B, was fine – but the B2 was so bad that at Watkins Glen I went back to the old car, which had been taken only as a spare. It wasn't easy because no engineer wants to admit that his car isn't as good as his previous one – the temptation is always to blame the drivers. Mauro was a good man – but don't forget that we all have egos! Maybe my ego is totally reduced today, but at the time it was not...

"Think about Forghieri, and you have to think about wings – the small wing on Amon's car at Spa in '68 was the first in F1. And look at the fins they have today, from the back of the cockpit to the wing – you can find that on a Ferrari 40 years ago!"



At the end of 1973 Ickx left Ferrari for Lotus, and it was with Colin Chapman's team, too, that Andretti later struck gold in F1, winning the World Championship in 1978.

For Mario, though, it wasn't quite the end of the Maranello saga. By 1982 he had put F1 behind him, and gone back to his American racing roots, but late in the year there came a call from the Old Man. In a season which had seen the death of Gilles Villeneuve and grievous injuries to Didier Pironi, Ferrari had need of a team-mate for Patrick Tambay at Monza.

"To be called back to Ferrari was something"

"I'd turned down a full-time Ferrari drive at the end of '71," said Mario, "and never regretted it, from a results standpoint, because although I loved the 312PB sports cars of that period, the '71 and '72 F1 cars were usually diabolical! Then, at the end of '77, the Old Man asked me back, but if I'd left Lotus, I probably would have given up the World Championship.

"I never did drive full-time for Ferrari, but at least I was with them enough to get the flavour of it – and to be called back for Monza in '82 was really something. I knew I was taking a big risk, because I'd never driven a turbo F1 car, but everything worked out.

"The weekend before the race I took an overnight flight to Milan, and the idea was that on the first day I was just going to get familiarised, make sure the seat was good and so on, but I started running at Fiorano, and did 87 laps. Forghieri kept saying, 'D'you want to stop?', and I said, 'No, let's keep going – I'm sort of in the zone'. At the end of the day we set a new track record, and I said, 'I'm ready'."

So he was: the following weekend, amid the most emotional scenes I have ever seen at Monza, he put the car on pole.

"When I think of Ferrari," said Andretti, "I remember Daytona in '72, where Jacky and I shared a 312PB. It was a six-hour race that year, and on the first lap the car went onto 11 cylinders – and we still won! It ran all day like that, and survived. Only a Ferrari..."

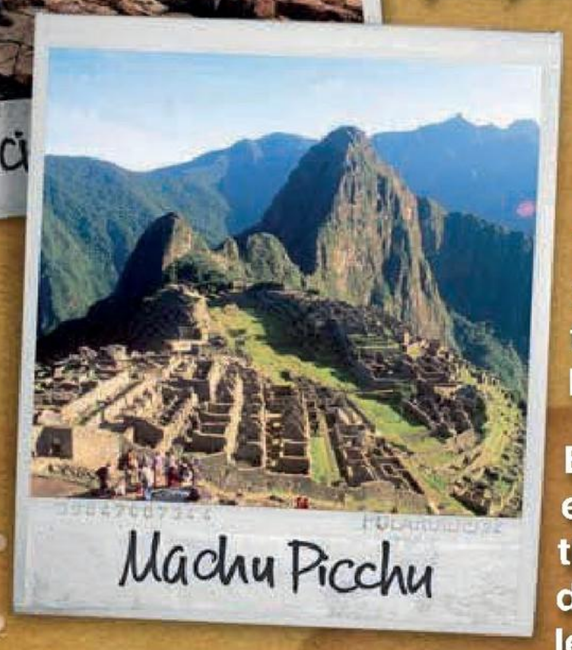
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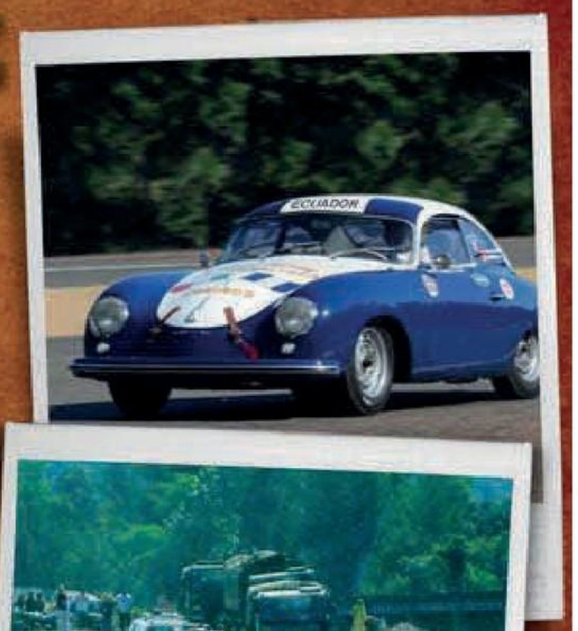


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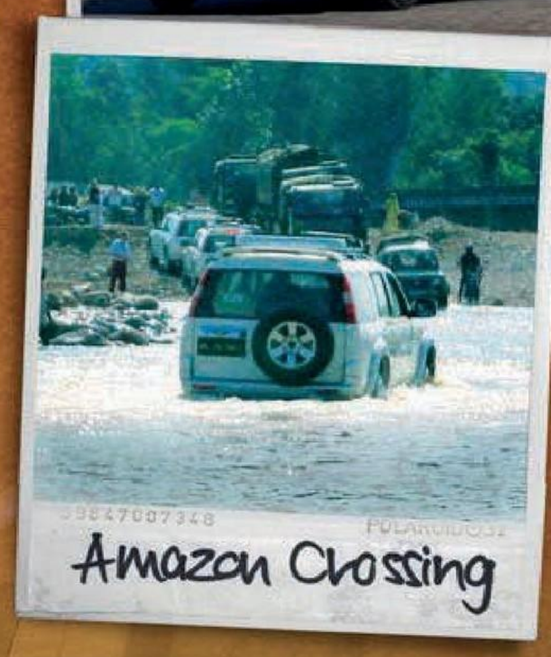
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Shaping the future of F1

A new F1 engine formula is planned for 2013, and with it will come the next big shift in car design. We asked some of the sport's great engineering minds to say what they expect to see

BY ADAM COOPER

The question of what direction Grand Prix racing should take has been challenging the sport's insiders over the past couple of years. For the most part until now the rules have drifted along with no real direction, with regular tinkering either focused on safety issues or quick fixes to trim speeds.

Last year's changes, intended to address the issue of overtaking, represented the first time that there had been a properly structured approach to shaping the future of Formula 1. The changes didn't achieve their aim of allowing cars to follow more closely, broadly because teams clawed back more downforce than had been anticipated, in large part because of the arrival of the double diffuser.

Nevertheless the principle of engineers from different teams working with the FIA for the greater good is a sensible one. Now the focus is on 2013 when a new engine formula, almost certainly based on a small-capacity turbo, is scheduled to be introduced. The engine is likely be just part of a package of changes that will take the sport into the future, and we should learn later this year exactly what we can expect.

So what could the F1 of 2013 look like? To get an idea we asked three experts, beginning with the FIA's Peter Wright, one of the men at the very heart of the current discussions.



LAT

WHO ELSE IS GOING TO BUILD ENGINES BUT the manufacturers? We need to attract them back, and part of the reason they left was because it was flaming expensive and not very relevant. It has to be a lot more relevant and a lot less expensive; their leaving made that message clear.

"F1 has to showcase and develop the technologies that the road car people are interested in, and deliver a strong message that it's doing something for society. It's got to do what it's doing now for vastly less fuel consumption, and the sort of figures being discussed are around the 50 per cent reduction mark.

"Energy disappears through all the little things like the efficiency of the gearbox and the rolling resistance of the tyres, but mainly it gets burned up in braking. You turn it into kinetic energy and then throw it away when you brake. The other main place the energy goes is stirring the air, which is drag, and drag has some complicated linkages with downforce.

"The physics of the problem are straightforward – to recover as much kinetic energy as you can efficiently and without putting the weight up much. You need to reduce the drag, but to maintain the same performance you need downforce at similar levels. And that's before you even discuss overtaking, because that gets very complicated!

"We'll need a bit more than half the current power, and that can be delivered effectively with a four-cylinder turbo. It will be a GDI (gasoline direct injection) engine, not high-revving because that's inefficient. You can probably get it out of a 1.3-litre if you had to, and it probably won't be more than a 1.6, so my guess is it's going to be somewhere around 1.4, 1.5. That's right in the middle of the marketing requirement of the manufacturers.

"You can't just do the engine by itself. If you halve the power, you've either got to do what the Indycar people have suggested, which is halve the weight, because they can't recover brake energy, or you've got to use KERS and get the aerodynamics to match.

"The engine bit is in some ways quite easy. You've then got to effectively reduce the drag to about half and figure out how to make the thing accelerate properly, and that's when you've got to recover the kinetic energy and do it with a KERS system.

"It's not about revs and how light can you make the pistons, it's about how much of the wasted energy you can get back. The formula will be based on energy use, so you'll get performance by making the car more efficient in every sense. There will probably be more gears allowed – there are eight-speed 'boxes on the road already – so you can work in the sweet spot of the engine more of the time, which helps efficiency.

"KERS doesn't have an enormous effect on top speed, because it basically gets you up to high speeds quickly, but it doesn't maintain the top speed. You have to cut drag, and do it without reducing too much performance by reducing the downforce.

"There are two approaches to that. One, go to much more efficient aerodynamics – reduce the drag of the wheels by fairing them in some way, and go back to ground-effect aerodynamics, rather than wings, because that was way more efficient. The second is to go to movable aerodynamics, so you have high downforce for the corners and low drag for the straights. In some ways that is pretty relevant for the road car industry, and there are even cars around already with movable wings.

"So we've got two possible routes on aero, which probably yield the same answer. Which do we want? Then you need to bring in overtaking and decide whether full ground effects with minimum wings will deliver the downforce or lift/drag you want with minimal effect on the car behind, or whether you use movable aero to give the car behind an advantage.

"In other words, you schedule something in the sporting regs to use it in some way to overcome the disadvantage that the car behind has. It's a big discussion, because it hasn't been done, so we don't have the answers.

"So you've got to put all that lot in the pot and stir it. What the car looks like when you've finished, I don't know…

Patrick Head

WILLIAMS DIRECTOR OF ENGINEERING

"ULTIMATELY THE PROBLEM FOR THE FIA HAS been that they've had to slow the cars down so that their entry speeds to the fast corners are not too high. The FIA know where the danger areas are, and to contain the speed of the cars they have steadily made them uglier and uglier – not to look at, but aerodynamically. So we are prohibited pretty much from producing any serious downforce from between the wheels, with a massive front wing hung way ahead of the front axle, and a big rear wing and diffuser that can only start where the rear axle is.

"I'm all for going to regulations that develop downforce more between the wheels and less on the wings, almost to the point of doing away with the front wing. I wouldn't go to plastic skirts or anything like that, as you can still produce a lot of downforce even by having an edge that comes down to maybe 10mm above the bottom of your plank, so it's policeable. The problem comes in terminal speeds that would be too high, because the drag would be enormously low.

"In the current environment it's the drag on the cars that's consuming vast amounts of fuel. The engines are actually very efficient in terms of specific fuel consumption, but the cars are very inefficient because the drag levels are so high, because that's how we get around the track quickly. We need the downforce, and we get the drag with it. If you went to a vehicle that produced a lot less downforce but produced it very efficiently, your terminal speeds at certain tracks would go completely out of order!

"Personally I'm in favour of turbo engines, and a four-cylinder with a single turbo revving to maybe 12,000rpm or so is quite enough to produce a pretty racy F1 engine.

"Formula 2 cars have got the combination of a mechanical and electronic boost control and, although it sounds odd to begin with, it would only come in in certain places. It would be quite easy through the standard ECU to ensure that if your speed got up to 200mph or whatever it would just automatically knock your boost back.

"I'd personally make the tyres narrower than what we have now, and do everything to try and make the cars more efficient. Alongside the four-cylinder engine I'd stick a big KERS motor and integrate that.

"We've got to look very strongly at making F1 truly more fuel efficient and more relevant, with KERS and maybe a turbocharged-linked little motor generator as well, so that when you're using full power instead of opening the wastegate you use some of that energy off the turbo shaft to put back into the KERS system.

"Aerodynamicists would not thank me for saying this, but 95 per cent of your performance and 95 per cent of your development is down to aero. We have to find a way of somehow changing that slope. Michelin is talking about (bigger) 18-inch wheels. The interesting thing about that is all of a sudden you've got more of your suspension under the control of the mechanical systems on the car, and much less down to what's going on in the tyre. That means all of a sudden things like damping become more important."



LAT



Paddy Lowe

McLAREN ENGINEERING DIRECTOR, OVERTAKING WORKING GROUP MEMBER

F1 NEEDS TO PRESENT A TREMENDOUS spectacle for the global audience, because we're competing ultimately with other sports, not with ourselves. That's the challenge. While there's a great deal of discussion about cost saving, which is all very sensible as we need to be efficient with our resources, we must be wary of creating a cheap product. The TV audience we have is absolutely immense, and we have the luxury that motor sport seems to be popular across a huge range of countries. So maintaining a spectacle means having an exciting car. But we do have to take on board the realities of the world we live in…

"We have an opportunity to take the initiative on the green aspect. I'm a great believer in human ingenuity, as long as it's applied to the right problems. If we were honest we'd say that F1 has historically been at the leading edge of human consumption. The challenge for F1, bearing in mind motor sport is founded on the basis of consumption of fossil fuels, is to turn it around into a demonstration of a sensitive and effective use of the finite resources we've got.

"We've got to be changing the emphasis by 180 degrees and not be leading the field in how wasteful we can be with these resources, but in how ingenious and forward-thinking we can be, setting a good example in either a PR sense or a pure technical sense in supporting the automotive industry with the correct green measures.

"It's easy to say all that. The difficult bit is what do you actually do? We have to make sure we properly research what we're doing and come up with strategies that are genuinely in the right direction.

"The rationale of a small turbo engine is good, which is to say it is inherently more efficient and lighter. But we need to take care to make sure the cars still create the right sort of spectacle. That's a tough one, because the noise the cars make is crucial to people's experience. In some ways that's contradictory to what I've just been saying! That's why it needs us to be careful and intelligent about how we dream these things up, to get the spectacle but also get the environmentally sensitive direction.

"I'd like to see more work done on what type of outcome is wanted from KERS. We all went off and did that already, and I'm not sure that what we achieved was particularly effective from a green point of view – I'm not convinced we used the right technology. It's a big project for people to get into, and it deserves more effort than just 'get on with it, it's good for the environment'.

"One of the problems is that we're all getting so good at aerodynamics that in order to contain performance we've had to knock more and more space (available for aero development) out of the system, so that the opportunity for cars to look different becomes less and less, which is a real shame.

"What the Overtaking Working Group did show was that it's better to create rear downforce with a wing rather than the floor. I know a lot of people say the opposite, but the studies show that. The problem at the moment is that so much downforce is being produced from the floor, and that exceeded OWG expectations. In terms of overtaking, we can do more, and we are for 2011, as the double diffuser is banned. That will take us further towards the OWG intent.

"The wings will have to be trimmed down over time, but if you're looking at a three- to five-year development period, then I don't think the cars will change dramatically in terms of bodywork appearance.



LORD OF THE BLACK ARTS

He weaves magic from carbon fibre, whether revolutionising Ferrari in the '80s or creating fabulous furniture today. Yet John Barnard refused to join the establishment – until it suited him

BY ANTHONY ROWLINSON

This is a tale of a beautiful idea, a beautiful mind and some beautiful Formula 1 cars. It's also a tale of soaring ambition thwarted by the lowest politics; clarity obfuscated; passion quelled; inspiration, deceit, guile and cunning. It's the story of John Barnard's F1 adventure with Ferrari. Fitting, then, that more than a decade on from his last dance in scarlet, Barnard can be found in a beautiful place, filled with beautiful objects and people. Fitting, but also unlikely, for in the galleries of Established & Sons – a textbook-minimalist East End shrine to some of the world's most expensive designer furniture – Barnard, dressed in low-profile jacket, slacks, shirt and loafers, looks, well, ordinary.

Nothing about this 64-year-old shouts 'design guru': no label enslavement, no F1-obligatory watch-of-ludicrous-expense. But if the attire gives few clues to what sets him apart, the table and chair at which he's sitting say so much. Yep, that scalpel-sharp study in carbon composite that's two metres long yet barely two *millimetres* thick at its edges – strong

Greg Pajo

>>>

enough to bear the weight of an old Mini; cost £36,000 – is the work of J Barnard and his modern-day design partner Terence Woodgate.

That a man whose name is woven into the history of '80s and '90s F1 design should now be creating these pieces is as logical as it is initially surprising: he pioneered the use of the carbon-fibre monocoque in F1 with the 1981 McLaren MP4-1, while an example of one of his later works, the Ferrari 641 of 1990, is now on display in New York's Museum of Modern Art – not some motor museum, but the world's most prestigious art gallery.

That car, in which Alain Prost came within an Ayrton Senna Suzuka harpoon of winning the drivers' title, remains the zenith of Barnard's two-stint Ferrari association.

His tenure stretched from 1986-97 (broken by a three-year Benetton pause from 1989-91) after Barnard was called to Ferrari – as this fractured fairy tale demands – by Enzo Ferrari himself. In one of his final significant decisions, Enzo decreed that in order for Ferrari's eminence to be restored, this English designer, whose MP4 series of cars had been winning races, then championships, since 1981, must join the Scuderia. But it wasn't going to be that simple...



"I knew that if I was in Maranello I wouldn't be able to sit down and design"

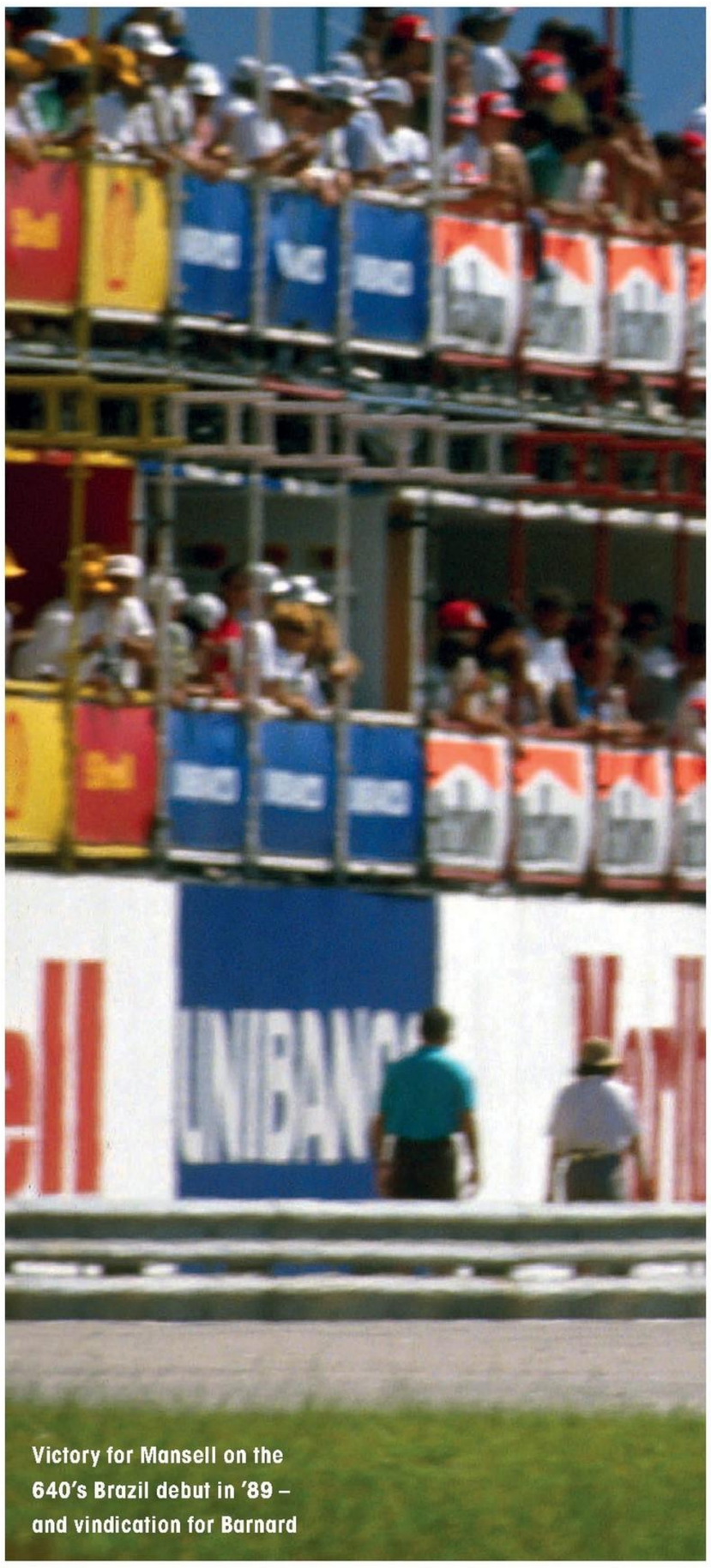
Barnard: "What you have to remember is that fundamentally Ferrari was an engine company. Almost until the day he died the dyno sheet went in front of Enzo, across his desk. He realised that – they hadn't won for some time when I joined at the end of '86 – he needed some fresh chassis and aero thinking, so he came after me and then lots of politics ensued! He played with people. He set people against each other to see who would come out on top."

But Barnard was no patsy (he chuckles at the 'Prince of Darkness' nickname accorded him on account of his ultra-demanding work methods) and he was well aware of his F1 market value in the mid-80s. And – Enzo or no Enzo – he wasn't moving to Italy. If Ferrari wanted him, they'd have to let him work from the UK.

Ferrari did want him – so much so it agreed to fund the setting up of the storied Guildford Technical Office (GTO) to lead Maranello's own technical departments. This concession was surely indicative of the straits in which Ferrari had found itself – pincered by thrusting McLaren and Williams – but, maintains Barnard, GTO was a logical concept, given Ferrari's notoriety for internal squabbling: "The deal was I didn't want to go to Maranello. I had a family and I knew that if I was in Maranello I wouldn't be able to sit down and design. In those days a technical director was actually a chief designer. I felt that I'd get pulled into politics, sit in meetings for four days a week and design-wise be able to achieve bugger all. So I set up GTO from the end of '86 through to early '87." The vision was clear. But the reality? With the detached dispassion so often the hallmark of the hugely bright, Barnard recalls: "Well... it was a bit shocking. Something that struck me and I never realised when I was at McLaren was how far ahead we'd got with the wind tunnel stuff. We were running ride-height change with the wind on and pitch change from very early on, probably 1980-81. When I got to Ferrari, they were building their first wind tunnel – which was going to be decent – but they had no idea about running ride height, pitch control and using a moving model. This was the end of '86, so it wasn't even functioning until well into '87. I remember thinking: 'Christ, we're *miles* ahead of these people!' And the car showed it on track. The McLaren could cope with fuel change from a 220-litre tank and ride-height change and bumps – lots of things that had come from using a movable model. We'd been so far ahead, I couldn't believe it."

Quickly, Barnard came to understand what Ferrari internal politics meant. Having been wooed by Enzo ("let's face it, headhunted by Enzo means something in racing") and enticed by the prospect of having control of an in-house engine department, he was rudely awoken. Laughing now, Barnard voices the Ferrari design chief's eternal lament: "Having 'control' of the engine department wasn't as easy as it sounds." And that was just the start of it.

"Ferrari," Barnard stresses, "were very serious about winning and they were happy to make a lot of changes, go through a lot of politics, when presumably the easier thing would have been to say 'oh, let's just carry on'. The trouble is that a lot of people inside, a couple of levels down from the top, had been brought up in an environment where their first reaction is 'have I covered my back?'. After that you worry about doing the job and winning. That was there for a long time, with people who worked there many years before I came along, and would continue to be there many years after I went." All seemed set fair for a snafu: a bolshy TD, brimful of confidence, hand-picked by the Old Man and set on doing things his way. From Surrey.



Victory for Mansell on the 640's Brazil debut in '89 – and vindication for Barnard

But it did start to work. The F1-87 (a chassis Barnard calls "the fattish one") finished 1987 as fastest car, helping Gerhard Berger to back-to-back wins in Japan and Australia. Barnard had started to pen the F639 – the car that would see the light of day in 1989 as the paddle-shift F640 – with the intention of running it in '88.

But it rapidly became clear that such a radical departure was too much, too soon, for the combined Guildford and Maranello tech teams, and it was decided to race in 1988 with an F187 tweaked for the 2.5-bar turbo boost regs: the F187-88C. Result? A McLaren red-and-whitewash as Prost and Senna in their peerless MP4-4s took 15 wins from 16 (Ferrari's ➤➤➤

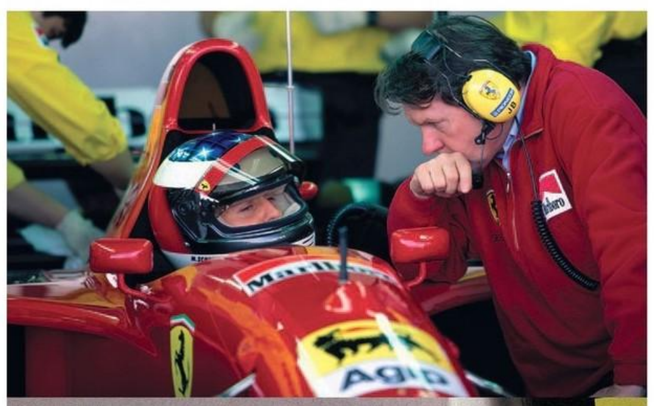


LAT

Ferrari 412T1 was "one of the best-looking F1 cars ever". Right: Schuey impressed in first Ferrari test, while Mansell was an ally in '89 (below)



LAT





Schlegelmilch

sole win came at Monza: a Berger-Alboreto 1-2, 28 days after Enzo's death).

Come 1989, things would be very different, as Barnard produced the car some consider F1's most gorgeous: the 640. By now GTO's numbers were up to 25, with an autoclave and full manufacturing facilities to complement the design brains. Barnard had recruited key lieutenants such as Gordon Kimble (a mate from Chaparral days), while Joan Villadelprat, a buddy from McLaren, was installed as chief mechanic. Constantly shuttling between Guildford and Maranello (as well as fitting in a race and test schedule) Barnard began to see the fruits of his vision. But the near-impossible time demands meant he couldn't be everywhere at once. "I'd been able to say to Enzo in '87 that I'd have to stay more in England and concentrate on the design of this new car. That meant I was less in Maranello." And while the cat was away…

"A lot of politics built up in Maranello. Don't forget Harvey Postlethwaite was still there and it became known to me that Harvey and Jean-Claude Migeot, who's the aero guy, together with Piero Lardi Ferrari, had been encouraged to, let's say, push off on their own."



Now in his sixties, Barnard is still flexing his design muscles

It became clear to Barnard that while Ferrari had hired him on the strength of his reputation for ground-breaking design excellence, post-Enzo there was huge resistance to the radical 639/640. Wind tunnel models were delayed or not built. Aero tests were cancelled or not completed. The very stuff of race-car manufacture became… difficult. Barnard became… angry.

"I knew what was going on – I had enough contacts of my own – but I ignored it for a while, because I had to concentrate on the car. It ran for the first time, as a test-bed, in May 1988 and there were real politics going on, so I somehow had to pull the whole thing together." 'Somehow' meant a visit to the senior management team in control of racing activities after Enzo Ferrari's departure to set up Ferrari's celestial division. It was Barnard's 'back me or sack me' moment. "Things changed, thankfully. People got moved. Even Piero Lardi Ferrari got taken away from racing. That was huge! Can you imagine?"

640 development would now proceed unimpeded – almost.

"From the first 639, this was designed with no conventional gear-change mechanism. The original requirement was to have an electro-shifting hydraulically operated 'box. The idea of steering wheel paddles came later. It could have been push-buttons, it didn't make any odds. But after Enzo died, a guy in charge of FIAT, [Vittoria] Ghidella, came to Ferrari and, in his own words, had to take on Enzo's role. He was super-nervous about the gearbox, because 'what happens if it doesn't work?' Blah, blah, blah! I remember having a huge argument/discussion with him in Maranello where I said, 'I believe this is the way to go. That's what I want to do.'" Endorsement from Nigel Mansell ("after three laps of Fiorano he said 'I never want to drive with a gearstick again'") helped Barnard's cause, but still, he was in a corner, fighting.

"I literally had to put my contract on the table to get it done," he says. "I said to Ghidella: 'My contract says I'm technically in charge. OK, if it doesn't work, I'll go, you don't have to pay me what's due'. So that's how we went forward. It was hairy days but I was convinced. I get very entrenched when I want to do something in a certain way. And we made other changes to the car: torsion bars and all the rest of it and we ended up running it like that, but it was touch and go. There was a lot of pressure to not run it, to put a conventional gearshift in." Barnard has been on a roll, hurrying through mental recall, fighting, once again, those Maranello brawls. It's quite a moment when sunshine breaks over his face at the memory of 640's debut-race win, at Jacarepagua, driven by Mansell. Pretty special?

"Absolutely! It was… unforgettable, especially when Nigel came in and changed steering wheels. The thing fell off, basically. The wheel was held on by three bolts onto the hub and two fell out – a mechanic problem – and Nigel came in, jamming the wheel against the flange with one bolt wobbling around in it. Luckily we had a spare wheel and a paddle-shift with an electrical connector ready to go. The electrical boys said there's no way the contacts would match up, they hadn't had a chance to set it up… And bugger me, they jammed it on and… Joan ripped it off, I handed him the other wheel and he mashed it on and off he went. We couldn't believe it still worked."

Mansell describes the win as "preordained", in a car that had never completed a race distance in testing and which would clock eight more retirements before Nigel next finished: second, in France. The 640's technical woes before and after its epic debut were widely reported as being "gearbox", but Barnard wants the record set straight. Investigations at Maranello would reveal the four-bearing 3.5-litre V12 was subject to a high-frequency crankshaft vibration that caused the alternator drivebelt to fly off. Result? No electrics. Inconvenient for a car with an electro-hydraulic gearshift.

So fragile was 640, that on Brazilian GP race morning, team manager Cesare Fiorio discussed with Barnard only half-fuelling the car to allow it "a good show" before the inevitable retirement.

Chuckling merrily, Barnard relates: "I said, 'Well, you never know. Let's fill it up. We might be lucky.'" Vindication for Barnard – but only so far. "At Ferrari, I always felt big pressure to come up with something new. It became my undoing because I should have looked back at what I did at McLaren which was develop one idea – effectively developed from '81 – while keeping a lot of the same principles. But I always got pressured to make leaps. I'd get Di Montezemolo saying: 'what have you got that's new for next year?'"

It's not without irony that the most successful Barnard Ferrari by far was 1990's 641 – a fully developed 640 with a bigger fuel tank and better electrics. Prost drove it to five wins, Mansell to one and Ferrari was second in the constructors' standings.

But Barnard could only look on at the success from another garage – Benetton's – where he had been lured at the end of '89 by a "fairly impressive" offer. Two seasons and three wins are the bald summary of JB's ill-starred Benetton sojourn and it wasn't long after his '91 split from the team that Ferrari came calling again. "I'd been sitting at home feeling disillusioned, redesigning dog rings and not doing much when Ferrari called. Niki [Lauda] had told Di Montezemolo to call me, so we got talking."

Barnard's terms were similar second time around: no move to Maranello; a design office in Guildford, built from scratch as FDD – Ferrari Design Department (GTO having been sold to McLaren to build its F1 road car [!]); a clear role as the team's R&D head, with freedom from the day-to-day pell-mell of being an F1 tech chief. On paper it looked perfect, and past experience should have alerted all to potential pitfalls.

"That was the theory. But it wasn't six months before Postlethwaite had gone elsewhere and Luca was saying [mimics panic] 'What are we doing for the next race?' and before we knew it we were back in the same situation. This wasn't what I signed up for, but what could I say?"

Once again Ferrari found itself on the wrong end of a caning from McLaren and Williams, whose FW14B was a class apart in '92 and showed the way forward for active suspension. Once again, JB's hands would be fully 'on'.

He arrived back to find his Italian brothers in disarray over this latest design innovation. For 1992 they had built the F92A, a double-bottom car that had produced fantastic downforce in the wind tunnel, but whose real-world performance was dire. Its extreme aero sensitivity was recognised and Ferrari planned to run with active suspension, in order to maintain the stable ride-height its tricky aero needed. But without a mature active-ride programme, the car raced with good ol' springs and dampers. It was a pig.

Forward to 1993, which Barnard remembers as "a struggle", but one that at least took the team to another JB stunner: 1994's 412T1.

This svelte machine is one Barnard recalls fondly. He describes it as "one of the best-looking F1 cars ever" and it was intended as a wind-slicing missile whose lean curves enveloped a sophisticated radiator arrangement designed for minimal drag. The car's top speed was excellent and Barnard remains miffed its speed-trap figures were attributed to a mighty engine. His belief is that Maranello's engine department had snarled up the radiator arrangement, compromising his vision for an elegantly efficient super-smooth speedster: "About two-thirds of the flow was going through the small radiator and one-third through the big radiator. They hadn't tuned the pipes on the engine to distribute the water, so we were struggling for cooling. We ended up chopping lumps out of the inlet to make it bigger and I remember flying to Canada with lumps of carbon in our suitcases to glue on to make the inlet bigger. It was all the bloody engine, which pisses me off to this day, frankly."

> "At Ferrari, I always felt pressure to come up with something new. It became my undoing"

1995 was memorable for the 412T2 that gave Jean Alesi his sole GP win, but also, at season's end, for the arrival of Michael Schumacher. "When he jumped in the car for a test at Estoril, we'd decided to go for a V10 for '96. Jean and Gerhard always said the 12-cylinder was sensitive to throttle lift-off, almost as though there was a lot of friction in the engine, and as soon as you backed off it gave you a big anchor at the back and they didn't like that. But when Michael drove the V12 he was a second a lap quicker and said, 'Oh, I could have won the ['95] title more easily with this car'. When he drove the 10 he complained he didn't get any engine reaction! The way he drove he was literally balancing it on the throttle. Most drivers would have found it too twitchy, but that's what he liked so we ended up with a seven-speed gearbox to allow him to tune the reaction from the back, with higher revs in each corner. His reactions and feelings were so sharp he could balance the thing on the throttle through the corner. It was impressive." Barnard's 1996 car, the F310, is one he prefers to forget, describing it as "a bit of a wobble", despite it winning three races; for '97 the F310B was "a good basic car, enough to take Michael to within a whisker of the title".

Ferrari, under Jean Todt, was edging towards its 'Schuperteam' pomp, but Barnard's passion for this most romantic of teams had run dry.

"'Todt-y', who was building things around Michael, said 'get what you want'. But it was two years too late. Todt wanted to move everything back to Maranello, which I couldn't argue with. He asked if I wanted to be technical director in Italy, but I didn't, so we set up B3 Technologies in Guildford. It was a shame. We never did get to do the R&D role we'd been set up for."

There would be no fairy-tale ending for JB at Ferrari, just a 'take-it-or-leave-it' proposal from one F1 grandee to another. He left.

B3 worked for Arrows and Prost, which kept Barnard in F1, but he'd never be part of Ferrari's monstrous run of success from 2000.

It's no surprise that he feels no regret for missing Ferrari's dominant years. What does raise an eyebrow is this, from a man of such competitive intensity: "What really turns me on is the technical side and trying to do something new. I can take or leave the races. I liked testing, where I could try things and see the result without the ballyhoo around the racing."

Not for Barnard, then, contemporary F1, with its scant test days and a team-first tech ethos that clouds the superstar (Adrian Newey being the sole, welcome exception). "The era of rolling it out two weeks before the first race is dead and buried, and you can see why. I don't think any team would build anything radical that hadn't been tested to death first. It's become about managing hundreds of people who are doing the minutiae. And that's not my bag. I probably couldn't operate in today's F1."

An expensive-looking cup filled with doubtless exquisite tea arrives, and is welcomed by this English gent. Barnard pours in some milk and it gushes over the too-small spout, filling the saucer. "I'd better design a milk jug next," he grins.

A carbon-fibre milk jug. In red. With a paddle-shift gearbox. Fit for MoMA.

RÖHRL BACK THE YEARS

When Audi reunited Walter Röhrl with a Quattro to celebrate the car's 30th anniversary, the rally legend was never going to treat his blast along the Col de Turini as just a bit of fun...

BY DAMIEN SMITH











Stefan Warfer

Hands and arms whirl, feet flit across the pedals in a blur. But somehow the beanpole figure beside me has all the time in the world. The granite face shows no flicker, not a word is spoken, but what is there to say? He's just doing what he does best, and I can't quite believe I'm sitting here.

Snowdrifts bank the twisting mountain road, but the dull-grey asphalt is drying up. Perfect. There's hardly a hint of a slide from the Quattro in his hands and the ascent is other-worldly smooth, clinical and quick. Too quick. We blaze into the sunlight all too soon, into the final right-hander, and for the first time he lets the machine break free, booting it into a final-flourish skid. He clicks his wristwatch and we pull to a halt. What the hell do I say? "Er, thank you." He glances at me for the first time, as if he's forgotten I was there, the granite cracks into the briefest of smiles and is gone in a trace. He looks straight ahead, waiting, ready to go again.

Walter Röhrl, Audi Quattro A2, Col de Turini. I shake my head. Did that really happen?

He's a few days from his 63rd birthday, but it's only those craggy features that give it away. Röhrl has been on the Col all week, giving other journalists the same treatment as Audi marks the 30th anniversary of the Quattro in perfect style. The car is identical to the A2 in which he won the Monte Carlo Rally for a fourth time, on his World Rally Championship debut for Audi in 1984. But this is actually Stig Blomqvist's car – the one he beat after a duel of the maestros.

It's a media event, but it's hardly a chore for Röhrl, the German genius considered by some as the greatest rally driver ever. He's treating this as his own personal test session, rediscovering a car he first rallied 26 years ago and double-checking he's still as fast as ever.

I meet a different Walter later on back at the small alpine hotel, its walls plastered with rally paraphernalia. He perches his long frame on a straight-backed chair and talks easily about his incredible – but quirky – career. There's a ready smile, plenty of humour, a glint in the eye. Not what I was expecting at all for a man who was once considered a 'machine'.

So is he as fast as he was? The wristwatch has shown a marked improvement every day, as the snow has melted on the Col. Today was his fastest so far. "When I was coming here, I wanted to know whether I can still handle a car like this," he says. "Now I'm happy. I'm impressed that still after 26 years the car impressed me so much. It's an old car, but it doesn't feel like an old car."

Röhrl is always associated with the Quattro, but it was only late in his top-line rally career that he took the four-wheel-drive plunge, and only two of his 14 WRC victories were scored in Audis. He'd won his first world title with Fiat in 1980 and did it again with Opel two years later, against the odds, in a two-wheel-drive Ascona. Röhrl was the scourge of Audi.



With tyres sorted, Röhrl stormed to '84 Monte win. LAT

"I had strange ideas about my career. I wanted to show I was the best, then stop"

He first tested a Quattro in 1980, but was unimpressed and sceptical. He signed for Mercedes instead, which then promptly pulled the plug on its rally plans. Following a limited year on stage and track for Porsche, Röhrl joined Opel, won his title, fell out with Opel sports boss Tony Fall and moved on to Lancia, where he should have won a third WRC crown in the 037 – if he'd been bothered.

"World Championships didn't mean much to me," he shrugs. "In 1983 I was lying second in the World Championship by three points, from six rallies. Everybody said you must do one rally more. But I said no, I don't want to be champion. It doesn't give me anything."

It's an odd decision and he admits regret today. But then Röhrl was always, well, different.

"I was strange," he grins. "If we had a special stage and there was a delay, everybody would get out of the cars and talk together. I would sit in the car, [co-driver] Christian [Geistdörfer] would be reading his notes, and I never talked to anyone. Then after 10 minutes, start! Mr Röhrl was 30 seconds faster.

"They were thinking I didn't like them, but it was just my opinion of how to be professional. Nothing else. Then after days like in Portugal, when I was five minutes faster in the fog, they said 'he is [something] extra, he has nothing to do with us. He goes his own way and he's special'. It was funny because I liked all of them, I had no problems with anybody."

Arrogant? Perhaps. But the words, delivered with a smile, are born from a contradiction: total self-belief versus nagging insecurity that always drove him to prove himself time and again. "I had very strange ideas about my career," he says. "I wanted to show that I was the best and then stop. After 1980 Christian said to me 'you must be crazy to stop now, we are World Champions. For the first time we can earn money!' I told him 'I don't do it for money, I do it just for me. I only want to know for myself if I'm good, and out in the forest at night it's the right place for me'."

A union with Audi seemed unlikely. Since that test in '80, the relationship had been more than strained, sports boss Walter Treser getting all personal in the press. But finally, in '84, Röhrl and Audi were allied – uneasily at first.

"Stig [Blomqvist] was one of the main reasons I signed the contract," he says. "Stig was the only one I'd never competed against in the same car. All the rest – Mikkola, Waldegård, Alén, Vatanen – I had been in the same car at the same time. I wanted to know, because everyone said Stig was the fastest man with four-wheel drive, the fastest on snow. It was a big motivation for me. I said to Audi, I will help you and one of your pilots to be World Champion. But in Monte Carlo I want to show who is chief!"

He'd won the Monte three times already. But four-wheel drive was a new challenge.

"The first time I drove [the A2] I was shocked because the turn-in was so bad and everybody told me you must play with left-foot braking. I had never done it in my life and I didn't believe it was necessary. It took me six weeks to understand I had to learn it otherwise it wouldn't work. In the first few weeks I had many very funny situations…

"The biggest mistake I made was that I was always trying to increase the pressure on the brake pedal. It took me a long time, but I found out you have to put constant, very light pressure on the brake pedal and then you have to play with the throttle. Then it works.

"On the other side, I'd never driven a car with so much traction, because it was 50-50. The traction was unbelievable."

And so to the Monte. The showdown.

"Stig had done the tyre testing and I had done suspension testing. At the service the team said OK, the next stage is 80 per cent wet snow. Stig and Hannu said we must use tyre number four. OK, we'll put all three cars on number four. After the stage, I was thinking I was quick, but Stig was 30 seconds faster. Oh Mamma Mia! »»»

Röhrl relished being reunited with the A2 for a blast up the Col de Turini. We think Editor Smith (below left) enjoyed it too...

WALTER RÖHRL

"The second stage was a long one, over three Cols – around 50kms. The same situation, talking tyres and saying that all three cars would be on the same. And then I said to Christian 'ask on the radio what Stig's time is'. He was 1min 34sec faster than me. I was thinking I should just stop and kill myself!

"We had a long road section to get to the next service. One of my best friends was spectating on the second stage and he took a more direct route to the service. I got out of the car and he said 'you are the greatest!'. Yeah, sure – but I'm one and half minutes slower than Stig. He said 'on the stage, I watched you. You looked so much faster than anybody else'. I said to Christian that something must be wrong. What could it be?

"I had a good connection with one mechanic – because I was new to the team. I said, 'Hans, if you lie I kill you! What's happened here?'. He said 'once you start, the others change tyres'. Before the next stage I said to the team chief [Roland Gumpert], 'Listen. If this happens once more I'm going to the next ditch and pushing the car into it'. On the next stage I was one minute faster, on the same tyres as the others!"

Röhrl went on to defeat Blomqvist by over a minute. Mission accomplished. The rest of the year was disappointing, a string of retirements blighting his limited programme. But it didn't really matter to Röhrl. Audi and Blomqvist had their titles and he'd conquered four-wheel drive.

"Audi had been in the business for three years when I joined," he recalls. "When I signed I said 'listen, I have a feeling you don't test enough. We need our own test engineer with our own test crew, and we go out testing, testing, testing'. I think it was as a result that I won Sanremo in 1985 by six and half minutes in front of the Peugeots. By then the car was completely different – much faster, much easier to handle."

His win in Sanremo was perhaps his defining moment, although one final, very special outing for the S1 Group B monster enhanced the Röhrl legend. In 1987 he tackled Pikes Peak, setting a new record of 10min 47.85sec, the first run of the 19.99km climb in under 11 minutes.

As Audi took its leave of rallying, so did Röhrl. He switched to the race tracks, proving the potency of four-wheel drive beyond the special stages in Trans-Am and IMSA in the States, and the DTM back home.

He raced a Porsche 935 as early as '81 – a "monster" of a car, he laughs – but it's Quattros that he recalls most fondly from his racing years (and in turn showing the only chink in his otherwise perfect English). "It was a nice experience to show that even on dry asphalt four-wheel drive is better. They were very nice cars. At the start we made a Trans-Am with 600 horse brakes, then IMSA with 700 horse brakes."

Inevitably, the transition to the tracks was seamless. "It was absolutely no problem the first time I came to do a race to be fast," he says. "Until then Vic Elford was the only one to be quick in racing and rallying. For me it was easy."

Today, he still pounds the tracks as a highly valued test driver for Porsche. This May, for the first time since 1993, he will return to the Nürburgring 24 Hours in a standard 911 GT3 RS (road tested on p98). "I didn't want to do it, but Porsche was pushing me," he says. "There are no feelings from myself that I want to do it once more. They said it's a good chance to show how near our standard cars are to the race cars. I said, OK, I can understand that."

The road car work offers the master more of a challenge than you might think. "In a 911 GT2 last year at Pflanzgarten I hit 317kph (197mph) – in a standard car. In a race car we were doing 285kph (177mph)..."

Impressive. But it can never hold a candle to his memories of life on the special stages. His love of rallying endures and he is saddened that the sport has been experiencing a trough. He blames the high-tech cars rather than Sébastien Loeb's dominance.

"Today, it's a completely different world. It's more like a video game. Sébastien is the man who is doing his job like I expect you have to do it. But all the rest... [Mikko] Hirvonen is absolutely the number two at this time, but people like [Jari-Matti] Latvala... if you are a team chief running him you get grey hairs!

"It's a shame rally sport is not so popular, especially for young people. It is the best teacher for correct car driving. For a young rally driver, he must know that if he is playing the hero the tree and ditch is not going to disappear. But race drivers for the past 20 years have said 'oh, we need more space for our mistakes!'.

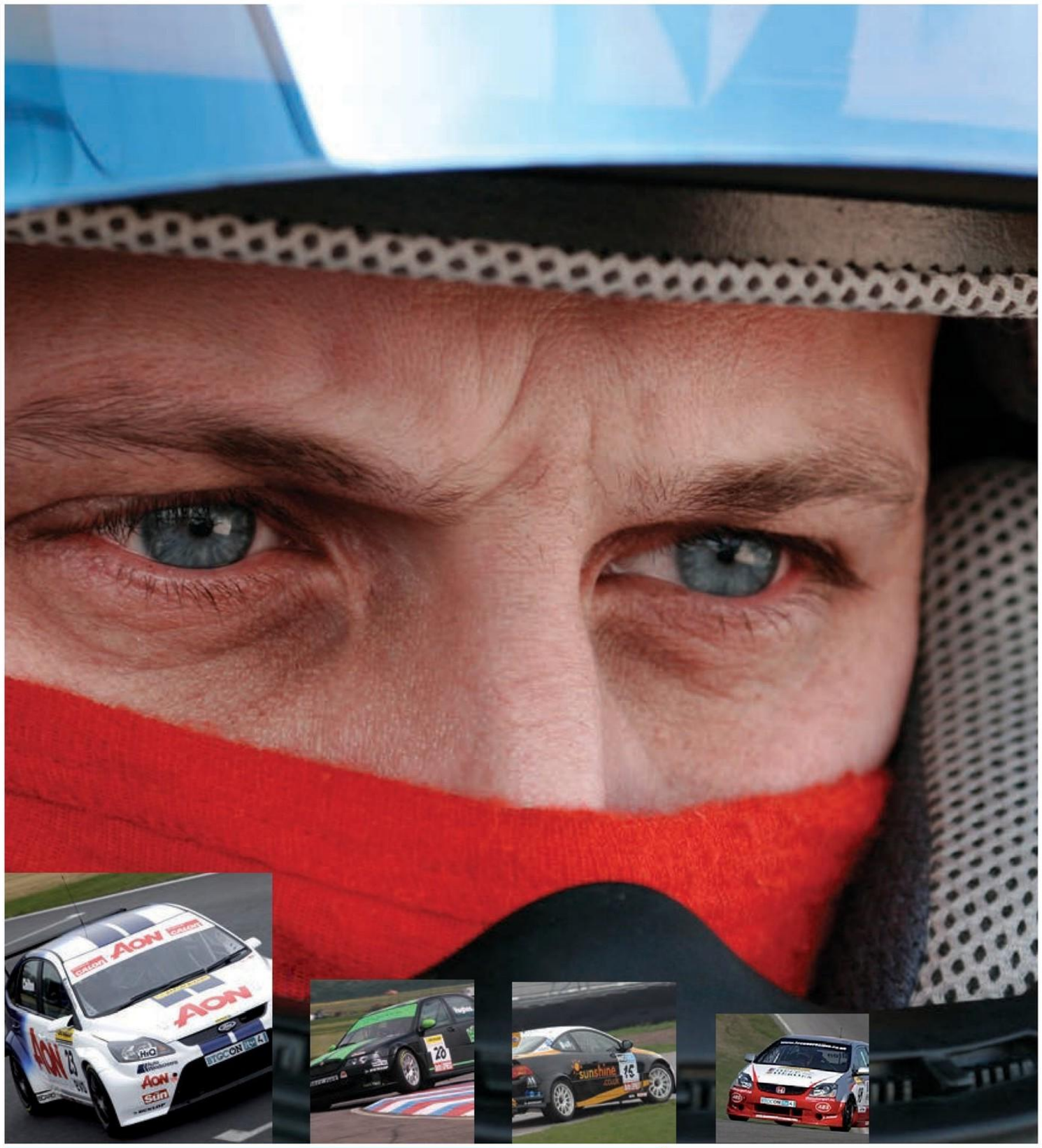
"I have done Monte Carlo in 1973 with 150 horse brakes, and in '86 with 575 horse brakes. It was the same ditch, the same tree. That is the reason why I don't like racing..."

