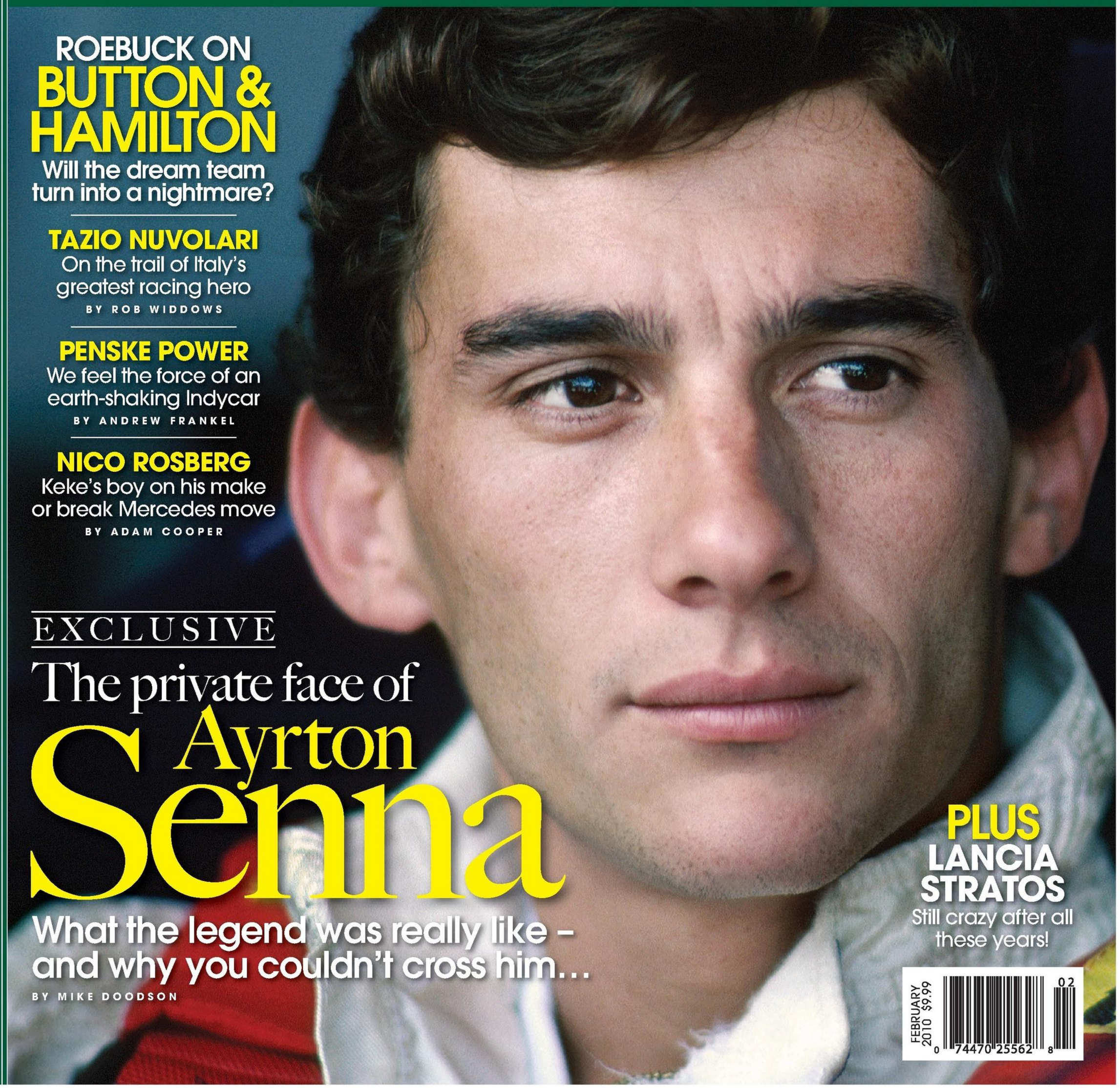
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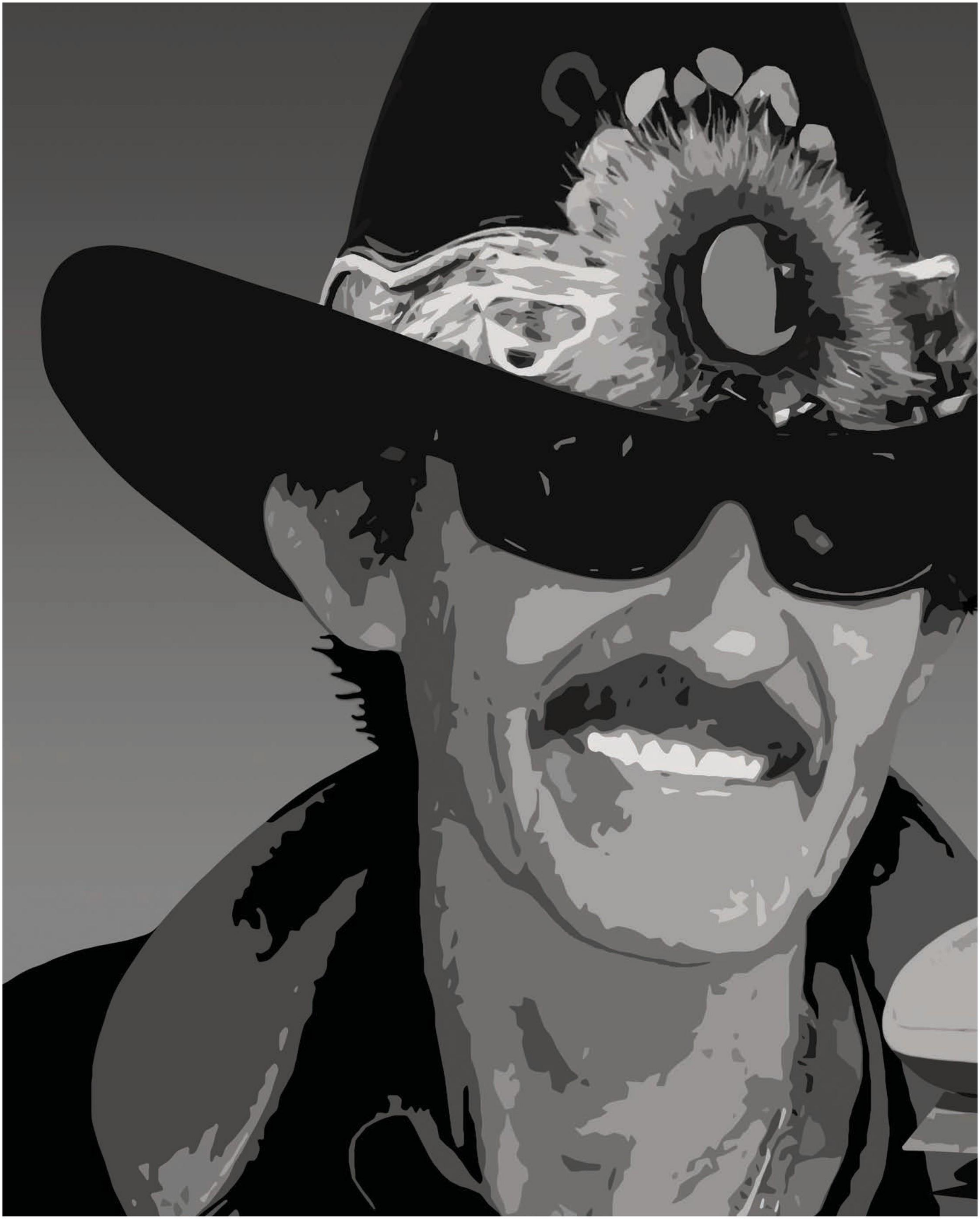
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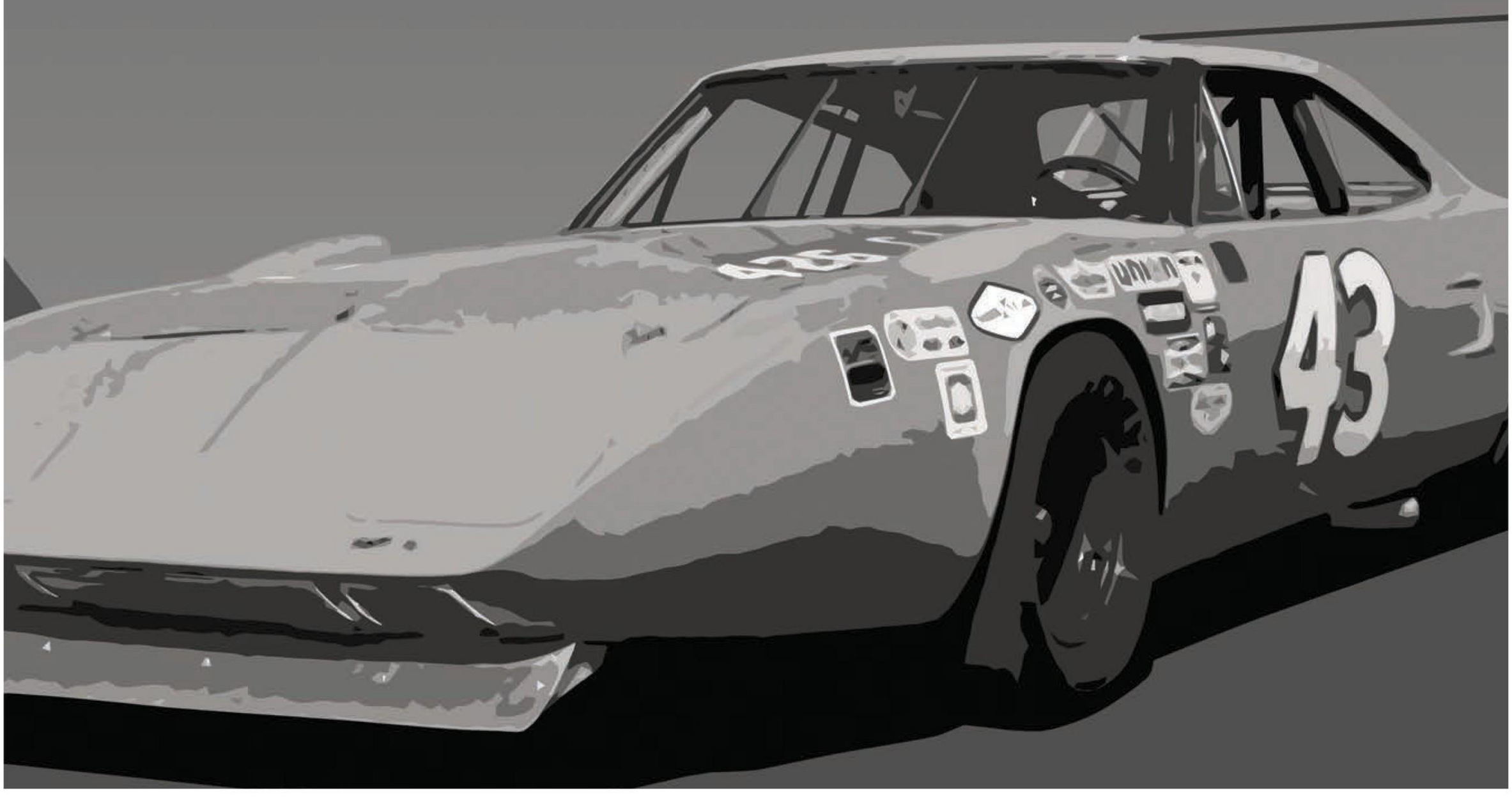
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LAT

Cover image: Hochzwei

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Mitch Pashavair

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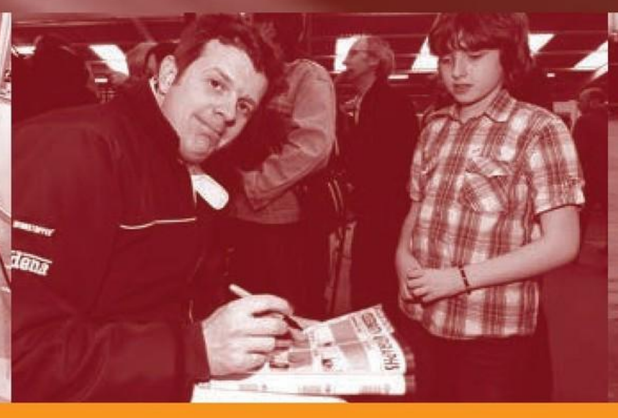


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A deal we can believe in

Copse, Maggotts, Becketts, Hangar Straight, Stowe, Club, Abbey, Woodcote. Flat, fast and brutal (but I always preferred Brands when Grand Prix time came around).

The old Silverstone represents simpler times. It can never be the same again, much like Christmas when you grow up, Thursday nights without Top of the Pops – and, come to think of it, this magazine. But even though some of us will always miss Silverstone in its true, raw form, we all accept it had to change to keep up, and unlike other notable examples (yes, I mean you, Hockenheim) its character has been retained (for better or worse) and some of its developments, such as the Becketts complex, have actually made it better. Again, attributes it shares with this magazine (I hope).

The Silverstone metamorphosis will step up another gear in the coming months and years, firstly with extensive track revisions designed for MotoGP in 2010 and probably Formula 1 beyond that, and secondly with the new pits and paddock to be built between Club and Abbey. There's no sign of complacency at 'the home of British motor sport' these days – something else that has changed for the better.

Richard Phillips, Damon Hill and the whole team at Silverstone know how close we came to losing the British GP. Make no mistake, Bernie Ecclestone wasn't bluffing. Left to his own devices, he would have dropped the axe, and we're grateful it didn't happen.

As for Donington Park, uncertainty still hovers above the building site. The promoters of the British Superbike series have lost their faith and pulled their round for 2010, and who can blame them? A saviour is needed. It was exactly at this time of year in 2004 that Jonathan Palmer, backed by the late John Britten, secured the deal to take over Brands, Oulton, Cadwell and Snetterton. Before this new 17-year Silverstone GP deal, Palmer's injection of fresh energy was the best thing to happen in British motor sport for a decade.

A fifth circuit to add to the portfolio, Jonathan? It must be tempting. For the sake of Tom Wheatcroft's legacy, let's hope he agrees.

We welcome a new star signing for 2010. Bobby Rahal has done just about everything there is to do in motor racing, from winning the Indy 500 to running an F1 team to drinking from the poisoned chalice of trying to sort out CART (RIP!). What he hasn't done is write his own column for your favourite motor racing magazine – until now. Bobby will take his place in every issue alongside Andrew Frankel, Mat Oxley and Gordon Kirby to bring us tales from racing's past and present. This month he kicks off with exciting news about his plans for a new historic race series in the US (see page 27).

We're also introducing another new feature: On the Road, starring our award-winning staff writer Ed Foster (see page 94). Ed has been given the keys to the *Motor Sport* Lotus Elise to bring us stories from all over Europe, covering just about anything that involves wheels, engines, technology, hair-brained racing drivers… you know the sort of thing. And what have we lost to make room for this new content? Only our results pages at the back, a service which will be expanded on our website – www.motorsportmagazine.co.uk – during the new season.

Speaking of t'internet, check it out if you haven't already done so for wine-fuelled podcasts, quirky videos and blogs that spark frothy-mouthed debates (such as John Watson on Kimi Raikkonen…). Yes, we're a-changing with the times – which, I think, is where I came in.

Damien Smith, Editor

CONTRIBUTORS



Bobby Rahal

Indianapolis 500 winner, CART champion, Grand Prix driver and successful team owner – Rahal has seen racing from all angles on both sides of the Atlantic. Currently running GT-class BMWs in the ALMS and himself a keen historic racer, he also has big ideas about historic racing in the US. In his new regular column he'll be unfolding these as well as giving his views on the world of racing.



Johnny Mowlem

ALMS driver Mowlem has a great record in sports and GT racing, but lately he's been making an impact in Zytek's hybrid-power LMP1 machine – which may be racing's way forward. As well as running his own driving academy he undertakes a lot of chassis set-up work, making him the ideal man to tell us how you turn Jaguar's svelte XKR road car into a reliable and capable GT3 racer.



Mike Doodson

Mike will be watching the new Lotus F1 team with a touch of insider interest – he worked for Team Lotus in the 1970s as the sport's first full-time press officer (though it didn't stop him writing for the weeklies at the same time). He has been reporting on racing since the '60s, and it was in the '80s that he got to know a young driver called Ayrton Senna rather well. Until he plonked his size nine in it…



Alan Henry

If you've been a fixture in the Grand Prix paddock for as long as Alan has you will inevitably know everyone's background – and that means the sport's guiding lights as well as the drivers. That's why Alan is the perfect person to profile one of racing's more influential but less publicly celebrated figures, and to explain why you may remember his name in a different context from 40 years ago.

New points system to reward more drivers

A NEW FORMULA 1 POINTS SYSTEM AND ex-drivers joining the stewards rota were among the key changes voted for by the World Motor Sport Council in its first gathering under Jean Todt's leadership in Monaco.

The old 10-8-6-5-4-3-2-1 system has been replaced by a new format that rewards the top 10 finishers on the basis of 25-20-15-10-8-6-5-3-2-1. Ninth and 10th places have been included ostensibly so that more drivers on the expanded 26-car grid have the chance to score.

Prior to the WMSC vote, the system was discussed and supported at the previous day's meeting of the revamped F1 Commission. It was the first meeting of the body, which has been in limbo for several years, since the Concorde Agreement was signed in July. Bernie Ecclestone and new FIA president Todt were both present, so approval by the WMSC was a formality.

While the points weighting between the top three (and seventh) places remains the same, fourth, fifth, sixth and eighth are now worth less than they used to be relative to the score for a win. Fourth used to be worth 50 per cent of a victory, but the figure is now 40 per cent. Intriguingly, however, no title battles of the past decade would have produced different outcomes had they been run to the new system.

Sensibly, the changes put a greater emphasis on podium finishes, but one downside is that the new system is so different that any historical comparisons will now be impossible, and charting career totals for active drivers becomes meaningless.

The addition of the voice of ex-F1 drivers to the stewards system is a positive move, and will in theory lead to fairer calls on driving infringements. Hitherto there have been three stewards at each race, all drawn from the world of motoring clubs. Traditionally one is from the host country and two are from a pool of WMSC members. Over the past two seasons they have been joined by a non-voting chairman in the form of Alan Donnelly, a long-time FIA advisor.



"A key change inspired by Todt is the introduction of a commissioner for every FIA series"

Donnelly's remit was to review the system, and now he's done that his role has been dropped. Instead the regular stewards will be joined by an ex-driver, who is likely to have an advisory role and thus not actually vote. The stewards will elect their own chairman at each event.

No drivers have been named as yet for what is likely to be a rotating pool of three or four regulars, but Alain Prost is believed to be top of Todt's list. The role may not prove attractive, however, because candidates will be expected to work on all four days of a Grand Prix meeting, steer clear of the media, and not be seen socialising with team members.

Another key change inspired by Todt is the introduction of a commissioner for every FIA World Championship, in effect replicating a role that Donnelly was covering in F1 in his parallel job as Mosley's official representative at Grands Prix.

Personally proposed by Todt and reporting directly to him, the commissioners will be "tasked with supervising the general running of the championship and its development on behalf of the FIA. The commissioners are not empowered to take decisions or to perform any other act of a regulatory nature which may come under the remit (sporting, technical, organisational or disciplinary) accorded to the officials of the event by the International Sporting Code."

Sources say that the F1 Commissioner, who will have to commit to all 19 race weekends, will be a former CEO of a 'blue chip' company.

Meanwhile Todt has seized some of the momentum created last year by FOTA and tasked the FIA Sporting Working Group to come up with ways of 'improving the show'. Changes will be considered in January for possible introduction as early as this season.

Adam Cooper

F1 calendar signed off

THE CANADIAN AND BRITISH GPs NOW have firm dates on the definitive 2010 F1 World Championship calendar issued by the FIA after the World Motor Sport Council meeting in Monaco.

Both races were originally provisional, pending commercial arrangements. The inaugural event In South Korea still remains provisional, pending the usual circuit homologation.

The dates of the last four races have changed since the calendar was first published. Japan has moved back a week, with South Korea also moved back to maintain a gap.

Brazil has moved forward a week to become the penultimate event, while Abu Dhabi has gone back two weeks to become the finale. The FIA had previously said the events would swap places if both promoters agreed.

Brazil/Abu Dhabi is the only 'double header', with races on consecutive weekends – an interesting logistical exercise for team personnel. As previously revealed, Monaco has moved forward a week to allow time to get cars and equipment to Turkey.

2010 FIA F1 WORLD CHAMPIONSHIP CALENDAR

March 14	Bahrain
March 28	Australia
April 4	Malaysia
April 18	China
May 9	Spain
May 16	Monaco
May 30	Turkey
June 13	Canada
June 27	Europe (Valencia)
July 11	Great Britain
July 25	Germany
August 1	Hungary
August 29	Belgium
September 12	Italy
September 26	Singapore
October 10	Japan
October 24	South Korea*
November 7	Brazil
November 14	Abu Dhabi

**Subject to homologation of the circuit. Note: the races in Australia and Abu Dhabi will start at 1700 local time, in Malaysia at 1600 local time, in Canada at 1200 local time, in Singapore at 2000 local time, and in Japan at 1500 local time.*

IN BRIEF

■ The FIA has granted Sauber an F1 entry for 2010, ending months of doubt over its future. The news came after BMW confirmed that the team had been sold back to Peter Sauber. The Swiss, who had maintained a 20 per cent shareholding, bought the remainder for a lot less than he was paid in '05. The deal was made sweeter by the fact that the Hinwil facility has been greatly improved under BMW. As part of the deal there will be a cut in staff numbers.

■ The FIA also confirmed the worst-kept secret of recent months when it published a 2010 F1 entry list featuring Virgin Racing instead of Manor Grand Prix as one of four new teams – a fortnight before Richard Branson intended to unveil his plans. The car, which is being designed and built by Wirth Research, will be called a Virgin Cosworth. Timo Glock and GP2 graduate Lucas di Grassi are the drivers.

■ British F3 champion Daniel Ricciardo topped a three-day rookie test for Red Bull Racing at Jerez in December. The Aussie will be RBR's third driver in 2010. Promising Brit Oliver Turvey ran for McLaren in a week where many single-seater champions could showcase their talents.

■ Among the Jerez rookies was Frenchman Jules Bianchi, who has signed a long-term Ferrari deal after winning the Euro F3 title. The 20-year-old is managed by Nicolas Todt, who looks after Felipe Massa. Bianchi, who will race for Todt's ART GP2 team in 2010, is the grandson of Le Mans racer Mauro and the great nephew of GP driver Lucien.

■ Adrian Sutil and Tonio Liuzzi will stay with Force India in 2010, while Mercedes DTM racer Paul di Resta is set to be third driver after a strong Jerez test run.

■ Norbert Haug, vice-president of Mercedes-Benz Motorsport, is to be a patron of the F1 in Schools Challenge in Germany. Other patrons include Ross Brawn and Adrian Newey.

■ Lewis Hamilton has helped launch a new educational drive from Mercedes-Benz called RoadSense, which will teach children about road safety.

Lotus bets on experience

THE SIGNING OF GRAND PRIX WINNERS Jarno Trulli and Heikki Kovalainen has given the new Lotus team a good chance of achieving its ambition of being the best of the Formula 1 newcomers in 2010.



Trulli had long been linked with the drive, thanks to his friendship and connections with technical director and team guiding light Mike Gascoyne. The 35-year-old Italian has previously worked with Gascoyne at Jordan, Renault and Toyota, and thanks to his qualifying pace is acknowledged as a man who can benchmark a car's performance.

Kovalainen (above, with Trulli) emerged as a surprise candidate after the team eschewed any commercial considerations to get the best available pairing. The Finn's reputation has taken a battering at the hands of former McLaren team-mate Lewis Hamilton over the past two years, but he is still highly regarded in the F1 paddock. He's also bucking the historical trend: three drivers – Emerson Fittipaldi, Ayrton Senna and Mika Häkkinen – went from Lotus to McLaren, rather than the other way around.

Former GP2 racer and 2009 Renault 3.5 runner-up Fairuz Fauzy will be Lotus's third driver, helping to boost the team's Malaysian flavour. Fauzy logged some F1 test mileage with Spyker in 2007.

Brawn: Mercedes-Benz committed to low-cost F1

ROSS BRAWN BELIEVES HE IS RUNNING a "model team for a new era" and that it will continue to be so in the wake of its takeover by Mercedes-Benz.

Taking time out from a press conference to celebrate the team's partnership with watchmaker Graham-London in Switzerland, Brawn said: "We have proved that you can win titles in a new and different way and Mercedes-Benz is committed to a more sustainable Formula 1.

"I thought I had done all I could in F1, but 2009 brought many new emotions. We have done things differently, we want to be a better value for money F1 team and that will be the new, sustainable face of Grand Prix racing. There are 1000 people at Ferrari – we did last season with 450 people and we will be self-sufficient financially as we move into next season.

"F1 will never be cheap but it can be done in a different way, and that is one of the reasons that Mercedes-Benz chose to work with us. We have to achieve the best results for a lower cost and in a more cost-effective way. Overblown and excessive F1 teams are no longer viable and it's been a salutary experience for everyone. There will be a lot more moderation in future, and that's a good thing.

"We will continue to work the way we did last year. We are a model team for a new era and that means the Brawn ethos will remain intact. Mercedes-Benz wants the simplicity of the structure we have, and they will give us the freedom to continue working as we do. Under Honda that was more difficult."

Brawn added that he has come to terms with the loss of World Champion Jenson Button to McLaren. "I think Jenson was looking for a new challenge," he said. "He wants to show he's a worthy champion, show that he can beat the strongest competitor out there, and I respect that."

As *Motor Sport* closed for press, a team-mate for new signing Nico Rosberg had yet to be announced. Brawn refused to be drawn on the rumours that Michael Schumacher could made a dramatic comeback. "He is his own man, he's having a nice life and I'm not sure he needs the aggravation of F1," said Brawn. "You can never say never – but then I said we'd never lose Jenson. I'm not going to start speculating." *Rob Widdows*

Nico Rosberg interview, page 58

Nigel Roebuck



REFLECTIONS
– How McLaren lured Button away from Brawn
– Rally switch might be the remaking of Räikkönen
– Mercedes gets more say with team buyout
– Outside influences to thank for Silverstone deal

When his new building was still in the planning stage, Ron Dennis organised a competition among his employees: whomever came up with the best name for it, he said, would 'get a grand'. Someone thought of 'Paragon', which my dictionary defines as 'a model of perfection or supreme excellence'; it was adopted on the spot.

Nine years have passed since Dennis revealed to us the details of the planned edifice, including the thinking behind the name. "We've got a lot of partners and customers," Ron said, "and if you're Peugeot or BMW, using our electronics, driving into a place called 'McLaren' is a bit difficult psychologically, so we decided on a neutral name."

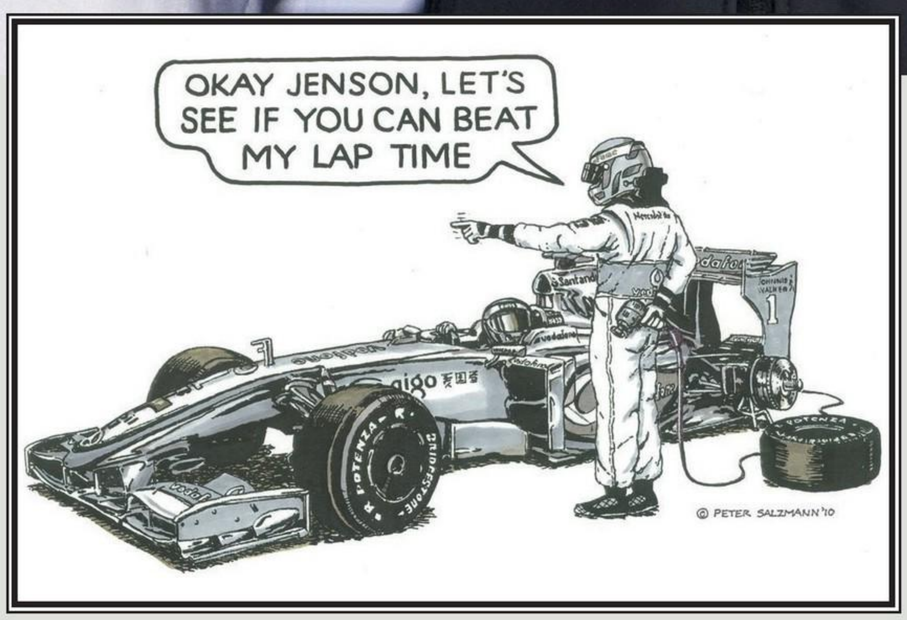
I was disappointed when 'Paragon' was later discarded in favour of the more prosaic 'McLaren Technology Centre', which is accurate and functional, but devoid of any sense of Dennis's favourite word, *passion*.

Not that there is anything ordinary about the building itself. Ron said it would constitute 'the biggest building block in the future of the company', and this is some building block – there is space enough to house nine Boeing 747s. Designed by Sir Norman Foster, it amounted to a futuristic complex, under whose roof would be housed every aspect of McLaren's multi-faceted business.

Back in 2001 we put on waterproof boots (provided, of course) and trudged through the muddy wasteland on which the MTC would eventually sit. At the next visit we needed hard hats, too, for construction had started, but it was clear that Dennis's original hope of opening for business in 2002 (Monday August 12, to be precise) would not be realised. The building became fully operational two years later than that, and



New team-mate Hamilton will certainly challenge Button, but don't expect it to be a Lewis walkover



the final cost is something you don't talk about.

When you drive into the MTC – it even has its own dedicated road sign – you feel as if you've stumbled into a Bond movie, upon the set for the final fight scene in Blofeld's HQ. I've been there many times now and it never loses its power to impress, but inevitably it is the first visit that makes you blink – the elegant shape, the lake, all that glass…

And there's something else, too. Walk into the enormous lobby area, and you see the car that started it all – Bruce McLaren's Austin Seven – and then a great many more, stretching away into the distance. Beyond such sights as a Denny Hulme Can-Am car, in the company's original orange, a Johnny Rutherford Indycar, green and white, and the F1 Le Mans sports car, is a long row of Grand Prix cars, many of which have taken drivers – Emerson Fittipaldi, James Hunt, Niki Lauda, Alain Prost, Ayrton Senna, Mika Häkkinen, Lewis Hamilton – to the World Championship.

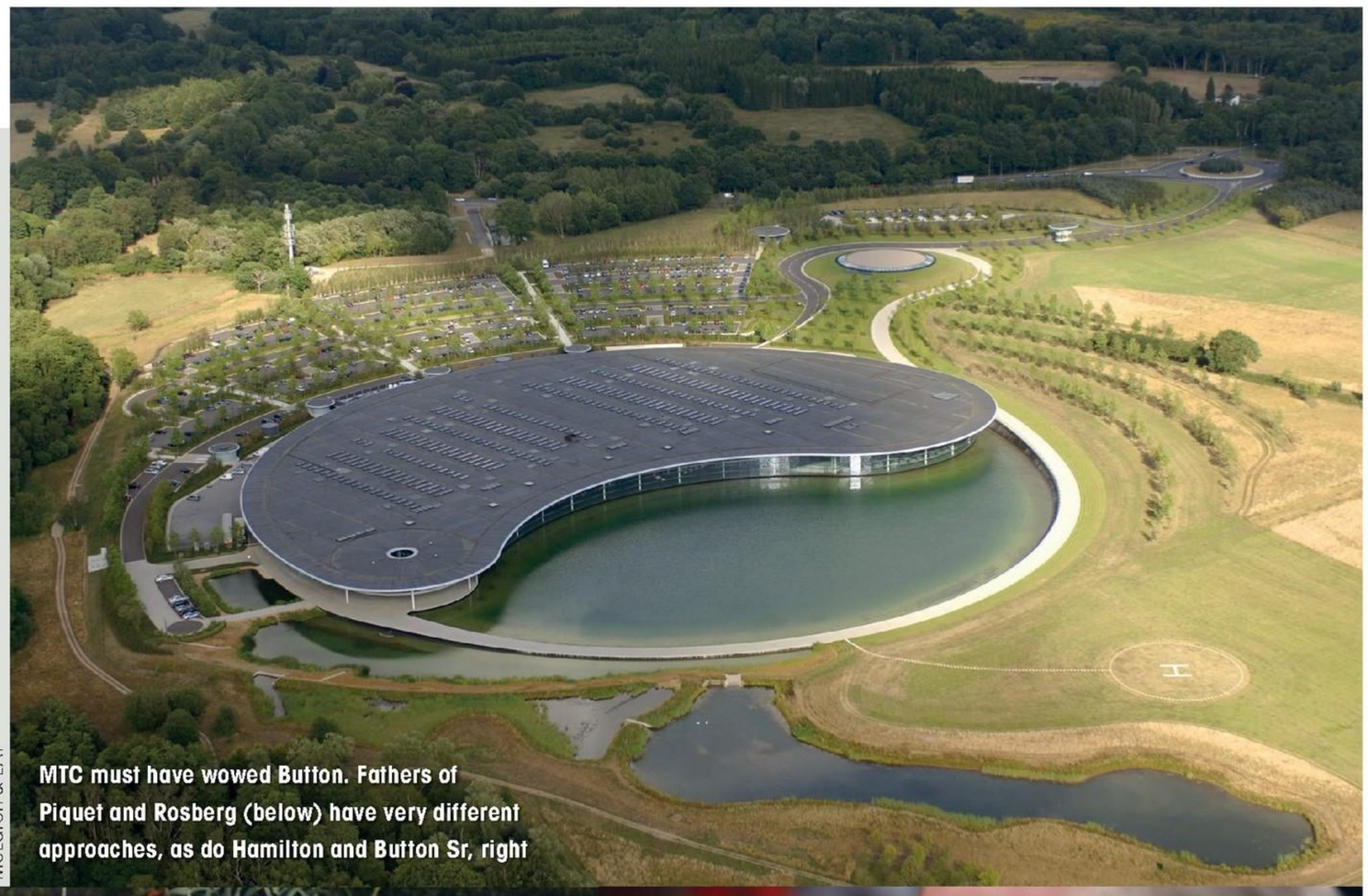
The impression you get is of *overwhelming* success, and over a very long period of time. And clearly that was not lost on Jenson Button when he walked in for the first time.

When word first began to circulate of a possible deal between Button and McLaren, I was a touch nonplussed, and not alone in that, for while it is not unknown for a World Champion to depart at season's end, to take his number one to a different team, usually there is an element of *force majeure* involved.

Alain Prost, for example, won the title in 1989 and then left for Ferrari, simply because Ayrton Senna was contracted to McLaren for 1990 and beyond, and after two seasons as Senna's team-mate, Prost had concluded that a third was untenable. Seven years later, of course, Damon Hill became World Champion – having learned a few weeks earlier (from a magazine scoop) that »»

LAT

Nigel Roebuck



McLaren & LAT

MTC must have wowed Button. Fathers of Piquet and Rosberg (below) have very different approaches, as do Hamilton and Button Sr, right



Hill didn't fare as well as Button – he took his No 1 to Arrows in '97





Williams had long before decided to replace with him with Heinz-Harald Frentzen.

If that ranked as one of FW's more eccentric decisions, it amazes me to this day that Hill's management then failed to place him in another front-rank team, so that at the first race of 1997 – Melbourne, where he had won the year before – he lined up 20th in an *Arrows-Yamaha*, for God's sake! Damon finished that season with seven points, just the odd 90 fewer than in '96.

This situation with Button, though, was different. As the second half of his season progressed, as the World Championship ground closer, we were mildly surprised to learn that no new deal with Brawn had been struck for 2010, but then it seemed to make sense for both parties to concentrate on winning the championships rather than risk the distraction of future contractual negotiations. There would be time for that. Both Ross and Jenson spoke of their hopes of staying together, and felt sure it would happen.

Then the saga began to develop a little. Jenson, went the word, was less than thrilled at the sort of retainer Ross was talking about for 2010 and beyond. It was known that he had taken a very substantial pay cut at the start of '09, and done it willingly, for not so long before – after Honda's unexpected withdrawal – he had stared at the prospect of unemployment and perhaps even the end of his Formula 1 career. When Brawn and Nick Fry succeeded in keeping the team alive, Button was handed a lifeline, and at a time like that money was of very secondary importance – many in the team, after all, faced unavoidable redundancy.

Ten months on, though, the world had changed again. Brawn GP had enjoyed a miraculous season, and Button was World Champion. Obviously more money was coming in, and Jenson – particularly in his new role – wanted what he saw as a fair share of it, as his manager, Richard Goddard, made clear.

It was at this point that the rumours began of a possible move to McLaren, and it's fair to say that most F1 people assumed it was a means of putting pressure on Brawn. Such ploys are not unknown, after all.

As it was, though, on November 18 – just a couple of days after Mercedes announced its buyout of Brawn GP – McLaren confirmed that Button would indeed join Hamilton for the 2010 season and beyond. Sure was a busy week.

McLaren people suggest that Jenson was indeed bowled over by his first visit to the MTC, but still there was surprise – make that amazement – that he should have opted for a move. For one thing, Brawn (née Honda) had been 'home' to him for so long, and he had developed excellent relationships there. For another, he was moving to McLaren, which many consider 'the Hamilton team'. More than one driver has said he would never consider going to McLaren while Lewis was in the other car.

This stems not from any personal animosity, but because there is a feeling that Hamilton has been part of the McLaren fabric for so long that anyone else would always be 'the other driver'. It may be fair, it may not, but that is the perception. It was the same during the Clark era at Lotus, the same when Senna was at McLaren, the same – overwhelmingly – through Schumacher's 11 seasons with Ferrari.

"For Jenson," Jackie Stewart commented, "it's like walking into the lion's den, because Lewis has had three years in the McLaren team now. He has it his way. Jenson knew

the culture at Brawn – at McLaren there's a totally different culture."

Hamilton has indeed been in the F1 team for three years, but he was part of the McLaren family for a decade before that, being groomed to become World Champion one day, his manager-father on site every step of the way.

On the evidence of the 'Lie-gate' Affair (and its consequences for others, including Ron Dennis), Anthony Hamilton is not backward in coming forward when it comes to his son's interests, and of late there has been almost as much light-hearted discussion of the fathers as of the sons who will drive for McLaren in 2010. If Jenson and Lewis are different types in some ways, so more obviously are their fathers, John being the laid-back kind of racing dad who simply enjoys being at the Grands Prix, and makes a point of not getting involved.

This, to many F1 team people, is more than gold, and brings to mind a December day at Jerez in 2003 when both Nico Rosberg and Nelson Piquet tested a Grand Prix car – a Williams-BMW – for the first time. Their fathers, both of whom had won World Championships with Williams, were in attendance.

"Even before leaving Brazil," a Williams man said, "Nelson had told Globo TV that we 'were interested in signing his kid to a long-term contract'! At the test he was in the pit, wanting this, wanting that, demanding an extra run for Nelsinho on new tyres at the end of the day, all that sort of thing. Keke, on the other hand, just left Nico to get on with it and watched from the grandstand. We rather appreciated that…"

One of the problems at McLaren through the stormy season of 2007, some have murmured, was that the fathers of Hamilton and Fernando Alonso were too closely involved in the day-to-day politics of the team. Maybe yes, maybe no, but I can't see John Button going down the same road; at heart he is simply the ultimate fan, of both his son and the sport, and he isn't going to change now.

Many think Jenson mad to go up against Lewis in identical cars – and in a team he has very much made his own – when he had such a good thing going at Brawn, or 'Mercedes Grand Prix' as she is wrote now. For one thing, they say, he will find the culture of McLaren constricting for one of his laid-back nature, and perhaps they're right. Certainly it will be interesting to see if the designer stubble survives.

On the track, too, the suggestion is that Button will be subjugated by Hamilton's sheer pace, but I wonder if it will be as simple as that. Certainly Lewis is searingly quick, and, as Keke Rosberg has said, 'Gilles brave', but go back 30 years and think of the Ferrari team in 1979. Villeneuve provided the drama, the derring-do, the *genius*, if you like – but it was Jody Scheckter who won the World Championship, and why? Because he was quick enough when he needed to be, and, because he left a margin, he made fewer mistakes than his team-mate.

It will surprise me, I must say, if Hamilton is often behind Button on the grid this year; rather less if there is much between them when it comes to championship points. I somewhat doubt, for example, that Jenson would have gone off at the Curva Grande on the last lap of the Italian Grand Prix, trying to be second rather than third. Gilles perhaps, Jody no.

> "For Jenson it's like walking into the lion's den"
>
> JACKIE STEWART

Then there are the rule changes for this year, most notably the ban on refuelling, which most technical directors expect to work in favour of smooth drivers, who will be kinder to their tyres in fuel-heavy cars. Another point that could work in favour of the Prost-smooth Button.

Still, however, there remains a degree of mystery as to quite why Jenson decided on the switch. At one stage, when negotiations with Brawn were still in progress, Richard Goddard's remarks indicated that the problems were financial, that his boy was entitled to more than Ross was offering. Later, though, when Button had confirmed his move, Nick Fry suggested that money had not been the problem, that the Brawn offer was actually in excess of that from McLaren. And such was confirmed to me by a McLaren man.

Perhaps it was a mix of things that changed Jenson's mind. Maybe he suspected that, even though the team will continue to be run by the folk with whom he worked so well, 'Mercedes Grand Prix' will not be quite the same as 'Brawn GP'. Maybe something clicked in his head when he took in the enormity of the McLaren Technology Centre, the sheer body of achievement behind a fabled team. And maybe he bore in mind, too, that McLaren started 2009 with a sow's ear, yet somehow was able – through a season in which testing was banned – to be winning by July. In the Honda days, after all, he become accustomed to bad cars that stayed bad.

And, of course, there was the element of 'a new challenge'. I'll grant you that this is the reason invariably offered by anyone taking a new job, but perhaps Jenson isn't being disingenuous – perhaps the notion of going up against Lewis strongly appeals. As I said, I don't expect it to be as one-sided as some are suggesting, and it isn't often that a team like McLaren comes calling.

It is a quite remarkable situation when you think about it: the two most recent World Champions – both of them British – in the same team. No surprise that Vodafone was so keen that a deal be brokered.

That said, already folk are predicting there will be problems because, well, because aren't there *always* problems when, in the words of Frank Williams, you put two bulls in one field? No one anticipates a repeat of the Senna-Prost feud, but it's almost inevitable there will be tensions because Grand Prix drivers, however mild their public demeanour, tend to have towering private egos, and after every race – every *practice session* – observers quietly put a mark against your name.

It's the same with money. "I always said that Ayrton Senna would have driven for $100 a year, if that was the going rate," said Ron Dennis a few years ago, "except that he'd have wanted $101, simply as a measurement of him being the best. People are like that. You measure yourself in financial terms – yes, it affects your lifestyle, but primarily it's a reflection of how good you are. The best people get the most money – that should just be common sense."

Alain Prost put it much the same way: "After a few years at the top level of ➤➤➤

Nigel Roebuck

F1, money doesn't mean that much – except as an indication of your worth. Every time you do a new contract, it's like a mark on an examination paper…" Ego, then? "Er… yes!"

These things can rankle. In the '60s Chris Amon wasn't too worried about what he was paid by Ferrari – until he discovered that Jacky Ickx, who joined the team after him, was getting rather more. Similarly, it used to nettle Juan Pablo Montoya that Ralf Schumacher was (unfathomably) paid appreciably better in their Williams days.

Still, the deals are done, and everything is in place now, as Button and Hamilton prepare to take on Alonso's Ferrari, Vettel's Red Bull, Rosberg's Mercedes *et al*. "Lewis and Jenson," said Martin Whitmarsh, "are both World Champions. They know what it takes to win, and I'm sure they'll both be motivated to push each other to deliver even greater results. It's my job positively to harness that competitiveness for the greater benefit of the team. It's a proposition that some teams might find troubling, but which we are absolutely relishing – it's a very nice problem to have. My job is to manage that racer's instinct – they're there to race each other, and the only instruction they'll receive from me is to respect each other on the track. Other than that, they're free to race."

On you go, boys.

Had McLaren been able to reach an agreement with Kimi Räikkönen's management for the Finn to return to his old team, there would have been no possibility of a move by Button, but in the end talks floundered.

It had been clear that once Ferrari had decided to terminate Räikkönen's contract a year early, so as to bring in Fernando Alonso as soon as possible, that a move back to McLaren was the only F1 possibility for Kimi, given his pronouncement that he was interested only in driving a car that could win races.

Had Ron Dennis still been at the tiller, Räikkönen would not have contemplated a return, so poor had their relationship become by the time he left for Ferrari at the end of 2006. Kimi, as we know, is a free-spirited individual, and some aspects of his way of life were not a snug fit with McLaren's driver template.

In the post-Dennis era standards have remained high, but there has been a certain relaxing of the ambience, and thus Räikkönen was amenable to the idea of going back whence he came. No deal, however, could be readily struck, and when J Button came into their orbit McLaren folk found they didn't really mind too much.

As soon as Jenson signed, it was announced that Kimi would take a sabbatical from F1, which was another way of saying that no competitive option remained open to him. Momentarily it was said that he might be tempted to fill the vacancy left by Button at Mercedes Grand Prix, but there was no indication of interest from that quarter. Hence Räikkönen makes a Montoya-like move, clear away from F1: next year he will compete in the World Rally Championship in a factory Citroën.

Personally I'm sorry that a talent like Kimi's should be lost to Grand Prix racing, even if it proves only temporary. That said, from everything I have been told, it really isn't surprising that ultimately the talks with McLaren went to dust.

Räikkönen has long been managed by the Robertsons, *père et fils*, and there was a certain discrepancy in their statements explaining the breakdown in negotiations with McLaren. "They couldn't afford Kimi," said David. "It wasn't in his interests to race for what they were offering, so he's going rallying instead." "Kimi's not interested in the money," said Steve. "I mean, of course money's part of it, but he doesn't need it. He wants a car where he can show his talent. "

What is one to believe? Back in the 1980s, chatting to Keke Rosberg, I mentioned that somebody or other was contemplating a move, but was adamant it had nothing to do with money. Keke laughed: "Don't ever believe anyone in F1 when they say that – trust me, it's *always* about money…"

In the case of Räikkönen, it appears that money was at least part of the problem, and



Citroën

– call me naïve – that might not have been expected, for already he is being paid a fortune *not* to drive for Ferrari next year, and McLaren was his only realistic hope, a point surely not lost on Martin Whitmarsh.

"Obviously, after McLaren couldn't get Kimi," Steve Robertson commented, "they looked at what they thought was the next best option." But that wasn't quite how most people saw it. McLaren, after all, signed the reigning World Champion – and Räikkönen, for all his fundamental ability, was hardly the hottest property in F1 by the end of 2009.

This can happen to a driver. No one, after all, needs to be reminded of the abilities of Ronnie Peterson, on his day as fast as racing has known. But by the end of 1977, after three indifferent seasons with three teams, folk were not exactly waiting in line to sign him. When he linked up with Colin Chapman again, for '78, he regained his motivation, became once more the Peterson of old, and it's not impossible that Räikkönen could have done the same at McLaren this year. But when Ronnie went back to Lotus, he had to 'bring money'.

No question of that in this era, of course, but still there was no getting away from the fact that Ferrari had dropped Räikkönen in favour of Alonso, after three years in which his form had been patchy, to say the least. Yes, he was brilliant in the second half of



Kimi flew in Finland '09 – but crashed Fiat Grande Punto S2000. He now joins Loeb in Citroën line-up, left. Below: Alonso has made his presence felt at Ferrari

LAT



Ferrari

2007, and narrowly won the championship, but the last two seasons were largely a disappointment: in '08 he won two races – but Felipe Massa won six. On occasion Kimi still looked like the driver he had so often been at McLaren, and certainly he drove exceptionally well after Massa's accident last year, when Ferrari's hopes rested upon him, but as a Maranello man said to me at Monza, "Six great drives in two seasons… It's not enough".

Ferrari people liked Kimi, and appreciated his raw talent, but they did not think him a man to develop a car, nor one with the motivational qualities to which they had become accustomed with Michael Schumacher. Alonso, although unable to take the wheel of an F1 car until the New Year, paid two visits to Maranello after the end of the season, pounding round Fiorano in 458s and 599s, familiarising himself with everything. "Already," a team member murmured, "Fernando's been here more than Kimi has in the last two years…"

All this being so, it took considerable *chutzpah* for Räikkönen's managers now to carry on as if they had Nuvolari on the books. In the dealings with McLaren, there were also difficulties other than fiscal: Räikkönen's distaste for PR commitments is well known, and he can hardly be blamed for that, but it's part of the modern F1 driver's life, and one of the reasons why they get paid telephone numbers even in this financial climate.

Räikkönen also wanted to do the odd rally, and that, too, was not something for which McLaren had enthusiasm. On his only WRC outing in 2009, in Finland, Kimi predictably impressed with his speed and flair, but eventually he had a sizeable shunt, and although unhurt, could so easily have broken a finger or something. No F1 team is impressed when one of its drivers injures himself 'having fun', as Juan Pablo Montoya discovered in 2005 when, at the very start of his McLaren career, he fell off his tennis racquet and had to miss two Grands Prix.