The granite splits once more. Back in the day, Röhrl *was* a machine behind the wheel. He still is. But the genius has a heart after all.



The look is stern... but Röhrl has a lighter side, too

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THE 1000-MILE DARE

It was a bold decision to pit MG's diminutive K3 against the gruelling roads of the Mille Miglia, but Earl Howe believed in backing Britain…

BY ANDREW FRANKEL

Listening to the MG K3 Magnette start for the first time is a little like watching your toddler have his first tantrum. There you are, shocked to a standstill, struck dumb and unable to compute how so much noise could possibly be coming out of something so small.

Just as well, then, that unlike the toddler, the noise coming from the K3 is so worth listening to, as is the story of its creation. In racing terms the K3 is the most successful car MG ever made, and the very car you're looking at (and which is making that extraordinary noise) is one of the most important of just 33 K3s. Not only is it the first production K3, not only is it one of the team of three K3s that entered and so distinguished themselves during the 1933 Mille Miglia, this is also Earl Howe's car. As we shall see, if one man can be said to have put the K3 on the map, Francis Curzon, the fifth Earl Howe, was that man.

Its legend was born out of frustration – largely Howe's frustration that, after the demise of Bentley Motors, Britain possessed no sports racing cars capable of squaring up to the opposition. It was he who persuaded both Cecil Kimber and Lord Morris of the wisdom of entering an MG sports car into the Mille Miglia, and he who took on the cost and risk of first doing a full recce of the route and then entering a three-car team into the event.

The K3 can properly be seen as a racing version of the K1 and K2 road cars that were being produced at the time. Using the shorter K2 wheelbase as the starting point, the specification handed by Kimber to the works racing team was for a two-seat open sports car,



with a supercharged version of the Wolseley Hornet-derived 1087cc single-cam straight-six motor fed by a 27-gallon slab tank with twin fillers at the back. Unusually the K3 was also fitted with a Wilson ENV75 four-speed pre-selector gearbox.

Some indication of the K3's state of tune is provided by the fact that the road-going K2 using a normally aspirated version of the same engine developed around 41bhp. With a Powerplus supercharger jutting between its front dumb irons, the K3 developed up to 120bhp – that's over 100bhp per litre in a car designed for long-distance racing back in 1933.

That's probably one reason why the K3 is so damn noisy. It's sitting in the car park of the Cat and Fiddle Inn on the eponymously named pass in the Derbyshire Peak District, with early MG guru Andy King warming it through. The noise is a weird and wonderful confection of six tiny pistons competing with the gnashing wail of the monstrous supercharger. It's like the sweetest motor you've ever heard, moments after becoming possessed by the forces of darkness.

Quite what the Italians must have made of the racket when one of two K3 prototypes landed in Italy to recce the Mille Miglia is not recalled. But guided by Anglophile racer Count Johnny Lurani, the team was received by, among others, the King of Italy and Benito Mussolini, having already garnered advice in Molsheim on the way down from Ettore Bugatti (who suggested the front axle was strengthened). Large chunks of the 1000-mile route were evaluated prior to the event proper, and many changes made to the gearbox, hubs and brakes, allowing the team the best possible chance of giving a good account of itself. »»

The three cars that were to race were the first three production cars; this car (chassis K3001) for Howe and his co-driver Hugh Hamilton, K3002 for Tim Birkin and Bernard Rubin (both of whom had won Le Mans in Bentleys), and K3003 for Lurani and soon-to-be Land Speed Record holder George Eyston. By any standards it was an impressive line-up.

And so it would need to be: they were competing in the 1100cc class against the cream of home-grown Maserati opposition, which had won the class the previous two years and now had a new model, the 4CTR, also with a blown 1100cc engine. The K3s would need to be strong, reliable and fast. According to Mike Lawrence's *The Mille Miglia*, it was the first time a pre-selector 'box had been used in road racing.

Howe was sufficiently worried and imaginative to enter his own Mercedes SSK officially as a competitor, but in fact laden with spares to fix the K3s at the side of the road. In the event, however, its services were never called upon and, with Clifton Penn Hughes at the wheel, it rumbled round to come home 24th out of 85 starters.

The good lord also felt the need to assign the role of hare to one of the K3s, and with Birkin on the strength it didn't take long to figure out who would be best for the job. Three years earlier at Le Mans it was Birkin's stupendous drive in his supercharged Bentley that wore down the works Mercedes SSK of Caracciola (he overtook the German at 125mph, on the grass, with a tyre in tatters) and paved the way for Bentley's fifth and most famous victory in the race.

So the start duly arrived and after a team talk from Howe ('Remember you are racing for England...') Birkin set off, averaging a frankly preposterous 88mph, arriving in Bologna 130 miles away having overtaken 35 competitors and knocked 13 minutes off the class record. Who knows how hard he pushed the poor little K3, but it made it to Florence before dropping a valve at Siena. By then its job was done and the Maserati threat extinguished.

That left the Eyston/Lurani and Howe/Hamilton cars, and some idea of the impression the race left on its competitors is provided by the fact that Captain Eyston dedicated an entire chapter of his wonderfully evocative autobiography *Flat Out* to its description. But suffice to say here that despite problems with oiled-up plugs (which remain with K3s to this day) and punctures on the often appalling surfaces, the two survivors crossed the line with Eyston a single minute ahead of Howe to claim not just first and second in class, but also the coveted team prize – the first time it had been awarded to an overseas entrant.

Nor was this the end of the K3's giant-killing ways. At Le Mans in 1934 one K3 ran as high as second overall while another finished fourth to win its class. But it is its performance in the 1933 Tourist Trophy race at Ards that really ensured its reputation as one of the greats: driving K3003 (now fitted with a lightweight body), none other than Tazio Nuvolari came to Northern Ireland, obliterated the opposition, smashed the class and course records and left again, trophy in the bag.

> "Birkin arrived in Bologna having knocked 13 minutes off the class record"

K3001 is warm now and it's time to find out more. The car has had an interesting time since its Mille Miglia exploits. Howe raced it at Brooklands, and both Eyston and Lurani hillclimbed it at Shelsley Walsh before it was sold in 1934 to a German called Bobby Kohlrausch, wearing K3003's lightweight body. He raced and hillclimbed it in Europe before it came back to the UK in 1935 and, in the hands of HPJ Williams, was raced at Donington and on Southport Sands. But by the time war broke out it was no longer running and out of action it would stay until restored to the form you see now in 1993. Sadly the lightweight body had gone and its original engine block is lost, but save the fitment of a later Centric supercharger, the car is essentially complete: you can even see the pittings on the chassis and axles caused by being informally sandblasted at Southport three-quarters of a century ago. Today it is owned and raced enthusiastically by Brandon Smith-Hilliard both in club meetings and at major events such as the Monaco Historics, Le Mans Classic and Goodwood Revival.

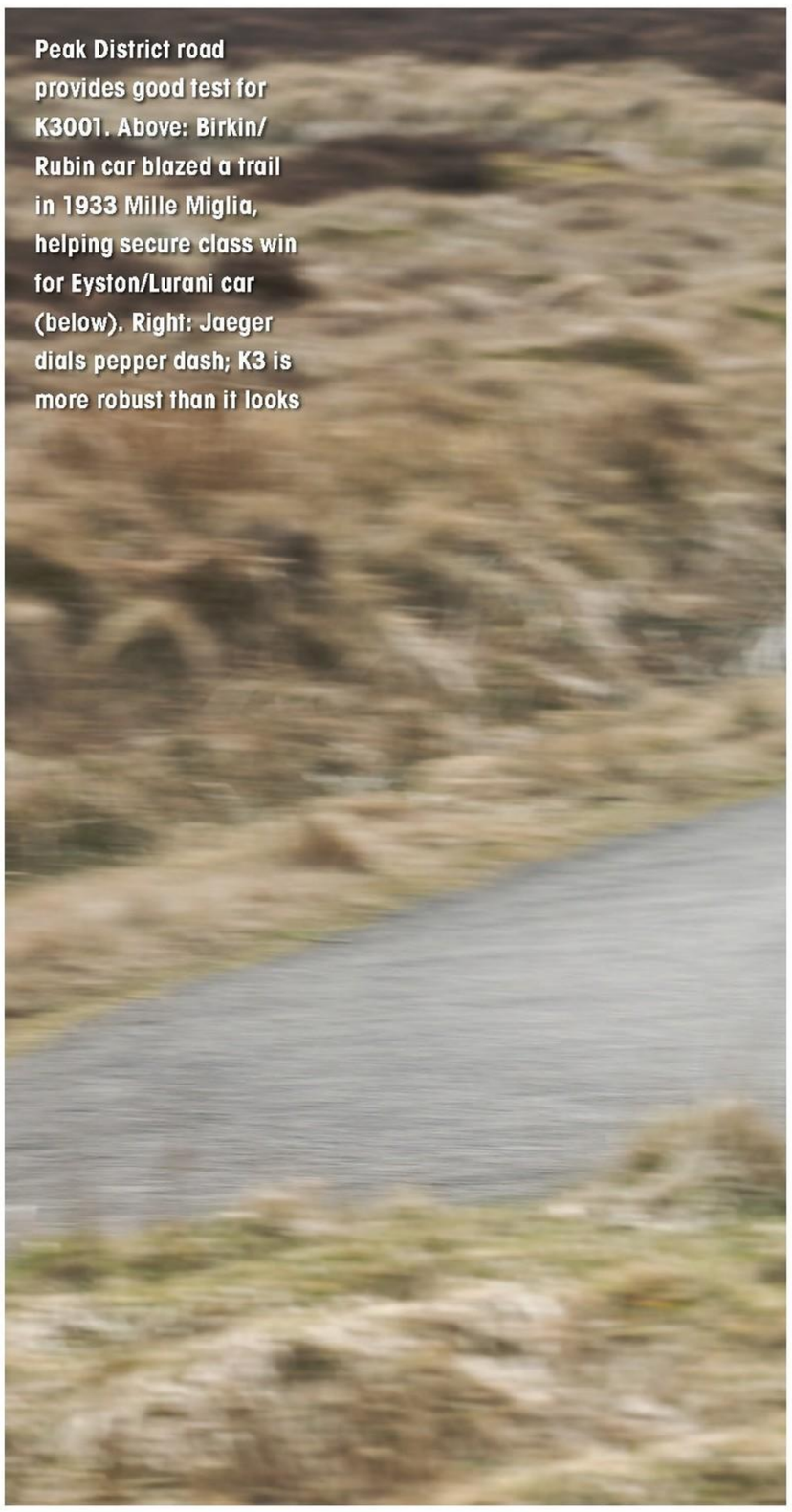
Brandon asks only that I'm very gentle with it in first gear to save damaging the 'box and that I keep the revs to around 5500rpm. Given that Eyston considered 5800rpm more than enough for the Mille Miglia that should be fine, even though these engines have been thrashed up to 7500rpm without falling apart.

Like most racing cars, it's not easy to drive slowly. The clutch is a little sharp, the engine as rev-happy as they come and the flywheel almost non-existent. It's easy to stall and difficult to manoeuvre in tight spaces. I also had to think constantly about the transmission: I should have been thanking my lucky stars that the gearbox was not the reversed ➤➤➤



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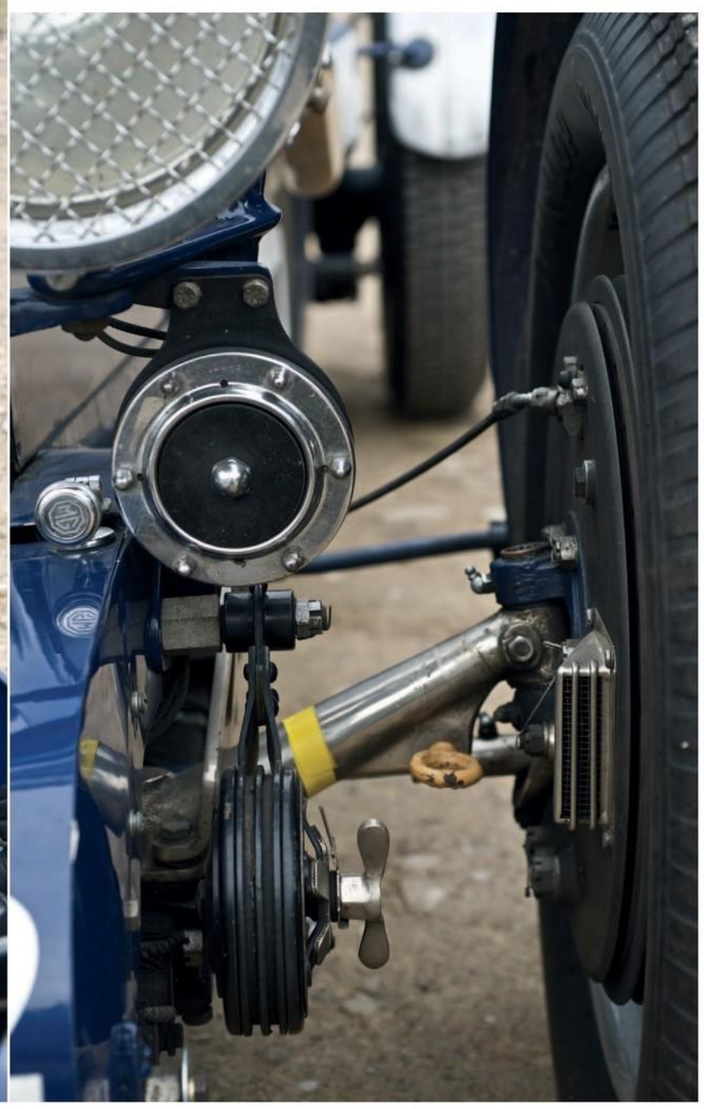




Peak District road provides good test for K3001. Above: Birkin/Rubin car blazed a trail in 1933 Mille Miglia, helping secure class win for Eyston/Lurani car (below). Right: Jaeger dials pepper dash; K3 is more robust than it looks

Stuart Collins


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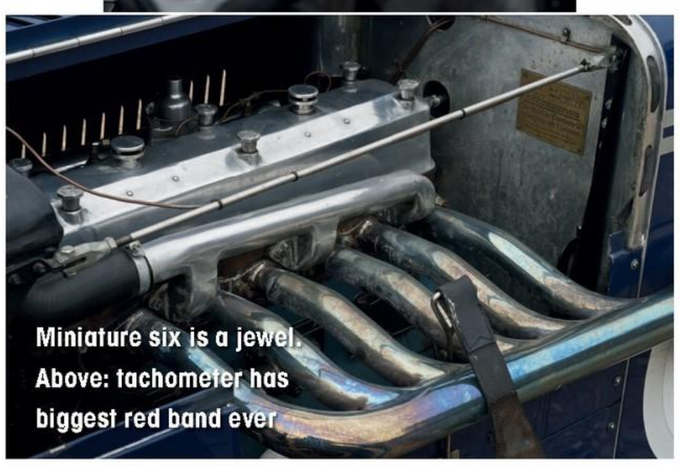
non-syncromesh affair fitted to other MGs of the same era, but in the end I'd have preferred that to the pre-selector. In theory it should make your life easier because you simply choose which gear you're next going to need on the selector and, when that time comes, bang the clutch home to engage it. But at first I was mentally beaten by the requirement always to have the selector in the 'wrong' gear, i.e. not the one you wanted now, but the one you were going to want in a few moments time.

It took time to feel normal, time in which I discovered you can use it like a racing sequential gearbox if you choose, but it never felt right on the public road: its preferred environment is a race track where you always know what gear you're going to need.



Still, it didn't stop me enjoying the K3. The road we were on is officially listed as the most dangerous in Britain, and with its blind brows, tightening radii, and surface and camber changes you can see why. But it's also a near-perfect test for the K3 as these conditions would have been very similar to the challenges faced by Howe and his team in Italy 77 years ago.

The only time I've enjoyed myself more in a pre-war car on the public road was when some kindly loon once agreed to let me do part of a lap of the Targa Florio course in his Bugatti Type 35T.



Miniature six is a jewel. Above: tachometer has biggest red band ever

At first it is the engine that grabs most powerfully at your attention. K3s have been criticised for being too heavy, but this one weighs only around 850kg, giving it a power-to-weight ratio not far shy of a Lotus Elise. And with your backside remarkably close to the ground and that magnificent racket from the side exhaust, you feel you're going faster even than you are. There's no speedometer in here despite Jaeger dials peppering the dash – including two for the supercharger recording both its oil and boost pressure – but your eyes are drawn to the huge tachometer, the very same instrument that would have claimed Howe's attention all those years ago. The engine pulls hard from around 3000rpm and thereafter flicks round towards the red zone with extraordinary alacrity.

But as the miles accrue and confidence grows, one's interest in the engine recedes, replaced by a fascination for the way it handles. I thought that, with the supercharger slung out in front, it would be unwilling to turn into corners. But Brandon had warned me it was actually the back end that needed watching, sufficiently so for him to race with slightly wider back tyres than it would have had in period, just to calm it down a little.

All I can say is, if that's what it's like when it's been tamed, it must have been a rare riot beforehand. For this is a car you steer with the throttle and through the back axle. Unless you're being ridiculous with it, you can take it as given that the front will go where you point it, leaving all the fun to be had at the back. Even on racing rubber, grip levels are modest and combine with the fabulous throttle response of the supercharged motor to allow you to slither through corners accompanied by a series of staccato barks as you jab at the accelerator to adjust its angle of attack. As Brandon will tell you, having had to wait rather longer than planned for me to return, the K3 is a dangerously addictive drug.

But the most surprising single aspect of the car is the sense of robustness that comes with it. Looking at its age, its size and the screaming state of tune of its engine, I'd presumed it would feel fragile, a car in need of careful mechanical management. In the event, it has a robustness that defies entirely its diminutive stature and holds the key to its successes in England, France, Northern Ireland and Italy.

Indeed, the only sadness of the K3 story is that it ended so soon. It could so easily have signalled the start of something great, but it was not to be. Within 18 months of its competition debut both Birkin and Hamilton were dead, and the K3's best days were behind it. The works never attempted a successor and, although Lagonda managed a perhaps fortunate Le Mans win in 1935, it would be the '50s before Britain finally started to produce racing cars capable of winning consistently at the top level. MG had shown what was possible with British engineering talent, but it took a Jaguar and another 18 years to make good on that promise. Ⓜ

Our sincere thanks to Brandon Smith-Hilliard, Andy King and Hagerty Classic Car Insurance for helping to make this feature happen.



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INSIGHT

EXPERIMENTS IN SPEED

What started off as a humble MG quickly became a record-breaker

Probably the most famous of all the K3s didn't look like a K3 at all. Chassis K3023 is better known by its experimental code EX135 and was one of the most prolific record-breakers produced by this or any other country. It started capturing class records in the hands of George Eyston in 1934, but it was only when it passed into the hands of Goldie Gardner in 1937 and was fitted with a stunning Reid Railton-designed streamlined body (above) that it really captured the public's attention.

In November 1938 it reached 187mph along the Frankfurt-Darmstadt autobahn – where Bernd Rosemeyer had been killed earlier in the year – and the following spring it raised the bar to 203.5mph, all but dammit the same speed that Segrave's '1000hp' Sunbeam reached in 1926, but on less than 1.1 litres instead of rather more than 44.

After the war Gardner continued to smash records with it, blanking off cylinders to go for records in classes requiring smaller engines. He managed 155mph on three cylinders and 121mph on just two. Its last laugh came in 1951-52 when it was fitted with a 1250cc supercharged engine from an MG TD and ran at Bonneville at speeds of up to 190mph. Only Gardner's deteriorating health called its career to a close.



Goldie Gardner (in white cap) and EX135 in 1948

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||| BRUNO GIACOMELLI



Besotted by his

Talented but unrewarded in Formula 1, Bruno Giacomelli never stopped trying

Even Ermanno Cuoghi, legendary mechanic of Pedro-and-Jo-in-Gulf Day-Glo and Lauda-at-Ferrari glory, knew motor racing has fewer ups than downs, yet his disappointment was palpable. His shoulders (and moustache) drooped as the PA system blared the news: the runaway leader – his man in his car – was out.

Bruno Giacomelli, perched forlorn on the Armco next to his silent Alfa Romeo 179, was "pissed off" too, though not surprised. Reliability had been tough to come by.

"It was going too nice," he says today. "Engine running well, temperatures under control, tyres perfect." Then a coil burnt out.

That United States GP – the last at bumpy-swoopy Watkins Glen – on October 5, 1980 was a timely reminder of what this little man from Brescia was capable: cool, calm, collected control. Domination. Taking pole by almost eight-tenths, he made a perfect start, muscularly rebuffed Nelson Piquet's Brabham and drew smoothly away thereafter. By lap 31 of 59 he was 12sec ahead of Alan Jones's Williams. Admittedly, the Australian had made a first lap mistake, dropped to 12th and been charging ever since. He had not long cleared team-mate Carlos Reutemann for second when Giacomelli coasted to a halt. Would the new World Champion have caught the Italian in any case?

"No way!" grins Giacomelli. "I had 500rpm



craft

to make the best of whatever hand motor racing dealt him

BY PAUL FEARNLEY

in hand. Quickest through the chicane, quick down the straights too – we had the rear wing set negative [trailing edge pointing down]…"

Giacomelli knew how to run at the front. Only twice before had a car of his felt this good: at the 1976 Monaco F3 and 1977 Misano F2. He ran away and hid on the first occasion; on the second, he set pole and fastest lap but lost time when the gearbox jammed. His 1978 European F2 title would include eight wins from 12 starts. He'd almost won in '77 too, as a rookie. And had Rupert Keegan not swiped him off at the Thruxton finale, he would have claimed both British F3 titles in 1976. All the signs pointed to Bruno being fast, smooth and technically astute – yet by 1980 this had become blurred by a sequence of unfortunate events.

In 1977, less than two years since the reigning Formula Italia champion – "I beat Riccardo Patrese. It's important to say that" – had cadged a lift to England, Giacomelli made his F1 debut. He did so with McLaren, albeit as its third driver in an outdated M23, at Monza. Quicker in the first session than Jochen Mass's M26, he qualified 15th. He was in ninth place when his Cosworth let go. But here's the rub: the resultant slick caused Reutemann's Ferrari to slide out of third. Though not Bruno's fault, this was how many remembered a promising performance.

And so a theme begins.

Marlboro's facilitator John Hogan, one of the sharpest minds in the paddock, was still impressed, however, and McLaren was »»

All images LAT

happy to offer a five-Grand Prix deal for 1978. Giacomelli was still hot property.

"I was ready. McLaren was an excellent opportunity, so why not? This was not Life [of which more later], this was a good team."

And a brand-new M26 awaited…

Giacomelli: "I'm not saying M26 destroyed my F1 career before it started, but only James Hunt could get 100 per cent from it. The team did everything to make me happy. [Designer] Gordon Coppuck worked with me to modify certain things, but it was always a heavy car to drive. M23 was better."

The programme wasn't a total disaster – eighth in the Belgian GP, seventh in the British – but it dulled the shine on Giacomelli's F2 crown and began an insidious swing of perception. 'Plump' and 'chubby' became familiar adjectives, and Bruno 'Jack O'malley' (sic), Ireland's fastest ice cream salesman, was plastered on his cockpit sides. Even today Giacomelli, a man still rightly confident in his ability and speed, is adamant that this did not adversely affect his career – it was, however, indicative that his serious talent was not being taken as seriously as it ought. Outsiders now put those F2 wins, all 11, down to his being in a works March fitted with a works BMW engine: right place, right time. At a McLaren running short of steam and inspiration – wrong place, wrong time – he couldn't hack it. Simple.



"England was where I needed to be"

Nice guy Giacomelli wasn't making enemies exactly, he just wasn't making friends. At Brands Hatch he had baulked Niki Lauda's Brabham, and Reutemann's Ferrari had grabbed the lead. He'd given a 'Please pass' signal – tellingly, Lauda did not administer a post-race dressing-down – but the Brabham mechanics sent Bruno "a shit in a box" in any case. Another 'joke'.

"I didn't impress too many people in Formula 1 [in 1978]," Giacomelli concedes. "But to go with McLaren was the most logical thing. F1 was my dream, and I believe you have to play your chances 100 per cent."

Giacomelli's climb up the ladder had been swift but packed with graft. His father was a quiet farmer, his mother a strong-willed housemaid. His first sporting foray was astride a self-assembled 50cc motocross bike and in 1972, aged 19, he dug deep for a Formula Ford, a third-hand Tecno. He enjoyed it but "did bad" because of a lack of funds and new tyres, and during his national service Sgt Giacomelli vowed to quit racing. Had friends not invited him to test their Formula Italia while he was on leave, he would have been lost to the sport.

Brescia's Scuderia Mirabella Mille Miglia loaned Giacomelli an in-bits Formula Italia for 1974, and he won first time out, at the new Mugello, in the wet. The following year he won five times and was crowned champion. His prize from Mirabella was a drive at the final round of the Italian F3 championship in a March prepared by Cesare Gariboldi.

"Cesare was regularly going to England to pick up spares," says Giacomelli. "We have a long history of motor racing in Italy, but England was where I needed to be. So I asked if I could keep him company." Their circuitous itinerary included a stop at March, where Bruno met Sandro Angeleri, the fast-talking, multilingual Milanese who'd become the firm's sales director. "This is how everything started. They were looking for drivers for their F3 team, so we started talking. Going to Britain was a big jump and Sandro helped me a lot. He got us sponsorship."

The first Italian to contest British F3 plunged right in. Basing himself in Bicester, mechanical engineering student Giacomelli spent every spare day at the March factory: "I had a lot to learn: I didn't speak English and I didn't know the circuits. By the time I did, Keegan could afford to be aggressive with me, while I couldn't fight back in the same way because I needed to keep winning."

Giacomelli took the Shellsport title, Keegan the more important BP Super Visco version. But it was Bruno's domination of the Monaco GP support race that caught the eye.

"The day after I was approached by two friends of Enzo Ferrari. They picked me up from my hotel in Menton on Monday morning and drove me to Modena in a big Mercedes. They used a road I didn't know and I became wary. We arrived at a hotel near Modena which was closed, and we drove round the back. 'Shit! Where are they taking me?' Then I saw a few cars and relaxed.

"The restaurant had been opened just for us, and there I met Enzo Ferrari. I sat eating as they talked about everything except racing. Eventually Enzo spoke to me: 'I never saw anybody driving like you: such authority, very smooth. I would love for you to drive in my F1 team instead of Regazzoni.' Wow, amazing! But I had to tell him: '*Ingegnere*, I've signed an option with March.' Max [Mosley] had made me sign one in Monaco. Enzo offered me the assistance of his attorney.

"I went back to Max and told him I hadn't known exactly what was written in that option because of my poor English. He realised what had happened and said if Ferrari wanted me, March would let me go. So I went to Maranello, feeling important. 'Here I am. I'm free.' But Enzo offered me F2 with Minardi and the Dino V6 engine. I said, 'No, thank you.'"

March happily placed Giacomelli with Angeleri's Euroracing F2 team at Silverstone, but when its boss was arrested on a drugs charge, Bruno and the remainder of his budget (four rounds had already passed) were transferred to the works squad. Its 772P, based on the narrower Formula Atlantic monocoque, had set the pace in the hands of guest drivers Patrick Neve, Alex Ribeiro and Mass – and Giacomelli was no different, winning first time out at Vallelunga. He was victorious at Mugello too, and at the Donington finale in the 782 prototype he'd developed in conjunction with its designer and March co-founder, Robin Herd.

This relationship was the most productive of Giacomelli's career. Both men are effusive of each other's talents. But Herd's renowned simpatico ability to extract the max from his charges perhaps worked against Bruno once it became clear March couldn't take him all the way to F1: the rumour circulated that he needed wet-nursing to give his best.

This was patently unfair. He'd made it to F1 without a vast personal fortune to smooth the bumps, had gambled in moving to Britain, had told Enzo no, had consistently made the most of the best equipment… No wonder he bristles still when his mental fortitude is queried.

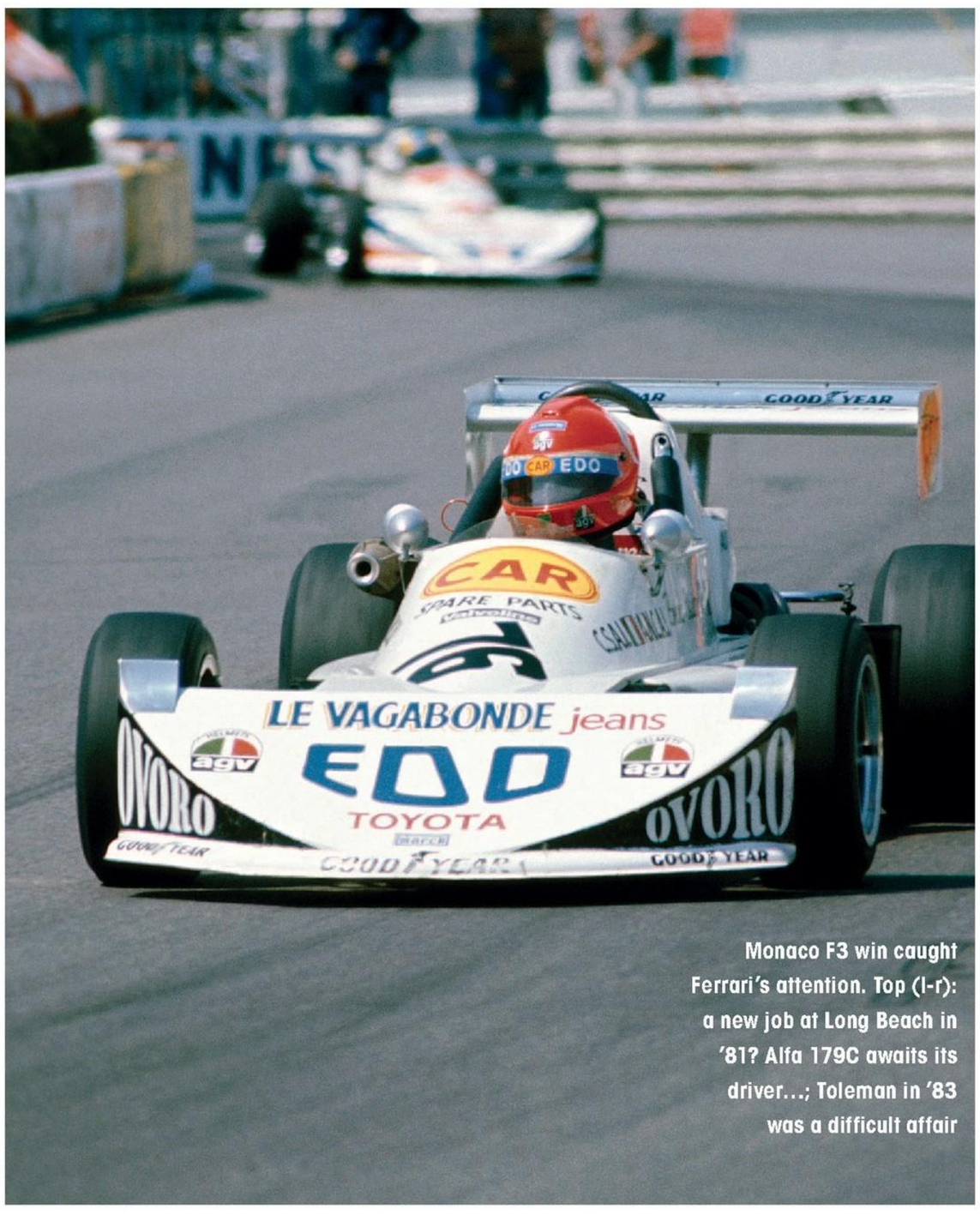
He was, however, in no position to be choosy when Alfa Romeo called for 1979. He continued the development of its flat-12 177 F1 challenger at Paul Ricard and Balocco, Alfa's test track, during the winter, and turned up at Zolder for May's Belgian GP. He qualified an impressive 14th, halfway up the grid.

"That car was quite good. Its only problem was weight. [Designer Carlo] Chiti was a nice person if things went the right way, really tough if they didn't. He was a very capable technician, though. His 179 [the replacement] was quite advanced; Ferrari was still using a flat-12 when we had a V12, a proper engine for a proper ground-effect car. Chiti had been quick to take that decision. And the shape of the car was decided in the French wind tunnel, SERA. It looked big but didn't feel it."

Patrick Depailler joined Alfa for 1980, Giacomelli's first full season of F1. The wiry Frenchman, still fragile from his hang-glider ➤➤➤









Monaco F3 win caught Ferrari's attention. Top (l-r): a new job at Long Beach in '81? Alfa 179C awaits its driver...; Toleman in '83 was a difficult affair







accident, was convinced Alfa would win a GP before the season was out, and told everyone so.

"Patrick was more experienced than me," says Giacomelli. "I heard him having a tough discussion with Chiti about the car. This was something he could do and I couldn't, because he was a GP winner."

The 179 went on a diet, its suspension reworked, and it shot up the grid. New-shape carbon-fibre sidepods and 15-inch front wheels at the British GP brought another spike in performance. There were, however, just two points to show for this promise. Then the team was stunned by Depailler's fatal crash while testing at Hockenheim.

Giacomelli: "I was one of the first to arrive. I saw him die. I saw scratches on the asphalt, too. You might expect this would have affected my driving, but it didn't. We are racing drivers. My suspension broke three times that year… I was lucky.

"When we lost Patrick it was a huge moment. Now the team had to listen to me. I think I did a bloody good job, but it took a while for them to understand that."

Thrust into the role of team leader, Giacomelli proved his mettle. He began with a morale-boosting – and brave – fifth at Hockenheim. In Austria, he ran fourth after a great start, but worried by deteriorating handling, pitted for new rubber on lap 28. The stop was chaotic and the right-rear, only finger-tight, parted company as he accelerated away. In Holland, he was third and pressuring Jacques Laffite's Ligier when overheating rear brakes caught him out and he spun, wrecking his aero skirts. At Imola, he was fifth when he ran over debris from Gilles Villeneuve's accident, punctured and retired. In Canada, side by side with Didier Pironi's Ligier for third, the Frenchman refused to yield, and again the Alfa's skirts were ruined. Then came Watkins Glen.

Giacomelli, still regarded as impetuous by some, was lauded for his efforts. He was 28 years old, absolutely ready to be tested as a number one.

Alfa signed Mario Andretti.

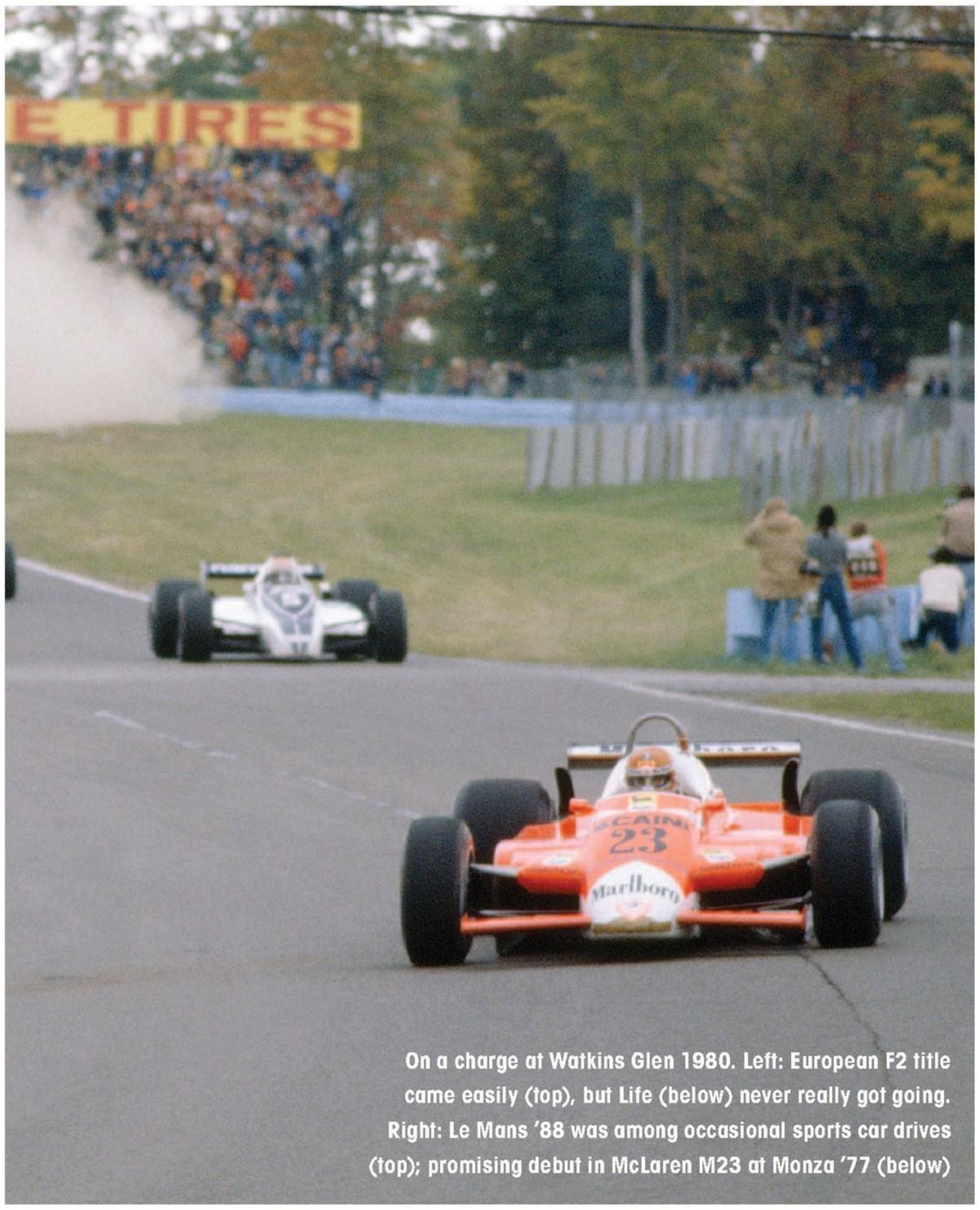
"He came because he saw my performances at the end of 1980, when our car was as quick as the Williams. He was a World Champion, stronger than me politically."

As it transpired, the team struggled to circumvent the new 6cm ride height rule and adapt to the ban on sliding skirts, and Andretti became exasperated with Chiti. The mid-season arrival of designer Gérard Ducarouge did not improve the atmosphere – "Chiti became jealous" – but it did improve Alfa's performance. Andretti pipped Giacomelli 8-7 in the qualifying stakes, but the latter won their points battle 7-3 and again finished the season strongly: he was lying third at Monza when the gear lever malfunctioned; he finished fourth at a wet Montréal; and at Las Vegas he was running fourth on lap 27…

"Gilles Villeneuve and I were the only drivers on Michelin's harder 701 compound. I tried too hard to keep up with the leaders and half-spun. But then I couldn't get reverse. By the time I got going the leader was about to lap me."

Jones's Williams led throughout, but Giacomelli was just 20 seconds down in third – a fraction behind Alain Prost's Renault – at the finish. He had recovered a minute in fewer than 50 laps. Again he could have won the last race of the season, the one everybody remembers over a long winter.

Ducarouge designed a new car for 1982, F1's second carbon-fibre monocoque, the 182, and Andrea de Cesaris joined the team. Despite Giacomelli's seniority, both men were awarded equal status. (Giacomelli had understandably but perhaps hastily signed a two-year contract at the end of 1980, having just set a lap record at Balocco in the new Luigi Marmiroli-designed ground-effect, sliding-skirt car. Regulation changes meant it never again ran in this form and instead morphed into the end-of-1981







On a charge at Watkins Glen 1980. Left: European F2 title came easily (top), but Life (below) never really got going. Right: Le Mans '88 was among occasional sports car drives (top); promising debut in McLaren M23 at Monza '77 (below)

179D.) De Cesaris grabbed the vital early internecine momentum with pole at Long Beach in April. The team had its new blue-eyed boy.

Giacomelli: "Andrea was very fast, and the team got excited by that pole. I understood. Andrea was driving well, but I was perhaps more precise in how a car should be developed." There was, however, no Herd figure willing to listen, understand and interpret. "I was still underrated in that team. We had reliability problems and the car was not as good at the end of the season as it had been at the start." Just seven points were scored. De Cesaris scored five. He was staying.

Ken Tyrrell was keen to sign Giacomelli for 1983, but Danny Sullivan's sponsorship clout stymied that, and Bruno joined Toleman. There he played second fiddle to team stalwart Derek Warwick and had a falling-out with team principal Alex Hawkridge – "he treated me like a 19-year-old". Giacomelli's F1 career, apparently, was over. He would have to look to America for 1984.

After three outings in the rare Theodore Indycars, Giacomelli contested the penultimate round of the PPG World Series at Laguna Seca as team-mate to Emerson Fittipaldi at Patrick Racing. He qualified its March 84C seventh and finished eighth. He took nine starts with the team in 1985, scoring a fifth and two sixths, and shone at the final round in Tamiami Park. He qualified third, led for three laps, and was again challenging for the lead when a front brake disc exploded. It was his last Indycar race.

"That Newey 85C was the fourth and last time I had an almost perfect car. But I decided to quit America. The team was good. The problem was that Emerson decided everything. Plus I didn't want to race on high-speed ovals. My smooth style would have suited them – I was fifth on the grid at Sanair [his only oval outing of 1985] – but they are too dangerous. No control for the driver."

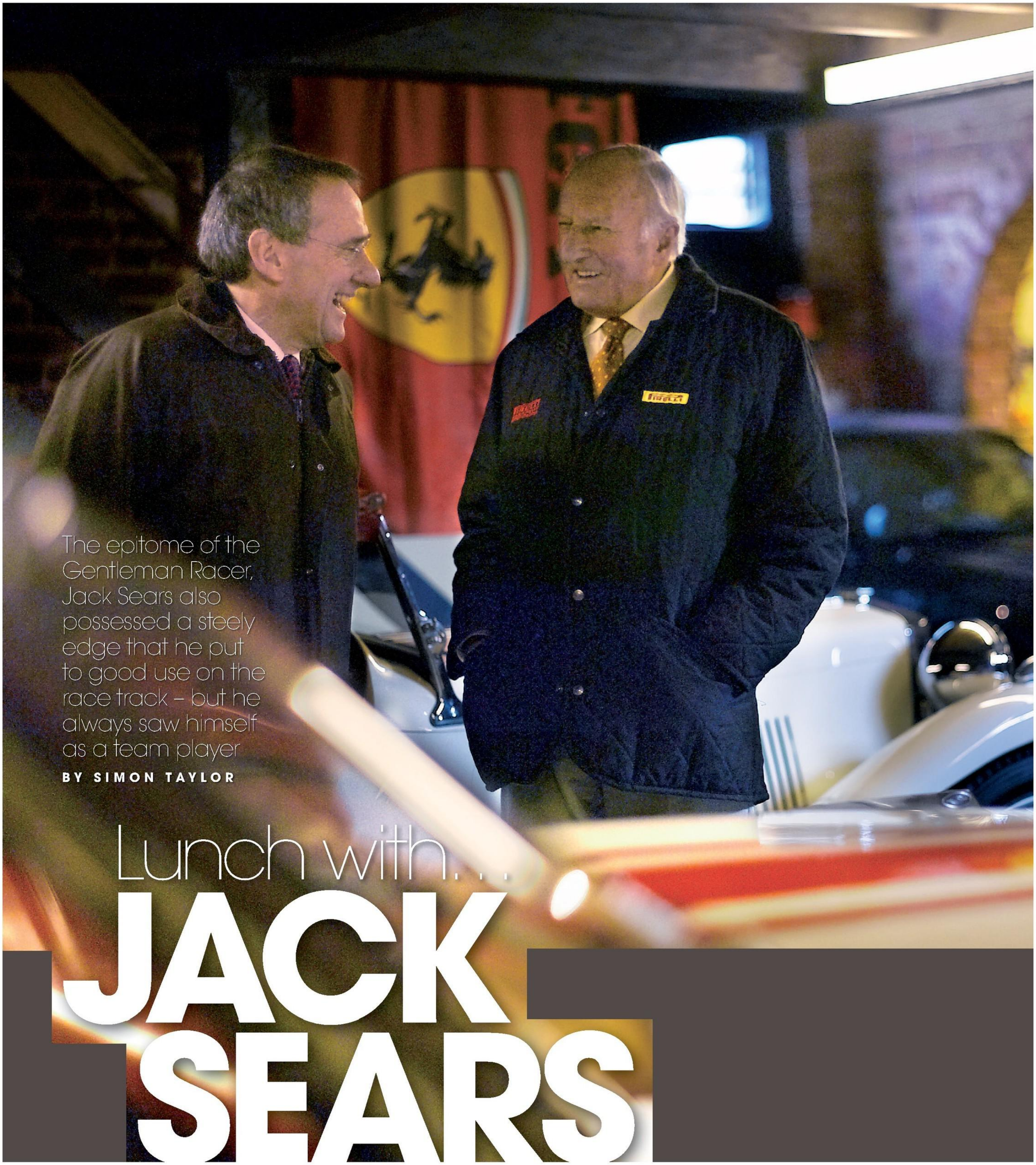
> "When we lost Patrick it was a huge moment. Now the team had to listen to me"

Ironically, Giacomelli had a massive accident upon his return to Europe to race Group C sports cars when his Lancia LC2 suffered a blowout during practice for an Interserie race at the Österreichring. He recovered to share the winning Leyton House Porsche 962CK6 with Kris Nissen at a 1988 Fuji 1000Kms race and to test for Alfa's Indycar project and the Leyton House March F1 team. Then came the final 'joke': Life in F1 in 1990.

Except Giacomelli was deadly serious: "Why not? I had the possibility to be a test driver for McLaren, but I don't understand people who are happy to test year after year. Racing drivers should race." Yet he failed to pre-qualify the oddball W12-engined L190 10 times out of 10 (and two times out of two with Judd V8 power). "People thought I was crazy. But I knew it would never show fantastic things, I'm not stupid. That engine, though, fascinated me. To work with [designer] Franco Rocchi, with all his history at Ferrari, was special. I looked at the technical aspect of it, not the sport. I don't think Life destroyed what I'd done before."

In many ways it reinforced it – in the same way his immediate response upon waking from that monster Interserie shunt had: "I found myself in this white room. I didn't know where I was, but my mother was there, so I asked her… 'What was my best practice time?'"

Bruno Giacomelli – not a politician, nor a hard or devious bastard behind the scenes, 'just' a very fast racing driver besotted by his craft. Is that so hard to understand? It shouldn't be.

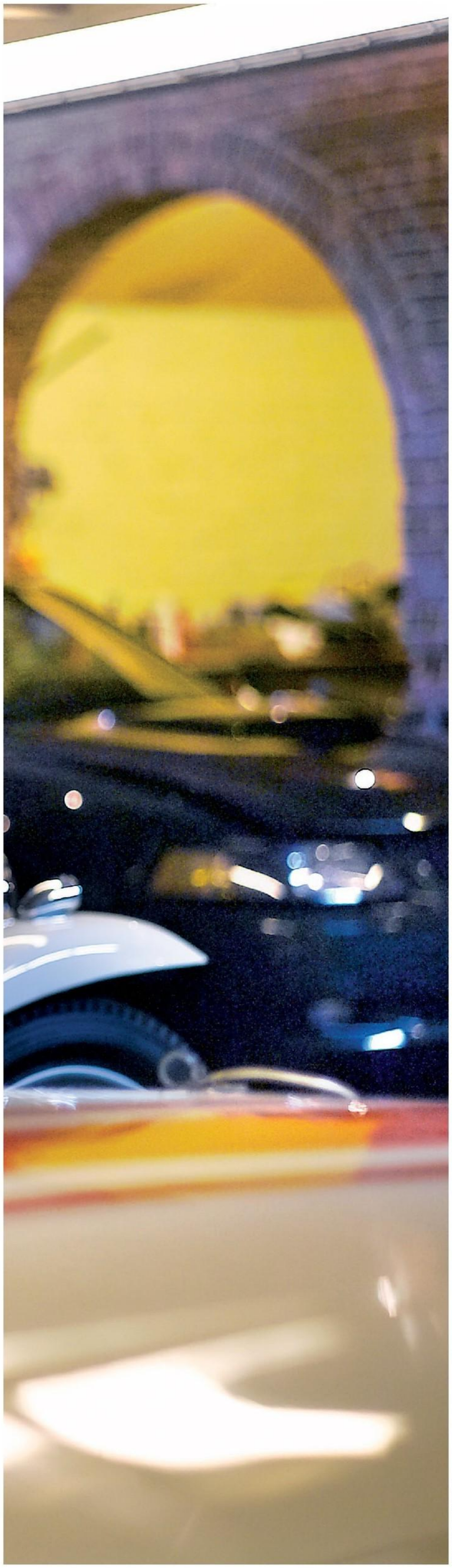


The epitome of the Gentleman Racer, Jack Sears also possessed a steely edge that he put to good use on the race track – but he always saw himself as a team player

BY SIMON TAYLOR

Lunch with...

JACK SEARS



James Mitchell



Nowadays "Professional" tends to mean doing something properly, and "Amateur" can mean the opposite. But, back in the days of Gentlemen and Players, you'd only be a Player, and get paid for taking part in a sport, if you didn't have the means to be a Gentleman. In the 1950s, few racing drivers were pure professionals: Stirling Moss was a rare exception. Most of the others had businesses of one sort or another behind them, or were independently wealthy. This was because – apart from a very few at the top level – even works drivers were paid little, if anything at all.

Jack Sears was the first man to win the British Saloon Championship, the forerunner of today's BTCC. But he had to buy the car he raced. He was a works BMC rally driver in big Healeys and Austins, and raced Jaguars, Aston Martins and Ferraris with great success for top teams of the day like Equipe Endeavour, Maranello Concessionaires and John Coombs. But for all this he was never paid a penny. That was how things were in those days. John Willment was the first to make him a small payment, when he was racing his Cobras and Galaxie in 1963. Then came a modest retainer from the Ford Motor Co when he joined Team Lotus in 1965 to race Cortinas with Jim Clark, and became a key member of Carroll Shelby's Cobra team for its successful onslaught on the GT World Championship.

In fact, all Jack ever wanted to do was be a farmer. His grandfather left school at 14, and made the family's fortune building up a hugely successful shoe business around the turn of the last century. His father, Stanley Sears, had engineering interests and a farm in Sussex, and was one of the world's first dedicated car collectors. He began buying veteran and vintage cars in the 1930s, at one time owning as many as 40, and ended up with a priceless array of Rolls-Royces. So Jack's was a privileged upbringing. While still a schoolboy at Charterhouse he was given a Morgan 4/4, and immediately took part in rallies and sprints. In 1949 he and his younger brother were given a matching pair of MG TCs. Jack raced his at Goodwood, and soon fitted a Wade supercharger.



His father's collection included the ex-Dario Resta 1914 TT Sunbeam, and Stanley offered it to Jack for the 1951 VSCC Silverstone. He took to this big, heavy old car at once, and raced it a lot. "No front-wheel brakes, and a crash gearbox, but if you drove it according to its capabilities it handled better than you would believe. The Sunbeam taught me a lot about exploring the potential of difficult cars."

After the Royal Agricultural College in Cirencester Jack bought Uphall Grange, a 600-acre farm in Norfolk, and moved there with his young wife Cicely. Today, 57 years later, he still lives there. Cicely died in 1995, but since 1997 his constant companion has been his charming second wife, Diana. He's 80 now, but he runs the farm totally hands-on, with a small staff. For this very English gentleman farmer, the right place for our lunch could only be a traditional Norfolk pub: home-cured ham and eggs at the delightful Windmill Inn at Swaffham.

In one of the farm's immaculate barns he keeps just four old cars that are special to him, all charged up and on the button. One is the flawless Thrupp & Maberley Phantom III that his grandmother bought off the Rolls-Royce stand at the 1938 London Motor Show. It has still only done 36,000 miles. Another is one of the fastest vintage Bentleys in the world, the ex-Forrest Lycett 8-litre, which his father took over from Lycett's estate 50 years ago. There's a 100-point MG TC, cream with red leather, just like the one he had in his teens; and his winning mount in the 1963 British Saloon Championship, the mammoth white and red Willment Ford Galaxie.

When Jack first took over Uphall Grange the farm absorbed every waking moment, but before long he found time to race a Cooper-MG sports-racer, an open XK120 Jaguar and then an XK120 coupé. Among the enthusiasts he met on the East Anglian car scene was Archie Scott Brown.

"Archie was a rep for a tobacco company, living in Cambridge. He was very much a Scot, sounded like a Scot. His legs were much shorter than normal and his feet pointed in odd directions, and his right arm finished just below the elbow. The stump had a sort of vestigial thumb which he could push against the steering wheel, to hold it while he changed gear with his normal left hand. His mother had caught German measles while she was expecting him, and he'd been like it since birth. As a child he endured endless operations to turn his feet, and his legs were in irons for years. But he never thought of himself as disabled, didn't seem to consider it at all. When I first knew him he was doing sprints with a hotted-up MG TD, and already he was very quick. Brian Lister, who ran an engineering business in Cambridge, had done some racing in a Tojeiro-JAP, and lent it to Archie, who was far faster. So Brian built the first Lister for him, with an MG engine. To start with he was just doing club events, but when they went to the British Empire Trophy at Oulton Park in April 1954 Archie was quickest in the class in practice, ahead of Stirling and everybody. It attracted a lot of attention. There were no medical checks in those days, but suddenly people noticed he had no right hand, and officials asked questions. On race morning they told him they were suspending his licence pending a medical enquiry by the RAC. Archie was absolutely shattered."

Several fellow drivers, including Moss and Anthony Crook, wrote to the RAC in support of Archie, and two months later, after examination by former Le Mans winner Dr Dudley Benjafield, his licence was restored. In the interim Archie suggested to Brian Lister that Jack drive the Lister-MG, and Jack scored a win at Snetterton and several class placings. "When Archie got his licence back Brian had finished the Lister-Bristol, and he started winning a lot. It was a good car, and I raced one of my own for the 1955 season. The race Archie really felt good about was the 1955 British Empire Trophy, one year on from his suspension, same race, same place. He won it outright, in the wet, ran circles round the opposition, like the works Astons of Parnell and Collins and the big Jaguars. After that nobody talked about his disability.

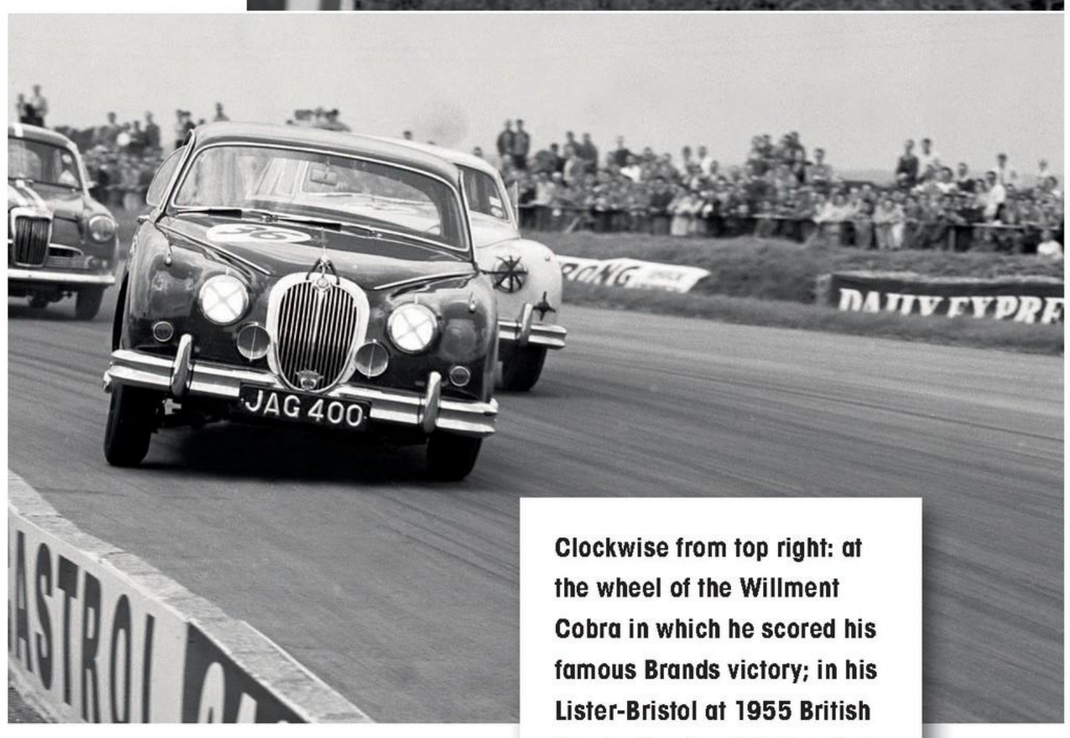
"Although his feet were small and not fully formed, he was brilliant in a Le Mans start. He moved very quickly, and you didn't notice his gait. He had amazing balance. I know he always won slow bicycle races at school – everybody else moved off and he'd just stay where he was, balancing.

"I was due to do the 1956 Monte Carlo Rally with Peter Reece in an Austin A50. The standard A50 was about the slowest thing on the road, but this had an MG engine and floor change. Then, just before the rally, Peter was killed in a road accident. Archie and I went up to Liverpool for the funeral in Archie's Ford Zephyr. As a road driver Archie was, um, quick. He had the seat close to the wheel to get his short legs on the pedals, and he smoked a lot. Steering with his stump he'd give the packet a flick, put his next cigarette in his mouth and light it, all at 80mph. After the funeral Peter's father said, 'I still want the car to run in the Monte. I want you to go, Jack, and I want you to go with him, Archie, because Peter always admired your driving.' Archie said, 'Well, I don't really do rallies,' but I said, 'Come on, Archie, let's do it for Peter's sake.'

"We started from Lisbon, with Ken Best as our No 3, and the weather was foul. All the way across Spain it rained and rained. We got to Monte Carlo in 50th place out of 300 starters. I knew Archie was quicker than me, so we agreed he should drive on the final 150-mile mountain circuit. His car control was fantastic. He'd throw the car sideways entering a corner, the way rally drivers adopted years later. His stump steadied the steering wheel while he changed gear, and his reactions were absolutely amazing. Coming down the Turini, approaching a right-hander, Archie suddenly announced: 'The bloody brakes have gone.' He threw the car sideways but it slid to the edge and toppled over, landing upside in the forest below. We clambered out, villagers appeared from nowhere, and with their help we pushed the car on its roof like a toboggan through the trees into a clearing, and put it back on its wheels. The glass was all gone, but Ken kicked the roof up from the inside, we checked the oil and water, and it started. So we set off again. But everything was bent and the car was almost undriveable, so we lurched back to Nice, had a good lunch, and then timed our drive to the finish by the harbour at Monte Carlo exactly right, so everybody thought we'd done the whole mountain section in this dreadfully damaged car and come through. Of course when they saw the road book they realised we'd missed half the controls. But they still classified us 76th.

"After that Archie said, 'Thanks very much, no more rallies for me.' But I went on to do a lot more internationals for BMC: A90s, then the hotter A105, and also the big Healey 100/6. Later I did Sebring and Le Mans with Peter Riley in UJB 143, the Healey that was sold on to





Clockwise from top right: at the wheel of the Willment Cobra in which he scored his famous Brands victory; in his Lister-Bristol at 1955 British Empire Trophy at Oulton Park. Close friend Archie Scott Brown won the race; May Silverstone '63, and the start of a winning streak aboard the Willment Ford Galaxie; holding off future boss Colin Chapman in 3.8 Jaguars at 1960 British GP meeting, Silverstone; Sears and Mike Salmon were fifth overall and class winners at Le Mans '63 in new Ferrari 330LMB



All images LAT





David Dixon and became DD300. I gave up rallies after that, although in 1960 I did do the first RAC to incorporate loose-surface stages. I took Willie Cave in Peter Berry's Jaguar 3.8. Hardly suitable, but we finished fourth overall behind Carlsson's Saab, Sprinzel's Sprite and Don Morley's Healey.

"In 1958 the British Saloon Championship was launched, and I bought an Austin A105, TOL 563, which I ran with unobtrusive works support. Jeff Uren had a Ford Zephyr with Raymond Mays' three-carb head, which was quicker, so we got Speedwell to make up a three-carb head for the Austin. That did the trick." The championship was run on a class basis, and after the final round at Brands both Tommy Sopwith (Jaguar 3.4) and Jack in the Austin were on maximum points. The title was resolved by a duel between two identical Riley 1.5s, two five-lap heats with the drivers swapping cars in between. Gordon Cruickshank told that story in the June 2008 issue of *Motor Sport*: suffice to say that on aggregate Jack took the title by 1.6sec. "In the pictures afterwards Tommy looks a bit bemused, because he really thought he could beat me. I've got my tie tucked into my shirt – I'd always arrive in a jacket and tie, and then take off my jacket and lay it on the back seat to do the race. Almost no-one wore overalls in those days, except Stirling.

"After Tommy retired from racing he ran Equipe Endeavour as a serious operation, and I drove for him a lot: Jaguar 3.8, E-type, DB4GT Aston, Ferrari 250GT. He said, 'I can't pay you anything, Jack, but when we go to races I'll pick up the bill for the hotel.' We always stayed in the best hotels, with the best food and wine, but I had to pay for the fuel to get myself there, and all start and prize monies went to the entrant. At BMC they'd give you a small daily expenses allowance, and you had to survive on that.

"In 1960 Ken Gregory, who was running the Yeoman Credit team, asked me to drive a Formula 2 Cooper at Crystal Palace. An engine fire meant we missed practice, so I started from the back of the grid. It was pouring with rain, but I came through to finish third, and shared fastest lap with the winner, Trevor Taylor in the works Lotus 18. Ken got all excited, and I did another race at Snetterton, but the car broke. Then he offered me a permanent drive for the following season. I had three young children by then, I was running the farm, I had the drives for Tommy Sopwith, so I turned it down. That was the end of my single-seater career.

"There was always tremendous rivalry between Tommy and John Coombs. Michael Parkes and I drove Tommy's 3.8 saloons, and Roy Salvadori drove Coombs' 3.8. Our engines were all done by the works, and it was more than Lofty England's life was worth to give a better engine to Tommy or to John. But we had the advantage of Michael, who was a superb development engineer, working for Rootes at the time on the Hillman Imp. He made some suspension modifications which the scrutineers never knew about, fitted firmer bushes. I don't know if they were legal or not, but we always thought our cars handled better than the Coombs cars.

"Roy was a very fine driver, but he was inclined to push and shove. He had me off once at Crystal Palace. I was in the Sopwith 3.8, Roy was in the Coombs 3.8, and he came up the inside going too fast to make the corner and slammed into me. I went into the sleepers, he won the race. The British Grand Prix meeting at Aintree in 1962 was fun because Coombs got a fellow called Bob Jane to drive his car. He was unknown to any of us, but he was billed as the Australian saloon champion. He was very cocky and full of himself. Mike and I were relatively friendly towards him, as we should be, and in practice he split us on the front row of the grid. He was strutting about a bit after that, so Michael and I decided we'd have to box a bit clever, because we mustn't let him win. Well, he led from the start from Michael and me, and we stayed like that for several laps, Michael very close, harassing him. Coming down to Melling Crossing, which was a very fast left/right, Jane got on the grass and lost it. In avoiding him Michael also got on the grass, and I took the lead, with Michael behind me and Jane third. Near the end Jane retired, his head gasket went, but he and Michael had words afterwards. Michael always maintained that he never touched Jane, that Jane went off by himself.

"Mike Parkes was a lovely man, gentle and charming. His father was chairman of Alvis, and after Rootes he went to Ferrari. He did six Grands Prix for them, pole and second ➤➤➤

place at Monza, second at Reims, and won two non-championship F1 races. Then he had a bad accident at Spa and smashed his legs. He carried on working for Ferrari after that, and I remember staying with him at Modena and riding down the *autostrada* in a 275GTB four-cam, 165mph among the Fiats. He introduced me to several of his Ferrari friends, like Lodovico Scarfiotti and Lorenzo Bandini. I was devastated when he was killed in a road accident in 1977. The ironic thing was that when my son David was born I asked Archie Scott Brown to be his godfather. When Archie was killed in 1958 I asked Michael to take over the responsibility, which he did.

"I drove for Tommy Sopwith for three years, 1960 to 1962, and I also did the 1962 Tour de France in a 3.8 for a French privateer, Claude Lego. He did the hillclimbs and I did the circuits. I won at Rouen and Le Mans, and then at Clermont I was in the lead, totally flat into a very fast downhill bend, and I came up to lap Marang's Citroën DS. He got the blue flag and I was flashing my lights, but still he didn't see me and moved across on me. It was a very big accident. No rollcages then, of course, and I hadn't put my belts on, because it was a Le Mans start. I was going to put them on when I got to the straight, but it had all been a bit frantic in the early laps. The Jaguar's roof was totally flattened down to the doors, and I came out through the back window. I got to my feet, Marang was standing by the wreck of his car, and I called him all the French words I knew and a few English ones too. No ambulance appeared, so I started to walk back, but by the time I got to the pits I could hardly stand. Claude and Denise Lego drove me to hospital, and they found three fractured vertebrae. I was in a plaster cast for months. Sir Gawaine Baillie's 3.8 went off on the same lap, and we ended up in adjoining beds in the same French hospital."



"I was thrilled to be faster than Bandini"

For 1963 Jack joined John Willment. He repeatedly won his class in the team's Cortina GT, and then the Galaxie arrived at Silverstone in May. To the surprise of Salvadori, Graham Hill and the rest of the Jaguar contingent, Jack put it on pole. After a careful start because the car had high NASCAR gearing, he ran away with the race, doing the whole distance in top gear to save the clutch. For the rest of the season – even around the tight confines of Crystal Palace – Jack dominated the category, earning his second British Saloon Champion title.

"Ronnie Hoare – known to everybody as 'The Colonel' – ran Maranello Concessionaires, the British Ferrari importer. He oozed charm, loved the ladies. Michael Salmon does a wonderful impersonation of his drawling voice – you'd think he was The Colonel reincarnated. For Le Mans in 1963 The Colonel ordered a new 330LMB, and asked Salmon and me to drive it. Ronnie flew down to Italy, collected the car from the factory, drove it to Le Mans, and his mechanics gave it its pre-delivery inspection in the paddock. If you could get to the end there you usually did well, so Mike and I decided to drive sensibly, eight-tenths all the way. We finished fifth overall, and won the class.

"A couple of months later, at the Guards Trophy meeting at Brands Hatch, I was driving the Coombs GTO and Lorenzo Bandini was in the LMB. In practice The Colonel asked me to try the LMB because Bandini didn't seem to be very happy in it. Of course I was familiar with the car after Le Mans, and familiar with the circuit, so I chucked it about a bit. The Colonel said, 'Very interesting, you're quicker than Bandini.' I was secretly thrilled to be faster than a Ferrari F1 driver in the same car. The GTO was far nicer round Brands than the LMB, which simply didn't handle as well. The bigger engine didn't rev as high, and it had a four-speed gearbox instead of a five-speed. That day I won the GT category after a duel with Innes Ireland's Project 214 Aston – Roger Penske won overall in the Zerex Special – and Bandini was fourth GT home behind David Piper's GTO. The GTO really was as good as its reputation, for me the best front-engined Ferrari of all time. In 1970 I was able to buy that same Coombs GTO, and it was in the family for 29 years."

Jack is the only man to have campaigned the 4.7-litre AC Cobra in all its racing forms – the roadster, the Shelby Daytona coupé, the one-off Willment coupé and the works A98 Le Mans car. The latter featured in the notorious 185mph M1 incident. "I was to drive it at Le Mans with Peter Bolton. We'd run it round MIRA, but we could only make 165mph on the straight there, and the banking was quite tight. The M1 was the obvious choice – there was no speed limit then, so it was perfectly legal. There was much less traffic in those days, and at 4am the place was deserted. We had two sets of tyres to try, Goodyears and Dunlops, and we swapped them over at the motorway services. If I did see a car ahead I lifted off so I didn't frighten the driver. I got to the point where it just wouldn't go any faster, noted the revs and peeled off, went back down the other side to the services, and the engineers checked their slide rules and said I had been doing 185mph. Peter Bolton did some runs too, and by 5.30am we'd finished and went home.

"Unfortunately the nephew of AC boss Derek Hurlock, who'd come along to watch, talked about it in a Fleet Street wine bar. A journalist picked it up, and suddenly the story was everywhere. It caused an awful furore, questions were asked in the House, there was lots of tut-tutting. And subsequently, when the 70mph limit came in, people assumed, completely wrongly, that it was all because of our AC test.





Sears' small but prized car collection includes 1963 BSCC-winning Galaxie

It wasn't, of course – Barbara Castle, the Minister of Transport, later confirmed that they'd already been evaluating a blanket speed limit for some time. Of course we weren't the only ones: in those days Jaguar used to come out of Browns Lane and use the M1, so did Aston Martin from Newport Pagnell and Rootes from Ryton-on-Dunsmore with the Tigers. Everybody used the M1. But of course nobody had done 185, and nobody had talked about it in a Fleet Street bar. The race didn't end well, either. While Peter was driving the car on Saturday evening a rear tyre blew on the fast stretch up to White House. He spun and was collected by Giancarlo Baghetti's Ferrari, and they both ended up in the ditch."

Another much-publicised incident came at that year's British GP meeting at Brands. In the GT race poleman Bob Olthoff non-started. As the grid formed up Jackie Stewart, in John Coombs' E-type, moved from the centre of the front row to pole, and third qualifier Roy Salvadori, in Tommy Atkins' Cobra, moved to the middle. In practice Jack hadn't been happy with the Willment Cobra, which had been hastily rebuilt after Frank Gardner cartwheeled it in the Nürburgring 1000Kms when the engine seized. He'd qualified it fourth, putting him on the inside of row two. But, arriving on the grid and seeing the others had moved up, he parked on the outside of the front row.

"In fact the inside of the second row would probably have been a better starting position, because I could have followed Jackie through to Paddock Bend. As it was I got away fourth. Coming past the pits at the end of the second lap there's the black flag with 32, my number. I think, there must be something wrong with my car, so I come in, stop opposite my pit, and an official leans into the car and bellows at me, 'You started from the wrong place on the grid. This is your penalty. Now you can go.' I was furious. I shot off down the pitlane, shaking my fist, and if you could have heard my voice above the Cobra's exhaust I was effing and blinding at everybody. It was only a 20-lap race, and I was last, so I had to wend my way through everybody, headlights on full beam.

"Compared to the GTO, the Cobra was a much more crude thing to drive. Everything flexed with the torque of that big V8, that was part of its inconsistent handling. But I did things that day I'd never done before, and never did again – because I was so angry. I gave it the full treatment, I braked later, I pushed harder, and suddenly I was two seconds a lap quicker than I'd been in practice. I sliced past everybody. Caught David Piper, who was third, had him for breakfast. Salvadori was second, had him for lunch. Stewart was a different kettle of fish. The Cobra had more grunt, but the E-type handled better. But I wound him in, and with four laps to go I got inside him at Westfield when he didn't expect it, and went ahead. I won the race, and set a new lap record. It was as if somebody else were driving the car.

"Afterwards I was called before the stewards. The chairman, the Marquess Camden, heard what I had to say about the muddle on the grid, and then said, 'We're not going to take any further action on this occasion, but in future please start from your correct grid position.' I said, 'Thank you very much, sir. Sorry to have been a nuisance.' And then he said, 'Damned good race, wasn't it…'"

What Jack didn't know was that John Willment was so enraged by the black-flag business that he manhandled Deputy Clerk of the Course Basil Tye in the pitlane, and Mr Tye tumbled into an ornamental flower bed under the race control building. Willment was found guilty of an act prejudicial to the interests of motor sport, fined £100, and declared *persona non grata* at all RAC-organised meetings for the rest of the season.

For 1965 Walter Hayes of Ford offered Jack a retainer which covered driving the works Lotus-Cortinas alongside Jim Clark, and also joining the Shelby Cobra team in its battle with Ferrari for the GT World Championship. It was to be Jack's finest season, but it was also to be his last.

"Being team-mate to Jimmy was a huge privilege, because he was the best driver in the world. We'd go testing together and I'd try to work out why I was slower than him. I learned a lot, and got quicker as a result. His sense of balance was uncanny. I'd follow him and think, I've got this taped now, but he'd just inch away from me. At the next corner he'd be six feet further away, at the next 15 feet further away. I'd sit there, thinking about it: we were both doing the same, both lifting the inside wheel just as high, and the two cars were identical. He followed me on one or two occasions, and he said, 'Try braking a little bit earlier, then you can get the power on earlier.' And he was right. But he could do it better than me, his exit speed out of the corner was always a tiny bit higher.

"We got on very well because we were both farmers, we spoke the same language. He was easy to be with. But he didn't know how to deal with the fame that was rightfully his, he was uncomfortable with it. He was a nail-biter, all his nails were chewed right down. He and Colin Chapman bonded hugely, of course. That was an amazing friendship: Colin worshipped Jimmy, and Jimmy worshipped Colin.

"At the 1965 British Grand Prix meeting, because Jimmy was in the F1 race, John Whitmore took over his Lotus Cortina. I always thought I was a bit quicker than John, and he thought he was a bit quicker than me, so here was the showdown. After three or four laps of serious duelling, ten-tenths stuff because we were both determined to win the class, we went past the pits and Colin Chapman was making 'Cool it' signs to us. He didn't want us having each other off. So on the Hangar Straight I lifted fractionally to let John come alongside and, holding the steering wheel with my knees, I held up my two hands side by side. He got the »»»

message at once. We started lapping two seconds a lap slower, still passing and repassing so we were putting on a good show for the public. On the last lap we came through Woodcote – which was a fast corner in those days – and we did the dead-heat perfectly. The only thing was that John ran wide, so when we crossed the line he had all four wheels on the grass. But the timekeepers agreed – we'd both won the class.

"For the past three years Ferrari had won the GT World Championship, but Shelby and Ford were determined to conquer them. The Daytona Cobra coupés were much stiffer than the roadsters, because the bodywork incorporated extra structural tubes, and I thought they handled pretty well. An awful lot noisier inside, though. I only saw Carroll Shelby when we got to Le Mans, because Alan Mann co-ordinated the European effort. He was fantastic. He was only 28 then, but very businesslike and well-organised, and amazingly decisive. We raced to strict orders – which Bob Bondurant sometimes had trouble with, but which John Whitmore and I followed absolutely. And, as a team, we did beat Ferrari and win the World Championship.

"It was a long, hard season: Monza, Oulton Park TT, Nürburgring 1000Kms, Reims, Enna. At Le Mans every one of the Ford cars retired – all the GT40s, and all the Cobras – except our Daytona coupé. I was paired with the American dentist Dr Dick Thompson, a nice guy, and by the end the oil pressure was falling to zero on corners. We nursed it to the finish, driving on the pressure gauge, and still finished second in class. I always liked Le Mans: only two drivers per car then, of course. You'd do three hours on and three hours off, with a refuelling stop halfway through each stint. When I got out of the car I'd sleep for about an hour, then Cicely would wake me, give me some food, I'd shower and change, and be ready for the next stint. My days in rallying, when sometimes you ran for three days and nights without getting into bed, taught me how to snatch sleep anywhere.

"Colin Chapman decided I was quite a useful test driver and asked me to do some sessions with the Lotus 30, which I accepted with enthusiasm because it was a pretty punchy car. I only raced it once, at Silverstone, finished third behind Bruce McLaren and Hugh Dibley. Then came the Lotus 40, which had a 5.3-litre engine and was certainly quicker, but I didn't like it. It was very twitchy. Ritchie Ginther memorably said it was the Lotus 30 with 10 more mistakes, and I don't think Jimmy could make much of it, either. At the end of September I did a Lotus test at Silverstone. First I drove Jimmy's Indy-winning Lotus 38 four-cam, which had been fitted with symmetrical suspension so Jimmy could demonstrate it at a Swiss hillclimb. Jim Endruweit, the chief Lotus mechanic, told me just to make sure it started and stopped and handled. I'd never been in such a fast car in my life. The power, the acceleration, were fantastic.

"Then we started tyre-testing with the Lotus 40. After several stints I came up to Abbey Curve on the old GP circuit, probably doing about 150mph, and I started to drift towards the grass. I woke up in the ambulance going to Northampton Hospital. My left arm was almost severed when I was trapped under the overturned car, and the header tank split and covered me with scalding burns which became infected." It took many months for Jack to recover, and he realised that, aged 35, his racing career was over.

> "At 150mph I started to drift towards the grass. I woke up in the ambulance"

However, his life continued to be very full. As well as the farm, he took up flying with his friend Whitmore, and in 1967 Sopwith inveigled him into the organisation of the London-Sydney Marathon. For a while this became a full-time job, with an office and secretary in London and a full recce to Sydney with Tony Ambrose. Later he had a stint as BRDC president, and became long-time chairman of the Ferrari Owners' Club.

Meanwhile his son David set about his own racing career – without encouragement from his father, who didn't want to feel responsible if he hurt himself. After double Formula Ford titles and a Grovewood Award in 1979, David went through F3, touring cars and long-distance sports car racing, finishing second in the 1984 TT in a Walkinshaw Jaguar XJS and third at Le Mans in 1990 in a Porsche 962. He went on to build a substantial empire as a driver manager and team boss, and his Norfolk-based Super Nova Racing team won more F3000 races and titles than any other. Now it's a major player in GP2 and GP2 Asia.

As for Jack, he still epitomises the Gentleman Racer soubriquet with his courteous good manners, his immaculate grooming, his precise but always modest memories of his racing exploits. But you can still discern, just under the surface, the hard competitive edge that would emerge when he was at the wheel of a big, hairy car – the raging spirit that, on a July afternoon at Brands Hatch in 1964, even Jackie Stewart could not defeat.



Sears discovered new limits in AC Cobra after grid controversy at 1964 Brands GP meeting LAT

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Riders in the storm

A drop in manufacturer support and the absence of last year's champion might suggest all is not well with the British Touring Car Championship. But with an emphasis on entertainment, the fans are still flocking to races

BY ROB WIDDOWS





Chevrolet driver Plato has long been a fan favourite. Left: fellow former champ Giovanardi won twice at Thruxton, where spectator numbers were strong (below)

Motor racing has been swimming against the tide these past two years, defiantly riding out the recession, and responding robustly to increased activity by those who seek to put the environment ever nearer the top of the sport's agenda.

Car manufacturers are going back to their roots, focusing on selling what they build rather than throwing excess cash at racing teams. There is less smoked salmon and Sancerre, more mugs of coffee and sensible sandwiches. Gone are the days, for a while anyway, when manufacturers went racing as a matter of course, as an essential arm of their marketing strategies.

As such they have had to make some tough decisions, like closing factories and shutting down Formula 1 teams. Traditionally, the car makers like to go 'tin-top' racing; it's the 'win on Sunday, sell on Monday' rationale. But it's getting harder to convince the number crunchers in the boardroom.

"Our primary reason for supporting Team Dynamics is that the Honda Civic they race is exclusively made in Britain, and the BTCC is one way for us to add awareness to this product," says Paul Ormond, general manager of corporate affairs at Honda UK. "The core market for the Civic is 25- to 35-year-olds who are looking for their first new car. We give the team help with parts, logistics and some finance, and the BTCC gives us an opportunity to raise the car's profile in our market. It's about creating some excitement around the Civic, which is now in the middle of its product life. The BTCC offers value for money and it's important that we're not seen to be profligate, especially in these times. The TV coverage and the fan base fully justify our investment in going racing."

Further endorsement comes from the Goodyear Dunlop Group, with Dunlop having signed a new four-year deal as the BTCC's title sponsor. Tyre suppliers, of course, play a crucial role in the sustainable success of any major series, but getting them to sign on the line has become increasingly difficult. »»

BTCC IN 2010

"It's a pure business decision for us," says James Bailey, corporate communications manager at Dunlop. "We look at the return on our investment from all the different championships around the world and it's clear to us that the BTCC stands in the top group. Dunlop is the brand for petrol-heads, and that's why we are in the BTCC and [German touring cars series] the DTM, where we can put our product in front of the fans and on television. The research tells us that this is the perfect demographic – you only have to look at the sports cars and hot hatches in the car parks – and these enthusiasts represent our core market. Added to that there's the trade marketing and this championship provides a perfect platform for that. That's why Dunlop has made a commitment to the series."

So far so good then, and the Dunlop MSA British Touring Car Championship has started the 2010 season with two manufacturer teams – Chevrolet and Honda – while there are 24 cars on the grid. That's more than last year. But not everything in the garden is rosy. Vauxhall has withdrawn its works team and the bulk of the entry comprises privateer teams who have found an impressive array of commercial partners, not to mention a clutch of drivers prepared to pay for the privilege of being there.



Key to the BTCC's survival is its television coverage, something that is much appreciated by the sponsors. The 2010 season will benefit from an extraordinary 120 hours of coverage on the ITV network, with live races on ITV4 as well as recorded shows on ITV1 and the Men &Motors channel, not to mention live streaming on the ITV website. On Easter Sunday there was no less than six hours of live coverage from the opening round at Thruxton. Many race promoters would be – and are – envious of this valuable exposure.

> "If you want the crowds, you have to entertain"
>
> ALAN GOW

The BTCC, or the British Saloon Car Championship as it once was, has had something of a roller coaster ride this past decade. Yes, there is the TV coverage and the crowds keep coming, but it's not the sell-out carnival it once was in the 1990s. And, as we have seen in both Formula 1 and the World Rally Championship, manufacturers are backing away, looking to save money. Talking to Alan Gow, the BTCC's driving force, you don't get much change from questions about recession, about the exodus of manufacturers. Motor racing folk are, by nature, optimistic, putting a positive spin on whatever challenges lie ahead. Taking a rare break from stabbing the keypad of his iPhone, Gow is bullish about the new season.

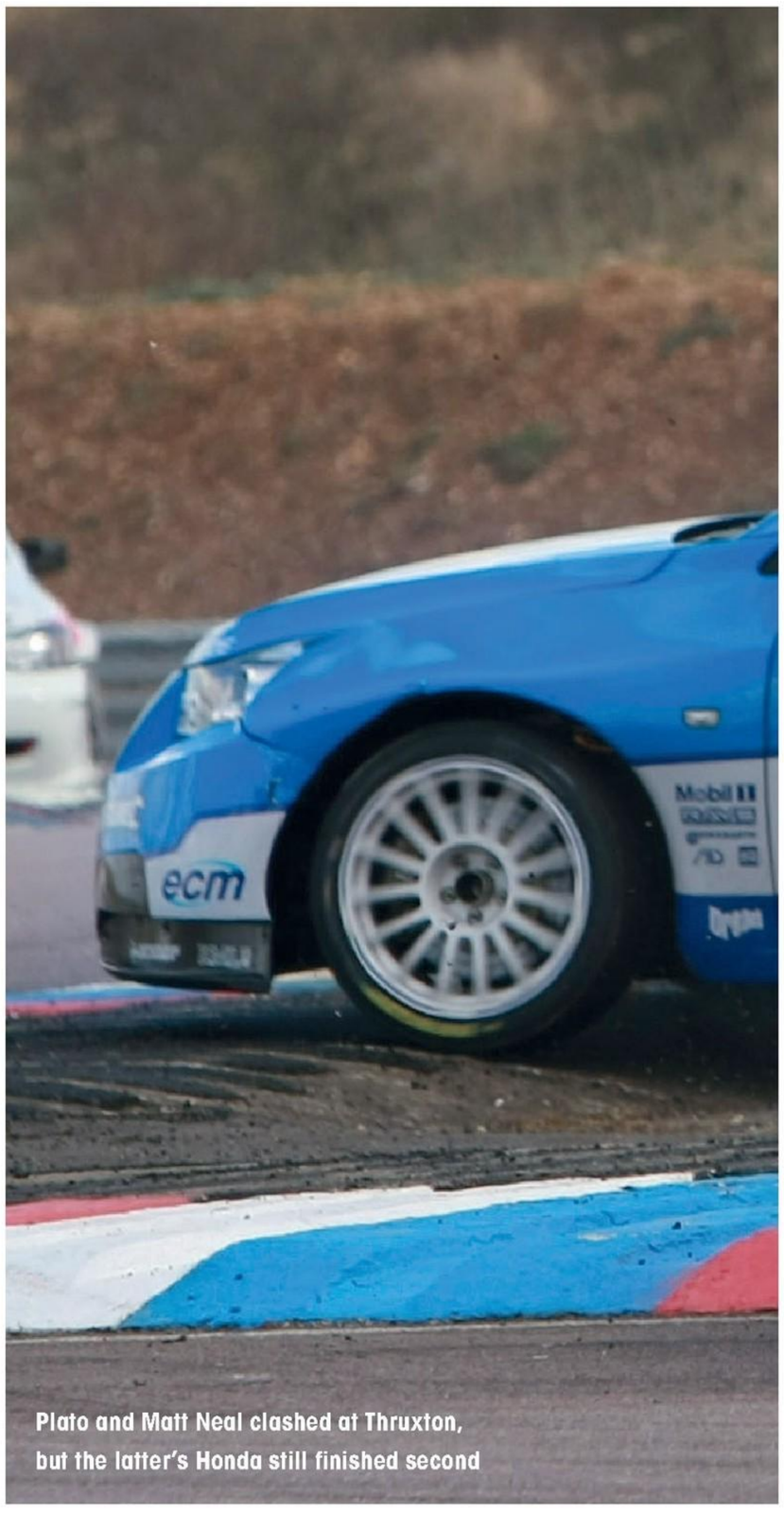
"Of course motor racing has been feeling the pinch in what has been a nasty recession," he says. "But look at the entry for this year – more cars than last year, and the teams, drivers and sponsors have all made a huge effort over the winter. The fact that they want to be here speaks volumes for the success of the BTCC. Motor racing has to change its business model to suit the times. Yes, manufacturers have been leaving the WRC and F1, but once you rely on those manufacturers you're dependent on the problems that can bring. Last year we only had one manufacturer in the BTCC but it was a classic season and the crowd figures are going up. I rest my case. What the public wants is good racing and – I don't want to sound ungrateful – the spectators really don't care where the money's coming from. They just want to be entertained."

So what is the BTCC's secret? How has it managed to survive?

"Well, it's not about me," says Gow, "it's about the brand. The championship is bigger than us all, it's where the teams want to be. You only have to look at the effort they make each year to be part of it. First and foremost, the product – the racing – has to be good. The purists hate it – things like reversed grids, balloted grids and weight penalties – but who cares? No other sport has the best, or the fastest, starting at the front. They start side by side, like in horse racing or athletics, and we can't do that because the tracks aren't wide enough. So why not mix up the grids and have lots of excitement over three short races? It's a fundamental flaw of motor sport – you put the fastest at the front, the slowest at the back, and then wonder why you have no overtaking. That's crazy. Any sport has to take a look at itself and adapt to the times. Everybody thinks I'm just a marketing person, but I'm not – I'm a petrol-head and I love motor racing. But if you want the crowds to come you have to run entertaining races, simple as that."

Would he like to run the World Touring Car Championship. Could he do a better job?

"No, it's far too political," says Gow. "Once you get into World Championships you don't have control. The BTCC is much more manageable and the competitors understand how it's managed. There's a whole different level of expectation from those involved in the WTCC, plus you have all the travelling, the different languages and the political circumstances under which they have to operate. That's not for me." A pragmatic man, this Mr Gow, and maybe that's a clue to his success.



Plato and Matt Neal clashed at Thruxton, but the latter's Honda still finished second

An interesting development this year is the Next Generation Engine, or NGTC. This is a non-branded TOCA engine, not a standardised engine for everyone, but available to those who don't want to design and build their own. Two of these new-spec engines are racing this season, both in Vauxhall Vectras. It's all about – yes, you guessed it – saving money.

"At WSR, Dick Bennetts is probably spending £110,000 on each engine he puts in the BMWs," says Gow. "That's the cost of the engine and the two rebuilds he needs during the year. The NGTC will have the same power – about 300bhp – but it will cost £25,000 for the year. The engines can be leased or bought, you can design and build one yourself, or take one of ours and that's it – plug it in. The engine will have the same lap times as the normal Super 2000 engine, but it's turbocharged and about 30kg heavier, so it will be quick out of corners



All images LAT

with all that low-down torque but slower into corners because it's heavier than the S2000."

Gow is cagey about who designed the NGTC but it's generally accepted that it came from Vauxhall, which may explain why a team running a Ford or Honda is loathe to use it until such time as they can build one of their own.

Two men who have been there, done it all, are Mike Earle and Dick Bennetts, and both are back this year with their beautifully presented and slickly-run teams of Fords and BMWs respectively. Bennetts, whose West Surrey Racing team is defending its hard-fought 2009 title, has an all-new driver line-up in Robert Collard and Andy Neate, the latter making a courageous return from a huge accident in which he was seriously hurt. The absence of the defending champion is a blow for the BTCC and one keenly felt by WSR. Its sponsor, the RAC, has slashed its budget and Bennetts can no longer afford to run a car for Colin Turkington, whose name remains on the team truck. And that's not the only headache for WSR. Two of its most experienced engineers, John Morton and Jeff Kingston, have defected to the rival Airwaves BMW team. At the opening round, Airwaves convincingly won the battle of the BMWs, with Steven Kane and Mat Jackson scoring a 1-2. WSR came away with just three points. Early days, but there is work to do.

Earle's Arena Motorsport entry is an interesting one. Run under the banner of Team Aon in deference to its title sponsor, the brace of Ford Focuses will use the same 2-litre turbocharged engine as last year but this time fuelled by Liquefied Petroleum Gas (LPG), which entails a bigger, heavier fuel tank to comply with the regulations. It's not every day you see a Calor Gas van, emblazoned with 'Fast Gas Deliveries', in a race paddock. Drivers Tom Chilton and Tom Onslow-Cole will be hoping to give Ford its first BTCC title since 2000.

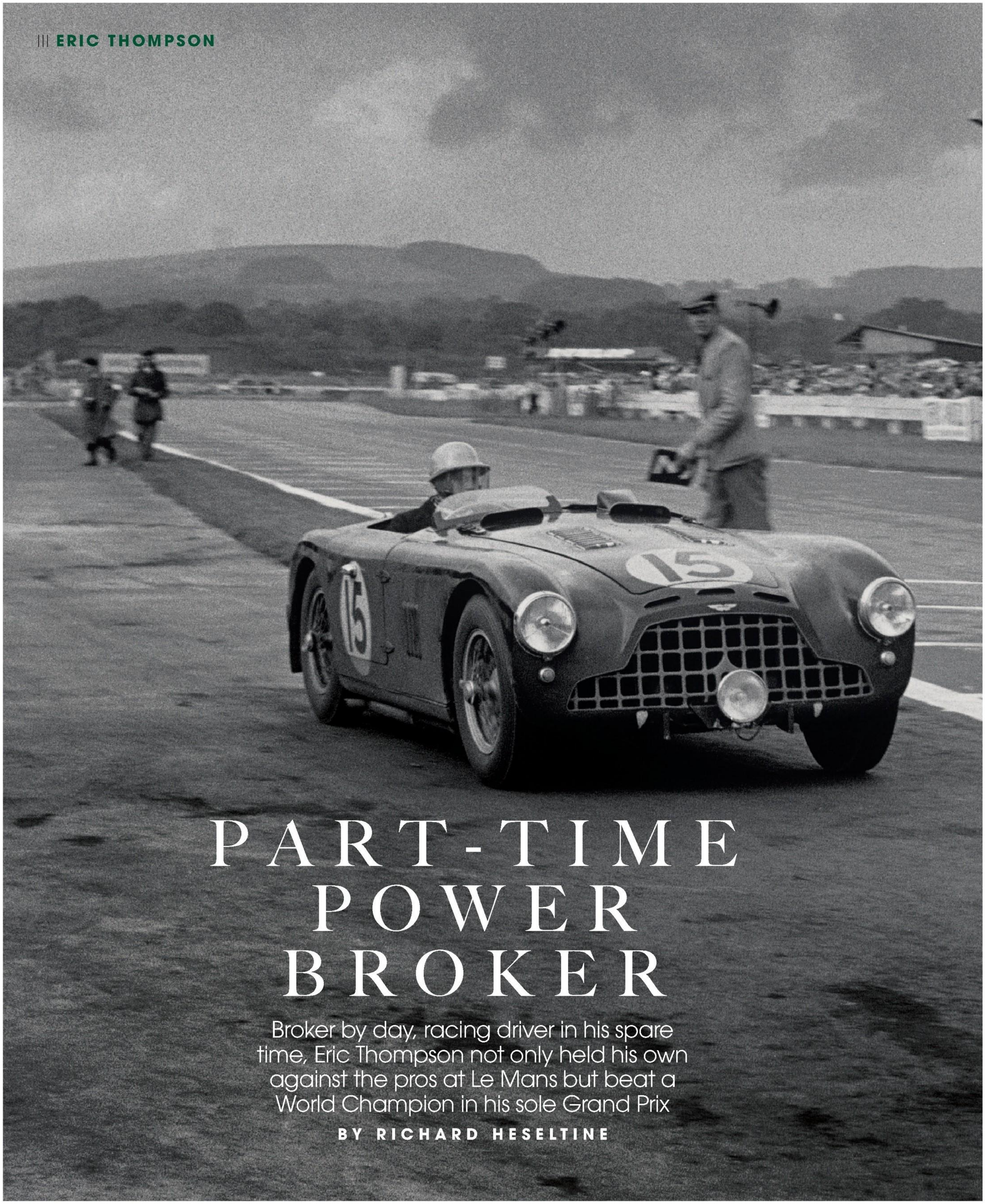
"We're making progress," says Earle, "but this year will be close and that's how it should be. We have a strong engine, lots of torque and the car was very good by the end of last year, so we're optimistic. There are two works teams, but the same rules apply to everybody. If you get everything right, you'll win, whatever the weight penalties. Running a turbocharged car, we are heavier, and the LPG tank is twice as heavy as a normal fuel tank. So the turbo – which is restricted to 7000 revs as opposed to 8400 for the normally aspirated – is not all about advantages. It's swings and roundabouts. We've had a season of developing our car and the engine programme, and we've tested extensively, so we are well prepared. But the others will go quicker as the season progresses."

At Thruxton the Fords came away with just seven points between its two drivers. Again, there is work to do. A last-minute entry from Triple 8 Engineering with a Vauxhall Vectra for Fabrizio Giovanardi put the cat firmly among the pigeons. The experienced Italian hit the ground running, taking two victories, while another former champion, Jason Plato, kept Chevrolet in the hunt.

On Easter Sunday a remarkable 16,860 people put aside their chocolate eggs and made the trek to Hampshire. This compares with the British Automobile Racing Club's figures of 17,170 five years ago and 16,400 10 years ago.

Not for the first time, racing faces some daunting challenges. But, as it has done so often since Jack Sears in an Austin and Tommy Sopwith in a Jaguar tied for the touring car title in 1958, the sport will survive. As you can read in Lunch with… on page 80, at the end of that first championship Sears and Sopwith settled the title in a two-race shoot-out in matching Rileys at Brands Hatch, Sears winning on aggregate.

Sadly, we won't see the likes of that again, whatever tricks Mr Gow has up his sleeve.



PART-TIME POWER BROKER

Broker by day, racing driver in his spare time, Eric Thompson not only held his own against the pros at Le Mans but beat a World Champion in his sole Grand Prix

BY RICHARD HESELTINE



Were someone to achieve something similar today, their accomplishment would likely be obscured by a blizzard of hype. But it was different then. Taken out of context, Eric Thompson's World Championship Grand Prix tally of one solitary start might infer also-ran status. Except nothing could be further from the truth. When this Lloyds broker turned purveyor of rare motoring books took to the grid at Silverstone in July 1952, he was aboard an unfamiliar – and unproven – car. Following two hours and 49 seconds of racing he came home in fifth place. Behind him was former World Champion 'Nino' Farina. Not bad for an amateur.