So now Räikkönen goes off to the WRC, and in a competitive car. Will he one day return to F1? Of course it's not impossible, but at this moment neither is it certain, not least because he is a down-to-earth bloke, and I fancy he'll find the ambience of rallying more to his taste than the more precious world of F1 racing. A 'new challenge', as Button has put it, is certainly what it is, and I suspect that Kimi's motivation will be higher than for some little time.

AJ Foyt did Le Mans just once in his life, in 1967, and – sharing a Ford MkIV with Dan Gurney – he won it. Similarly, Juan Pablo Montoya's single Indianapolis 500, in 2000, ended in Victory Lane.

I enjoy statistics of this kind, I must say. There is an element of 'been there – done that', both these drivers coming in from another planet and plundering the race that mattered most. When I interviewed Foyt, he admitted to a pleasurable feeling of 'payback' at Le Mans, for in that era the Indy brigade suffered much at the hands of 'foreigners' at the Brickyard, and AJ – the most *American* American you will ever meet – felt that most keenly.

There was no element of 'payback' in this Grand Prix season just past, but there was an echo of Foyt and Montoya, in the sense that the history books will for ever record that Brawn GP competed in just one World Championship – and won it. As Ross said, "It's sad to see the team in existence for only a year – but what a year!"

Brawn, as we know, became a team owner by accident, by circumstance. Certainly he had wished to be a team *principal*, and perhaps, had the two parties been able to reach agreement after his sabbatical in 2007, he would have taken on that role at Ferrari and remained there for the rest of his career. As it was, such a deal could not be worked out, whereupon Ross accepted the offer of a similar job with Honda – who then pulled out of F1 only one year after the association with him began.

In this calamitous situation Brawn and Nick Fry, as we know, decided that they were not going to give in without a fight to save the team. Honda, it must be said, behaved impeccably, providing the wherewithal for at least temporary survival. But if the new outfit were given the name 'Brawn GP', Ross knew he had no wish to be a team owner forever. If the right bidder came along, he would get a sympathetic hearing.

And the right bidder did, of course. When Honda headed for the exit, Brawn approached Mercedes for supply of engines, and McLaren – like every other member of the Formula One Teams Association (FOTA) keen to help Ross's team to survive – did not use its right of veto to prevent the deal going through. Mercedes people, for their part, were only too delighted to take on a third customer, not least because this increase in capacity took away the worry of possible redundancies.

Putting a Mercedes engine into a car designed for a Honda was not ideal, of course, but needs must, and while the solution was by no means a lash-up, Brawn conceded that in certain aspects it

Nigel Roebuck

wasn't as elegant as he might have wished. Once the Brawn-Mercedes took to the track, of course, that seemed not to matter much, for Button and Barrichello were at once numbingly quick, and Jenson, as we know, won six of the first seven Grands Prix.

Ross's reputation notwithstanding, everyone was taken aback by the superiority of his new car, and that included the gentlemen of Mercedes, who were understandably disappointed by the lacklustre form of McLaren's latest, the MP4-24, but gratified that their engine was winning anyway.

For all Brawn's winter tribulations, it probably wasn't a fair fight at that stage, for Ross had devoted most of 2008 to preparing this car, while McLaren – like Ferrari – had been involved in a World Championship scrap through to the last race. There were fundamental rule changes for '09, and when the season started neither of the big hitters was in a state of satisfactory readiness. Come to that, neither had the controversial 'double diffuser'.

Throw into the mix the fact that intra-season testing had been newly banned, and the extent of McLaren's plight falls even more sharply into focus. Simply put, more than in any previous season the likelihood was that if you started with an uncompetitive car you were going to be stuck with it through to November.

As it turned out, McLaren transformed a much under-developed car if not into a gem, then at least into an occasional race winner, and in its way the team's achievement matched any that had gone before. Lest we forget, at Silverstone in June Lewis Hamilton started on the back row of the grid; at the Hungaroring, in late July, he won – and won well.

By then, though, the World Championship was Button's to lose, and amid all the political turmoil prevalent in Formula 1 through the summer there bubbled away in the background suggestions of an ever-closer relationship between Brawn and Mercedes, this not simply because Ross's team had done a better job than McLaren, the company's 'official' partner in Grand Prix racing.

What Brawn GP offered was the opportunity for Mercedes to go into business for itself, to race under its own name. At precisely the time BMW's board unceremoniously opted to take its leave of F1, Mercedes, its biggest natural rival, was bucking the trend, looking to *increase* its involvement.

For years it had been no secret that Mercedes people were not totally happy with the company's role in F1. Yes, the partnership with McLaren had been outstandingly successful, but it always had its limitations in the sense that Mercedes could never be seen as more than an engine supplier, albeit one with a special relationship. Such as Renault, BMW, Toyota and Honda raced against McLaren-Mercedes.



Daimler-Benz

"What Brawn offered was the opportunity for Mercedes to go into business for itself"

Over time there were suggestions of a McLaren buyout by Mercedes, but that was not the way Ron Dennis and his fellow directors wished their company to go. For all that, however, the relationship remained strong, and on more than one front: the production line for the Mercedes SLR, for example, was not in Germany, but in Woking.

Marketing reasons aside, though, Mercedes folk had other reasons for wishing to race under their own name. As an engine supplier only, they had no real 'voice' – were not party to the Concorde Agreement, not entitled to membership of the FOTA, and so on. Equally they had no say in the matter of driver choice – while at the same time McLaren had rights of veto when it came to other teams using Mercedes engines. When Honda took its sudden leave of F1, as we said, Ross Brawn had need of another engine, and McLaren commendably raised no objection.

More recently, though, when Mercedes was keen in future to supply Red Bull (and therefore Sebastian Vettel, the new German hero), McLaren apparently gave it the thumbs down. If that caused displeasure, so – very much – did the forthcoming McLaren road car, the MP4-12C, which does not have a Mercedes engine but rather one of McLaren's own manufacture, and which will compete directly with the 'gullwing' Mercedes SLS.

All these things being so, it was perhaps no surprise that Mercedes should opt to reduce its involvement in McLaren, to sell back its 40 per cent shareholding and to go for a 75 per cent buyout of Brawn, which will – under the name of Mercedes Grand Prix – continue to operate in the same way, with Ross running the show.

At last Nico Rosberg will get his hands on a competitive F1 car, and perhaps… perhaps Michael Schumacher will join him.

At this point, a week or two before Christmas, I have to say it will surprise me if Schumacher, his 41st birthday looming, decides on a full-time return, but I don't dismiss it. Michael's reverence for Ross Brawn is a matter of fact, and if the question of a comeback were not being at least discussed, one has to wonder why was not Rosberg's team-mate – originally reckoned to be Nick Heidfeld – announced long ago?

A thought: would Ross have let Rubens Barrichello go if he'd known he was going to lose Button? I somewhat doubt it.

By the time this is read, Mercedes may well have announced a full driver »»

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line-up. Whatever, it seems to me right and proper to celebrate the *expansion* of a major manufacturer's involvement in F1 at a time when most of the others have scarpered.

It may be true, it may not, but word reaches me that Jean Todt played a role in brokering the agreement between Bernie Ecclestone and the British Racing Drivers' Club, which led to the announcement of an extension of the contract to run the British Grand Prix at Silverstone, and for the next 17 years, no less. That will take us through to 2026, by which time the BRDC will be celebrating its 98th birthday (and, for that matter, Bernie his 96th).

It was at Silverstone, on the Friday morning of the Grand Prix meeting in 2008, that the FIA – with wanton cruelty – put out a statement. 'Following discussions with Formula One Management,' it read, 'the FIA can confirm that the British Grand Prix will be maintained on the World Championship calendar. From 2010 the new home of the British GP will be Donington. We understand that the development programme planned for Donington will achieve the very high standards we and FOM expect from a modern F1 circuit. Finally, British F1 fans will get the Grand Prix venue they deserve.'

There followed comments from Ecclestone: 'Finally the uncertainty is over. A contract has been signed with Donington Park, and the future of the British GP is now secure. We wanted a world-class venue for F1 in Britain, something that the teams and British F1 fans could be proud of. The major development plans for Donington will give us exactly that. A venue that will put British motor sport back on the map.'

The Donington owners, it was revealed, would require not less than £100 million to bring their circuit up to F1 standards – before so much as thinking about the annual fee required by Bernie to bring his circus to town.

It's fair to say that the immediate response in the paddock was… let's be polite, and call it sceptical. That very morning I chatted to a member of the inner circle. "Donington, then?" I said, and he gave me a look. "We'll see," he said. "We'll see…"

Then I asked Ecclestone if it truly were feasible for everything to be readied at Donington in time to run the British Grand Prix in 2010. "Don't ask me," he replied. "I'm not a civil engineer."

Nor a banker, he might have added.

Whatever else, Bernie was adamant that F1 wasn't ever – *ever* – coming back to Silverstone after 2009. "If Donington doesn't come through, there won't be a race in Britain – I'll sign a contract with another country."

(Which he has duly done, of course, in the shape of South Korea, yet another country with long cultural links to GP racing).

At Silverstone *this* year Ecclestone's tune had changed a touch. "We've got an agreement with Donington," he said, "and I hope they can do all the things they're supposed to do – if they can't, then for sure we'll be back to Silverstone…"



LAT

"For years Bernie has ranted about Silverstone"

And lo, we are. To British enthusiasts, all that matters is that our Grand Prix has survived – and at the only circuit capable of satisfactorily staging it. Word is that someone at CVC exerted pressure on Ecclestone to reach an accommodation with the BRDC, this not the consequence of an attack of altruism as much as a realisation of the colossal PR damage to F1 which would result from the killing of the British Grand Prix.

I'll confess, though, that I was surprised by the *scale* of the new agreement, for 17-year deals were once unheard of. And hand in hand with it went the announcement of investment, to the tune of £40m-plus, in new pits, paddock and the like.

For endless years Bernie has ranted about Silverstone's primitive facilities, saying that unless the place were to be significantly tarted up it would lose its GP. The BRDC, for its part, argued that if only his fee were lower – allowing it to make a decent profit from the race – investment would be possible. The stalemate seemed without end.

Fortunately the BRDC decided some time ago (in the face of fierce opposition from some of its members) to allow outside investment to come in, and it is this – on the back of guaranteed continuity, of a 17-year deal – that will enable Silverstone to have its required makeover.

If Todt indeed had a part to play, that is a promising pointer to the manner in which the new FIA president intends to operate. And there are others, too, if the decisions taken at the December meeting of the World Sport Council in Paris are any guide. While I was disappointed by the revised World Championship point-scoring system – 25-20-15 puts no more premium on winning than did 10-8-6 – I was greatly heartened by news of changes to the FIA stewards' panel.

For many years now the conduct of the FIA stewards at races has invited justifiable censure, and nothing was ever done about it. Nor did anyone like it at all when Max Mosley installed his own 'man at the races' as non-voting chairman of the three-man stewards' panel.

As of now, that position disappears, and there will be a smaller group of permanent stewards on which to draw. These will sit with 'experienced former F1 drivers to provide a permanent panel of three FIA stewards, together with one steward representing the National Sporting Authority, to deal with F1 at each Grand Prix'.

The hope is that these changes will lead to greater consistency, when it comes to judging on-track controversies, and also to a speeding up of decision making. All sounds very encouraging to me. The dithering uncertainty and erratic judgement of many FIA stewards has been a scandal for way too long.

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

The Showrooms - Since 1919

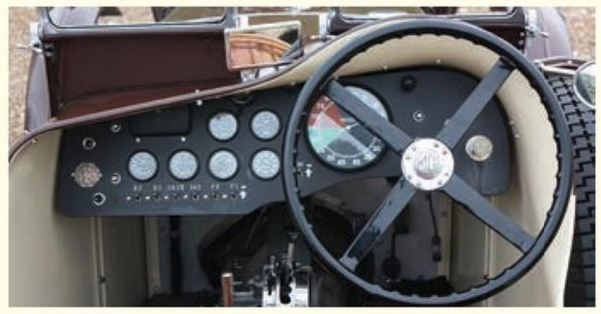
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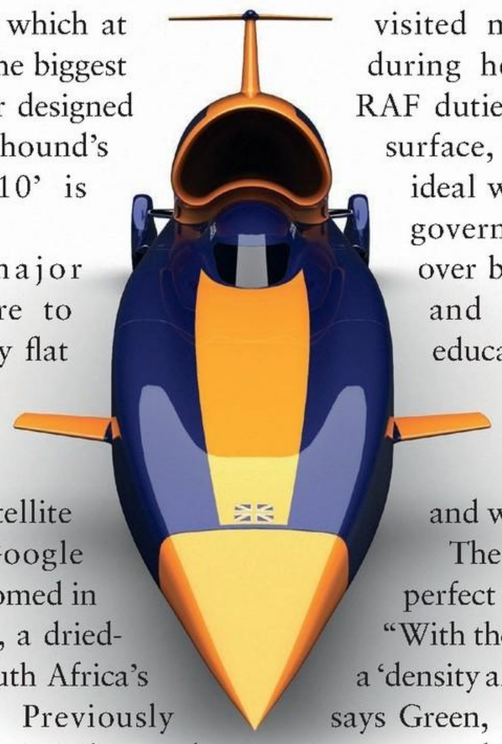


Bloodhound to run in 2011

RICHARD NOBLE'S 1000MPH Bloodhound project is on course for a 2011 record run, with a radical redesign, a new HQ, and a location for the supersonic record attempt.

Bloodhound aims to smash the current 763mph Land Speed Record, set by Andy Green in Noble's previous device, ThrustSSC, before hitting four figures on four wheels. Since the mock-up of the twin-engined device was displayed, Bloodhound's shape has changed. Instead of the 'rocket over jet' form, with a swooping air intake feeding a low-set engine, an even larger rocket motor now sits between the wheels with the Eurojet EJ200 Typhoon fighter jet engine above.

Wing Commander Green, who will pilot the seven-ton Bloodhound, explains that they found they needed more power, but that firing a high-mounted 27,500lb-thrust rocket would pitch the car nose-down. "At 700mph that would make my job a bit harder," Green says cheerfully. "But the new layout only raises the centre of gravity by three or four centimetres, which we compensate by increasing the track a little. Also the fin is now attached to the chassis, not to the rocket, so inserting the refuel pack is faster." In October the team successfully tested the rocket, which at 18in diameter is the biggest hybrid motor ever designed in Britain. Bloodhound's 'Configuration 10' is now final.



Another major question – where to find 10 completely flat miles for the record attempt – has also been solved. Using satellite imagery and Google Earth, the team homed in on Hakskeen Pan, a dried-up lake bed in South Africa's Northern Cape. Previously ruled out because it is bisected by a dirt track, the Pan now has a tarred road round the end of it, making the old route redundant, and the local government has pledged to remove the track.

"It's perfect," says Green, who visited most of the sites during holidays from his RAF duties. "It has a hard surface, great access and ideal weather. The Cape government is bending over backwards to help, and there's a strong educational link. South Africa wants to expand its technical skills, and we're part of that."

The Pan is also at the perfect altitude – 2600ft. "With the heat that gives us a 'density altitude' of 5000ft," says Green, "which postpones trans-sonic drag." But he adds that they may have to supercharge the 800bhp MCT V12 which pumps oxidant to the rocket to compensate for the thin air.

The 42ft needle-nosed machine will be developed and assembled in a dedicated technical centre in Bristol's dockland, next door to the SS Great Britain and near the University of Western England, where the team has been based until now. Boosting the image of engineering as a career is a core element, and visitors will have constant access to the build, expected to take 18 months. Initial testing on rubber tyres will take place in the UK before incremental runs at the Pan.

Noble estimates he needs £10 million to break 1000mph, but says that despite the downturn sponsors are keen thanks to the education element. So far 33 universities, 98 colleges and 10 per cent of Britain's schools have involved themselves with Bloodhound. Research already shows a mini 'Apollo effect', as seen in the United States during the moon landings, when engineering graduate figures soared.

"That's our core aim," says Green. "It almost doesn't matter how fast we go. Even if we don't hit 1000mph but still get students excited about engineering, we'll see that as a success."

A full-sized Bloodhound mock-up goes on display at Autosport International on January 14-17.

Gordon Cruickshank

Audi to race in new LMP1 series

AUDI IS THE FIRST MANUFACTURER to sign up for the new Le Mans Intercontinental Cup for LMP1 prototypes that will include three enduros at the end of 2010.

The German manufacturer has revealed an expanded programme for the latest version of its R15 turbodiesel at the same time as the Automobile Club de l'Ouest announced that the series it first talked about last summer would go ahead in 2010. The Intercontinental Cup will encompass rounds of series running to Le Mans rules in Europe (at Silverstone), the United States (Petit Le Mans at Road Atlanta) and Asia (at a venue to be determined) next autumn.

Audi Sport boss Wolfgang Ullrich said: "We wanted to find a way to have a bigger programme (than in 2009), so the Cup is good for us."

The ACO said the Intercontinental Cup for teams and manufacturers will expand for 2011. What it is describing as a "world trophy" will feature a minimum of six races.

The 2010 'R15 plus' will race a minimum of five times during the year. The centrepiece of the Joest factory team's programme will again be the Le Mans 24 Hours.

Audi will not take part in the Sebring 12 Hours for the first time since 1999. The definitive 'R15 plus' will not be ready for the American Le Mans Series opener in March.



LAT

IN BRIEF



JOHN BRITTEN (1931-2009)

John Britten, a key player in the rescue of four British tracks under the MotorSport Vision banner, has died aged 78. Britten was a business partner to Jonathan Palmer when MSV acquired Brands Hatch, Oulton Park, Snetterton and Cadwell Park in 2004. "John played an active role in turning the circuits business round," said Palmer. Having raced MG Midgets in the '60s, Britten went on to create the Arkley SS. An accomplished pilot, he worked closely with Richard Lloyd in the Britten-Lloyd Racing Group C team.

■ The Le Mans Series (LMS) in Europe will open with an eight-hour race at Paul Ricard as a possible precursor to longer races in the future. The French event, on April 11, will be the first LMS race longer than the current 1000km or six-hour format. The five-race schedule also includes night races at the Algarve circuit in Portugal and at the Hungaroring.

■ Danica Patrick will run a partial NASCAR Nationwide Series programme this year alongside another season in the IRL with Andretti Autosport. Her stock car campaign will be with the JR Motorsports Chevrolet team.

■ Fabrizio Giovanardi is taking a sabbatical this year following the end of Vauxhall's British Touring Car Championship programme. The 43-year-old hopes the arrival of new makes, most likely in World Touring Cars, will allow him to return to full-time action in 2011.

■ Briton Oliver Jarvis has been promoted to the factory Abt Audi DTM squad in place of Tom Kristensen, who is focusing on sports car racing in 2010. Jarvis will now drive a current A4 DTM.

■ The OAK Racing team, an LMS regular, has taken over the build of the Pescarolo 01 LMP1 and LMP2 designs from Pescarolo Sport owner the Sora composites group. The plans of Henri Pescarolo, who sold his company in '08, remained fluid at press time.

■ The third-generation GP2 car, to be launched later this year, will be built around the monocoque of the present Dallara 208 chassis. Economic factors have been cited in the decision against building an all-new car.



LAT

Ganassi heads entries for Rolex 24

THE ROLEX 24 HOURS KICKS OFF THE AMERICAN RACING SEASON AT DAYTONA AT the end of January, two weeks before the 500. Chip Ganassi's Grand-Am operation has been the team to beat in recent years, winning the race in 2007 and '08 and finishing a close second in '09. Ganassi's Lexus-powered Rileys have been rebranded with Toyota engines for this coming season. Scott Pruett and Memo Rojas, the 2008 Grand-Am champions, will head the driving team, aided at Daytona by the likes of Juan Pablo Montoya, Dario Franchitti and Scott Dixon.

Among those hoping to beat Ganassi are defending Grand-Am champions Alex Gurney and Jon Fogarty aboard Bob Stallings' Gainsco Riley-Pontiac. Gurney and Fogarty also won the championship in 2007, but they have yet to seriously challenge for victory at the season-opening Rolex 24. With Jimmie Johnson and Jimmy Vasser once again joining them at Daytona, they hope to do so this year.

Other contenders include 2009 Rolex 24 winner Brumos Racing, with a pair of Porsche-powered Rileys led by David Donohue, and Wayne Taylor's Dallara-Ford with Max Angelelli leading the driving team. Roger Penske's team will not run in Grand-Am this year, moving its Verizon sponsorship to Will Power's third Indycar.

Räikkönen brings star power to WRC

F1 ACE KIMI RAIKKONEN WILL MAKE A sensational switch to the World Rally Championship this year in the Red Bull-backed Citroën Junior Team.

The move is a coup for the WRC in the wake of a drop in interest in the series and the recent withdrawals of makes such as Subaru and Suzuki.

"It's fantastic news," said Simon Long, CEO of series promoter ISC. "Not only is Kimi an immense talent, he can attract (new) fans to the WRC."

Some drivers have warned that the switch may not be easy for the 2007 F1 champion, despite the pace he showed on last year's Rally Finland. "Kimi may be in for a shock," said Ford's Matthew Wilson. "At some events he'll be quick, but at others he will struggle."

Räikkönen will be joined by Kaj Lindstrom, who used to co-drive for four-time champion Tommi Mäkinen.

BMW M3 GT2 lined up for Le Mans

BMW HAS ANNOUNCED ITS INTENTION to enter the Le Mans 24 Hours this year with its controversial V8-powered M3 GT2 contender.

The German manufacturer wants to race the M3 that competed in the 2009 American Le Mans Series in selected European events including the 24-hour races at Le Mans and Spa, and rounds of the Le Mans Series. However, it acknowledges that it will have to make changes to a car that has so far only been cleared to race under Le Mans rules in America and Asia.

A BMW spokesperson said, "The car will have to be modified. It will not be a new car, but there will be changes that have a little bit of an influence on performance. We are in positive discussions with organisers and governing bodies regarding the approval of the car."

Schnitzer Motorsport, which is leaving the World Touring Car Championship, will spearhead BMW's endurance assault in Europe.

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FEBRUARY 10, 2010

We admit it, the concept is hardly a new one. The Rock and Roll Hall of Fame in the United States has been well established since the mid-1980s. They are popular in sporting arenas too, but less so in the UK – and that got us thinking. If *Motor Sport* wanted to celebrate the heritage of racing while at the same time tipping its hat to contemporary stars, what better way than opening our own Hall of Fame?

But why now? Well, as regular readers will know we've been working hard to revitalise *Motor Sport*, rebuilding the reputation created by Denis Jenkinson and Bill Boddy as an important 'voice' on all motor racing matters. We like to think the magazine stands for excellence and independence for all free-thinking fans of our sport, and we believe the time is right to honour the great names in a way that will carry resonance and respect around the world.

Now, we make magazines and have no interest in moving into the construction industry. Our Hall of Fame won't be a physical entity. Rather, it will be an exclusive club for the greatest, fastest and most influential figures in our sport. In time, we hope it becomes a byword for recognised brilliance and achievement.

We're opening this virtual Hall of Fame on February 10 at the Roundhouse, one of London's most popular venues for events and concerts. In front of an invited audience, eight founding members will be named – the 'pillars' of our Hall of Fame, if you like. These eight are figures from motor racing history who are the most obvious to be included in such a club. So obvious, in fact, that they are beyond being inducted. They're in from the start, even if some must be included posthumously. There's a clue to their identities in our Hall of Fame logo on this page...

Joining the founding members will be the first four inductees, who will take their place in the Hall of Fame on the night. We'll keep you guessing on the quartet for now.

Typically for *Motor Sport*, we'll try to pop any hint of pomposity. This will be no 'black tie' dinner. Rather, a stylish celebration of racing complete with live music, fine wine and good conversation ahead of the new season.

Would you like to join us on February 10? If so, we are offering five pairs of tickets to subscribers via our website. All you'll need is your subscriber number to enter the lottery and the names will be drawn on January 31. Click on www.motorsportmagazine.co.uk to enter now.

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RACING LIFE



Rahal has become a mainstay of historic racing in the US

Kyle Burt

RELIVING PAST GLORIES

THIS IS MY FIRST COLUMN FOR *MOTOR SPORT*, AND I'LL BE back in this space every month in the coming year, which is great because I've been reading the magazine for as long as I can remember. I'll be writing about what's happening here in the United States as well as looking back on some of the highlights – and possibly low points – of my career.

Right now I'm involved in what is a labour of love for me. Together with my friends Zak Brown and Peter Stoneberg, who have huge experience in motor sports marketing and sponsorship, we've put together a group called Historic Motor Sport Productions to stage a series of historic racing events in the USA and Canada this coming summer. We've been researching the idea for nearly a year and we now have a commitment to put on high-end events at iconic circuits with iconic cars from Formula 1, Can-Am, GTP and the World Championship of Makes, all of which are well known to an American audience. We start in May with races at the Barber Motorsports Park, which will be great because we also have the Barber Museum there with its fantastic collection of racing cars and motorcycles. We'll have a special all-Lotus race, which should be a lot of fun.

In June we go to Watkins Glen – a great circuit and, of course, home to the American Grand Prix for many years – and after this we'll be at St Jovite in July, a truly wonderful track which has recently been restored.

The idea is to bring the best cars, and some real racing, to the biggest possible audience. We don't have anything like the Goodwood Revival in the States and, frankly, I don't think you'd be able to get close to that anywhere else in the world, it's in a class of its own. Nor do we have events like the Masters series, the Nürburgring Oldtimer or the Le Mans Classic, and that's because most historic racing over here is more like club racing, and I guess that's fine. But we do have the Monterey Historics, which has never really been heavily promoted or marketed, and we know there is a big audience for high-quality historic racing.

We have a lot of great cars and drivers here, but we're also talking to owners and drivers in Europe and Australia, and there's been a great deal of enthusiasm for what we're doing. It's not easy for Europeans because we share the same racing season, but for Australians there are great possibilities. We've talked to the Formula Junior guys in Britain and the Formula 5000 guys in Australia and New Zealand, and I hope we can make it work. But it's going to be a lot of work, and getting the cars to events will not be the work of a moment.

I think there's so much interest in historics right now because people are disillusioned with the modern sport's preoccupation with 'spec' racing, where all the cars look and sound the same. I remember going to Sebring as a teenager and if you closed your eyes you could tell the different cars just by the sound of the engines. There's no way you could do that now. People like to see cars that were the idea and creation of one man, rather than cars built to a formula.

A lot of people ask if I will race in our new series, and will I be allowed to win? Well, I'm not doing this to race myself, so all I'm concerned with is putting on the best events with the best machinery. We'll give spectators the best possible access, totally the opposite from how Formula 1 is now. The closer people can get, the better – that's part of the draw. I'll still come to Europe and race my own cars, which are managed by Hall & Hall, because I love to race at places like Monza, Goodwood and Silverstone. But over here I'll simply be trying to make the new venture a big success.

So, a busy year ahead for me. But, hey, I enjoy it and it's got to be better than sitting around wondering what's going to happen next. See you next time.

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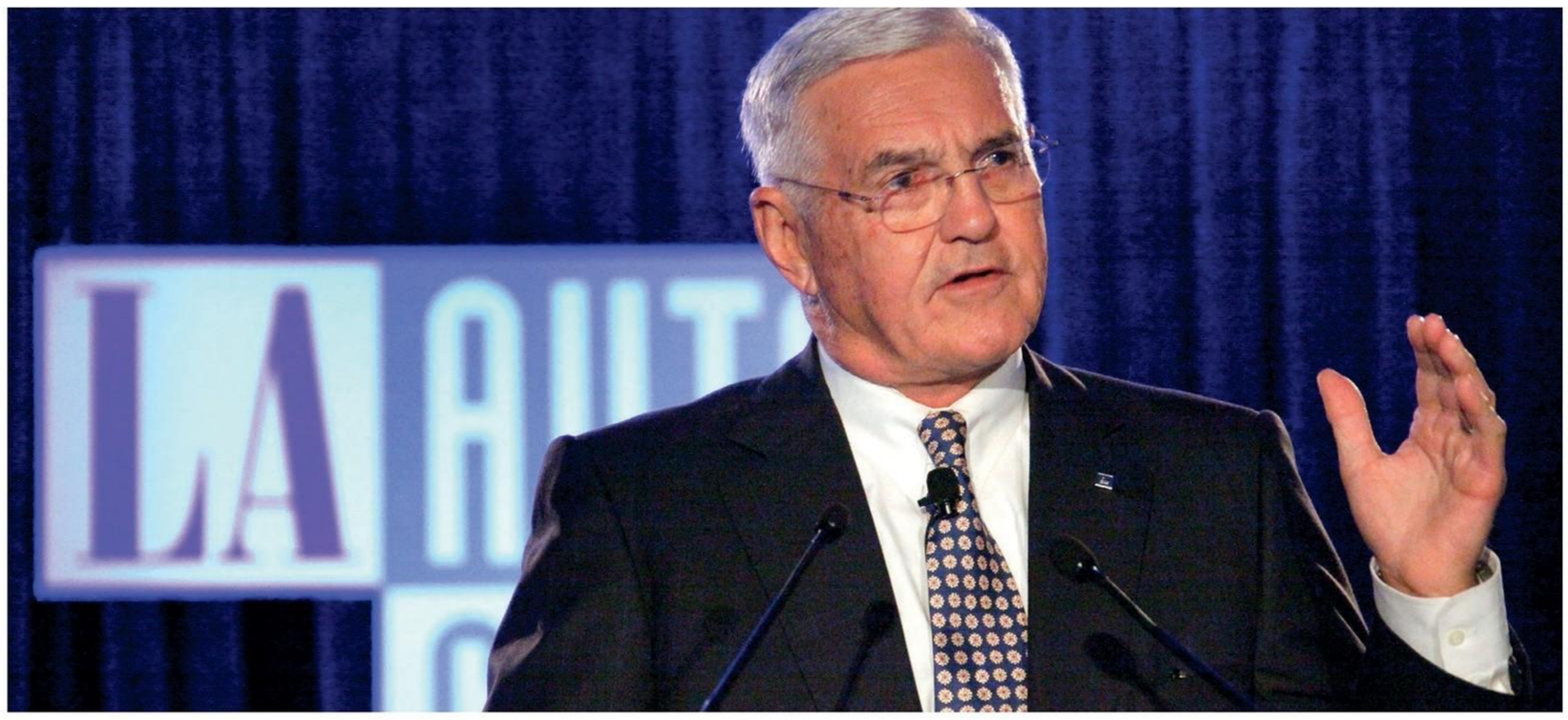
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Andrew Frankel

ROAD CARS



GM'S CHARM OFFENSIVE

ONE OF RATHER FEW THRILLS INHERENT IN ATTENDING THE Detroit Motorshow each year used to be wondering what stunt Bob Lutz would dream up to introduce a new car. Explosions were common, things falling from the sky not unusual and, through it all, you could count on the grinning countenance of Lutz himself, the most charismatic US car executive of our times and probably second only to Lee Iacocca in the influence he's had over North American automotive product in the last two generations. Lutz is not a man to do things by halves: you and I might have our fun fix driving a sports car, Lutz flies his jet fighter. His Czech jet fighter. Not for nothing is he known as Maximum Bob.

I never conceived there might come a time when I felt sorry for Maximum Bob. But one December day in a small but crowded room at an exhibition hall in downtown Los Angeles, I did. In his career Lutz (above) has worked at board level for each of the Big Three but is now retained by General Motors, officially as its vice-president in charge of marketing and communications, but really as its product tsar. Even so, we were not expecting him to give the keynote opening address at the LA Auto Show. We were expecting GM chief Fritz Henderson, because that's what we'd been told and that's what it said in the programme and on signs. But what the programme and sign writers didn't know was that, the day before he was due to give that speech, Fritz got fired.

It was one of the most inept slices of time management I've seen in a long time. Whatever might have gone on behind the scenes, it was not Henderson's leadership that got GM into the worst crisis in its history because he'd only been in the job for eight months. But it was Henderson who took the painful but necessary steps to take GM into and then out of bankruptcy, restructured the business and put the company on the road to what looks like recovery. Government loans are to start being repaid ahead of schedule, sales are finally ticking up and, according to Lutz, "in anything approaching a normal market, we'd be in profit".

There may be good reasons why Henderson went, and the LA Show was as thick with lurid speculation on this theme as it was thin on genuinely new product. It was a media tornado that would need consummate skill to manage, and I expect the board would rarely have been more grateful than to have Lutz on the strength than in this, its moment of embarrassing, self-imposed need.

So on he strolls. Despite the awkwardness of the situation, despite the fact that many would argue Lutz was part of GM's problem rather than its solution, he is accorded a rapturous welcome. Truth is, and despite it all, Lutz is as revered a figure now as he's always been. We've not seen so much of him of late: Maximum Bob is 77 now and it's good to see him looking so well.

He cuts to the chase and says he's not going to tell us what went on because he's saving it up for his next book. Instead of baying for his blood, the room dissolves into laughter. He continues: "You will see me exercising enormous skill in not answering your questions." Another gale of giggles. I don't know another industry man who could have got away with such an approach, but Lutz didn't pick his way through the minefield laid by his bosses, he just marched straight down the middle, preventing it blowing up in his face through strength of mind.

If a flaw in this outrageously flawed plan was exposed, it was after I'd left – I had an interview booked with a VW engineering director and it wouldn't wait. For though Lutz has his critics, no one doubts the man loves cars like life itself, which is far from a given in this industry. As I left, the last thing I heard him say was "there is only one way out of this, and that is through the product". So simple, so obvious really, but looking at the largely unimaginative home-grown machines on the Big Three stands, I still wonder how many of his colleagues really understand it. Until they do, there should remain a place on the top table for Maximum Bob.

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MOTO GP



Yamaha Racing

ROSSI: THE GREATEST EVER?

THERE WERE GROANS OF DESPAIR ALL ALONG THE PITLANE when Valentino Rossi recently announced that he may stay in MotoGP for another four or five seasons. But if the MotoGP king's young rivals were downcast at the news, there were squeals of delight from the offices of series rights-holder Dorna.

Rarely has one man carried a sport like Rossi carries MotoGP. Such is the Italian's mainstream appeal that sponsorship finders shudder whenever mention is made of his retirement. "When he goes, it will be like a desert round here," says one MotoGP money man. Another suggests his exit will hurt the series more than would Ferrari quitting Formula 1.

Rossi's pop star profile isn't in question, neither is his spell-binding talent – the only question that remains is whether he is the greatest bike racer of all time.

Of course, it's a pointless argument, and the man himself knows it. All Rossi will admit is that he's somewhere in motorcycle racing's all-time top three, along with 1960s and '70s aces Mike Hailwood and Giacomo Agostini. "I am on the podium of history," he says. "But it is impossible to say if I am better than Ago or Mike." (Incidentally, I take issue with his top three. I'd ask Ago to step down and invite King Kenny Roberts, the Californian cowboy who ruled bike racing in the late '70s, to take his place.)

Rossi recently became the second rider in history to achieve 100 Grand Prix victories. Over the past nine years the 30-year-old has won seven MotoGP world titles, an astonishing feat in a sport that tends to chew up and spit out even its greatest exponents.

Rossi is remarkable because he is the complete racer – a very rare breed. His talent is sublime, but that's just the start of it.

His high-voltage intelligence is what allows him to use his natural talent to such devastating effect. Engineers who work with him are amazed at his ability to analyse machine behaviour. "When Valentino comes into the pits he's like a computer," says Jerry Burgess, his crew chief since 2000. "He gives you a list of six or eight things he wants looking at, like a download. He's more analytical than the rest of them and he has the ability to process information so fast and accurately. Whether the little electric pulses in his brain fire a bit better than yours or mine, I don't know."

Rossi also has bravery in abundance, an important requirement on two wheels. He has never missed a Grand Prix since his debut in 1996; that's 226 consecutive World Championship races, some of them ridden with a broken bone or two.

Last, but not least, there is something of the good, old-fashioned race track maniac about Rossi. Over the years he has made some very heavy passes. "On track, Valentino's pretty vicious," affirms MotoGP rival Colin Edwards.

As a fellow Yamaha rider, Edwards is allowed to inspect Rossi's data, to gaze in wonder at the curves and squiggles that reveal his genius in meticulous detail. The ride that most impressed Edwards was Rossi's walking-on-water victory in the rain-lashed 2005 British Grand Prix at Donington.

"I locked the front a couple of times and nearly crashed and it scared the shit out of me," says the Texan, who knows as well as anyone that locking the front tyre is the easiest way to crash a motorcycle. "After the race I looked at his data and it was scary. The guy was locking the front on a track that was slicker than snot; every other corner he had it locked. I asked him, `was your front locked?'; he said, `oh yeah, a couple of times'. I looked at the computer and it was, like, a couple of times? F***, it was every corner, this guy's crazy!"

Rossi has several good years left in him but even he knows that one day his time will be up. He likens young rivals Jorge Lorenzo and Casey Stoner to circling sharks. "They look at me with some blood flowing and they think, `Okay, now is the time'," he says. "If I am not strong, they will eat me in one bite."

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THE US SCENE



Johnson: "You may live in the White House, Mr President, but you don't have one of these..."

Getty Images

BOSS OF THE OVAL OFFICE

THE ONLY PROBLEM JIMMIE JOHNSON HAS IS THAT HE'S NOT popular with most NASCAR fans. Johnson is a humble fellow, a quiet Californian who speaks without any Southern twang and has a town house in New York City.

He's also friends with Jeff Gordon, who urged team owner Rick Hendrick to hire Johnson in 2001 and is a co-owner of Jimmie's car. Many hard-core NASCAR fans dislike Gordon because he, too, is a non-Southerner, a Californian open-wheel driver who switched to NASCAR and has driven the past 17 years for Hendrick Motorsports, the series' biggest, most successful team. To their further chagrin, Hendrick swept last year's championship, with Mark Martin and Gordon finishing second and third behind Johnson, all three aboard similar Chevrolets.

But nobody can deny how good Johnson is and that Hendrick is the best team. Johnson has achieved an unprecedented feat by winning four Sprint Cup titles in a row and doing it in increasingly dominant style. Last year he won seven times. He's now tied with Gordon on titles, and trails only seven-time champions and NASCAR legends Richard Petty and Dale Earnhardt.

At 34, Johnson is still quite young by NASCAR standards. It's entirely possible that he could equal or even exceed Petty's and Earnhardt's championship record. If and when that day arrives, it won't make NASCAR's homeboys at all happy.

Juan Pablo Montoya enjoyed his best NASCAR season last year, making the 'Chase for the Cup' and finishing eighth in the points. He is enjoying life in NASCAR and has become a big fan of the latest, ill-handling Cup car, introduced two years ago. "Compared to other cars I've driven, it handles horribly," says Juan. "But for racing, it's the best car I've driven. If you could combine the way an open-wheel car drives with the racing we have in NASCAR it would be ideal. I've driven all the great cars but the racing has always been terrible. And this racing is incredible! I love it.

"Here, you race close with everybody all the time. It's very exciting. But in Formula 1 nothing happens. You drive around on your own, you come in (to the pits), you go out, and that's it.

"In F1," adds Montoya, "when you've got the best car you've got to win, and when you don't have the best car, you don't win. Here, every week you've got a shot at winning. It's hard because there are four or five cars out there that can win the race."

Marcos Ambrose raced Formula Fords and F3 in Europe and won two Australian V8 championships before coming to NASCAR. Last year, in his first full Cup season with JTGDaugherty's Toyota, he finished 18th in the points, ahead of some top NASCAR drivers.

"The cars handle like a school bus at 200mph," Ambrose laughs. "You've got to trick them to make them go."

But Ambrose, like Montoya, has become a great believer in the ugly handling. "It's wonderful," he grins. "They don't want the car to handle well. Their mission was to make this the toughest race car in the world to drive and they've done that. NASCAR want the best drivers to win and they do. You can't say F1 does that."

In recent years many open-wheel drivers including Dario Franchitti, Jacques Villeneuve, Paul Tracy and Sam Hornish have tried NASCAR with little or no success. "There are a lot of talented drivers who have come in and struggled," notes Ambrose. But he is enjoying the challenges involved in stock cars and oval racing.

"You've got to run these cars loose at excessive slip angles," he observes. "You've also got to stay relaxed. The moment I start to white-knuckle it, I lose half a second a lap. And you've got to be able to run on the apron if you have to, or run three-wide in the middle of a corner. You've got to run on the edge all day."

As the Sprint Cup season gets under way with the 52nd Daytona 500 on February 14, don't underestimate NASCAR. Jimmie Johnson, Hendrick Motorsports and their many rivals are as masterful at their craft as any F1 driver or team.

Letters

Wheatie's run in a BRM

Sir,

I first met the late Tom Wheatcroft before he set up his marvellous Grand Prix Collection at Donington Park. He had begun to accumulate some rare Formula 1 cars in a garage behind his Leicester home. A visit there was always fascinating and I recall being able to sit in Graham Hill's BRM or Dan Gurney's Porsche. Tom particularly admired the BRMs, especially the fearsome V16 and examples of the Bourne cars which were a feature of the collection.

We met again in 1989 when I directed a tribute video for Rubery Owen, who thanks to BRM's late chairman, Sir Alfred Owen, was its chief sponsor. Tom generously allowed us to use the Donington track for our filming.

Drivers who descended on the circuit to take part included Jackie Stewart, Stirling Moss, Richie Ginther, Damon Hill and José Froilán González. Watching the latter pressing on at terrific speed with the outrageous V16 put a broad smile on Tom's face. He also had a drive in this monster, proving without doubt that he too was no slouch behind the wheel. Tom's booming laughter was almost as loud as the ear-splitting sound of the mighty V16 BRM.

Paul Foxall, Collingbourne Ducis, Wiltshire

An impeccable eulogy

Sir,

I have just spent a good few minutes savouring the impeccable eulogy by Doug Nye to an unforgettable character. It surpassed what could reasonably be expected of anyone. It showed a real love of the subject by the writer. Not a fading, changeable love, but the genuine heartfelt love of one man for another. I am sure that Tom Wheatcroft was difficult, but what a man! I can only offer the following thought: we shall not see his like again.

Thank you, Doug, for showing us all once again why *Motor Sport* is number one.

Tom, I salute you. Doug, I am thrilled to have read your work.

Patrick Smith, Todmorden, Yorkshire

Preserving Tom's legacy

Sir,

One Sunday afternoon in 1975 a friend and I drove to Donington Park to see just how close we were to having a racing circuit a few junctions down the M1. We had read all we could in the press but curiosity got the better of us.

We pulled into the car park and were amazed to find that we could drive through onto the part-surfaced track. We drove in and the place was deserted but for a lone figure some hundred yards away. We stopped and got out of the car as the figure drew closer, waiting to be told to clear off, but we soon realised it was actually Tom Wheatcroft – we could be in big trouble here.

"What's the problem, lads?" he said.

"Just having a look," we said.

"Well, be careful. You should be able to do a full lap if you take it steady." He was clearly proud of his creation and thrilled in our interest. We got in the car and he waved us off.

Donington has given thousands if not millions of motor sport fans immense pleasure over the past 35 years so. It was deeply saddening to read of Tom's death, but there was some relief in that he didn't have to see the press of recent weeks.

This circuit is a gem, with what must be the best motor sport museum in the country. Surely it is the natural home for vintage and classic racing in the UK. Is there no one out there who can see the potential and put a serious business plan together to save Tom's legacy? He gave us the hard part; let us not be the generation to witness its demise.

Steve Naylor, Alfreton, Derbyshire

Been there, built that

Sir,

Nicholas Bird's letter in the January issue suggests building a race circuit in a Disneyland-style theme park. Unfortunately he is over a decade late with this suggestion – the fledgling IRL thought the same thing and Walt Disney World Speedway was opened in 1996. It didn't last very long either.

Darren Galpin, Bradley Stoke, Bristol, Avon

Nige the politician

Sir,

Thank you for the Nigel Mansell interview (December issue), I enjoyed it very much. I still look on 1993 as the zenith of CART/Champ Car – Mansell, Emmo, Mario et al.

But Nigel saying, "I'm not good at politics" – give me a break! That's a bit like George W Bush saying he doesn't care about oil profits…

Mark Higgins, Van Nuys, California, USA

Ingliston memories

Sir,

Your excellent Track Visit to Ingliston (December issue) has stirred some personal memories from this venue, both as a young spectator and later an enthusiastic flag marshal from the mid-1970s until its closure in the early '90s.

My first meeting included the aerial assault by Doug Niven on the toilet block near the Southstand corner, which only added to my fascination with the sport. Over the years I was engrossed by the spectacle of outrageous super saloons and amazed by the efforts of drivers such as Norman Dickson and Iain Mclaren, who valiantly hustled their F1 Lotus 78 and McLaren M26 around the narrow confines of a track never intended for such devices. I was a sad witness as a marshal on Caravan corner to the fatal karting accident involving Granville Grubb, and also to Rick Gorne collecting the oak tree at the exit to the Esses in his single-seater sponsored by Barratt Homes – whose logo depicts an oak tree! Then there was the stunningly quick David Duffield, who dropped his Ralt on exiting the pits right in front of the Arena grandstand full of his sponsors guests! And the huge crowds when Radio 1 brought its roadshow to town.

It is fitting that in the same issue there is an item on the new Yas Marina Circuit from where I have just returned following marshalling duties at the first Abu Dhabi GP. Such unique and lasting memories from both extremes of the motor sport spectrum. Fantastic!

Bob McEwan, Canewdon, Rochford, Essex

TR2's winning duo

Sir,

I enjoyed reading about the Triumph TR2/3 in the January issue, especially the early history. Unfortunately, there is an error in the quote from Ken Richardson about the first competition appearance of the TR2 in the 1954 RAC Rally. John Wallwork did indeed win outright – not with John Cooper as mentioned, but with my godfather John Harold Brooks. The TR2 scored a 1-2 in the rally, the second-placed car being driven by Peter Cooper, which may be where the confusion came from.

Andy Sherratt, Ackworth, Pontefract, West Yorks

LETTERS TO THE EDITOR

Write to: Motor Sport, 38 Chelsea Wharf,
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Letters

A gem from Ustinov

Sir,

Just a quick note to say very many thanks for the Grand Prix of Gibraltar CD – the best motor sport entertainment I have had this year. I knew of this by reputation but had never heard it until last night and absolutely loved it. What a gem from Peter Ustinov.

Another great issue, by the way. And congratulations to Doug Nye on the Tom Wheatcroft piece – he absolutely captured the spirit of that wonderful character.

Andrew Roberts, Eastbourne, East Sussex

Attwood Sr, by Attwood Jr

Sir,

I just wanted to say how wonderful it was to read in the December issue a letter relating to my truly remarkable and unflappable father! He also likes to think that age is no barrier, and proved in the Richmond Trophy that once a winner, always a winner…

Bruce J Attwood, by e-mail

A race to qualify

Sir,

Now that the Formula 1 season is at an end, and with the prospect of more teams being on the grid next year, the question of points is perhaps something that needs to be revisited.

Last year, of course, Bernie Ecclestone came up with his medals system, but that only rewards the first three drivers and, with up to 26 cars on the grid in 2010, it leaves little for the majority to aim for.

My suggestion is that points be awarded on the same system as for MotoGP – 25 for a win down to one point for 15th place. This gives the lower-scoring teams something more realistic to aim for, and the system certainly seems to work in both MotoGP and Superbikes.

On another point, while the current qualifying system is exciting, I suggest it should be replaced by a race of approximately 30 to 40 per cent of the distance of the Grand Prix in question, the finishing order being the grid for the GP. At the following round the grid order for the qualifying race would be the finishing order from the previous GP. At the first race of the season the grid for qualifying could be decided by ballot.

Andrew Martin, Leamington Spa, Warwickshire

Your points idea was prescient, Andrew (see p12). We're not too convinced by your qualifying format, though – Ed

High-speed coffee stop

Sir,

Your piece about AVUS in the January issue (Doug Nye column) reminded me that during a holiday to Berlin in 2007 I visited the area of the old track. After some poking around I came across a Best Western hotel and restaurant. Finding no external reference to the track I made unsuccessful enquiries at the restaurant reception, then decided to stop for a coffee.



To my delight the cafe was full of posters, press cuttings and facsimiles depicting the history of the track. I took some photos of the table tops (above) and walls as well as some external views, including the nearby grandstand mentioned in the article.

John Helliar, Knowle, Solihull, West Midlands

What happened to Bill?

Sir,

Regarding Doug Nye's story on the Pescara 4 Hours (December issue), I believe the correct spelling is 'Bill Pinckney' and 'Mecha-Matic'. Bill died in a plane crash in Scotland some years ago. I have been unable to find out what happened. Do any of your readers know?

Rupert Lloyd Thomas, Toronto, Canada

Silverstone viewpoint

Sir,

In the late 1950s I had a school friend in Newcastle-under-Lyme who had two older brothers and a father who were all car mad. One of the number of cars they had was a 1941 Lincoln Zephyr – enormous compared to the cars I was used to. It should have had a V12 engine but that was long gone, replaced by a V8. In those days V8 engines and gearboxes were easily available from World War II surplus trucks. Fields of them, half hidden in grass, all seemed to have a V8. Suspension parts were another matter, hence those travelling in the back had to lean over when cornering.

I had been to motor racing events with my father at Oulton Park but never to Silverstone, so I was delighted to join them for a trip to the 1958 British Grand Prix. We had two people in the front of the Lincoln and the moveable ballast of three in the back, plus a few planks and short scaffold poles.