"My reward was two World Championship points and £83.6s.8d," recalls the former sports car regular, now a mere stripling at 90 years of age. "Naturally I was delighted. My retainer at Aston Martin was £25 for the season." Not that money ever really entered the equation, the ever-friendly Thompson being the epitome »»

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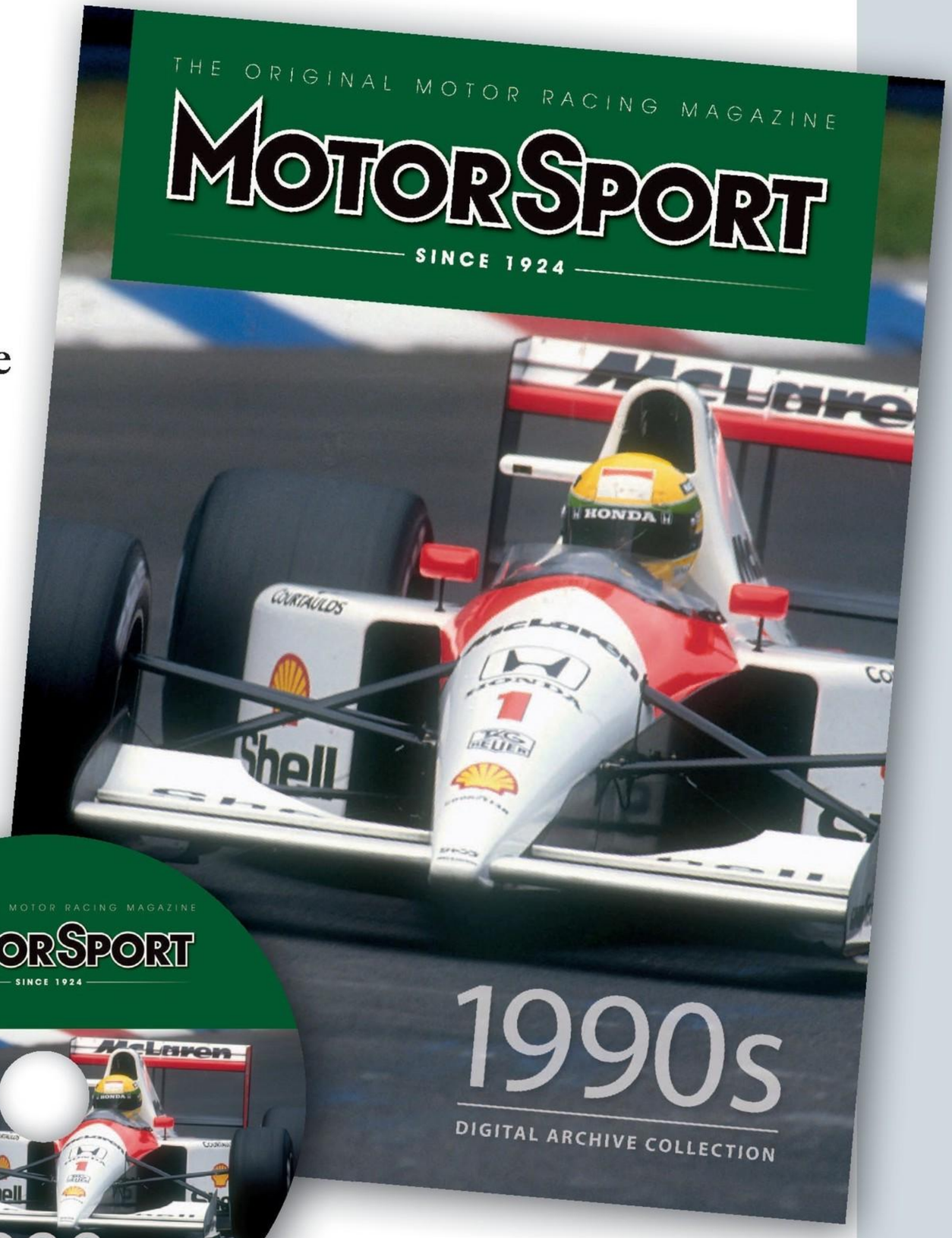
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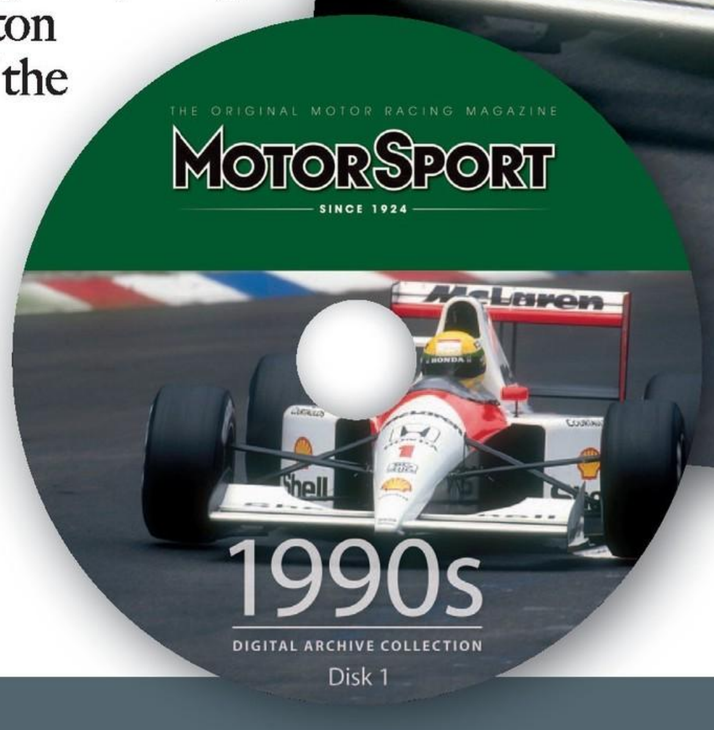
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Thompson is congratulated on victory in a Rob Walker Connaught at the 1953 Redex Trophy at Snetterton

of the gentleman driver. Racing was something he did during his downtime and he did it well. And not for him mere 10-lap club thrashes between hay bales – Thompson's membership of the British Racing Drivers' Club coincided with his *first* ever race, his second start being the Le Mans 24 Hours…

"Before the war we lived in Cobham, which was only a few miles from Brooklands, so we used to go across as a family to watch the races," he recalls. "I also went to Donington for the 1938 British Grand Prix where I watched Tazio Nuvolari with absolute amazement. My brother had an Alvis Speed 20, which he entered in the Lands End Trial that same year with me acting as designated 'bouncer'. It had a very long wheelbase so wasn't ideal. We then saw a Jabberwocky Ford V8 for sale; the salesman was Dennis Poore, my future team-mate at Aston's and Connaught. Anyway, we did the 1939 Exeter Trial, my first competitive driving event where I collected a Premier Award, but then the war came along."

Motor sport would have to wait and Thompson wouldn't venture trackside until he was 28. "Robin Richards – whom I'd met in Italy during the war – had bought a HRG 1100. Well, the French AGACI drivers' club challenged the BRDC to do the [1948] Paris 12-Hour race at Montlhéry. Peter Clark produced four HRGs, two 1100s and two 1500s, for the team. Robin needed a co-driver so he asked me. That is how I became a racing driver. I was made a member of the BRDC too, as I couldn't very well compete unless I was affiliated. We trundled around for hours on end on what was the long circuit, which went off into the countryside and back again, and had a wonderful time [en route to fourth in class].



Aston's DB2 team for Le Mans 1950 (l-r): Jack Fairman, Jack Stirling, George Abecassis, John Wyer, Eric Thompson, Charles Brackenbury, Lance Macklin and James Watt

"Robin and I thought racing was great fun so we decided to do it properly. Clark and Jack Scott both had HRG Aerodynamics and reckoned they were no good, so they'd had Monaco Motors turn them into stripped-down lightweights; we could join the team if we could find a suitable car, which we did after spotting an advertisement in the *Evening Standard* for a 'shop-soiled and obsolete HRG 1500 chassis'. We paid Charles Follett £475 and towed it from Piccadilly to Surrey behind my 1921 Vauxhall 14/40. It was snowing at the time."

Shortly thereafter our hero arrived at the Circuit de la Sarthe for the June 1949 running, but with a new co-driver. "Robin turned the car over during testing at Boreham and broke both legs, so I did the race with Jack Fairman." Thompson recalls the race being largely uneventful, save perhaps for the traditional sprint start. The car wouldn't spark into life, despite him "pushing some knobs, waggling the gearlever, kicking the clutch and so on". On eventually getting away he picked his way through the tail-enders before handing over to Fairman at 7pm. By half-distance they were running in a respectable 15th place. Come the flag, they had vaulted to an astonishing eighth overall and netted a class win in the process.

And, having survived one round-the-clock classic, Thompson, Fairman and 'The Mobile Galosh' departed for Spa where they took their second 24-hour class win in a fortnight. Which is all the more remarkable as Thompson recalls with typical understatement: "The fuel tank came away from its mountings and we had to effect a repair using rope and a broom handle. The body was also held together with string. It was in a bit of a state by the end of the race.

"After that I won a couple of handicap races at Goodwood and then sold the car. I thought my racing days were over but then John Wyer – who had been the MD at Monaco Motors and was now Aston Martin's team manager – phoned me at the office and asked if I'd like to test a DB2 at Silverstone. Charles Brackenbury, who was a wonderful old soak, went out to give us an idea of what a correct lap time should be. Jack Fairman was there, too, as was John Gordon who later made the Gordon-Keeble motor car.

> "John Wyer had a gift for pairing professional drivers with amateurs like myself"

"John Wyer had a gift for pairing professional drivers with amateurs like myself. As long as you behaved, he was all right. If you didn't, you got the treatment. If you made a mistake, though, he was incredibly generous in not blaming you; he would give you the benefit of the doubt. I was offered a drive at Le Mans for 1950 and was paired with Jack. Unfortunately, he went off the road on the way to the ➤➤➤

circuit, damaging the car and breaking his wife's neck. John Wyer considered him unfit to race so I was teamed with Gordon in a development hack known as the 'Sweat Box'. It lasted only eight or so laps before the crank broke. That was my first race as a works driver."

While his day job as a marine insurance broker paid well, one thing Thompson lacked was time. "We used to get two weeks holiday a year and every other Saturday off. I had a living to make and had to plan my racing around work, although every once in a while there would be a funeral that I absolutely had to attend... Wyer said it was no good me turning up for one or two races each year and I'd better get in some practice. Tom Ayrton kindly loaned me a Bugatti Type 51 and I rather foolishly bought a Cooper-Vincent, which was very fast in practice but always broke down in a race. It wasn't quite the experience I was after."

Though more than useful in sprint races, Thompson's metier was clearly endurance events: 1951 would witness arguably his finest achievement. "That year I was paired with Lance Macklin in the works DB2. He was very much the coming man and a very, very good driver, as long as he could be bothered. We drove in four-hour stints and while I was in the car he'd disappear off to see some bird. We were lying about fifth or sixth at half-distance and had stuck religiously to the imposed rev limit. Wyer then gave us another 300rpm to play with and for the last 12 hours we drove flat out. I remember Brian Shawe-Taylor in the lightweight Aston, and just slowly, slowly gaining on him. When he went through White House he would lift off or brake ever so slightly. I knew that if I could go flat through there I would have a few more revs and could pass him on the straight. The chase was wonderful and we were stationary for only 11 minutes during the whole race. Lance and I finished third overall and won our class. To do so well with a road car up against 4.5-litre Talbot-Lagos and the Jaguars and so on was, well, pretty special."

The following year's running, by comparison, was less successful. With the arrival of former Auto Union man Eberan von Eberhost, Aston Martin had upped the stakes. As chief engineer, he conceived the slab-sided DB3 in time for the '52 Le Mans race. "There were three cars, the one I shared with Reg Parnell being an experimental coupé; it was too heavy to be competitive and we were out before long. The DB3S was much better – well balanced, very forgiving – but none of us finished in 1953. And in the following year's race I was given the 4.5-litre Lagonda, which I suspect none of the professionals on the Aston team wanted to drive. That was the year when all the works cars went out in accidents, two of them at White House. They were insured by Lloyds and I remember getting slow handclapped when I walked into the office on the Monday after the race!"

It was aboard a DB3S that Thompson enjoyed one of his higher-profile wins, in the '53 Goodwood Nine Hours, a full 12 months after a fire at the same venue almost claimed him. "In '52 I'd been driving the DB3 with Reg (pictured on p92). There was a trail of smoke coming out the back which wasn't affecting the performance but, when I came in to hand over, instead of Reg jumping in he took my arm and pulled me away as the car went up in flames. There'd been some confusion over strategy and the car was overfilled with fuel – a red-hot brake caliper sent it up with a whoosh and John Wyer got badly burned, as did a mechanic. In '53, we were running near the front for much of the race and on the last handover Reg informed me that it had no clutch; I drove away on the starter motor. All the Jags fell by the wayside and we won. We were lucky.

"My busiest years were 1951 and '52, though, and I'd also started driving for Rob Walker and particularly enjoyed his ERA-Delage. Tony Rolt had been driving for him but went to Jaguar, so Rob needed a driver. He was a wonderful chap and I did quite well with his Connaught A-Type [including two wins at Snetterton in '53]."



Thompson finished fifth for Connaught in what would be his one and only GP

> "Farina was not *at all* happy and sat on my tail for a while, trying to intimidate me"

Yet it was with the factory Connaught equipe that Thompson would start his one and only World Championship *Grande Epreuve*. "I was in the office when the phone rang. 'This is Rodney Clarke,' said the voice on the other end. 'We've got a reserve entry for the British GP with the new car – would you like to drive it?' Practice was on Thursday but I had an important meeting with a ship owner so I promised I'd be there on Friday in time for second practice. I was told not to exceed six-three as if I did everything would go through the roof. Well, my single-seater experience was pretty limited, and Rob had also entered his ERA-Delage for the supporting Formula Libre race, which followed immediately after the Grand Prix. This required a rapid adjustment of driving techniques since it had a two-stage supercharger, a Wilson pre-selector gearbox and so on.

"Anyway, I was just happy to be in the Grand Prix but about eight laps in the rev counter broke which slowed me down a bit. In the interests of not blowing it up I began to fall back, but I gradually got the hang of things and caught Dennis Poore in the sister car. After a pitstop I caught and passed Farina; he was having a problem with his Ferrari's plugs and me getting past him didn't help his mood. He was not *at all* happy and sat on my tail for a while, doing his best to intimidate me, but eventually he dropped back. I finished fifth behind Dennis which was a great result in what was Connaught's first Grand Prix."

There would be no further World Championship outings, although Eric Thompson would round out his frontline career with the marque. "After five years doing Le Mans with Aston's, I elected to partner Ken McAlpine in the 1955 race in the Connaught AL/SR. It was enormously noisy and very fast. I was waiting in the pits to take over when Pierre Levegh's Mercedes was launched into the crowd. Naturally everyone was in a very sombre mood and our car was out with a holed piston on lap 60. We then did the Goodwood Nine Hours and fared little better, with Ken pushing the car over the line at midnight [to place 16th]."

Save for a speed trial at Boreham in a half-litre Jason (F3 car) a year later, that was the end of his motor racing career. "You couldn't make a decent living out of it and I was never tempted to turn pro," he smiles. "It was wonderful fun, but it was obvious to me that I had to stop. I had less and less time to go racing as I progressed up the Lloyds hierarchy. And besides, I'd run out of grandmothers to bury..." Ⓜ

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BEYOND THE COMFORT ZONE

Porsche's motor sport department has made sure this latest GT3 deserves its RS label – but should they have gone to such extremes?

BY ANDREW FRANKEL

There is a car magazine – mercifully not this one – that makes its journalists fill in a risk assessment form every time they leave the office to drive a car. Had I been made to complete one before driving the Porsche 911GT3 RS it would have made interesting reading.

Please quantify the risk: I'm going to be driving as fast as I dare a rear-engined car in as close to race specification as its number plates will allow, in snow, slush, ice and fog on tyres best described as lightly scratched slicks known to work properly only on warm, dry surfaces. I will be turning off all the electronic aids and oversteer is not so much expected as inevitable. Risk of damage to car or driver? I'd rather not think about it.

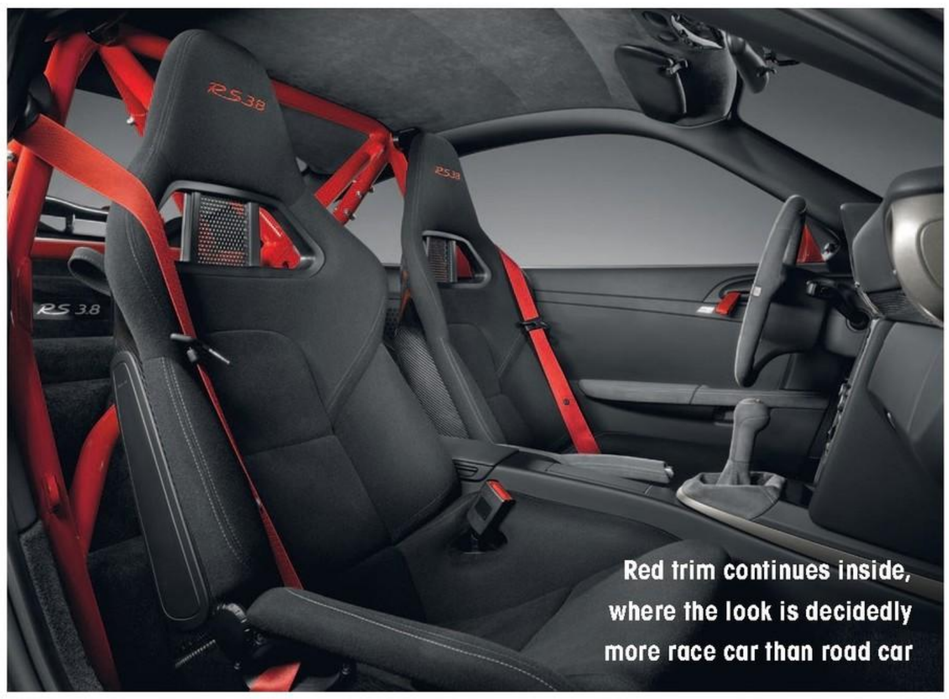
In the event the health and safety people would have been proud of me. Mindful of my civic responsibilities I drove north from Nice airport with mouse-like timidity. Even as the road headed for the hills and the hills turned to mountains I remained a model citizen. It was only when I found a pass closed by snow at the top and therefore entirely deserted at the bottom did I start to drive the GT3 RS as its maker intended.

Stung by criticism that the last GT3 RS was too similar to the GT3, Porsche's motor sport department (which is responsible for all its racing and GT3/GT2 road cars) decided to ensure that accusation would never be levelled at it again. There's not enough space to detail all the changes and then tell you what it's like to drive, but here are a few of the more interesting highlights.

For the first time, the RS engine has more power than the GT3, 450bhp as opposed to 435bhp, and all from 3.8 normally aspirated litres. It has a titanium exhaust to save weight and a single-mass flywheel for the same reason. The six-speed manual gearbox is the same (no flappy paddles here, thank you very much), but its internal ratios have been shortened by 11 per cent except for top, which is six per cent lower. This means that, perversely, its top speed is actually a couple of mph lower than a GT3's.

Its suspension retains GT3 springs but has much more aggressive damper and rollbar rates and a substantially wider track both at the back (which is standard RS practice) and at the front (which is not). This has necessitated the use of the wider body from the 911 Turbo for which an entirely new aero package has been developed, generating even more downforce than the current GT3 which itself boasted five times the downforce of the previous generation GT3. At 186mph the GT3 RS is effectively 170kg heavier than it is at rest.

Most of the time it is the negative aspect of these modifications you feel most keenly. For all its visual aggression and 'no prisoners' attitude to the open road, the standard GT3 is actually a remarkably comfortable car in which to travel a few hundred miles. The RS is not. Its ride is too firm and noise levels in the cabin (it has a boom-inducing Perspex rear screen) are incompatible with long-distance cruising. Make the mistake of driving it through a town, or try to park or turn it around in a tight spot, and that flywheel will try to make an idiot out of you: progress can be jerky and unless your clutch work is notably deft it's damnably easy to stall, much to the amusement of onlookers.


Red trim continues inside, where the look is decidedly more race car than road car

PORSCHE 911 GT3 RS

ENGINE: flat six, 3797cc
POWER/TORQUE: 450bhp at 7900rpm, 317lb ft at 6750rpm
GEARBOX: six-speed manual
TYRES: f: 9Jx19 245/35 ZR 19, and r: 12Jx19 325/30 ZR 19
FUEL/CO_2: 21.4mpg, 13.2g per km
ACCELERATION: 0-62mph in 4.0sec
SUSPENSION: f: struts with wishbones; r: multi-link axle
BRAKES: standard brake discs and aluminium monobloc calipers, f: 380mm, r: 350mm
TOP SPEED: 193mph
PRICE: £104,841



Even some of the advantages are hard to find. Clearly it's quicker than a GT3 because it's 15bhp more powerful and 25kg lighter, but you'd need a more sensitive backside than mine to spot it. Despite those super-short gear ratios, Porsche reckons it's 0-62mph of 4sec flat bests that of the GT3 by 0.1sec. Yet at £104,841 it costs nearly £20,000 more than the GT3. Where, you might ask, is the value in that?

There's only one way to find out and that's to rent a race track, a luxury my one day in the RS did not afford. I had to do it the hard way, building up the effort levels on the pass, and waiting for hours until I was convinced that I really did have the mountain to myself. Even then it wasn't easy because the Michelin tyres are as useless with no heat in them as they are beyond belief once up to temperature. But as the day wore on the road dried out, the sun crept higher and the GT3 RS came good.

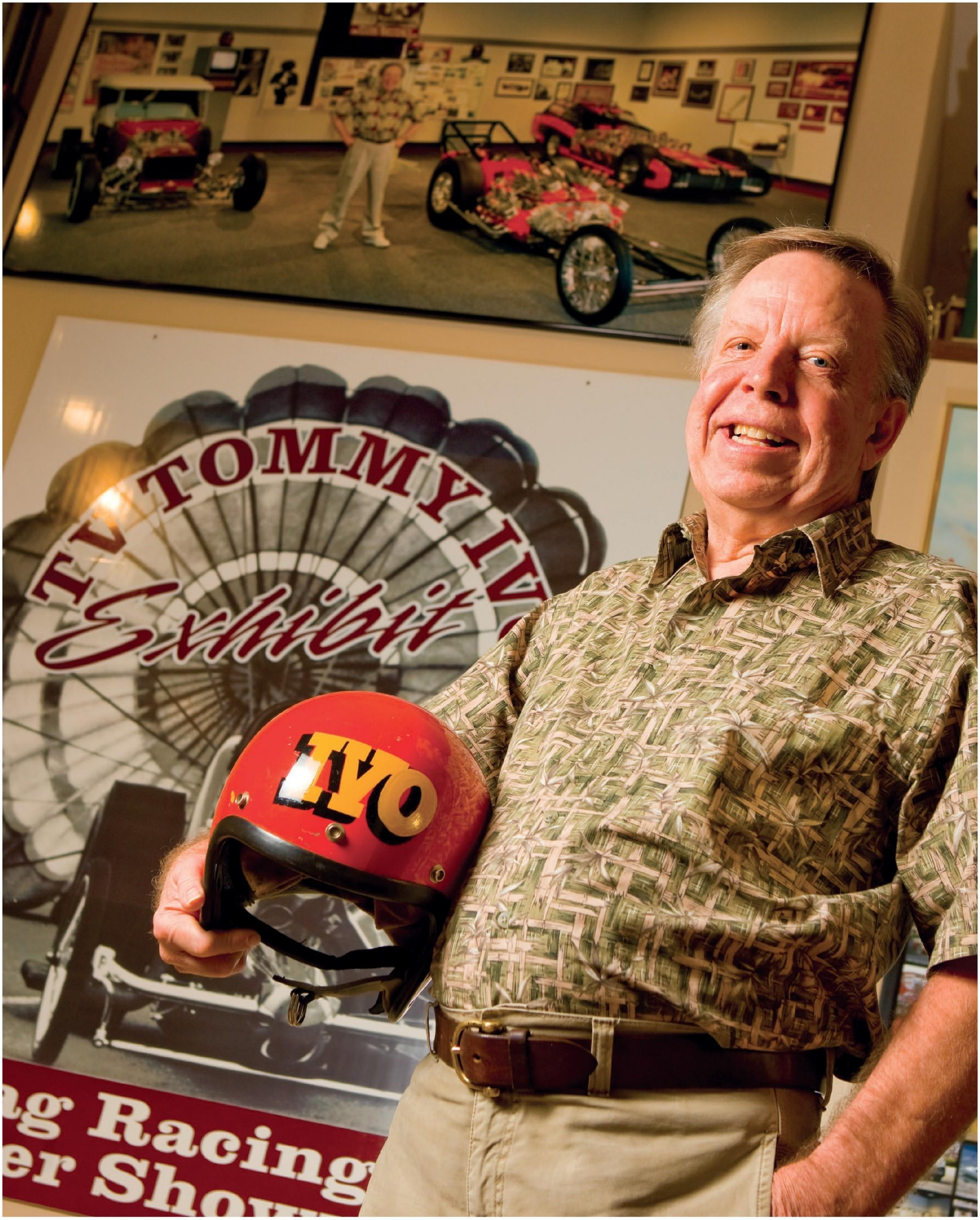
The best thing about the GT3 RS is that there's no best thing about the GT3 RS. Drive a Ferrari 599GTB and it's the straightline shove that grabs you; do the same in a Lotus Exige and you'll emerge befuddled by the way it goes around a corner. But what is truly exquisite about the GT3 RS is that all its abilities meld together into one seamless whole to create a car greater even than the sum of its parts.

I don't know which will live longer in my head, the yowl of the flat six at 8500rpm, the speed of the short throw gearchange, the lucidity of the steering or the gut-busting grip of those tyres. What I do know is that at that moment, there was not a car on sale I'd have rather been driving.

But beyond this I expect the longest-lasting impression, because it was the least expected, was how easy it was to drive very, very fast, easier even than a normal GT3. Thanks to the track and suspension revisions there's more grip at the front, resulting in the most neutral handling balance of any 911 I've driven. A GT3 is a riot but it keeps you busy and needs to be driven according to the traditional slow-in, fast-out 911 protocols if unruly slip angles are not to develop at both ends. But thanks to its more equable spread of grip, you can take greater liberties in the RS and lean on its nose, confident that it will grip. In fact, and contrary to what I'd expected it's not a natural power-slider. It'll do it, but requires more provocation than you'd think.

So, GT3 and the change or GT3 RS? I'd have the GT3 even if it didn't save me a bean. However wonderful these cars are in unrepresentative, isolated situations, the real question is what do you do with them? And the GT3 provides the much easier answer: you use it every day whether you're going to work or dashing across Europe. By contrast the GT3 RS is really a road-legal track car, scintillating at nine-tenths and above, pretty pointless below it. Only if you're a track day devotee or simply want the most extreme Porsche on sale does its case before come clear.

Before I drove the RS the basic GT3 was the car I coveted more than any other. Now that I have, and mesmerising though the RS can be, I feel no grounds for modifying that view.


TV TOMMY IVO
Exhibit
IVO
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3000 miles ...and a quarter

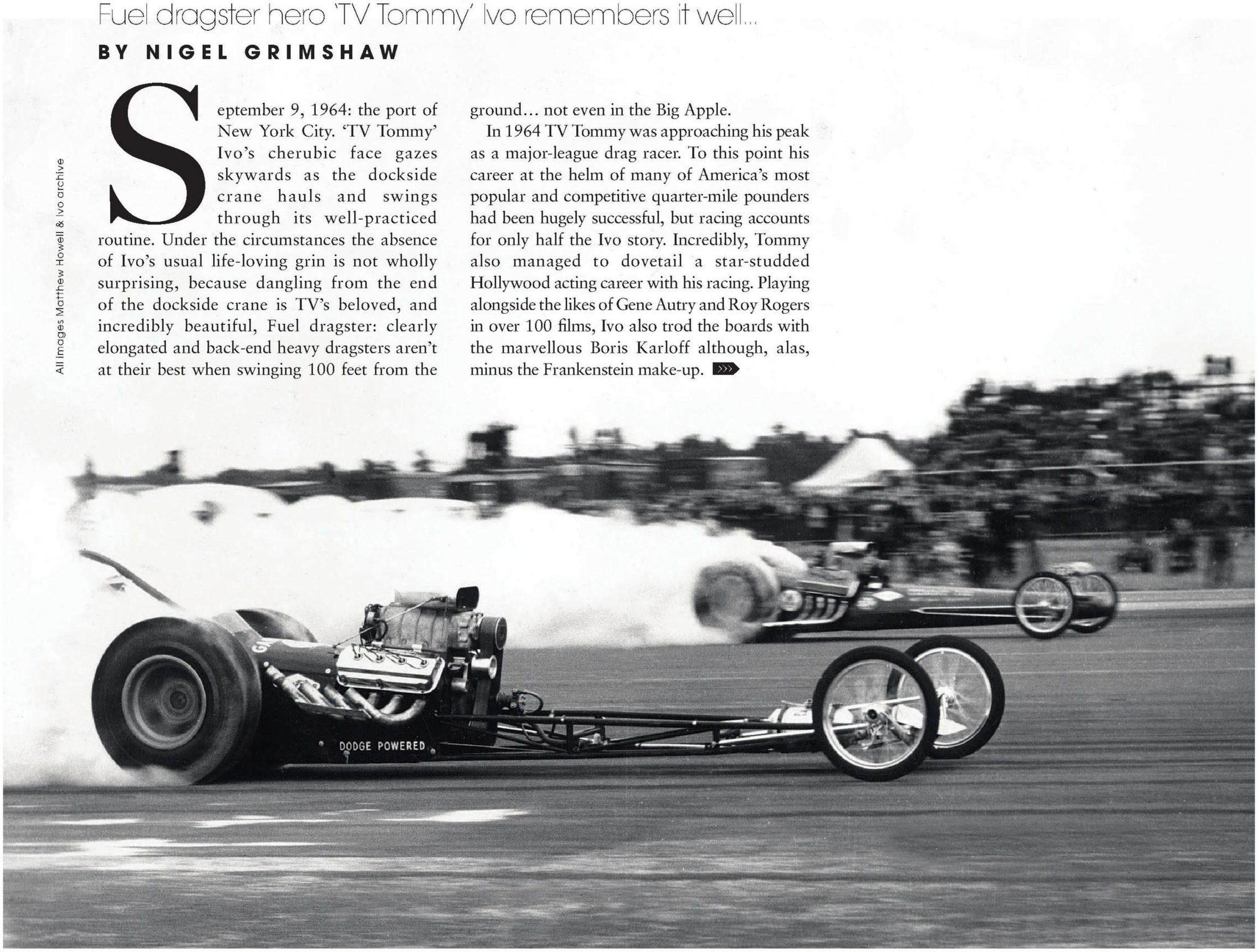
It was a long way to come for a short sprint, but the US Drag Racing Team made a heck of an impact when it landed in Britain in 1964. Fuel dragster hero 'TV Tommy' Ivo remembers it well...

BY NIGEL GRIMSHAW

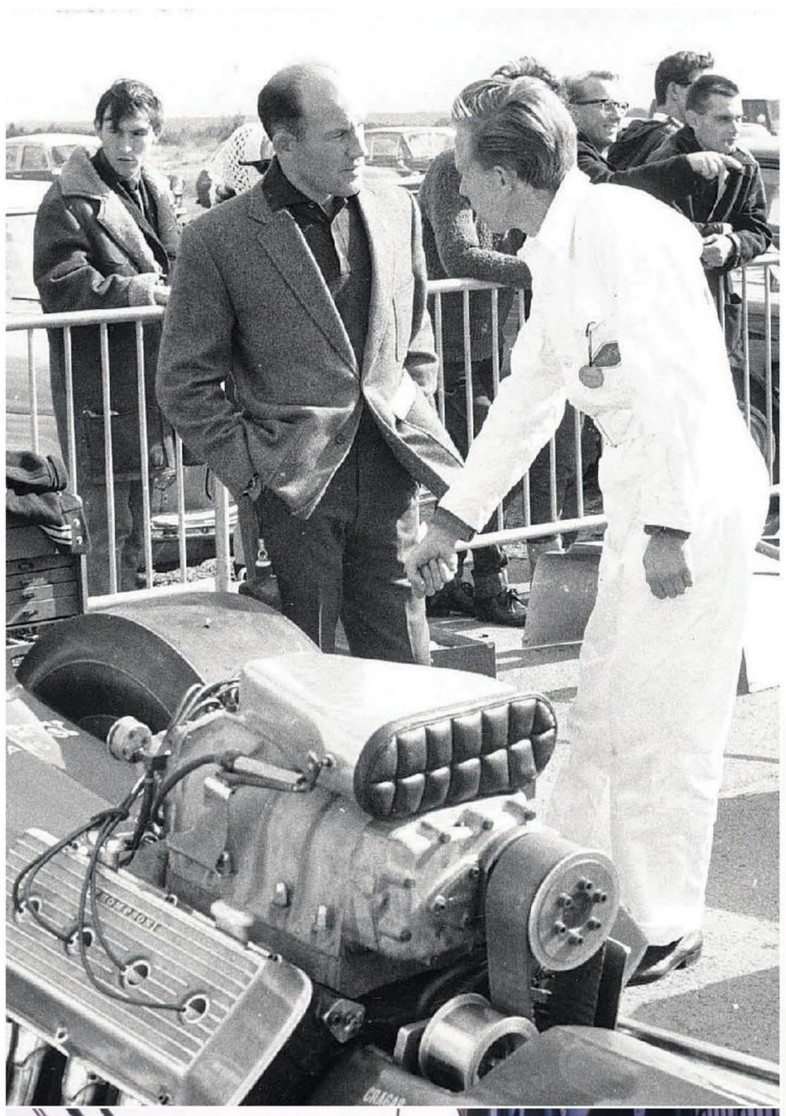
September 9, 1964: the port of New York City. 'TV Tommy' Ivo's cherubic face gazes skywards as the dockside crane hauls and swings through its well-practiced routine. Under the circumstances the absence of Ivo's usual life-loving grin is not wholly surprising, because dangling from the end of the dockside crane is TV's beloved, and incredibly beautiful, Fuel dragster: clearly elongated and back-end heavy dragsters aren't at their best when swinging 100 feet from the ground... not even in the Big Apple.

In 1964 TV Tommy was approaching his peak as a major-league drag racer. To this point his career at the helm of many of America's most popular and competitive quarter-mile pounders had been hugely successful, but racing accounts for only half the Ivo story. Incredibly, Tommy also managed to dovetail a star-studded Hollywood acting career with his racing. Playing alongside the likes of Gene Autry and Roy Rogers in over 100 films, Ivo also trod the boards with the marvellous Boris Karloff although, alas, minus the Frankenstein make-up. ›››

All images Matthew Howell & Ivo archive

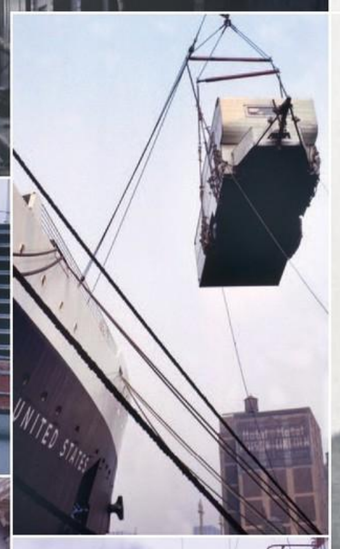


TOMMY IVO ON TOUR















On that long-ago September day Ivo's car was the last to be loaded aboard the impressive USS United States. Among the others already safely on deck and in the hold were: Dave Stickler and his Factory Experimental 7-litre Dodge sedan which ran the quarter mile in 10.79 seconds; Tony Nancy and his AA/Gas dragster 'The Wedge' (less than six weeks prior to the team's New York departure Nancy had clocked a 186mph terminal speed, upside-down following an unexpected encounter with a mid-track undulation); Dante Duce, captain of the US Drag Racing Team and driver of no fewer than three cars on this inaugural transatlantic trip; K S Pittman and his A/Gas supercharged Chrysler-powered Willys coupé; Ronnie Sox with his Factory Experimental Mercury Comet; George Montgomery with his 6-litre Chevrolet-powered 1933 Willys and, last but not least, Ivo's nemesis Don 'Big Daddy' Garlits, the first man to hit 200mph in an AA/Fuel Dragster.

"Because I had built such a big trailer for my race car the ship's crew decided to put it up on deck, rather than in the hold," grimaces Ivo as he turns his mind back to his dockside trauma. "But the really worrying moment came when the Captain approached me and pointed out that the Queen Mary had recently suffered $2 million in storm damage. He said that if we ran into a similar situation he would throw my dragster over the side rather than have it crashing about the deck. And so began our grand adventure…"

For a bunch of US drag racers with nitro and superchargers rumbling and roaring through their veins, life on board the USS United States turned out to be a blast. Back in 1964 New York to Europe was a five-day passage and the team was booked into the second-class accommodation for the entire voyage. However, this didn't stop a group of young debutantes from catching the team's attention. "I think they were heading for school in England," says Ivo, his trademark grin threatening to split his visage in two, "and there we were, these dirty 'ole drag racers, just ready for anything!

"I remember that one time we decided to explore First Class. So all of us guys climbed around the barriers and made our way there. We found a purser and asked him where all the happenings were? He said, 'Well I'm really not supposed to tell you this but back in Second Class is where all the fun is at.' That kind of sums up the entire trip."

> "Garlits and I had the fastest cars and we weren't on a tourist trip"

While life on the ocean waves had its moments it also came with its own set of challenges, particularly for Fuel racers Ivo and Garlits. At $25 a quart nitro was extremely expensive stuff, and highly volatile. As you may well imagine $25 per quart was a lot of money back in 1964, especially when you consider 'TV Tommy' and 'Big Daddy' earned just $1000 per event in the States. Naturally the lords and masters of the USS United States cared little about this, but they did care about having drums of highly volatile nitro on board their beautiful ship. Clearly, arriving in England minus the wherewithal to run their cars was not an option for the Fuel racers, so Ivo quickly decanted the team's supply of nitro into a methanol drum and ushered it on board.

Mercifully, that much-feared ocean storm failed to materialise, as did any cataclysm with the fuel, and



the USS United States steamed safely into Le Havre with Ivo's dragster still lashed to her deck. From there, the team and equipment transferred to the UK, and for the drivers and mechanics the delights of London's Sandringham Hotel.

"Wally Parks was the man who got me over to the UK," says Ivo. Parks founded the National Hot Rod Association (NHRA) in 1951, its mission to organise speed trials on dry lakebeds such as El Mirage. Getting kids away from illegal street racing was the driving force and quarter-mile drag racing greatly helped the process. "Wally had already been to England with Dante Duce and the Mooneyes car," says Ivo. "Consequently he knew the Brits were real interested in drag racing. When Wally invited me along of course I jumped at the chance."

The 1st British International Drag Festival ran over three weekends between September 19 and October 4 of 1964. The venues were Blackbushe, RAF Chelveston, RAF Woodvale, RAF Church Fenton, RAF Kemble and finally back to Blackbushe. Meeting the Americans head-on were British pioneers such as Alan Allard with his blown Cortina-powered Dragon dragster, Tony Densham and Alan Herridge, but it was the Americans that the 20,000-plus crowds flocked to see.

Sponsorship was provided by *The People* newspaper, Goodyear, Valvoline, Ford and Pepsi-Cola among others. The meetings consisted of a series of match races between the Americans and full elimination competition for the Brits.

"Garlits and I were at the top of the food chain," chortles Ivo, glancing at the various models of his race cars that sit in cabinets lining the perimeter of his study. "We had the fastest cars and we weren't on a tourist trip with cameras hanging off us. We were there with our race cars under our arms." The steely determination of a seasoned and competitive racer works its way into Ivo's even tone. "You know some people were even saying it was just a show. Well, don't kid yourself. Whenever Garlits and I came up alongside each other it was for blood… trust me."

Of course running at RAF bases wasn't at all like racing on the purpose-built drag strips of America. The UK 'tracks' were much wider, longer and far less smooth, but this didn't deter Ivo one iota.

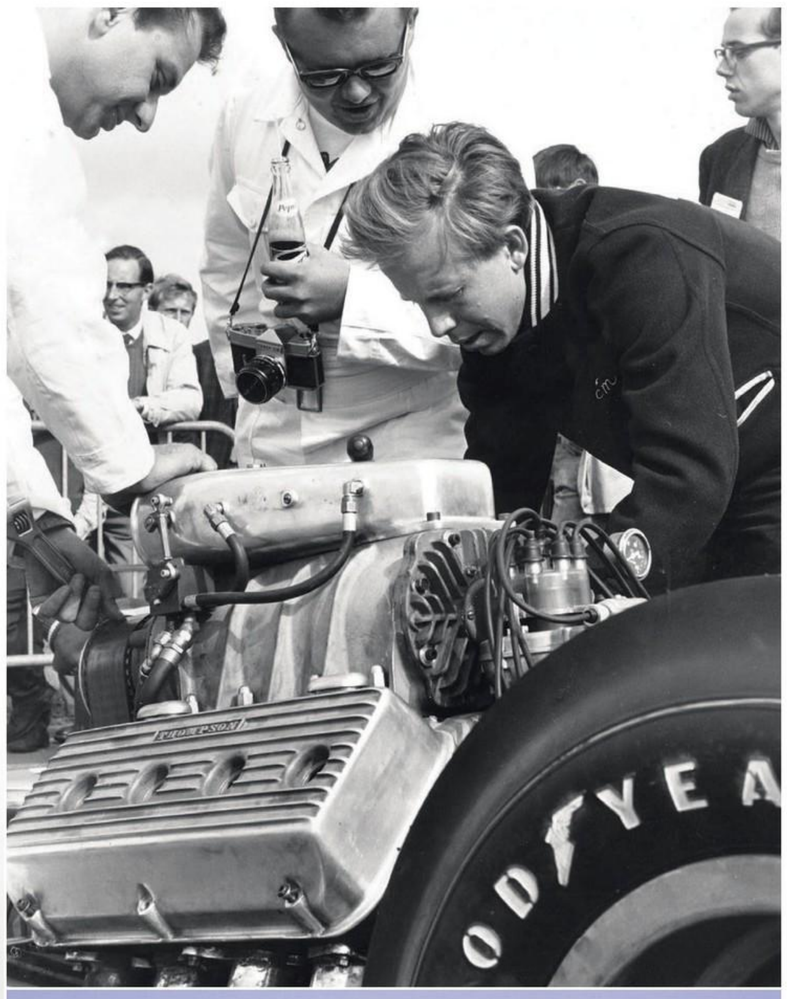
"I wanted to make the first run and I thought I'd have to fight Garlits for it because the UK had never seen a full get-it-on pass," he asserts.

All the meetings on the Drag Fest schedule worked in a similar way: the day would start with each Fuel car making a single pass, then at close of play Garlits and Ivo would pull up alongside each other for the head-to-head grand finale. Between runs the rest of the incredible field kept the huge crowds suitably entertained.

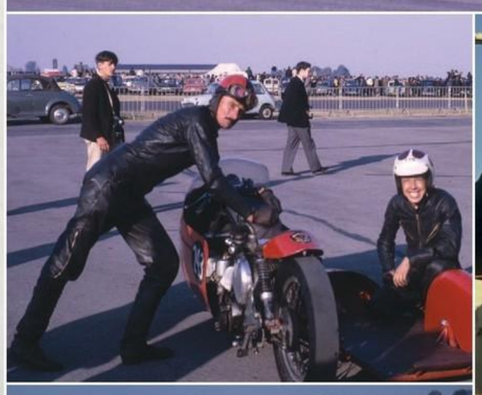
"I remember they wouldn't let people into the pits," says Ivo. "I didn't like this because it would have been more fun to have the crowd much closer to us, throughout. But at the end of each event, after the last run, they would let all the people out onto the track. As myself and Garlits were pushed back up the track the crowd would part like something from the Mille Miglia." It's clear from TV Tommy's points of reference and his wide-eyed, almost childlike enthusiasm that his sojourn to the UK was much more than just a break from the norm.

"At the time I went over to the UK I had just changed to what we called 'zoomie headers'. These exhausts would point up as opposed to the weed-sprayers we used to use, which went down and out, and made twice as much noise. I thought Blackbushe was the perfect time to put the weed-sprayers back on and rattle the Limeys…

"What we would do is push-start the cars and pull into the staging area where I would leave the engine idling. Then I would give it a good handful of throttle and let the lightning loose. All I would see would be rear ends and elbows running in all directions." ›››





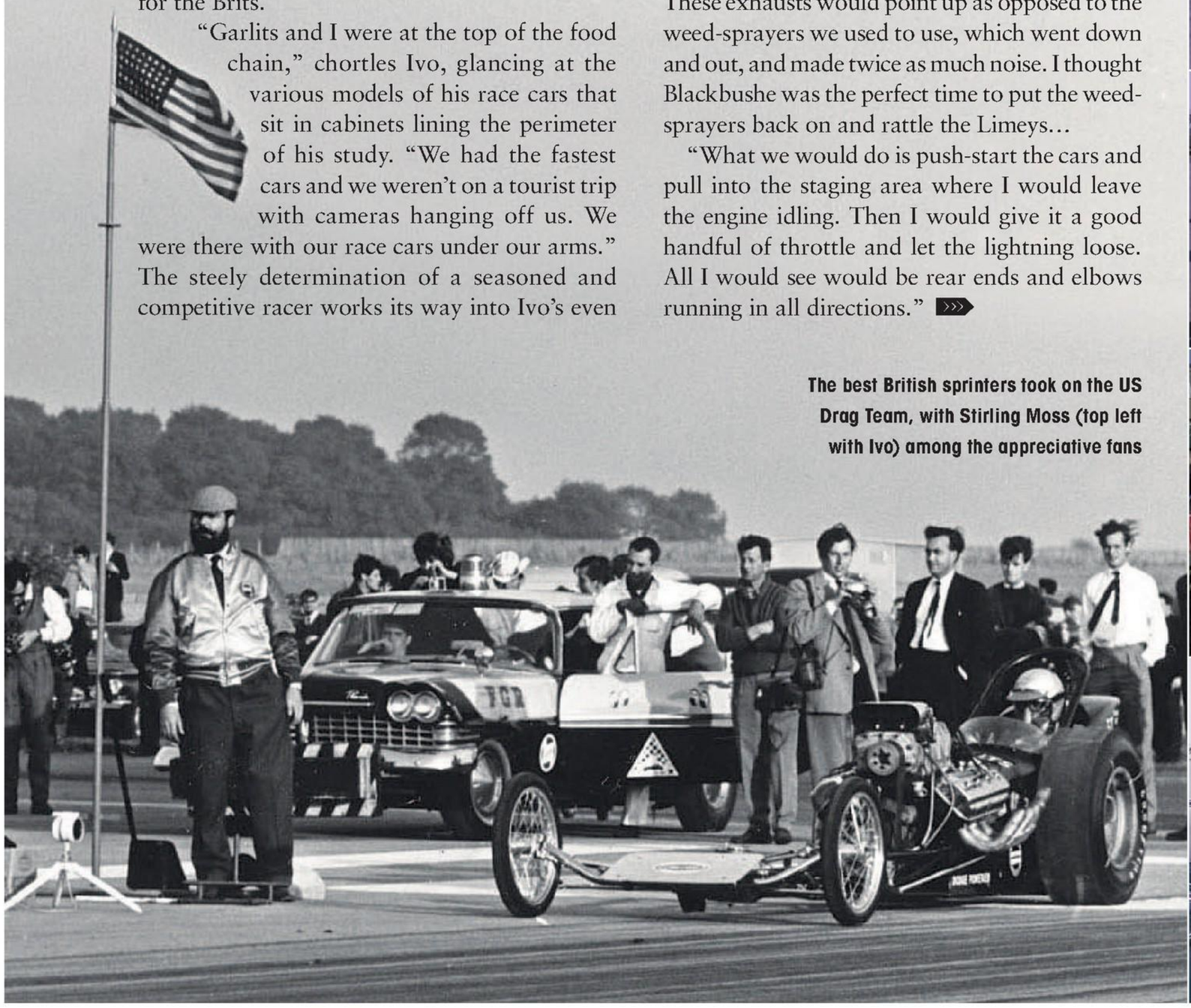












The best British sprinters took on the US Drag Team, with Stirling Moss (top left with Ivo) among the appreciative fans

TOMMY IVO ON TOUR

Ivo's irrepressible love of life and prankster heart has furnished him with an engaging spirit, but in the UK it also got him into one particularly tight spot: "When we were at Blackbushe this guy came riding into the staging area on a racing motorcycle and sidecar combination. Well, this fellow, he had a marvellous handlebar moustache and he shouted, 'hey, any of you Yanks want a ride?' I have always been afraid that I would die young and wouldn't get to do it all, so when this guy showed up he had a customer… I got on the sidecar, took hold of the hand grip and we set off. Before I knew it there I was doing 112mph, only inches off the ground and with no harness of any kind.

"Well, the first problem came as the track slightly dipped. Being so low to the ground it looked like the end of the runway and that panicked me. I thought the rider was going to take a corner and I didn't know which way to lean. So I started beating on his leg to get him to shut the thing down. But he just kept on going. Finally he came to a halt and I asked him why he hadn't stopped when I had been beating on his leg. He just rolled up his trouser and there it was… a wooden leg."

Despite there being less pressure to win than there would have been at a national event in the States, there was still a cash prize at stake and the kudos to be gained from running well at the 1st British International Drag Festival. Ivo and Garlits were both ferocious competitors throughout their careers and this changed not one jot when they crossed the Atlantic. That said, Ivo being Ivo he couldn't resist putting a set of 'L' plates on Garlits' race car, but then 'Big Daddy' got his revenge, as TV Tommy is only too ready to admit.



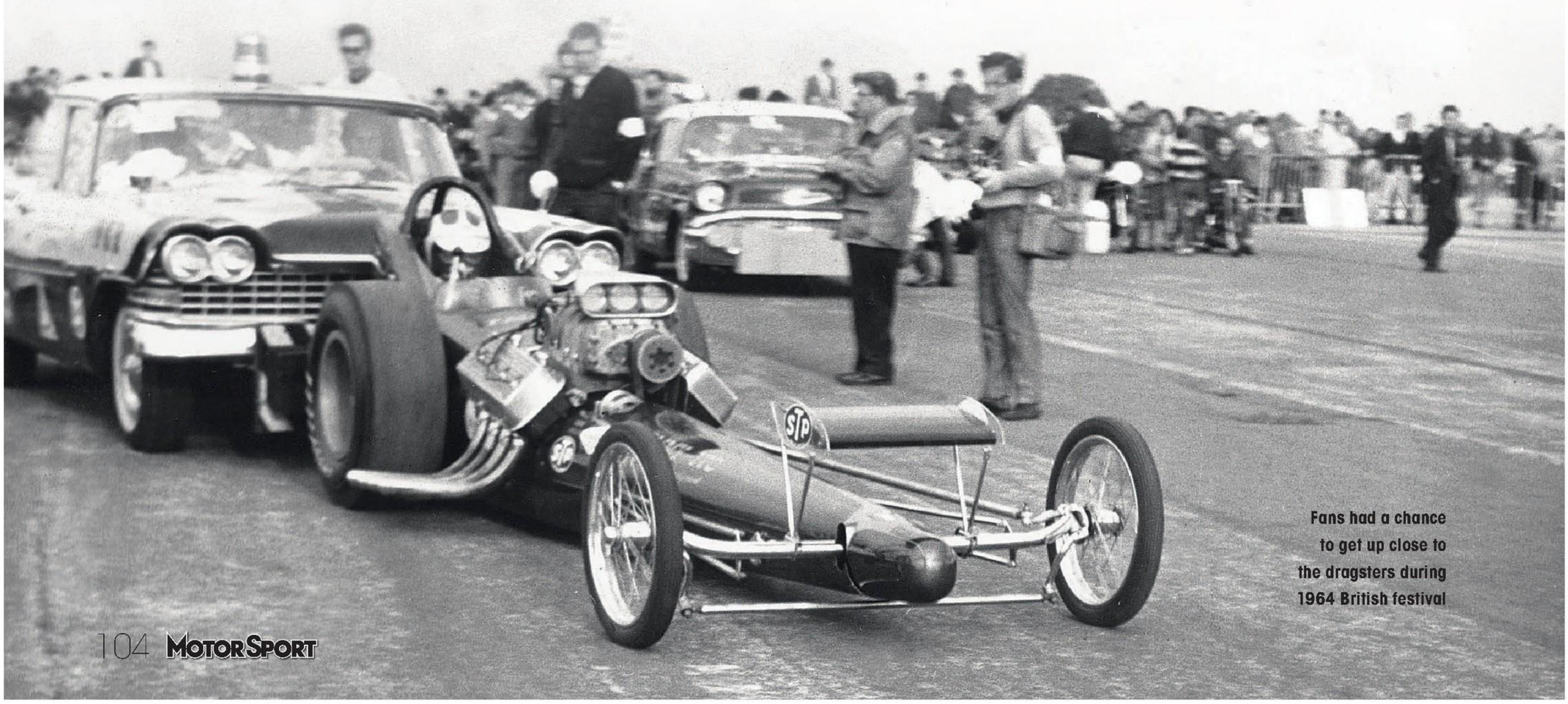
"Just before we went to England, Garlits had figured out how to run 200mph. One evening, after racing that day, we were headed back to London on the bus and he started telling me how to do it. I was sitting there just lapping it up with a spoon. When I got back to the States I made the changes Garlits had told me about and, sure enough, I went and ran 200mph in Richmond, Virginia. What I didn't know was that he had told *Hot Rod* magazine how it was done too. So there I was thinking only Garlits and I knew how to run 200, when he was just reeling me in because he had actually told the whole world."

For such a little-known sport in England to attract the huge crowds it did is testament to Wally Parks and the rest of the team, as well as its supporters in the UK, who included Stirling Moss. And perhaps if TV Tommy has one regret about his time spent in England, it's that he didn't invite Stirling to run his dragster down the measured quarter mile. "Sir Stirling came to see us one day at the track," beams Ivo. "I remember him being a little reserved, but he was very interested in the cars and the racing. And I really should have let him run the car, even if it had been just a little squirt… He would have been able to handle it, I'm sure."

The 1st British International Drag Festival was an unmitigated success, to such a degree that many an observer hails it as the most important event in the history of the sport in the UK. The Americans entertained and raced hard, the fans flocked to see them in their tens of thousands, and the Brits themselves put up a great display.

In truth, many of the home-grown competitors were sprinters and hillclimbers rather than out-and-out drag race aficionados, but this is missing the point. The 1964 festival inspired many, many people to properly engage with the sport. The opening of Santa Pod Raceway in Northamptonshire in '66 only served to underline the importance of what happened two years previously.

The fact that Santa Pod remains open to this day is a testament to Wally Parks, Tommy Ivo and everyone else involved in the British drag racing festival.



Fans had a chance to get up close to the dragsters during 1964 British festival

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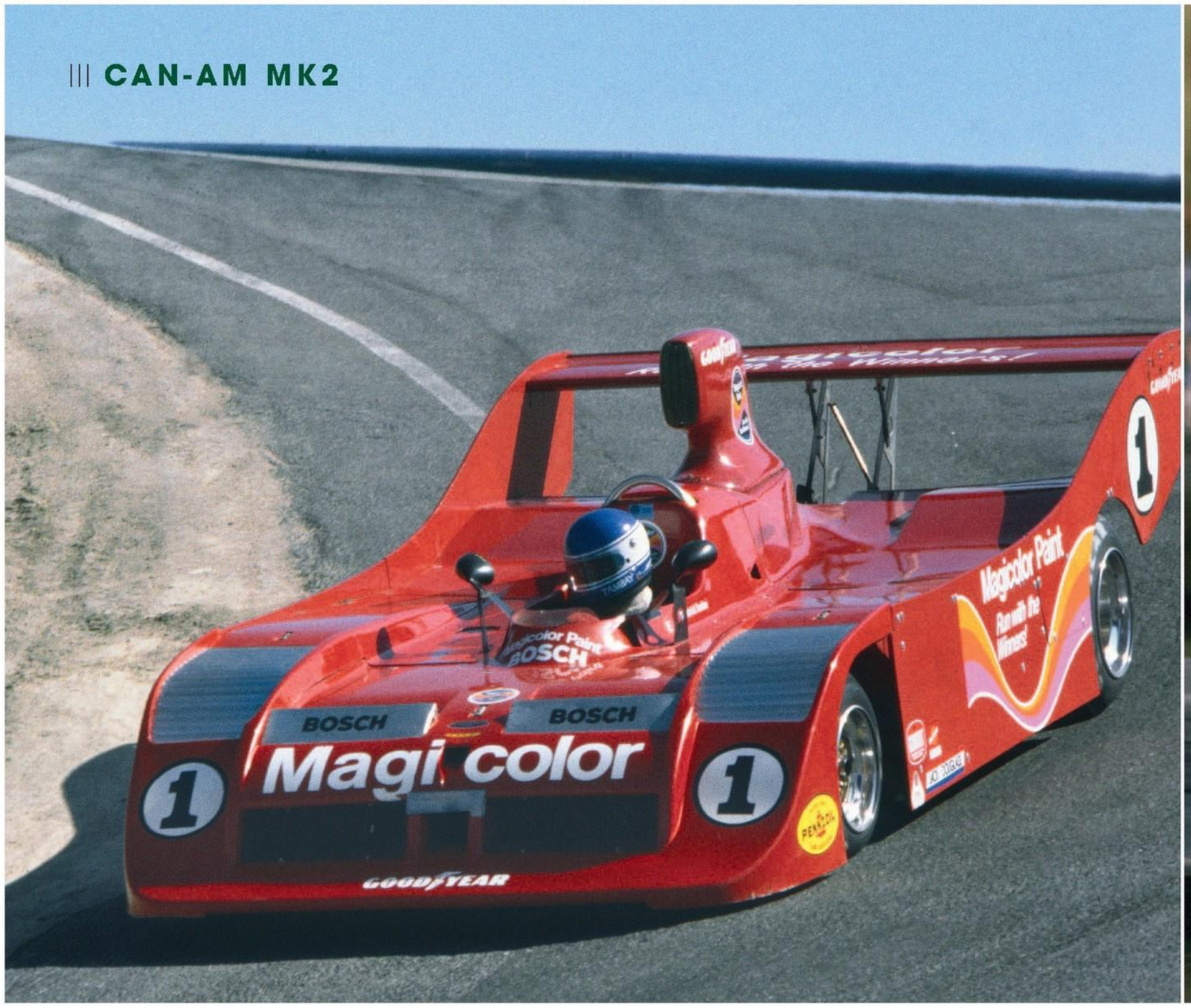
1962 Jaguar E-Type Competition

Converted to semi lightweight race specification in 1989 using a steel tub and aluminum roof, bonnet, doors and rear wings, this beautifully presented E-Type has since competed in events such as the Coupe des Alpes and two Tour Auto's. The subject of much expenditure at both DK Engineering and Blakeney Motorsport and complete with current HTP papers, it is ideal for many of the events planned for next year to celebrate the E-Type's 50th Anniversary.

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"There was something great about those cars"

KEKE ROSBERG

The revised Can-Am series of the late 1970s had it all – mighty cars, classic tracks and star drivers. But it wasn't enough to save it from the threat of CART

BY GORDON KIRBY

Born amid apathy and ignorance, it flourished briefly but then died from a lack of interest. The 'new era' Can-Am lasted only 10 years from 1977-86 and came to life because America's road racing track owners were desperate to revive the glory years of the original, unlimited Can-Am series that ran from 1966-74.

The death of the old Can-Am left the Sports Car Club of America (SCCA) with Formula 5000 as its primary series. For a few years the American F5000 championship was pretty healthy, attracting big fields and top drivers like Mario Andretti, Al Unser Sr, Jody Scheckter and Brian Redman, who won the title for three consecutive seasons in Carl Haas and Jim Hall's Lola-Chevrolets. But the SCCA and its promoters longed for the return of full-bodied Can-Am cars.

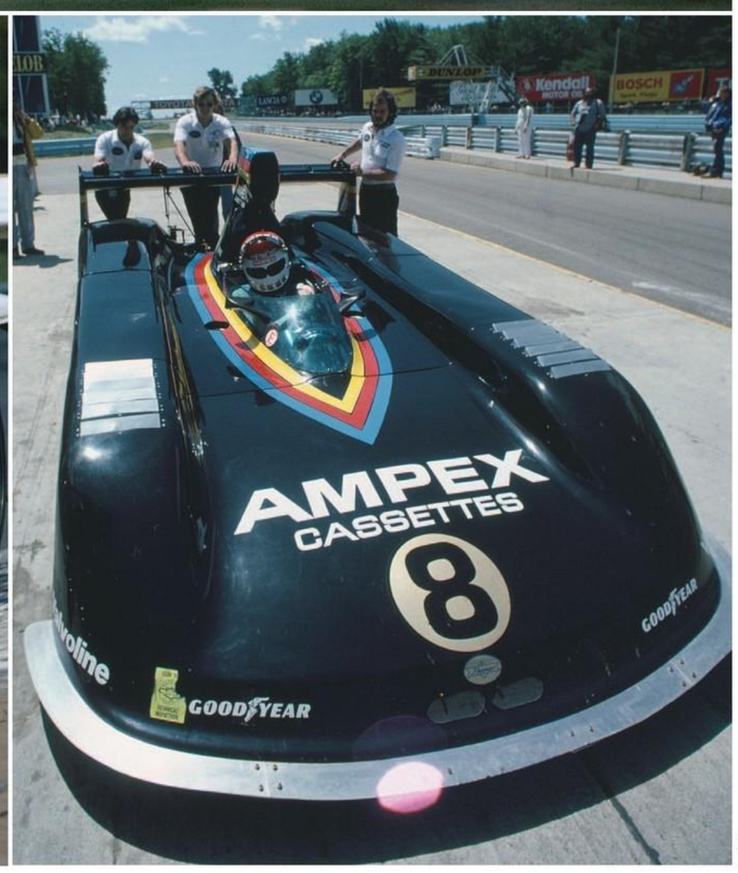
Burdie Martin ran the SCCA's professional racing department in those days and says the series wouldn't have come together had it not been for Haas. "Carl had sponsorship for his team from First National City Bank," says Martin. "But he also talked them into sponsoring the series and, of course, thanks to Eric Broadley and Lola he provided the cars to make it happen. I talked to Carl and said we could make these 5000s into closed-wheel cars and call it Can-Am. I said it wouldn't cost a lot of money and the cars were out there. We could add the 2-litre cars because there's a lot of them around and they're not that much slower. That would fill out the field. So Carl and I got on the phone and called some people, and all of a sudden we were putting a programme together."

The SCCA's last-minute decision to replace



Can-Am's roll-call included (clockwise from left) Patrick Tambay, Alan Jones, Bobby Rahal and Al Unser Jr





LAT

F5000 with the closed-wheel, single-seat 'new era' Can-Am didn't inspire much confidence, or interest, from the racing industry. All the uncertainty surrounding the new series meant few teams were ready for the start of the 1977 season. In fact, Haas/Hall was the only Can-Am team able to do any serious pre-season testing and it quickly learned that the new nose for the enclosed wheels didn't produce enough downforce. The team designed and built its own replacement, which incorporated an F5000 nose in place of the flat, cow-catcher nose of Lola's T333CS 'conversion kit'. The result was a car that looked more like an F5000 car with fenders rather than a sports/racer.

Most Lola customers had installed the conversion kit on their F5000s and were pretty upset when Haas/Hall rolled out its unique car in first practice for the opening Can-Am race at St Jovite in Quebec's Laurentian Mountains. But it soon turned out that in some circumstances even the Haas/Hall aerodynamic package wasn't up to the job.

In the middle of St Jovite's backstraight was a humpbacked rise over which the Can-Am cars of Paul Hawkins and Hugh Dibley had taken flight in 1966. Ditto Jackie Oliver in 1970. In afternoon practice Elliott Forbes-Robinson became the first driver to fly a new-era Can-Am car through the air when his flipped as he tried to go over the hump on full throttle. Miraculously, the car cartwheeled through 360 degrees and landed upright on all four wheels. Forbes-Robinson jumped unscathed from the wreckage.

Later that day Brian Redman had a much more serious accident. Redman's car did a violent backflip, landing upside-down and leaving him unconscious and in a critical condition with a broken left collarbone, ➤➤➤



Gilles Villeneuve mixed Can-Am races with F1 during 1977. Above right: Geoff Brabham, here in 1980 Lola, was champion in '81. Middle right: Tambay on winning streak at Sears Point, 1980

a cracked sternum, two broken ribs and a fractured vertebra in his neck. Redman lay heavily sedated in hospital for a week while the swelling and contracting of his brain's epidermis ran its course and his doctors assessed the damage to his brain and nervous system. (After a long recuperation he returned to racing, winning the 1978 Sebring 12 Hours and IMSA's first GTP championship in 1981 aboard a Lola T600.)

Deeply shaken by Redman's accident, the Haas/Hall team withdrew from the race and headed home. With the three-time F5000 champion in hospital, a makeshift chicane was installed before the backstraight hump. The race was run half in the wet, half in the dry, and was won by Formula Atlantic standout Tom Klausler driving the unique Schkee coupé, a Lola-based car by veteran Can-Am builder Bob McKee. But the little team didn't have the money to race or develop the car and went out of business before the end of the season.

Haas/Hall missed the next race at Laguna Seca, and during practice in California there were more problems with flying cars as Warwick Brown's VDS Lola took off going over the fast brow beyond the pits. Brown broke both legs in the ensuing accident and team-mate Peter Gethin – an experienced Formula 1, Can-Am and F5000 driver – withdrew from the race until a proper solution could be found.

Haas signed up-and-coming French driver Patrick Tambay to replace Redman. A smooth, fluid driver and a gentleman too, Tambay won six of the seven Can-Am races he started in 1977, all from pole, and easily claimed the championship. "I was also doing my rookie F1 season with Ensign, so I had a lot of miles under my belt that year, not only aeroplane miles but driving miles," he recalls. "The Can-Am car had a lot of power, gave good grip and was a good tool to do mileage to make me sharp for my F1 ride. My Can-Am successes helped me build a strong confidence."

Tambay considered F1 offers for 1978 from McLaren and Ferrari before opting for the former. Haas was happy to send Tambay on his way and picked Alan Jones to replace him. The straight-talking Aussie took on a busy schedule, driving for Frank Williams' burgeoning F1 team and Haas in Can-Am.

Despite the demands of regular transatlantic commuting, Jones was able to continue Tambay's title-winning form. He qualified on pole for all nine races and won five aboard the Haas/Hall Lola T333CS. Jones missed the penultimate round at Laguna Seca due to a clash with the Canadian Grand Prix, leaving him needing victory in the finale at Riverside to wrap up Haas's second championship. Sure enough, he came through in style, beating countryman Warwick Brown across the line by more than half a minute. Jones took great pleasure from driving the Can-Am Lolas.

"I loved those cars," he says. "You could push them and chuck them sideways. You were relying a bit more on mechanical rather than aerodynamic grip, even though the rear wing was like the side of a barn. They were good, fun cars to drive. I thoroughly enjoyed them."

With the title under his belt, Jones focused on F1 in 1979 as Williams hit its stride with the FW07. Haas signed eight-time GP winner Jacky Ickx, whose F1 career had begun to founder by the mid-70s. Towards the end of '76 Jacky broke his legs in a terrible accident aboard Mo Nunn's Ensign during the United States GP at Watkins Glen. He made only one F1 start in 1977 and ran just three races the next year.











Paul Newman had best season with Teo Fabi and March 817 in '81. Above: Jacky Ickx won third title for Haas in '79. Right: The 'new-era' Can-Am in '77

LAT & Marc Sproule

Legendary actor/racer Paul Newman ran his own California-based Can-Am team, and in the '79 season-opener at Road Atlanta Ickx was beaten by Keke Rosberg in one of two Newman-Freeman Spyders, with Elliott Forbes-Robinson third in the other car. Forbes-Robinson drove for Newman for four years, from 1977-80, and won four races during that period. The team ran a Lola in its first season and then built its own Lola-based car for '78, prior to Rosberg joining the team. Keke won at Road Atlanta and Watkins Glen, while Forbes-Robinson won at Trois Rivières and also took four second places, finishing second in the championship to Ickx in Haas's Lola.

"There was something great about those cars," says Rosberg. "The rear tyres were something – your heart lit up when you saw them. They were proper racing car tyres. They were huge, as was the surface of the bodywork. It was like a jumbo jet, and if it got some air underneath the nose the whole thing would go flying. But still, they were real men's cars. They were beasts to drive; it was raw horsepower. There was no sophistication whatsoever."

> "I loved those cars. The rear wing was like the side of a barn"
>
> ALAN JONES

Ickx agrees: "That car was one of the nicest racing cars I ever saw or drove. It was beautiful in the CitiCorp colours, but with not too many advertisements on it. It wasn't easy because I raced the last half of the season for Ligier in F1, so I was travelling all the time, but the Can-Am races were a pure joy."

Going to Laguna Seca in October '79, it was Forbes-Robinson against Ickx for the championship. Bobby Rahal won for the first and only time in Herb Kaplan's Prophet with Forbes-Robinson second, closing to within one point of Ickx who finished eighth and a lap down after going off the road.

Ickx and Haas's team spent two days testing at Riverside before the finale and Jacky came through in style to score his fifth win of the year and Haas's third straight title success. He had beaten Rahal in the Prophet with Forbes-Robinson third. Rosberg had led at Riverside but collided with Geoff Lees, damaging his car's bodywork, and was consequently black-flagged. "Keke was very fast, but he could not finish a race so we were able to win the championship," says Ickx. "It was really a beautiful time."

It turned out to be Ickx's last year in both F1 and Can-Am. Thereafter he decided to concentrate on long-distance sports car racing with Porsche, adding two more Le Mans wins to his resume in 1981-82 and two world sports car championships in 1982-83 before retiring two years later.

With Ickx's departure Haas welcomed back Tambay for 1980. During the Frenchman's two seasons with McLaren in F1 the team's performance had steadily tailed off and he didn't score a single point in '79. "Things were not looking so exciting and then Carl called and said, 'If you're free, come back home'," he says. "It was music to my ears."

Tambay won the first four Can-Am races of 1980 at Sears Point, Mid-Ohio, Mosport and Watkins Glen, and then won again at »»

Brainerd and Trois Rivières. Going into the finale at Riverside he led Al Holbert by 18 points. Tambay focused on running conservatively and finishing the race, coming home third behind Holbert's CAC-1 and Forbes-Robinson in Newman's Spyder to add a fourth title to Haas's haul. Rosberg had run the last two races of the season at Laguna and Riverside in place of Stephen South, who'd been badly injured at Trois Rivières. Keke finished second to Al Unser Sr and the Frissbee at Laguna Seca and was fourth at Riverside.

The Frissbee was based on a Lola chassis but the aerodynamic thinking was light years ahead of Broadley's T530. "The Frissbee was amazing," says Rosberg. "It was a true ground-effect car and Al was driving circles around us. When it worked that car was unbelievable."

By 1981 Can-Am was beginning to run out of gas. Crowds and media interest were flagging. The situation was so bad that Haas couldn't find any sponsorship. For the first time in his career as a professional team owner he signed a paying driver, Jeff Wood, who failed to win a race and wound up a distant fifth in the points, well behind championship protagonists Geoff Brabham aboard Team VDS's new VDS-001 and Teo Fabi's Newman March 817.

Newman's team would run March chassis for 1981-82 and enjoyed its best year in '81 when Fabi won four races and finished a close second to Brabham in the championship. Bobby Rahal replaced Unser in Newman's second car for the second half of the year. "The great thing was you got to drive fabulous circuits like Mosport, Watkins Glen, Elkhart Lake, Laguna Seca and Riverside," says Rahal. "When I drove the March in '81 that took it to a new level. At a place like Mosport they were as fast or faster than the F1 times from a few years before. It was a very fast car and very small. I didn't even have a seat because the car was built for Fabi, but we had some good races and the car's performance with sliding skirts was considerably higher than the non-ground-effects cars.

> "At Mosport the Can-Ams were as fast or faster than the F1 times from a few years before"
>
> BOBBY RAHAL

"Then CART got going and started adding more road courses, and a lot of the top teams left Can-Am and went to CART – Carl Haas and Paul Newman became one team, and Jim Trueman, Doug Shierson and VDS all went to CART. Probably the top half of the field left in the space of a year or two."

Brabham won the 1981 Can-Am title in a beautiful Lola-based car called the VDS 001, which was designed by Tony Cicale and built by Team VDS. But the team quit Can-Am to go Indycar racing the following year. Haas decided not to run a car too, and so Can-Am drifted toward extinction. Al Unser Jr won the title in '82 in Rick Galles's Frissbee from Al Holbert's VDS 001, but the series had little or no commercial strength and at the end of the year Newman also pulled out.

Can-Am struggled on for a few more seasons, running for little prize money in front of dwindling crowds. Jacques Villeneuve Sr beat Jim Crawford to the title in 1983, with Bertil Roos third in a car under two litres. Irishman Michael Roe took the '84 title aboard the now-ageing VDS 001 from Crawford and Canadian Horst Kroll. Rick Miaskiewicz won in '85 from fellow Frissbee driver Kroll, who then became Can-Am's final champion in '86, beating Bill Tempero's converted March 84C Indycar. By then the series was entirely out of gas and that winter it died a quiet, almost anonymous death.



Rosberg leads Newman team-mate Forbes-Robinson at Laguna Seca in 1980

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On the road
WITH ED FOSTER



HANNOVER, GERMANY

VOLKSWAGEN MOTORSPORT

GERMAN CAR BUILDER HAS BIG PLANS FOR GAS-POWERED RACERS

You wouldn't guess from the outside of the building that the Volkswagen motor sport facility in Hannover plays a part in every single race car the company builds. Only a small 'Volkswagen Motorsport' sign gives away what goes on inside.

As soon as you walk through the door, though, you are faced with an entire wall of trophies that remind you just how much this manufacturer does on the race track, and how well it does it. Its sibling Audi might be better known for sporting success with its history at Le Mans and in the German DTM touring car series, but Stefan Moser, head of marketing and communications for Volkswagen Motorsport, is not interested in series that bear little resemblance to the company's road cars. "Right now, Formula 1 and some



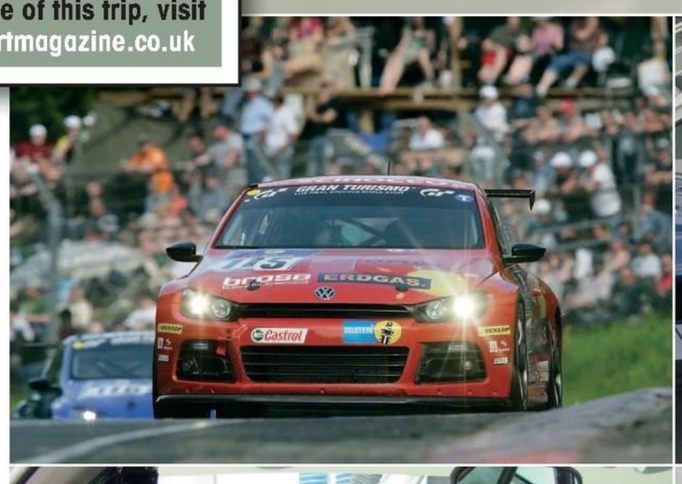
Petrol cars will race alongside gas rivals (below left) at the 'Ring

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For video footage of this trip, visit www.motorsportmagazine.co.uk



No place for MS Elise at VW Motorsport...
Right: Scirocco Cup car based on road version









other series just aren't of interest to us," he tells me in between meetings. "In F1 the engines are far away from anything we produce, as are the cars. We are waiting for the global race engine and when that comes, we'll see what we can do – it will be possible to do anything.

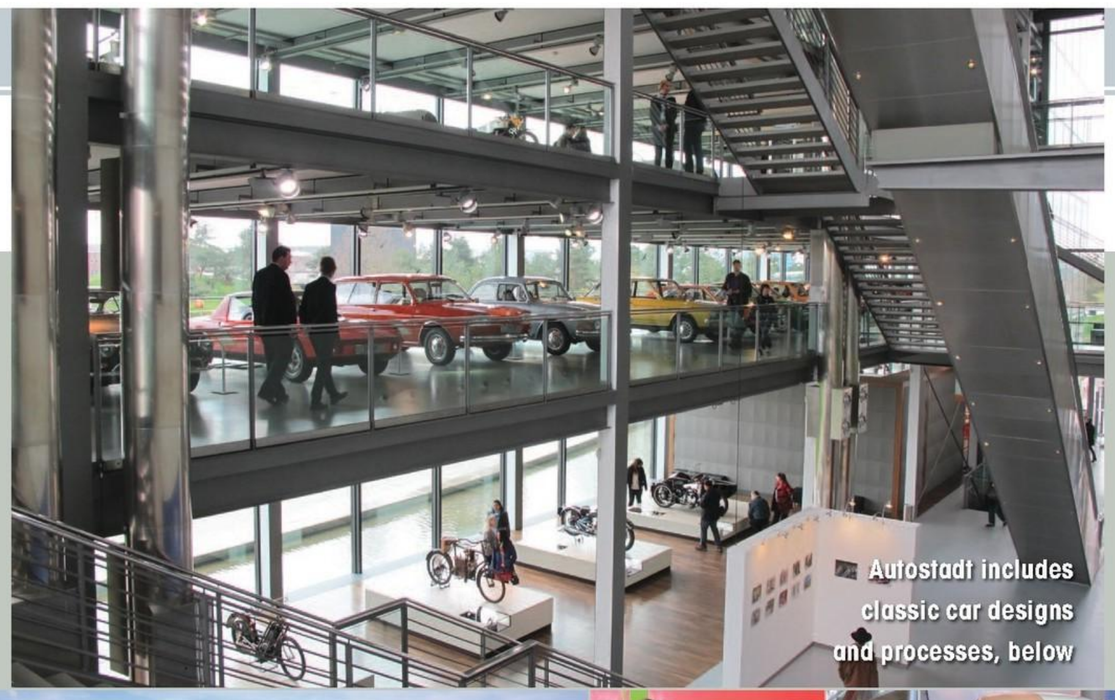
"Right now, we're looking carefully at the World Rally Championship. The Dakar rally is a fantastic event to showcase your talent, but it only happens once a year and it's very difficult to keep the marketing fire alight for 12 months. The problem with the WRC at the moment is that it's badly promoted on TV, which is a shame; you can't watch it on German TV. I think they're sorting this, so we'll see."

Volkswagen has thrown its weight behind bio-methane power, however. Its gas-burning Scirocco is known to many after its success in the Nürburgring 24 Hours, and to *Motor Sport* readers after I was lucky enough to get behind the wheel of one at Oschersleben. VW has now launched the Scirocco Cup (with cars running on gas) in place of the Polo Cup that previously supported the DTM. "We had the Polo Cup, which was just for junior drivers and somewhere to gain experience, and my intention was to make it more exciting," says Moser. "In the Scirocco Cup we've already sold the 30 grid slots and we've got 15 juniors, 10 pros – meaning professional or promising drivers – and five legends in each race. In the first race Martin Brundle will drive along with Derek Bell, and we're also talking to Trevor Carlin and Damon Hill.

"It should be better for the fans and also the junior drivers. Last year when they came 11th, they came 11th; this year they may finish in the same place, but they may also be able to tell the press at home that they finished two places behind a former F1 driver."

Even though the cost for a full season is, at the very least, 50,000 euros the full grid speaks for itself. Expensive it may be but, as Moser puts it, it's a "nice story" with the gas power link and the series will receive extensive television coverage thanks to its slot alongside the DTM. The racing started on April 25, after *Motor Sport* closed for press, but look out in particular for future rounds at the Norisring, Hockenheim and the Nürburgring.





Autostadt includes classic car designs and processes, below







WOLFSBURG, GERMANY

VOLKSWAGEN MUSEUMS

'VW TOWN' HAS EVERY BEETLE VARIANT – EVEN A WOODEN ONE

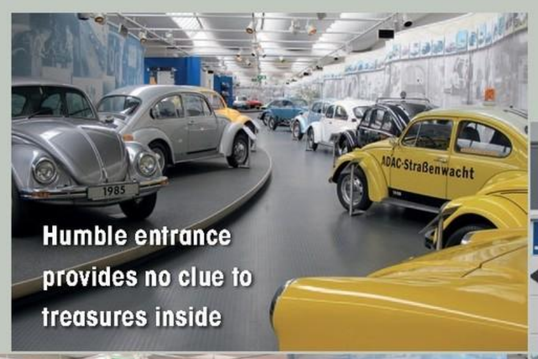
WOLFSBURG WAS FOUNDED in 1938 as a town to house the Volkswagen factory workers. It seems that little has changed, as an astonishing fifth of the 120,000 population still works for the car company today. You can imagine the looks we got arriving in town in the bright yellow Lotus Elise, probably the *only* car of its kind within 200 square miles.

If Wolfsburg is 'Volkswagen town' then its *zentrum* is Autostadt, the company's homage to its past, present and future. It should really be described as a museum for the VW brand, but this doesn't do it justice.

For starters, the plot is roughly the same size as 23 football pitches and contains buildings dedicated to its subsidiary brands (Audi, SEAT, Skoda and Lamborghini), an extremely comprehensive collection of cars (Volkswagens and other brands), a hotel, and so many other things it would be impossible to name them all here. Suffice to say that you'll need at least an afternoon to have a look around (http://www.autostadt.de).

Just down the road there's the Volkswagen Auto Museum. Ignore the outside of the building, which resembles a decrepit 1960s office block, walk past the entrance – again ignoring the décor – and you'll enter an Aladdin's cave of Volkswagens, from the first Beetle to long-lost prototypes, via the 1981 Dakar winner and an Oettinger-tuned Beetle that, despite looking like a 900bhp RUF, actually turns out a modest 225bhp.

It's only open Friday to Sunday and you'll need a guide to show you around as the descriptions of the exhibits are sparse, and in German. However, I'm struggling to think of another place in the world where you can see such a comprehensive and broad collection of Volkswagens, or indeed where you could see a Beetle built from wood, or from wicker, or that has been converted into a working hot air balloon. For more information visit http://automuseum.volkswagen.de/ Ⓜ



Humble entrance provides no clue to treasures inside







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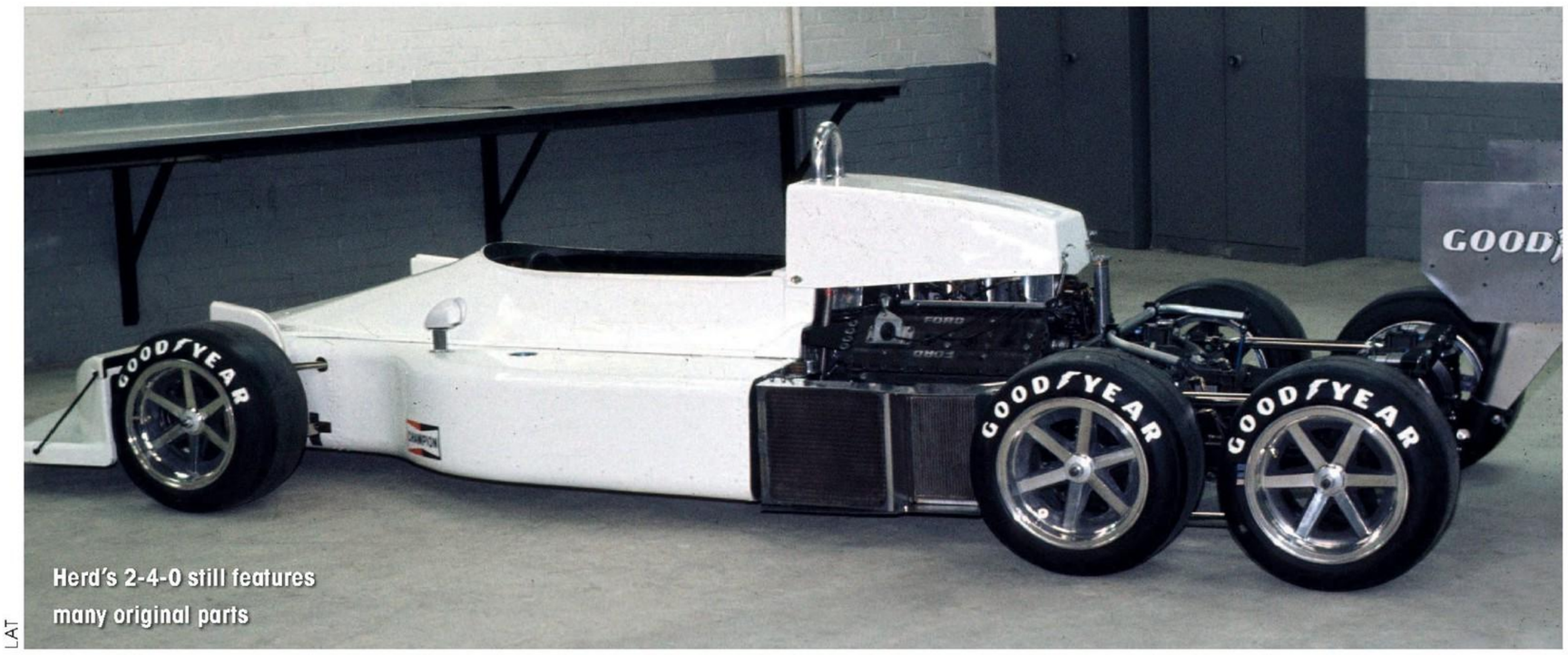
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LAT

Herd's 2-4-0 still features many original parts

Rare March to race at last

THE MARCH 2-4-0 SIX-wheeled Formula 1 car could race for the first time this summer if the ambitions of Taff Smith are realised. Smith has acquired the remnants of the unraced project and is currently having the car rebuilt in the hope that his son Jeremy will race it at July's Silverstone Classic meeting.

The 2-4-0, designated in railway rolling stock terms, was designed by Robin Herd in late 1976 and sanctioned by then March boss Max Mosley. The four rear wheels were all driven and the car was tested over the following winter, with encouraging results on a wet track. But without the funds to develop it, the car was shelved until hillclimber Roy Lane was loaned the transmission and won several rounds of the British Hillclimb Championship in 1979.

Now, after being in storage for three decades, Smith has bought the project. "All the gear casing and everything is original, even down to the uprights," he said. "I got it from a guy in Rotherham. It came out of his barn. We've done the application for FIA papers and we hope to get it through as a prototype.

"I spoke to Roy Lane only a couple of weeks before he died and his enthusiasm persuaded me to do it. It's an exciting project but it's a fairly scary thing to do," added Smith. "We've got to get it reliable. I don't want to see it fail, so there has to be a fair bit of testing."



Paul Lawrence

Interserie revival continues in Proto 70s

MASTERS HISTORIC RACING IS CONTINUING ITS INTERSERIE REVIVAL INITIATIVE through a link up with the Proto 70s category this season. The aim is to build on the pilot race run at Donington Park last summer and encourage the Interserie cars to take on the 2- and 3-litre Proto 70s machines. "We were delighted with the response to the revival race and aim to build on that," said series boss Christopher Tate.

In addition, the Masters organisation has added a class for up to 1-litre Hillman Imps to its pre-66 Mini Masters series for 2010.



Paul Lawrence

Time stands still for veteran Ashley in Historic Formula Ford

VETERAN RACER IAN ASHLEY HAS returned to his roots by entering the Historic Formula Ford Championship.

The 62-year-old former Grand Prix driver (left) is campaigning a Lola T200 this season, 40 years after he finished second to Emerson Fittipaldi in the Temporada Formula Ford series in Brazil.

"It feels just like it did 40 years ago," said Ashley. "It's probably the cheapest single-seater formula going and I love being back in a Formula Ford."

In 1969 Ashley stepped down from Formula 3 to race a works Alexis in FFord. "I tested a Lola T200 at the end of '69 as Eric Broadley wanted me to do the Temporada series. But Lotus offered various things so I ended up going with Lotus and the Fittipaldi brothers."

Ashley later reached F1 and contested five Grands Prix before an accident in Canada with the Hesketh team left him with two broken ankles and ended his mainstream career.

Mark Donohue tribute organised

A CELEBRATION OF THE RACING CAREER of Mark Donohue will be held at the Road America circuit in Wisconsin on July 15-18 in conjunction with a classic race meeting.

The Reunion will celebrate the cars and career of the US racing legend, with a paddock display of many of his most famous racers. Donohue died in an accident at the 1975 Austrian GP.

On show will be his 1972 Indy-winning McLaren, the Porsche 917-10 he used to dominate Can-Am that year, the Lola T70 Spyder he used to win the 1967 USRRC and his Penske PC1 F1 car.

Bromley pageant nod to Alfa Romeo

THE CENTENARY OF ALFA ROMEO AND the 75th anniversary of the Aston Martin Owners' Club will be marked during the annual Bromley Pageant of Motoring at Norman Park on Sunday June 13.

More than 3000 classic cars and bikes will be on show, and around 30,000 visitors are expected. The pageant is the biggest one-day classic vehicle show in the world.

In the main arena, compère Jerry Thurston from C4's Salvage Squad will be working on a restoration project as well as marking the 100th birthday of Sydney Allard with a display of his cars.

Prized Brooklands trophies on offer

THE BROOKLANDS SOCIETY WILL PRESENT two period trophies at the end of 2010 for the best performances by genuine Brooklands cars across the VSCC competition season. One trophy will be for races and one for speed events, with both decided on handicap results.

The race award will be the cup won by Harry Rose in the May 1936 International Trophy at Brooklands, and the speed events cup is the team prize trophy presented at the May 1935 International Trophy to Doreen Evans.

The *Motor Sport* Brooklands Trophy, for the best overall performance in a season, went to Mac Hulbert during the Spring Start meeting at Silverstone.

IN BRIEF

■ Teenager Oliver Llewellyn was due to race his father's Tojeiro Jaguar at the VSCC Spring Start meeting at Silverstone at the end of April. The 16-year-old, son of racer Tim, is thought to be the youngest holder of an international historic race licence. Father and son hope to compete in some two-driver races this season aboard a Chevrolet Corvette.

■ Race Retro will be held earlier next year, with the date for the 2011 show moved forward two weeks to run from February 25-27. This year's show reached a seven-year high in terms of visitor numbers with almost 27,000 people attending the three-day event at Stoneleigh Park, near Coventry.

■ The organisers of Tour Britannia have introduced a one-make team prize for the competition category of the classic race and rally tour, which runs in early September. The move comes in response to encouragement from many current entrants. The winners will be the nominated team of three cars with the lowest total score of class positions.

■ Former Hillman Imp racer Roger Hurt plans to campaign one of the rare Ginetta G22 Sports 2000 cars this season. The 1977 car was built but never raced after the Ginetta factory spent several years developing the model. By the time it was ready recession had struck and the market for such cars had dried up.



■ Jon Minshaw has a fresh Jaguar E-type for use in the GT and Sports Car Cup and Gentleman Drivers series this year. The confessed E-type fanatic (left) recently gave the 1962 car a shakedown race at Silverstone. The car came from the USA and has undergone a complete rebuild at Valley Motorsport.

■ Aintree Circuit Club's '55/55' Sprint and Speed Trials is offering a £100 cash prize for the fastest time set by saloons, racing cars and sports cars. The incentive will hopefully encourage entries to the event on May 16 as the cash is only available if there is a minimum of 30 entries per category. For more information visit www.aintree.org.uk



LAT

'Bored' Moss plans return

SIR STIRLING MOSS HAS PLEDGED THAT the accident at home which left him with two broken ankles will not curtail his racing, with the 80-year-old legend aiming to return to the track at Silverstone in mid-May.

In an interview with BBC Radio 4, Moss confirmed that he is working towards racing his 1956 OSCA sports-racing car (above) at Silverstone over the weekend of May 15/16 in the opening round of the Sir Stirling Moss Trophy. The series of races is run by Motor Racing Legends for pre-61 sports and sports-racing cars.

"I hope to race at Silverstone in the OSCA, that's the race I'm aiming at," said Moss, who fell three storeys down the lift shaft of his Mayfair home. "I hope to be standing on my own feet by the start of May. It just takes longer when you are older and it's very boring."



Jeff Bloxham

Historic De Tomaso back in Europe

A DE TOMASO ISIS FORMULA JUNIOR is racing in Europe for the first time in the hands of new owner Mike Gregory, 50 years after it was built in Modena.

The 1959 chassis was De Tomaso's first single-seater design and Alejandro De Tomaso tested it at the Modena Autodrome before it was shipped to the US. It is thought to be the only such car in Europe and just two of the other five built are known to still exist.

"It's had a total nut and bolt rebuild, which has taken three years," said Gregory. "It's been a real adventure."

Cholmondeley to honour 'Wheatie'



LAT

THE LIFE OF TOM Wheatcroft, who died last October, will be celebrated at this year's Cholmondeley Pageant of Power on July 17/18.

Three Vanwalls will be the key attractions in a special tribute to the Donington Park owner and Grand Prix car collector (above). The Vanwalls will run on the speed course at the Cheshire venue, while other cars will be on show at the event that Wheatcroft supported in its first two years.

The trio of Vanwalls will be the streamliner used at Reims, the rear-engined model that ran abortively in 1961 and the original Thinwall Special. Other cars on show will include a BRM V16 and Alberto Ascari's World Championship-winning Ferrari 500.

Key Clark Lotuses to feature at festival

A UNIQUE TRIO OF THE MOST IMPORTANT JIM CLARK LOTUSES WILL FEATURE AT THE Classic Team Lotus Festival at Snetterton on June 20. Clark's 1963 title-winning 25, newly restored 1965 Indy-winning 38 and the 49 which took the first DFV victory in 1967 will appear together for the first and possibly only time as part of a spectacular display of over 30 Team Lotus racing cars to be demonstrated on the Norfolk track.

The race programme features Lotus events among others, making for a packed day celebrating CTL's guardianship of the marque's racing heritage. Tickets cost £20 and can be booked by logging on to www.motorsportvision.co.uk

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Mecum is selling these Corvette C5-Rs – '53' has been rebuilt after Dale Earnhardt Jr crash

Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– MECUM AUCTIONS –

On May 19-23 Mecum is offering more than 1750 collector cars for sale at its Dana Mecum Original Spring Classic Auction. Among these are a handful of interesting Corvettes in the shape of a pair of 2003 Chevrolet Corvette C5-R racers (chassis eight and nine) and the first Corvette to be raced by Bob Johnson, a 1966 big block that is also known as 'the 8 ball car'.

The C5-Rs both raced at Le Mans in '03 and were placed second and third in class respectively. Although chassis nine was wrecked by Dale Earnhardt Jr in a practice lap at Infineon Raceway in '04, the car has been completely rebuilt and has only done 25 miles of testing since then.

The 1966 Chevrolet Corvette Coupé provided stiff competition in the SCCA Central Division's A Production Class between '66-68 and has also undergone a recent full rebuild.

– RM AUCTIONS –

RM's Fort Lauderdale sale on March 30 was deemed a success after 365 cars sold, raising a total of £10.5 million. Many of the cars came from the estate of John M O'Quinn and accounted for over £4.5m of the final sum. One of these was also the auction's top seller: the restored 1935 Auburn 851 SC convertible sedan which fetched an impressive £139,265.

Next up for RM are its sales in Michigan (April 24/25) and Monaco (May 1), but following those the company is offering "over 30,000 horsepower without reserve" on June 19 in San Diego. The Classic Muscle and Modern Performance sale includes over 80 examples of cars from a private Southern Californian collector. One of the stars of the show promises to be a rare 1969 Chevrolet Corvette L88. An estimate for the car was not available at the time of going to press, but for details please contact RM on 020 7851 7070.

– GRAHAM BUDD AUCTIONS –

Graham Budd has organised a sporting memorabilia sale on May 12 in association with Sotheby's to include an original Dion Pears oil painting of Graham Hill in the 'Lobsterclaw' Brabham BT34 (estimated at £6-800), a Williams OZ wheel from Damon Hill's 1994 French GP car (£3-500) and, perhaps most interestingly, Barry Sheene's leathers that he raced and crashed in during the 1981 British Grand Prix. They are expected to reach £7-9000. ›››

FORTHCOMING AUCTIONS

■ **MAY 1 RM AUCTIONS** Sporting Classics of Monaco, The Grimaldi Forum, Monaco *Tel: 020 7851 7070*

■ **MAY 3 SHANNONS** Sydney Autumn Auction, St Leonards, New South Wales, Australia *Tel: 0061 2 8019 4116*

■ **MAY 8 OLDTIMER GALERIE** 100 Classic Cars and Motorcycles, Toffen, Switzerland *Tel: 0041 (0) 31 819 6161*

■ **MAY 12 SILVER AUCTIONS** Big Sky Collector Car Auction, DAA Northwest, South Hayford Road, Spokane, Washington, USA *Tel: 001 800 255 4485*

■ **MAY 19-23 MECUM AUCTIONS** Dana Mecum's Original Spring Classic Auction, Indiana State Fairgrounds, Indianapolis, USA *Tel: 001 815 568 8888*

■ **MAY 22 BONHAMS** Aston Martin and Related Automobilia, Newport Pagnell *Tel: 020 7447 7447*

■ **MAY 22 COYS** Collectors' Motor Cars, Ascot Racecourse *Tel: 020 8614 7888*

■ **MAY 22 SEIDEL & FRIEDRICH** Classic Cars Auction, Dr Carl Benz Museum, Ladenburg, Germany *Tel: 0049 (0) 6203 957 777*

■ **JUNE 2 HISTORICS AT BROOKLANDS** Inaugural Sale, Brooklands, Weybridge, Surrey *Tel: 0800 988 3838*

■ **JUNE 6 BONHAMS** Greenwich Concours d'Elegance, Collectors' Motorcars and Automobilia, Greenwich, Connecticut, USA *Tel: 020 7447 7447*

■ **JUNE 7 SHANNONS** Melbourne Winter Classic Auction, Cheltenham, Victoria, Australia *Tel: 0061 2 8019 4116*

■ **JUNE 14/15 BARONS** Classic Collectors' and Historic Cars, Esher Hall, Sandown Park, Surrey *Tel: 023 8066 8413*

■ **JUNE 19 BONHAMS** Rolls-Royce, Bentley Motor Cars and Automobilia, Rockingham Castle, Northamptonshire *Tel: 020 7447 7447*

■ **JUNE 19 SILVER AUCTIONS** Coeur d'Alene Auction, Coeur d'Alene Resort, Idaho, USA *Tel: 001 800 255 4485*

■ **JUNE 23 BRIGHTWELLS** Classic Cars, Motorcycles and Automobilia, Easters Court, Leominster, Herefordshire *Tel: 01568 611122*

■ **JUNE 24 DVCA** Classic Collectors' Cars and Related Automobilia, The Gartell Light Railway, Yenston, Somerset *Tel: 01963 363353*

■ **JUNE 25-27 BARRETT-JACKSON** Orange County Auction, Orange County Fair and Event Centre, Costa Mesa, USA *Tel: 001 480 663 6255*

Cars for Sale

– BONHAMS –

The company recently sold the first vintage plane to be auctioned in Manhattan. The 1917 Curtiss MF Seagull flying boat (below) was the product of Glenn H Curtiss, an arch-rival of the Wright brothers. It was also the successor to the 'F model' – a design the US Navy had been using since 1912/13. The flying boat sold for just above its £200-300,000 estimate at £328,270.

Bonhams has announced the sale of a rare collection of TAG Heuer watches on December 15 to celebrate the company's 150th anniversary. The single-owner collection comprises over 100 pieces, including models such as the Silverstone, Autavia, Carrera, Daytona and Monaco. The company has created a watch especially for the sale, based on the new Silverstone model. Before the timepieces arrive in London for sale, a selection will go on a world tour that ends at the Paris Motor Show on October 2-17. You can also view them at various Bonhams sales including the Goodwood Festival of Speed on July 2 and the Revival on September 17.