At Silverstone we erected the home-made stand just at the end of Woodcote and had a fine view of cars coming round the long, chicane-free corner. It was here that I learned the precision of the consummate racing driver. Stirling Moss was driving a Vanwall and would appear already halfway round the corner in a perfectly controlled four-wheel drift, finishing the slide every time within inches of the same piece of grass at the edge of the track. Sadly he did not finish the race, retiring about halfway through, but even so it was an unforgettable experience.

I would be pleased to hear from anyone who recognises themselves in this story.

Roger Stretton, Fritton, Norfolk

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 out on the opportunity to comment on blogs, video and audio podcasts, 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 p34).

The fastest drive-through…

Sir,

A story authenticated by *Road & Track* magazine: at the 1957 Sebring 12 Hours Stirling Moss and Harry Schell drove a factory Maserati 300S. In the afternoon, Stirling was in the car when he came through a slow corner and noticed photographer Bernard Cahier shooting near the edge of the corner. As Moss drove through, he indicated to Cahier that he was thirsty. Bernard walked to a nearby refreshment stand and bought a bottle of Coca Cola. The next time Moss came through the corner, Cahier leaned out and handed Stirling the cold Coke!

Apparently, Moss raced down the main straight drinking the Coke, which caused great consternation in the Maserati pits! When he came back by Cahier's location, he tossed the empty bottle back to Bernard. It would have been one of those "yeah, sure" stories if it hadn't been caught by a local photographer.

Gil Bouffard, Manteca, California

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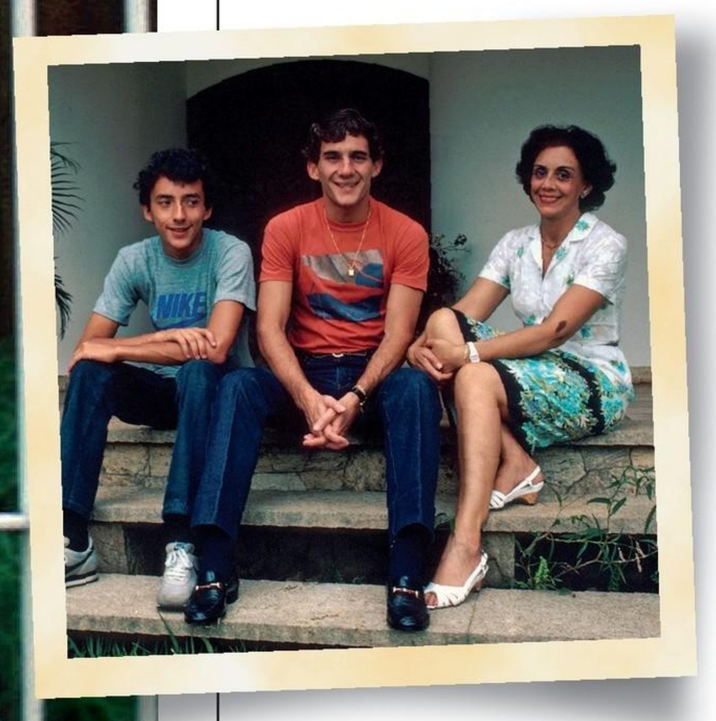
All images Mike Doodson



Snapshots of Senna

Only a small number of journalists were allowed into Ayrton Senna's world. Here, one of the favoured few recalls his early friendship – and final falling out – with the great Brazilian

BY MIKE DOODSON



One day, somebody will write a great full-length biography of Ayrton Senna da Silva. Let's hope it won't take the couple of centuries for that someone to compile the balanced, well-informed assessment of the Brazilian's 34-year life that the world had to wait for military heroes like Horatio Nelson. This is not to say that there aren't already a handful of good or long works on Senna, just that the good ones aren't long enough and the long ones fail, without exception, to do him justice. The reason for this is that the hacks who knew him best (or at all) are either still too busy writing about current racing or have not yet been able to extract the unvarnished recollections from the Brazilian's closest associates and family that would be required to do the job properly.

The parallel with Admiral Lord Nelson is perhaps more apt than it first appears, and not just because their deaths convulsed their countries in a way that their achievements in life had never done. Both men combined a passion for improving the technique of their respective professions with an unflinching belief, come what may, that they were right. Along the way, each of them astonished and outraged his contemporaries, making enemies of many. Ultimately, each was openly convinced that he had a date with destiny. Or at least, in Senna's case, that appears to be the verdict of the biographers who have committed themselves to print since May 1, 1994. »»»

I'm happy to leave the final assessment on Senna to others. Nevertheless, because I had the good fortune to be on reasonably close terms to him during the first four or five years of his career in the big time, I've been asked by the editor to write a personal reminiscence. It is a happy coincidence that back in the day I used to carry a camera when reporting on Formula 1 races and events. Having recently turned out some of my old colour slides, memories have been revived of half-remembered encounters. These are they, with illustrations.

I first met Senna when he was racing in F3 with West Surrey Racing, under the care of Dick Bennetts, the canny New Zealander who arrived in England as a mechanic and went on to nurse the careers of numerous future F1 champions. In the year that Senna was racing F3 cars, 1983, I had gone freelance and also got married. With the Macau Grand Prix coming up, and a couple of sponsors' jobs on offer at the race, it seemed like a great opportunity legitimately to claim part of the cost of our honeymoon from the taxman.

Although this was to be Senna's last F3 outing, the weekend started inauspiciously. After testing an F1 Brabham at Paul Ricard on the Tuesday before, he'd arrived in Hong Kong thoroughly jet-lagged and headed down to the ferry for the trip over the Pearl estuary to the Portuguese enclave. On Friday, despite a wheel-bending moment on a kerb, he quickly got the measure of the scruffy street circuit and put his Ralt on pole. Knowing that Saturday was a rest day, that night he went on a bender with his team for an ill-advised vodka-drinking contest.

While this was not the first heavy drinking session in which Senna got involved – and it would not be the last – it was certainly the only time he went boozing before a race. He failed to turn up for a couple of sponsor events on Saturday, admitting later that he'd been hungover all day. He was still feeling groggy on Sunday morning, when he did a couple of sighting laps, and disappeared back to the hotel. After a couple of hours' sleep and a soak in the shower, he was relieved to find that he felt much fresher. Back in his car, he waltzed off with the race.

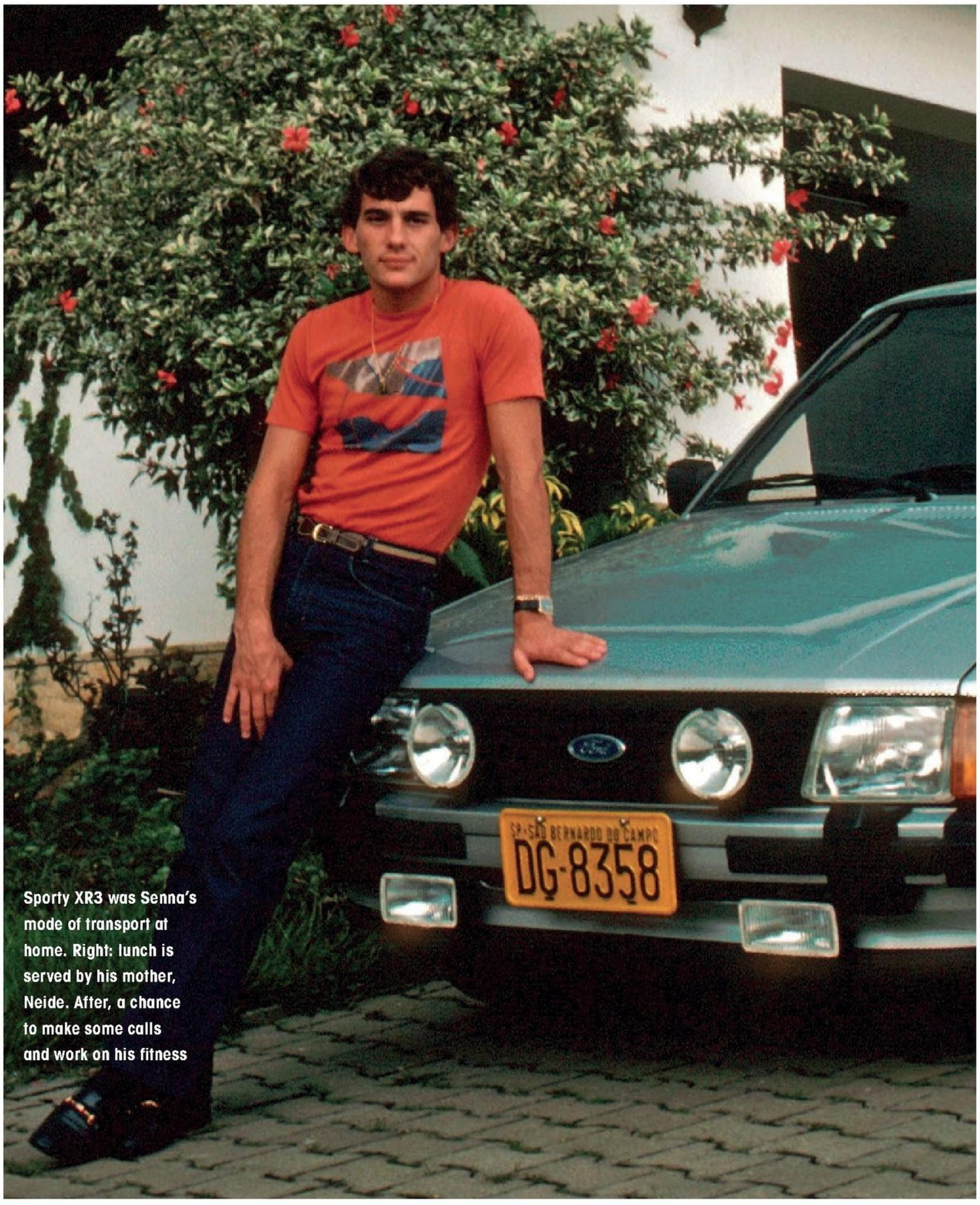
Having promised a Senna interview to a magazine back in England, I resolved to stick to him on Monday, before he caught the return flight to Europe. Most of the day was spent shopping in Hong Kong (he proved to be a ferocious bargain-hunter) but eventually I got half an hour with him. Being well aware that the image which British people would have of him depended on this piece, he thought hard about most of the questions and (as was his way in interviews) hardly ever looked at me. Although I had been determined in my pursuit of him, I hadn't been as pushy as a Brazilian journalist would have been. I like to think I made a good impression.

> "We flew to São Paulo, got his Ford Escort XR3 and set off for the family home"

Our next encounter would be in Brazil, only a couple of months later. There was an F1 test scheduled for the Jacarepaguá circuit in Rio de Janeiro, and I was there to cover it for the pioneering magazine *Grand Prix International*. It was Senna's first official outing as a Toleman driver, and he was firmly concentrated on that. If I wanted an interview, he scoffed, I would have to wait until after the Rio test and come down to São Paulo. He seemed quite surprised when I agreed. A patient journalist? This was a phenomenon that he hadn't yet encountered.

After the track had been closed down on Toleman's first day of testing, I was wandering round the back of the garages when I heard an animated conversation in Italian. It was Senna debriefing with the Pirelli engineers, and from the look of shocked amazement on the face of Pirelli boss Mario Mezzanotte it was clear the new driver had taken charge. It must have been hard for the Pirelli men to absorb the newcomer's observations about the shortcomings of their tyres, but they were about to learn that he knew what he was talking about.

For his part, Senna wasn't grandstanding: he was in search of F1 know-how, not show-off lap times. In six days at Jacarepaguá he covered 1600kms without a spin or an engine blow-up. "We were not very quick," he said, "they have to get the car better. But considering the tyres,

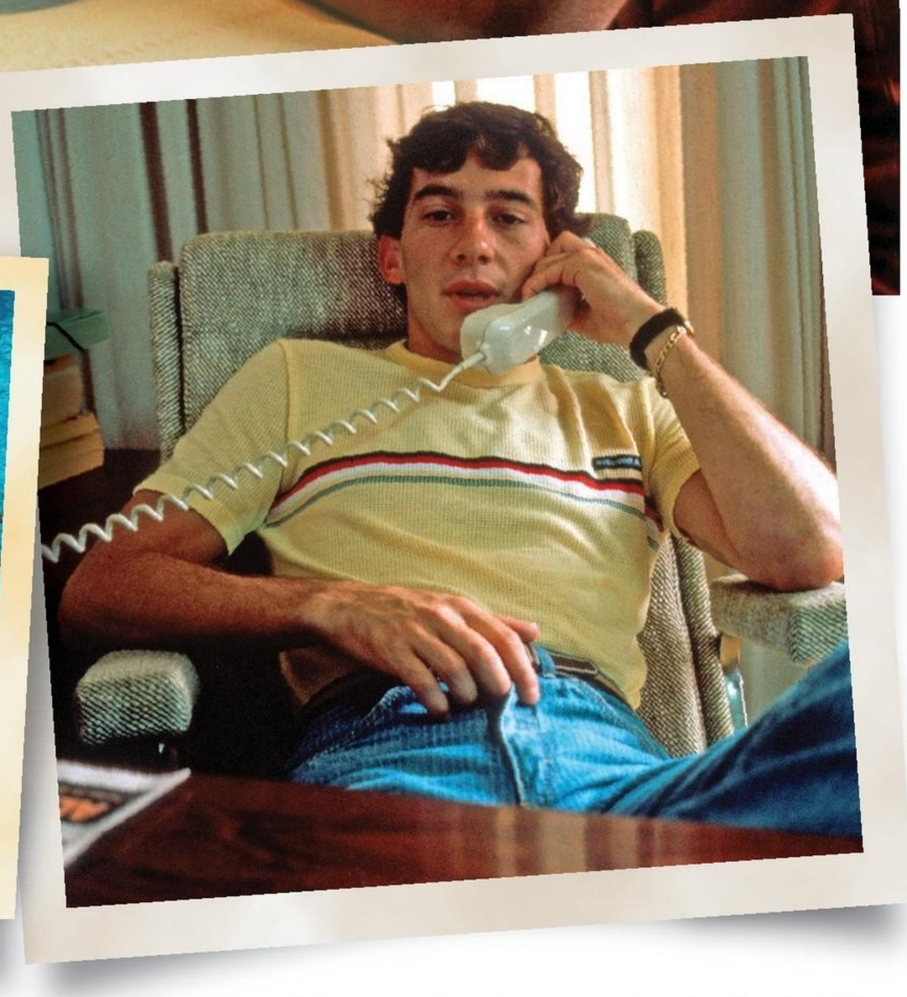


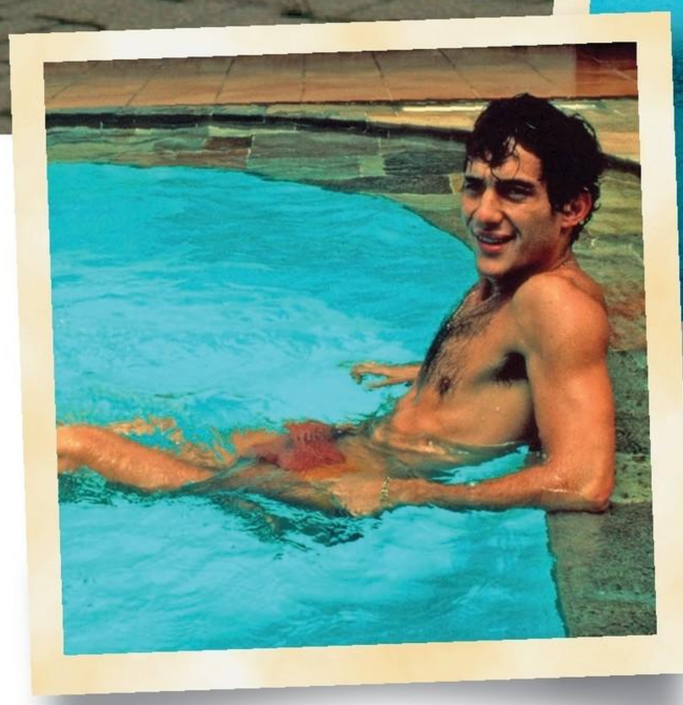
Sporty XR3 was Senna's mode of transport at home. Right: lunch is served by his mother, Neide. After, a chance to make some calls and work on his fitness











for me – a new driver – I think it was good."

His major preoccupation was his own physical condition. It took only a comparatively short run of 20 or 30 laps to send his head lolling during the Rio test, and with barely eight weeks to go before the F1 circus returned to Brazil for the first race of the new season he had to work hard to get into shape.

Fortunately for me, he had not forgotten the promise of an interview. We flew to São Paulo together, got his Ford Escort XR3 out of the parking lot at Congonhas airport and set off for the family home. I was expecting to have to find myself a hotel room nearby, but after introducing me to his mother Neide ("Dona Zaza") and his younger brother Leonardo (see previous page), my host said I would sleep in his room while he bunked down with Leonardo. While Senhora Senna da Silva prepared lunch, he showed me round the garage, where he still had several karts and where he kept his collection of radio-controlled model cars and planes.

We spent the afternoon chatting in the living room, not all the time about motor racing and not always with the tape recorder running. He was fascinated that I had actually managed to pick up some Portuguese and was punctilious about making sure I got my vocabulary correct. In return, he was desperately anxious to get his English word-perfect. I remember having to demonstrate the exact (and, when you think about it, very important) pronunciation of 'can' and 'can't' – especially when he asked for an explanation of the short 'a' used in American English.

He was gratifyingly fascinated by racing history and was astonished to learn that I ➤➤➤

had actually met Jim Clark, whom he clearly revered. In fact Jim and I had only exchanged a few words while queuing together for sandwiches at an Oulton Park club function on the night before the Gold Cup race in 1965, an F2 event at which I was working as a flag marshal. I was also a Clark fan, although I had seen him crash twice in F1 (at Aintree and Brands Hatch) and again – at my corner, Cascades! – in the '65 Gold Cup. I put forward my theory that Clark's weak point was racing in traffic (not a common situation for him) but Senna seemed unwilling to believe that the great Scotsman was anything other than superhuman.

He was also slightly obsessed with a couple of disco hits by the pop singer Gloria Gaynor, which he played at maximum volume on the car's cassette system. He obviously liked discos because that night, while I set about my various deadlines, he put on a smart shirt and headed off somewhere for an evening's dancing. I woke up when he returned. It was past three o'clock.

The following morning, Senna was determined to get down to his training programme. He'd been in touch with the manager of the national volleyball team, who had created a series of exercises which he practised by the side of the family pool. It didn't look particularly strenuous to me, but he also swam dozens of lengths. This gave me a chance to get to work with my Canon, some of the results of which are published here. Sorry about the distortion. Having discovered that a wide-angle lens is super-tolerant of poor focusing, I was using a cheap but effective 20mm…

Although the Senna home was spacious and luxurious, it was located in what appeared to be a fairly rough neighbourhood. Security was guaranteed by high walls topped with broken glass, and there was a ferocious guard dog. I got the impression that the family was proud of its humble origins (Senna's grandfather had been a chauffeur) and had no ambitions to move somewhere more glamorous.

In the afternoon, as I packed my bag, he refused to let me get a taxi and insisted on driving me to the airport. On the way, he asked me to write down the words of a Gloria Gaynor song and let him have the transcript. I have to confess that I never did so. The song was *I Will Survive*.

It would be a couple of years before Senna started to take physical training as seriously as he should have done, and there were several races in his first year, 1984, when exhaustion intervened and he only just managed to struggle to the finish. But his unending search to improve himself prompted him to tackle a sports car race. The invitation came through his friend Domingos Piedade, the well-connected Portuguese businessman who was running Reinhold Joest's team of Porsche 956s. It was an opportunity to learn the recently opened new Nürburgring, and in mixed conditions the crew of Pescarolo/Johansson/Senna finished the 1000km race in eighth.

Soon afterwards, Piedade told me that Senna had promised to give his impressions of the car, but had been unable to do so immediately after the race. In the absence of a mobile phone, he recorded everything, in Portuguese, on a tape recorder while driving in England and later mailed the tape to his friend. It now seems that he had been driving to Hethel, where he had started the secret negotiations with Lotus for 1985 which would get him into legal hot water with Toleman.





Piedade said the taped debrief had taken at least an hour. Senna not only remembered every little feature of the car's engine and handling but also offered tips on how to make it easier for the driver. "When I told Joest," Piedade recalled, "he got so excited that he demanded to know when he could get Senna back in one of his cars. I told him there was no question of Senna ever driving a sports car again.

"What I had to explain to him was that Senna hadn't driven the 956 for the team's benefit, but for his own. He was looking for a new experience and he'd found it. But it was a one-off and Reinhold should count himself lucky to have had Senna in one of his cars."

The scene, in May 1986, was the neatly groomed pitch in front of the Esher Cricket Club's pavilion, where Ayrton Senna was devoting himself to the one passion outside racing to which he was willing to admit. He fired up the engine of a model helicopter and prepared to fly it off the greensward via eight channels of radio operated from the console beside him. He'd never flown the thing before, but after only one hard landing he mastered the technique.

Beside him was his best friend outside his family, Maurício Gugelmin. They met when they were both racing karts in Brazil. Gugelmin had a truck with enough room to carry Senna's karts, too. They buddied up and never had a hard word. Needless to say, they were racing in different categories.

Gugelmin, four years younger than Senna, followed his friend to England and had encouraging successes in the lower formulae, including a win at Macau. With Gugelmin's pretty wife Stella they shared homes in Norfolk and Reading. Now they all lived in a comfortable suburban house on an exclusive estate just around the corner, which Senna's first year at Lotus helped to buy. It turned out to be a perfect arrangement, allowing a homely Brazilian atmosphere and the opportunity for each to bounce ideas and projects off the other.

Gugelmin held Senna's driving ability in an awe which is unknown between people who have to consider themselves the best. He told of a Formula Ford 2000 race at Snetterton in 1982 when someone spun in front of his friend on the first lap. Senna was forced to drive over a kerb, which flattened a brake pipe. In spite of the total lack of brakes he won the race, overtaking several good men on the way.

"When Ayrton came into the pits he was waving at me frantically to get out of the way because he couldn't stop," remembered Gugelmin. "I checked the front brake discs and they were cold. He really had no brakes…"

Gugelmin was a capable, dedicated driver who went on to contest 74 F1 races over five years. He only ever got onto the podium once and subsequently lowered his sights to race in America. His closeness to Senna enabled him to provide me with insights that I would not otherwise have had, and it was to him I turned when Brazilian newspapers started to raise questions about Senna's sexuality.

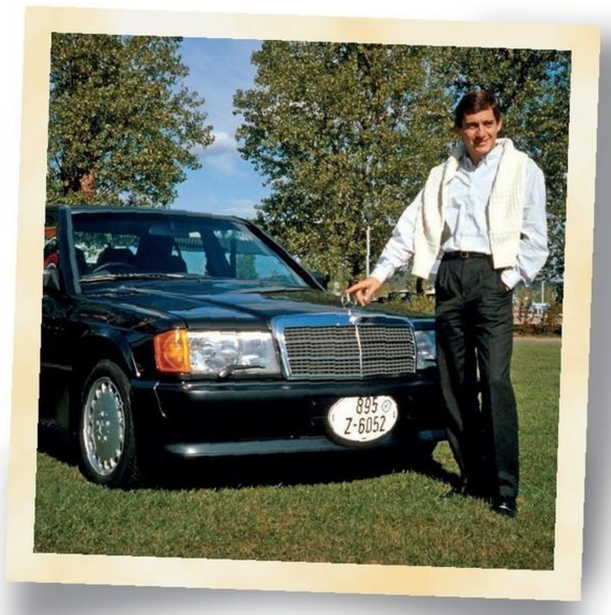
Gugelmin said that his friend was actively heterosexual. He went further, recounting the story of how, when one of Senna's girlfriends had fallen pregnant, he had been asked to help out. Senna had agreed to pay for the woman to have a termination but he had been too busy to accompany her to the clinic. He had therefore called Gugelmin to drive her there. »»»



Senna masters a radio-controlled helicopter at Esher Cricket Club. Next to racing, model cars and planes were a passion

As Gugelmin rather disapprovingly noted, while the incident left nothing to doubt about Senna's sexuality, it strongly suggested that his on-track ruthlessness sometimes overflowed into his 'civilian' life.

Monte Carlo, July 1988. The Houston Palace was a new residential building on the smart eastern side of town, one of the many concrete boxes which sprang up in the Principality to accommodate the wealthy new European classes – sportsmen, entertainers, arms dealers and suchlike – who craved the virtual taxation immunity which Prince Rainier could offer in his pocket handkerchief fiefdom. Senna rented an apartment on the ninth floor.



I was here for a rather prosaic reason. A week earlier, I'd arranged to interview Senna at a test that took place at Paul Ricard. Arriving at the circuit mid-morning, I had commandeered a chair and sat waiting for him to find a moment. Between runs, he greeted me with a handshake. But as the day wore on he became immersed in his thoughts.

When the track was closed for the day, I expected my moment had come. Senna packed up his things, snapped his briefcase shut and turned to me. "Did you come here for anything?" he asked. He had, of course, completely forgotten our interview – and I should have guessed as much hours before.

He had another appointment, he explained. Since I was already in France for the forthcoming French GP, he generously offered to reschedule our appointment for the day after the race. This was perhaps fortunate, because I learned over the weekend that he had been quoted in the Brazilian press about his spiritual beliefs.

Two months earlier, Senna had crashed out of the Monaco GP while leading by half a minute. He had immediately walked out of the circuit and headed for the Houston, barely 200 yards away from Portier, the corner where he had crashed. Sitting here at home on the sofa, he was telling me that he crashed because he had slowed down and lost concentration.

The TV had caught the moment when he got out of the McLaren and removed his balaclava. No emotion at all on that impassive, finely-chiselled face. "There was nothing to gain and nothing to lose from going apeshit," he said. He didn't even call up his pitcrew on the radio. Just turned on his heel and left.

I knew, though, that his explanation did not match with facts from the team, especially his claim to have slowed down. Was it possible, I asked, that there was a spiritual element to the crash? Had a higher power intervened?

Without looking at me, he just said, "F*** off, Mike."

One year later, with his first world title in the bag, Senna told a different story in an extensive interview with the Brazilian edition of *Playboy* magazine. At Monaco, he admitted, he had been in a sort of trance. Coming down to Portier he had seen a light shining from out in the sea, which he interpreted as a divine command to sacrifice his race.

He went further. At Suzuka, where he won the title, he had seen a vision of Christ as he went round the Spoon Curve on his victory lap. The figure ("dressed in ordinary clothes") had slowly risen to the heavens as he passed.

I subsequently wrote a piece about these revelations which displeased him. It is my belief that while a man's faith should guide him in his daily life, there is no place in sport for God-botherers. We choose to compete in sports (I wrote) for any number of reasons, most of which are entirely selfish. One of the basic precepts of Christianity, I had been taught, is that God loves all men equally. It is therefore hypocritical and irreligious to ask Him to favour anyone – especially oneself – in a sporting contest.

> "It was chilling – he would not talk to me"

From this point onwards, Senna made it clear that I was no longer on the list of his favoured journalists. It was a chilling experience. Nobody at McLaren could tell me what had stirred his anger and he was not prepared to talk to me.

It was at least two years before I had a chance to confront him privately. It happened in Hungary, where we were booked into the same hotel, and one evening we found ourselves in the same lift. When he stepped out, I followed him. He knew it was me, but only when he got to his room would he acknowledge my presence.

I asked him politely what it was that I had done wrong. A look of resignation came over his face. "It's very complicated, Mike, and I'm not prepared to discuss it now," he said.

Was there no way we could resume the friendly relations we'd had? "No," he said. "Never."

That was the last private conversation I would ever have with him.



LAT

COMMENT

DSJ ON...

A remarkable race to pole at the 1990 Italian Grand Prix

During Saturday morning practice Senna had barely set off from the pits when his engine telemetry told the Honda engineers that all was not well. He was instantly back and as the trouble was not of a simple nature the decision was taken to change the engine.

The spare McLaren was for the priority use of Berger for this meeting, only available to Senna in an emergency, so it was prepared for the Austrian's size and driving style. Before Senna could use it many things had to be changed, so while one group of mechanics was taking the engine out of Senna's car another was altering the spare.

Final qualifying began at 1pm. Senna's race car was still being finished off and the Brazilian was standing at the back of the workshop calm and composed. Just before the Ferraris went out Senna's car was finished and he did one quiet warming-up lap and returned to the pits for minor adjustments.

Prost, at his brilliant best, did a lap in 1min 22.935sec to claim pole by mere hundredths of a second. Senna went out for another 'test' lap, returning to the pits without completing a timed lap, and sat waiting, confident all was well. Less than four minutes before the session ended his McLaren trickled quietly down the pitlane. As he began his flying lap the chequered was being unfurled. Next time Senna went across the line the timer stopped at 1min 22.333sec and an air of incredulity wafted up and down the pitlane.

Not only had Senna snatched pole back with seconds to spare, he had done so by nearly half a second, and with only one flying lap for the whole session. But what a lap! Personally I could have packed my bag there and then and returned home, for anything else was going to be an anti-climax...

The Italian GP gave Senna his first win at Monza, his 26th GP victory, his 49th pole position and he set a new lap record and race record for the present-day circuit and led from start to finish. Not a bad weekend's work in spite of a certain amount of trouble.

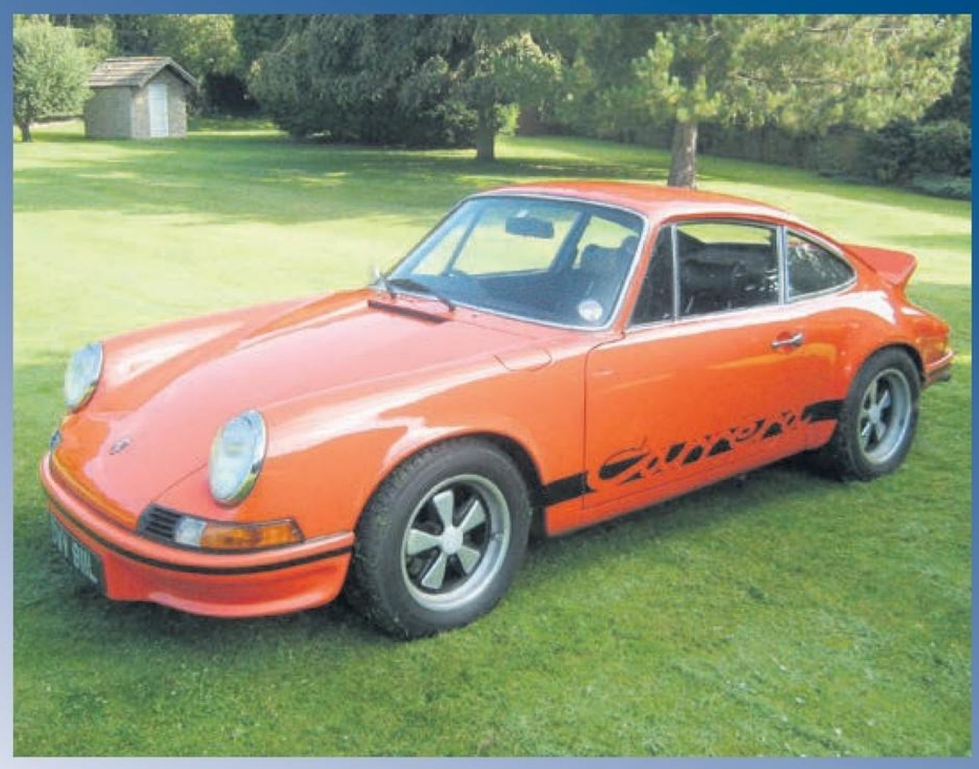
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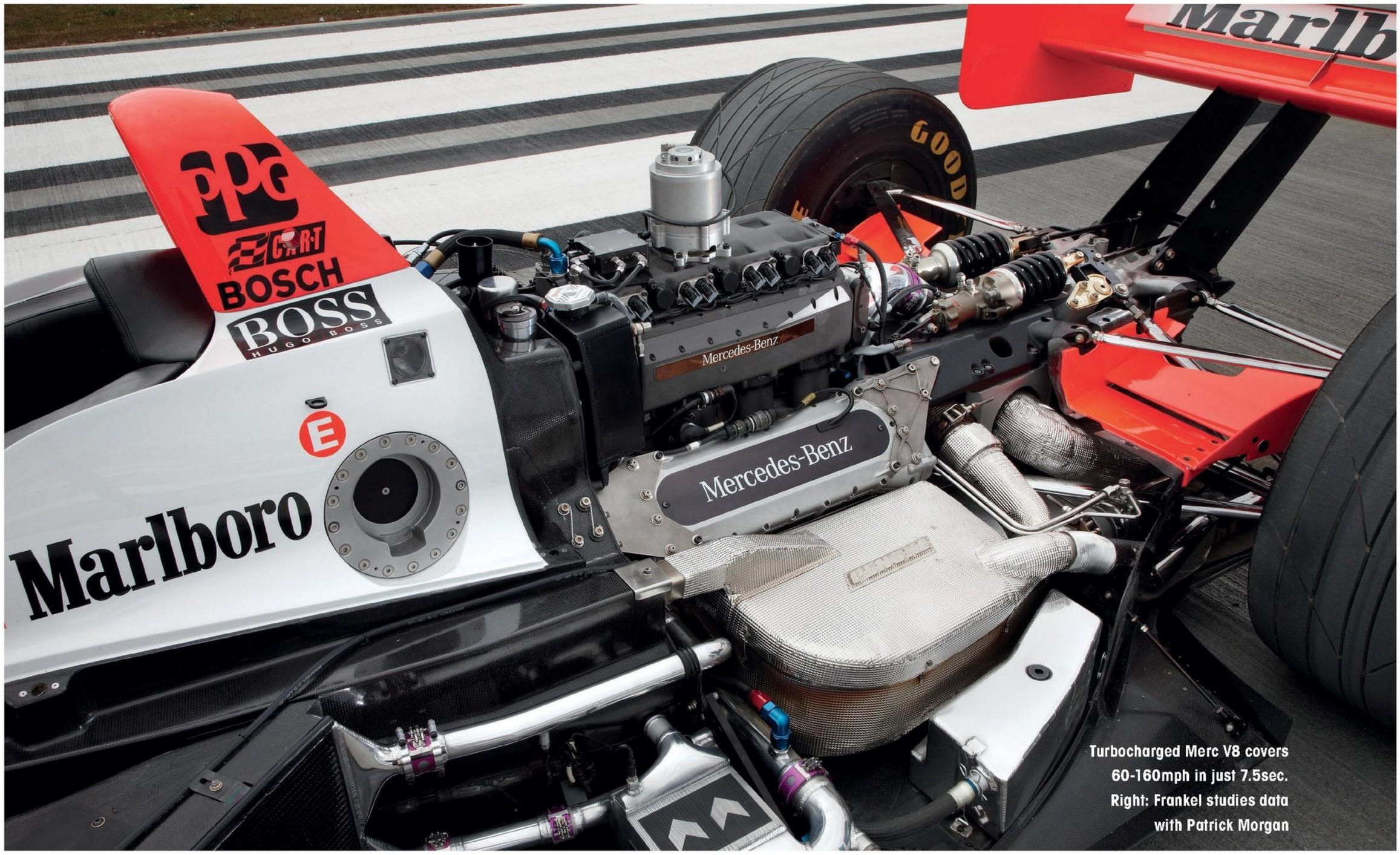
Pride of the Penske gene Poole

This all-American racer was the final winning car built for the US team in Dorset. It wasn't the most successful Penske, but its explosive acceleration still exhilarates

BY ANDREW FRANKEL

Greg Pajo


BOSCH
Marlboro
GOODYEAR
EAGLE
lite
Miller



Turbocharged Merc V8 covers 60-160mph in just 7.5sec. Right: Frankel studies data with Patrick Morgan

It takes time for certain cars to assume their place in history. Cars that achieve firsts are easy to recognise and remember, for their importance is clear to see from the moment they achieve their fame. But what about those that provide the other bookend, marking the last time its manufacturer achieved a certain kind of success? Those are much more difficult to spot, yet, in terms of their significance, perhaps no less important.

Take this gorgeous Mercedes-Benz-powered Penske PC26 as an example. When it was new in 1997 it was a well-engineered but, by Penske's stratospheric standards, only reasonably successful Indycar. It started the season strongly, with Paul Tracy coming second at Homestead before winning at Nazareth, Rio de Janeiro and St Louis. But thereafter it faded, leaving Tracy a mere fifth in the championship and his team-mate, Al Unser Jr, way down in 13th spot. Hard to spot the significance, isn't it? In fact this is not only the car that notched up Penske's 99th victory when Tracy won at Gateway, St Louis, but by the time victory number 100 was scored three seasons later, it was with a chassis built by Reynard. This, then, is the last Indycar manufactured by Penske to win a race. And by 'this car' I mean the very machine you see here, Penske PC26, chassis 005.

It shouldn't seem strange to see it on an English airfield, for not only was it designed and built in Poole, its 2.65-litre V8 Mercedes engine is also English, being of Ilmor design and built in Brixworth – a matter of minutes down the road from where we are today. But it is strange: despite its origins you'd need something from NASCAR to find a car more quintessentially American than this. Today, it resides with Patrick Morgan, son of the late Paul Morgan, who with Mario Illien founded Ilmor back in 1984.

Morgan runs Dawn Treader Performance and if the name is not familiar it's because the cars rebuilt, restored and prepared there are not designed to compete in the modern world of historic racing, but to be returned to as close to original condition as possible. They are pieces of history that, through the extraordinary skills and dedication of those who work at Dawn Treader, are allowed to exist in the present.

Morgan remembers the Penske arriving: "It was the most ambitious rebuild we've ever taken on. When it got here it was just the tub and bodywork with some scrap wishbones. There was no engine, no gearbox and no electronics."

The PC26 is also a fiendishly complex racing car, particularly on the electronics side, with one particularly irksome complication thrown in that would not have troubled its engineers at the time. "Not only do you need 1990s computer software to run it," says Morgan, "but hardware too." Put another way, unless you have a mid-90s laptop running Windows 95, it won't even deign to talk to you. Simply extracting the data recorded and sending it to this magazine so we could publish it took Patrick several hours' hard work and head-scratching.

The car was designed by Nigel Bennett for the 1997 season, but was, in fact, the ultimate iteration of an earlier concept. "It really dates back to the PC21 of 1992," says Nigel Beresford, technical director of Penske Cars at that time. "Nigel [Bennett] is an evolutionary designer, developing one concept over a number of seasons. So just as the PC17-PC20 can be seen as one series of cars, so can the PC21-PC26." In fact, while Bennett was the chief designer responsible for the chassis and aerodynamics of the car, as he was going into semi-retirement he had been joined at Penske that year by John Travis, who'd been employed to come up with a clean-sheet design for 1998 but also heavily influenced the design of the PC26's rear suspension.

At first, it seemed Penske had performed a miracle with the car. Beresford: "We always liked to finish a new car early and have a









pre-Christmas test at Phoenix to try and get our heads around its issues. But when we took the PC26 there, Paul Tracy went out in it, went super fast and came back saying, 'there's nothing you can do to improve this car – let's start tyre testing'."

In fact what was less understood at the time was that while the PC26 was indeed brilliant around short ovals like Phoenix, its talents did not extend to the other types of course on which Champ Cars competed. "It actually had a very narrow performance envelope and all three of its victories came on short ovals. On superspeedways and road courses, it was nothing like so competitive," says Beresford. It is possible that these deficiencies could have been addressed, but with Bennett ramping down his involvement and Travis concentrating on the clean-sheet PC27, the PC26 did not perhaps receive the refinement and development attention its raw talent deserved.

Looking at it today, none of this matters. Not only is it an extraordinarily beautiful car, prettier by far than Formula 1 machines of the era, but it is also built to a simply astonishing standard for a disposable race car with a life expectancy of substantially less than a year. Such is the finish of every component, from tiny joints to the carbon tub, that it becomes a thing of pure engineering beauty as well. Beresford parks the credit for this firmly at the door of Nick Goozee, then MD of Penske Cars, as well as Penske's philosophy that everything had to be the best.

But it is one of the non-Penske parts – that Ilmor engine – that fascinates me most. Having never so much as sat in an Indycar before I find

> "Unless you have a mid-90s laptop running Windows 95, it won't deign to talk to you"

its specification as fascinating as the soon-to-be-realised prospect of actually driving the car to which it is attached.

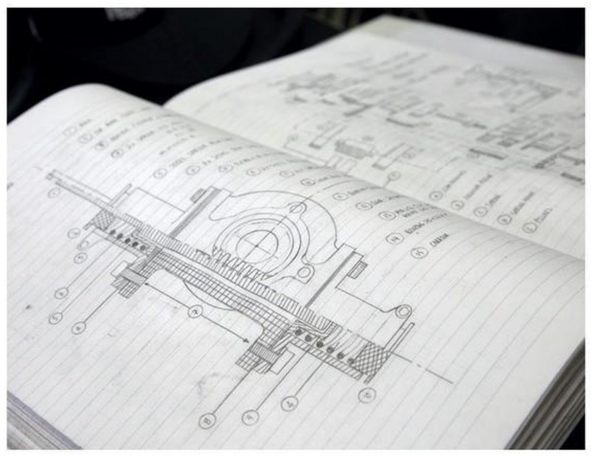
As mentioned earlier, and as regulations mandated, the 82-degree V8 displaces 2.65 litres and is boosted by a single, massive turbocharger. Maximum boost pressure is regulated by a pop-off valve, but this 'phase two' version of the engine still produces 820bhp. In its day it would race with a limit of 14,400rpm and qualify at 14,800rpm. And Patrick Morgan has just apologised in all sincerity for the fact that, in the interest of preserving its longevity, today the limiter has been set at a mere 14,200rpm. Even so Patrick tells me it's "an excellent engine, very strong and with a nice, wide power band. Really it's as good as gold, terribly easy to drive". Doesn't look it from where I'm standing.

And I'm wondering if that nice, wide power band he refers to is race engineer speak. Before Dawn Treader, Patrick was an Ilmor engineer who followed this and many other engines through their careers in both Indycars and F1. Certainly it's hard to see how the word 'progressive' is going to figure much in the vocabulary of such a small engine giving so much power thanks to such a big turbo.

There's something else I need to factor in too: like all such Indycars, it runs on methanol. Much harder to ignite and therefore less dangerous than petrol, methanol is a fairly horrid substance, noted for its extreme corrosiveness (the PC26 engine has to be flushed through with petrol every time after it is fired up) and the fact that it burns with a colourless flame, making fire nigh-on impossible to »»









see. But despite also being volumetrically less efficient than petrol it's rather good at producing power, which is why, despite producing more than 300bhp per litre, this engine actually runs an extremely modest 1.35-bar boost pressure. There are road cars with more than that. This also accounts for its extraordinary 14.6:1 compression ratio, about double what you might expect from a turbo race engine. Fuel consumption? About 1.8mpg.

But if this engine guarantees the PC26 will be different to any other race car in my experience, it is the gearbox that's likely to render useless all other racing reference points. It's a Penske design but with British Xtrac internals and, insofar as it's a sequential six-speeder, all is perhaps as you might expect. It's the ratios it contains that so utterly divorce it from anything else. This PC26 has superspeedway gearing and these are the maximum speeds given for each of its six ratios: first goes to a little under 110mph, second to around 138mph. Third goes to 193mph, fourth to 224mph, fifth to 226mph. Sixth will take the car past 230mph. Clearly the first three gears simply get you up to speed but fourth, fifth and sixth are all flat-out gears: one for when running into a headwind, one for a tailwind and the last for slip-streaming. On a short airfield I'm clearly not even going to get out of third gear, but what's worrying me more is how the hell to even get it moving. It has a tiny 5in sintered clutch, and if I burn that there's not another.

At least it's easy to climb in and out of. Indycars always tended to be built for the fuller frame compared to F1 cars, which seem to exclude all bar the snake-hipped from driving. You just step on the floor, support yourself with your hands, thread your legs through a carbon-fibre hoop and gently lower yourself down. As your backside hits terra firma, so your feet find the pedals. There are three as and where you'd expect. Ahead lies an LCD readout, most of which I can't see, and numerous switches for various pitlane and fuel strategies, most of which I won't need.

In fact you just flick on the ignition switches and wait for the car's external starter to fire you up. Patrick has put a large insulation blanket over the rear wing to stop it and the man wielding the starter from being singed. Even through an Arai, balaclava and ear plugs, the commotion when the engine fires makes you want to run and hide. Indeed if I weren't already firmly strapped into position, the flight reflex might have got the better of me. Even when your brain has become sufficiently accustomed to extract some sounds from the noise, it's hard to find any you might call pretty. Deeper, uglier and more raw than a modern F1 engine, it is pure aggression on wheels.

My instruction from Patrick was under no circumstances to slip the clutch: he'd much rather I lit up the slicks, so his recommended strategy was to rev the brute up to 12,000rpm and simply side-step the clutch. As someone brought up on vintage cars, in which your chances of making it to your destination is directly proportional to your level of mechanical sympathy, the very thought horrified me. But it was also almost impossible to do: not only could I not see the rev-counter, but the engine was the most trigger-happy I've ever encountered: one tremble of the toe seemed to add about 2000rpm to the score. I couldn't even park it on the rev-limiter and drop the clutch from there as Patrick seemed only marginally less keen on that idea than slipping it from lower revs. So in the end I just guessed.

And guessed right, if you can call the fact I didn't stall a good guess. It was probably the least dignified getaway an Indycar has had to endure, but at least we kept moving as the engine stayed above 8000rpm, the speed below which it had no interest in working at all.



Runway is a nod to Cleveland airport circuit... Middle left: Dawn Treader has access to original Penske drawings

There was no time to wonder what might happen next. When I opened its eight butterfly throttles, there was no turbo-lag I could discern at all, just pulverising, monumental thrust. I changed gear almost immediately, not because another was required but because I'd figured that second could not possibly be as violent as first. Turned out I was right, but only just. In fact what second seemed to provide was just a bit more time for the assault to take place. Only when I hit third did the attack abate sufficiently for me to take in what was going on.

The big surprise was how much strength you needed just to operate the Penske. The steering has no assistance and even just turning around at the end of the runway required discernible effort: the thought of having to turn slightly left four times a lap at 230mph gave me new respect for Indycar drivers. Similarly the gearshift requires Popeye-grade forearms; I'm not sure why but I'd expected it to flick through its ratios with barely a nudge, but in fact it felt like you were picking up each cog and physically marrying it to its neighbour.

After a few more runs, during which I acclimatised just a little to what this car could do, I stopped for a chat with Patrick. "Is everything OK?" he asked, clearly concerned. "Er fine," I replied, "why do you ask?" "Only because from what I can hear you don't seem to be using very many revs."

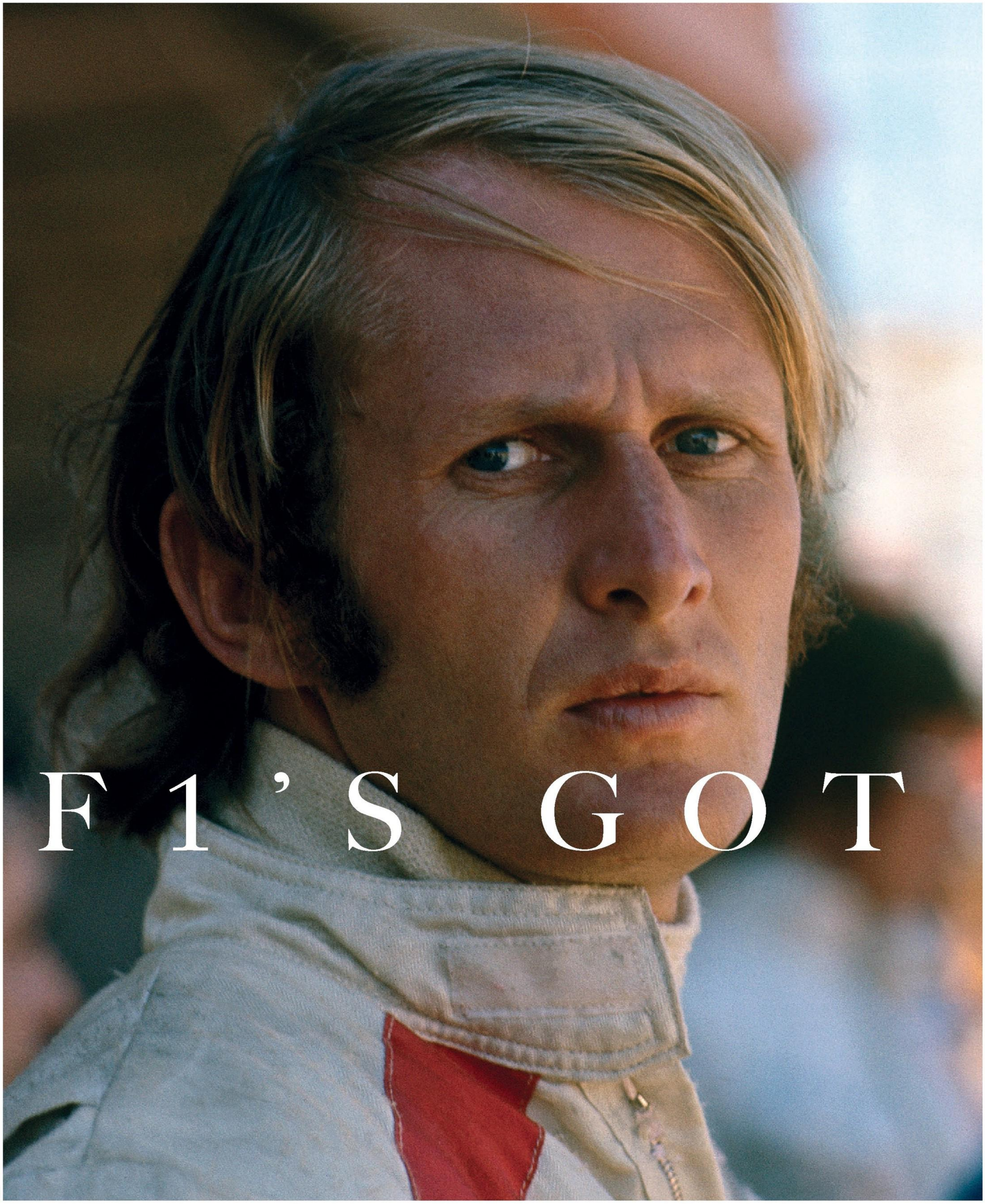
True, I'd not been able to see the rev-counter but I still thought I'd been revving the valves off it. So by adjusting the padding, wriggling down further into the cockpit and bending my knees some more, I afforded myself a glimpse of at least part of the rev-counter and set off again. Once more I short-shifted into second but then I let it go, realising I'd hitherto been shifting at least 2000rpm too early. And only then did the Penske let rip. The forces at work were so mighty it seemed fanciful that a mere mortal could exercise control over them. I felt like a passenger, as if it were coincidence that the car reacted to my stammering inputs, or at least that in doing so it was merely humouring me.