Bonhams is now the Bugatti Owners' Club's official auctioneer partner. "On the back of some outstanding results we have achieved for the sale of Bugattis at auction, Bonhams is a natural partner for the BOC," said Tim Schofield, head of Bonhams UK motoring.

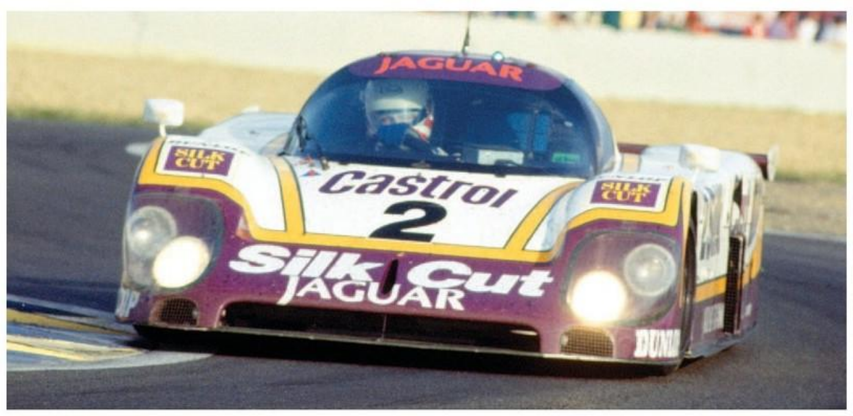
– GOINDUSTRY DOVEBID –

The global asset sales and valuations company has taken on the task of selling the assets of A1GP, the World Cup of Motorsport on behalf of creditors in a private treaty sale. This will include over 20 of the second-generation Ferrari cars from 2008 and 14 of the earlier Lola rolling chassis from '05. Support equipment is also included, as are the Maserati Quattroporte Sport GT and Ferrari 599GTB safety cars.

"The intention is to market the series as a complete package," said Tony Murphy, a partner at Bridge Business Recovery, liquidators of A1GP's parent company. "We are confident that a buyer can be found for the combined pool of assets and with it the prospect of A1GP returning to our TV screens in the future." For more information visit www.go-dove.com.

Around the dealers

COMPETITION CARS CURRENTLY FOR SALE HERE AND ABROAD



1988 JAGUAR XJR-9

Chassis 668 was the last 'Silk Cut' XJR-9 to be built. It helped secure the 1988 World Championship for Jaguar at Spa, driven by Martin Brundle. It also ran second at Le Mans in '89. Acquired from TWR in '03 and rebuilt since. POA

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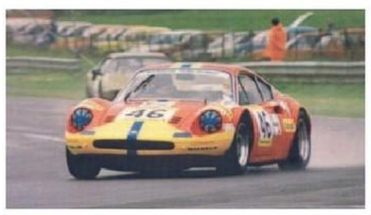
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AUCTION RESULTS

MARCH 26-28 RM AUCTIONS
- 1935 Auburn 851 SC convertible sedan: £139,265
- 1954 Buick Skylark convertible: £123,070
- 1965 Brabham BT15: £22,400
- 1967 Chevrolet Camaro Indy 500 Pace Car convertible: £70,455
- 1969 Chevrolet Camaro SS Pace Car convertible: £34,320
- 1972 Oldsmobile Cutlass 'Hurst' Indy 500 Pace Car: £14,450
- 1985 Chevrolet Camaro IROC 1LE test car: unsold
- 1993 Jaguar XJ220: £97,564
- 2003 Ford Fusion ex-Mark Martin NASCAR: £33,240
- 2007 Chevrolet Monte Carlo SS ex-Dale Earnhardt Jr NASCAR: unsold

APRIL 1-3 BARRETT-JACKSON
- 1989 Chevrolet Lumina Goodwrench ex-Dale Earnhardt: £72,325
- 1990 Coors Extra Gold Top Fuel dragster replica: £92,040
- 1992 Ford Thunderbird Budweiser NASCAR: £29,585
- 1998 Chevrolet Monte Carlo NASCAR: £10,485
- 2000 Ford Taurus NASCAR: £23,865
- 2000 Ford Taurus Winston Cup Car: £13,015
- 2000 Holden Race Car: £15,900
- 2002 Chevrolet Monte Carlo Shell Pennzoil NASCAR: £24,575
- 2008 Chevrolet Impala SS ex-Mark Martin showcar £8400

APRIL 10 COYS
- 1950 Mercedes-Benz 170S: £44,160
- 1961 Lancia Flaminia Sport Zagato: £131,160
- 1972 Porsche 916 prototype: £234,940
- 1967 Iso Grifo Series 1: £128,070
- 1951 Jaguar Mk V: £88,780
- 1972 Ferrari Dino: £106,445

APRIL 13 BONHAMS
- 1917 Curtiss MF Seagull flying boat: £328,270

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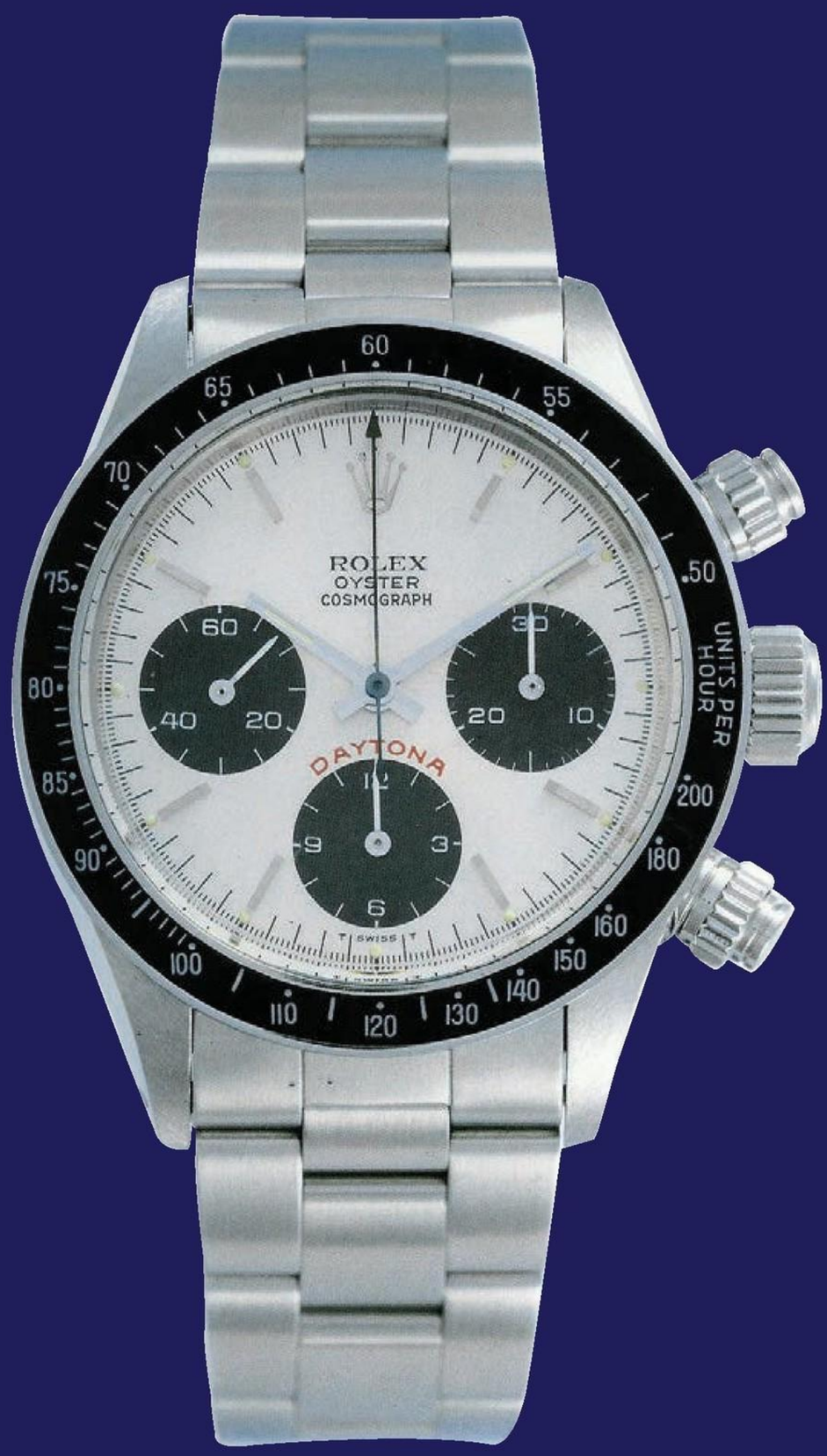
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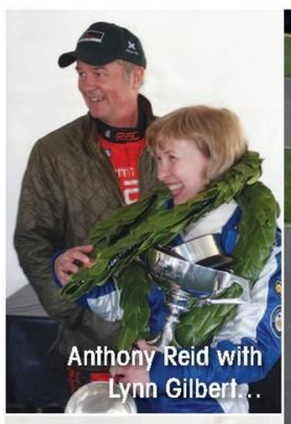
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Anthony Reid with Lynn Gilbert...


Harry Sherrard


... and James Wood


Nigel Webb

A BUZZ AT GOODWOOD...

History was made at the fifth annual Goodwood Road Racing Club (GRRC) Spring Sprint on Easter Monday, when a Tesla Roadster Sport became the first-ever electric-powered sports car to compete at the famous circuit since it staged its inaugural race meeting in 1948.

Being Goodwood's first competing electric car, the GRRC devised a special class for the Tesla, the fastest example of which was driven by James Wood who achieved a lap time of 1min 40.41sec, silently whizzing round the 2.4-mile circuit faster than many of the piston-powered sports cars. Wood, winner of Class E in a Tesla Roadster Sport, said: "The car was great, very quick off the line (within the top six quickest overall in initial acceleration), and reached 100mph by the first corner from a standing start."

The free-admission GRRC sprint event attracted 86 entries and over 2500 enthusiastic spectators to the lovingly restored Sussex circuit, where a truly eclectic mix of machinery was in action. The 'Spirit of the Sprint' trophy was awarded to Fastest Lady of the Day, Lynn Gilbert, by saloon racing veteran Anthony Reid.


James Wood on a charge

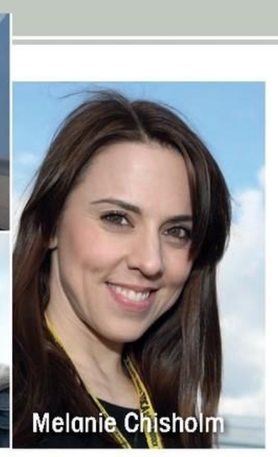

Paul Tooms


Gavin Henderson


Stig & Tom Blomqvist


Dick Bennetts

Tiff & Harry Needell


Melanie Chisholm


Neil Twyman


Jon Doubleday

Jeff Bloxham

TIP-TOP TIN-TOPS

The Dunlop MSA British Touring Car Championship burst back into life at a sunny Thruxton over the Easter weekend, with two wins for 2007 and '08 champion Fabrizio Giovanardi plus a maiden victory for Steven Kane. Former Spice Girl Melanie Chisholm was spotted in the Dunlop hospitality paddock – the singer and actress was there to support her half-brother, BTCC racer Paul O'Neill. *Fifth Gear* presenter and former tin-top racer Tiff Needell was also in attendance with his son Harry, as were former World Rally Champion Stig Blomqvist and his son Tom, who is contesting the 2010 Formula Renault Championship as part of the BTCC support race programme.

TRIUMPH DOLOMITE SPRINT

Labelled a 'lame duck' by some, the powerful Dolly was nevertheless a motor sport success, particularly trackside. And the Triumph faithful still love it...

BY RICHARD HESELTINE



Steve Thompson gets BL Dolomite sideways at Silverstone in '76. Below (l-r): Rouse won first tin-top title in '75 with Team Piranha car; Rouse/Dron took a Dolly to fifth in '74 Spa 24 Hours; Culcheth was a class winner on '75 RAC Rally



For much of the 1970s there was little indication of a prudent central plan or grand design within British Leyland. But then this lumbering monolith was the realisation of shotgun mergers, which served only to ratchet up the chaos and tension as former rivals were suddenly obliged to work together. Throw in a state bailout, combustible labour relations and products that often lacked depth, soul or class, and it was clear even then that the writing was on the wall. Not that anyone was around to read it – most were outside picketing. A facetious summary, perhaps, but while BL primarily spent the decade doggy-paddling in a sea of lost hope, it did create *some* decent products. Ones that possessed the necessary ingredients to make magic. It's just that many of them resolutely refused to *be* magic.

The Dolomite Sprint is a case in point. To us dopey romantics, there's still something rather appealing about a car that married a fusty, faintly municipal outline with shrill '70s colours and Q-car performance. This car did accrue both the British Saloon Car Championship manufacturers' and drivers' crowns, after all. To hard-headed realists, though, it was a truly, comprehensively bad car; one labelled 'a national disgrace' by a respected former works driver. His team-mate merely branded it a 'lame duck'.

The origins of what was the first mainstream production car ever equipped with a 16-valve headed four-banger are predictably circuitous. The Sprint's origins stretch back to the early '60s when Harry Webster of (pre-BL) Standard-Triumph conceived a front-wheel drive replacement for the popular Herald range. But the resultant – and now all but forgotten – Triumph 1300 cost more to build, so the still popular (and cheap to make) Herald earned a stay of execution. The 1300 would instead become a more upmarket (if that's the right word) mid-range offering. Except it didn't sell in the figures once envisaged so, in an unprecedented move, the bodyshell was reworked to accommodate a rear-wheel drive set-up; at a stroke Triumph would create a cheaper entry-level saloon – the Toledo – and a high-performance sporting variation which would revive the pre-war Dolomite tag.

Arriving in January 1972, the 'Dolly' featured a single-overhead cam slant-four, a purportedly new design even if Saab had been making use of it for the better part of four years. Devised by Triumph's Lewis Dawtrey, this 45-deg angled unit was part of a proposed new family of engines and shared a degree of commonality with the much-maligned Stag V8 boat anchor.

However, 'Project Swift' was the real draw. With displacement enlarged from 1854cc to 1998cc, the major point of interest – the alloy 16-valve 'head – was highly unusual in having the valves actuated by only eight cams. The inlet valves were directly activated via bucket tappets and the cams then turned to operate the exhaust valves via rocker arms. The net result was 127bhp at 5700rpm, this brave new world even scooping a Design Council award.

Originally to have been called simply 135 (badges were made in readiness to this effect), the resultant Sprint was otherwise resolutely pedestrian. Regular Triumph collaborator Giovanni Michelotti shaped the three-box outline; without his customary tinsel touch, the Dolomite was pure stylistic drizzle. Beneath the skin the front end was suspended on unequal length wishbones with coil springs. Out back sat a live axle and a simple four-link arrangement. All very run-of-the-mill.

Even so, when launched in June '73 there was little in the same price bracket that could match the 115mph Sprint for outright pace. Priced at £1740, at a time when a comparable Alfa was £600 dearer, it was nothing if not a bargain. Journalists were effusive, *Autocar* gushing that



All images LAT





Culcheth and Johnstone Syer placed 19th overall and second in class. They retired from the Portuguese TAP Rally that same season.

the Sprint was 'tremendous fun to drive' as 'Britain shows the way', while *Motor* talked of 'sparkling performance, good smooth roadholding and an excellent driving position'.

And if ever there was a ready-made competition tool within the BL armoury, this was surely it. You would have thought. The globally-renowned BMC competition department was by this point history, axed by then BL chairman Lord Stokes in 1970. The firm's motor sport activities were by now more of a twilight operation run under the British Leyland Special Tuning banner. And this division was running Sprints before it was even announced: a pre-production car was entered in the 1972 Scottish Rally where Brian Rallied extensively from 1974 to '77, the factory-backed Sprint programme was nonetheless far from overt and concentrated primarily on the Group One category. Too heavy to go toe-to-toe with the ubiquitous (and reliable) Ford Escorts, the Sprint's sole overall victory was the '75 Hackle Rally in Scotland with Culcheth and Syer, who also placed 16th outright and won their class on that year's RAC Rally. The team was bolstered with the arrival of Tony Pond in 1976, the ex-Dealer Team Opel man scoring several class wins en route to taking the Group One category in that year's RAC Open Rally Championship. The works equipe bowed out with seventh place and class honours on the following year's Manx Trophy Rally with Mike Nicholson and Pat Ryan. »»



"I RACED ONE"

TONY DRON

Despite some major victories in the Dolly Sprint, this saloon and sports car star has mixed feelings about the model…

"I had a season set up to drive a Ford and gave in my notice to become a full-time racing driver, but then the deal fell apart. I acted pretty cool when I got the phone call asking if I'd like to test the Dolomite, but I needed the drive. I drove for Broadspeed in 1974 as number two to Andy Rouse, before racing Alfas and a Ford in '75. Then it was F3 in '76, before returning to touring cars with Ralph (Broad).

"The Broadspeed Sprint was a great car once you understood it. The road car on which it was based was a pile of junk, the product of a company in which real engineers had lost control. It was held together by one bodge after another. Ralph's achievement in making a decent saloon out of that was immense. We had a reasonable season in '74 (including third overall in the Tourist Trophy) and in 1977 I almost won the BTCC drivers' title.

"Ralph and I were going for overall wins rather than class honours and we won seven rounds outright. I lost the title in the final at Brands – it was one of the few races where Ralph turned up; while I wasn't looking he went softer on all three tyre specs. The car took off like a rocket but soon I could feel it weaving. With three laps to go, Jeff Allam caught me in his Vauxhall and I was shameless in trying to keep him behind. It got to the last corner by which time canvas was poking through (the left-rear tyre) and I was sideways at 30mph. Jeff got the class win; Bernard Unett took the title. Not winning the title didn't seem that important then and I haven't changed my mind."

But if the Sprint's successes off piste generally tended to fly under the radar, it was a consistent and much publicised winner trackside. New Group One (more accurately, One-and-a-Half) regulations had been implemented for the 1974 BSCC season by which time sufficient Sprints had been made to satisfy homologation requirements. Ralph Broad took on the challenge with Broadspeed talents Andy Rouse and Tony Dron up against other works-backed entries such as the Bill Shaw car of John Hine. Their efforts helped seal the RAC Manufacturers' Championship for BL that same year with Rouse claiming his maiden drivers' crown in '75.

Among the useful Sprint privateers to enter the fray was touring car veteran Martin Thomas. "I initially took over Brian Muir's car," he recalls. "We gradually developed it and did quite well. From there I had Bill build me a new car and we got support from BL in the form of a Don Moore-built engine, or occasionally Broadspeed would throw me one. The Sprint wasn't a bad car but initially the brakes were useless – the discs would glow hot. This was the era when rollcages and the effects of them stiffening a chassis was starting to come into it. The Sprint was so stiff it would lift a wheel clear off the deck and in one race I was able to do two laps with a burst tyre because of it. I wouldn't say it was a great touring car but it got results. The thing now is that a lot of cars that couldn't stay with it in the '70s have since been developed further, whereas the Sprint people in historics are still using our old running sheets; other than brakes and tyres they haven't moved on much."

Despite Broadspeed's efforts being diverted into the crowd-pleasing if ultimately ineffective Jaguar ETCC programme, the factory Dolomites continued to garner results at home. Dron returned to the BSCC in '77 after a spell in F3 and came achingly close to taking the drivers' title (see *I Raced One*). Aside from dominating Class B, he claimed seven outright wins against bigger displacement Class A Ford Capris.

By '78, the works Dolly was pushing out more than 200bhp, with Dron still ruling Class B although there would be only one outright win that season. His sometime team-mate was former champion John Fitzpatrick, who doesn't remember the car with any great fondness.

"I got involved because I had driven the Broadspeed Jaguar and before that I'd been racing a Hermetite-sponsored BMW," 'Fitz' recalls. "Hermetite couldn't afford to sponsor 'my' Kremer Porsche but wanted to stay involved with me. Ralph Broad suggested that as he was running a Dolomite for Tony he could run a second car for me backed by Hermetite. I would drive as and when I was free from my other commitments. I hated the car. Compared with most things it was a lame duck and had terrible brakes. It was reliable but just awful to drive. I did a few races and then Hermetite and the car went away..."

By the end of the '70s the Sprint was beginning to lag behind Continental rivals while its reputation for fragility and poor build quality wasn't without foundation. The slant-four's propensity for blowing head gaskets was well known, as was the lack of scrupulous aftercare service from dealers. Engines tended to last with meticulous maintenance but were sensitive to the ignition timing being *absolutely* correct. Otherwise, performance tended to fall off a cliff. With a David Bache-styled hatchback replacement being killed off in 1977 following the arrival of new BL chairman Michael Edwardes, the Dolomite lingered on until August 1980. Some 22,941 Sprints had been made by that point, survivors today being highly prized by the marque faithful.

Ultimately the Sprint didn't raise bars or move goalposts. True innovations not only move existing technologies forward, they're generation-defining. The Dolomite Sprint was nothing of the kind, that mantle instead going to a car that arrived in June 1976 – one which ushered in a whole new category of performance car. That would be the crisp and vital Volkswagen Golf GTi, the archetypal 'hot hatch'. With its heady mixture of Ye Olde Worlde timber door cappings and afterthought alloys, the mixed messages Sprint appeared to be from another age by comparison. Nonetheless, for all its flaws this frumpy would-be pioneer more than proved its worth trackside and is consequently an icon in a more localised sense; a car that provided some closing glory for soon-to-be-dead Triumph. Which just goes to prove that dying embers burn hottest... Ⓜ

ONE TO BUY

TRIUMPH DOLOMITE – £6995

From: Car and Classic 07043 228584 (seller) www.carandclassic.co.uk



Currently set up for track day use, this comprehensively stocked Sprint was hitherto campaigned in Post Historics. The car's 16-valve 'four' features a lightened and balanced bottom end, twin Weber 45DCOE carbs and a high lift cam, while the suspension has been uprated with height adjustable Spax dampers, stiffer springs and a beefier front anti-roll bar. Currently road-registered and MoT'd until October 2010, it's being sold with a spare set of 13in x 16in Minilites and Falken road tyres/Toyo circuit rubber. It also has a six-point rollcage, stripped interior with sealed bulkheads, internal fuel and brake lines, and is ready for racing or fast road/track day use.

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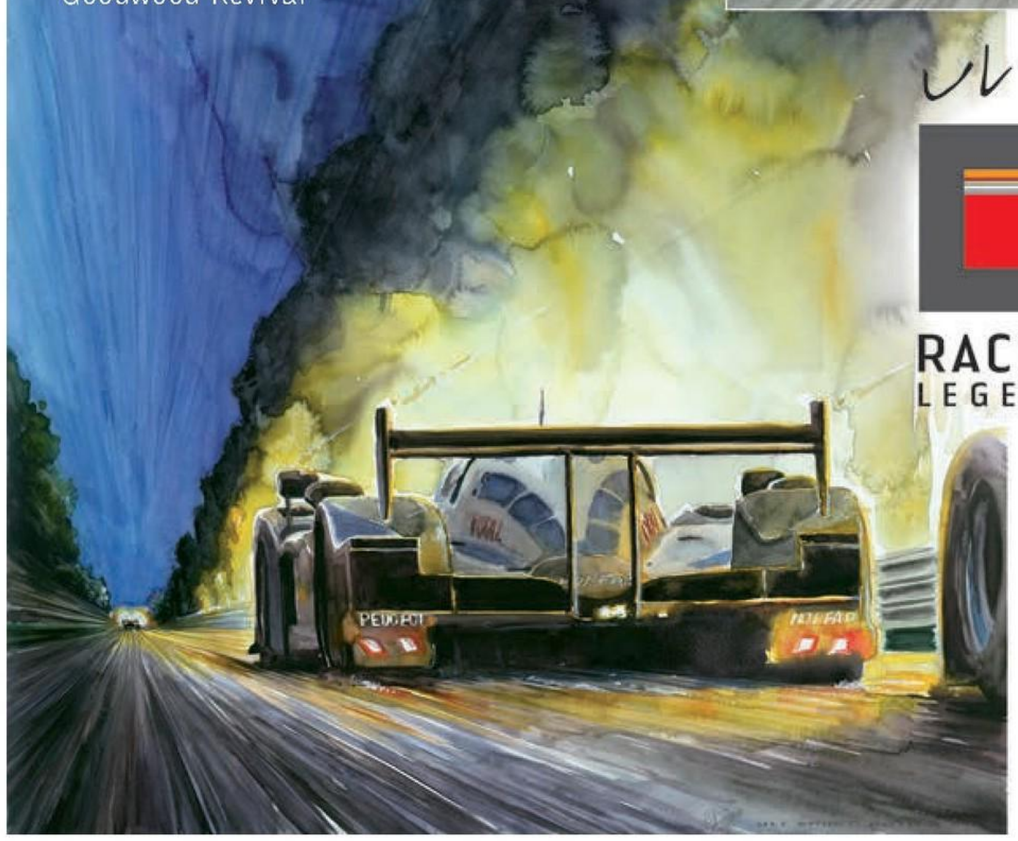
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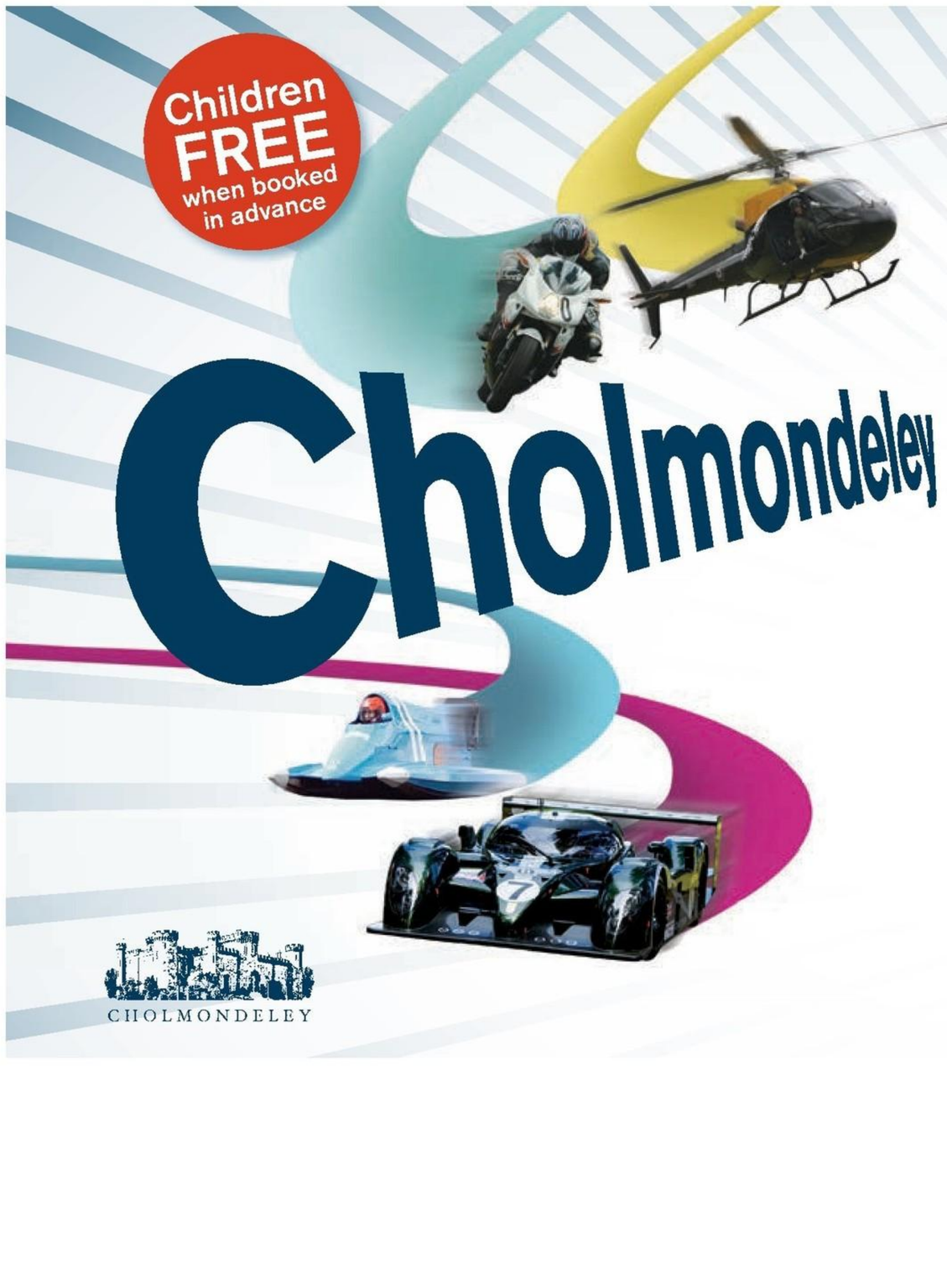
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Reviews



ALPINE & RENAULT
THE SPORTS PROTOTYPES, VOLUME 1, 1963-1969 & VOLUME 2, 1973-1978

ROY SMITH

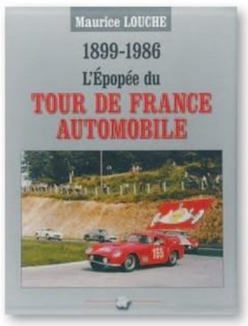
These paired books each deal with a significant time period for the famous French racing teams of Renault and Alpine, specifically concentrating on sports-prototypes.

The first book covers the 1963-69 period and tells how a Renault dealer and garage owner from Dieppe, Jean Rédélé, who had spent the latter part of the '50s building and racing Renaults, took his little Alpine company on to the world motor racing stage. Alpine is well known for its innovation and progressive thinking, and in this book you can see how ahead of its time it really was on many technical areas such as aerodynamics.

The second book spans 1973-78, culminating in a Le Mans victory for the beautiful Renault-Alpine A442B. It also covers the gradual move away from a time when the cars were built by enthusiastic Gallic mechanics to the Renault organisation taking a larger controlling interest in Alpine, and towards the goal of winning Le Mans, the Monte Carlo Rally and the F1 World Championship.

Both books appear to be very well researched, with all the main people involved in the Alpine organisation represented and the use of excellent quality photos from behind the scenes, all of which really enhance this fascinating story. There's even a comprehensive list of every Alpine chassis built, including drivers, races and the ultimate results. **DC**

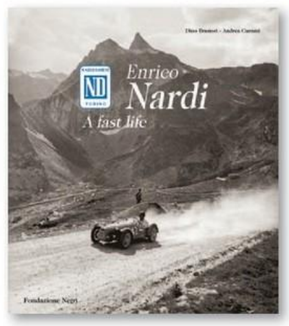
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TOUR DE FRANCE AUTOMOBILE
MAURICE LOUCHE

It's big and it's costly, but where else will you find such a meaty source of facts and pictures of this event which ran (with gaps) from 1899 into the 1980s? A subsidiary volume containing the English text leaves the main book to terrific views of sliding Stratoses and puttering Panhards, right back to 19th-century De Dions and Mors. Alongside full results, Louche tells of the endless struggles to keep the Tour afloat, and of its great years when the likes of Moss and Behra entered, the mad era when Matra Le Mans prototypes ran on the road, on to the age of the rally specialist, but ignoring the recent historic revival. **GC**

Éditions Maurice LOUCHE, ISBN 978 2 9500738 9 1, €169



ENRICO NARDI
A FAST LIFE

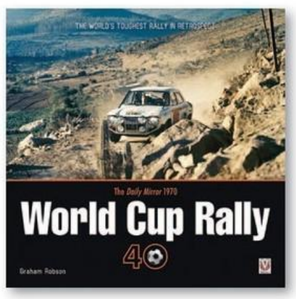
DINO BRUNORI, ANDREA CURAMI

This comprehensive look at Enrico Nardi's life offers plenty for those who know about the engineer and racer's exploits, and those who don't.

From Nardi's birth in Bologna in 1907, the story swiftly moves on to when his engineering work began in earnest at the Fiat test office. The images take you into Nardi's workshops and over his and his cars' exploits, with the authors recounting his work passionately and clearly.

There is a problem... The book has been translated and where one can forgive the 'Italian phraseology', constant grammatical errors do wear thin. But don't let that put you off this interesting read. **EF**

Published by Fondazione Negri (www.negri.it) ISBN 88 89108 17 7, €55



THE DAILY MIRROR 1970 WORLD CUP RALLY
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GRAHAM ROBSON

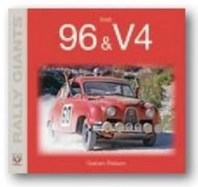
It's 40 years since a mix of pro and amateur drivers tackled what is billed here as the world's toughest rally – 16,000 miles from London to Mexico via Europe and South and Central America. The event was devised to tie in with that year's football World Cup and featured the likes of Prince Michael of Kent and Jimmy Greaves in the line-up. Hannu Mikkola led the charge through the Andes to win in his Ford Escort.

The story of the event is told in great detail by Robson, who worked on it as a travelling controller. The pictures are fantastic, the layout (purposefully?) retro, but the text a little repetitive. Still, it will appeal to die-hard rally fans. **GB**

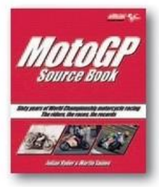
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LA MINI AU RALLYE MONTE-CARLO 1959-1997 Frédéric Reydellet Many a Mini managed the Monte, and Reydellet lists them all, plus the "three and a half" wins. Unseen photos, full results and first-hand memories complete this French-only book. **Published by Frédéric Reydellet, ISBN 978 2951 676 763, €38**



SAAB 96 & V4 Graham Robson Another interesting addition to the Rally Giants series from Veloce, featuring the faces, the cars and the story behind two front-wheel-drive Saabs. **Published by Veloce, ISBN 978 1 845842 56 7, £15.99**



MOTOGP SOURCE BOOK Julian Ryder & Martin Raines A very accessible look at 60 years of motorcycle racing, with good images and coverage of the smaller categories. More reference books should be like this. **Published by Haynes, ISBN 978 1 84425 723 2, £30**

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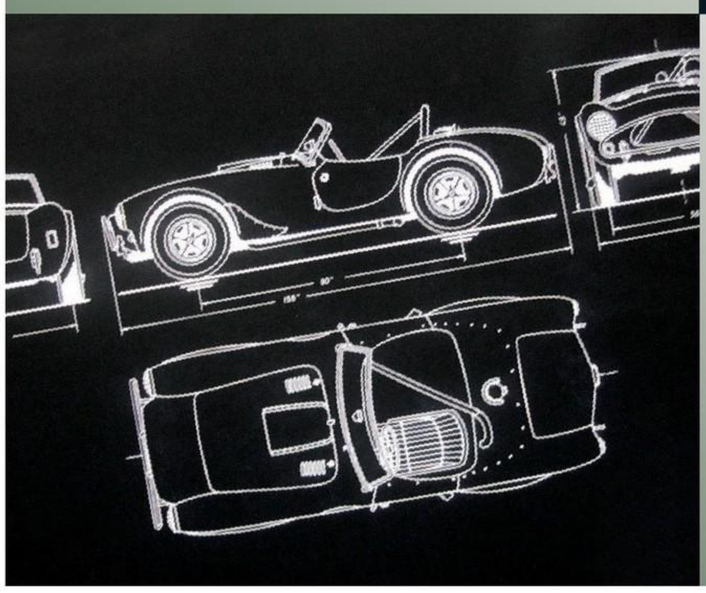
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Formula 1's stars blaze a trail in the Tasman Series, while Timo Mäkinen fights fire on the Acropolis Rally





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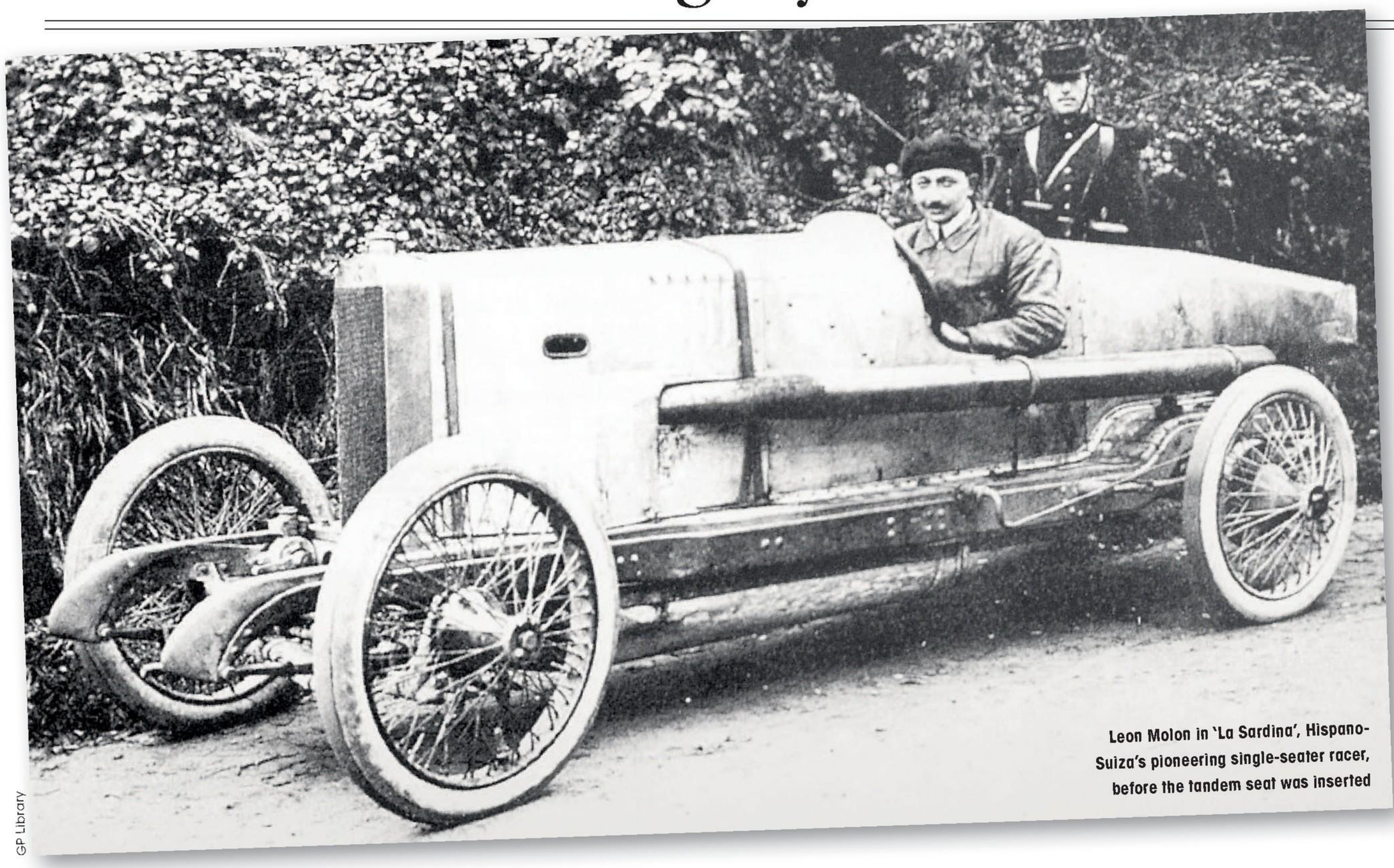
GEORGE STEFANOFF

Aussie George came to Britain in 1965 to compete in European rallies with Ken Tubman. But he didn't stop there, hence the vast array of photos he's sent us. These are just a few, from the 1967 Australian GP (Tasman Series) and the '65 Acropolis Rally. {1} Firestone-branded Graham Hill mixes with the opposition... {2} A drink before the race, but Hill's Lotus 48 retired with gearbox woes. {3} '67 Tasman Series champion Jim Clark and Jack Brabham were second and fourth. {4} Denny Hulme's BT22 suffered coolant leak. {5} 'Black Jack' adjusts BT23A's wing mirror. {6} Jackie Stewart, in Parnell BRM, won at Warwick Farm and set new lap record. {7} Chris Irwin, in sister car, focuses on job ahead. {8} & {9} Timo Mäkinen/Paul Easter's Mini goes up in flames after petrol leaked during a driveshaft change at Kiaton. The pair, who had been leading, were able to continue but retired when the engine seized close to the finish in Athens.



9

Doug Nye



GP Library

Leon Molon in 'La Sardina', Hispano-Suiza's pioneering single-seater racer, before the tandem seat was inserted

SLIPPERY TALE OF THE SARDINE

Withdrawing advertising from the press is a weapon at least as old as Hispano-Suiza's pioneer racer

When I first worked on *Motor Sport* (very briefly) in 1968 I was at once despatched to the darkest Midlands motor industry – for some obscure reason – to "say hello" to those responsible at Standard-Triumph for buying advertising. Since I'm temperamentally incapable of developing any interest whatever in road cars, I was to say the least confused by being despatched on this errand.

But I do recall it was something to do with a 'charm offensive' (!) since I believe a road test by WB had been less than flattering. In a period when the British motoring press was still pretty compliant to the marketing needs of industry, I think Old Man Tee who owned the magazine was going through one of his perennial bouts of smoothing ruffled industry feathers. In earlier years motor manufacturers had been known to withhold their advertising from publications which – as the industry's finest saw it – had bitten the hand that feeds them. The loss of advertising revenue could hurt, and it wasn't unknown for journalistic heads to roll in response to pressure from 'insulted' advertisers. In 'our' case, both WB and OMT were made of sterner stuff – they would always announce proudly that such-and-such a company had withdrawn its advertising and was denying future test cars. They – quite justifiably – wore it as a badge of honour. They had the faithful readership to compensate them, and it was always the industry which blinked first. Times were changing, although some industry die-hards regarded home-press critics as nothing less than unpatriotic…

But such industry knee-jerks to an adverse press were neither new nor purely a British conceit. One of the most charismatic of Edwardian and vintage motoring marques was Hispano-Suiza, an imposing brand which in its heyday rivalled Rolls-Royce and Mercedes-Benz. Spanish-backed, with engineering directed by the brilliant Swiss Marc Birkigt, Hispanos were built in Barcelona and Paris. The factory began racing seriously in 1909, and in 1910 engineer-driver Paul Zuccarelli drove his Hispano home third behind two works Lion Peugeots in the Catalan Cup race for Voiturettes – the GP2 category of the period. In the year's most important Voiturette race, for the Coupe de *L'Auto*, the advanced four-cylinder monobloc-engined Hispanos then triumphed – Zuccarelli winning from his team-mate Jean

Chassagne with Louis Pilleverdier sixth.

For 1912 Birkigt designed a new six-cylinder engine supercharged from an additional two-cylinder compressor driven by an extension of the crankshaft. If Birkigt had an engineering weakness it was the crankshaft design on these early cars, and although his pioneering supercharged racing engine developed a claimed 100bhp on the dyno – terrific for a 3-litre at that time – it was dogged by breakages. The project had to be abandoned, unraced. Into 1913 Birkigt developed a new 3-litre racing engine, using ball main bearings to improve bottom-end reliability. One such was installed in a short-wheelbase 'Alfonso' chassis, drawn from the performance-car series so favoured at the time by King Alfonso XIII and named after him. They are recalled today as perhaps the earliest true 'sports cars'. Birkigt's men then bodied a new competition car – perhaps because it was headed for Brooklands – as a true single-seater, only just wide enough to house its centreline-seated driver and with a long, tapered tail. Hispano historian Emilio Polo tells how the finished car's piscine appearance, combined with the smell of burning castor oil being reminiscent of frying fish, saw it nicknamed 'La Sardina'.

"At Gaillon hillclimb 'La Sardina' was not allowed to compete because it was a freak"

This exotic single-seater made its low-key debut, rather curiously, at Brooklands driven by Frenchman Leon Molon, before he made a demonstration run at Gaillon hillclimb in Normandy, where 'La Sardina' was not allowed to compete because it was a freak – not a proper car with a minimum two seats and a riding mechanic. In his demo run Molon had still climbed Gaillon like a homesick angel, but French trade and industry gossip doubted his alleged time of 33.4 seconds, so Hispano arranged a re-run at which Louis Massuger drove and official ACF timekeepers confirmed a new best of 29.6sec. 'La Sardina' had re-emphasised Hispano's class handily in time for the Paris Salon at which the company launched new models, and Birkigt was feted as "...the doyen of the modern school of automobiles".

They subsequently ran 'La Sardina' in the Spanish Tibidabo hillclimb where Massuger won his class and set second fastest time to a 200hp Benz. Just a week later Massuger reappeared with this fishy device in the most prestigious Spanish event of 1914, the 20km Navacerrada hillclimb outside Madrid, in the presence of the enthusiastic King. Tibidabo had produced further rumblings about Hispano cheating so, anxious to comply with the minimum two seats/riding mechanic rule, a second cockpit was cut in tandem behind the first, and no doubt the smallest optimist they could find was plopped into it to accompany the intrepid Massuger. Navacerrada was decided by the organisers calculating a target time for each class, the winner being whoever improved most upon that target. Under this formula, Massuger and 'La Sardina' won outright.

But this great coup was immediately marred by the Royal Automovil Club España (RACE) then issuing a communiqué voiding 'La Sardina's success at Tibidabo ostensibly because it ran there as only a single-seat prototype. Hispano protested privately, the RACE ignored them, whereupon Hispano both protested publicly and cancelled its club membership – shades here of Enzo Ferrari, 250LM and the Italian Club in 1964. Hispano then declared it was cancelling its subscriptions to journals supporting the club, which I can't imagine filled the publishers with dread and which I suspect really indicates that Hispano threatened to retract its advertising from them – a far more potent threat. A driver named Bertin then won his class in 'La Sardina' at Boulogne in July 1914, and A G Brown drove it at Brooklands in August, before war broke out, and the fun was over.

'La Sardina' is a most notable predecessor of the Alfa Romeo Tipo B Monoposto and other centreline-seated, open-wheeled racing cars. But I'm unconvinced about the attraction of tandem-seated competition. At least when they two-seated their racer, unlike the Bedelia cyclecars in which it was the passenger who arrived first, Hispano-Suiza did the decent thing and ensured that first in the firing line would be the fellow most responsible for the accident...

Clunk-click every race – even in '64

While the 1953 Carrera Panamericana regulations demanded the fitting of seat belts in closed cars, such devices remained a source of contention well into the 1960s. Some early American racers found that a lap strap was a good idea to keep them in their seats as their speedway cars jounced and pounded around the high-banked board tracks, and at Brooklands we have movie of Prince 'Bira' drawing up in the paddock and unknotting the length of rope tied around his seat and waist before alighting from his Maserati 8CM.

It's quite easy to mistake body belts which were worn effectively just to brace one's midships against the bumps and jolts with some form of lap strap when a photo just catches one edge of the device. When Cunningham ran its fabulously brutal-looking Cunningham C4RK at Le Mans in 1952-53 it was fitted with what was apparently a military surplus fighter 'plane lap strap. It's made of strong, thick webbing about four inches wide with a massive metal toggle catch and lever for quick release. This device would have been virtually identical, I am sure, to those fitted in the vast majority of contemporary Indy cars. But still racing drivers commonly preferred the notion of being thrown clear of a crashing car rather than being caught and crushed beneath it, or – worse – being strapped into it after the thing had caught fire.



GP Library

Innes Ireland clearly intended to remain attached to the Maranello GTO/64 at Le Mans in 1964

But seat belts were progressively becoming accepted even by the hardest of road racing nuts. Here's a photograph of Innes Ireland – yes, happy-go-lucky, hard-driving, hard-drinking Innes – sitting in the Maranello Concessionaires Ferrari 250GTO/64 on the pitlane at Le Mans in 1964, and as you can see he's wearing a full modern-style harness, 46 years ago. The previous year his friend and rival Roy Salvadori had been forcibly ejected from his crashing Cunningham Lightweight E-type through the rear window on the Mulsanne Straight. Dear old Innes was all for one-upmanship, "...but only in the right place, Boy". Here he plainly did not intend to be separated from Col Ronnie Hoare's Ferrari – and was wearing the assurance to stay in it. Co-driving with Tony Maggs everything turned out fine – they finished sixth.



550 Coupé in Collier collection solved queries about Carrera scrutineer seals

G.P. Library

Signed, sealed and reliveried

When I was wittering last month at bygone Formula 1 heroes for talking BS about use of illegal Formula 1 engines, a reader confessed he'd quite enjoyed the piece despite my "agonising detail". That's an inconvenience about attempting not only to establish the truth, but also to be seen to be doing so. It's necessary to consider all evidence to the contrary.

And it's pretty much the same in the car restoration business – if the restorer is applying adequate standards – and in model-making too. If it's not spot-on – in detail – it's wrong. Ten years ago, the late Phil Hill and I became co-presenters of the first car collector's connoisseurship symposium, held at Miles Collier's stupendous museum in Naples, Florida. The symposium has since become a biennial event, and in March, when Miles ran it for the sixth time, I was there gazing at his Porsche 550 Coupé in its Guatemalan livery, all dressed up as it had been for the 1953 Carrera Panamericana road race through Mexico. At this year's Goodwood Festival of Speed we are running a Carrera class to celebrate the event's 60th anniversary since it was first run in 1950. I had been lettering a participating Ferrari from that 1953 Carrera, and had therefore had my nose in the photo record. Since the Ferrari's lengthened Spa/Carrera nose section has now been rebuilt into original 1953 Le Mans form there's no way it can look right with accurate Carrera lettering re-applied, so we opted to provide a livery 'typical of the period'.