> "The commotion when the engine fires makes you want to run and hide"

On the next run I finally summoned the courage to plant my foot in first, and despite the three-figure potential of the gear and those massive rear slicks, at 60mph they spun like a Corvette's leaving the lights. The data explains just how fast it is: the Noble M600 has a better power-to-weight ratio than a Bugatti Veyron and accelerates from 60-160mph in 12.9sec. Yet despite the wheelspin, the ultra-long gears, more than 1.5 tonnes of downforce at 160mph and all the attendant drag, the Penske added the same 100mph in 7.5sec.

Never again will I look at one of these cars as some kind of poor relation to an F1 machine. Yes, it has steel brakes and wishbones and a manual transmission because that is what the rules mandated, but whether you look at it as a thing of beauty, an engineering masterclass or just an explosively powerful and ferocious racing car, this Penske PC26 is simply exceptional. The fact that it is also a car of such great significance means it's an important part of motor racing history too.

Our thanks to Patrick Morgan and all at Dawn Treader for making this feature possible



LAT



Marko had wise words for Sebastian Vettel at Red Bull last year. Left: in his prime at Sebring in '72

Red Bull/Getty

TALENT...

...And some of it's due to Red Bull spotter Helmut Marko. But 40 years ago he was the one under the spotlight – until fate intervened

BY ALAN HENRY

He might have turned into the best Formula 1 driver that Austria ever produced. An overstatement? To dyed-in-the-wool Niki Lauda fans, certainly. They will bristle at the suggestion. But the fact of the matter is that dry-witted Helmut Marko was regarded as a sensational driving talent in the early 1970s, an accomplished sports car driver who won Le Mans in a Porsche 917 and the deft master of the close-fought European 2-litre sports car championship arena that same year.

Marko was recruited by the BRM team late in 1971 and was running sixth in the following year's French Grand Prix at Clermont-Ferrand when his helmet visor was shattered by a flint which went straight through and embedded itself in his eye. Mercifully, Marko managed to bring the fuel-laden BRM P160 to a halt safely without triggering a further disaster, but at the age of 29 his international racing career was over.

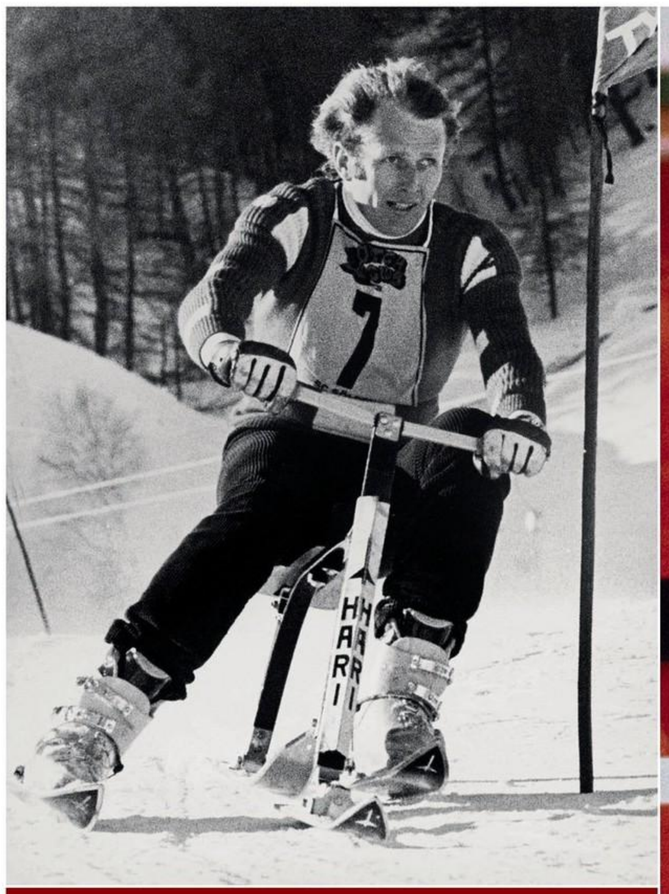
But who would have guessed that nearly 40 years later Marko's influence within motor sport would be greater than it ever could be as a driver? These days he is arguably the most powerful talent spotter in F1. Red Bull's interests in the junior single-seater ladder are probably greater even than Marlboro's during the 1980s, and Marko heads up the energy drink's Young Driver Programme, talent spotting from race series around the globe. From karting upwards, he selects promising young drivers to be part of the programme, helping place them in teams in various formulae according to their age and ability, monitoring their progress and giving them advice. Over the years those he has helped steer towards F1 include promising Scuderia Toro Rosso twins Jaime Alguersuari and Sebastien Buemi.

Marko also attends every Grand Prix, working closely with Red Bull Racing team principal Christian Horner, and is widely regarded as Red Bull boss Dietrich Mateschitz's most trusted confidant. But 40 years ago it was he who was the ace in the cockpit.

Marko hailed from the provincial Austrian city of Graz and was a close friend and contemporary of Jochen Rindt. His father was an electrical dealer. Helmut and his friends were all pretty rowdy and in trouble with the local police on a pretty regular basis. Mention the names Andy Zahlbruckner, Stefan Pachaneck – who would later become a successful motorcycle trials rider – and Helmut Reininghaus of the famous Austrian brewing dynasty, and his face cracks into a broad grin.

Rindt, with his 'wild hair and racy blue jeans', was regarded as the gang leader and their enthusiasm for cars and motor sport grew together. Jochen enjoyed private means. His parents had been killed in a bombing raid on Hamburg in 1943 when he was still a young child, but he inherited a stake in a prosperous Mainz-based spice business called Klein & Rindt.

These adventures included Marko in his parents' Chevrolet taking on Rindt's Simca





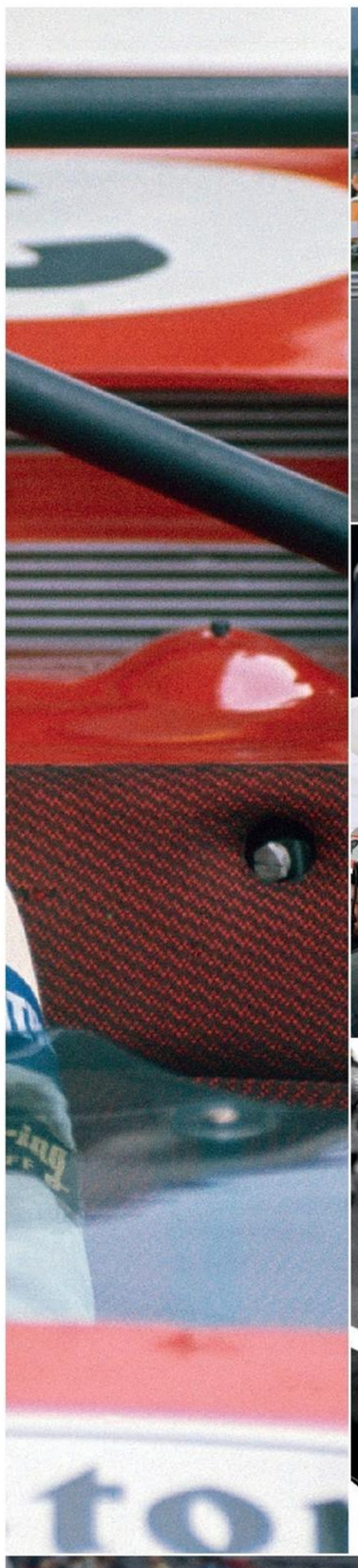
Clockwise from above: skiing helped replace adrenaline rush of racing; Marko and Carlos Pace took Ferrari 312PB to second at '72 Osterreichring 1000Kms; in previous year's Nürburgring 1000Kms he was third, this time with Gijs van Lennep and Porsche 908; acting as confidant to Red Bull boss Dietrich Mateschitz; broken visor at '72 French GP reveals horror of accident; in another 908, this time with Rudi Lins at 1970 Watkins Glen Six Hours; Formula Vee, here at Monaco, was sold for a "decent profit"; in the BRM at Argentina '72, with Denny Hulme's McLaren closing in







LAT, Paul Henri Cahier & Red Bull/GEPA













Montlhéry in the dead of night on the roads between Graz and Bruck, not far from the old Zeltweg aerodrome circuit which would host the first World Championship Austrian GP in 1964. All this ended with the Marko Chevy balanced on the edge of a cliff after Helmut attempted to avoid an oncoming truck. Despite the gang's best efforts, the Chevy slipped over into oblivion.

"I'd taken it out of my father's garage at home at about three o'clock in the morning and went out racing against Jochen's Simca," says Marko. "But the Chevy's road holding was not as good as the Simca's and the next thing I know it's hanging over this cliff, rocking gently. Then, suddenly, it was gone."

To say that Marko's father was unamused is to stray into the area of gross understatement. "As you can imagine, there was a huge row," he grins. "My father hadn't been able to work out why his car had apparently been consuming so much fuel. Now he knew!" Rindt later split his Simca in two when he collided with a snowplough hidden in a drift. How this pair were not killed at an early age remains a mystery.

"A year or two earlier Jochen and I had been more or less kicked out of our school in Graz, so we had to go to a boarding school about 200km away," explains Helmut. "There, Jochen had a skiing accident, and the second time he broke his upper leg, a rather complicated fracture.

"It was a half-hour walk from the school to the boarding house where we were staying, so with his broken leg this was a real problem. But he managed to get his hands on this really old Volkswagen from the spice works to take him to school. It came complete with a chauffeur, but Jochen soon got rid of him and drove it himself, despite the plaster cast on his leg. When I say this car was old, I mean *really* old, not even with synchromesh on the gearbox.

"So Jochen sent the chauffeur back home, telling the people at the spice works that he was no longer needed because one of us now had a driving licence. Of course, none of this was true, so all of a sudden, at 17 years old, we had access to a car, which was fantastic.

"Of course Jochen was very frustrated at not being able to drive for a few weeks, but I think that frustration at being in a plaster cast accelerated the speed of his recovery."

Marko continues the explanation: "Every weekend we came home to Graz, but there was a strict rule that whoever was driving would only be allowed to stay behind the wheel as long as he didn't make any mistake in the judgement of the other passengers sitting in the back.

"A mistake, for us, meant that he wasn't always right on the limit. Backing off was regarded as the worst offence. It was all pretty wild. On one occasion we were waiting at a railway crossing near Graz and the local traffic police caught up with us, making some pretty critical comments about Jochen's driving style and asking to see his driving licence, which, of course, he did not have.

"Jochen said 'oh, this my German passport. In Germany this counts as a driving licence as well, so we don't need two separate documents.' I mean, it was incredible the things he made up!"

The pair later travelled in the VW to spectate at the 1961 German GP at the Nürburgring, although Jochen, typically, had left his wallet at home and they arrived outside the spice factory in Mainz out of money and fuel in the middle of the night. Unconcerned, Jochen banged on the door, woke everybody up and successfully managed to scrounge a cash advance from his family firm.

Marko realised that Rindt really wanted to race – and he was determined to emulate his rich young friend. But how was he to turn those dreams into reality?

"We were race fans, but there seemed to be precious little prospect of us breaking into the sport. Austria had not yet got a permanent circuit, just airfield tracks like Aspern, near Vienna, and Zeltweg," he remembers wistfully. "So we competed in a few rallies, Jochen in the Simca and me on a motorcycle. Then Jochen came into his inheritance and he was able to afford to start racing on his own.

"He got an Alfa Romeo Giulietta Ti, tuned by Conero in Turin, and won pretty much every race he took part in on the Austrian domestic scene. Meanwhile, on the basis of our night racing antics, I reached the conclusion that, if Jochen could make it, then perhaps I should be pursuing the same route."

Yet there was really no tradition of motor racing in Austria. Jochen was very much the trailblazer in that respect, firing the interest and attention of journalists like Heinz Pruller and Helmut Zwickl as he climbed through Formula Junior and into F2.

"I bought a Formula Vee racer, an Austro Vee, then I sold it at the end of '67 at a decent profit," says Marko. "From then on I always made money from my racing, although I never had any support financially from my parents."

In 1969 Marko drove at one stage for the McNamara F3 Team as well as in sports and saloon cars, in fact anything he could get his hands on. "I would say it was [in] 1969 that I started to be a real professional," he recalls.

"I got a ride in a 908 with Martini Racing. I think I did the fastest 908 time at Spa. In 1970, I finished third at Le Mans sharing a Martini 908 with Rudi Lins. That year Hans Hermann and Richard Attwood won the race in a Porsche and then I came back to repeat that achievement with Gijs van Lennep the following year."

At the Sarthe the two men set a new distance record of 3315.2 miles in the short-tailed Martini Racing 917: "I drove I don't know how many 917s, but I can remember that each

one felt different. It was a beast, a real beast. But if you could get it handling well, it was really something. Le Mans was a real surprise and a bit of a shock, too. Ferdinand Piech, who of course was a member of the Porsche family, came up to van Lennep and I and said, 'well, I'm really surprised that this car finished the race.'

"I said 'why?' and he explained that it had been built around a special lightweight chassis frame, the stiffness of which was uncertain. I understood it was also highly inflammable, even by the standards of the time when the damn things could burst into flame after even the most gentle of impacts.

"Afterwards you think, hell, you're doing 400kph on the straight, with nothing but a little bit of glassfibre in front of your feet. I found it was best not to dwell on things like that."

Yet it was driving the 2-litre Lola T212 in the European sports car championship that really made Marko's reputation, the compact car being prepared by Heini Mader and Mario Illien, later of Cosworth/Ilmor fame.

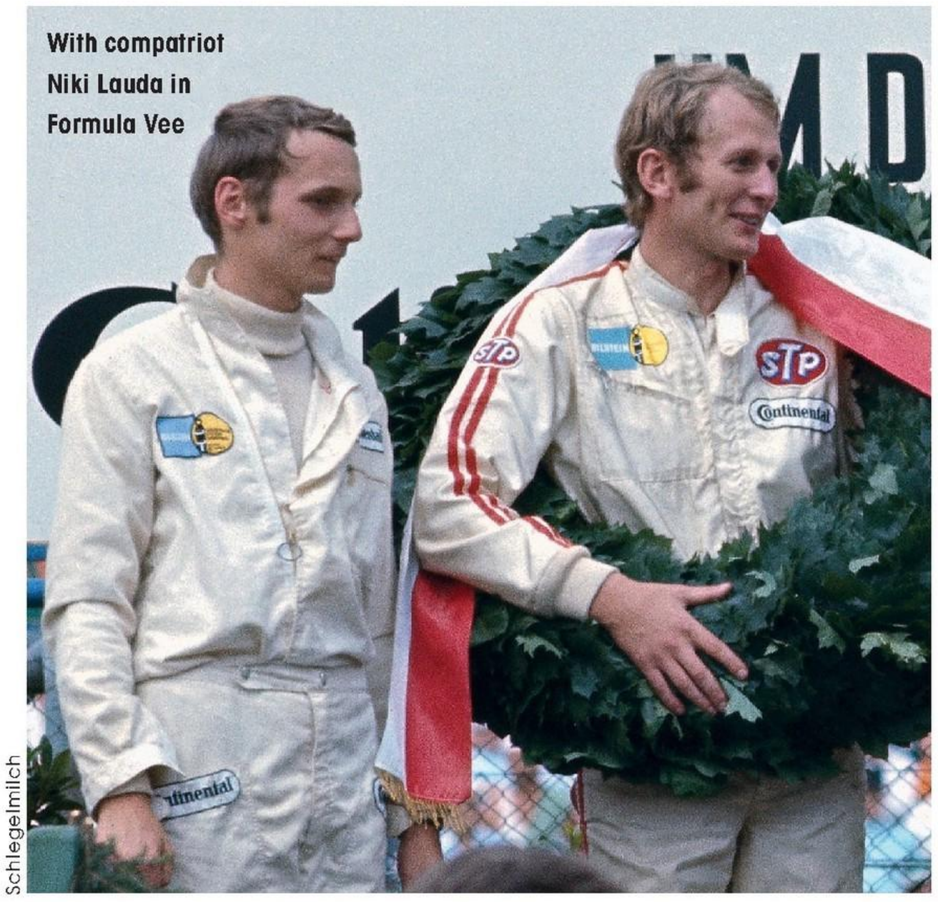
"The whole operation was overseen by Jo Bonnier, with whom I got on very well," says Marko. "He was quite cultured and had interests outside the sport. I remember being impressed when I visited his home near Jackie Stewart's place in Switzerland, where one wall was completely taken up by his old McLaren-BRM M5 GP car. I made my F1 debut for him in an old McLaren M7C at the 1971 German GP, but I only managed a couple of practice laps and never started the race.

"I was eventually invited to drive a BRM P153 in the Austrian GP at Zeltweg. This was the same race in which Niki made his debut in the March, of course. After this I got the call from Louis Stanley and I drove for BRM in the remaining races that season."

For 1972, Marko stayed on as a member of the so-called 'Marlboro World Championship Team' as the BRM was now pompously rebranded. He also joined the Alfa Romeo sports car team, finishing second in the Targa Florio, and also took a Ferrari 312PB to second at the Osterreichring. After driving the BRM P160 to fourth in the inaugural non-championship F1 race at Interlagos, Helmut had high hopes for the rest of the year. They were not to be realised.

"I remember driving pretty well in the rain at Monaco," he says, "but the thing that sticks in my mind was that the team manager, Tim Parnell, had a portable television set on the pitwall so he could watch some bloody English football match. And it tells you everything about how the BRM team was run in those days by the fact that the only thing protected from the driving rain was the damn television!"

Within another few weeks, with brutal abruptness, came the accident at Clermont-Ferrand which ended Helmut Marko's driving career. "I knew I was in trouble from the moment I felt the searing pain in my eye," he says, "but my more immediate worry was stopping the car safely. The BRM V12 was really thirsty, so it was absolutely full to the brim with fuel. I don't know how much precisely, but I was also mindful of the fact that there were 20 cars behind me.



With compatriot Niki Lauda in Formula Vee

Schlegelmilch

"Up to then there had been nothing in my life but racing. Now it was all over"

"Thankfully, I managed to get it stopped, then haul myself out of the cockpit before I lost consciousness. Then my friend Vic Elford arrived in the course car, a VW-Porsche 916, gathered me up and took me around to the lavishly appointed Grand Prix Medical Unit.

"They really knew nothing. They hadn't a clue, completely lost. All they did was put some fluid in my eye that made it hurt even worse. They put me in an ambulance, took me to a local hospital, then onto a second hospital. From the accident to where I needed to be took three and a half hours, only to discover that the doctor required was at a barbecue. It was a Sunday, after all.

"At about 10pm an eye specialist eventually arrived. With modern laser technology, today such eye damage could be repaired. Looking back, I recall that before the race we had a discussion about my position in the cockpit being too high – the top of my head was sticking above the rollbar. I sometimes wonder if that had been addressed before I started the race…

"Yes, I was bitter. I had several operations, but none of them did any good. Up to then there had been nothing in my life but racing, and now I suddenly realised it was all over and I would have to look for something else."

The answer was a career in the legal profession, but Marko eventually returned to racing as a successful team boss in the 1990s. RSM Marko won the F3000 title with Jörg Muller in 1996 before the team changed its name to Red Bull Junior. From here, his career as an influential single-seater talent spotter had begun.

Chatting with Helmut rekindles happy memories of good times past. In the early '70s the F2 media corps comprised literally a handful of us and we regarded motor racing's second division as something to be cherished and encouraged. In some ways we were curiously resentful of F1 because, in our rather innocent view, the real racing was in F2 and nowhere much else. One absolutely knew that anybody who starred in F2 would make it through to the World Championship arena.

That said, Marko never had the best equipment. In 1971 you needed a Brabham, March or Lotus to have a hope of winning. Helmut had the works Lola T240 which wasn't in the same class. I recall flying from Madrid to Frankfurt with him after the F2 international at Jarama and him telling me just what a physical effort it had been wrestling the car from kerb to kerb. Lauda, at this point, was in a works 'renta' March.

In those pre-Ryanair days much time travelling around Europe was spent changing planes at strategically placed hubs. When we arrived at Frankfurt, Helmut and I went our different ways, him back to Vienna and me back to Heathrow and a press day at *Motoring News*. I hadn't been back at my desk for more than a few minutes before the phone rang.

"Hi, I'm one of your readers," said the voice. "I've just been watching over the fence during testing at Goodwood this morning. Did you know that Helmut Marko is testing an F1 McLaren M19 here today?"

'Bloody Helmut,' I thought. 'That was a rotten trick to play on me.' Then the penny dropped. The guy testing the McLaren had been Mark Donohue. Our correspondent had seen 'Mark' from a distance painted on the side of his helmet and reached the wrong conclusion.

Understandably so. But it's a shame Helmut Marko never got that sort of opportunity. Ⓜ

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"I had a hunch about the Mercedes thing"

He signed for one team but has ended up driving for another. Yet the Brawn name switch was no great surprise to Nico Rosberg, who had his fingers crossed about the three-pointed star

BY ADAM COOPER

Am I aware of it?" says Nico Rosberg when I ask about the motor sporting legacy of Mercedes-Benz. "Yes I am. It is definitely a big thing in terms of media image and everything. It's great. I'm very happy to be part of it, and also to be the first German in 54 years or something. I don't even remember his name. It's not Hans Herrmann, it's some other person, spelled with a K..."

Rosberg can perhaps be forgiven for not knowing the name of Karl Kling, and after all few of his contemporaries are noted for a great interest in or knowledge of the past. But now he has a chance to write his own chapter in his country's motor sporting history.

In short order what Jenson Button neatly summarises as 'the Brackley-based team' has been transformed from British American Racing, to Honda, to Brawn and finally now to Mercedes. Thus for the first time since 1955 there will be a pukka Silver Arrows team on a Grand Prix grid, and Rosberg will be one of the drivers. After a four-year apprenticeship with Williams he may finally have his hands on a winning car, and thus the forthcoming season could be the most important of his career thus far.

"It's very important," he acknowledges. "But it's difficult to say if it's the most important. We'll have to wait and see how things go. Then again last year was important for me too, because I had to make the best of what I had. I was getting a bit worried, to be honest, because if I had a car like I had in 2008, it would really have been difficult for me to get a good cockpit. So I'm thankful that Williams gave me a decent car so that I could put in some really strong results and get the best possible drive for 2010."

Indeed for four races in a row he beat championship leader Button, and that certainly caught the attention of Brawn GP. Rosberg is a bit coy about just when talks began, but by the time Rubens Barrichello began to consistently outpace Jenson, it was too late for the Brazilian to save his job.

What is clear is that Nico committed originally to Brawn GP, and the later confirmation of the Mercedes takeover was in effect a bonus, albeit one he'd taken a punt on.

"I had a hunch about the Mercedes thing also very early on, so it was always a factor in my decision. But all this happened a long time ago. I don't really want to say the exact time.

"It was all super-confidential, such that nobody could say anything even to me. So it was very difficult. It was going to be the dream come true, if Mercedes did do it. Even towards the end it wasn't a straightforward thing for Mercedes, so I was very relieved when it happened. It was a great drive, and it was the best drive I could have gotten."

Of course there has been one major development that Nico could not have foreseen. When he signed up it was on the basis that Button would be his team-mate, but since then the goalposts have moved.

"It's forced me into some new thinking... But coming out of that, I can see lots of positives. I would have really enjoyed being team-mates with him; it would have been a good challenge for me. In a way I'm a bit disappointed, because it would have been a perfect combination."

Had Button stayed with Brawn he would have been in his eighth year with 'the Brackley-based team', but Rosberg says he did not see that as a problem in terms of his own assimilation into the camp. »»»

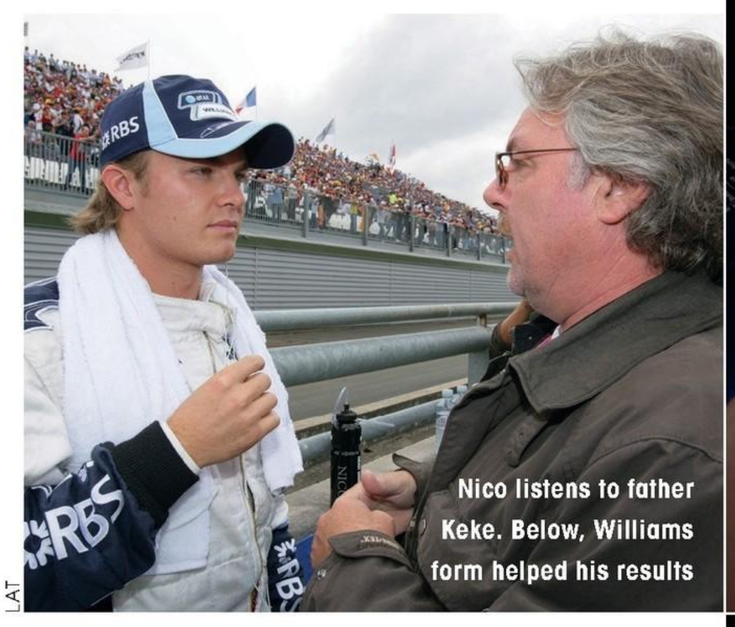
LAT

NICO ROSBERG

"From the outside, yes, going there you would have thought it might be a little bit more difficult. But now that I've been there I don't think Jenson really did a Michael Schumacher where he built a team around him. I think there would have been no problems from the word go for me to settle into the team."

There's an interesting historical twist to this. When Eddie Jordan was looking for a driver for the 1991 Belgian GP, one of the first names to come under consideration was that of Keke Rosberg, then driving for Peugeot in Group C sports cars. The idea was dropped when someone realised that the Finn was already 42, and in the end Eddie took a rookie called Schumacher – not least because Mercedes guaranteed a £150,000 pay day.

At the time of writing the world was still waiting to see whether – at the age of 41 – Michael will make his comeback in a Mercedes F1 car. If it happens, the dynamic in the rebadged team will be completely different to what Rosberg was expecting. He says he's not concerned about the rumours.



LAT

Nico listens to father Keke. Below, Williams form helped his results

"I think it would be great for the sport and great for Mercedes and the team. For me too, to have him next to me would be a great challenge. I would really like to have him as a team-mate.

"I'm sure he'd be really competitive, but it's difficult to say. In all the things he's been driving lately, he's been very fast. He won a kart race in Brazil and he was quick in the Race of Champions, so I think the driving skill is still there. He could do well. But then again look at Fisichella, who was really struggling with a change of car. That makes me a bit less sure how well he would do.

"What I would welcome is a strong second team-mate, who is just as able as me to score some big points for the team, and create a bit of rivalry. That's what I would really welcome, and he would definitely suit that."

If he does return Schumacher will renew his links with Mercedes, but Rosberg has long-standing connections of his own with the Stuttgart marque, going back to the days when



LAT

he partnered Lewis Hamilton in the MBM (as in Mercedes-Benz McLaren) kart team.

"It was more Ron [Dennis] who was pushing on the karting, supported by Mercedes-Benz, which I was very thankful for back then. But I've always been in contact with Mercedes. My dad used to race a Mercedes in DTM, so when I was seven years old I was walking around the Mercedes motorhome, and I've known Norbert Haug for a long time. The contact has always been there through my Formula BMW and F3 years, racing at DTM events."

There's another familial link in that when Keke joined Williams in 1982, Ross Brawn was a member of the design team.

"My dad remembers Ross being a quiet young fellow reading his fishing magazines in the corner of the factory! Just knowing that he's there gives me an extra bit of confidence, just because I believe in his capabilities. Now that I've been in the factory, I see that the confidence has spread to quite a few other people. It's not just Ross."

Rosberg used the 2009 season as a shop window for his talents in order to impress Brawn and other team bosses. After four years at Williams it was time to move on, and with so many seats opening up, he had to put himself at or near the top of everyone's wish lists.

"Of course I would have wanted to get podiums and wins, but they gave me a solid car that could finish in the points all the time. And



Nico is popular with the fans – now he needs to win races. Right, Rosberg and Hamilton ran together in karts

LAT

we always knew coming to a race where we would be; it was very consistent going from one track to another, always up there.

"And that was nice, it really gave me a chance to score a lot of points, decent points, and I had my best season so far in terms of results and consistency. I was seventh in the World Championship, with only a McLaren and a Ferrari and the two Red Bulls and Brawns in front of me. So I think it was a decent season. Most importantly the season was, in my head, a stepping stone to better things in terms of results."

Williams was one of only three teams to start the 2009 season with a double diffuser. Nico led the early laps in Malaysia, but bearing in mind the clear initial advantage, he didn't seem to get much in the way of results. Was it a wasted opportunity?

"A little bit. But what you have to do is look at qualifying. We qualified fifth and finished sixth in Australia, qualified fourth and finished eighth in Malaysia when everybody had half points. Yeah, we could have done a little better. In Malaysia we had a good pace, but we weren't as dominant as it looked. The rain in Malaysia was another disappointment; I could have finished second otherwise.

"Our straightline speed was terrible all year, and in Bahrain Lewis finished fourth with a terrible McLaren, because of straightline speed and KERS. I didn't say that engine power was weak – it was straightline speed, so that's engine and car. That was our main problem, really."

Ironically the team had better luck once everyone had gone the double diffuser route. From Barcelona to Spa Nico had a run of eight finishes in the points, often in races of low attrition.

"There was a great consistency, always finishing sixth, fifth, fourth, always in the points. We could have brought that all the way to Abu Dhabi, but in Italy and Belgium our car was a disaster, and then there was my mistake on the pit exit in Singapore, and a failure in Brazil. Singapore was quite frustrating, because I would have been second. There wasn't really an absolute highlight, but maybe it was fourth place in Germany, starting 15th and taking six places at the start, and another five in the race.

"I think the team did a very good job. The budget that they have, they must have worked very efficiently. It's nice to see that we progressed through the season. We became stronger, and by the time we got to Hungary, we were running fourth. I think that they learned from the mistakes of 2008, and changed a lot of procedures – like how parts were developed, and how often they brought new parts to the race track, and directions that development went in. Things like that."



Sutton Images

"We'll be very close to the front; whether it's the best car we'll have to see"

He has no regrets about his four-year stint with Williams: "In general, it was very positive. Of course there were some difficult times also. The first year and the third year were the difficult ones, the second and fourth years were the easier and good ones. But in general, it's been a good time. From one point of view it's a pity to leave because I get along with everybody, and we have a lot of respect for each other and work well together, and it's a great team."

What Williams has missed since its split with BMW at the end of 2005 is the backing of a major manufacturer. So what will Mercedes be bringing to the party?

"It's just a much more comfortable situation for the team. Security is the most important thing. Of course the engine would have been there anyway. The engine is strong, and I think now Mercedes is coming in there's just going to be that extra support. It's so important how the engine fits in with the car, so many things to consider, like the airbox and the exhausts. All of that is going to be so much improved now Mercedes is actually connected with the team. There's a chunk of time that's going to come out of that."

What remains to be seen is just how competitive the package will be. Last year Brawn reaped the rewards of giving up on 2008 and devoting massive (Honda) resources to R&D. And then of course there was the double diffuser, which provided a massive but temporary boost in the early races. There's a widely held view that the team won't be able to repeat such form, but Nico believes it can.

"It really depends on the job that's done in the winter, but the opportunity is there, for sure. We'll be very close to the front; whether it's the best car or not, we'll have to wait and see. I've been in the factory now quite a few days already, and I'm very impressed and confident.

"Thanks to Ross, everybody seems to be working together strongly now, and there are some very, very competent people. The aero is the dominant thing in many ways, and that's been impressive to see. Everybody in the factory believes that we're one of the best teams. That's the way it is at the moment."

Does Rosberg deserve to be ranked among the very best drivers? That's what he'll have to demonstrate in 2010. He's certainly added maturity and experience to the speed that was evident when he won the GP2 title back in '05.

"I'm better for sure. I grew in things like the capacity to think of other things while you're driving, because there's so much you can do to help yourself with the differential and so on. There are so many buttons and set-ups that can actually make you quicker, more consistent. I'm definitely a better driver. And I'll be even better next season, I think."





James Mitchell

Lunch with... DESIRÉ WILSON

The talented South African remains the only woman ever to have won an F1 race. But she's never thought of herself in those terms – she's just a racing driver

BY SIMON TAYLOR

Redoubtable females run like a thread through motor sport history, from Camille du Gast to Danica Patrick, from Kay Petre to Christabel Carlisle. But only two have raced in World Championship Grands Prix. Maria-Teresa de Filippis did three in 1958 with her own Maserati 250F, and Lella Lombardi ran in a dozen for March in 1975/6. Lella remains the only woman to have scored points – to be precise, half a point, finishing sixth in the shortened 1975 Spanish GP. Divina Galica (1976-8) and Giovanna Amati (1992) each entered three events, but failed to qualify.

For many, however, the most talented female racer of the late 20th century was the aggressively determined South African Desiré Wilson. She did start an F1 Grand Prix, at Kyalami in 1981: but that race slipped from the reference books when, thanks to FOCA/FISA politics, it was retrospectively deleted from the championship. She ran strongly in the British Aurora F1 series, and led the 1980 Brands Hatch round from start to finish. It made her the first, and so far the only, woman to win a Formula 1 race of any kind. Her results in sports cars probably give her more satisfaction: she's the first woman to have won one, and then two consecutive, World Sports Car Championship rounds. But her biggest achievement was holding together a racing career for as long as she did, drawing on huge reserves of purpose and self-belief when money and opportunity were often absent.

Born Desiré Randall in 1953 in Brakpan, near Johannesburg, she pronounces her name 'Des-Ray' but prefers to answer simply to Des. She lives in Salt Lake City now, but we meet at the gothic pile that is the Oakley Court Hotel in Windsor. Her lunch is healthy: haddock chowder, poached salmon, sparkling water.

She was just five years old when she started racing micro-midgets, tiny 60mph dirt-track single-seaters. "My father was a bike racer, won the South African title on a Manx Norton, but he stopped after he'd hurt himself too many times. Since a toddler I'd sat with him in the garage while he worked on his bike, soaking up everything he was doing. It became a passion."

Des was invariably the smallest and youngest driver in her races: the others were almost all boys, mostly twice her age. But this minuscule figure, in crash helmet and overalls several sizes too big for her, made up for it in fearless ➤➤➤







aggression, and her light weight and instinctive car control on the loose surface won her a lot of races. "I was called Boots because I didn't like taller people talking over the top of me, so I used to kick them in the shins to get their attention." Aged eight she broke the outright lap record on the dirt oval at Benoni, faster than the full-size stock cars. At 12, running now against 16-year-olds, she tied for the title of South African Micro-Midget Champion, losing out by inches in a tie-decider match race.

"Even when I was little I was conscious of wanting to do something with my life, move on from Brakpan, where nothing important ever happened. When I was 12 I switched to horse riding, jumping and polo, but we had no money for that, so I took to athletics, track and field. I trained three hours a day after school, won everything except the shot-put, because I didn't have the body weight." Then she reached South Africa's minimum racing age of 18. "A guy in Brakpan had a Formula Vee, and Dad persuaded him to let me try it at Kyalami. He said, 'That's the accelerator, there's the brake and the clutch, and this is the lap record.' As soon as I got out on the track it was all I ever wanted to do." Her father built up a Vee for her, and that home-made car with its scrapyard engine took her to second in the 1974 national championship.

In 1975 Des met a shrewd Formula Ford racer called Alan Wilson, and they started to run together with a pair of ancient FF Titans. Soon she was beating him, then earning podiums, then winning races. That year they were married. Recognising his wife's superior talent, Alan gave up racing, sold both cars to fund a three-year-old Merlyn for her, and hustled sponsorship from a local women's magazine. In 1976 Des won the South African FF title and, like Jody Scheckter six years before, the Driver-to-Europe Award.

"In Jody's day, Driver-to-Europe brought a relationship with the Ford Motor Company and a lot of help. By the time I won it, it was just two air tickets to London and a small cheque. Alan and I sold everything we had – including the Merlyn – and set off. When we got to England we went round the racing car factories. 'What can you do for us, what does it cost?' The answer was always the same: 'How much money have you got?' But we'd met the Dutchman Huub Vermeulen when he was racing at Kyalami, he'd been friendly, and he had a Crosslé agency. Having got nowhere in England, we went to Holland to see if he remembered us. He offered to lend us an FF2000 chassis, and said if we worked for him he'd pay us in kind. We built up the Crosslés he sold, and he also had a tennis racket business, so I strung rackets and Alan painted them. We traded the hours we worked for parts, and raced in the Benelux Championship at the weekends."

Des' first European outing, at Zolder, was also her first race in the rain. She started 12th and came through to finish third, although she had to bang wheels to get there. She also set fastest lap. The progress of "D Wilson" up the field was followed excitedly by the commentator, who went into overdrive when D Wilson removed her helmet and climbed onto the podium. "Wilson is a woman!" he shouted in Flemish astonishment. More good results followed, but by mid-season, despite Vermeulen's help, the money was running out. Des and Alan rationed themselves to one square meal every three days and subsisted on snacks, but they knew that soon they'd have to admit defeat and return to South Africa.

"Then we heard that a businessman called Jan Bik wanted to sponsor us. It sounded like the answer to our prayers, but Huub warned us not to get involved with Mr Bik. When we asked why not, he became evasive. We went to an address in the Amsterdam docks, knocked, a little peep hole slid open, and we were ushered in. There were lots of girls around, and every so often guys would turn up and disappear upstairs. Everything was dripping with red velvet. Me from South Africa, all naïve, I said to Alan, 'What is this place?' Mr Bik's office contained only a roll-top desk and a huge bed trimmed in mock leopard skin. He asked us how much we wanted to get through the rest of the season. Alan and I looked at each other and simultaneously came up with some stratospheric figure, which he said was too much, and we shook hands and left in a hurry. I think, later on, David Kennedy did get some sponsorship from Mr Bik...



"As soon as I got on track it was all I wanted"

"Michael Bleekemolen was the local hero then, and one of his sponsors bet the other that I could beat him before the end of the season. For the bet to be fair they had to ensure I had the same equipment, so I got tyres and parts out of it, and in the last race of the season at Zandvoort I beat him fair and square. I never knew how much the bet was, but it must have been quite a lot." By the end of the season she'd done 26 races on 10 tracks, won twice and taken four lap records. Penniless, they returned to Johannesburg and, helped by Kyalami boss and race promoter Alex Blignaut, arranged to borrow an old Formula Atlantic. But after a couple of good races Blignaut, having earlier been very encouraging, phoned Des and told her, in brutal terms, to get lost. Her entries would no longer be accepted: if she still wanted to race, she'd have to do it elsewhere. "Years later we found out why. The big cigarette companies sponsored all the front-running cars in South Africa then, and the image for Marlboro, Lucky Strike and Gunston was very macho, men in cowboy hats. It would be bad for their image if their guys kept being beaten by a girl in an older car. They told Blignaut if I continued racing, they'd pull their sponsorship.

"My life has always been disappointment one day, opportunity the next. We were wondering what to do when I got a message from John Webb of Brands Hatch, inviting me to drive in a Ford Escort ladies' race. We had no money for the airfare, but Alan persuaded the magazine that helped me in FF to stump up. We got to Brands, I led from start to finish, and Alan and I went up to Webby's suite to say thank you. He said, 'What are you guys up to?' 'Nothing, at the moment...' Turned out his track manager had just left. He offered Alan the job, found me some admin work in the racing school, and got us work permits."

As boss of Brands Hatch, Mallory Park, Snetterton and Oulton Park, John Webb was an inventive promoter, constantly on the lookout for anything that would sell his meetings to the papers. His Ford celebrity races – like the one between members of the House of Commons and House of Lords – were specifically designed to generate column inches. For the same reason, he cherished a dream of creating a woman F1 driver. He'd tried with Divina Galica, who was entered for the 1976 British GP in a Surtees but hadn't qualified. He reckoned Desiré had publicity potential.

"At first we lived in a caravan. Occasionally a dreadful old FF school car would be available and I'd race it. Then one Sunday an FF2000 driver, Nick Challis, turned up at Brands with a terrible hangover and decided he couldn't face practice. I was at home cleaning the 'van when Alan called me, and I got out in this red Crosslé with 10 minutes of practice left." Des qualified fifth, finished fourth in the race, and set fastest lap. She drove the car for the rest of the season, also campaigning a Sports 2000 through a Brands Hatch deal.

"Then John Webb announced he was going to enter me for the British Grand Prix at ➤➤➤















Clockwise from above: forget she's a girl – Wilson's talent shone through; aged five, aboard 60mph micro-midget; at 12, Des was runner-up in South Africa Midget series; '76 South African FFord title win led to European move; in Williams FW07 at 1980 Brit GP. The car had been repaired after a crash, and Des did not qualify; Brands specialist Wilson and Jonathan Palmer were fourth at 1982 1000Kms in Ford C100; with Cathy Muller, Lyn St James and Tomiko Yoshikawa at Le Mans '91. Des disliked pink theme; driving a March in '83 CART series; Des and de Cadenet gelled to win Silverstone Six Hours in 1980; '81 South African GP with Tyrrell was "opportunity of a lifetime"







LAT, Gavin Stapleton

Brands, and set up an old March for me to drive in the tyre tests in June. I was a bit worried about my lack of experience, but I thought, 'Well, it's just another race car, let's see if I can drive this thing.' Jackie Epstein, who managed the Brands racing drivers' school, was my overseer, and he was really good: limited my revs, made sure I got into it slowly, and by the end of the two days I was going pretty well. Then John said he wasn't going to enter me for the Grand Prix after all. It had just been a publicity stunt. But he fixed me a ride in the Aurora series in an F1 Ensign. I never knew what his deals involved. I was just told, 'There's your race car, now drive it.' First time out, at Oulton, I qualified third, but I'd never done a standing start with all that horsepower, and I destroyed the clutch when the flag fell. I was in the points in all my other races, and I got third at Thruxton.

"For 1979 I drove Melchester Racing's ex-Patrick Depailler Tyrrell 008. First race was Zolder – two years on from my first European race, and it was raining again. I qualified fourth, and by lap 29 I was in the lead. I like the wet: my style is not to brake ultra-late into corners, but brake longer and softer, and concentrate on keeping the entry speed as high as possible. I built a nice lead, but then I messed up big time. My pitboard showed +10, telling me I was 10 seconds ahead of David Kennedy's Wolf. Three laps later it said +4. I couldn't believe he'd made six seconds on me, so I pushed harder – and spun. Later I found my gap had gone up to +14, but the first digit had fallen off the board! So I finished third. In the first six races that year I had four podiums, but by mid-season the later ground-effect cars were coming in and we were less competitive.

"The Texan Gordon Smiley was my team-mate at Melchester, and we became good friends. He was very hyper, always trying to over-achieve, always worried what other people thought. He suffered from nervous tension. At one stage he was rushed to hospital with stomach pains: the doctors couldn't find anything wrong with him, so we collected him, took him home, fed him lots of Coca-Cola, talked for hours. After a few days he was fine.

"I was still doing Sports 2000, and racing two very different cars on the same day was sometimes hard. In practice at the Race of Champions I decided to do three quick laps in the 2000, set a time, and then park it and focus on the F1 car. But I put a wheel off at Westfield and had a big accident. In those days the medical facilities were quite basic. St John's Ambulance looked at me and said, 'How're you doing, love?' 'I'm fine.' 'OK, have a nice day.' And off I went. Actually I had concussion and I'd broken my foot, but I didn't want anyone to know. The Aurora cars, on their harder rubber, were on the grid with the modern F1s, and I qualified right behind John Watson's McLaren. That was probably the first time I started to think, 'Maybe I can do this.' After my bang on the head I wasn't 100 per cent, but I finished third of the Aurora cars, then went straight out in my patched-up Sports 2000 car, finished fourth in that.

"The next year, 1980, was extraordinary. In the space of five weeks I won an Aurora F1 and two World Sports Car rounds. I was doing the Aurora in a Wolf for Teddy Yip and Sid Taylor, and at Brands I was on the outside of the front row, with Emilio de Villota's Williams on pole. I reckoned if I could lead into Paddock I could win it. The flag fell, I was first into Paddock – and they stopped it, because my team-mate Geoff Lees in the other Wolf had tangled with somebody. Had to do it all again. But it worked the second time too. I didn't just want to win, I wanted fastest race lap, so on the last lap I just pushed harder, and got that too.

"Once more Webby lined up a British Grand Prix drive for me, this time in a Williams FW07 run by John Macdonald. By now I felt ready for it. I was working out a lot, and I was physically fit and strong. All I had to do was adapt to the sliding skirt ground-effects. In the June tyre tests I was quicker than Rupert Keegan, my team-mate in the other Macdonald Williams, but I knew I had to find more time. At Hawthorns, in the Aurora car, you'd brake and downshift going in. With the skirts it was stay in fifth, lift briefly and back on the power. You didn't get the feel you got with the flat-bottomed cars, and the steering was very heavy, but the grip was amazing. I was very happy, very comfortable. Over the three days I was 10th quickest out of 21 drivers, all of them current F1 runners. For the Grand Prix there were going to be 27 entries after 24 places, and I knew now I could qualify, no problem.

> "I didn't just want to win, I wanted fastest lap"

"Four weeks later I got in the car on the first day of practice, and the seat and the pedals felt wrong. I called John Macdonald over and said, 'What's going on? The cockpit's all different.' He told me it hadn't been touched since the tyre test. I looked at the chassis number, and realised it was a different car. Macdonald told me I didn't know what I was talking about. I went out, and the car felt unpredictable and unstable. I was two seconds a lap slower than I'd been in the test. Later, I found out I'd been put in the Aurora car that Salazar crashed two weeks before at Monza. They'd thrown it back together and put some skirts on it. I missed the race by 0.9sec. That really destroyed me.

"Then I lost my Aurora drive. Kevin Cogan brought some money and joined the Teddy Yip team. He never beat me, but when the team went down to a single car Sid said to Teddy, 'Run Kevin, he's going to get into F1. Des is a woman, she'll never make F1.' Well, Kevin had a couple of tries, but he didn't make F1 either…"



Wilson is best remembered for Aurora F1 victory at Brands Hatch in 1980, but two World Sports Car wins followed soon after

Meanwhile Des was also building herself a sports car career. "It was down to John Webb again. The Brands Hatch round of the World Sports Car Championship was a six-hour race in March. John's wife Angela, who was marketing director at Brands, phoned Alain de Cadenet and asked him if he'd fixed his co-driver yet. 'There's a driver we want in the race, and we'll make it worth your while. And she's quick around Brands.' 'What do you mean, she?' says Alain. We met for the first time at the start of practice, and we just gelled. He was exceptional to me, didn't seem to mind that I was quicker than him: I won't say he doesn't have an ego, because all racing drivers have egos, but he accepted me, I accepted him, this is what we're going to do, let's get on with it. We finished third in the Six Hours behind the works Lancias of Riccardo Patrese and Michele Alboreto, so Alain said I'd better come with him to the next round at Monza.

"Money was so short that Alain sold the de Cadenet's quick-lift jacks to raise funds to get to Italy. But after various practice dramas the car flew in the race. With half an hour to go I was leading Henri Pescarolo's Porsche 935 and Patrese's Lancia. Then a big black cloud came over, and suddenly it was bucketing down. I thought, 'This can't be happening', because everybody else could change tyres quickly, and





Gerry Stream

we only had a wheel wrench and a copper mallet. I decided to stay out on slicks. Pescarolo switched to wets, and at once he was catching me at 10 seconds a lap. I was desperately trying to keep it on the island on the streaming track, and with three laps to go he passed me. But I kept him in sight, and with two laps to go I saw him dive into the pits. His crew had miscalculated, he needed fuel to get to the end. He came straight out again, but I stayed in front, won it by a few seconds.

"Two weeks later we were at Silverstone for the Six Hours there. I was leading, but the brake pedal was going very soft, and lapping somebody going into Woodcote I missed the chicane. I came to a halt and then drove on, hoping the stewards would think I'd given myself my own penalty. But I was docked a lap anyway. That put me way behind, so I had to drive my heart out. I unlapped myself on the leaders, the Sigi Brunn/Jürgen Barth Porsche, but got held up by a slower 935 that was hugely quick down the straights but very slow in the corners. In the end I had to dive under him and give him a little brake test, so he couldn't get onto his 800bhp and squirt past me again. That dealt with him. Gradually I reeled in Sigi, got my lead back with 23 minutes to go, and we won that one too.

"Five weeks later we were at Le Mans, with high hopes. François Migault was our third driver. In qualifying, after endless rain, it started to dry out. Alain set a time, François set a time, and in the closing minutes I went out, did a decent time on my second lap – and then had a big accident on my third. At the exit of the Porsche curves, on slicks, I caught a wet spot and spun. As I hit the barrier the wooden support broke and it just fell over, and launched me. The car landed on its back and I was soaked in fuel. I was conscious and unhurt, but when you're upside down you don't always think clearly. I was trying to turn off the ignition, thinking, does the switch go up or down? There wasn't a mark on me, and the car was mended for the race, but the organisers 'lost' the decent time I'd done on my second lap. They said I hadn't qualified, and Alain and François did the race without me."

Des did do Le Mans three times, finishing seventh in 1983 in an Obermaier Porsche 956, but her most bizarre tale involves the 1991 race. "It was a Japanese effort to run an all-girl team around Tomiko Yoshikawa, with Lyn St James and me and a Spice-DFL which – ugh – was painted pink. We had to wear pink overalls, too. None of the Japanese mechanics had been to Le Mans before: I think most of them had never been to a motor race. Then Tomiko couldn't get a licence, so at the last minute I called Cathy Muller, who'd never done Le Mans, and persuaded her to join us. And right at the start of practice, Lyn crashed." The Japanese team leased another Spice, and hastily sprayed it pink. Des qualified the car on Thursday night, but it was in no state to race. "It was unstable on the straight, it turned right under braking, the bodywork was loose, it had a terrible misfire. I drew up a list of 24 items to be fixed, urgently. But at 5pm on Friday the Japanese mechanics knocked off, locked the pit garage and went back to their hotel. There was nothing Lyn, Cathy and I could do. The car was dangerous, so we agreed I'd start and potter round for a bit, and then park.

"We got to the track on race morning, and one of Dave Prewett's crew – their Spice had failed to qualify – said to me, 'I think you'll like your car today.' I didn't know what he was talking about. Well, I went out in the warm-up, and it was perfect: went like a train, braked in a straight line, no misfire. Turned out Prewett's boys hadn't been able to bear what was happening with our chaotic team. So they'd picked the locks on our garage, worked on the car all night, and virtually rebuilt it. In the race it was going well, and then after six hours the car began to behave oddly. I came in and shouted to the Japanese interpreter, 'Right rear, maybe puncture.' He spoke to the mechanics – and they started to check the front brakes. Next thing I saw was all these Japanese being flung everywhere and the Prewett guys diving onto the back of the car. In fact the rear suspension carrier was cracked, but when they jacked the car up the crack closed up and they couldn't see it. I rejoined, and at the top of the hill leaving the pits the rear suspension collapsed."

After the qualifying disaster of the 1980 British GP, and with no Aurora drive, things got very quiet for Des. Then a few weeks before the 1981 South African Grand Prix she got a call from Bernie Ecclestone. "He said he was going to run me at Kyalami in a Brabham alongside Nelson Piquet. I was ecstatic, and asked when I could test the car. 'No testing. Don't even discuss it. Just be ready.' Then I heard nothing until, two weeks before the race, Ken Tyrrell called. 'Bernie hasn't got a car for you, so you'll be driving for me. Is that OK?' Well, every driver's dream was to drive for Ken Tyrrell. Even if his cars weren't the greatest by then, he was the talent spotter.

"I'd had one opportunity of a lifetime and it hadn't come off, but I now I was getting another. I had to make it work. Well, I qualified fine, but I didn't do a good job in the race. I was 16th on the grid, 0.6sec slower than my team-mate Eddie Cheever, who'd had a lot of testing in the car. I had a couple of spins, and if you spun you tore the skirts to pieces and had to come in. But »»

Ken was superb. He saw I was trying too hard, overdriving the car and getting nowhere. He sat me down and said, 'You're trying to drive the car faster than it can go. Go back out there and relax.' So I did, and I found another second.

"But in the race I totally screwed up. On the grid it started to rain, and I was adjusting my visor when the lights went out. I let the revs drop too low and stalled. They push-started me, and I got away 15 seconds behind the rest. But I caught and passed Sigi Stohr's Arrows and Salazar's March, and then I passed my team-mate Eddie, who was on dry tyres. It dried out, I did my stop for slicks, then on lap 51 I got on the throttle too early at Leeukop and lost the back end. I thought I could have a harmless spin and rejoin, but at that moment Piquet, in second place, came along. I turned the wheel to go backwards out of his path, and my wing hit the barrier. I found first gear and drove back to the pits, but in those days they didn't change wings in 10 seconds, and my day was done."

The Tyrrell drive ended up with Alboreto, but now Des set her sights on another challenge. "I told Teddy Yip I wanted to do Indianapolis, and in 1982 he got me into Bob Fletcher's team, which was running my friend Gordon Smiley. He had a March, but I ended up with an old Eagle they'd bought in bits. Everything went wrong with that car. The first qualifying weekend I had a lot of understeer which we just couldn't dial out, I was only doing 182, 183 averages. Then Gordon went out and tried too hard, hit the wall. I'd been racing when drivers were killed before, but never a good friend, and it was fairly devastating. His wife Barbara was there, a lovely girl. They brought the remains of Gordon's car back to our garage, and the biggest piece was a little ball of engine. There was nothing else except shattered bits, a bit of gearbox, a bit of a wheel, not even a seat. It was very ugly. The refuse truck turned up and they threw the remains on the back of the truck and took it away.



"I met with prejudice a lot, but I could cope"

"On Monday we started again. You pull yourself back together because you're there for a reason, it's costing somebody an awful lot of money, and this is what you've dreamed of doing. I went out: 182 again. I was really stuck. So I thought, I feel fairly comfortable on Turn 1, I'm going to try it flat. Seems Turn 1 is the last turn you take flat, but what did I know? I went in keeping my right foot hard down. You almost had to move your left foot across and push it down on top of your right to make sure you didn't lift. I got three-quarters of the way through the turn and the car flew off the track.

"The TV had been running Gordon's crash over and over, and I'd forced myself to watch it just once. I made sure I didn't see the actual impact, but I wanted to know how the accident started. As Gordon lost it he tried to correct, steer into the slide like you would on a road course, and he just turned right into the wall at 200mph. I said to myself, if I lose it I've got to turn the way of the spin and just let it go. So I did that, and it spun all the way to Turn 2, four flats on the tyres from the locked brakes. The team freaked out. They got the car back to the garage and they said, 'That's it. We already lost one driver. We're going home.' 'No way,' I said. 'You fall off a horse, you get back on and ride it. Put on some fresh tyres, I'm going out again.' So I went out and got to 184mph, just to prove something to myself.

"But during that week I lost a couple of engines, and I couldn't get that 184 again, I was just stuck on 181, 182. I said to Dan Gurney, 'Could you ask your driver Mike Mosely to do some laps in my Eagle, because I don't know what to do.' Dan said, 'I'm not putting Mike in that car. You're averaging 182mph, and you're doing 190mph on the straight. The others are averaging 200, and they're doing 218 on the straight. Until you get a better engine nobody is going to make that car go quicker.' For the second qualifying weekend we rented another engine, and it was in a different league – but on the second lap it burned a piston. Declutch, switch off, coast back in. We rented yet another engine for Sunday. That burned a piston too. So there I was, DNQ."

Desiré did start 11 Indycar races: her best was a fine 10th in the torrid heat of the 1983 300-mile Cleveland road race. And she made two more attempts to qualify at Indy. "In 1983 the car was no good and I had to walk away. In '84 you needed 200 to qualify. I was in an old March, doing 195, 195, 195. The car owner said, 'Push harder, or you're going home.' I said, 'It's all yours.' They put Johnny Parsons Jr in the car, he'd done 12 Indys, finished fifth one year. And he did 192. As Jim Crawford said to me once, 'At Indy it's nothing to do with us. It's all in the car.'"

In 1983 the Wilsons left Brands Hatch for the USA. Bernie Ecclestone hired Alan to work on the projected New York GP at Flushing Meadow, but conservationists eventually killed that off. Later they worked in Columbus, where Alan established an IMSA street race, and on the short-lived Indycar street race in Denver. In 1994 they set up Wilson Motorsport to design and build circuits. Since then they have created over 30, from street races and kart tracks to major facilities like Miller Motorsports in Salt Lake City, which Alan operated for its first three years. More recently they've been working on projects in India, New Zealand, Korea and Kazakhstan.

In three decades Des raced over 100 different types of car, from F3 in Macau to Formula Atlantic in New Zealand, from Ferrari 512BB at Sebring to Porsche 962 at Mount Fuji. In 1983 she drove a GTP March-Porsche sponsored by Kreepy Krauly, the South African pool sweeper firm. At Brainerd, Minnesota, a bolt locating the front upright broke at full speed on the straight. The car left the track, dug its nose in and cartwheeled for several hundred metres, disintegrating as it went. "It finally stopped upside down and on fire. I remember a marshal shouting, 'Switch it off!' and I looked for the master switch on the dash, but the dash wasn't there. I had a broken right leg and my left foot was bashed up, otherwise I was OK. Three weeks later, with my leg in a flexible cast, I did the Elkhart Lake Indycar race. I couldn't brake and blip the throttle at the same time, but I qualified 13th. In the race Howdy Holmes and Roger Mears collided, I lifted to avoid them, and Tom Sneva hit me.

"In the 30 years since I tried, we still haven't had a woman in F1. In my opinion there hasn't been anyone who's been taken seriously enough, whether that's her own fault or not. Where's the girl who has won titles in the lesser formulae? In the US Danica has enormous potential: she's good on ovals, but doesn't quite seem to get it together on road courses. Katherine Legge, Susie Stoddart, there are definitely women with ability, but they've got to win races. If a woman's got the ultimate talent, there's no physical or emotional reason why she shouldn't win a Grand Prix.

"If I'd understood more about making deals, not been so naïve, things could have gone further for me. But I never had a strategy. I just thought, 'Gee, tomorrow's another race, let's see how that goes.' I met with prejudice a lot – there were plenty of drives I would have got if I hadn't been a woman – but I could cope with that. I was raised in a male-dominated country where the woman's place was in the kitchen. I never pushed in anyone's face the fact that I was a woman. John Webb did plenty of that, to get the publicity, but I never thought of myself as a woman in motor racing. I've only ever thought of myself as one thing. A racing driver."

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The precedent for the president

We've yet to discover what sort of FIA president Jean Todt will make, though he'd do well to consider his predecessor's legacy...

BY TONY DODGINS

"Those two have more front than Butch and Sundance..."

It was a reference to Max Mosley and Bernie Ecclestone, made with a mix of exasperation and grudging admiration a number of years ago by a former Formula 1 team principal – and no, it wasn't Mr Dennis.

Bernie was Sundance – dangerous, quick on the draw. Not a man you crossed. Max was Butch, the one full of charm and charisma who came up with the plans and smoothed the way.

The bombastic Jean-Marie Balestre was shattered by his FISA presidential defeat by Mosley in 1991, accusing Max and Bernie of hijacking the sport for the teams. But when Max went for the FIA presidency as well in 1993, to gain full control, he shrewdly created the FIA Senate as part of a restructure, promising Balestre an influential role. Today it's Mosley who sits on the Senate as Jean Todt begins his reign.

Thwarted in mainstream politics by his surname, Mosley wanted to run more than simply sport. He saw Brussels as an opportunity and had bigger aspirations.

"In F1 you save one life every five years, whereas with road safety you are talking about thousands of lives," he said on taking the top FIA job. "That turns me on in the same way that money turns Bernie on."

Influence and money. The driving forces behind a rule for the next 16 years which was both brilliant and stunningly audacious. Depending on your point of view, Max and Bernie, or Bernie and Max – you have to consider them together – either engineered a heist far in excess of anything Butch and Sundance ever pulled, or they presided over a Formula 1 success story which, politically and operationally, should have been way beyond the capacity of two men. Constantly in the background was the matter of who actually owns F1's commercial rights, a minefield over which both tiptoed without ultimately detonating any fatal charges.

Ironically, one of Balestre's last tasks was to negotiate the TV revenue due to the FIA over the course of the 1992-97 Concorde Agreement. Booming '80s television coverage saw TV money dwarf homologation fees as the governing body's main income source. In 1987, when Bernie Ecclestone became the FIA's ›››

Getty Images



vice-president of commercial affairs, the FIA took a 30 per cent share of the commercial rights. When a French TV deal collapsed Balestre, worried, was persuaded to do a deal with Allsop, Parker and Marsh, a company run by Paddy McNally, a business associate of Ecclestone, which took away the FIA's risk by guaranteeing a fixed annual payment.

When the FIA's take rose nine-fold, Balestre looked smart. But then a team boss leaked documents revealing that the five-year revenue total was close to $350 million and that the FIA was out of pocket by $65m!

When the time came to review the deal, Mosley again went for the annual fixed fee, this time dealing directly with Ecclestone rather than AP&M. But this time the deal was for 15 years. Max argued that there was no way Ecclestone and the teams would have gone for the old 30 per cent deal after Bernie had so successfully built the business and it was his job to prevent the whole thing coming down like a pack of cards. You could argue that the deal cost the FIA hundreds of millions over the coming years and was evidence of Max working for Bernie's benefit. Rather than Balestre accusing them of hijacking the sport for the teams, the teams were now accusing them of hijacking it for themselves. Max simply argued that he was not in a strong negotiating position.

Ecclestone saw huge potential in pay TV and the longer deal suited his need to raise finance, but he also needed to prove legal ownership of the rights. In some countries they were considered to belong to organisers and promoters, who took the financial risk, or to those who owned the land, while elsewhere they belonged to the relevant sports federations. The teams believed that their historical importance to F1 gave them a claim too. Before Mosley came to power they were fighting over a relatively small pie. Now it was a large one, and that simple fact has underpinned the paddock politics and acrimony of the past 16 years.

Mosley has been accused of changing the FIA statutes to make them ever more complex and the task of removing him from office nigh on impossible, but he also cut bureaucracy considerably when he got rid of FISA as the sporting arm and replaced it with the World Motor Sport Council. The Senate, with Ecclestone now appointed to it, took over the role of the FIA Finance Committee. There were raised eyebrows when it approved the purchase of an executive jet to ease Mosley's travel schedule; Bernie just happened to have a Falcon jet going cheap...

On the track though, attendances were up everywhere and the picture was rosy. Until in 1994 Ayrton Senna, the world's best driver, joined Williams, the sport's dominant team. Enough to give a promoter nightmares. But then along came Michael Schumacher and Benetton and suddenly there was an unexpected fight.

The problem was that many, Senna included, didn't think it was a level playing field. When he went off at the first corner in Aida, the second race, he stood and watched for 20 laps then came back and reported that there were two very different Benettons on the track – Schumacher's and Jos Verstappen's. At the next race Ayrton was killed.



Reuters

"Saving lives turns me on in the same way that money turns Bernie on"

MAX MOSLEY

It was 20 years since those awful television pictures of Roger Williamson trapped dying in an upturned car as the Dutch GP went on around him, and the world was now a different place. Here was a worldwide sporting icon dying on prime time Sunday afternoon TV in people's living rooms. It was just a day after Roland Ratzenberger suffered a fatal accident in qualifying and Mosley, anticipating the reaction, acted swiftly.

He ordered immediate changes to the cars on safety grounds, which upset many, Benetton boss Flavio Briatore principal among them. Mosley also speeded up an ongoing FIA assessment of potentially dangerous corners and demanded immediate changes to circuits. He was accused of forcing through agendas that needed longer lead times on the safety ticket, but he didn't care. Intelligent and astute, Mosley claimed that it was not the time for the governing body to sit on its hands.

Coincidentally, it was also the first year of a ban on electronic driver aids and Mosley had promised 'draconian punishment' for anyone caught using them. Whispers about Benetton had become dark rumblings by Magny-Cours mid-season, and 'source codes' had become the new paddock buzz words. The FIA, using software experts LDRA, found evidence of launch control on the Benetton. But Ross Brawn claimed that it was far easier to leave it in the programme and disable it than to run a fresh programme. There was apparently no concrete evidence that it had been used.

There was, however, evidence later in the year that Benetton had removed a fuel filter from its refuelling apparatus, which had the effect of speeding up its pitstops by around one second. This was discovered when the Intertechnique rig was examined after Verstappen suffered a pit fire at Hockenheim.

Schumacher, meanwhile, had ignored a black flag at Silverstone and earned himself a two-race ban, and the drama played out as much in the courtroom as on the track. With big-hitting legal eagles like George Carman involved it all made for great theatre amid the most acrimonious season ever. Benetton survived and did so, Max explained, because he couldn't put everyone out of work. But people took note. He was not to be messed with.

At this time the General Assembly approved the passing of the F1 rights to Ecclestone in 1995 and also gave the rights to all FIA championships to his International Sportsworld Communications company for 15 years.

This led to accusations that Ecclestone used them to suppress potential competition to F1 in terms of coverage and commercial sponsorship. Wolfgang Eisele, whose small AE TV company was hit hard, tried to persuade Bernie to allow him to continue covering truck racing and touring cars. When Bernie stonewalled him Eisele complained to the European Commission that Ecclestone's ties with the teams, the FIA, organisers and broadcasters breached competition law prohibiting cartels and abuse of a dominant position.

Not long afterwards, Mosley turned up at Monza and talked about the excellent job Ecclestone had done building the sport and a

potential public flotation in the years ahead as pay TV developed. He would welcome having the sport's finances out in the open, he said. Salomon Brothers, tasked with taking F1 to the markets, would have liked that too, but described Bernie as the client from hell.

Eisele, Brussels and the teams all became obstacles to the flotation, and the machinations dominated the paddock, literally for years. The teams said they knew nothing about a deal between Ecclestone and Mosley giving Bernie the rights for 15 years up until 2010.

In 1992 the Formula One Constructors Association, which Ecclestone headed on behalf of the teams, transferred management of the rights to Formula One Promotions and Administration in return for annual payments. But FOCA administration changed to Formula One Administration in 1997, with Bernie as sole director.

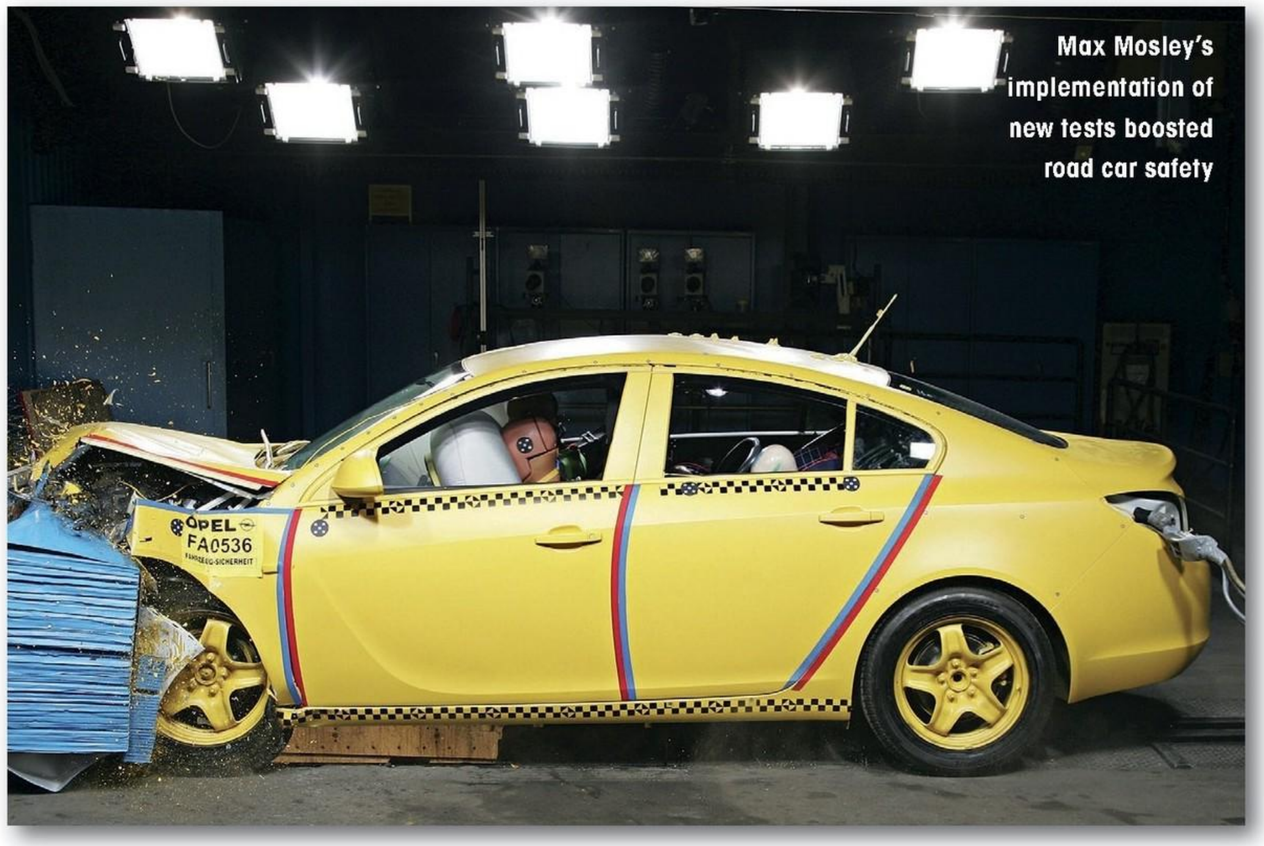
The teams claimed that the FIA couldn't assume rights ownership and had begun negotiations to purchase them in the event of Bernie's death. They wanted it done in time to incorporate it into the 1997 Concorde Agreement. The so-called 'Dying Agreement' would allow FOA to be bought from Ecclestone's heirs at market value less 30 per cent by a company formed by the teams. But, by now, Bernie was talking to Max about the 15-year deal which he needed to raise pay-TV money.

Ken Tyrrell, Ron Dennis and Frank Williams would not put their names to a new Concorde Agreement, which Bernie needed for his float. An accommodation was eventually made (reputedly a 10 per cent stake held in trust for the teams and a 50 per cent share of TV revenue), during which time a Frankfurt court ruled that the central marketing of truck racing violated competition law, which had big implications for F1. Mosley responded by threatening to kill the truck series; the court said he would be liable to imprisonment and a hefty fine. Mosley issued a statement about the lack of understanding of motor sport television and said that if the governing body was hamstrung by such rulings it would go outside Europe. Of the FIA's 100-plus member countries at the time, only 15 were in Europe.

Is it coincidence that all F1's new super-venues – Malaysia, Bahrain, Turkey, China, Abu Dhabi and, next year, South Korea – are outside Europe? It would certainly have been easier to find the funding in those places, but there were other considerations too.

Eisele was allegedly bought off and Ecclestone applied for exemption from competition rules under a clause allowing restrictive agreements if they were beneficial to an EC member country's economy.

In processing his claim, Bernie had to supply the 1997 Concorde Agreement, the FIA 15-year rights agreement and copies of promoter ›››



Max Mosley's implementation of new tests boosted road car safety

INSIGHT

THE FEATHER IN MAX'S NCAP

Overseeing motor racing was only part of Mosley's remit. Andrew Frankel discusses the major impact he had on improving road car safety standards

By his own estimation, Max Mosley's most important achievement during his presidency of the FIA was to help instigate, implement and execute the EuroNCAP (New Car Assessment Programme) crash test procedures. Mosley was the chairman of EuroNCAP from 1996 until his resignation in 2004, during which time cars went from typically scoring two or three stars for occupant protection to the situation we enjoy today where anything less than the full five is at best a disappointment, at worst a considerable embarrassment.

At first the programme met with resistance from car manufacturers keen to point out that crash testing and meeting safety standards enshrined by law was already routine and mandatory. But EuroNCAP had the power to buy cars for testing with or without their blessing, so in reality manufacturers had little choice but to comply with NCAP's tougher tests.

Mosley knew that the greatest weapon at his disposal was publicity, a fact he exploited ruthlessly, and soon a poor NCAP result became a greater deterrent to sales than poor fuel consumption or performance figures. When the 1999 Chrysler Voyager scored just two stars in its crash test, sales fell off a cliff. And there is no question that, as a direct result of the work done by EuroNCAP under Mosley's stewardship, the crash performance of modern cars as measured by NCAP has, in the overwhelming number of cases, been transformed.

All good, then? Not necessarily. Almost from the moment cars began regularly receiving five stars it has been informally suggested that certain car companies, realising the undoubted marketing potential of a five-star rating, had started designing cars specifically to pass EuroNCAP tests. That is to say that instead of building cars that are safer in as wide a spectrum of crash scenarios as possible, they'd design in strength specifically to meet the known and quantified challenges of the EuroNCAP front offset, side impact and pole tests. Over the years NCAP has been aware of 'one or two incidences of manufacturers trying funny things' but insists these are the exceptions and that overall crash protection has improved massively as a result of its testing.

Perhaps less well known is that EuroNCAP does not apply star ratings in the same way across the board, so just because a small hatchback and a large saloon both have a five-star rating, that does not mean they are equally safe: it means only that five stars have been earned within a car's specific class.

But the biggest flaw in EuroNCAP, and the one issue Mosley failed to address in his eight years as its chairman, is the absence of any measure of primary safety – a car's ability not to have the accident in the first place. It's an issue Mosley singled out in his resignation speech when he said, "The next big area of progress is the avoidance or mitigation of an accident before it happens. Getting this active safety right is a major challenge and will require more time from the chairman than I am now able to give."

Perhaps he should have stayed, because whatever you think of Mosley, on his watch things got done. Five years after his NCAP departure there remains no sign of any test of primary safety – not even a simple braking efficiency assessment. If you think prevention is better than cure, EuroNCAP's work remains less than half done.

contracts. He'd apparently been told that approval would be a formality, but instead the EC turned on him and the FIA.

They now had evidence of the monopolistic practices that Eisele had claimed. TV contracts allegedly offered discounts to broadcasters who agreed to show only F1, and promoters had to give guarantees that the only open-wheel series on their tracks would be F1 and F3000. EC competition commissioner Karel van Miert sent warning letters and the F1 flotation was suspended. Far from being bowed, Mosley went on the offensive, accusing Van Miert's office of confidential leaks and incompetence. The battle ran for three years as the FIA aligned itself with the International Olympic Committee and sought 'better understanding of sports governance'.

It was now that Alan Donnelly arrived on the scene. Donnelly, a former Blair leading light and a well-connected MEP, ran a company called Sovereign Strategies, which the FIA employed as a consultant. As Van Miert's term passed and Mario Monti took over as competition commissioner, Monti seemingly didn't need the hassle and a deal was done whereby the FIA agreed to divest itself of F1's commercial side.

The microcosm of Mosley's presidency was Monaco 2001. Amid a press conference he calmly announced the sale of F1's commercial rights to Ecclestone and his companies for more than 100 years in return for a fee of just under $400 million. He said that the fee allowed the governing body to establish the FIA Foundation on a solid footing and advance safety and other projects. By way of example, he placed on the desk a carbon crash helmet, the development of which the FIA had funded. It would make its findings available to helmet companies.

In the paddock there was apoplexy. By way of comparison, Kirch had just paid $1 billion for the rights to one football tournament, the 2002 World Cup. Bernie had paid less than half of that for F1, effectively forever! One team principal called it the biggest heist in history. Mosley opined that the manufacturers, now prevalent in F1, had had ample opportunity to bid but chose not to. He defended the deal on the 'bird in the hand' principle. Ecclestone later cashed out to CVC Capital Partners, a private equity firm.

> "The paddock was apoplectic. One team boss called it the biggest heist in history"

The crash helmet was decried as being a poor diversionary tactic at the time, but three years later it became mandatory and eight years on it undoubtedly saved the life of Felipe Massa. And it is hard to say how many drivers owe their lives to the ever more stringent crash tests, side protection, wheel tethers and improved track safety put in place by the FIA under Mosley. And that's before you even consider outside factors such as the work in road car safety standards (see page 73).



Getty Images

If you want, you can tut-tut about Michelle Yeoh, the new FIA president's partner, enjoying the comforts of private jets, but when you go to places like China and Malaysia and see a woman on a moped heading the wrong way down a dual carriageway in the dark with one child behind her, another strapped to her front and a third in the shopping basket, you do wince. If a former Bond girl can persuade those people that helmets are a sound plan, then who's to say it's not worth the cost of some Avgas?

Perhaps too, we have come to take for granted a sport in which grids are covered by little more than a second – a pipe dream when Mosley came to power – and the delights of heading to a race without being 90 per cent sure who is going to win. The product is a good one, make no mistake. If it hadn't been, it would not have attracted so many of the world's major motor manufacturers. The fact that most have now gone is, one hopes, more a reflection of the economic climate than a wholesale objection to the sport's governance.

Latterly, we've had a whole selection of 'gates' – spy-gate, spank-gate, lie-gate, crash-gate. Not to mention the revelation of Ferrari's rules veto – something apparently granted 10 years ago in the interests of political expediency.

They say that all publicity is good publicity but sometimes you do wonder. Despite his highly tuned intelligence and mental dexterity, some claim that a vengeful nature lurks in the negative column of Mosley's personality ledger. Ron Dennis would claim to have suffered from it and Briatore was alleging it in a law court at the time of writing. To an extent, it's all part of the theatre, but what many found unpalatable in 2009 was 'ordinary' men, the likes of Davey Ryan and Pat Symonds, becoming collateral damage after a lifetime's devotion to the sport. Not nice.

As Todt picks up the baton, he should, in theory, have an easier task. He might not have Mosley's urbane charm but he is renowned to have the mental dexterity – he can multiply three-figure numbers like a calculator. Anyone at Ferrari will speak about his fearsome work ethic. He undoubtedly inherits a governing body of far greater status and in far better health than when Mosley arrived. That much is undeniable.

In the sport, with the EC situation resolved and, seemingly, a more open spirit of co-operation and fewer heavy-hitters, Todt should have an easier time when it comes to marshalling the troops. But that's easy to say. Butch and Sundance went out in a hail of bullets with no swag. Max and Bernie have done somewhat better than that... Ⓜ

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Over the past few years a plethora of GT3 cars has emerged as more and more international sportscar championships turn to them either to bolster their grids or create a bigger performance divide between the GT and prototype classes. Witness what the Grand-Am Road Racing series and American Le Mans Series have done in recent times.

On top of that, there has been a real growth in championships solely aimed at GT3 cars, with the heavily subscribed international FIA GT3 series as the flagship.

As a result GT3 cars have gone from being largely the domain of one-make series such as the Porsche Supercup to a recognisable 'brand' of racing in their own right, with different makes of car competing against each other in a championship – often a handicapping nightmare for the series organisers!

Through my past factory links with both Porsche and Ferrari, I have had the opportunity to drive and/or race their GT3 cars, the staple of GT3 grids. But with the increase in GT3 popularity, ever more exotic brands have begun to show up on track, ranging from Ascari and Aston Martin through to Morgans.

Recently I got the opportunity to drive a GT3 car based on what – especially from a British driver's point of view – was a very exciting proposition, the beautiful Jaguar XKR.

Now, for me, Jaguar is one of those brands that instils a very romantic and glamorous view of the best of British motor sport. This is probably because I am a sports car racer and as a boy I remember reading books about Jaguar's success at the Le Mans 24 Hours and Stirling Moss's daring exploits in '50s Jaguars, not to mention the iconic 'Silk Cut' cars of the late '80s which were dominating in world sports cars just as I was about to embark on a career that would lead me to the same form of racing.

It is said that by the time a boy turns 10 he has

Sharpening the cat's claws

Turning the Jaguar XKR road car into a GT3 racer involves an almost total reconstruction and plenty of track testing. Time to bring in an expert...

BY JOHNNY MOWLEM

decided what his dream car is, and that stays with him for the rest of his life. For me it was a retired naval commander's car that first sparked my daydreaming, when in the early '80s I used to sit in the car park behind our little flat in Mallorca and gaze at a Carmen red series 3 V12 E-type 5.3-litre convertible. Of course, I didn't know any of those details at the time. All I knew was that there was a really sexy-looking open-top two-seater sitting in the car park, which to my 10-year-old eyes looked like a real racing car and which also appeared to be a magnet for a stream of women, all significantly younger than the retired naval officer. Even at such a tender age, I already had a vague understanding of the importance of that fact!

But back to the modern race car. I got the opportunity to drive this very sexy-looking GT3 XKR at Snetterton, a circuit I hadn't been to for ages but one that I've always enjoyed due to its nice mix of technical and fast corners. I'd mostly driven there in single-seaters in my early racing years, so it was going to be fun finding out what a racing Jaguar XKR could do. I was especially keen to compare it to the road-going version, which I'd been fortunate enough to drive on numerous track days for my personal sponsor, Lancaster Garages.

I'm often asked how much road cars vary from their racing cousins. Just to give you a basic idea, when a normal road-going sports car – regardless of its make – is turned into a GT racer, it really does involve a lot of work. In this instance, John Christie's organisation chose to take an existing Jaguar GT3 concept and start again pretty much from scratch.

An awful lot of time, money and effort goes into converting a luxury road-going sports car into a GT racing car.

First, you take the basic chassis. In the case of the XKR this is an aluminium shell, which means that in road-car terms it is already extremely stiff, which is what you require in a racing car. Having said that, once you've bolted in the safety cage you increase the stiffness »»



Mitch Pashavair

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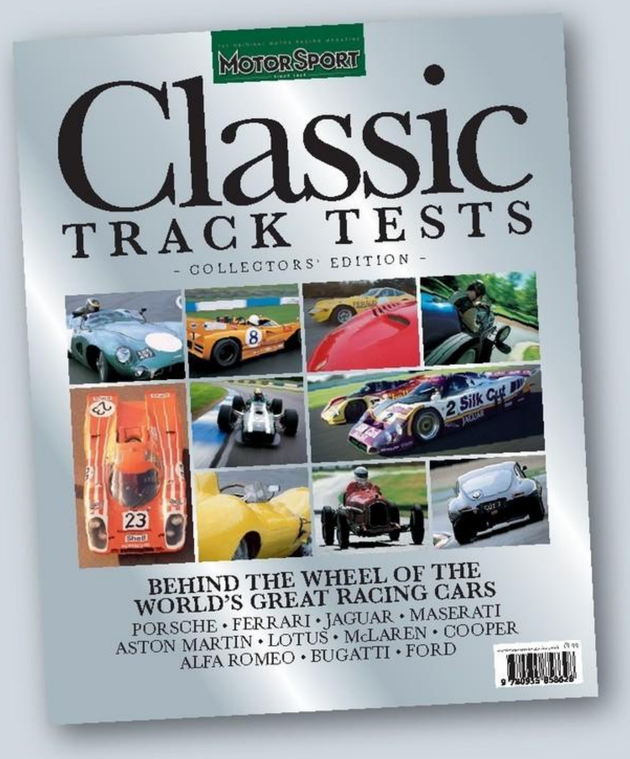
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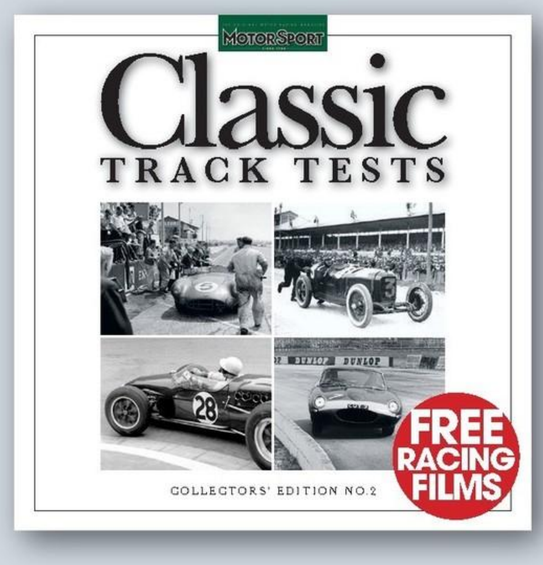
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in the region of 50 per cent, so that shows you just how much stiffer a race car chassis is compared to the road car, with all the associated ride qualities. In the case of other road cars, the rollcage can sometimes add in the region of 60 to 70 per cent extra structural stiffness.

So, in simplistic terms, you'd be sat there with a chassis and then you apply whatever ride height rules exist for the series you want to compete in, taking into account how much rake you want in the car front to rear. You set your zero line for the car, normally as low as you can get it given the regulations you're working to. Once you've calculated that, along with your allowed tyre and wheel dimensions, you can calculate your suspension pick-up points. You must take into account a whole bunch of variables that will influence your actual suspension geometry, such as roll centres, castor levels etc. Your pick-up points on your uprights and on the chassis will always try to fight each other during lateral and longitudinal movement, so how you control this geometry – such as the camber change on roll and the difference between the front to the rear of the car – will all impact on whether your car will handle well under braking and through corners.

> "The GT3's throaty roar makes me smile"

Now that's just the chassis and suspension and doesn't take into account all the ancillaries such as air jacks, the fuel cell, brakes and calipers, as well as other drivetrain items such as the fact that in the road car the gearbox is attached to the engine and in the race car it's attached to the rear axle, with the gearbox being a DTM Hewland six-speed sequential as opposed to an H-pattern box.

Also, although in aerodynamic terms a GT3 car doesn't develop huge downforce, it is still able to run front splitters, dive planes and a rear wing to generate a fair level of downforce, especially compared to most road cars which develop little if any levels of downforce at normal speeds.

The key word in all this is 'stiff'. The chassis is stiffer than the road car, the drive train mountings etc will all be solid with little or no rubber mounting, and the anti-roll bars and springs will create a roll stiffness in the race car some three to four times stronger than what you would experience in even the stiffest of road-going cars.

As you can imagine, this creates an aggressive environment when you're in the car on track. Even though Snetterton is relatively smooth, the car will still bounce around a lot through the corners. In my experience this is something inherent to nearly all GT cars, and that feeling of pogo-ing through a corner on a trajectory with what often feels like imminent disaster on the exit is the black art that you need to master when lapping quickly in a GT sports car.

I keep this in mind as I belt myself in tightly and fire up the engine. The throaty roar makes me smile, and I engage first gear and ease the nose of the car, which feels miles ahead of where I am sitting, out of the garage and into the pitlane. The lack of steering lock (another big difference between race and road cars) becomes ➤➤➤



Mowlem put sports car experience to good use aboard XKR GT3

JAGUAR XKR

ENGINE: Front-mounted V8, 4.2-litre XKR supercharged DOHC

POWER/TORQUE: 420bhp at 6250rpm, 413lb ft at 4000rpm

GEARBOX: six-speed automatic

TYRES: Dunlop Sportmaxx, f: 255/35R20 97Y, r: 285/30R20 99Y

FUEL: 22.9mpg, 71-litre tank capacity

ACCELERATION: 0-62mph in 4.9sec

BRAKES: f: 355mm single-piece iron discs; r: 326mm single-piece iron discs

WEIGHT: 1665kg

PRICE: £72,400 (new 5-litre version pictured)

TOP SPEED: 155mph

JAGUAR XKR S GT3

ENGINE: Front-mounted V8, 4.2-litre XKR supercharged DOHC

POWER/TORQUE: 510bhp at 6500rpm, 457lb ft at 4600rpm

GEARBOX: six-speed Hewland DTM sequential

TYRES: f: Michelin 30/65-18 S8C, r: Michelin 31/71-18 S8C

FUEL: Endurance Quick Fill ATL fuel system, 108-litre tank capacity

ACCELERATION: 0-62mph in 3.9sec (est.)

SUSPENSION: three-way adjustable InTrax dampers, XKR double wishbone front and rear

BRAKES: f: AP 6-pot calipers on 375mm discs, r: AP 4-pot calipers on 330mm discs

WEIGHT: 1240kg

TOP SPEED: 165mph (depending on gearing)



Aluminium shell is one of few similarities between XKR road and race cars



Once out on track I open up the throttle and the car leaps forward as I begin to experience all of its 500+bhp. Now at this point I feel I should point out that the main reason I've been asked to drive this car isn't in order to write a nice article for the wonderful *Motor Sport* magazine. I'm here to do the job of helping sort out the car's set-up, as it is brand new at this point. So although the basic package is very good, I'm expecting the car to need a lot of refining, both in terms of set-up and driveability. For example, I soon notice that the sequential shifting is very stiff and the gear lever throw is quite long. On upshifts especially I'm having to put my shoulder into it to make it shift accurately. This is an easy fix in terms of some work on the gear linkage, however, so I turn my mind to the car's handling.

As I start to press on, the XKR reminds me of a live, wild Jaguar! It is an incredibly aggressive car over the bumps and a little slow to respond to initial steering inputs, especially into the faster corners such as Riches, the 'Bombhole' and Coram. Its traction is reasonably good, but it still wags its tail at every available opportunity and also tends to slide a lot in the rear at the exit of corners. I have enough horsepower that I experience some lurid yet entertaining slides exiting Coram in particular! Knowing this is fun but that it will eat my rear tyres, I pull into the pits. And after a sequence of successive pitlane visits to soften the high-speed bump in the dampers, lower the rear ride height and stiffen the front low-speed damping to reduce rear roll oversteer and help the front platform respectively, I find I have a much tamer Jaguar underneath me. It's still not as refined as it could be – it's obviously early days – but it is easy enough to drive that we begin to bang in some very quick and consistent lap times. The car is still a little too aggressive over the bumps, especially exiting the second-gear Sears corner onto the back straight, but it is great fun to drive.

> "We begin to bang in some quick lap times"

In terms of driver comfort the car begins to feel as if it fits me like a glove and, as I suspected, I haven't even thought about the big sexy radiator air vent on the bonnet, which I feared I might not be able to see around. Looking at photos of me in the car later, I am sitting incredibly low, but visibility once out on the track was never a problem.

I thoroughly enjoyed the experience of hammering a Jaguar XKR GT3 around a track and getting it more to my liking. But in answer to those people who ask what it's like to drive a GT compared to a road car, even though this XKR was probably three or four times stiffer than any road car, if I were to drive it again I'd stiffen this baby up some more and really get it working through those fast corners! Ⓜ

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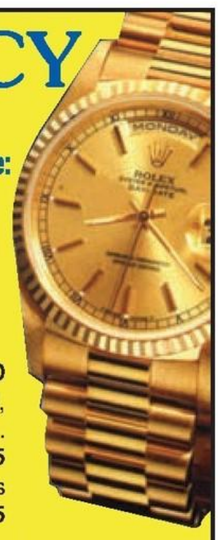
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ON THE TRAIL OF TAZIO

In the Italian town he called home, a new exhibition pays tribute to Tazio Nuvolari's skills at the wheel – and with a camera

BY ROB WIDDOWS

In this part of the world you can gaze up at the balcony made famous by Romeo and Juliet. You can wander the streets of Brescia, home of the Mille Miglia, and imagine Moss and Jenks whistling through in their Mercedes-Benz. You can meander down to Maranello; see the empire that Enzo built.

Or you can spend a day in Mantua where Romeo was exiled after killing Tybalt, and where Tazio Nuvolari is worshipped to this day. He is a god, this man they call *Il Mantovano Volante*, the Flying Mantuan.

We are in the heart of motor racing country, where the Vatican vies with Ferrari for devotion, where Alberto Ascari, Nuvolari and Achille Varzi were born and raised. Names that stir the pulse of every red-blooded racing fan. Mention Tazio to any man in Mantua and he will smile, gaze heavenward, nod approvingly. This was no ordinary racing driver, no mere superstar. No, this is someone revered and respected more than half a century after his death.

I have been following the ghost of a man considered to be one of the all-time greats. The man who, according to Enzo Ferrari, invented the four-wheel drift, a driver who made cars bend to his will, dance to his deft touch. Ferrari, not known for his generosity but a shrewd judge of talent, said Nuvolari "could win with any kind of car, in any circumstances and on any track".

In his home town of Mantua there is mercifully little sign of Tazio tat for tourists. There is Tazio Toys, complete with red racing car logo, and Ristorante Nuvolari, which turns out to be an unpretentious eatery tucked down a back street. Inquiries at the tourist office are met with a friendly shrug. Yes, there used to be a Nuvolari museum, but the building was closed for repairs and... well, it just never opened again. So very Italian.

But there is one place where every fan must go. A major exhibition at the magnificent Palazzo Te is celebrating the life of Nuvolari, beautifully weaving together the various strands of his life. Entitled '*Quando Scatta Nuvolari*' (When Nuvolari Shoots) the exhibition displays the man's photographic archive as well as the cars and motorcycles he raced. Lost for decades after his death in 1953, hundreds of dusty old tins of film were recently discovered among documents inherited by the Automobile Club Mantova.

My pilgrimage begins in Castel d'Ario, a small town on the flat plains of the River Mincio just a few miles from Mantua. In a nice touch of irony, the town is twinned with Galliate, home of Nuvolari's arch-rival Varzi. Somebody has a sense of humour. Nuvolari was born here in the family home, which still stands on the edge of town. A simple stone plaque is the only clue. A few yards down the road a bronze statue stands atop a marble plinth, inscribed to '*Nivola – Campione Automobilistico di Tutti Tempi*' (Nuvolari – champion driver of all time). He is almost hidden by trees, staring out as life goes by, a laurel wreath and the famous goggles slung around his neck, leather gloves on his hands.

In the winter of 1892 Arturo Nuvolari, a wealthy farmer and bicycle racer, and his wife Elisa were preparing for the birth of their first child. Little could they have imagined that their son would go on to become arguably the world's greatest racing driver. His uncle Giuseppe was a multiple national champion bike racer and was the early catalyst for young Tazio's competitive spirit. Dashing around the lanes of Lombardi, he fell in love with speed, the thrill of the chase. He was daring, fast, and he seemed to have no fear.

Pedals soon gave way to power: Nuvolari took up motorcycle racing in his early twenties. He was immediately successful, but this early career was cut short by the outbreak of World War I. Having served as an army driver, he returned to two wheels and moved, with his new wife Carolina, to the family farm at Ronchesana on the plains of the River Po not far from Castel d'Ario. Today the farm is deserted, the gardens overgrown and the fine house in sad disrepair. But you can imagine him recovering here in the peaceful fields after the heat of battle.

Nuvolari's success on two wheels had brought him to the attention of Alfa Romeo, but an initial test at Monza did not go well. The Alfa's gearbox seized and he crashed heavily. But this was just the start. For five years Nuvolari raced both cars and motorcycles, switching between his beloved Bianchi bikes and a Bugatti T35. In 1931 he returned to Alfa Romeo, with whom he will forever be associated. Immediately competitive, he won the Targa Florio and the following year he took the European championship, establishing a reputation for exceptional skill and bravery.

As his fame spread, Nuvolari was introduced to the poet Gabriele D'Annunzio who, in 1932, presented the racer with a golden tortoise. "To the fastest man in the world, the slowest animal," he said and, from that day on, Nuvolari carried the badge of a tortoise inscribed with the letters TN on his clothing, his stationery and, later, his aeroplane. It was his talisman, his lucky charm, a part of his legacy. His career went from strength to strength, with Alfa Romeo and Maserati, and for Ferrari with whom he had a fruitful but feisty relationship. He later joined Auto Union where he was said to be earning one million lire in 1938. Nuvolari had stormed out of Alfa Romeo, critical of its race preparation after a series of failures, and announced his retirement. But the mighty German team tempted him back for two seasons before the outbreak of World War II.

Back to Mantua, where Nuvolari spent the last years of his life having moved into a new and spacious town house on Via Il Remembranze, in what was then a leafy neighbourhood. At the end of this road the square has been re-named Piazza Nuvolari. Today the house is occupied by the *Figlie di San Paolo*, the sisters of Saint Paul, a religious order to whom Nuvolari's widow Carolina left the house when she died in 1981. In her will she asked that the house be preserved as a 'centre of distribution for truth and culture'. The nuns had cared for her and kept her company towards the end of her lonely life without her beloved husband. One of the nuns, persuaded by historian and exhibition co-curator Adolfo Orsi, allows us inside. It is a strange experience, the dining room just as it was when the Nuvolaris entertained their friends to dinner. His study has an air of peace and tranquillity, the trophies, medals and garlands long ago removed for safe keeping. Upstairs is the room where he died. Photographs are not allowed.

Partially hidden by high walls, the house remains largely anonymous, save for a bronze plaque on the wall depicting the couple's sons, Giorgio and Alberto. It is a moving reminder that, amid the fame and glory of a great career, there was pain and tragedy. Both boys died as teenagers, Giorgio of heart disease in 1937, his younger brother from kidney disease in 1946. In spite of his tough and rugged exterior, ➤➤➤





















In Mantua, there are still signs of its most famous and beloved resident more than 50 years after his death. The exhibition includes many of Nuvolari's recently unearthed photos (left) as well as the Maserati 8CM in which he won the Belgian GP (top right)













Nuvolari suffered from asthma and his health deteriorated rapidly as he mourned the loss of his children. He drove his last race in 1950.