Photos show little star-shaped patches on the door and bonnet edges of competing Carrera cars, and it has always been a pain to find adequate reference to what these really were.

The 1953 Carrera was run over five days and for the first time all-night work on the cars was banned. Instead, no longer than three hours after they had crossed the finish line of a day's final stage, and had re-fuelled ready for the re-start next morning, the cars had to be deposited in a closely guarded parc fermé, further work prohibited. As a result, official seals were applied to the competing cars' opening panels in the parcs fermé at Oaxaca, Mexico City, Durango and Chihuahua. These are the otherwise rather puzzling star-shaped patches (right) visible in many contemporary photographs.



The Collier Porsche 550 Coupé is chassis '01' – which makes it in effect the very first example of a works Porsche designed specifically for racing. After Le Mans and the Carrera it lost its original Coupé body in favour of an open Spyder shell, but once acquired by the Collier Collection it was painstakingly restored to as near perfect 1953 Carrera form as could be achieved. Gazing at the car in Naples – it's due at Goodwood so you can have a look there as well – I focused on these parc fermé door and bonnet seals.

We could do with some for the Ricci/Maglioli Ferrari, and here was exactly what we needed.

The original seals were shaped as eight-pointed stars, lettered with the Mexican 'Asociacion Nacional Automovilistica' ANA crest, and lettered in Spanish 'IV Carrera Panamericana 1953', 'Parque Cerrado de MEXICO' and then, in capital letters 'SELLADO' – 'sealed'. As a safeguard against predictably light-fingered racers' ingenuity in nicking extra seals at the first overnight stop, the seals for each parc fermé were printed in a different colour. Mexican cunning, eh? The colours were, I believe, green, black, blue and red. Each successive night's seal would be applied over its predecessor, and the officials commonly rotated them slightly, so the build-up by the last day of four eight-pointed stickers, one on top of the other, produced a multi-pointed star burst. The system seems to have worked pretty well – certainly too well for some embattled contenders, racing against the clock to cure leaks, splits, failing bearings, blowing valves and every other injury that the Panamerican Highway course could inflict.

Carrera '53 regulations also made crash helmets compulsory for every driver, seat belts mandatory in closed cars but optional in convertibles and Spyders, and it was recommended that every competitor should carry a medical card announcing his blood group, drug intolerances and so on in case he had to be scraped up somewhere. Carrying alcohol on board was "specifically" forbidden – which perhaps tells its own story.

So 60 years ago even the freewheeling Carrera Panamericana had stringent rules. Of course once the flag dropped it was really the most brutal bare-knuckle fight, ultimately won by Fangio's factory Lancia D24. The pugnacious little Porsche 550 Coupé, chassis '01', driven by Jaroslav 'Jerry' Juhan – of later Lotus/DeLorean scandal celebrity – with the impressively named Antonio Asturias Hall alongside him, did not finish. And works Lancia driver Felice Bonetto was not alone in suffering a fatal accident…

The strongest of the Ferrari challengers had been a 375MM Spyder driven by Umberto Maglioli, but it had thrown a wheel on the Léon-Durango stage. Industrialist Mario Ricci then offered him a drive in his 375MM Berlinetta for the last three stages. The sister Berlinetta of Antonio Stagnoli/Giuseppe Scotuzzi had burst a tyre at 165mph on day one and had somersaulted, killing them both.

Regardless, Maglioli just ignored the risk of a similar tyre burst to win the Durango-Parral section in Ricci's car at 111.5mph, then Parral-Chihuahua (186 miles) at 127.4mph. The local press dubbed him 'Suicide at the Wheel'. And he then won the last stage from Chihuahua-Ciudad Juarez (222 miles) at 138.31mph. Car owner/passenger Ricci later recalled riding with Maglioli as having been "absolutely terrifying". Perhaps he really could have found a use for an extra parc fermé seal?

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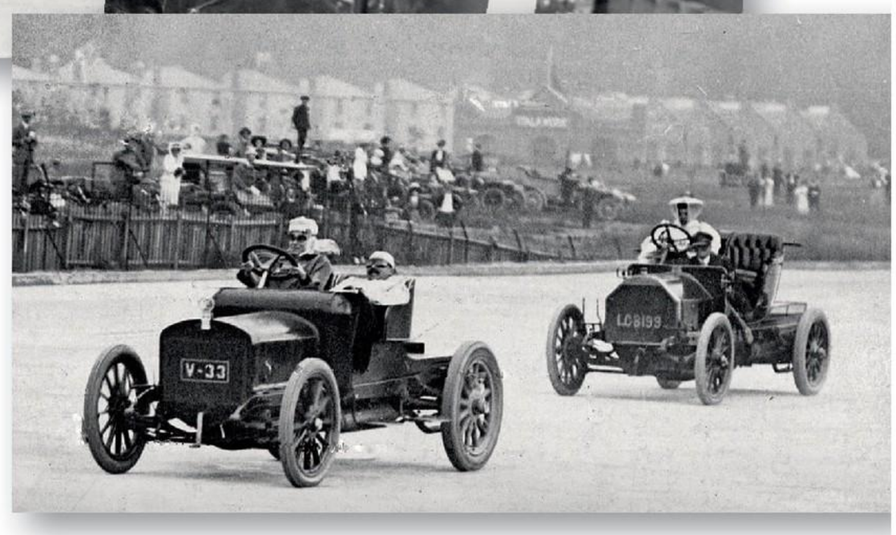
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Muriel Thompson's Austin and (bottom) Ethel Locke King (Itala), first and second in ladies race (right). Top right, record holder Mrs Scott



CREDIT TO THE DISTAFF SIDE

Women have been racing since the early days of the sport, and Brooklands was no exception, even in 1908

Brooklands was by no means confined to male drivers, although it took the BARC a long time to allow women to compete against men. However, it was as early as July 1908 that the first event for female drivers, the Ladies Bracelet Handicap, was held, which attracted seven entries.

Muriel Thompson in the Austin 'Pobble' won and Mrs Locke King came second driving Lord Montagu's Itala 'Bambo', chauffeur kneeling alongside. At the August Bank Holiday meeting there was a match race between Muriel Thompson and Christa Ellis which Muriel Thompson again won.

In 1922, Ivy Cummings was a popular winner of the Duke of York's Long Handicap, driving a 1921 Coupe de *l'Auto* Sunbeam.

Only four lady drivers achieved outer circuit ladies lap records, starting in 1928 with Mrs W B Scott in a Sunbeam at a speed of 120.88mph. Then Mrs Wisdom, known as 'Bill', got two lap records, her first in 1932 in a Leyland-Thomas at a speed of 121.47mph, then in 1934 in a Riley at 126mph. Key Petre got three lap records, her first two in 1934, first in a Bugatti at 124mph then in a Delage at 129.58mph. In 1935 she used the Delage to achieve 134.75mph.



LAT

Mrs Gwenda Stewart got two lap records, both in 1935 in a Derby. Having first set one at 130.17mph, she then intended to have a match race against Kay Petre but this was prevented by the BARC as possibly dangerous, so they ran separately, with Mrs Stewart achieving the fastest-ever ladies record at 135.95mph.

In 1932 the JCC 1000-mile race was won by 'Bill' Wisdom and Australian Joan Richmond in a Riley at 84.41mph.

Out of the 17 drivers to receive the 130mph badge there were two ladies, Gwenda Stewart in the Derby and Kaye Petre in a Delage as mentioned above.



Successful Salmson team at the inaugural meeting, October 1924. Montlhéry banking (below) was steeper than Brooklands

NMM

No fanfare for Montlhéry's première

In contrast to the opening of Brooklands there was no opening ceremony at Montlhéry.

On October 4-5 in 1924 the Montlhéry banked track was ready for racing. The opening race was for cyclecars up to 500cc and had only three entries; the last race was 108 miles long for 750cc cars, which had seven entries – four Austin Sevens from England, a Benjamin and two Sandford three-wheelers. Gordon England won with an average speed of 73.25mph compared to his 75.6mph in the 1924 200-mile race at Brooklands.

The Sunday opened with three monotonous motorcycle races followed by a 124-mile 1100cc light car race, with Waite being the only Austin Seven and three Salmsons, of whom Goutte won at 85.58mph. The real excitement was provided by a six-lap match race between Parry Thomas in his Leyland Eight, Eldridge's 300hp chain-drive Fiat and Duray's eight-cylinder 120hp D'Aoust. Eldridge turned out the winner by 200 yards ahead of Thomas, but it was Thomas who made the fastest lap of 131.89mph, getting round in 42.4sec. Montlhéry's lap length was measured three feet from the inner edge, whereas Brooklands' was measured on the 50ft line.

Montlhéry was only 1.58 miles to the lap and had two much steeper bankings than those at Brooklands. Built using prefabricated ferro-concrete, the aim was to make this the fastest track in the world.

It was the brainchild of Alexandre Lamblin, the proprietor of *L'Aero-sport* and owner of the Lamblin radiator manufacturing company, who bought a chateau and its 12,000-acre estate about 15 miles south-west of Paris, between the villages of Linas-Montlhéry and Arpajon, where the last Land Speed Record to be set on a road was taken by Ernest Eldridge in 1924 in his 300hp Fiat, at 146.01mph.

When Montlhéry was ready for racing Brooklands was already being handicapped by complaints of noise from local householders, so silencers became necessary and 24-hour endurance attempts had to have their vehicles locked away officially at night. Motorcycle competitors went on strike. All this benefited Montlhéry, as no such impositions existed there, so many British contenders travelled to the French track to set records.

In 1925 a road circuit was added, using one of the bankings and featuring two hairpins, providing various track options up to 7.7 miles. This allowed the 621-mile French GP to be held at Montlhéry the same year. Ascari in an Alfa Romeo had a fatal accident but the race continued, with Benoist and Divo in a V12 Delage winning at 69.7mph. >>>



NMM

Double celebration for Hornet owners

The Wolseley Hornet Special Club has announced that on June 6 they will be holding a double celebration of the 80th anniversary of these cars and the Golden Jubilee of the Club by bringing together the largest-ever collection of Wolseley Hornets, at Heythrop Park Hotel near Chipping Norton, Oxon. To commemorate this anniversary they are publishing a booklet entitled *Hornets at Brooklands,* available though the Club. Contact Tim Stevens on 01547 529946.

National gathering for two-strokes

The Trojan Owners Club has announced its second National Two-Stroke Rally, to be held at Gaydon Motor Museum, Warks, on Sunday May 30. All two-strokes are invited – Saab, DKW, Trabant etc. Details can be obtained from the Trojan club at: www.troganownersclub.co.uk

Brooklands Society Trophy plans



Eric Sawyer

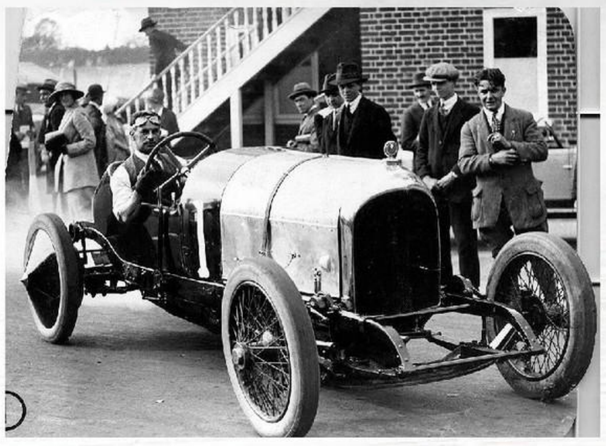
The Brooklands Society which I founded in 1967 is expanding its many activities to incorporate a fourth event, the VSCC's Sprint meeting at the Surrey Track in June for the best performance against handicap by a vehicle which has also competed at Brooklands in period. The other three are the MAC's Vintage Shelsley Walsh hillclimb in July, VSCC Prescott in August and the VSCC's Donington 'See Red' race meeting in October.

The Society has also obtained a permit to run a series called the Brooklands Society Handicap Championship, based on all the VSCC's race, hillclimb and sprint meetings, once again for cars which competed at Brooklands in period. They will be using two impressive historic trophies from the Society's archive as the championship awards (see p115), to be retained for 12 months by the respective winners.

Sporting rivalry between the wars

In 1920 WO Bentley joined the ranks of sports car makers, which did not stop Vauxhall from producing its type OE 30/98 sports cars until 1927 in spite of the Bentley being the more refined of the two cars. Although the Bentley had the edge, the OE Vauxhall continued to be purchased by enthusiasts.

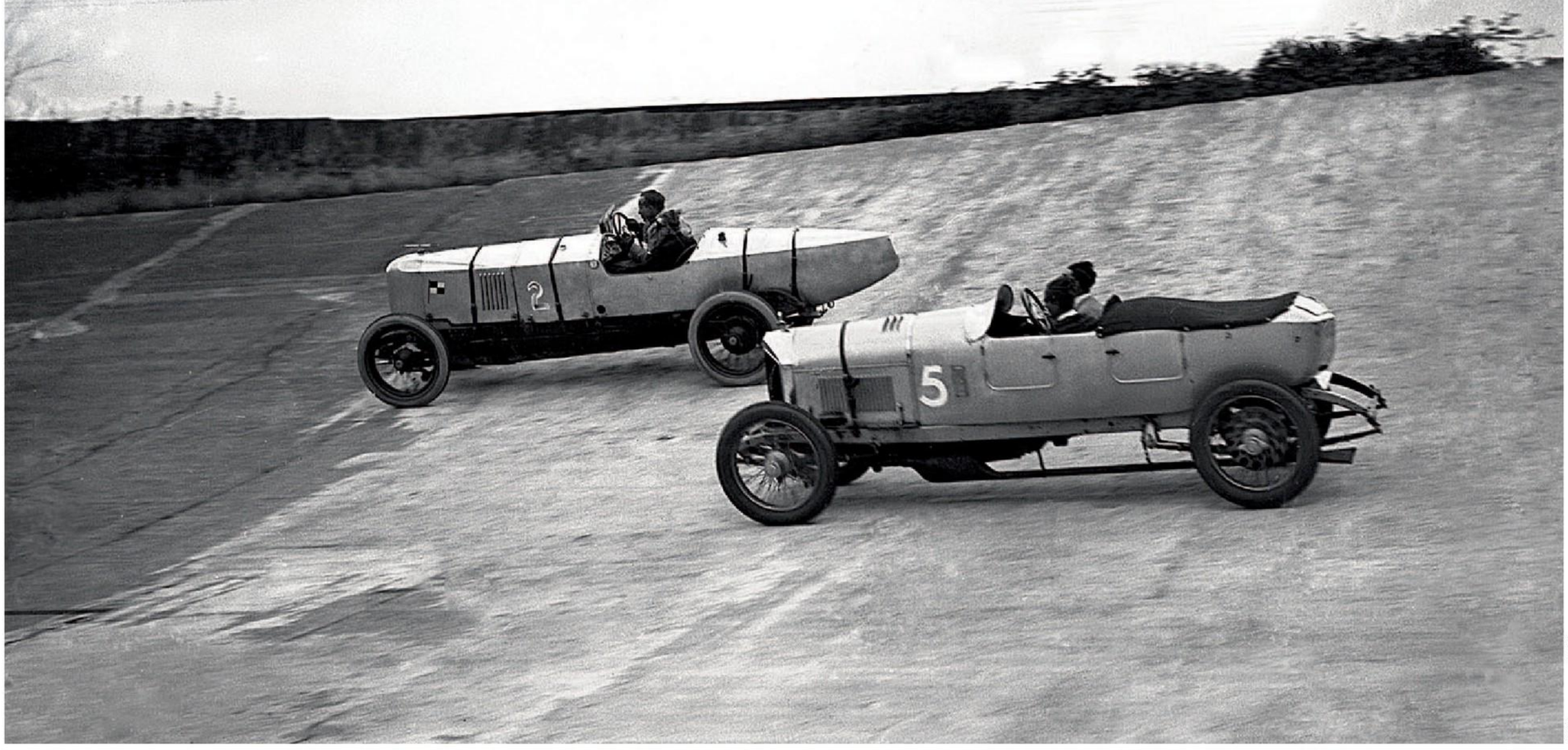
WO had raced a DFP before the war in 1914, setting the Class B flying half-mile record at Brooklands at 89.70mph. With his modifications DFP produced its 12/40 model. After the war in 1921, when WO Bentley got his own make of car into production, he almost immediately sought publicity at Brooklands where he entered the first 3-litre Bentley in the Whitsun Junior Sprint handicap. Driven by Frank Clement and with a best lap of 86.32mph, it won the race. Indeed WO was gaining publicity that year at Brooklands, with a further win and two second places, with a fastest lap of 92.57mph, compared to Vauxhall's two 4.4-litre works cars driven by E Swain and M C Park, who between them achieved three firsts and five seconds, with a best lap of 108.74mph.



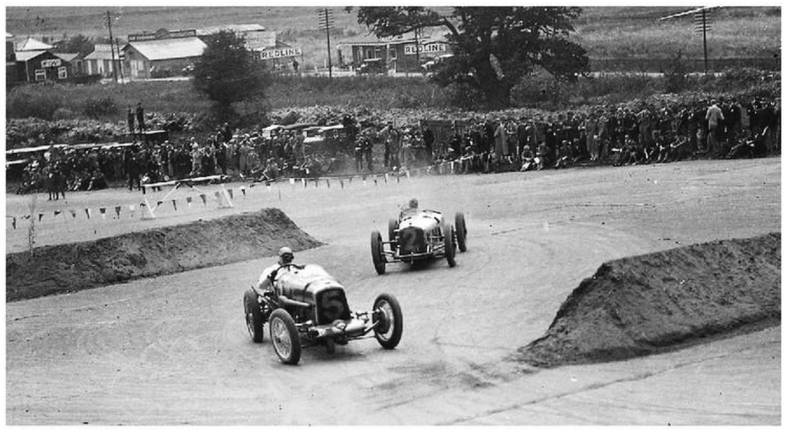
Clement gave WO's new car a debut victory in 1921. Below, Leonard Ropner (overtaking) flew the flag for Bentley's rival, the 30/98

Then in 1922 WO had two wins and one third place, with a best lap of 100.21mph, whereas Vauxhall had one first and one second with a best lap of 108.03mph. In 1923 Vauxhall stopped racing its works cars; WO had one first, one second and four thirds, with a best lap of 101.23mph.

By 1925 Vauxhall had been taken over by General Motors and by then WO had also stopped racing at Brooklands.



All images LAT



Major Halford's unique Special

Many special racing cars were built especially for competition at Brooklands. One outstanding example of these was the Halford Special (left), which made its debut in 1926 and won on its first appearance at the Track with a fastest lap of 104.63mph in the 90mph Short Handicap. The car was built to the order of Major Frank Halford, based on the chassis of a side-valve Aston Martin but powered by a 1½-litre six-cylinder twin overhead-camshaft engine of his own design.

In his next race, the Long handicap, it was re-handicapped and lapped at 107.34mph, obtaining a third place. Then in the 100mph Long it came second, with a reduced average speed of 104.91mph. In its next race it achieved a win with a fastest lap of 109.94mph but this was not matched in the next race with a fastest lap of 109.70mph.

In 1927 the car was entered for three races, to be driven by George Eyston, but with no success. Ⓜ

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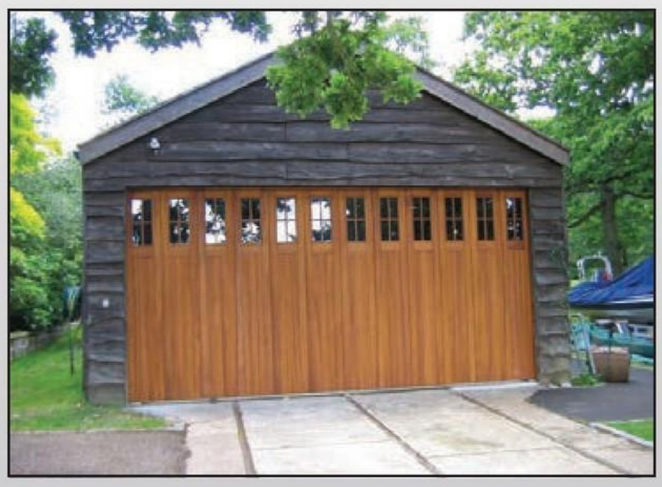
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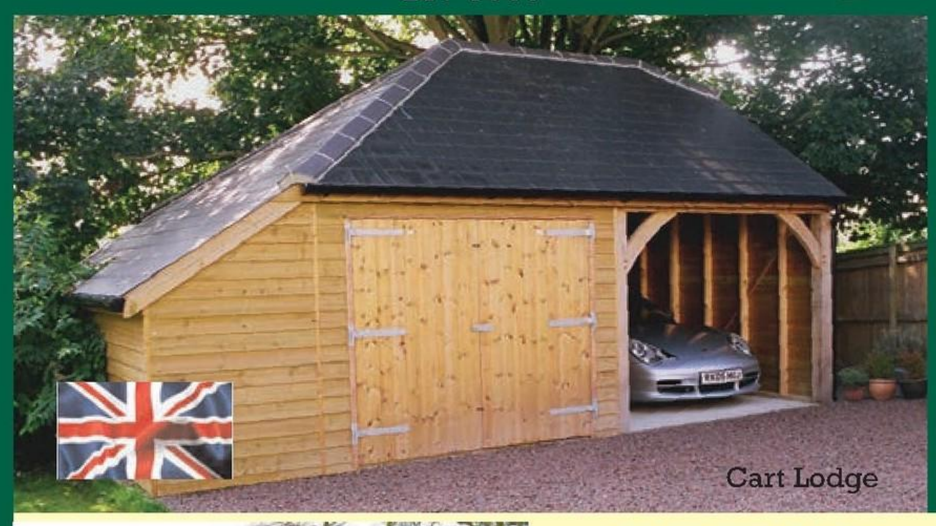
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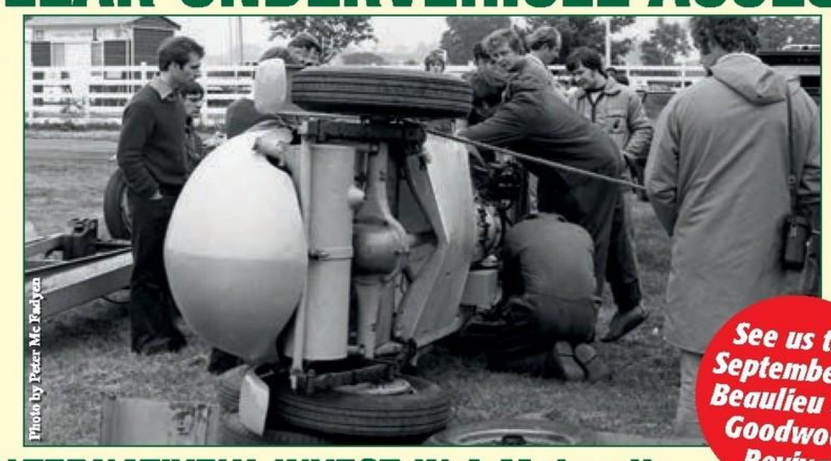
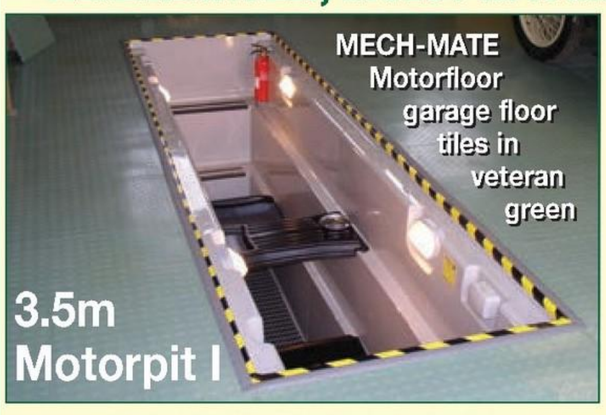


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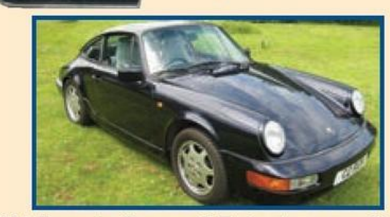
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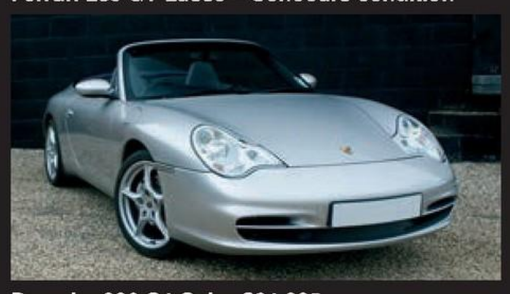
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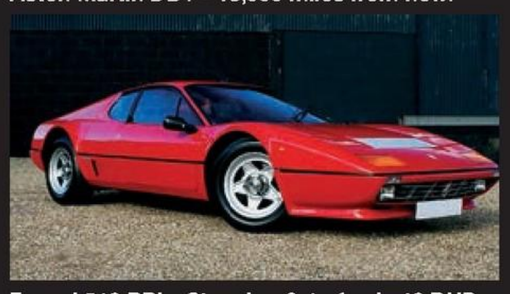


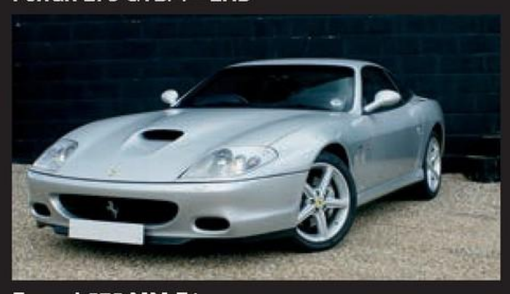
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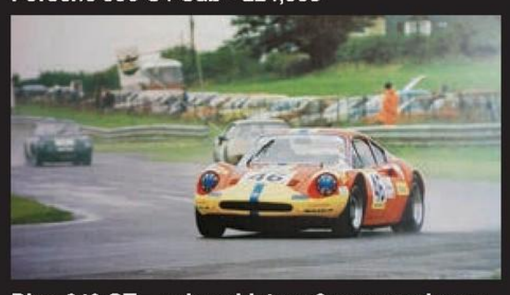

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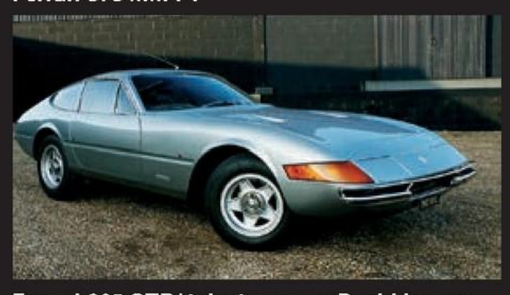

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Jaguar E-Type Series 1 Roadster
Chassis no. 80









Jaguar E Type series 1 Roadster, chassis no. 80. Genuine "outside bonnet lock car" being the 80th car produced by the factory in July 1961 and one of the first built for the export market.

Original right hand drive matching numbers car completely and faithfully restored to absolute original specification and "Pebble Beach Concours" standard of finish. Resplendent in original colour scheme of Old English White, cream leather and a tan hood. Outstanding and unique. Great investment opportunity prior to the 50th birthday of the E Type next year.

£135,000

Lister Jaguar, 1959, BHL-3



Raced and owned by Syd Silverman. Prepared and raced by "the vintage connection" and owned and operated by John Hardin, who has also raced Listers for Syd. Owned by Syd for 25 years, earlier raced by Jim Freeman. Always raced and prepared by John Hardin – "Vintage connection," in U.S., ready to go.

Mint racing preparation, Brian Lister visited with Syd & John many times, with all the Listers they owned - seven Listers of all types.

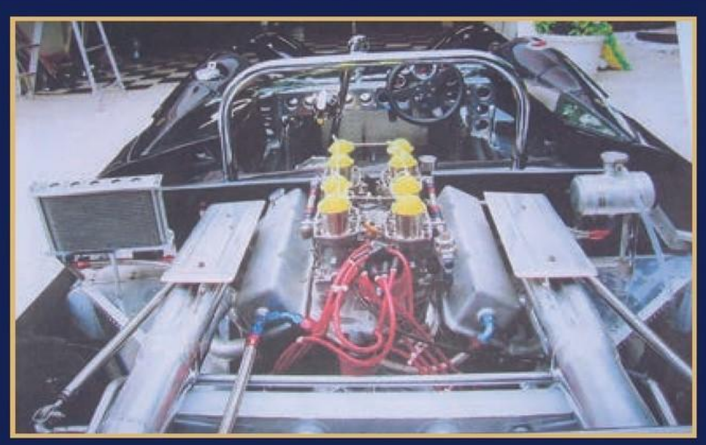
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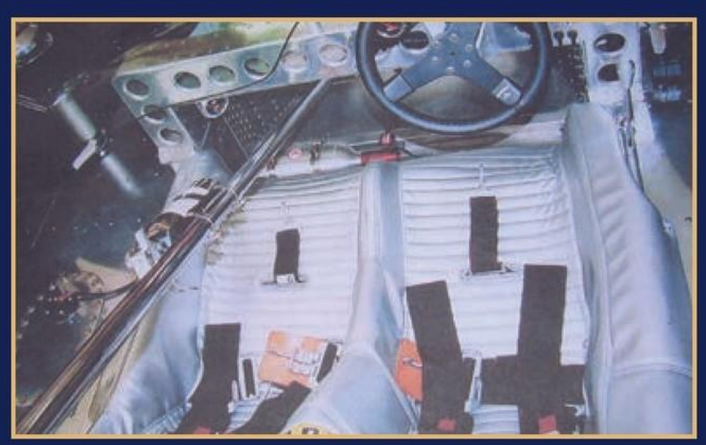
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Bentley Turbo R Left Hand Drive first registered in 1992
Finished in gleaming unmarked ebony black with black hide interior, piped in St James red, lambs wool overugs, picnic tables, cocktail cabinets, footrests, alloys, rear quarter badges, expensive in car stereo equipment, 35,000 miles, garaged from new, totally stunning **£19,750**



Jaguar 3.8 Mk II 1964
Finished in traditional British racing green with matching hide interior, picnic tables to rear, sparkling chrome wire wheels, auto power steering, radio stereo system, alarm, over £75,000 spent, excellent history. Magnificent **£45,500**



Jaguar E Type 3 8 1963
This superb E Type is finished in Silver Blue with Navy Blue hide interior, stereo/radio, chrome wire wheels, with low mileage of 66,500,very difficult to repeat, garaged from new. **£45,500**



Jaguar E Type 3.8 1963
FHC Finished in opalescent Dark Blue with Tan hide interior, Sun roof, chrome wire wheels, over £60,000 spent to bring this car to superb condition. Personal reg number, excellent history, drives magnificent, the ultimate of a legend **£47,750**



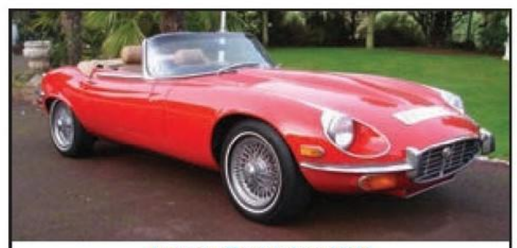
Lincoln Four door 1977
Finished in Royal Blue with matching interior, this car has just about every extra possible. Having covered only 12,000 miles, it has been kept in a museum since new, until recently. Similar to purchasing a new car, drives, or should I say glides, along effortlessly, just magnificent, probably the finest lowest mileage Lincoln in the world **£15,750**



Aston Martin DB7 Volante Vantage 2001
Finished in Antrim Blue with matching hide interior in magnolia and blue, with matching blue power convertible top, auto power, tip-tronic steering controls, overugs, alcantara headlining, heated screen, premium stereo system, CD. Sat Nav, walnut veneer throughout, heated seats, power windows, usual Aston extras, non smokers car, only 14,000 miles from new, full Aston Martin history, garaged, mint condition **£48,750**



Jaguar E type V12 Roadster 1974
Finished in signal red with black hide interior, headrests, stereo system, chrome wire wheels, auto, power steering, re/con engine and gearbox,bills and Mots etc, handbook, excellent example **£45,500**



Jaguar Roadster 1974
Left Hand Drive finished in Signal red with beige hide interior, headrests, radio/stereo, tinted glass, air conditioning, sparkling chrome wire wheels, spare unused, manual transmission, power steering, 29,500 miles, garaged from new, superb . .**£56,500**



Mercedes 280 SL Sports 1969
Left Hand Drive, finished in Diamond white with cherry red hide interior, headrests, hard and soft tops, auto, power, air con, stereo system, two owners from new,this car is in amazing condition, pampered from new, looks like a one year old car and is totally superb. Also available in ivory white with dark brown hide interior **£49,750**



Jaguar E Type 4.2 1970 2+2
Finished in Willow Green with matching hide interior, headrests, manual transmission, sparkling chrome wire wheels, spare unused, stereo system, this magnificent example has service history from new, original bill of sale, handbook, old Mots, thousands of pounds spent to keep this car in mint condition **£27,750**



Aston Martin Virage 1991
Finished in metallic green with magnolia hide interior, piped in green, headrests, overmats, stereo system, tilt steering, usual Aston extras, only 25,000 miles from new with full service history, garaged from new **£28,750**



Jaguar E Type V12 Roadster 1974
Finished in gleaming signal red with as new black hide interior, headrests, stereo system, manual transmission, power steering, sparkling chrome wire wheels, white side tyres, heritage certificates, only 9,000 miles since top professional renovation, old Mots, hand book, history, always garaged, just magnificent **£68,750**



Mercedes 560 SL Sports 1986
Left Hand Drive, finished in gleaming Signal Red with black hide interior, hard and soft tops, headrests, air bags, light up vanity mirrors, cd/stereo system, power mirrors, power windows, centre arm rest, air conditioning, climate control, cruise control, 18,000 miles, garaged from new, very difficult to repeat **£25,500**



Jaguar E Type V12 Roadster
Finished in gleaming unmarked Signal red with black hide interior, headrests, smooth auto transmission, power steering, new chrome wire wheels and white side tyres, stereo system, only 12,500 miles since complete nut and bolt restoration, all bills pictures, and records,built better than when it was new, probably the finest restoration ever **£75,750**



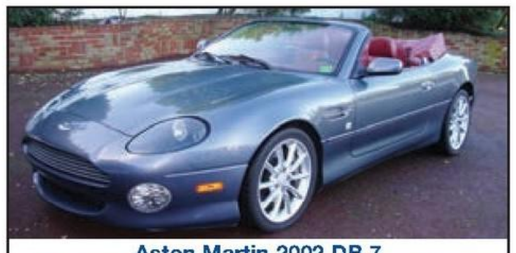
Mercedes 300 SL Sports 1989
Finished in the special colour of Black with Dove Grey hide interior, headrests, rear seats, stereo system, power windows, central locking, hard and soft tops, auto, power, only 60,000 miles from new, full service history, only one previous owner, this car is magnificent **£24,750**



Jaguar E Type V12 Roadster 1974/5
Finished in Regency red with Black hide interior, headrests, stereo system, auto,power, chrome wire wheels, only 60,000 miles from new,bills and Mots, classic colour combination, very original example **£39,750**



Bentley Hooper 1956
Finished in gleaming two tone green with fine coach lines to compliment the coachwork, a matching green hide interior, with a glass like finish to walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overugs, only one former keeper, this very rare Bentley is ideal for showing with every possibility of winning, or for the pure pleasure of driving, possibly the finest in the world and a fine investment **£65,750**



Aston Martin 2002 DB 7
Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, Cd, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history,this car is just remarkable, never seen rain **£49,750**



1999 Bentley Continental SC Sedanca Coupe LHD
Finished in Silver Pearl with Stratos hide interior, 27,000 miles, matching lambswool overugs, this car has just about every possible extra, a very rare model with only seventy three ever produced, with its unique lift out glass roof, this stunning car has FBSH, garaged from new, a very famous owner, just magnificent .**£135,000**



1972 Rolls-Royce Phantom V1 State Limousine
Finished in Garnet over Antelope with Cherry hide interior to the front and West of England cloth to the rear, glass division, power windows, a/c, TV & video, cocktail bar, intercom, 12 stack CD player, Sundym glass, only 18,000 miles from new, 2 owners, lambswool overugs, occasional seats, show condition **£175,000**



Bentley Azure 1997 Model
Left Hand Drive finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, expensive stereo system, chrome wheels, anti theft device, Burr Walnut throughout, 52,000 miles, always garaged **£75,500**



Mercedes 280 SL 1969
Finished in champagne gold with superb interior, hard and soft tops, automatic, power steering, radio and stereo, cd and mini disc player, expensive alarm, 89,000 miles from new, good service history, garaged from new, absolutely stunning, probably the finest **£39,750**



Mercedes Sports 280SL 1969
Finished in Ganate Red with black hide interior, headrests, hard and soft tops, auto, power, CD/ stereo, only two previous owners, original service and handbooks, service bills etc, original document wallet, garaged from new, Mercedes show car probably the finest **£49,750**



Jaguar E Type V12 Roadster
1973/4 finished in the original colour of unmarked Primrose Yellow with black hide interior, head rests, CD system, manual transmission, power steering, chrome wire wheels. Only two owners from new, every MOT since new, original British Leyland service book stamped up-to-date, original bill of sale, lots of history, original handbook. Only 19,000 miles from new. This car is remarkable. Never seen rain, garaged since new. **£87,500**

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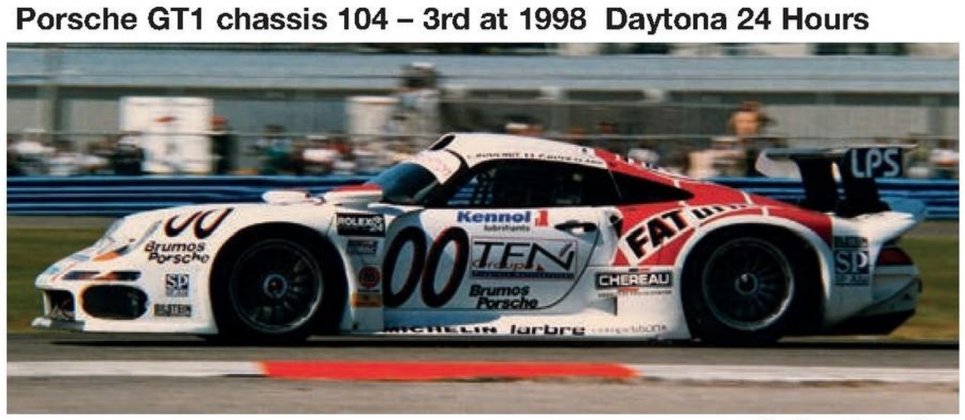
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Porsche GT1 chassis 104 – 3rd at 1998 Daytona 24 Hours



Matra MS120 Chassis 04 ex Chris Amon race ready

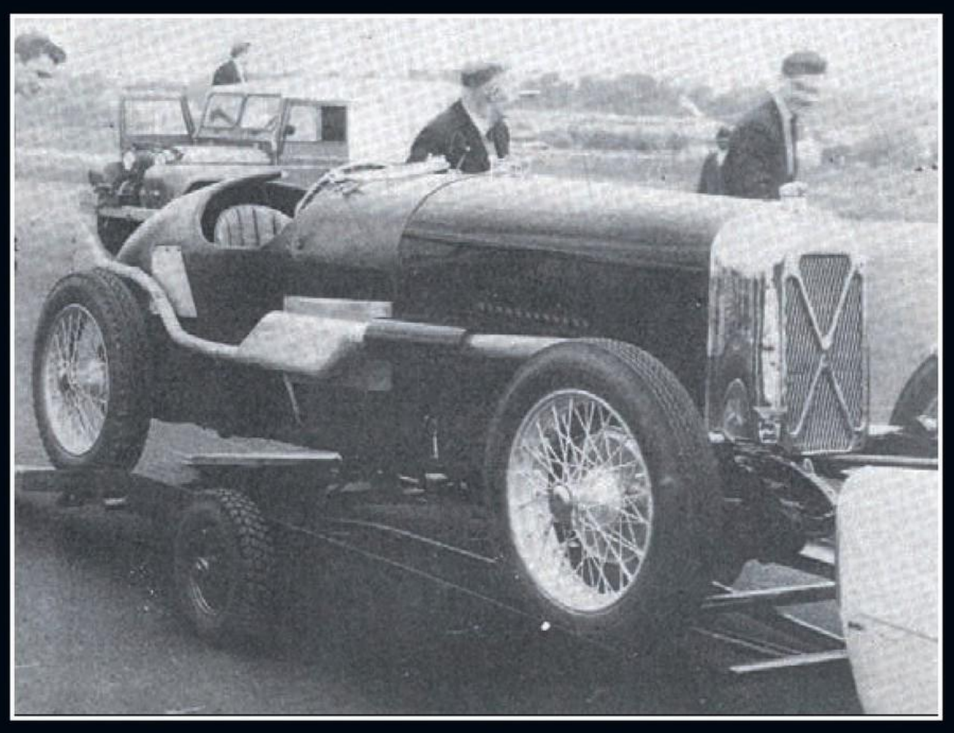


Selection from the stocklist :

- **Alpine 1600 S :** original condition car, fully documents, original and excellent, ex. Rédélé family
- **Benetton B188 :** chassis #01, ex Nannini car, prepared to race ready condition, 200km engine by Nicholson, lots of spares
- **BMW M1 :** 44000 km from new, excellent condition, recently received a large engine service, one of the best
- **BMW Z8 :** 2003, black and red leather, full Schnitzer upgrade, 460 HP, 4 pot calipers brakes, 30 000 km, outstanding spec. car
- **Cadillac Fleetwood Coupe de Ville :** 1970, blue metallic, only 18000 miles from new, "as new condition"
- **Cadillac Series 62 Convertible :** 1955 special car used for the wedding of King of Belgium, original condition
- **Chrysler Viper GTS/R :** ex Factory race car rebuilt from chassis by best specialist, as new, large spares package
- **Delahaye 135MS :** Cabriolet Chapron Grand Luxe, very rare car, nice restoration
- **Ferrari 599 GTB :** 2006, LHD, Titanium grey, well equipped, 16300km,perfect, can be invoiced ex. VAT
- **Jaguar XK 140 "SE" Roadster :** 1956, LHD, Beige with beige leather, concourse restoration, little use since
- **Jaguar XK 150 "S"Roadster :** 1958, LHD, black & red leather, great condition, fully restored, back from a Japanese collection
- **Lamborghini LM002 :** the last one sold to a private with factory's statement, 28 000 km, Silver, mint condition
- **Lamborghini Espada S2 :** silver metallic, ex Tonino Lamborghini, very good condition, 3 owners
- **Lancia Startos GR4 :** Raced in Italia from 75 to 81 sold in 81 to large Ferrari Collector, fantastic original car
- **Lister Storm GT1 :** ex. Factory car from FIA-GT, 2003 Anderstorp winner, fully restored, shown at Goodwood Festival
- **Matra F1 MS120 :** chassis 04 the most original MS120 in race ready condition, won its class at Monaco '08
- **Porsche 356 Speedster :** '57, black entirely restored, eligible for Mille Miglia, outstanding condition
- **Porsche 914 GT :** one of the 43 factory built cars, fantastic history, completely restored
- **Porsche 924 Carrera GT :** 1981, RHD, 6000 miles from new, outstanding in every way
- **Porsche 993 GT2 CS :** one of the only 7 Club Sport built, 22 500 km, fabulous condition, one of the most desirable 911s
- **Porsche 993 GT2 EVO :** Built by Roock, won GT at '99 Daytona 24h, mint condition, last aircooled 911 with major international victory
- **PORSCHE GT1 :** Chassis 104, ex. Kremer/Larbre, raced Le Mans, Daytona, FIA-GT, 3rd OA at Daytona 1998, excellent condition
- **Saleen S7R GT1 :** the very first winning Saleen, 2006 Oreca upgrades, serviced, good overall condition, spares
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Race

1968 Alfa Romeo Tipo 33 Daytona Coupe • 1959 Cooper T51 • 2004 Ferrari 575 GTC • 1959 Cooper Monaco CM4/59 • Lynx Jaguar C Type • Works Lotus Cortina 166 RUR • 1957 Lotus 11 Chassis No. Mk11 282 • Alba AR3 / Group C2 Chassis 002 • 1973 Surtees TS15 F2 • 1995 Simtek Formula One Grand Prix team • Radical SR8 • Caldwell D9 FF • Elden FF

Road

1957 Jaguar XK150 FHC • 1968 Alfa Romeo Tipo 33 Daytona Coupe • Lynx Jaguar C Type • New Proteus C Type • 1971 Jaguar E Type V12 Roadster • TVR Speed 12 'Road Car' • 1951 Jaguar MkV • 1995 Alfa Romeo RZ • Proteus D Type • Porsche 911 RSR Replica • Works Lotus Cortina 166 RUR • 1973 Ferrari Daytona Spyder (Conversion)

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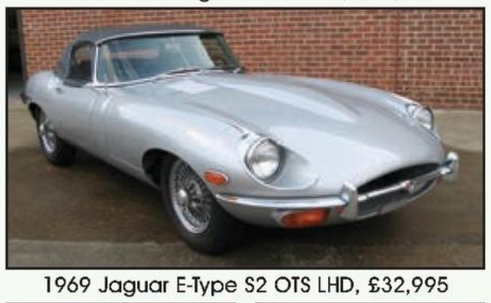
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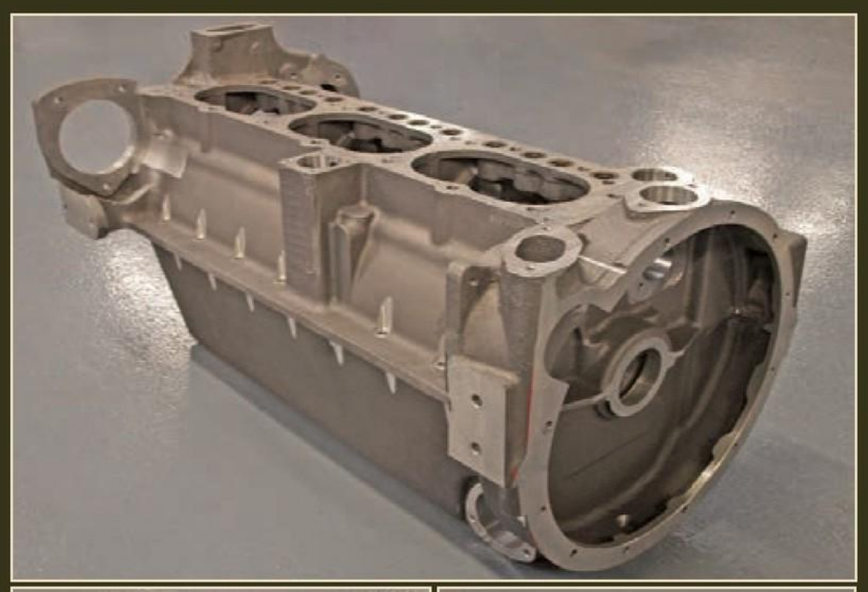
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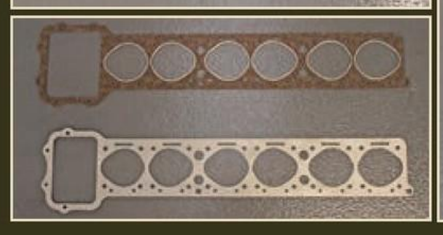
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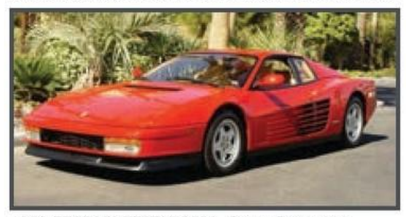
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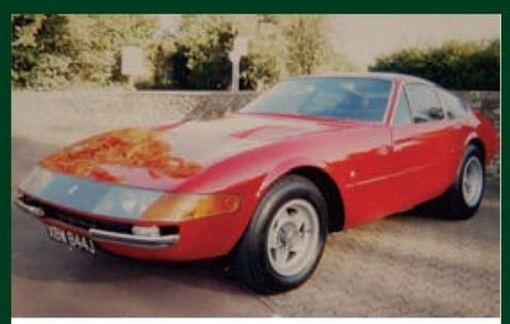
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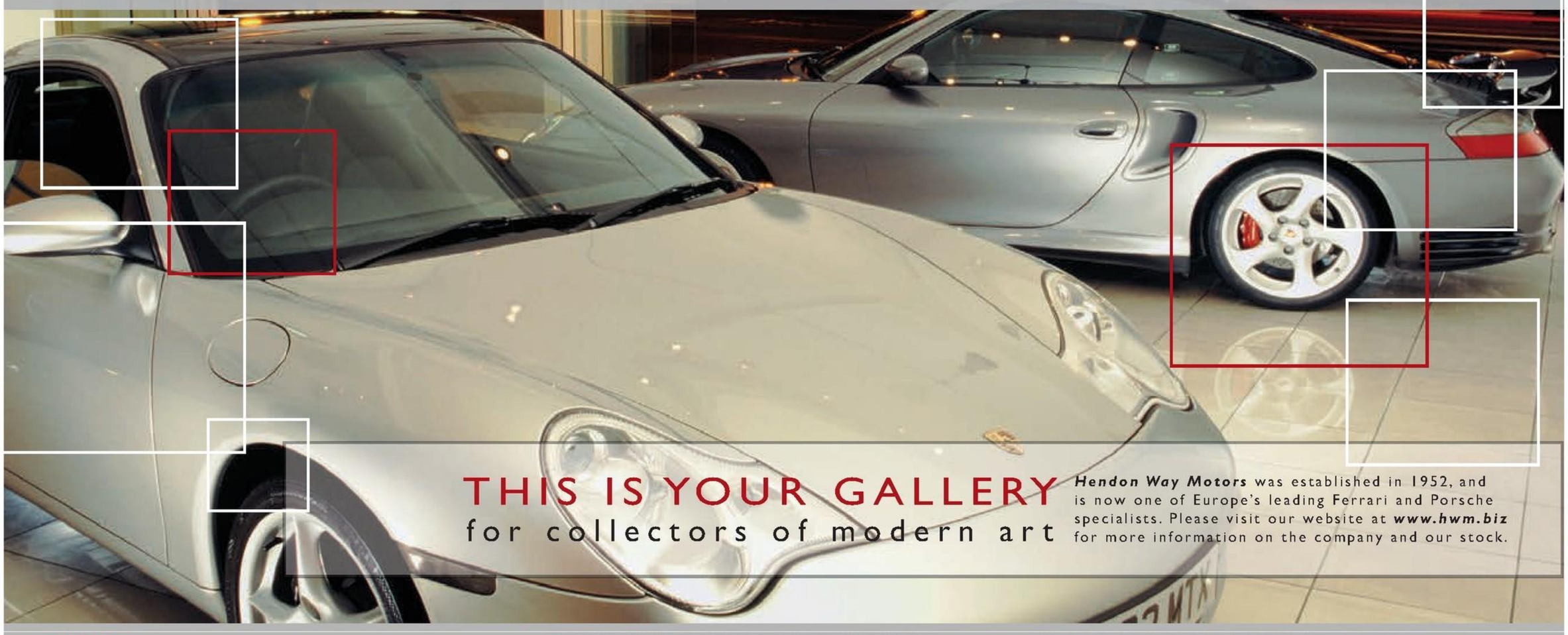
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2007 PORSCHE 997 TURBO MANUAL BASALT BLACK 10000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White Dials, Telephone module, BOSE Sound system, Sunroof, Chrono pack, Sports Mode, Sports Adaptive Memory Seats, Xenon Lights, Full Climate Control, Rear Wiper, 19" Turbo Alloy Wheels, One Owner from New

2009 PORSCHE 997 GEN II C4S COUPE PDK BASALT BLACK 1000 MILES
Full Black leather Interior, Generation II Porsche Communication Module, Porsche Stability Management System, White Dials, Heated electric Seats, Multifunction Steering wheel, Cruise Control, Telephone Module, USB & IPOD Connection, Bi-Xenon Lights, Park Assist, Sports Chrono Pack, Climate control, 19" Turbo Alloy wheels

2008 PORSCHE 997 C4S COUPE MANUAL METEOR GREY 16000 MILES
Meteor Grey, Black Leather interior with silver stitching, Manual Transmission 6 speed, White dials, BOSE sound upgrade with six disc multi changer, Extended Satellite Navigation pack, Telephone module, Full electric front seats upgrade with memory function, 3 spoke Multi function steering wheel, Switchable sports exhaust system, Auto dimming mirrors and rain sensitive wipers, Rear Wiper, Xenon, headlights, Porsche Crests embossed onto head restraints, Wheel center set Windscreen grey top tint, Porsche Stability Management System (switchable sport mode damper control), Porsche floor mat set, Full dash lighting including interior door handle LEDs, 19"Alloys, Full Porsche Service History.