At the Palazzo Te, tourists and devotees stand shoulder to shoulder in admiration of the Nuvolari archive. A small boy and his grandfather are staring at a dramatic picture of the great man flinging an Alfa Romeo 8C Monza round the streets of Monte Carlo on his way to winning the 1932 Grand Prix de Monaco. Less than two months later Vittorio Jano introduced his new Tipo B and Nuvolari won again at Monza and Reims. This was one of the rare seasons in which he consistently had one of the fastest cars and he could do no wrong. In that same year he won the Targa Florio for the second time. His mechanic Paride Mabelli, describing their victory, related how Nuvolari instructed him to sit on the floor every time he shouted – a signal that the driver was on the limit and wanted to lower the car's centre of gravity. Mabelli spent almost the entire race on the floor, Nuvolari shouting at the first fast corner and not relenting until the last one.

The old man and the boy move on. They have seen Nuvolari's family life, his holiday snaps, his visit to Indianapolis, his turbulent times with Alfa, Maserati and Ferrari. Now they stand before an image of what many believe to be Nuvolari's finest hour – the 1935 German GP at the Nürburgring. He had rejoined Enzo Ferrari's team, despite an earlier row with the founder, and was up against the Titans, Mercedes and Auto Union, in clearly inferior equipment. He was 43 years old. The Alfa Romeo Tipo B was out of date. He started the race from the front row but was delayed by a pitstop, charging back out into the forests with renewed ambition. The task appeared impossible but Nuvolari drove like a man possessed, catching and passing the leaders until only Manfred von Brauchitsch in the Mercedes-Benz W25B was ahead. The German's tyres could not take the punishment of pursuit and the diminutive Italian went on to win by more than two minutes. It is the stuff of legend.

"He was a soul possessed by the demon of speed," says Gianni Cancellieri, co-curator of the exhibition. "Racing was his deepest passion. He raced to win, it was the only thing that mattered, and finishing second or tenth meant nothing to him. There was this inner fury, an unstoppable desire to race. His victories never followed the script, there were always fireworks and drama. People made long and often daunting journeys just to see him race. Nuvolari went to the hearts of the people with his mix of exceptional human depth and extraordinary charisma."

Our journey ends on the road that leads out of Mantua towards Cremona. Here, at the Cimitero Degli Angeli, is the last resting place of the *Famiglia* Nuvolari. In an era when most of the great Grand Prix drivers died at the wheel, the bravest of them all died in his bed at home, his last wish to be laid to rest in the family tomb alongside his beloved sons. The tomb is the size of a small house, made almost entirely of marble, and hidden among the heavy branches of an ancient cedar tree. Inside, in the shadow of a single candle, a framed photograph of the man at the wheel of an Auto Union and his leather helmet lie alongside the coffin. Outside, above the door, is a simple inscription, *'Correrai Ancor Piu Veloce Per Le Vie Del Cielo'*. It reads, 'You will race faster still on the streets of heaven'.

Earlier at the Palazzo Te, a group had gathered around another image, talking excitedly. This was the man aboard an Auto Union at the Nürburgring in 1939. Head back, elbow out, left arm high, holding the big car on opposite lock. He was at the height of his powers, having missed an earlier opportunity with Auto Union after Varzi refused to have him as his team-mate. Later in life Varzi, who was killed in practice for the 1948 Swiss GP, admitted that his rival was "the boldest, most skilful madman of us all. Not a maestro, but an artist. A maestro can teach, but art cannot be taught". Praise indeed for an Italian who had rattled his cage on many occasions.

> "People made long and often daunting journeys just to see Nuvolari race"

The group moves down the line of photographs to 1946, the first post-war season, and here they see a different Nuvolari, gritting his teeth against the pain of injury and steering with only his right hand. "He was so tough, so determined, so fast and so... romantic," the old man tells the boy. "He made a bad car good. The whole of Italy loved him." Not just the whole of Italy. Dr Ferdinand Porsche is reported to have described Nuvolari as "the greatest racing driver of the past, the present and the future". In Italy you feel the reverence, the romance and the adulation. To study the bare facts, the statistics, you may turn to the history books.

Was he the greatest of them all? It doesn't matter, it's not the point. He is, and always will be, a hero. There is not a man alive with racing in his blood who will ever forget the feats of the little man from Mantua. Ⓜ

The Nuvolari exhibition is open until January 10, 2010. Go to: www.quandoscattanuvolari.it



INSIGHT

BEHIND THE LENS

Tazio Nuvolari was an avid photographer, as these pictures from the Mantuan exhibition demonstrate

1 **Hans Stuck's Auto Union in the pits at Barcelona, 1936. In the background, a tall palm tree within the imposing grandstand.**

2 **Bernd Rosemeyer with his wife (the famous aviator Elly Beinhorn) and his secretary next to their roadster Horch 853.**

3 **Nuvolari took some extraordinary shots of gliding and ended up trying this new adventure too.**

4 **Alberto Nuvolari captures his father among the war ruins at Torino, 1945, next to a Pinin Farina Alfa convertible.**

5 **Tazio captures Alfa Romeo technical manager Vittorio Jano riding his bike on an empty Monza track during a test.**

6 **Mercedes team boss Alfred Neubauer (right) with Rudi Caracciola (smoking) and Richard Seaman (second left).**

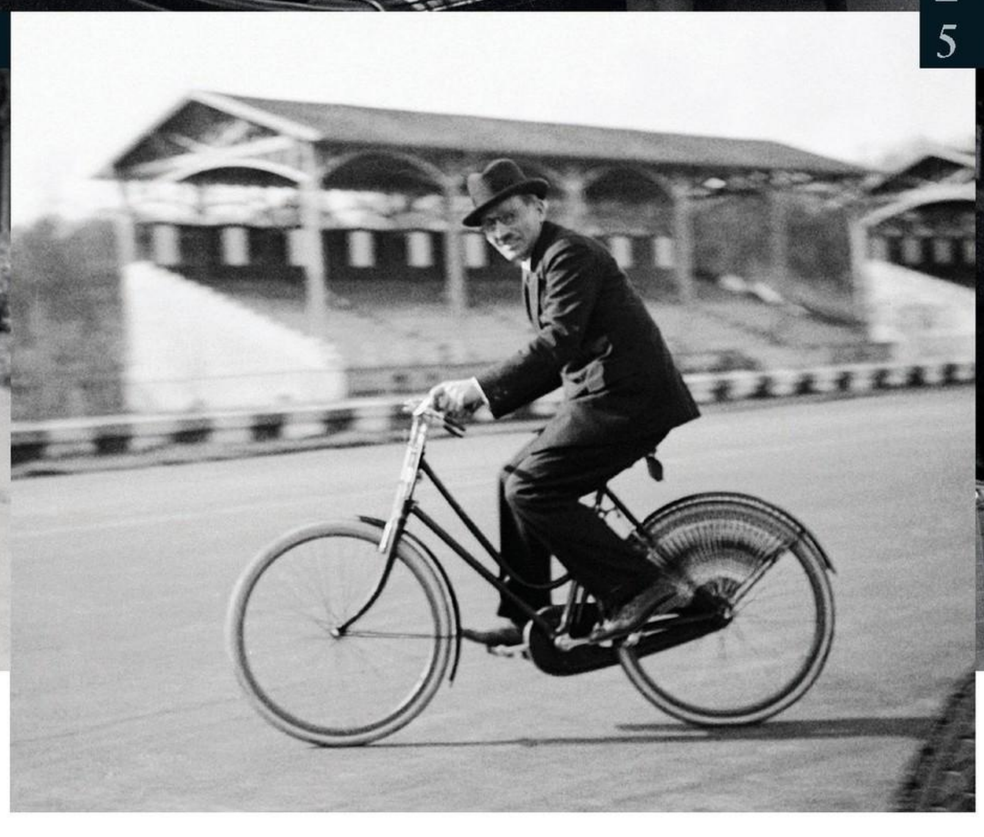




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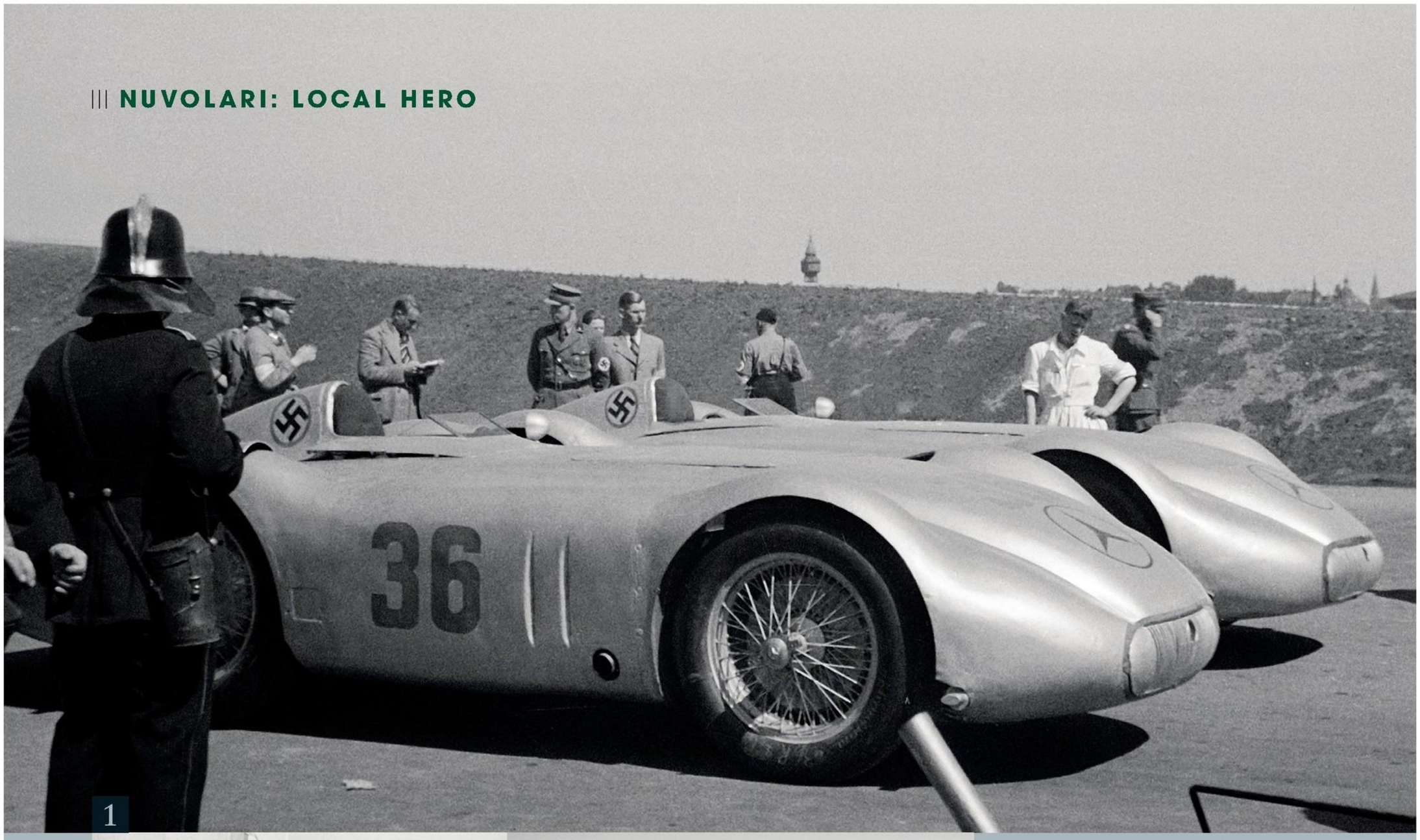
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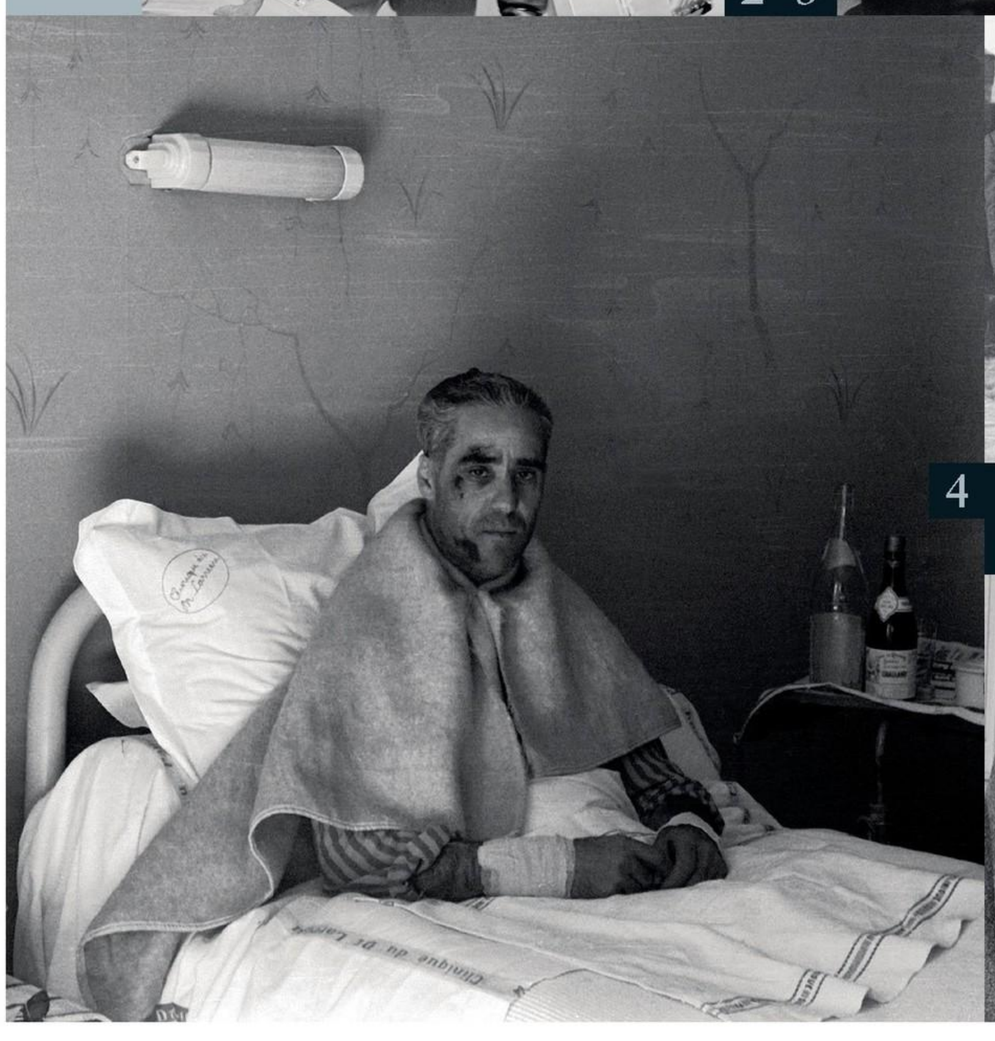


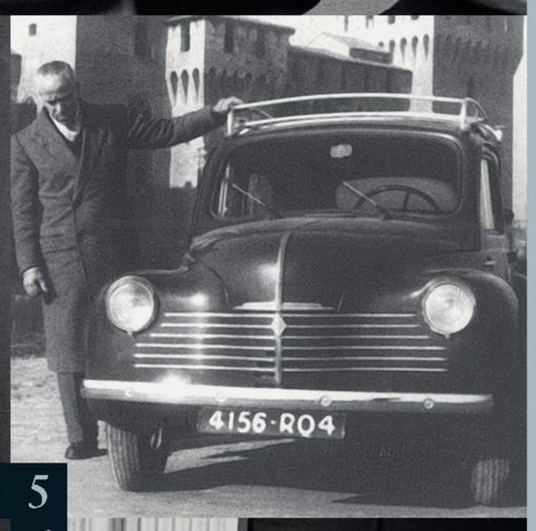
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1 Nuvolari captures Mercedes' all-enclosed bodywork for fast circuits like AVUS, complete with swastikas.

2 Tazio captures a Nazi official clumsily stepping out of his car. Not exactly the archetype of the Führer's 'master race'…

3 The Mercedes *Stromlinienwagen* from the back. It will win the race with Hermann Lang at the wheel.

4 A burned and concussed Tazio in hospital at Pau in 1938 after a serious crash that almost made him stop racing. The photo is taken by his cousin, Gottardo.

5 In front of Castello San Giorgio, an older Tazio stands next to the Renault 4CV that he used to drive around Mantua.

6 In front of a Nürburgring pit garage Nuvolari pretends to be Decimo Compagnoni's dentist.

7 Nino Farina and friend. Tazio considered him the best young driver.

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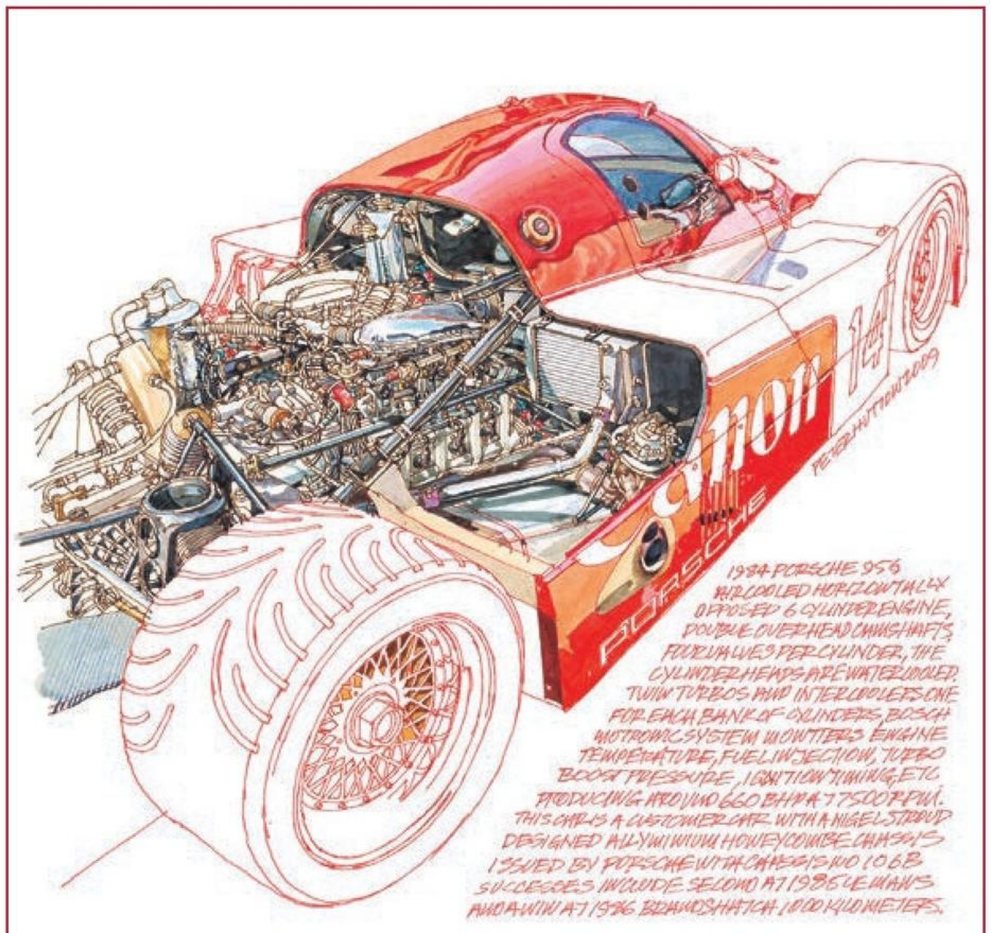
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A CLASSIC CASE OF RETRO FASHION

Porsche's Sport Classic harks back to past glories. But it also shows what today's 911 could be – with a little creative attention

BY ANDREW FRANKEL

A walk around the Porsche 911 Sport Classic is a walk through the history of the greatest sports car in the world. Most notable is the Burzel rear spoiler homage to the 1973 2.7 Carrera RS – but not by much. Vying almost as closely for your attention are wheels that aim to mimic as closely as possible the 'Fuchs' design first seen on 911s of the late 1960s. Nevertheless, and as the Sport Classic's creator Ingo Frenkel (no relation) is keen to point out, "Fuchs were just an early supplier of the wheel; the design was by Porsche." Forty years on this oft-made error clearly still irks.

And there's more. The darkened headlamp surrounds are supposed to recall instantly the 1974 911 Turbo RSR; I thought my knowledge of weapons-grade 911 ephemera bowed to few but I must confess the association had not crossed my mind. Nor did I instantly twig that the rather attractive double bubble roof was intended to recall the Panamericana concept car of 1989. Even the name 'Sport Classic' clearly evokes memories of the old 911SC, and there's little doubt it would have been called 'SC' were the rights to that particular acronym not resident elsewhere at present.

To be honest I didn't quite know what to expect. Because Porsche's press material called the old 2.7RS the car's grandfather I turned up at Porsche's new Silverstone-based Driving Centre to meet the Sport Classic in my old 911 which, because it started life as an SC but now looks and goes like an RS, seemed in theory at least to cover the conceptual ground quite well.

The reality is rather different. The Sport Classic is no lightweight ultimate road weapon. It's a tarted-up limited edition for enthusiasts more keen on collecting such cars than driving them. And the price is breathtakingly audacious: at £140,090 when sales begin in January, you could buy a 911 GT3 and a new S-class Mercedes with the change.

Is Porsche sinking to new depths of cynicism with this car, using the knowledge that there will always be a few punters who will pay huge

money for one, just because so few will be made (total production will be capped at 250)? Or can there possibly be anything within its make-up to justify charging considerably more than double the price of an already perfectly good 911?

It depends on your perspective. At first I thought the Sport Classic was merely a 911 that had been allowed to gorge itself on the options list, but in fact there is rather more to it than this. Most other car companies faced with creating a limited-edition car might anticipate spending 12 to 18 months on the design, engineering and production challenges that resulted. By contrast, Porsche's board gave the Sport Classic the green light back in 2006; there are all-new cars in showrooms now that were barely off the drawing board in 2006.

And, if you are interested in such matters, the attention to detail reveals the handiwork of the true obsessive. I'll list just a few of the cosmetic enhancements I spotted, since to give them all would leave no room to tell you what it was like to drive.

The grey colour comes from a paint used for the 356 in the '50s and has been struck from the palette for all other Porsches, so if you fancy the same for yours, tough. The woven leather door trims are similar only to those you'd find in a Ferrari Enzo or Mercedes-Benz SLR, while not only are there Sport Classic logos embossed on the seats and specially chromed (and illuminated) kickplates, they're on the key pouch and the handbook's leather wallet. The interior of this wallet is trimmed in the same type and shade of alcantara as the car's headlining, which is itself a precise match to the colour of the exterior paint, seat belts and the thread used for the hand-woven steering wheel. Brown 'expresso' leather is not only everywhere you'd expect but in many, many places you would not: even each individual louvre of each individual air vent right around the car is covered in tiny, immaculate slivers of handcrafted leather. And the inlaid shift pattern on the aluminium gear lever has been crafted from a special ceramic material so it will never, ever wear.

Happily there is substance behind the alleged style too. Interestingly, the ducktail – whose origins date back 37 years – actually produces much more downforce than the deployable wing aero package on a new 911, necessitating many hours in the wind tunnel shaping a front spoiler to maintain the car's balance. Moreover this is the only 911 you can buy with wide bodywork *and* two-wheel drive. And if this suggests that some thought has gone into the engineering purity of the car, the fact that it can only be bought with a six-speed manual gearbox confirms it. No flappy paddles here. More promising still is a 38bhp increase in power for the 3.8-litre flat-six motor, bringing its output to 408bhp which, incidentally, is the same power boasted by the 911 Turbo 15 years ago. Sports suspension, ceramic brakes and a standard limited-slip differential complete the picture.

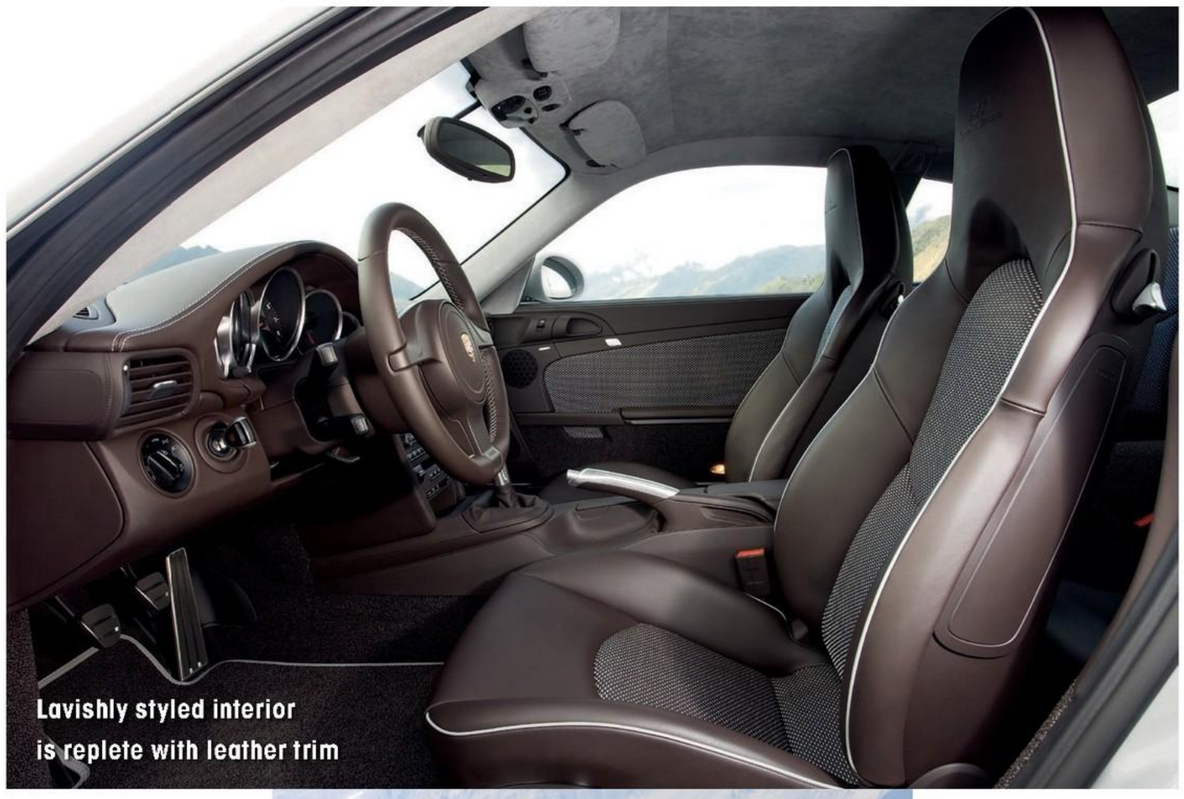
And GT3 aside, the Sport Classic is better to drive than any other 911 on sale, brand-new Turbo included. I can take or, preferably, leave all the aesthetics because not only do they add nothing to the driving experience, I think the overall treatment makes the Sport Classic look like the most uncomfortably styled 911 since the 964 series ceased production in '93. But the mechanical modifications have turned this generation of 911 into the car it should have been from the start.

For the truth is that when Porsche extensively updated the 911 last year, including an all-new direct injection engine, more compliant suspension and a double-clutch gearbox, the car lost much of the sense of occasion and fun upon which 911s made their name. What the Sport Classic does is put it all back and then add a slug more of its own. I can't say I instantly felt the extra punch of the engine, but what cannot be missed is its sharper response, sweeter sound and smoother nature, and coupled with Porsche's fabulous manual gearbox, it returns the driver to the scene of the action.

Porsche was coy about exactly what it has done to the suspension, but it works. Once more the car feels alive in your hands, yet utterly secure even on streaming wet and bumpy roads.

So what possible relevance can all this have, given that Porsche has already sold all the Sport Classics coming to the UK? Simply this: there is nothing to stop you buying a standard 911 Carrera S and adding sport suspension, ceramic brakes and even the engine upgrade, which is now an optional extra. You won't have the wide bodywork, but that's good news on narrow British lanes and, best of all, you can have it any damn colour you like and it won't cost £100,000, let alone £140,000. The real point of the Sport Classic is not how good it is, but the light it now sheds on how good a normal 911 can be.

And finally a word about Porsche's Silverstone Driving Centre. It comprises a narrow outer handling circuit within which lie various challenges including a steering pad, a split-*mu* hill and, my favourite, a moving plate of road which you know throws the car sideways, but not in which direction. At 20mph it's easy to catch the back of the 911, at 25mph rather more tricky and at 30mph sadly beyond me, at least without a lot more practice… Most interestingly Porsche has nothing else like it anywhere. To say Herr Frenkel and his colleagues were impressed is putting it mildly – the Silverstone centre may be the first of its kind in Porsche's world, but I doubt very much it will be the last. Ⓜ



Lavishly styled interior is replete with leather trim



PORSCHE 911 SPORT CLASSIC

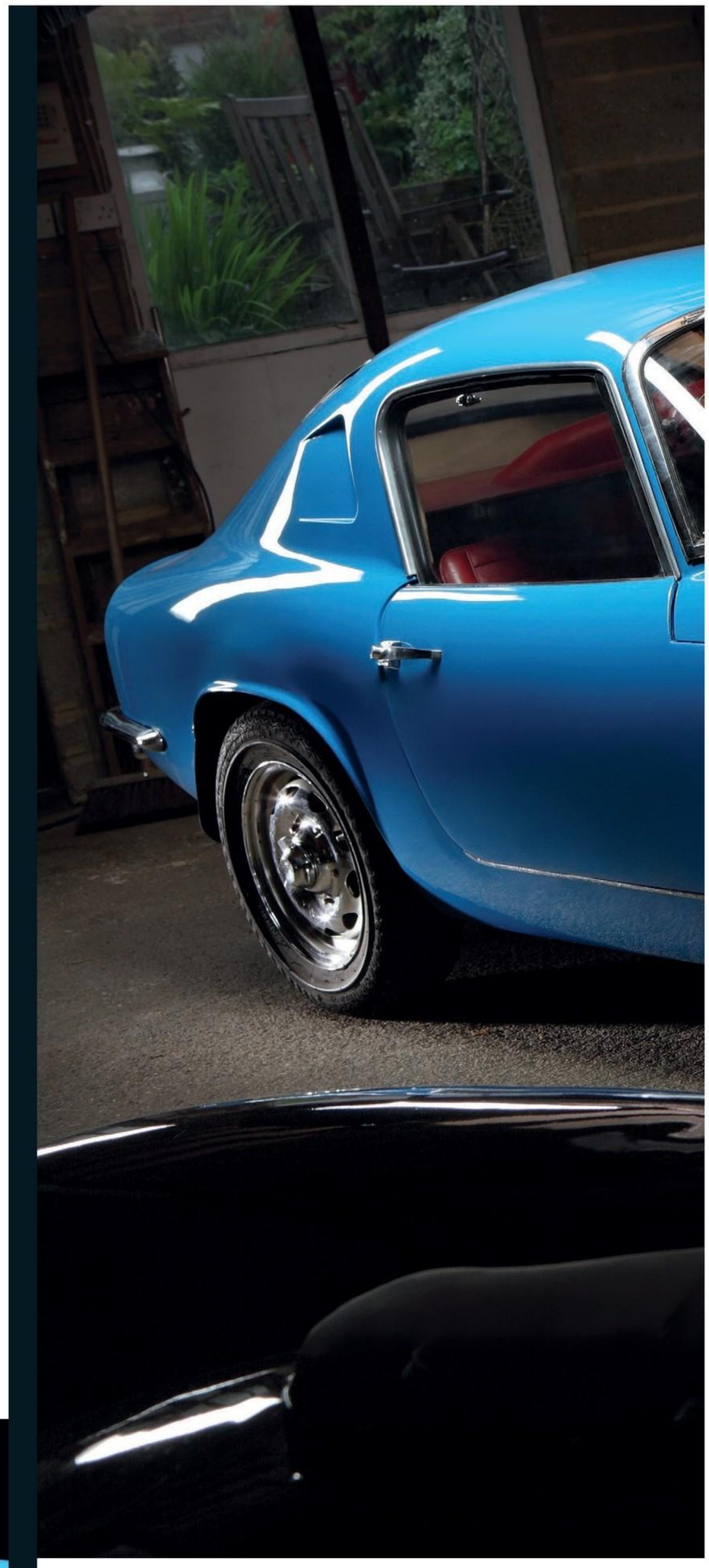
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POWER/TORQUE: 408bhp at 7300rpm, 310lb ft at 4200-5600rpm
GEARBOX: six-speed manual
TYRES: f: 235/35 ZR 19, r: 305/30 ZR 19
FUEL/CO_2: 26.6mpg, 250g per km
ACCELERATION: 0-62mph in 4.6sec
SUSPENSION: f: McPherson strut design – track control arms, longitudinal arms and spring struts, conical springs with concentric dampers. r: five-element multi-link axle, cylindrical coil springs with concentric dampers
BRAKES: f: six-piston calipers, 350mm cross-drilled and vented discs; r: four-piston calipers, 350mm cross-drilled and vented discs
PRICE: £140,049
TOP SPEED: 187mph

Fun-sized fastback

Built as a one-off special, this little Lotus Elan is a prime example of the late Ian Walker's flawless presentation style

BY RICHARD HESELTINE

The death knell of anything cool is the moment it's widely perceived as such. So if you will please excuse the slightly skewed logic, the car pictured here is exponentially more appealing precisely because it fails to elicit even an iota of recognition. You just know it's something that bit special. Having risen without trace, this intriguing curio briefly – oh so briefly – enraptured the minority who saw it before disappearing into the ether (or rather Switzerland). But now it's back. Ladies and gentlemen, please be upstanding and welcome in from the cold the Ian Walker Racing Elan – the other one.





Marc Wright

There's no denying the sense of ambition here. It may be uncomfortable for traditionalists, but this is among the most intriguing Lotus specials – itself quite a subspecies – ever made. It's just a pity so few people were made aware of its existence first time around. A few press shots appeared in period motoring glossies, the same images showing up years down the line in classic car mags, usually in sidebars listing Lotus-related obscurata. Either that or a mystery car competition. As for the cabal of talented artisans who built it, that's a different story.

Inextricably linked with Lotus, the late Ian Walker was blessed with an eye for detail that would in time render his cars instantly recognisable thanks to their flawless presentation. That and the fact they generally

Williams & Pritchard-bodied road-going Elan is finished in French blue, according to original owner's specifications

ran at the front, driven by a roll-call of aces. Having embarked on working life in the family joinery business (it made fold-up seats for the Odeon cinema chain), Walker went it alone in the 1950s crafting precision aircraft dioramas for travel agent displays through his Westway Models concern: having survived two and a half years as a rear gunner in a Lancaster bomber during World War II, his eponymous team's logo was appropriately a lightning flash flanked by the silhouette of an aeroplane. Introduced to motor sport aged 28 via some Sunbeam Talbot-rallying friends, Walker soon became hooked and found success aboard a series of warmed-over Fords and a works Austin Westminster.

The change of disciplines to circuit racing was merely a means to an end: during the period, many rallies incorporated speed sections on race tracks in place of forest stages. Having displayed considerable flair on the smooth stuff, Walker reasoned that he could raise his game still further by venturing trackside on a more regular basis. After tapping near-neighbour Colin Chapman for his thoughts on how to stop his Ford Prefect rally car from lifting its inside-front wheel when pressed, Walker was subsequently coaxed into buying the ex-Graham Hill 'Yellow Peril' Lotus Eleven. Walker rounded out 1957 with 17 wins while his canary-coloured car gained a green stripe flanked by two narrower bands as he wanted the car to look distinctive but couldn't stretch to a full respray. It would, for a while at least, become his corporate livery.

Armed with a Lotus 18 Formula Junior, Walker continued to show form. Even more so when equipped with the first-ever Elite coupé, a pre-Cosworth Mike Costin supervising the car's development: by the end of 1958 he'd walked to the Autosport 1300cc Championship with 14 victories. Now also an active member of the factory Ford rally team, Walker's switch to entrant status occurred early in '62 while he was trying out the new Lotus 22 at Goodwood. Having already decided not to turn professional, and noticing the speed in which Mike Spence and Paul Hawkins were circling that day, he came away from West Sussex with two single-seaters on order and the foundations of a race team. His own driving career went on the back-burner. ➤➤➤

IAN WALKER ELAN

Fast-forward two years and Ian Walker Racing was by now fielding four cars – two Formula Juniors and a brace of Elans. The first of which – and half-sister to the car pictured here – had been conceived in 1963 with Le Mans in mind, specifically with a view to claiming the Index of Thermal Efficiency award. The same patience-battering prize that was seemingly instigated to ensure that French teams won something – *anything* – even if the exact rules remained a mystery to most *rosbifs*. And in placing an entry, Walker had his one and only disagreement with Chapman whose 23 sports-racer had famously failed scrutineering (twice) in '62. Talking to Elan owner and racer Julian Balme, who is currently writing a book on IWR, Walker recalled: "He vowed never to return and I think he thought that included the name Lotus as well."

No matter, it wouldn't make it as far as the Circuit de la Sarthe anyway, more's the pity. Penned by Walker himself, the Le Mans Elan coupé took nine months to complete and emerged a thing of beauty. Having gained considerable experience of campaigning Elans while developing what in time became the 26R competition model (Graham Warner's works-blessed Chequered Flag concern also playing its part), he was all too aware of the inherent weaknesses. The Williams & Pritchard-clothed, ally-skinned Le Mans car therefore featured a reinforced backbone chassis to reduce flexing, the frame being welded to the body rather than bolted. The diff was raised which enabled the car to be lowered while eliminating the inherent strain on the driveshafts, which were changed to the sliding-spline type.

Powered by a 150bhp Cosworth-fettled twin-cam, the 41in-high device weighed just 1100lb with *Autosport* trumpeting a likely top speed of 160mph which it reckoned was 'fair going by any standards'. The same magazine also had Jackie Stewart and Ninian Sanderson down to drive the car at Le Mans in '64. As a warm-up to the great race, the former was entered in the Grand Prix de Paris meeting at the Circuit de Montlhéry. The future knight claimed class honours and finished a remarkable fourth overall.

Then came the Nürburgring 1000Kms. Here Mike Spence was due to share the car with Peter Arundell, only for brake failure to result in a hefty off. Spence emerged unscathed but the car was too badly damaged to stand a chance of making it to France. To make matters worse, IWR's 'regular' Elan also suffered hub failure with Sir John Whitmore driving. To top even *that*, the team's chief mechanic John Pledger had suffered a stroke earlier in the week.



Red leather upholstery is well worn, although car has only covered 42,000 miles

Unbowed, Walker would continue to field the fondly remembered 'Gold Bug' 26Rs, being so coloured due to a mix-up by paint supplier Glasso. Desiring a metallic yellow, Walker received a version that when applied turned gold. Without the time (or the inclination) to respray his cars, he added a green stripe and the livery stuck. A further tilt at Le Mans, however, wasn't on the horizon. It was too costly a distraction. The final straw, though, came at the Grand Prix meeting at Brands Hatch on July 11 when Tony Hegbourne demolished the team's Lotus 30 at Dingle Dell during practice for the Ilford Films Trophy race. A week later *Autosport* reported that IWR would be sitting out the rest of the season but that it would return in 1965 – and in Formula 1…

> "Walker demanded a free hand while styling the Lotus; it provided light relief from racing"

However, among all the doom and gloom, there was one positive footnote. You're looking at it. During the Grand Prix de Paris weekend, a wealthy Swiss gentleman had approached Walker with a view to buying the Le Mans car only for his offers to be rebuffed. It wasn't for sale until *after* the 24 Hours. Come back in July he was told… Mr Huber subsequently changed



tack and instead commissioned *this* car for his father, a sixty-something glass manufacturer who happened to own a private museum of sports and racing cars. Walker demanded a free hand while styling the Lotus and viewed its construction as essentially a fun exercise, a little light relief from racing. Volume production was never on his horizon.

Conceived from the outset as a road car, the new strain nonetheless incorporated many of the mechanical updates applied to the would-be Le Mans racer, but it was the outer dazzle that captivated. And still does. Bodied once again by Williams & Pritchard, the styling differed greatly from the other ally Elan, most noticeably the frontal area. The car was originally to have had single headlights, mounted much lower, but on full lock the front wheels would have fouled the rear of the lamp units. After much deliberation, Walker came up with the quad arrangement which lent the car a slight air of Gordon-Keeble (which is no bad thing…).

Car is in original condition and has not had any restoration

Finished in French blue – as all of the Swiss collector's cars were – with red leather upholstery trimmed by Harold Radford Ltd (better known for its custom Minis and Aston Martin shooting brakes), chassis number IWR/GT/2 was delivered in 1965.

But not before it was given the once over by another interested party. Talking to historian Philip Porter in 1987, Walker claimed: "Colin Chapman was very taken with it. He was very excited when he saw it and wanted me to take it over to the works and show it to his people." Which he did, the car departing for its new home following a quick turn at the Lotus factory in Cheshunt. And it remained in Switzerland in the same family ownership for 37 years before being repatriated by enthusiast Stewart Couch, by which time it had covered barely 69,000 kilometres (42,800 miles).

Suppin' on a cuppa in Stewart's garage-cum-playhouse, and flanked by all sorts of great kit (we particularly loved his Cannon trials car…), it's clear that Stewart has a taste for the good stuff. What photographs cannot fully illustrate is just how small the Lotus is. Elans by their very nature are tiny, effete even, but this stand-alone take looks every inch the baby GT until you realise you're not actually squinting. No, it really is fun-sized.

Gorgeous, too. Some beauty arbiters may argue, but the proportions are spot on, the lack of chrome addenda and other styling tinsel lending it a purposeful air. And it's completely original, too, the paintwork being near-perfect save for a few stone chips. Inside, there's more headroom than seems feasible; the Connolly hide is wearing well, while the glove compartment is home to period Swiss route maps and carnets for travelling on the nation's motorways. It's a lovely period piece but one that is nonetheless looking for a new home. Stewart has some serious racing hardware tucked away that requires his undivided attention – and thus far he's batted away all suggestion of stripping out the cabin and using the car for competition.

How you would price a unique car like this is anyone's guess, but someone is going to get a lot of enjoyment from it. A regular Elan is a joy, a masterful bit of packaging that still stacks up on B-roads (though driving one on a motorway is a chore), but it's doubtful that any other Elan was made with this much care. All too often attempts at bettering an already well-received production car end in ignominy – imagination almost always trumps budget or skill. Here, the execution is exemplary, even if 'different' is not necessarily a synonym for 'better'.

And Ian Walker? After winding down the race team, he felt duty-bound to find employment for his loyal spanner wielders. So he established a garage near the team's Hertfordshire base and took on a Lotus franchise. And at the end of 1966, he enjoyed a brief comeback in what was IWR's competitive swansong. In keeping with his roots, he entered a 26R in a club rally organised by the London Motor Club: Walker triumphed outright after taking the fastest time on every special stage. Oh, and he'd overtaken the course car within an hour of the start… Ⓜ

Thanks to Stewart Couch, Julian Balme and Marcel Roks (www.mroks.com)



On the road
WITH ED FOSTER



BEAUJEU, FRANCE

THE 2009 BEAUJOLAIS RUN

WINE, A WOMAN NAVIGATOR AND THE SONG OF A LOTUS TWIN-CAM ON EMPTY ROADS

I've been given the freedom of the road. In this new column I'll be visiting places all over Britain and abroad where people who love cars get together, or build cars, modify them or race them. And to get there I've got the keys to the *Motor Sport* Lotus Elise.

Given our title it may seem odd to start with the Beaujolais Run, as it doesn't involve any *racing*. It does, however, involve a distance trial, and often plays host to Anthony 'tin-top' Reid.

Early on a Tuesday morning we set off from Brooklands with 35 other teams which included other Lotuses, an MGB (that didn't break down),



Our thanks to Yokohama for their help with this feature
www.yokohama.co.uk

REPTON, UK

ZYTEK

PIONEERING FIRM NOW WANTS TO LEAD THE WAY WITH HYBRID RACER

FROM THE BEAUJOLAIS RUN IT WAS A quick turnaround to visit engineering company Zytek, near Repton in Derbyshire. Most of you may know Zytek primarily as an engine builder, as I did, but it's quite astonishing how much it is accountable for in the world of motor sport.

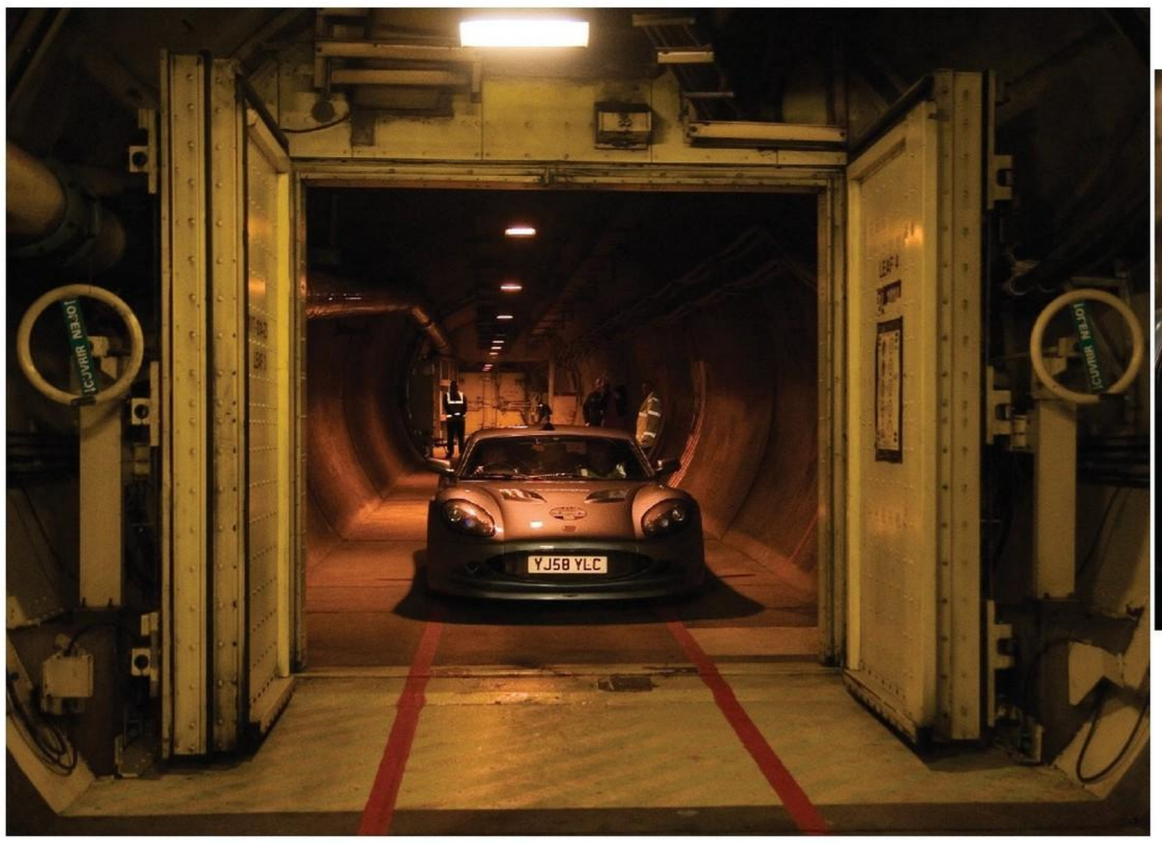
The 2009 McLaren Kinetic Energy Recovery System? Zytek. The only electrical gearchange system in professional motor sport? Again, Zytek. The company was responsible for the first engine management system in Formula 1 on board Ayrton Senna's Toleman in 1984, as well as the system in the Jaguar XJ220. Its latest project has been to introduce hybrid technology into LMP sports car racing.

"It's a marketing and technology exercise," says Pete May, race systems development engineer. "But we are building towards being able to offer hybrid systems off the shelf in 2011."

So how did the Zytek LMP fare in 2009? Well, the car was third overall at Lime Rock – its first full appearance as a hybrid – and finished fifth at Laguna Seca. Last year's rules meant that the motor (situated between the gearbox and engine), converter and battery all had to be based on existing road car products. This season the rules have been changed to allow parts to be designed from scratch. But that's not to say Zytek's problems will be at an end, as unlike with KERS there's no convenient push-to-pass button. The driver is not allowed any control over when the extra 47bhp is deployed.

It's all very well deciding when you want the boost to come on at a particular track, but last year you were only allowed to store 0.6MJ of energy in the battery. If you were too trigger-happy setting it up, it could be spent by the second straight. This also meant that testing was taken over by the hybrid technology. "There wasn't one single test last year where we dedicated the whole time to car set-up," says Johnny Mowlem, one of the hybrid's drivers. Once Zytek has this year's system up and running, it can use it not only to extract more power, but also to save on fuel, and even get you back to the pits when you've run out.

It hasn't been without its teething problems, but expect to hear a lot more about Zytek's hybrid system once the full race programme gets under way.





Surtees goes underground with Ginetta. Left: Ed aerates the Beaujolais around Dijon

an E-type (that did), a D-type, an F430, a Daytona and a handful of modern Aston Martins. Most of us headed for the ferry, but not John Surtees, who became the first person to drive a private car – an electric Ginetta G50 – under the English Channel, through the 31-mile access tunnel.

After a straightforward first-day run to Reims and the Taittinger *caves*, the competition started in earnest. From Reims to Mâcon the aim was to cover the shortest distance possible via checkpoints. Driving *sans* navigator I opted for the GT2 class, which would allow me to use Jane (the TomTom). But through a category of errors on both my part and Jane's, the Elise covered enough ground to have made it to Romania. I think heading straight for checkpoint five rather than four was probably my gravest mistake, but thankfully I retraced my steps, as checkpoint four consisted of a handful of laps around Dijon-Prenois – a proper Formula 1 circuit that today plays host to the DTM, historical events and motorbike racing.

The opening of the Beaujolais Nouveau was as impressive as always (unlike the wine itself) and the last night featured a special appearance by Eddie Jordan and his 'Robbers' band, while the total raised for children's cancer charity CLIC Sargent and the Richard Burns Foundation was over £100,000. It's hard to put into words how much organisation goes into this event, but it's certainly clear when you take part. If you fancy a jaunt to France to stock up on drink, then just make sure it coincides with the Beaujolais Run in 2010.









Zytek's LMP racer showed good pace in '09. Right: operations director John Manchester explains hybrid workings to Ed and co

LONDON, UK

FORMULA STUDENT

COULD YOU BUILD A RACING CAR IN A YEAR? THIS IS HOW YOU LEARN

WHEREAS THE PATH TO THE pinnacle of motor sport for drivers may be clear – even if difficult and eye-wateringly expensive – the route for engineers is less transparent. But there is a programme that puts young engineers on the right road: Formula Student.

When most university undergraduates can be found down the pub, allegedly, students who join this programme, of which Ross Brawn is the patron, have a year to build a single-seater racing car with an engine no larger than 610cc. Once completed, they head to Silverstone to be judged by a panel of experts on various aspects of the car. Even though this course has been run in the UK since 1998, don't be fooled into thinking it's only for British students: more than 20 countries are involved, as are more than 2000 students.

As part of the competition for 2010, there was an open day at the end of October where students got a head start by speaking to specialists including Grant Tuff, a vehicle dynamics engineer at Williams F1 and also one of the judges.

"The guys who do Formula Student have to think about a lot more than just the design of things," he says. "They are trying to make a whole car, which is almost the easy part, but also project manage the whole thing. A lot of companies in motor sport look favourably on Formula Student because of this type of experience. I really do find it quite inspiring."

This year's judging is provisionally booked in for July 15-18, so expect more on 'the other way into F1' nearer the time.



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Chevron fixed for F2 outings

THIRTY YEARS AFTER ITS LAST RACE, Chevron B42 chassis 16 will be back in action next season in the experienced hands of Hugh Price in Historic Formula 2 races.

Raced when new in 1978 by US driver John David Briggs (above), the car was used the following season in F2 and Aurora British F1 races by Warren Booth, running in the colours of Crown Paints.

It was destined for use as the basis of a Special Saloon, but was instead stored for three decades before Price acquired it. It is now with Mike Catlow for a full rebuild.

"When I bought it the bodywork was still in Booth's colour scheme," said Price.

Middle East classic on hold

PLANS FOR A NEW HISTORIC racing festival in the Middle East were dashed when the proposed Abu Dhabi Classic was postponed at very short notice. The event, scheduled for the end of January, had attracted capacity entries across a five-event programme, topped by a 3-litre Formula 1 grid from the Masters organisation.

Organisers from the new Yas Marina Circuit in Abu Dhabi stressed that the event had been postponed rather than cancelled.

"A new date will be advised in due course, but Yas Marina Circuit has made it clear they will continue to work with Masters to develop the event," said a statement.

The news came as a blow to the Masters organisation. "We had been working seven days a week on this project for many months, and were devastated to receive this call," said Christopher Tate. "It is clear that this was completely outside our control."

NASCARs to star at Laguna Seca

A RACE FOR NASCAR STOCK CARS OF THE LATE 1960s AND EARLY '70s WILL be a feature of the 2010 Monterey Historic Automobile Races taking place at Laguna Seca on August 12-15.

The biggest historic racing festival in North America has four headline races for the 2010 edition. Formula 1 cars from 1966-83 will share top billing with Trans-Am cars from 1966-72, a Bugatti Grand Prix and the NASCAR race for drum-braked cars from 1966-75.

"We anticipate cars of great heritage and, for the first time, NASCARs with drum brakes," said Gill Campbell from Laguna Seca Raceway.

GP collection's future in doubt

THE COLLAPSE OF DONINGTON Ventures Leisure Ltd has left a question mark over the future of the Donington Park Grand Prix Collection, the unrivalled gathering of racing cars assembled by the late Tom Wheatcroft.

Currently the collection is closed to the public until further notice while administrators work to resolve the future of the entire venue, following the failure of DVLL to secure the funding required to run the British Grand Prix at the Leicestershire track.

"No one knows what the future holds," said Vicky Dexter, marketing manager at Donington. "We hope the collection will be open again in 2010. It's a great asset for Donington."

Although the collection of cars remains in the ownership of the Wheatcroft family, the museum was part of the lease taken by DVLL. "There's a lot of interest from potential buyers of the circuit lease and we hope that will include the museum," said Dexter. "But it may go back to Wheatcroft ownership."



All images LAT

Willie Green to return in Capri

WILLIE GREEN IS AIMING TO make a racing comeback in 2010 more than four years after the accident at Goodwood that left him with serious leg injuries.

Green, now 65, will partner racing newcomer Peter Whelan in a replica of an early 1970s Weslake-engined Ford Capri, which is being constructed by QM Engineering. Outings in the Masters Touring 70s Series are likely, with the ultimate aim of taking the car to the Le Mans Classic in 2012. In 1972, Weslake Capris finished first and second in class in the 24-hour enduro.



Although Green says that he will not drive single-seaters again, his love of the Capri has tempted him to consider ending his four-year break from racing. "The Weslake Capri is a stunning piece of kit," said Green. "The Capri rewards your physical input into the car more than anything I've ever driven, other than a Maserati 250F."

Following the accident in 2005 at Goodwood, Green (below) sought compensation from the event's television production company, organising club the BARC and Goodwood, claiming that a kerb-mounted camera had been the cause of his crash in a Maserati 4CLT. His claim was refused last July.

"I shall be careful and pick and choose the events I do," said Green. "I'll only race something with a full rollcage. But I'm out on track every week doing coaching and tuition; I love to see people improve."

QM, headed by former Broadspeed employee Roger King, has converted the Capri from a road-going RS2600 and is now working with Weslake to supply the 300bhp engines once more.

Historic Racing News



McKlein



Duncan storms Safari

KENYAN VETERAN IAN Duncan guided his Ford Mustang to an emphatic victory on the East African Safari Classic Rally, the toughest event on the historic rally schedule.

After nine days of competition in Kenya and Tanzania, Duncan's self-prepared Mustang was almost 10 minutes clear of former Safari winner Björn Waldegård in a Porsche 911 co-driven by the car's owner, Iqbal Sagoo.

From 24 competitive sections, Duncan and co-driver Amaar Slatch (inset) set the fastest time on 12 and led from the start. Only two problems interrupted their run: first a series of punctures in north-west Kenya and then a failed distributor drive on the penultimate day. But Duncan had the measure of the field and arrived back in Mombasa as a commanding winner.

"That was a long way," said Duncan. "We're so glad to have done it and won this rally at last, especially after the disappointment with the Mustang two years ago. It was a great event."

Waldegård was always the closest rival to Duncan and eventually took second, with an hour in hand over third-placed Steve Perez. "We are happy to be here and have enjoyed the rally very much," said Waldegård. "The car was good and we are in second place so maybe the driver was not so bad either!"

Perez and Staffan Parmander took their Datsun 260Z to third for what Perez described as the greatest achievement in his rallying career. "This has given me so much pleasure and just to get to the finish is amazing, let alone be on the podium," said the British driver.

Evans ends year on a high

GWYNDAF EVANS COMPLETED HIS FIRST SEASON OF historic rallying with an emphatic victory on the Roger Albert Clark Rally. Evans and co-driver John Millington, in a Ford Escort Mk2 run by Phil Mills' Viking Motorsport team, emerged from four days of forest rallying with a margin of more than four minutes.



Paul Lawrence

Evans (left) battled early on with Martin McCormack and Steve Bannister, also in Escorts, but McCormack suffered a blown engine and Bannister lost time in a ditch in Kielder. Evans set a searing pace and was a commanding winner when the crews arrived at the Carlisle finish. "I'm very happy for the team; they built a beautiful car," he said.

Jeremy Easson, partnered by Alun Cook, maintained his superb record on the event with second, while Paul Griffiths/Sam Collis took third. Further back, Le Mans winner Guy Smith completed only his third rally in his Escort Mkl.



Jeff Bloxham

Brands date for Group C

GROUP C CARS WILL RETURN TO THE BRANDS HATCH GRAND Prix circuit next season, with a pair of races over the weekend of July 31/August 1. The new date comes in place of a slot on the Silverstone Classic programme, which will run the previous weekend.

"Brands Hatch GP is a great venue for these cars," said series manager Bob Berridge after unveiling a schedule that starts at the Algarve track on April 23-25.

The Brands races will be the only UK event of the season for the resurgent category. The remaining races are at Spa, Le Mans (above), the Nürburgring and Paul Ricard.

IN BRIEF

■ Italy's motor sport heritage will be the central theme of the 2010 Goodwood Festival of Speed on July 2-4, under the heading of 'Viva Veloce – The Passion for Speed'. Italian manufacturers, drivers and race circuits will all be celebrated during the festival.

■ The Classic K Series is a new concept from the Classic Sports Car Club, which will run a series of races in 2010 for pre-66 GT and touring cars complying with FIA Appendix K rules. The 10-race schedule will centre on British tracks, but will take in Spa and the Nürburgring. Only four- and six-cylinder cars will be admitted.

■ The 100th anniversary of Alfa Romeo will be marked during the Australian GP on March 28, when a parade of around 60 historic racing and competition cars takes to the Albert Park track in Melbourne. Cars from Ferrari, Maserati, Lamborghini, Fiat, Lancia and de Tomaso are also expected to take part.

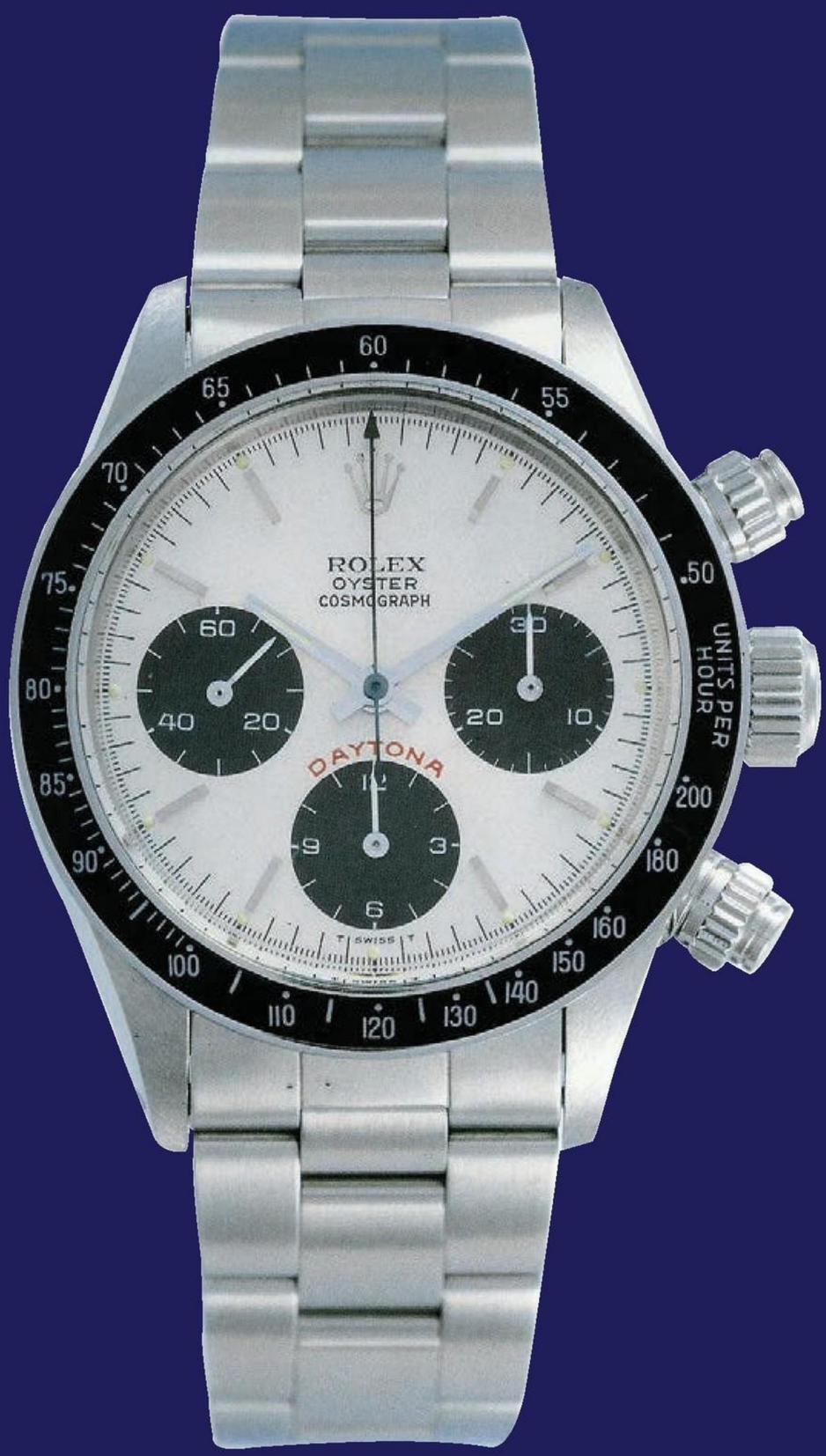
■ A new historic event has been added to the Barbados rallying season, running separately to the annual Barbados Rally Carnival. The event, due to run between August 11-25, will cater for all historic category cars as well as pre-82 clubmans cars. Group B cars will also be a part of the fortnight of rallies and rally sprints.

■ Four race circuits feature on the schedule for the 2010 Tour Auto, which runs from Paris to Beaulieu-sur-Mer on April 20-24. En route will be races at Magny-Cours, Charade, Bresse and Paul Ricard, as well as five special stages on closed public roads.

■ Linda Vaughn has accepted honorary membership of the Allard Chrysler Action Group, the organisation approved by the National Motor Museum to manage the restoration of Europe's first dragster. Vaughn was Miss Atlanta Raceway in 1961 and became one of the sport's leading personalities in the US.

■ The TR Register will celebrate its 40th birthday with a meeting at Hopcroft's Holt in Oxfordshire on January 10 – the same venue used for the inaugural meeting. The club was formed following an exchange of letters in *Motor Sport* during 1969 and now has 8000 members. Past, present and future owners are invited to attend.


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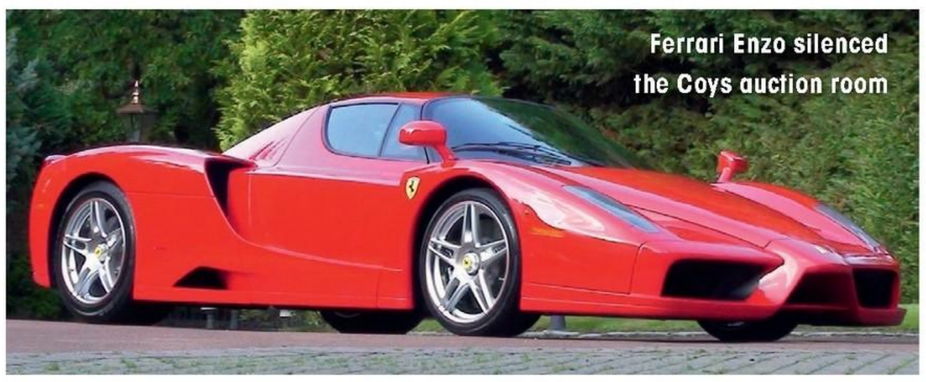
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DB2 Drophead surprised all by not selling at CTS

Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD



Ferrari Enzo silenced the Coys auction room

– COYS –

Coys celebrated its 90th anniversary at its end of year sale at the Royal Horticultural Halls in Westminster on December 1. On the Monday evening before the sale the anniversary celebrations got under way with live entertainment from '60s rock band Manfred Mann, who played a selection of guitars featured in the auction.

So whether you were after a pair of Purdey shotguns, a Fender SK Jazz Bass Guitar which once belonged to John Entwistle from The Who or a 1966 Yamaha Batcycle recreation, Coys had plenty to offer.

A varied selection of cars were also up for sale, including a nicely restored left-hand-drive AC 428 coupé which sold for a strong £147,000 and the 1933 Rolls Royce Phantom II Continental by Hooper which sold for £130,000. The 1938 Lagonda V12 drophead attracted much admiration. The car, which was the former property of the Good family who owned Lagonda from 1935 until David Brown's takeover in 1947, sold on the night for a very fair £140,000.

The room went quiet as the 2004 Ferrari Enzo went under the hammer, eventually selling for £771,000, while the Ferrari 246GT Dino sold for £76,000. Also on offer was a stunning 2009 Alfa Romeo 8C Competizione which generated lots of interest but failed to reach its reserve. All prices above are hammer prices without commission.

– CTS AUCTIONS –

The company's inaugural sale in Sydney on December 5 boasted the largest offering of Lamborghinis ever at auction in Australia, with no fewer than six models including Islero, Countach, Jalpa, Espada and two Diablos. There were also plenty of Ferraris with examples of the 250GTE, 365GTC, 250 TR59/60 Recreation and the 365GTB/4 Daytona.

Lots of note included the 1962 Aston Martin DB4 Series 3 which was sold for £154,850, the 1997 Bathurst-winning Holden Commodore race car that made £160,475 and the 1998 Jordan Formula 1 display car which sold for £29,121. The Aston Martin DB2 drophead failed to reach its estimated £101-£123,000, which is surprising given

FORTHCOMING AUCTIONS

■ **JANUARY 16 COYS** Grand Prix, Touring and Rally Cars and Collectors' Items, National Exhibition Centre, Birmingham *Tel: 020 8614 7888*

■ **JANUARY 17-24 BARRETT JACKSON** Westworld of Scottsdale, Phoenix, Arizona, USA *Tel: 001 480 663 6255*

■ **JANUARY 20-24 RUSSO AND STEELE** Sports and Muscle Cars in Scottsdale, Phoenix, Arizona, USA *Tel: 001 602 252 2697*

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■ **JANUARY 23 BONHAMS** Sale of Exceptional Motor Cars and Related Automobilia, Rétromobile Salon, Porte de Versailles, France *Tel: 0033 1 42 61 10 11*

■ **JANUARY 23 GOODING & COMPANY** The Scottsdale Auction, Phoenix, Arizona, USA *Tel: 001 310 899 1960*

■ **FEBRUARY 8/9 BARONS** Auctions Classic, Collectors, Historic and Sports Cars, Sandown Park, Esher *Tel: 08454 306060*

■ **FEBRUARY 17 H&H AUCTIONS** Classic Cars, The Pavilion Gardens, Buxton *Tel: 08458 334455*

■ **MARCH 6 BONHAMS** Collectors' Motor Cars & Automobilia, Woodstock, Oxford *Tel: 020 7447 7447*

■ **MARCH 12 GOODING & COMPANY** The Amelia Island Auction, Amelia Island Plantation, Florida, USA *Tel: 001 310 899 1960*

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■ **MARCH 13 H&H AUCTIONS** Classic Cars, Stoneleigh Park, Coventry *Tel: 08458 334455*

■ **MARCH 26-28 RM AUCTIONS** Collectors' Cars of Fort Lauderdale, Fort Lauderdale, Florida, USA *Tel: 001 519 352 4575*

recent auction results for this model.

The sale was a success, but CTS felt the strength of the Australian dollar had a large impact on overseas interest, and as a result some of the lots went unsold – although when *Motor Sport* spoke to CTS it was working on a number of post-sale deals.

– BONHAMS –

The end of year sale for Important Collectors' Motor Cars & Fine Automobilia at Olympia on December 7 showed promising results, with £3.7 million of sales and 95 per cent of lots sold by value.

The Ivor Silverstone collection comprised a 1954 Bentley R-Type bodied by Abbott which sold for £109,300, a 1950 Jaguar XK120 roadster at £63,100 and a pair of Derby Bentleys: a 1934 3½ drophead with VdP coachwork that went for £122,500 and a 1936 4¼ VdP-style tourer that achieved £98,300.

The 1963 AC Shelby Cobra 289 complete with Shelby authentication and FIA Papers sold for £232,500 and the 1928 Chrysler 72 Tourer which competed in the 2007 Peking To Paris rally looked excellent value – a large open vintage tourer for £24,150!

The 1960 Austin Mini Cooper Works recreation made £10,638 and the 2005 Radical SR3, quite possibly one of the best track day cars on the planet, was excellent value at £23,000.

The automobilia generated a record £387,000. Included in the sale was the autographed 'Dambusters' menu from the party given to No 617 Squadron following Operation Chastise in 1943, the legendary raid on the Ruhr Dams. It sold for £5750 (estimated at £3-3500). Further lots of interest included the collection of George Horne in New Zealand detailing his involvement with Ferrari, with period press cuttings, technical literature, press releases, customs documents and letters signed by Enzo Ferrari. Some of these were included in one lot which sold for £25,300, more than 25 times its pre-sale estimate of £800-1200.

James Knight, group head of Bonhams' Motoring Department, said: "The sale caps a tremendous year for the Motoring Department, demonstrating the great strength of the collectors' motor car, motorcycle and automobilia sectors. We're delighted with the result and look forward to an equally successful 2010." *Dylan Miles*



1998 Jordan sold well despite being a display car

Around the dealers

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- 1936 Bentley 4¼-Litre drophead coupé £54,300
- 1953 Lancia Aurelia GT third-series coupé restoration project £16,100
- Ex-1938 RAC Rally Jensen 'S-Type' dual-cowl tourer £65,300
- Ex-Stanley Tett, Black Diamond team car No2, 1935 Fiat Tipo 508S Balilla Spyder sports £51,000
- 1964 Aston Martin DB5 £113,700
- 1906 Rolls-Royce Light 20hp £441,500
- 1969 Aston Martin DB £66,400
- 1963 Elva Mk7-Ford sports-racer £45,500

DECEMBER 9 H&H AUCTIONS

- 1971 Lotus Elan Sprint drophead coupé £19,250
- 1993 Vauxhall Lotus Carlton £15,400
- 1967 Jaguar E-type 4.2 2+2 £9350
- 1963 Maserati 3500 GTI Sebring £34,100
- 1964 Jaguar MkII 3.8-litre £12,650
- 1965 Porsche 911 £45,100
- 1924 Bentley 3/4½-litre sports £220,000
- 1956 AC Ace Bristol £107,800
- 1955 AC Ace £94,600

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Louisa Skipper's DIARY

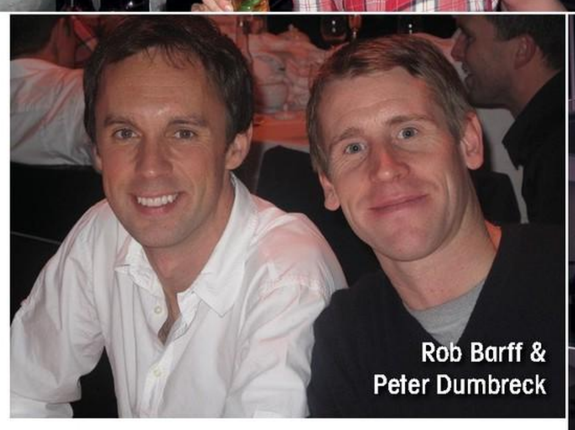


Louisa joined the would-be marathon runners at Movida


Darren Turner, the BRDC's Stuart Pringle & Oliver Gavin



The morning after... Training at Hyde Park


Rob Barff & Peter Dumbreck



DRINK, DANCE... AND MARATHON TRAINING

British Racing Drivers' Club members who are planning to run this year's London Marathon met for some socialising and training on December 5-6.

Some 30 members of the BRDC Marathon Legends group enjoyed a champagne reception and dinner in the spectacular glass atrium at the Grange hotel in central London. There were after-dinner speeches and an awards ceremony where each 'winner' received a tequila shot. Sports car ace Darren Turner seemed to have won the most... With the evening in full swing the group then headed to the Movida night club to dance the night away.

The following morning the slightly worse for wear runners arrived at Hyde Park for their first training session. The Marathon Legends group is taking part in the event to raise money for children's cancer charity CLIC Sargent. To make a donation log on to www.justgiving.com/BRDC-marathon-legends.

MARKING TIME WITH BRAWN

Mercedes-Benz Grand Prix team bosses Ross Brawn and Nick Fry were in Neuchâtel this month to celebrate the first year of their new partnership with Swiss watchmaker Graham-London. Eric Loth, CEO of Graham-London, presented both Brawn and Fry with the exclusive, limited-edition watches that his company has made to mark the team's achievements in winning both the drivers' and constructors' World Championship titles.

Graham has also shown a unique new watch using carbon-fibre discs cut from the wing of the Brawn BGP001 Formula 1 cars which finished first and second at the Italian Grand Prix.



Ross Brawn, Eric Loth & Nick Fry




Brawn wings have been used in new Graham watch

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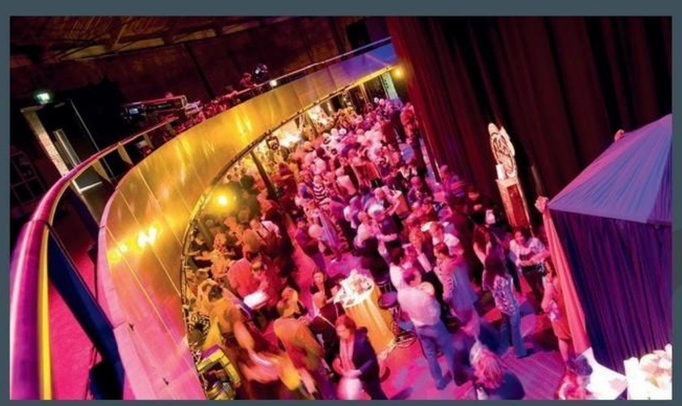
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the time is coming...

10 February 2010

Motor Sport will be hosting a gala event at
The Roundhouse, London's celebrated cultural landmark.



the new motoring event of the year

Motor Sport will be initiating motor racing heroes into the first Hall of Fame. This aims to be a major international annual event in the motoring calendar with an extremely high-profile audience, held in association with a select number of prestigious sponsors.



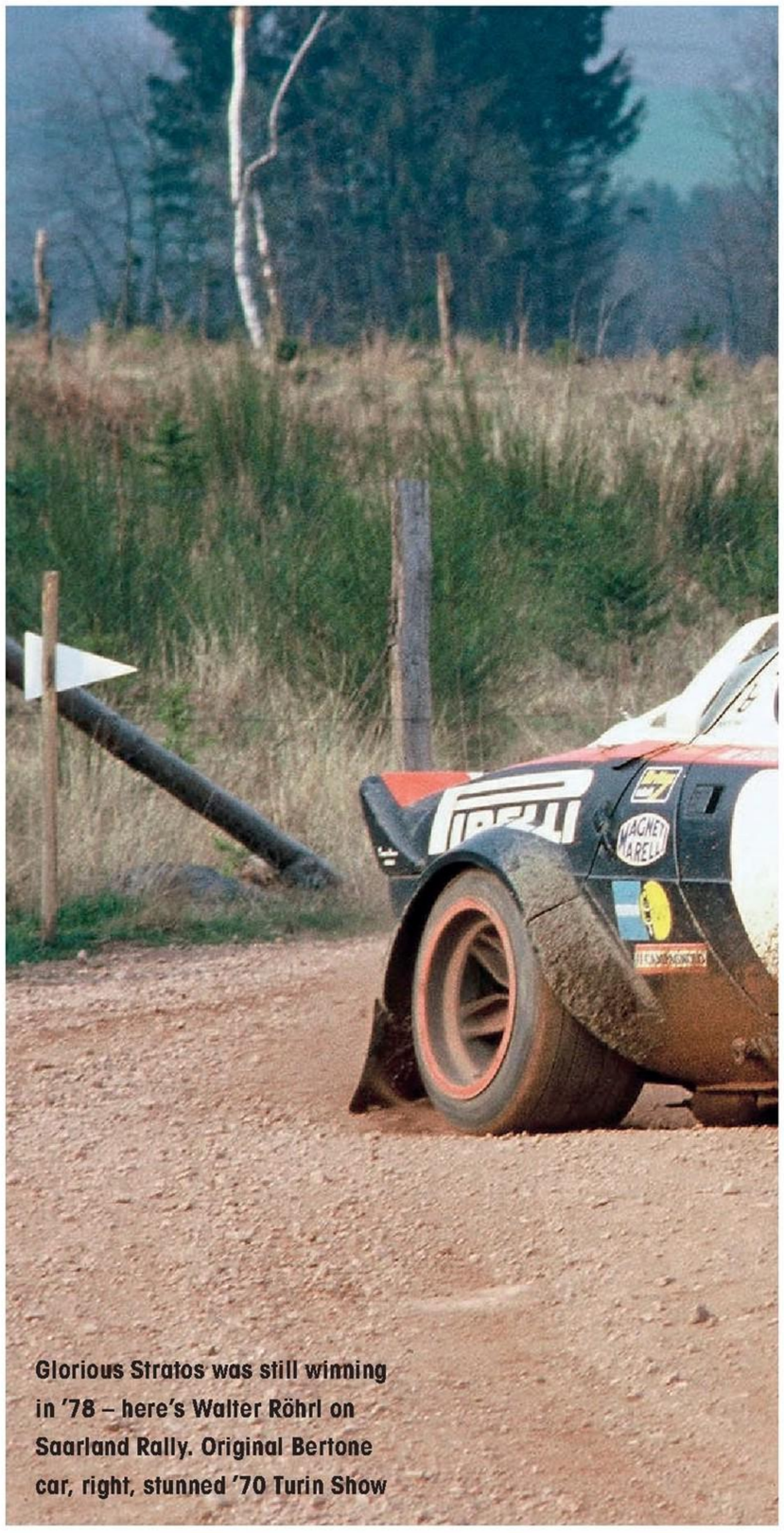
how you can be a part of the Hall of Fame

Motor Sport is offering select sponsorship packages to companies with the right brand fit. This will be a unique new event in the motoring calendar, and it will benefit from the relaxed and intimate atmosphere of The Roundhouse.

LANCIA STRATOS

The works rallying career of the Stratos was short-lived but unforgettable. These days a few brave souls still rally this 'museum piece', for which fans are forever grateful

BY RICHARD HESELTINE



Glorious Stratos was still winning in '78 – here's Walter Röhrl on Saarland Rally. Original Bertone car, right, stunned '70 Turin Show

You had to see it to not believe it. Implausibly low, angular, *chiselled*, more sculpture than road car reality, Carrozeria Bertone's Stratos Zero show queen rendered onlookers speechless when unveiled at the 1970 Turin Salon. Stylist Marcello Gandini had conjured a lightening bolt of wonderment – a car in which there was just one door, which also handily doubled as the windscreen. Fashioned around parts robbed from a Lancia Fulvia, it was derided by the motoring media with US mag *Road & Track*'s correspondent Cyril Posthumus being perhaps the politest doubter. 'The Stratos is beautifully executed – many feel its designer should be likewise!' he opined.

But for all the negative ink, there were some – let's call them futurists – who took it seriously. Chief among their number was Cesare Fiorio. Steeped in marque lore (his father Sandro was the firm's PR chief), this sometime Lancia Appia Zagato racer co-created HF Squadra in the early '60s, which morphed into the Turin firm's official competition division in 1965 (Lancia in turn was assimilated by Fiat four years later). Fiorio and his crew were enjoying success with the front-wheel-drive Fulvia coupés but his thoughts had already turned to building a new rally weapon; something bespoke and built for the purpose. Bertone's berserk dumbfounder provided the kernel for the Stratos HF as we know it: rallying's first – and greatest – supercar pin-up.



"It's important people can see and hear a Stratos in use"

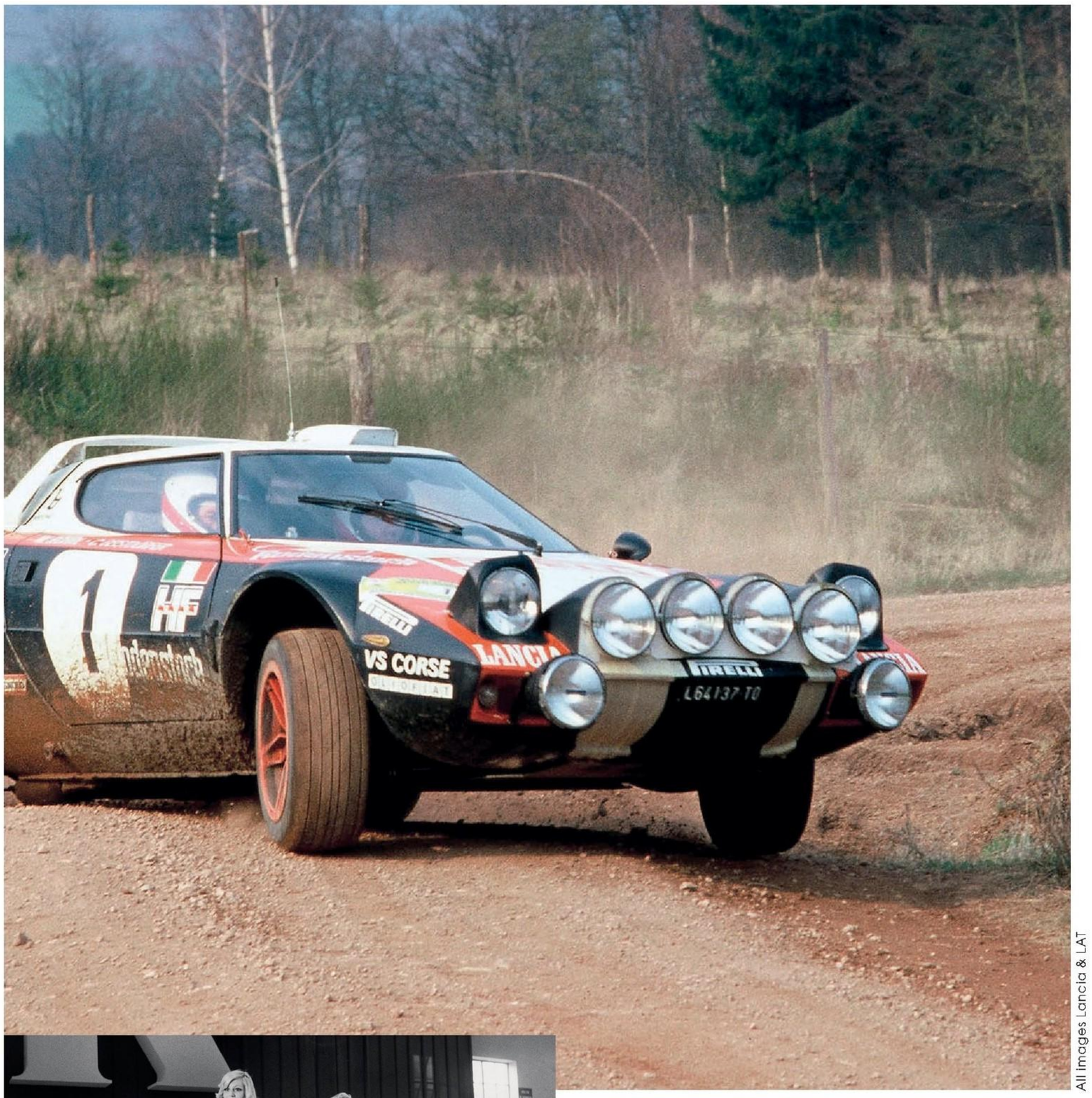
STEVE PEREZ

Of course, Lancia's brave new world wasn't the first small-series, mid-engined rally car, Ford beating it to the punch with the GT70. Except the Blue Oval never really got behind this intriguing curio as it didn't do anything any better than the Escort. Fiorio, however, followed through after Lancia chief Pierugo Gobbato swayed a sceptical Fiat board into believing the Stratos was more than mere folly. The difficult bit, they reasoned, would be prizing an engine from the desired supplier. Ever since he'd first evaluated a Dino with a view to rallying one, Fiorio had been smitten with its compact V6 engine – and he wanted it for the Stratos. There was just the small matter of persuading Enzo Ferrari to release some. The notoriously contrary autocrat agreed readily, much to Fiorio's surprise.

Fast-forward to the 1971 Turin Salon and the definitive outline, if not the finished car, was ushered in on the Bertone stand. Finished in a retina-scorching matt orange, this tiny, wedge-shaped projectile was another Gandini masterclass. With its helmet visor-like wraparound windscreen and stubby proportions, it didn't really fit the perceived image of a rally car per se. In fact, it looked unlike any other car, period.

By February 1972 a *mulatto* was being tested with Gian Paolo Dallara contributing substantially to the car's development. Then came the big reveal. Having battled the suits at Fiat all the way, Fiorio and Gobbato had gambled on the Stratos being a winner, and in November '72 the model made its competition bow on the Tour de Corse. The car was quick but Sandro Munari retired the event's talking point with broken rear suspension. In April of the following year he claimed the Stratos' first scalp on the Spanish Firestone Rally.

With one hurdle leapfrogged, there was now the small matter of building the car in sufficient volume to appease the rule makers. Stratos production began in October 1973 with the steel hull and glassfibre panels being fabricated, painted and trimmed at Bertone's facility in



All images Lancia & LAT



Grugliasco, Turin, before being transported to Lancia's Chivasso factory for final assembly. In July '74, Fiorio wrote to the Italian sporting body the CSAI claiming that 500 cars had been built to satisfy homologation requirements (in reality only 150 or so had been completed...), and four months later the car was granted Group 4 status by the FIA. By this time, former Ferrari alumnus Mike Parkes had rigorously set about honing the car further.

And, before the Stratos was, cough, legal for the World Rally Championship, it had already won six major events that season including the Targa Florio (then no longer a round of the World Sportscar Championship). Munari claimed the first WRC win at Sanremo and the die was cast. The factory Lancia squad and Munari kicked off the 1975 season with the first of three consecutive Monte Carlo Rally wins and claimed honours elsewhere thanks to a roll-call of aces such as Bernard Darniche, Björn Waldegård and Markku Alén (although tellingly none managed to score in UK forests). There was even time for a few circuit forays, bewinged, turbocharged evolutions on the theme tackling the Le Mans 24 Hours, albeit without much in the way of success.

Yet the Stratos' function as Lancia's frontline weapon proved short-lived. In the autumn of 1977, it was effectively 'retired' due to the intervention of Fiat's marketing people: a Fiat product – something that actually resembled a production car – doing the winning would be more advantageous they reckoned, and with the 131 Abarth they had just such a car. The Lancia and Fiat competition departments were merged under the same roof at Abarth's Turin facility as greater emphasis was placed on the box-arched Fiat. Production of the Stratos had officially ended in May 1975 after 457 cars had been made (502 chassis were apparently completed), although the last wouldn't be sold for a further three years.

Yet predictably the Stratos didn't stop winning. Works appearances were ➤➤➤



"I RALLIED ONE"

ANDY DAWSON

This all-rounder managed something works drivers never could – he won a UK rally in a Stratos...

"It was quite simple, really. I was looking for a car and went to Graham Warner and asked if we could do a deal for the Tour of Dean in his Chequered Flag car. That was at the beginning of 1976, and *Motor Sport*'s Clive Richardson sat next to me. Unfortunately the gearbox jammed but we made it to the finish. Then came the Mintex Rally. A Stratos is a delight to drive but you have to grab it by the scruff of the neck and it's not really designed for forest rallies. I won the Mintex but I don't think anyone really appreciates just how difficult it was. The car was falling apart around me. Everyone thinks the Stratos was a really powerful car but it had no low-down grunt and wasn't as quick in a straight line as the Escorts. What it did have was fantastic traction exiting tight corners – it was great out of 90-deg bends and that I think helped on the Mintex.

"Just to illustrate how fragile it was, our next event was the Granite City Rally. We made it maybe 200 yards into the first stage before it broke. But I have to say, the Stratos was the most satisfying car I've ever driven. I tested 'my' old Chequered Flag car for a magazine article back in the early '90s, and within 100 yards of getting in it, I was sideways with a big smile on my face. A wonderful car."

sporadic, due as much in part to homologation requirements that insisted on the use of 12-valve engines rather than 24-valve items, as to corporate imposition. Alén took the final factory Stratos WRC victory on the Sanremo in October 1978. Darniche's upset win in the following January's Monte Carlo classic aboard a privateer example proved it still had legs, although by then the model's Group 4 homologation had elapsed as works development ebbed. In October '79, 'Tony' Fassina drove his Jolly Club entry to victory on the Sanremo to claim the model's last-ever WRC triumph, although remarkably the 'Strat' was still running at the front as late as 1982 when Fabrizio Tabaton triumphed on the Elba Rally, a round of the European Rally Championship (the Stratos having won the series in 1977 and 1978).

So mission accomplished then, this beyond legendary device in time paving the way for the 037 and Delta S4 that carried the Lancia name to further rally success in the '80s. Yet neither of these cars married otherworldly beauty, sonic intensity and crowd-pleasing magnetism so completely as their template. Even as a road car, the Stratos remains memorable, and mostly for all the right reasons. Sure, you have to contort yourself to a neck-cricking angle to see out of one, and the pedals may as well be roof-mounted for all the lack of ergonomic consideration, but you can forgive the Stratos anything for the sound of the quad-cam V6 as it reaches its sweet spot. That and the sense of achievement felt when you overcome initial hesitancy and get it right. For all the stories of it being evil to drive due to an overabundance of power and shortness of wheelbase aren't strictly true. It's just that to get the best out of one you need to be pretty useful.

Steve Perez falls into that category. This likable energy drinks magnate has earned the undying gratitude of forest dwellers the length and breadth of the UK for venturing out in his historic-spec Strat. Dovetailing drives in moderns (he was 11th on the 2009 Rally GB with his Ford Focus RS) and the old stuff, the fifty-something privateer has a wealth of experience to draw upon; yet even he is slightly overawed by the Lancia. "There's a lot of enjoyment to be had driving a Stratos," he says just hours after a turbulent run on the Roger Albert Clark Rally. "I mean, what drives me on are the spectators who love seeing the car in action. I've had people come up to me saying they only came along to see the Lancia. I've even had marshals thanking me for bringing it. That makes it all worthwhile, although it's been quite a journey with this car.

"The issue these days is that while the Escorts have constantly evolved over the last 30 years, the Stratos has been a museum piece. Even now there's only one other car being run in proper rallies [by the Italian K-Sport squad] so it's been a case of sorting the weak points. On the Roger Albert Clark Rally I was 20th after a lot of problems. On the first stage a halfshaft flange in the diff broke. Last year I got as far as the second stage. I mean I can do four or five events without a problem and then something unexpected happens. And then you fix one problem and find 10 more, and don't forget parts aren't available off the shelf. Friends ask me why I bother, why don't I just do regularity rallies, but this was the car I lusted after all those years ago and it's such a special sensation driving one when it's on song. For the amount I've thrown at it I could probably have bought a modern WRC car, but it's worth it.

"My car doesn't have a particularly notable history; it was used mostly for hillclimbs in Germany. At around 1200kg it weighs about 200kg more than the really developed Ford Escorts which have similar power so it's not *that* quick. But we're learning as we go along and there's more to come. I honestly feel it's important that it's out there, that people can see and hear a Stratos being used in anger. I just love the car…"

As do we. While you could argue that the Stratos was palpably slapped with the silly stick – even now it appears left-field – it's that joyous kind of Italian bonkers that pulls off other-worldliness and instant appeal at the same time. People remember the Stratos for a reason, as one words monkey, who when spectating on the '76 RAC Rally was just a few days off his fourth birthday, can attest. Once Munari's writhing, pop-pop-popping Lancia homed into view, resplendent in Alitalia war paint, nothing was ever quite the same again. It may be on the small side, but the Stratos' shadow still looms large… Ⓜ

ONE TO BUY

LANCIA STRATOS – POA

From: Marcel Roks +32 14 478900 www.mroks.com



Sold new to a Vicenza architect in 1975, this example was campaigned in selected Italian rallies and hillclimbs from 1977-79. Along the way the car was reworked with rear arch extensions, uprated dampers and a freer-flowing exhaust system. It was imported into the UK in the mid-80s and campaigned in speed events, races and special stage events by Ian Giles with Zul Racing developing it further for competition. Giles used the car until 1997 when the engine blew while he was racing in South Africa. It was subsequently stored until 2004 when the current owner bought it and commissioned a full restoration. The car comes with fresh FIA HTP papers and some spare body panels.

OTHERS TO CONSIDER



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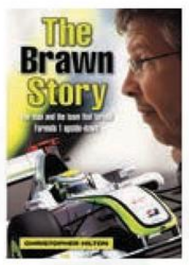
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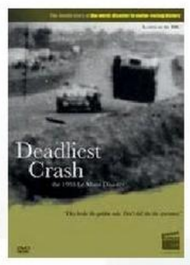
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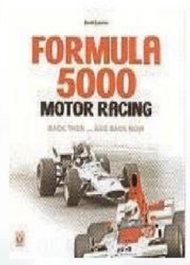
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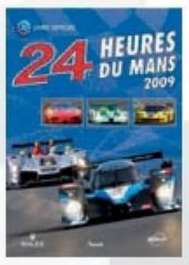


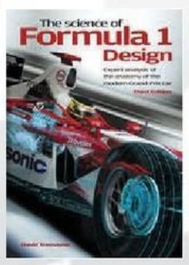


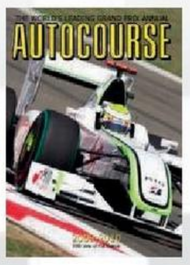


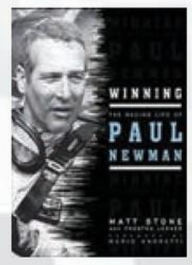


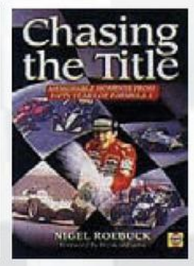


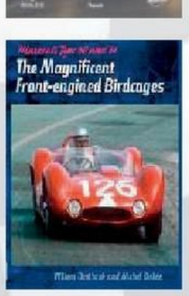




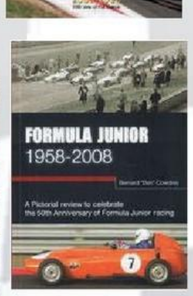


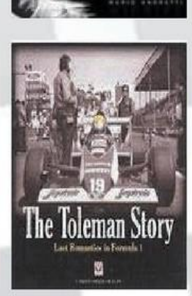


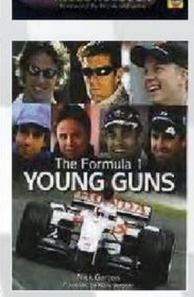


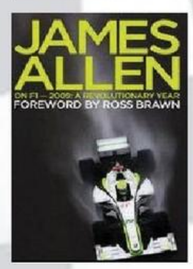


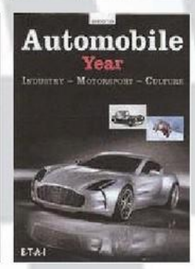








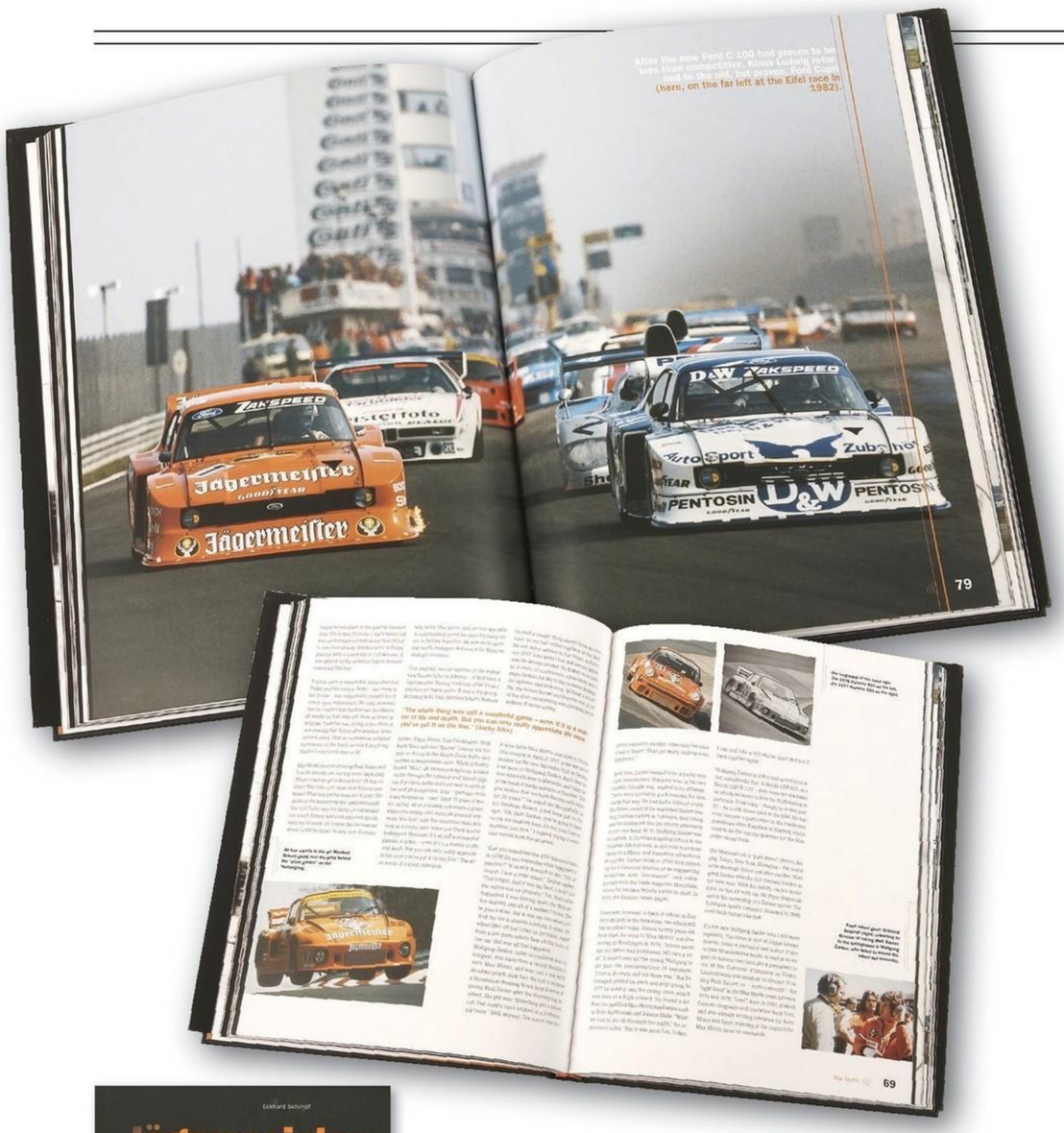


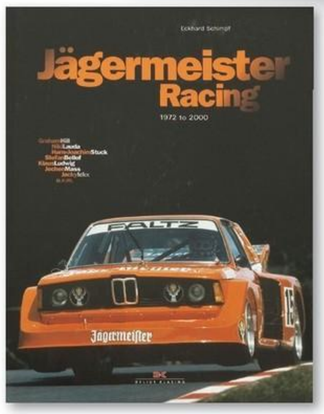


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Reviews





JAGERMEISTER RACING
1972 TO 2000

ECKHARD SCHIMPF

Everyone has their list of favourite racing cars, the ones they'd happily sell everything they own for just a few precious minutes behind the wheel of. Top of my list is a 1985 Porsche 956 in bright orange Jägermeister colours. Not the more successful Rothmans or New Man versions, but the distinctive and not-too-subtle eye-searing colours of the famous drinks company. And all because of the paint scheme!