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2007 PORSCHE 997 C2S CABRIOLET MANUAL SILVER 32000 MILES
Metropole blue interior, 2007 Model, Porsche Stability Management, Porsche Communication Module (satellite navigation), Climate control, Heated Seats, Sports Suspension, Sports Mode, Computer, White Dials, Chrono Pack, CD Changer, Parrot Connection, Xenons, Parking Assistance, 19" Alloy wheels, Full Porsche Service History.

2006 PORSCHE 997 C 2 S CABRIOLET TIPTRONIC COBALT BLUE 15000 MILES
Metropole Blue leather interior, Porsche Communication Module (PCM), Porsche Stability Management System, Telephone, Computer, Sport Suspension, Heated seats, White dials, Park Assist, Xenons, 19" Alloys, Full Service History.

2005/6 PORSCHE 997 C2S CABRIOLET MANUAL SEAL GREY 13000 MILES
2006 Model, Black leather interior, Porsche Communication Module (satellite Navigation), Porsche Stability Management System, Telephone Module, Computer, Chrono pack, White dials, Multifunction Steering wheel, Sports suspension, Sports Mode, BOSE Sound system, CD changer, Sports seats, Heated seats, Climate control, Xenons lights, parking assistance, 19" Alloy wheels, Full Porsche Service History.

2005/6 PORSCHE 997 C2S CABRIOLET TIPTRONIC BASALT BLACK 34000 MILES
Black leather interior, Tiptronic, Porsche Communication Module (Satellite Navigation), Porsche Stability Management, Telephone Module, Computer, Cruise Control, White Dials, Multi Functional Steering Wheel, Climate Control, Sport Suspension, Heated Seats, Xenon Lights, CD Changer, Parking Assistance, 19" Alloy wheels, Full Porsche Service History.

2006 PORSCHE 997 C2 CABRIOLET MANUAL ARCTIC SILVER 22000 MILES
Metropole Blue Leather interior, 6 Speed Manual, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, BOSE, sound system, 6 CD Changer, Electric Seats, Memory Seats, Heated Seats, White dials, Sports suspension & Sports exhausts, Rear Parking Assistance, Porsche Logo matts, 1 Owner from New. 19" Alloy wheels. Full Porsche Service History

2009 PORSCHE 997 C2S COUPE PDK WHITE 5000 MILES
2009 Model, Full Black leather interior, 7-speed double clutch transmission – PDK, Porsche Communication Module, Porsche Stability Management System, White Dials, Heated Seats, Multifunction Steering wheel, Cruise Control, Telephone Module, USB & IPOD Connection, Bi-Xenon Lights, Park Assistance, Sports Chrono Pack, Full Climate control, 19" Turbo Alloy wheels, Full Porsche Service History.

2005/6 PORSCHE 997 C2S COUPE MANUAL SEAL GREY 27000 MILES
55/2006 Model, Porsche Stability Management, Porsche Communication Module, (Satellite Navigation), Telephone Module, Computer, White Dials, Climate Control, CD Changer, Sport Suspension, Sunroof, Xenons, Parking Assistance, Rear Wiper, 19" Alloy wheels, Full Porsche Service History

2005 PORSCHE 997 C 2 S COUPE TIPTRONIC ATLAS GREY 33000 MILES
Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management system, Telephone Module, Computer, Cruise Control, Multifunction Steering Wheel, White Dials, Chrono pack, Sunroof, Electric Heated seats, Memory seats, BOSE sound system, CD changer, Rear wiper, Park assist, Xennon Lights, 19" Alloy Wheels, Full Porsche Service History.

2005 PORSCHE 997 C2S COUPE TIPTRONIC ARTIC SILVER 31000 MILES
Metropole Blue leather interior, Porsche Stability Management, Porsche Communication Module (Satellite Navigation), Telephone Module, Sport Suspension, Sport Mode, Climate Control, White Dials, Computer, Chrono Pack, CD Changer, Bose Sound System, Sunroof, Sports Seats, Xenons, Multi Function Steering Wheel, Rear Wiper, 19" Alloy wheels, Full Porsche Service History.

2004/5 PORSCHE 997 C 2 S COUPE MANUAL BASALT BLACK 36000 MILES
2005 Model, Manual, Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, White dials, Sports seats, Climate control, 19" Alloy wheels, Full Porsche Service History.

2008/9 PORSCHE 997 C2 MANUAL BASALT BLACK 8,000 MILES
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Onboard computer, Telephone Module, Sports heated seats, Sunroof, Climate control, 19" Sports Design alloy wheels

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

2003 PORSCHE 996 GT2 MANUAL BASALT BLACK 31000 MILES
Black leather interior, Climate control, Small aluminium pack, Bucket seats, Full Porsche Service History.

2003 PORSCHE 996 GT3 MKII ARCTIC SILVER 12000 MILES
Black leather interior, Porsche Stability Management System, Computer, Climate control, Sports seats, Aluminium Pack, White dials, Xenon lights, 18" alloy wheels, Full Porsche Service History.

2005 PORSCHE 996 TURBO "S" MANUAL ARCTIC SILVER 16000 MILES
Black leather interior, Manual, Porsche Communication Module, Porsche Stability Management System, Computer, Cruise control, Telephone Module, OSE Sound system, CD changer, White Dials, Full Carbon Pack, Sunroof, Sports seats, Heated seats, Ceramic Brakes, Rear Park assist, Front Park assist, Full Climate control, Rear wiper, 18" Turbo Alloy wheels, Full Porsche Service History, A concourse example of the 996 Turbo S.

2003/4 PORSCHE 996 TURBO TIPTRONIC COUPE BLUE 29000 MILES
Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Computer, Cruise Control, White Dials, Electric Memory Seats, CD Changer, BOSE, Sunroof, Xenons, Rear Wiper, Climate Control, 18" Alloys. Full Porsche Service History.

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

2002 PORSCHE 996 C2 CABRIOLET TIPTRONIC ARCTIC SILVER 41,000 MILES
Metropole Blue Leather interior, Porsche Communication Module, Telephone, Computer, White dials, BOSE sound system, CD changer, Xenons, Parking assistance, Sports seats, 18" Turbo alloys, GT3 aerokit. Full Porsche Service History.

2003 PORSCHE 996 C4S COUPE MANUAL BASALT BLACK 35000 MILES
Black leather interior, Porsche Stability Management system, Porsche Communication Module (Satellite Navigation), Telephone Module, Computer, Cruise Control, Electric Heated Seats, Memory Seats, Bose sound system, CD changer, Sports Exhausts, Rear wiper, Parking Assistance, 18" Turbo Alloy wheels. Full Service History.

2002 PORSCHE 996 C4 COUPE TIPTRONIC ARCTIC SILVER 43000 MILES
Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, Computer, CD changer, Heated seats, White dials, Sunroof, Aluminium pack, Xenon lights, 18" GT3 Alloy wheels.

2001 PORSCHE 996 C4 COUPE MANUAL YELLOW 63000 MILES
Black Leather interior, Factory Fitted Aero Kit, Porsche Stability Management System, Electric Windows, Electric Side Mirrors, Rear Wiper, 18" Alloy Wheels.

2002/3 PORSCHE 996 C2 COUPE MANUAL ARCTIC SILVER 46000 MILES
2003 Model, Manual, Black Leather interior, Porsche Stability Management System, Computer, Porsche Radio with Sngle CD player, Heated seats, Rear wiper, Park Assistance, 18" Alloy wheels. Full Porsche Service History.

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

1998 PORSCHE 993 TURBO COUPE MANUAL ARCTIC SILVER 22000 MILES
6 Speed Manual, Black leather interior. Computer, Sports Electric seats, Sunroof, Alpine Radio, Bluetooth, Porsche CD Changer, Climate Control, Horizan Tracker, Original Spare Keys with factory red box, 18" Turbo Alloys, Complete Documented service history with MOT's & Invoices.

1998 PORSCHE 993 C4S COUPE MANUAL MIDNIGHT BLUE 59000 MILES
Dark grey leather interior, Sports seats, Climate control, 18" Turbo alloy wheels, Full Porsche Service History.

1997 PORSCHE 993 C2S COUPE MANUAL MIDNIGHT BLUE 71000 MILES
Marble Grey leather, Climate control, Sports seats, Rear wiper, 18" Turbo alloy wheels, Sunroof, Full Porsche Service History

1997 PORSCHE 993 C2S COUPE TIPTRONIC BAFALT BLACK, 79,000 MILES
Black leather, computer, cruise control, white dials, full electric seats, Becka radio, Sunroof, rear wiper, Sony 6 CD chnager, Zenon lights, 18" turbo alloy wheels, Full Porsche service history.

1995/6 PORSCHE 993 C4 COUPE MANUAL IRIS BLUE 60000 MILES
Grey leather interior, Sports seats, Sunroof, Radio with one CD changer, Tracker system Immobiliser, 17" Cup Alloy wheels, Full Service History

1995 PORSCHE 993 C2 COUPE TIP AVENTURA GREEN 70000 MILES
Beige Leather Interior, 17" Alloys Climate, Previously owned by Porsche Club member, the condition is immaculate, Full Porsche Service History

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

1994 PORCHE 993 CABRIOLET MANUAL AVENTURA GREEN 57000 MILES
Marble grey leather interior, Wind deflector, Stereo, Heated mirrors, CD Changer, Full Porsche Service History

PORSCHE BOXSTER

MODEL TYPES 2.5 / 2.7 / 3.2 S

2005 PORSCHE 987 3.2S BOXSTER MANUAL SEAL GREY 18,000 MILES
Black leather interior, Porsche Stability Management System, Computer, White dials, Porsche radio with single CD changer, Climate control, Park Assist, 18" Alloy wheels, Full Porsche Service History

2008 PORSCHE 987 3.4 BOXSTER S TIPTRONIC BASALT BLACK 11000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White dials, Wind visor, Electric heated seats, Climate control, Park Assist, 19" Turbo Alloy wheels. As new

CAYMAN

2006 PORSCHE CAYMAN S ARCTIC SILVER 10000 MILES
Grey Leather, Porsche Stability Management System, Porsche Communication Module, Cruise, White Dials, Chrono Ceramic Breaks, 19" Alloys, Full Porsche Service History

FERRARI

MODELS FROM 1970 +

2003 FERRARI 575 F1 MARANELLO ROSSO RED 20000 MILES
Black Leather interior, ASR, Sport Mode, Sports Seats, Radio with single CD player, Satellite Navigation, Full Climate Control, Xenon lights, 18" alloy wheels, Full service history.

2005/6 FERRARI 430 SPIDER MANUAL NERO DAYTONA BLACK 9000 MILES
2006 Model, Manual, Crema Leather interior, Ferrari Metal Shields, Hi-Fi Upgraded, Bluetooth, Satellite Navigation, Yellow Callipers, Just Serviced.

2003 FERRARI 360 SPIDER F1 GRIOGIO SILVER 40000 MILES
Crema Leather with Red carpet, ASR, Satellite Navigation, Sport Mode, Telephone, TV Video Computer, Electric Seats, CD Changer, Climate Control, Xenon lights, 18" Alloys, Full service history.

2000 FERRARI 360 F1 MODENA NERO BLACK 46000 MILES
Black leather interior with Red Carpet, ASR, Climate Control, JVC Radio, SONY 6 CD changer, 18" Alloy Wheels. Full Service History

1998 FERRARI 550 MARANELLO GRIGIO SILVER 42000 MILES
Full black leather interior, Manual, Electric Daytona seats, Climate control, 18" alloy wheels, Full Ferrari Service History

1995 FERRARI 355 SPIDER GIALLO YELLOW 26000 MILES
Full black leather interior, Manual, Electric sports seats, Climate control, Sports suspension, 18" alloys, Full Ferrari Service History. Superb example that has been meticulously maintained from new

1991 FERRARI TESTAROSSA ROSSA 6000 MILES
Crema leather interior, Manual, Climate control, Electric windows, CD Changer, 18" alloys wheels, Full Ferrari Service History

1981 FERRARI 308 GTS RED 40000 MILES
Full Leather, Climate Fog Lights, First Class History, 3 Owners.

1972 FERRARI DINO 246GT WHITE 39000 MILES
Black Leather, Excellent Original Condition, 1 Original Owner, Concourse Winner.

1967 FERRARI 275 GTB/4 LHD LIGHT SILVER 65000 MILES
Black Leather, Full History, Original Tool Kit, Concourse Winner.

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1991 AC COBRA LIGHTWEIGHT METALLIC BLACK 5000 MILES
Black Leather, 1 of 26 RHD Lightweights.

1991 AC COBRA LIGHT WEIGHT SPEED YELLOW 9000 MILES
Black Leather, 1 of 26, RHD, Lightweight's, Ex- Rod Stewart.

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

1969 JAGUAR E-TYPE 4.2 SERIES 2 ROADSTER MANUAL PRIMROSE YELLOW 83,000 MILES
Primrose yellow paintwork, black leather interior, extensive service history, one owner over last 10 years. Very original car, excellent condition throughout, and runs superbly.

1967 JAGUAR E-TYPE 4.2 SERIES 1 1/2 ROADSTER METALLIC SILVER 55000 MILES
Black Leather, Fully Restored To Concourse Condition, Works Factory Hardtop.

1936 BENTLEY 41/4 PILLARLESS COUPE DARK BLUE 98000 MILES
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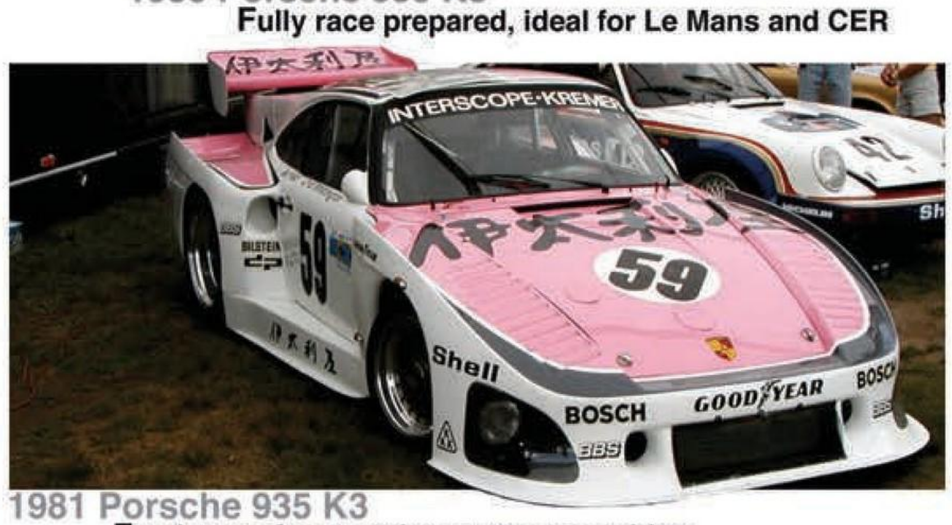
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•1953 AC Ace, one of the first cars
•1956 Mercedes-Benz 300SL Gullwing, fully matching numbers
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•1972 De Tomaso Pantera Group 5, ex-Le Mans car
•1972 March 721G, the ex-Niki Lauda car
•1973 Osella PA3 & 5, fully prepared, BMW M12
•1972 BMW CSL, fully restored Schnitzer Group 2 car
•1974 Alfa Romeo 33TT12, a championship winning car
•1976 TOJ F201, the ex-Keke Rosberg works Formula 2 car
•1981 Porsche 917-K81, the last 917 to race in Le Mans
•1986 AC Cobra MK IV, ready to go
•1991 Benetton B191, ex-Michael Schumacher
•2000 Arrows A21 F1, ex-Pedro de la Rosa

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We are always interested in searching, buying or selling on clients' behalf cars similar to the above.

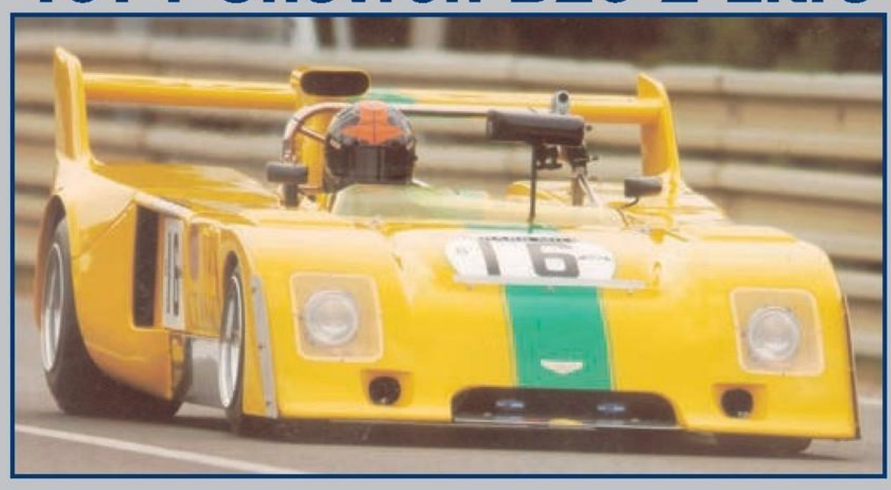
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- 1979 Ferrari 512 BB/LM
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- 1949 Ford 988A Custom Station Wagon
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- 1955 Mercedes-Benz 300SL Gullwing
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  Extremely original, Full books, records and tools. (s/n: *001125)
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  Ex Porsche factory team car. Fully restored. (s/n: 910.032)
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  Original Porsche factory car. Highly original. (s/n: 31571)
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1971 Ex-Works Alfa Romeo 33/TT/3

This iconic sports racer comes complete with FIA papers and an entry for Alfa Romeo's centenary celebrations at the Goodwood Festival of Speed - a fabulous opportunity for a new owner. The car is also eligible for the many other birthday events being planned by Alfa this year. Built by Autodelta and raced by the factory team it's had just two private owners. POA



Duncan Hamilton, C-Type Jaguar, en route to victory at Le Mans, 1953

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1933 Rolls-Royce Phantom II Continental Owen Sedanca Coupe by Gurney Nutting



1935 Rolls-Royce Phantom II Sedanca Coupe by Windovers



1939 Bentley 4 ¼ Litre Overdrive Drophead Coupe by Vanden Plas



1953 Rolls-Royce Silver Wraith Sedanca de Ville by Hooper



1955 Bentley R Type Continental Fastback by H.J. Mulliner



1957 Bentley S1 Continental Two Door Coupe by Park Ward



1957 Bentley S1 Continental Fastback by H.J. Mulliner



1959 Bentley S1 Continental Flying Spur by H.J. Mulliner



1959 Bentley S2 Continental Sports Saloon by Hooper



1962 Bentley S3 Continental Two Door Coupe by H.J. Mulliner

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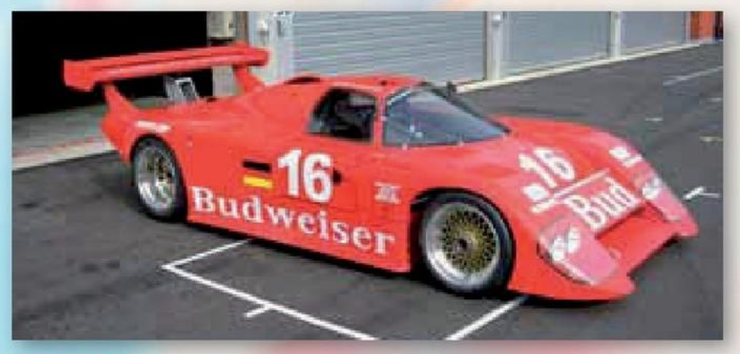
McLaren M6B
1968, easily the most successfull M6 in historic racing, new in every aspect, 6,0 litre SBC, Hewland LG 600 MK II, fantastic example, out-right winner in the right hands.



McLaren M6GT 1969
McLaren M6GT 1969, 304 SBC, 530 bhp, elegible for Masters and Supersports, Hewland box, perfect condition throughout, 11'' and 16'' wheels, FIA HTP papers.



Lucchini SR 2
Chassis No. 141. Ex Randaccio. ELMS and WSC history. Upgraded to latest specs in 2004 by factory. Alfa Romeo V6, 403 BHP. Hewland NLT box. 350 km since restoration. Big spares package.



March 84G
1984 Group C / IMSA GTP, 6,2 litre SBC, Hewland VG, Ex-Leon Bros. Victorious at Spa, Le Mans, Silverstone and Donington in 2008, new engine, perfect rebuild, fantastic original history.

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1959, fresh 7,0 litre Cobra Jet engine, 4-wheel disc brake, perfect inside and outside, red and black leather troughout, 8 seater, family Hot Rod, German road registered.



Corvette C3
1980, one owner, orig, 49000 km, LT 1 engine, Konis, very nice.



Cheetah Coupe
1964 Cheetah Coupe, new restored, 383 SBC stroker, 420 bhp, Muncie 4-speed, Torque thrust wheels, perfect and ready for road or race, FIA HTP papers available, eats Cobras for breakfast.



Shelby GT 500
2008 Model, 612 bhp, 7900 km adjustable coil over suspension, billet 4-link, short shifter, adjustable Panhard bar, Shelby engine upgrade, German road registered.



1965 Cheetah GT Coupe
1965 Cheetah GT Coupe, new restored, Chevrolet V8, 350 bhp, 4-speed, Torque thrust wheels, perfect and ready for road or race, FIA HTP papers availiable, eats Cobras for breakfast.



AC Cobra
1992 Original AC Cobra, one of only 30 "Lightweight" - Cobras,V8, 4998 ccm, 230 kw / 312 bhp, 5-speed, nice condition.

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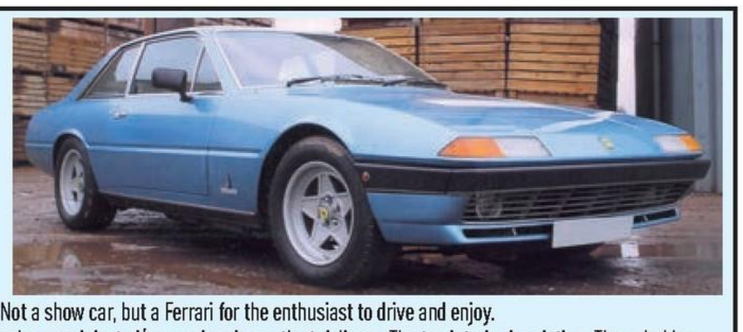
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Firstly an apology, sorry about the pictures for the last couple of months and sorry about the blatant advertising that makes up half of this months half page. The trouble is work, the need to feed the beast that is Ivan Dutton Ltd, fills my working day. Twenty employees, H&S and pointless bureaucracy combined with banks, that still charge 7.5% on an overdraft despite the 0.5% base rate and a record profit of £11.64 BILLION this year, fills the rest of my time. A meeting with my "relationship" manager in an effort to clarify my accounts and reduce my banking costs SIX weeks ago (following an approach from a rival state owned institution) still hasn't resulted in any clarification, in fact it hasn't resulted in any further communication at all! You know who you are. Meanwhile out there in the real world we wait with baited breath for an election after which we all know the new government, of whichever persuasion, is going to invoke an act the little used in the last few centuries " The Sheriff of Nottingham etc act of 1192". Under the act government enforcers are entitled to "squeeze the poorest until the pips squeak in order to provide revenue for maintaining the rulers global ambitions". Seriously we are looking at tax rises and service cuts, an international banking sector that will continue to charge high interest rates while benefiting from enormous profits bolstered by low base rates. All the time these same banks paying huge bonuses, resisting the Tobin tax and threatening to move to more tax friendly environments should the Great British public want back some of the billions spent propping up the banking sector back. I know most people blame King John but Richard the Lion Heart lived in France spoke little English and saw the English people as merely a revenue stream, he would "sell London if there were a purchaser" a bully bullying a government of lesser bullies.

After listening to Radio 4's programme about the failure and costs in the Governments IT projects I've decided to set up an IT company. I'll work alone and no project will be too big, Fire services IT, rural payments or even the NHS. It's based on a business model a friend of mine pointed out at a race meeting last year; we were next to a complicated late Group C car and it's team in the paddock. There must have been ten mechanics, a big truck, tea and coffee making facilities and catering in the garage set off by really nice team uniforms. The car misfired the whole weekend it must have cost a fortune. As we were leaving my friend said "I could run a car like that, on my own" I was a little taken aback as we both know to run a group C car properly takes more than one mechanic "you couldn't" I countered "I promise you I could. I could bring that car here and have it misfire all weekend, do that on my own AND I would only charge half the money". So there you go, take on a big contract, make sure that contract doesn't penalise you for not delivering and spend years doing just that. Safe in the knowledge that the Government won't, well, be a Government for fear of the bad publicity and a legal system that will uphold a really bad contract for the country to the benefit of International big business. We really do need Robin Hood.

Tim

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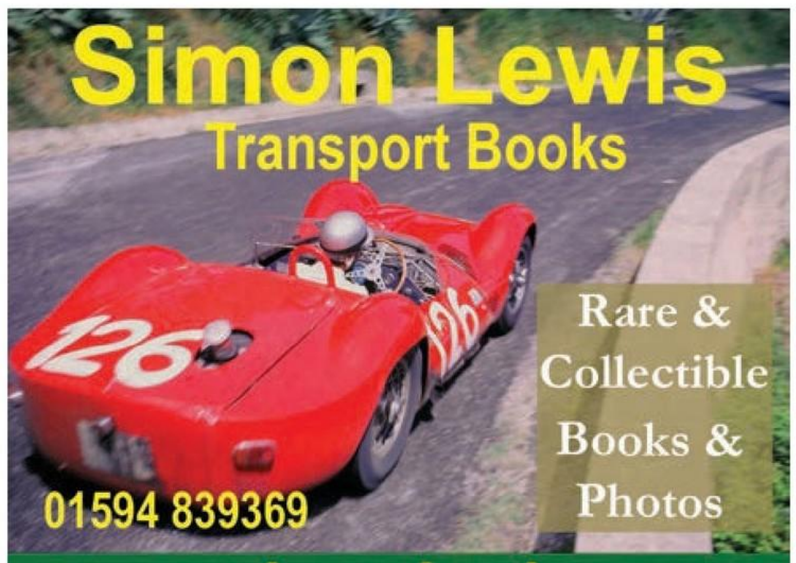


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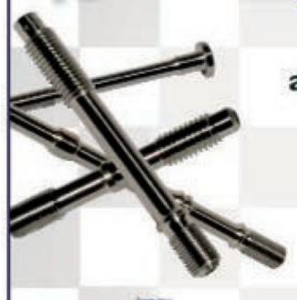
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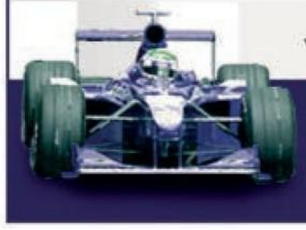


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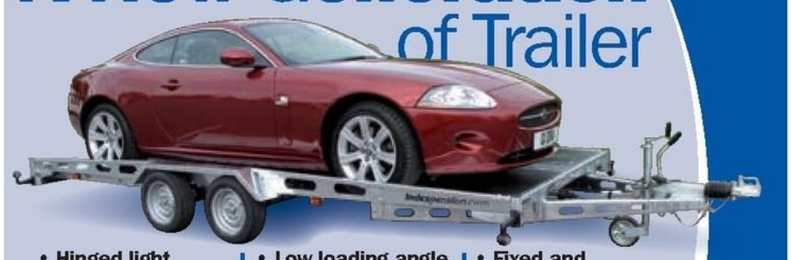
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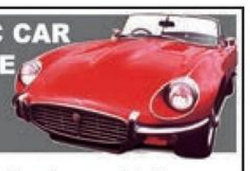
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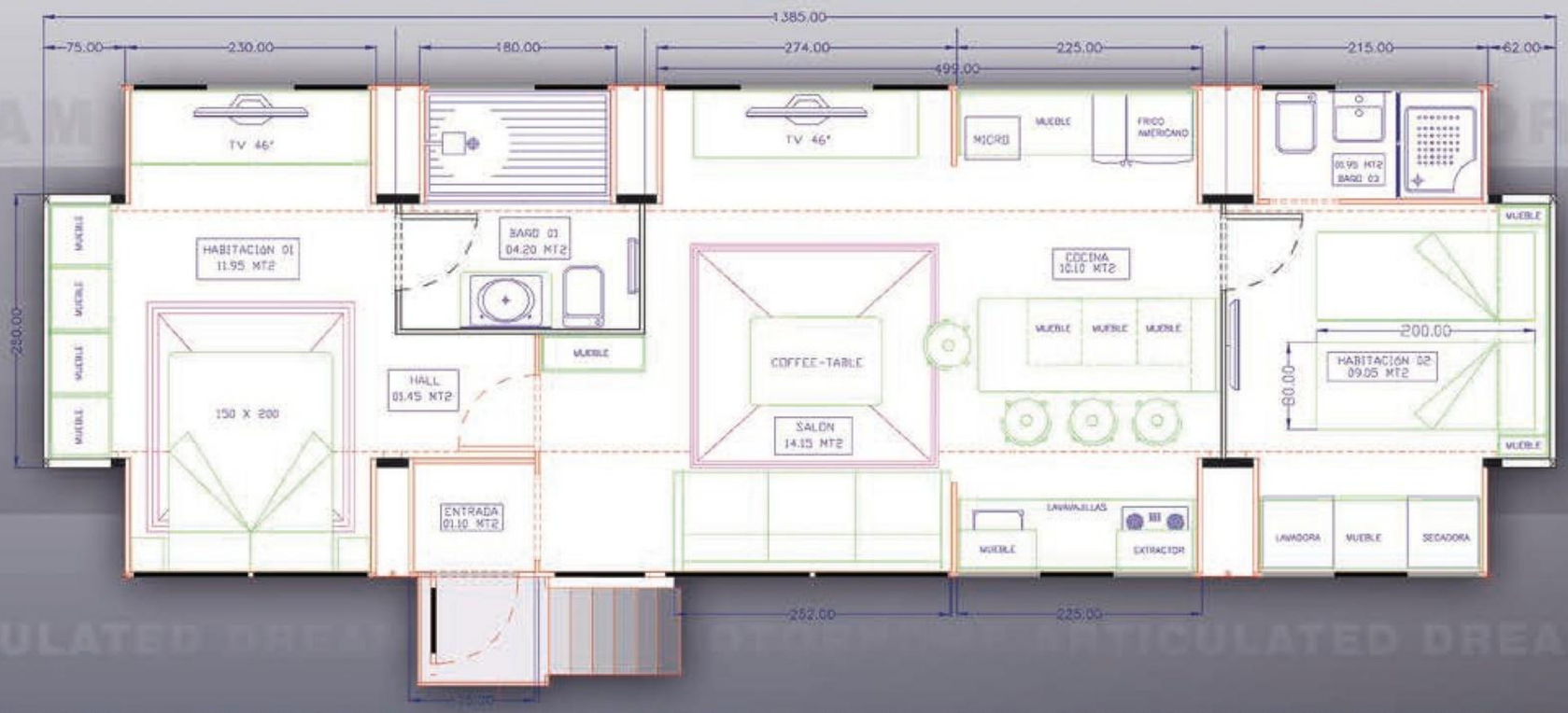
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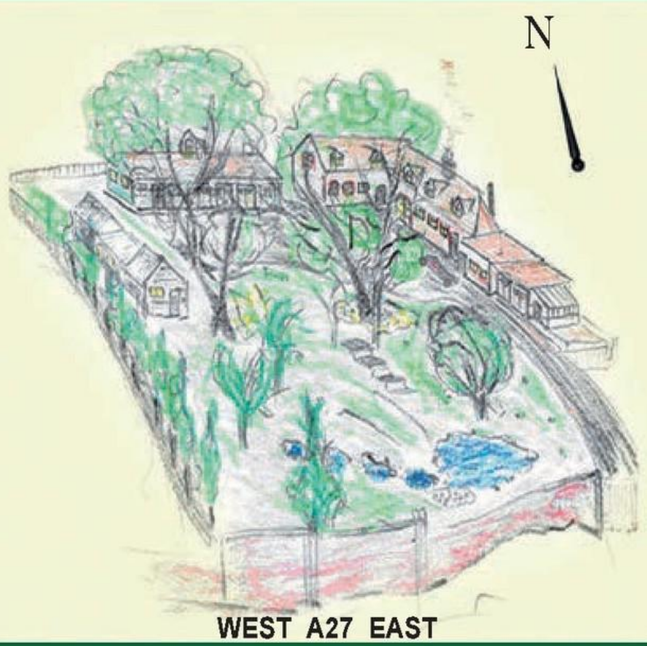




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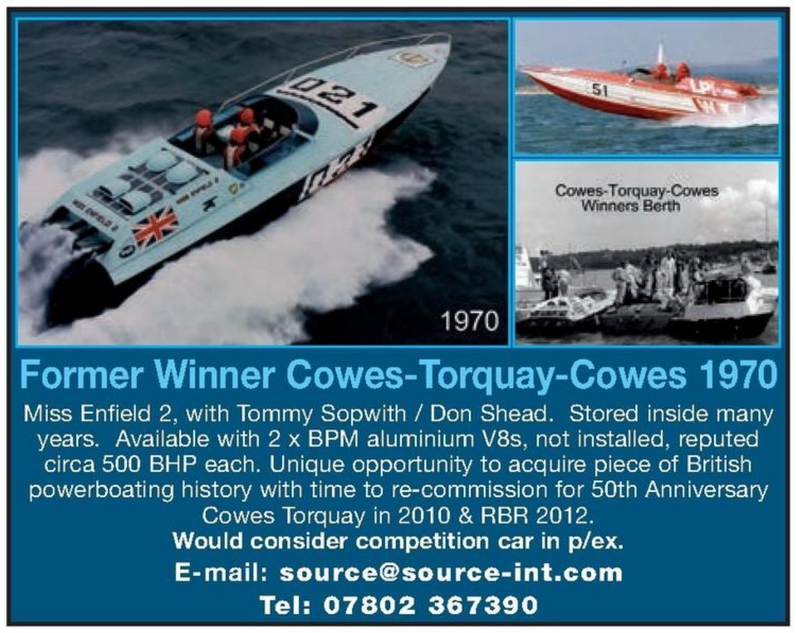


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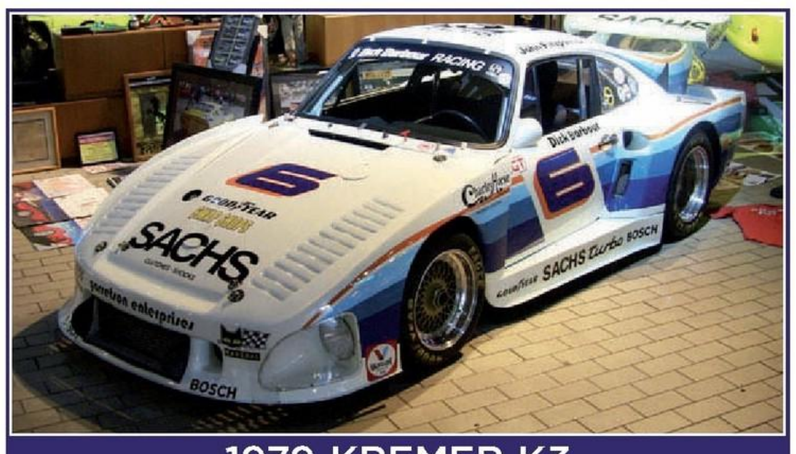
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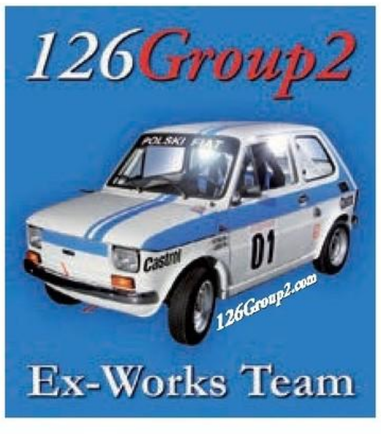


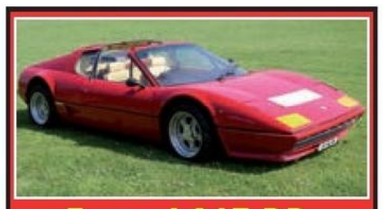
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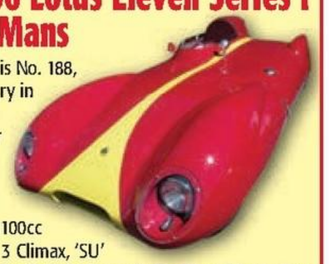
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2007 (07) Aston Martin DB9 Volante, finished in Slate blue with contrasting tungsten hide interior and a navy blue mohair power soft top that has covered only 9,500 miles. This is a beautiful, two owner example with most available options including Satellite navigation, sequential paddle shift transmission and heated electric seats. Cost new was £130,000, now very realistic at .. £74,950



2001(51) Aston Martin Vanquish finished in Aisgarth blue with contrasting grey hide interior. These are most exhilarating cars to drive and now represent stunning value for a real supercar. This particular car has been kept in excellent condition and has covered only 33,000 and has full service history. £46,950



2003(03) Mercedes SL500 finished in Sapphire blue with contrasting beige hide interior. This is a beautiful example fitted with numerous options including Satellite Navigation, panoramic roof, heated electric seats and cruise control. It has done only 41,000 miles and comes with full Mercedes service history. Excellent value at £23,950



1958 Aston Martin DB MkIII finished in Navy blue with blue hide interior. Owned by the previous owner for 37 years, this car has been the subject of considerable expenditure in the recent past and is now in excellent condition throughout and drives beautifully. Undoubted appreciating in value and less expensive here than anywhere else in the world. £99,500



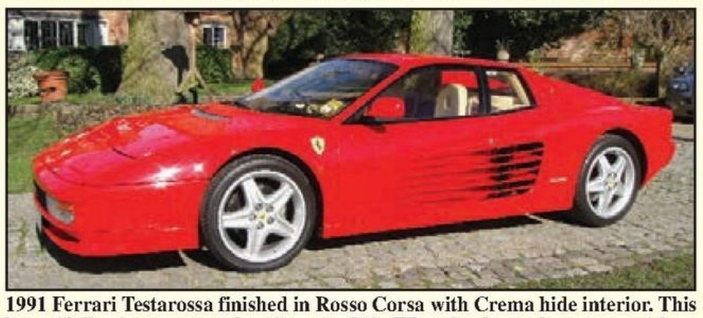
1997 R Aston Martin V8 Coupe, finished in Rolls Royce Midnight blue with contrasting Grey hide interior piped blue. This car is in stunning condition throughout and is undoubtedly the best on the current market. It comes with total Aston Martin History and drives beautifully. It has been used only for special occasions and has done only 25,700 miles. An appreciating asset at only . £48,950



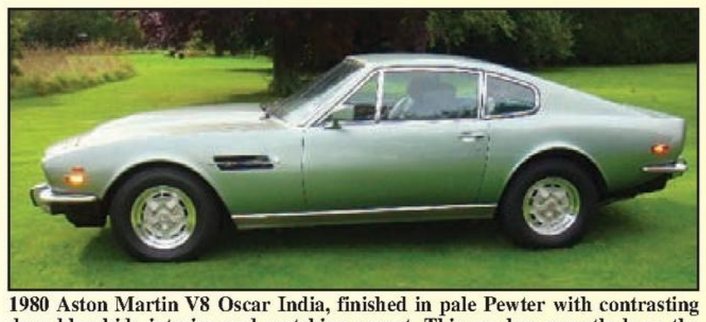
1958 Aston Martin DB MkIII, finished in Navy blue with contrasting tan hide interior. This is a very nice driving car that has had regular maintenance with Davron engineering in Dorset but could do with some cosmetic improvement, hence only £79,950



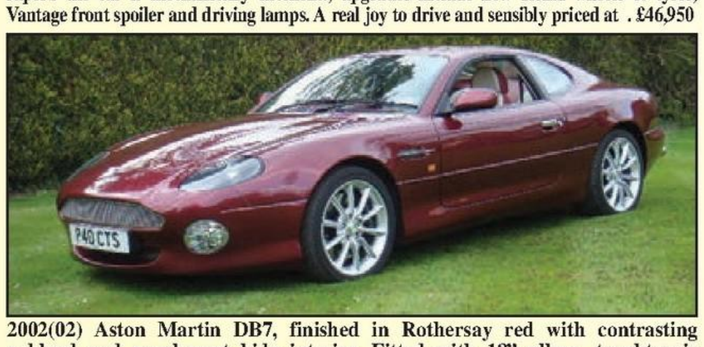
1979 Aston Martin V8 Oscar India, finished in Aston racing green with contrasting cream hide interior, piped green with green carpet. This car has had thousands spent on it in the recent past to bring it to its current outstanding condition. The paintwork and interior are superb the car is mechanically excellent.; upgrades include new Ronal wheels & tyres, Vantage front spoiler and driving lamps. A real joy to drive and sensibly priced at . £46,950



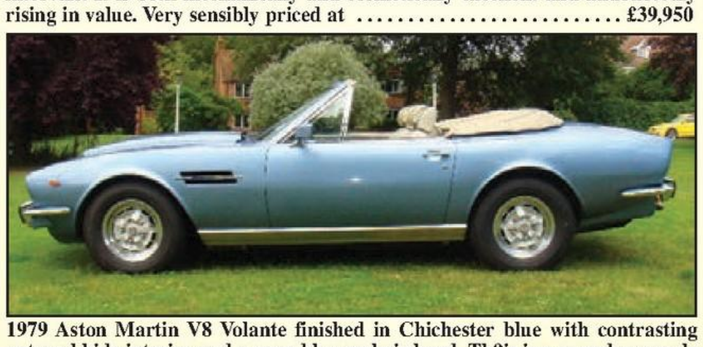
1991 Ferrari Testarossa finished in Rosso Corsa with Crema hide interior. This beautifully kept example sits on 512 TR wheels and comes with a comprehensive service history including cam belt changes at the correct intervals. It is both mechanically and cosmetically excellent and undoubtedly rising in value. Very sensibly priced at £39,950



1980 Aston Martin V8 Oscar India, finished in pale Pewter with contrasting deep blue hide interior and matching carpet. This car has recently been the subject of a full suspension and steering geometry rebuild and a full Aston service and drives superbly. Very competitively priced at £39,950



2002(02) Aston Martin DB7, finished in Rothersay red with contrasting oxblood and parchment hide interior. Fitted with 18" alloys, touchtronic transmission, electric heated seats and much more, this car has covered 9,500 miles per annum and has a complete service history and is very competitively priced at £23,950



1979 Aston Martin V8 Volante finished in Chichester blue with contrasting oatmeal hide interior and a navy blue mohair hood. Th9is is a superb example that has been in the same ownership for the past 23 years. It comes with considerable service history and is an extremely nice low mileage example that is offered at a sensible price. £49,950



2004(04) Aston Martin DB7 Vantage coupe finished in Keswick black with black hide interior. Fitted with touchtronic transmission, 19" alloys, sports exhaust, electric heated sports seats, alloy pedals and satellite navigation, this car comes with full Aston Martin service history and is realistically priced at £34,950



1969 Aston Martin DB6, finished in Caribbean blue with navy blue hide interior. In the past 5 years, this car has been the subject of considerable expenditure and is in excellent condition throughout. It s specification includes 5 speed ZF manual transmission, chrome wire wheels and power assisted steering. These cars are now increasing in value and are great fun to own and drive and they are also eligible for numerous events. Safe money at £95,000



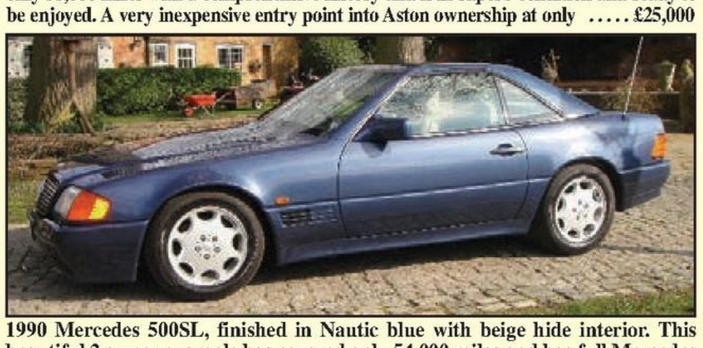
1991 Aston Martin Virage. This much unfairly maligned Aston now represents outstanding value and prices will undoubted rise in the next 5 years. This particular car has had only 3 owners from new and is only being sold due to emigration. It has covered only 33,000 miles with a comprehensive history and is in superb condition and ready to be enjoyed. A very inexpensive entry point into Aston ownership at only £25,000



1965 Mercedes 230 SL with upgraded engine. Finished in old English white with contrasting tan hide interior, this is a very collectable model that should provide miles of very satisfying classic motoring. Prices are undoubtedly on the increase so your money should in this car. Very realistically priced at £25,000



1989 Bentley Mulsanne "S" in Brooklands Green with Tan hide interior. This car has covered only 53,000 miles and comes with an extensive service history and many Turbo "R" upgrades. The whole car is stunning throughout and well worth a closer look. Not the cheapest but probably the best ..... £14,950.



1990 Mercedes 500SL, finished in Nautic blue with beige hide interior. This beautiful 2 owner example has covered only 54,000 miles and has full Mercedes service history. It is loaded with period optional extras and is in very fine condition throughout. These cars were in excess of £75,000 when new and now represent extremely good value at £9,995



1990 Bentley Mulsanne "S" in Brooklands green with St James's Red hide interior. Slightly higher mileage than the other car but still in very good order throughout. Stunning Value at only £12,950

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