This beautifully designed book, written by Jägermeister's motor sport team boss and first driver Eckhard Schimpf, tells a personal story of all the drivers, cars, teams and races from the beginning of 1972 in a Porsche 914/6 right up to the awesome DTM Opel in 2000. Stunning images and good-quality design make this book an absolute pleasure to read.

The stories come from Schimpf himself, so each is an engaging account of the many driving legends who've worn the Jägermeister colours including Lauda, Stuck, Ickx, Mass, Wollek and Bellof among others. It's not a bad roll-call for a company that rarely paid mega-dollars for its sponsorship deals.

This is an honest and vibrant tale of how a small German drinks company used motor sport to try to bring its little-known brand to the outside world. I think it worked, don't you? **DC**

Published by Delius, Klasing and Co, ISBN 978 3 7688 2661 7, €29.90



AUDI QUATTRO
THE RALLY HISTORY

JOHN DAVENPORT/REINHARD KLEIN

It's fair to say that the Audi Quattro is one of the most iconic and influential rally cars of all time. Such is its following, we're sure many of you will buy this book regardless of what we say here. Panic not, though, as this is a one-stop shop for everything you need to know about the Quattro. There are rally reports, car updates, full results and some stunning photography.

Though the book focuses on Audi's WRC efforts it also covers Pikes Peak and what the race version of the Quattro got up to on track.

The German text, which runs next to the English, adds some weight to the book, but doesn't distract. **EF**

Published by McKlein Publishing, ISBN 978 3 927458 42 0, €49.90



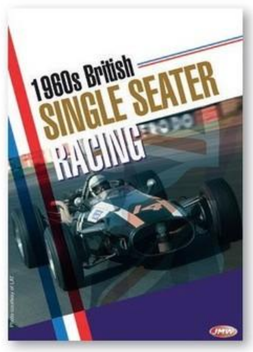
CHASSIS 141
THE FIRST LE MANS BENTLEY

CLARE HAY

This lavish book began as private research for the owner of 3-litre no141. If you're a Bentley person that tells you we're talking about the first car to race at Le Mans, which was rediscovered in a shed and sat covered in dust before anyone realised what it was. Clare Hay's marque credentials are impeccable, so the car's racing history is covered in great detail, with photos showing John Duff's exploits with it.

Inevitably the restoration section is less exciting – listing every lap in the car's Double-12 record is a bit self-indulgent – and the history has been published before, but it's a high-quality treat. **GC**

Published by Motoring Past, www.lemansbentley.com.au ISBN 0 9757944 0 X, AUS$150



1960s BRITISH SINGLE SEATER RACING

Nearly an hour of quality colour film from this era is a real treat and there is great variety here, too. Brands Hatch, Oulton Park, Mallory Park and Crystal Palace are the scenes for Formula Junior, F2 and F1, all shot by film-maker David Roscoe. Typically plummy period commentary and ubiquitous '60s newsreel music (or perhaps that should be 'muzak') completes the time warp.

Highlights include future great train robber Roy James winning at Cadwell Park (butter wouldn't melt in this film!) and a nice bonus is the 1967 Race of Champions, with terrific footage shot all round Brands as Dan Gurney scores a debut win for his new Eagle. At a tenner, it's great value for money too. **DS**

Directed and produced by JMW Productions, www.jmwdvd.co.uk, £9.99



THE GOODWOOD FESTIVAL OF SPEED 2009
A terrific overview of last year's Festival, presented by Steve Rider among others. This is of definite interest if you couldn't make the event and may fill in some gaps even if you did.
Endemol/BHP Sport, www.goodwood.com, £20



CLASSIC CAR AUCTION: 2008-2009 YEARBOOK Adolfo Orsi, Raffaele Gazzi
A compilation of auction results showing market trends, with most cars illustrated. Vital whether you're buying or selling. **Published by Historica Selecta srl, ISBN 978 88 96232 01 9, €39.90**



THE *DAILY TELEGRAPH* BOOK OF FORMULA ONE Edited by Martin Smith A selection of articles on all the major events in Formula 1 over the past 50 years, which makes for enjoyable reading. Expensive for what it is, but overall it's worth it. **Published by Aurum Press Ltd, ISBN 978 1 84513 495 2, £18.99**

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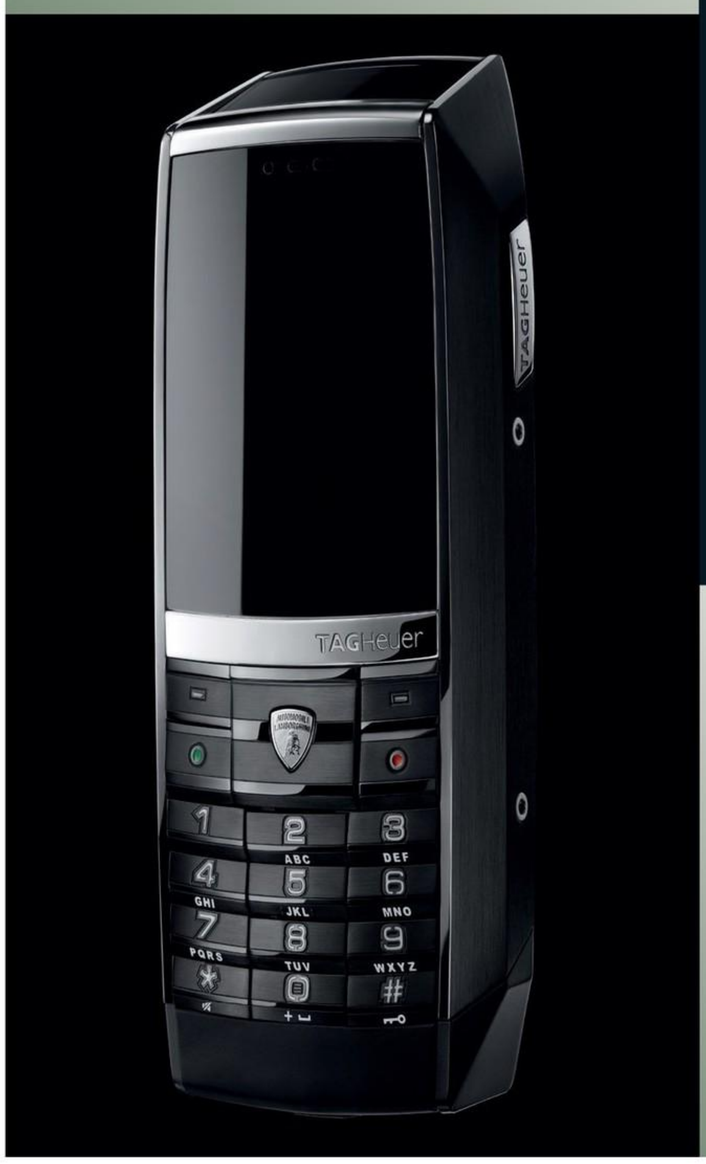
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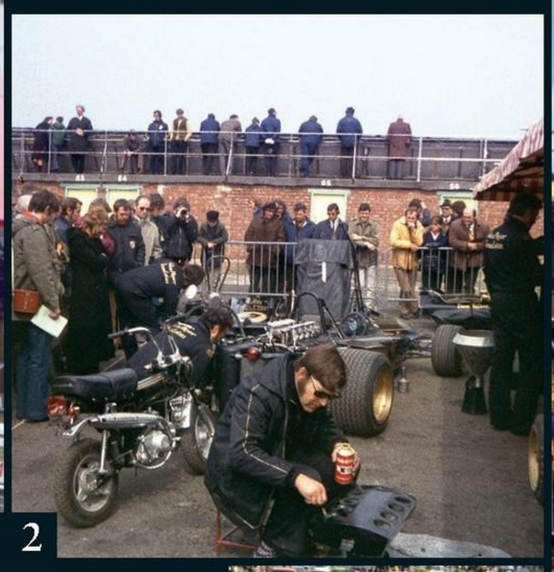


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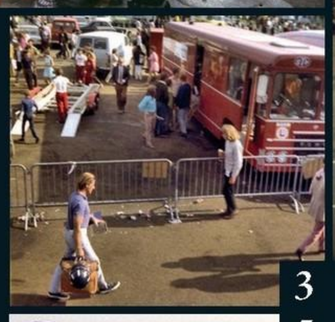
The Grand Prix stars of the 1970s and '80s are the focus of this month's photo selection – from Silverstone and the Dallas Grand Prix



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MICK MARRIOT

Mick and friends would build a scaffold tower lashed to an advertising hoarding to watch early '70s Silverstone race action! {1} Jochen Rindt boards Gold Leaf Lotus at 1970 International Trophy. {2} JPS monkey bike sits in Lotus pit in '72. {3} Graham Hill, with helmet and briefcase, leaves paddock unnoticed in '71. {4} Jackie Stewart's Tyrrell Ford hides behind Escort. {5} Mike Hailwood and Jochen Mass. {6} A young Jody Scheckter. {7} JYS meets and greets. {8} Lotus and March crews get cosy at '71 GP. {9} Marlboro BRM pit in '72. {10} Can you spot Emerson Fittipaldi and Peter Warr among the crowd gazing at Lotus turbine car?



7 8





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12

DAVID CORBISHLEY

New Jersey man David proved so handy with a camera that this is his third You Were There appearance. This selection is from the Dallas GP in 1984. {1} Ferrari's René Arnoux climbed from back of the grid to finish second ahead of Elio de Angelis' Lotus. {2} One fan tries to match stripes on Derek Warwick's helmet... {3} Nelson Piquet and Brabham team-mate Corrado Fabi, in his final race as a stand-in for brother Teo. {4} Slow 2.42-mile circuit was in middle of Texas Fairground. {5} Warwick spins after trying to outbrake early leader Nigel Mansell's Lotus, and is then passed {6} by Renault team-mate Patrick Tambay. {7} Jacques Laffite must have felt the heat en route to a steady fourth – he finished two laps behind Williams team-mate and winner Keke Rosberg {8}. {9} & {10} Crews avoided high temperatures by working on cars under cover. {11} Arnoux on a charge after his 126C4 failed to start on dummy grid. {12} Concrete-lined track claimed many victims – over half the field crashed out.



Percy won 1981 BTCC aboard TWR Mazda RX7. Below: sharing '84 Spa 24 Hours win with Tom Walkinshaw (centre) and Hans Heyer (right)

LAT

WIN MENTALITY SHINES THROUGH

Bathurst victor Win Percy received a hero's welcome on a recent trip Down Under. Sure enough, an energetic drive followed...

It's more than six years now since a ghastly example of medical negligence paralysed poor Win Percy from the waist down. Weymouth Win was for many years one of the most popular of all leading British racing drivers, which always struck me as odd because normally it's the slow ones who win friends, while blokes as quick and hyper-competitive as Winston generally attract more respect than true friendship.

But it was always difficult not to be engaged by the smiling Dorset driver and of course his record speaks for itself – highlighted by triple British Touring Car Championship titles in 1980-82, winning umpteen European Touring Car Championship rounds with Tom Walkinshaw in the 1984 TWR Jaguar XJS, then establishing TWR's Holden Racing Team operation in Australia in 1990 and winning that year's Bathurst 1000 with Allan Grice to topple three seasons of Ford Sierra domination "on the Mountain".

This was a really big deal in Australia, and when Win finished second back at Bathurst in 1991 the only Pom ever to win Australia's greatest race was really taken to the Aussies' hearts.



LAT

I found just how much around 2003 on a ferry from Melbourne to Tasmania, when Win emerged from the Gents chuffed to bits. "Here," he announced excitedly, "chap in there just said 'You're Win Percy, aren't you? I saw you win at Bathurst!'" Typically, appreciating how that might have sounded, Win then reverted to his more normal Mr Cool and added modestly "Now isn't that nice?" Which of course it was. And also well deserved. He went down well with the Australian fans, and genuinely adored their country. We did several Classic Adelaide Rallies together, but he'd (perforce) missed several editions before eventually returning for last November's 2009 event.

By this time he had recovered the ability to stand and walk for short distances with the aid of splints and sticks. His old friend Tom Walkinshaw backed his Australian return while Jaguar Australia provided a turbodiesel V6 XF saloon modified for him with hand controls. He was given a hero's reception back at Bathurst, before taking the Jaguar on a Tasmanian tour, accompanied by his old friends Stephen and Carolyn Coffey. Stephen's father, Ken, had raced a Cooper-Bristol in the 1950s and Stephen had provided his awesome Robnell Cobra for Win in several Adelaide outings – not all of which had seen them staying on the black stuff. One year Win overshot a notorious special stage black spot and hit a tree beside one against which Jack Brabham had shortened an Aston Martin the previous year. When Jack learned of Win's indiscretion he just tittered: "Aah. That takes the pressure off me then..." Professional racing

drivers? Sympathetic bastards…

Win ended his Classic Adelaide run really when he simply ran out of energy, his right elbow bleeding due to abrasion against the door trim while energetically whanging the throttle/brake hand-control lever fore and aft. Pulling it backwards opened the throttle, pushing it forward braked. He raved about the XF: "Just unbelievable for a standard production diesel – we were catching Porsches on some of the stages. I think Mr Tata's onto a real winner there."

But he admitted to some mixed feelings about his drive. "It's only when you've got no feeling in your backside and legs that you appreciate how much driving really is ultimately a seat-of-the-pants thing. I loved being involved again, but of course there's part of me that still wants to really compete – and that's been left unsatisfied." He should have said that to some of the local modern supercar hot shoes he'd just overwhelmed along the way. I'm sure they would have been decidedly underwhelmed to learn he could have gone even quicker. One Porsche driver he caught and passed said: "It wasn't so bad until my nav yelled 'That bloke's in his sixties! He's in a wheelchair and uses hand controls.' And then added 'And his Jag's a *diesel*!'"

Stephen Coffey reckoned it was hard to tell any difference in Win's pace, commitment and skill, though on their Tasmanian tour as the Jaguar's brakes began to glow one limitation of hand control had caused a certain frisson. Initially its adjustment was not quite right, and as the brakes heated up Win found his knuckles were hitting the XF's facia before the lever had provided full effect. "We've got no more brakes left, folks" became a cry the Coffeys began to dread. When we met them a few days later I swear their eyes were still as big as dinner plates. And dear old Win's? Just beaming, mischievous as ever…



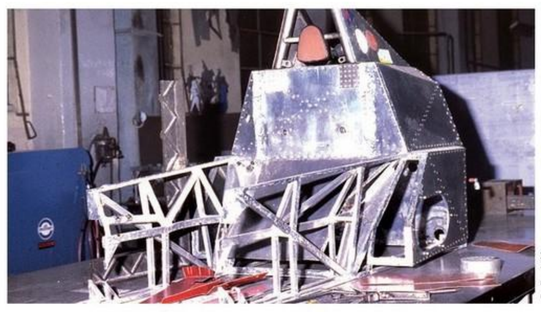


Jaguar XF impressed irrepressible Win, above

Perfect Prints

Ferrari's forced-induction experiment

It's hard to believe but it's coming up for 30 years since Ferrari invested seriously in its first forced-induction Formula 1 programme after 1950, developing its 120-degree V6-cylinder 126C design. Maranello's engine group at that time was headed by the veteran pairing of Franco Rocchi and Walter Salvarani, assisted by Angiolino Marchetti, all answering to chief engineer Mauro Forghieri. Having studied the requirement to follow Renault's 1.5-litre turbocharged lead in F1, they developed their design while researching three alternative forced-induction ploys. Two involved conventional exhaust-driven turbochargers made by Kühnle, Kopp & Kausch (KKK) of Germany, or by Garrett AiResearch of America, while the third used a belt-driven mechanical pressure-wave supercharger unit made by Brown Boveri & Co of Switzerland.



GP Library

Bare fuel cell and chassis structure shows there wasn't much driver protection in 126C

The little V6 engine – whose basic architecture mirrored that of the 1961 World Championship-dominating 'Sharknose' unit – offered several advantages over the alternative V8 and four-cylinder studies. With each cylinder bank being only three cylinders long, not only the block but also the crankshaft and camshafts could be shorter, lighter and stiffer. Fewer moving parts than a V8 promised lower friction loss, and compared to a four-cylinder the smaller surface area of each piston crown promised lower thermal risk to each one, yet greater piston area overall. The wide-angle vee provided plenty of space between the inlet cam covers to house the compressors, ignition and injection units. What's more, the V6's narrow base chamber left plenty of space each side for unobstructed ground-effects under-surface tunnels – always a bugbear of the preceding 3-litre flat-12 engines in the T3-T5 cars.

Brown Boveri's Comprex supercharging system won the initial PR war. Although it was aimed mainly at diesel engines, BB was trying to promote its use in small passenger cars, hence the promotional R&D link with Fiat-Ferrari to encourage wider adoption by the production industry. But it didn't happen.

The first prototype 126C was chassis '049' in the then 11-year-old F1 Ferrari series founded in 1969. And while the new 1500cc V6 harked back to the 1961 'Sharknose' programme, the new aluminium-skinned monocoque used Ferrari's 'Aero' construction system, introduced by Forghieri and his chassis team as far back as '63 – just in time for that year's Italian GP. There was little confidence among Italian industry in building otherwise unframed stressed-skin monocoque structures, so they adopted instead an internal framework of flat-faced tube which would be panelled – and effectively triangulated to resist bending and torsional loads – by riveted-on alloy sheet. Little evidence of Ferrari constructional practice – other than the redundant cars, sold into private hands – has escaped into the public domain.

But while trawling through some of one-time Ferrari *Direttore Sportivo* Franco Lini's photography, I came across the shot reproduced here. I believe it shows either the prototype 126C chassis – '049' – or one of its early sisters in manufacture on the surface plate at Maranello. Looking at the fuel cell section, whose forward bulkhead would have closed off the back of the *piloto intrepido's* cockpit, one can see the characteristic rivet lines which each announced the location of those internal frame members. As for the structure framed up for each side pontoon, one begins to develop a fairly scary feel for the contemporary drivers' exposure in these things. Of course there were the deformable sidepod structures with glassfibre and composite external skins, plus the water radiators and induction intercoolers to be slung on outboard which would provide further side-impact protection, but even so… Gulp.

In fact '049' would not make its public debut until the 1980 Italian GP at Imola that September, where Gilles Villeneuve gave it a sound thrashing during practice, merely to keep himself interested and to keep faith with the Italian *tifosi* because there was no intention of racing the car. Testing showed the Comprex-blown 126BBC configuration – later reclassified as the 126CX – was not only quieter, but demonstrably slower, than the crackling KKK-blown 126CK alternative. So the much-trumpeted Swiss system was dropped unraced in favour of the German turbochargers. Six 126-series cars were built through 1981, the last three using modified and stiffened B-spec chassis from new, while their predecessors were updated to match. At Imola, 1981, Didier Pironi scored the new model's first World Championship points, while Villeneuve qualified on pole and led the race. He then won at both Monaco and Jarama. These were powerful cars at some 600bhp, quick out of corners but notoriously evil-handling and bouncy. But then Villeneuve and Pironi were pretty bouncy too. One can't help thinking that had they seen their chassis under construction, it might have taken some of the Tigger out of them both… But one cannot accuse many great racing drivers of having any imagination, and in that respect this sadly ill-fated pair were nothing unusual.

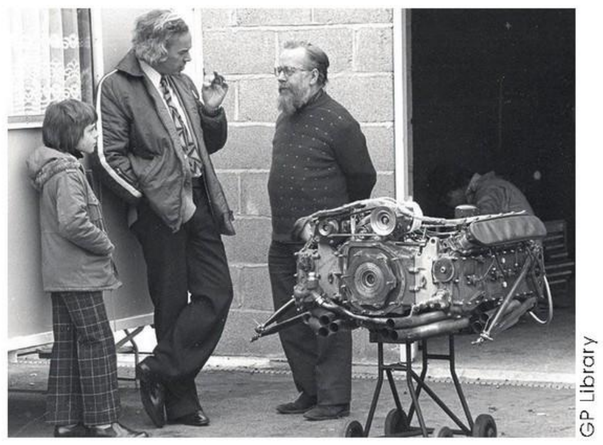
Doug Nye

Engineer who relished a debate

The late, much-missed Keith Duckworth of Cosworth engines fame was renowned for holding forth not merely upon engineering matters, but also upon any topic one might care to choose. Many of us came in for a memorable ear-bashing from time to time. He'd make a lengthy point and then (but only briefly) stare at you, his glittering eyes challenging your impending response. In my case I recall his recoiling in plain disappointment one time when I meekly surrendered with "OK Keith, if you say so".

What he wanted – and what I'm sure he enjoyed most whenever he had the time – was an animated and worthy argument. But like so many vivid, highly successful and electrically intelligent star players he wanted good shots to be fired back at him – stuttering small-arms fire merely bored him, and for an intellectual workout he'd soon seek more worthy exercise elsewhere.

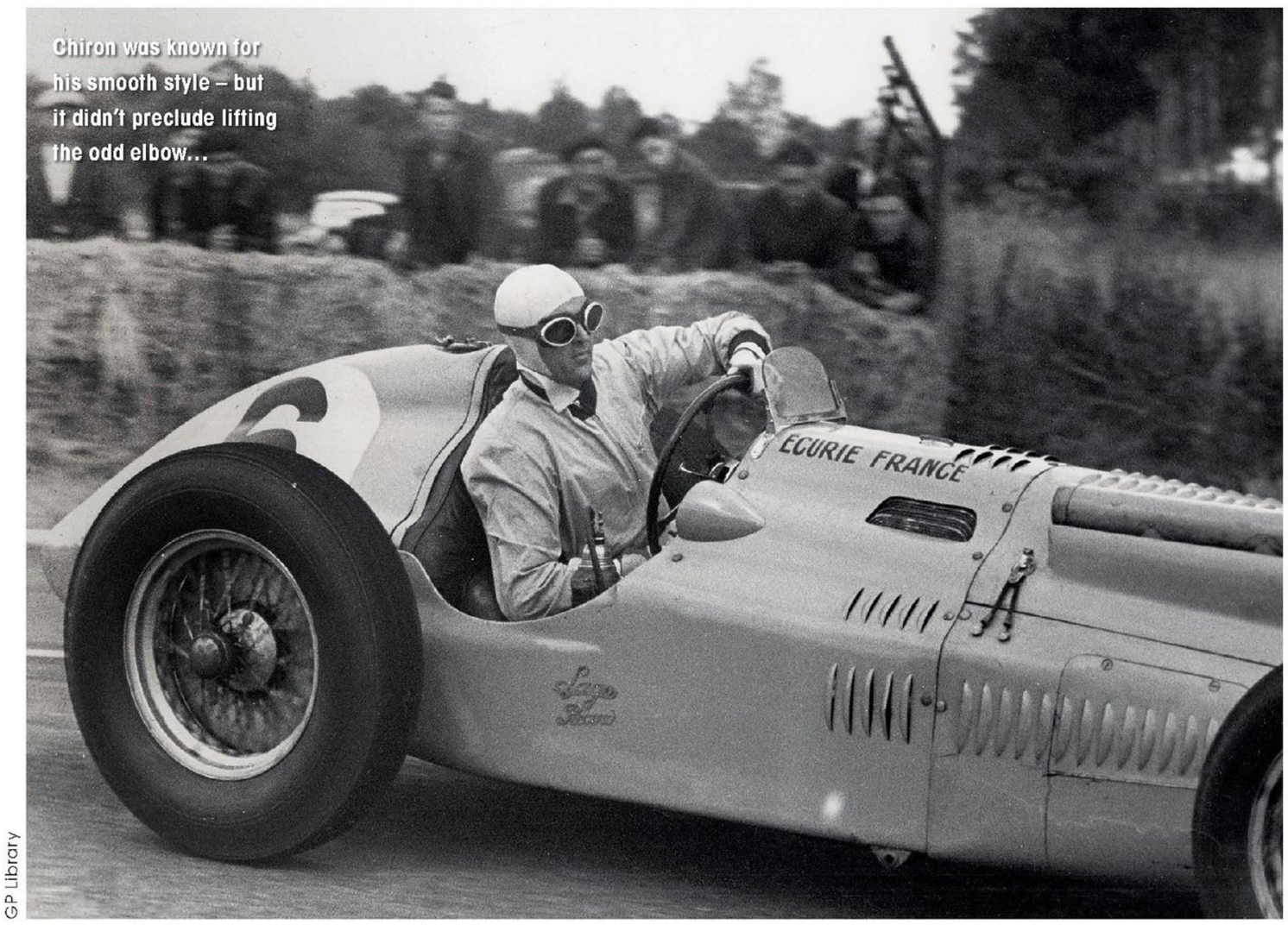
The other day I unearthed a photo which captured Keith in full flow against a doughty opponent whose instinctively contrarian opinions he not only enjoyed, but often shared. There's Duckworth holding forth and DSJ, wearing his old yellow-dotted navy-blue pully, hands behind his back, dubiously staring into the middle distance. It's a characteristic stance, and I'm sure he was about to chew his bottom lip before offering some ingenious alternative viewpoint, bowling the great engineer an unexpected swerve.



GP Library

Jenks (right) is clearly considering his reply to what Duckworth has to say on Italian engines

Beside them is a flat-12 Alfa Romeo engine on its wheeled cradle. Keith never seemed particularly impressed by Italy's racing engines, unless they wore 'Ferrari' lettering. When the latest Cooper-Maserati V12 appeared in the Silverstone paddock with three spark plugs per cylinder he dismissed it at a glance: "If you can't set the charge on fire with one spark then three aren't going to solve your problem". But the gospel according to Duckworth which most impressed Jenks was his philosophy of gas flow: "Just by sticking my finger in the hole I can tell immediately whether air would like to go through it".



Chiron was known for his smooth style – but it didn't preclude lifting the odd elbow...

GP Library

Smooth styles can get the elbow

New World Champion Jenson Button has always been praised for being a notably smooth driver, not only when he was bog-slow – as the average extremely smooth driver often is – but also when he was running right on the pace. His drive in the title-clinching Brazilian GP saw him venturing most untypically into banzai territory, but it's worth mentioning that it was the sharp contrast with his characteristic smoothness that made those – as it happened – perfectly-timed lunges and wheel-sawing fluttery moments so noticeable.



LAT

But when was the last time you heard a bunch of bar-room enthusiasts discussing a Formula 1 driver's 'style'? In my case it must be at least 25-30 years ago – when the metronomic Alain Prost emerged. The contrarian Jenks was of course unimpressed: "I'd rather watch paint dry". In stark contrast, the antics of Gilles Villeneuve fired his enthusiasm, and that of most other racing writers of the time.

Yet in the era when a spectator could actually see enough of a passing racing driver to witness muscular effort in open-air action, Louis Chiron – for example – was acclaimed as the most masterly and stylish of all drivers. In contrast our own WB – Bill Boddy – was deeply unimpressed by drivers "showing off". His race reports cited 'Phi-Phi' Etancelin as a "sawing master", while the theatrical Raymond Mays seems to have disappointed in the first Ferrari 'ThinWall Special' when Bill tartly described him as cornering with "rather less wheel-wrestling than usual".

Meanwhile it was common for reporters to praise "the debonair" Chiron (left) for his stylish mastery behind the wheel. Yeah, but... quite a lot of contemporary film footage and one or two still photographs seem to suggest that the masterly Monegasque was not always quite as smooth and impassive as the published record suggests. It was the irrepressible Innes Ireland who entitled his autobiography *All Arms and Elbows* – and there's quite a body of evidence that in period Louis the Debonair could also be less than impassive and relaxed while plying his trade. Smooth driving is not a definitive capability. It's in the eye of the beholder. Post-race, how much of the car's tyres, brakes, gearbox and engine survive is the defining giveaway. Interestingly Ken Tyrrell once complained "...you haven't been doing much of a job – there's too much of the car left!".

HALL & HALL

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Our stand at Retromobile in 2009.

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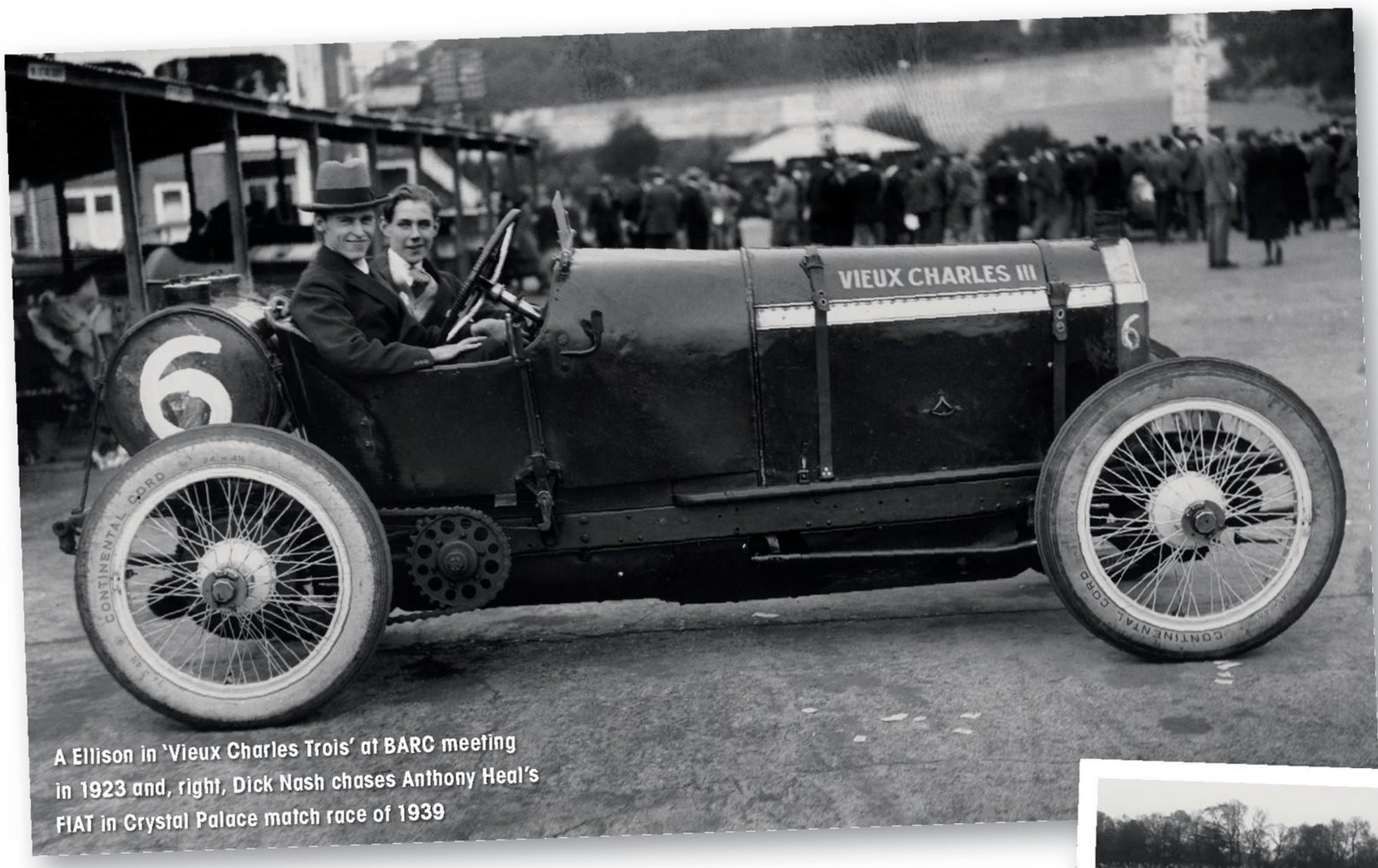
1964 AC Cobra Competition car
1959 Aston Martin DBR4/250
1963 Brabham BT5 Sports car
1964 Brabham BT8 BRM V8
1968 Brabham BT25 Repco Indy car
1967 BRM H16
1970 BRM P153
1971 BRM P160
1958 Elva Mk IV Climax
1972 Ferrari 312B2 F1
1990 Footwork Arrows A11B
1955 Lancia D50
1960 Lola Mk1 Climax
1965 Lola T70 Spider Mk II
1967 Lola T70 Spider Mk III
1983 Lotus 92/DFV
1972 March 721/DFV
1960 Scarab F1
1922 Sunbeam TT 3litre
1959 Tec Mec Maserati
1974 TOJ 2 litre sportscar
1972 Willams FX3/DFV

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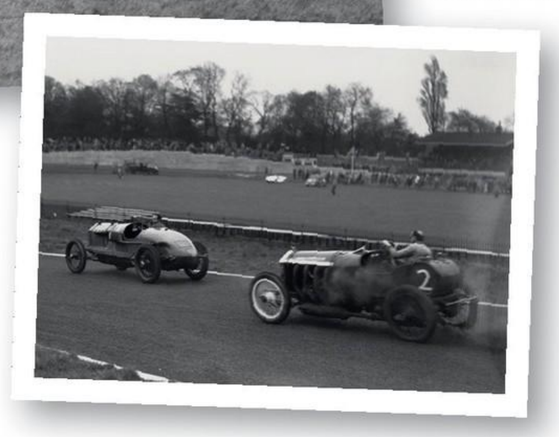
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A Ellison in 'Vieux Charles Trois' at BARC meeting in 1923 and, right, Dick Nash chases Anthony Heal's FIAT in Crystal Palace match race of 1939



AN OLDIE BUT A GOODIE

A 1912 Lorraine-Dietrich that showed real staying power at Brooklands is being restored to running order

The Brooklands Museum volunteers team are helping to return to full running order the 1912 15-litre Lorraine-Dietrich in collaboration with Richard Nash, whose father R G J Nash acquired the car in 1932. They hoped to get the engine running by the end of 2009. In later years the car was known as 'Vieux Charles Trois'.

It had been built to race in the 1912 French Grand Prix which was run over two days, at 480 miles a day, and held over the Dieppe-Londinières-Eu triangle. The Lorraine-Dietrich team consisted of Héméry, Heim, Bablot and Hanriot, of whom Héméry and Heim both retired on the second lap with engine trouble. By the second quarter of the race Bablot had also retired with engine trouble. Hanriot's car failed to start on the second day.

Malcolm Campbell bought the car in Paris but had some difficulty in getting it through customs, as there was an import ban at the time. When the Brooklands 1920 Easter meeting was cancelled due to rain, a one-lap match-race between Campbell and Woodhouse's Matchless motorcycle took place. Campbell was victorious, lapping at 78.9mph. At the postponed Easter Meeting Campbell technically won the first heat of the Short Essex Handicap because Bedford, in a Hillman, forgot to turn into the Finishing Straight.

Later that year Douglas Hawkes acquired the car and won two Brooklands races. In 1921, after retiring in the Lightning Long Handicap, A B Pole became the owner with Hawkes still the driver and they had two wins with a best lap of 102.48mph, a second place with a 105.52mph lap and a third place with a best lap of 105.97mph.

By 1923 A Ellison entered and drove this now ancient car, with the name 'Vieux Charles Trois', and had two wins, its best lap being 103.33mph. In 1924 he had four third places, with a best lap of 104.85mph, and then a second place. Towards the end of the season, he was frequently a non-starter. Success returned in 1925 with a first place, and Hawkes also drove it to a second place.

Early in 1929 Wallbank bought the car from Ellison. He had no race successes but took the 200-mile class record, lapping comfortably at 100mph. In 1930, although entered, the old car was suspended from racing because of safety fears.

In 1932 when the old sheds at Brooklands were being demolished, I optimistically negotiated to buy it for the proverbial fiver from C S Burney, who had taken over Ken Kirton's veteran car business, but meanwhile he had sold it to Philip Rampon. But Dick Nash, who had then taken over those premises, would not release it – a pity as I wanted to run it in the Brighton Speed Trials, long before the veteran classes were thought of. However, Dick Nash did more for this historic car than I could have done, and in 1934 he gave me an exciting ride in it along the Brooklands aerodrome road; but it was in a sorry state.

When in 1939 the Crystal Palace circuit was opened Nash had a match-race with Anthony Heal's 10-litre FIAT, and won. In a VSCC Croydon Speed Trial it broke a piston but was rebuilt by Nash, and it showed its capability by clocking 24.5sec at the Lewes speed trials.

During the war Nash had it stored safely at his home in Weybridge and then loaned it to the Montagu Motor Museum. After Nash's death his son Richard, now the owner, was persuaded to take it to the 1986 Brooklands Society's Reunion; it climbed the Test Hill but showed its old troubles.

After 1988, when Richard moved away from Weybridge, he loaned it to the Brooklands Museum for display. But can anyone explain why 'Charles' was used in the car's nickname 'Vieux Charles Trois'?



Speed trumped technology in a race for 'genuine cars'

One year after its 1928 founding, the British Racing Drivers' Club organised the 500-Mile Race over Brooklands' Outer Circuit. In the foreword to the programme, Earl Howe CBE VD remarked on the way in which car races often attracted genuine standard cars and those "as different from a racing car as anything could be". He implied that pure speed was no longer the principal objective and that motor racing in its modern form had changed from that which we knew from years gone by.

The modern tendency was to put data before speed, and there were those who were worried that racing as we know it might pass from us for ever, as data took precedence over velocity. So it was opportune of the committee of the BRDC to organise a race for proper racing cars, and that the circuit used should be unhampered by artificial objects and corners.

Lord Howe said, "That in this race there would be an effort to bring before the spectators the joys of seeing speed cars stretching their legs to the full, and that they would be released from their surroundings in which they had been hibernating too often."

Howe predicted that undoubtedly this '500' would be the fastest ever race run over a long distance in England, the speed of the cars being impeded only by their own limitations. He ended his comments by remarking that the thrills of long-distance racing should be more clearly evident in this new race than had been seen for many years.

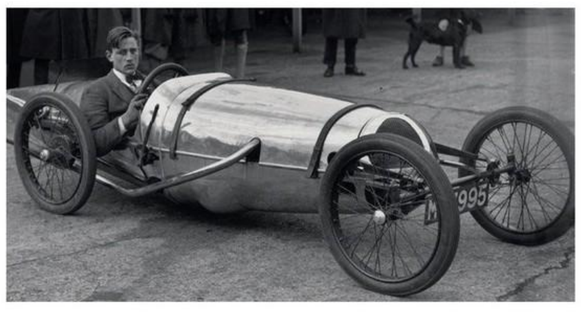
In fact the entry list was divided into engine size classes and comprised five Austin 7s, four supercharged, and small cars apart from those in the other classes which included two supercharged Sunbeams for Kay Don and Leon Cushman, their other drivers being Dudley Froy and Cyril Paul. Other notably quick cars included Henry Birkin's supercharged Bentley and three non-supercharged Bentleys, while the class for cars over 5000cc, although poorly supported, included Woolf Barnato's Bentley, to be driven by Jack Dunfee and himself, F Lago's Isotta-Fraschini to be driven by Kenyon Thom and Lago, and the aged 16,200cc Mercedes driven by John Pole and John Noel, which they had found derelict in the London depot and put into running order. They might have done better if Dunlop had not advised them to keep their lap speeds down to 100mph to conserve the tyres. The winner was the Bentley of Jack Barclay and Frank Clement, with an average speed of 107.32mph.

All images LAT

Jappic: the little car that punched well above its weight

For many years the Austin 7 was the popular small car that was raced at Brooklands, its 747cc engine usually declared as 749cc presumably to cover any oversized engines which might have been used in record attempts. The Vagova which might have challenged the Austins in the 1924 JCC 200-mile race had been specially built for this event and entered by Spencer Grey, but it never appeared from France.

Therefore surprise and interest were invoked in 1925 when an even smaller-capacity machine, the Jappic, first appeared at the March BMCRC meeting. It gained a very favourable reception. Designed by H M Walters and built by Jarvis and Sons of Wimbledon, with a JAP motorcycle engine of 74x80mm (344cc) and weighing under 4cwt, the body could accommodate two people. The driver wore a pad on his right elbow because his arm came so close to the off-side rear tyre. The nose was perforated to admit air to the engine but resembled the front end of a normal car and all mechanisms were enclosed. The



The Jappic in 1925 – driver would have worn an elbow pad to protect his arm against rear wheel!

single-cylinder Jappic also made an appearance at the Easter meeting, entered by T B Prestwich and driven by Walters, who was one-third the weight of the car. Although unplaced it lapped at 66.85mph. In the Whit Monday 75mph Short Handicap the Jappic, which started from the limit position with a lap speed of 68.03mph, was piped into fourth place by an Alfa Romeo which had started from scratch.

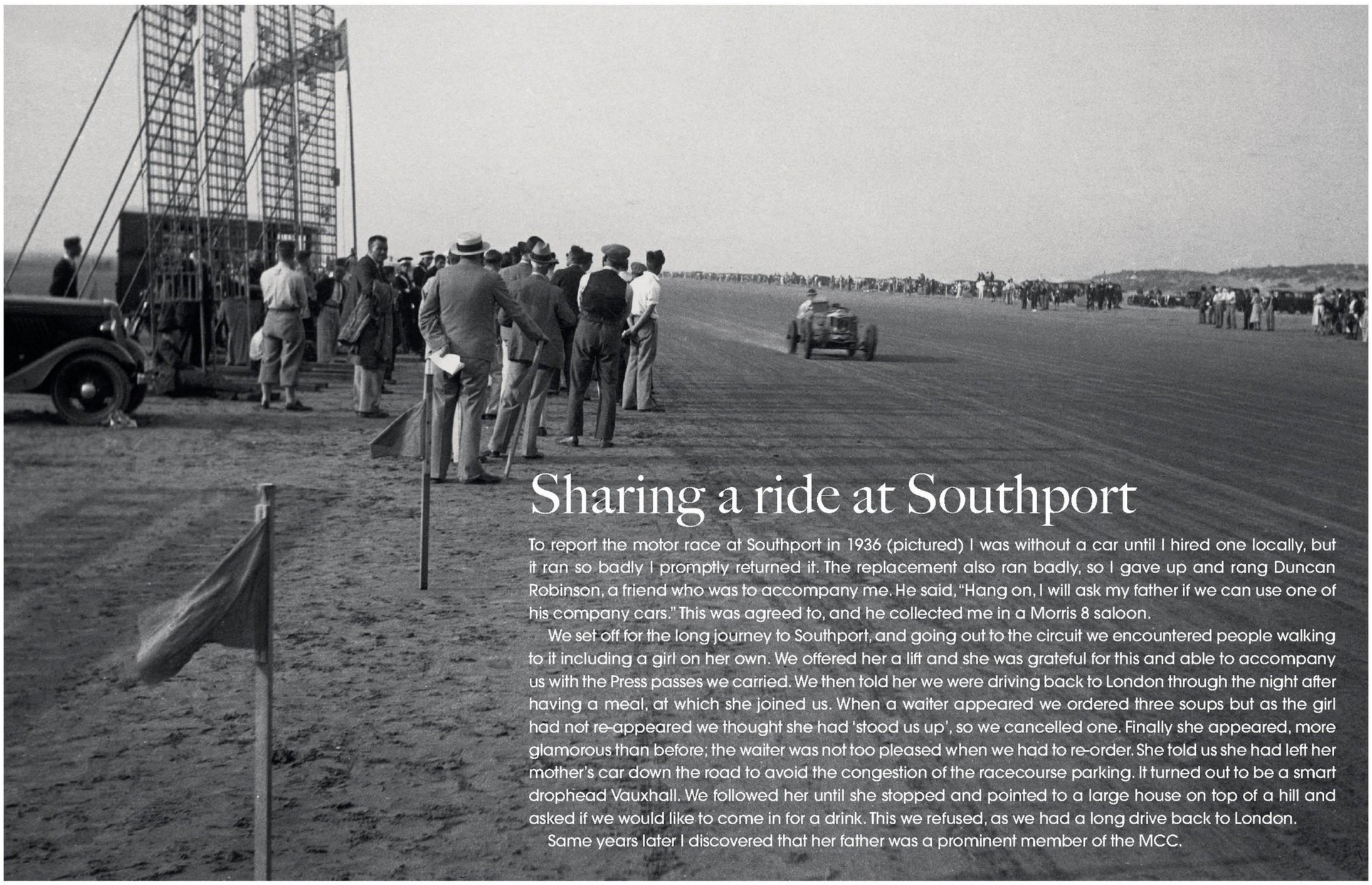
Apart from racing the Jappic secured a number of class records including the 10-mile at 68.79mph. After this the engine was changed for one of 85.7x85mm (495cc) and Kaye Don took several records with it, up to the 10-mile Class 1 at 69mph.

The scheme to sell production cars at £150 each was never proceeded with, and to my knowledge only one was made, which was photographed standing beside a London omnibus to emphasise its small size.

It had been renamed during its later years with the larger engine as the HS, which presumably were the initials of Douglas Hawkes and Mrs Gwenda Stewart.

In 1928 at Montlhéry, Gwenda Stewart set records in the smallest category, Class J, averaging nearly 71mph for 100 miles. Unfortunately the Jappic was lost in the fire which destroyed the Hawkers' under-banking workshop at Montlhéry. »»»

Bill Boddy



Sharing a ride at Southport

To report the motor race at Southport in 1936 (pictured) I was without a car until I hired one locally, but it ran so badly I promptly returned it. The replacement also ran badly, so I gave up and rang Duncan Robinson, a friend who was to accompany me. He said, "Hang on, I will ask my father if we can use one of his company cars." This was agreed to, and he collected me in a Morris 8 saloon.

We set off for the long journey to Southport, and going out to the circuit we encountered people walking to it including a girl on her own. We offered her a lift and she was grateful for this and able to accompany us with the Press passes we carried. We then told her we were driving back to London through the night after having a meal, at which she joined us. When a waiter appeared we ordered three soups but as the girl had not re-appeared we thought she had 'stood us up', so we cancelled one. Finally she appeared, more glamorous than before; the waiter was not too pleased when we had to re-order. She told us she had left her mother's car down the road to avoid the congestion of the racecourse parking. It turned out to be a smart drophead Vauxhall. We followed her until she stopped and pointed to a large house on top of a hill and asked if we would like to come in for a drink. This we refused, as we had a long drive back to London.

Same years later I discovered that her father was a prominent member of the MCC.



Boddy reaches the end of the road in '55 aboard Bristol 404

Opening the road to John O'Groats

Oh for the days when the phrase 'the open road' truly applied – before speed limits, police traps and congested traffic. For example, in 1938 I was able to stop outside the entrance to the Houses of Parliament with a 4¼-litre Bentley, where a suspicious policeman wanted to know why we had parked there for so long. We told him "when Big Ben strikes midnight we are starting on a run to John O'Groats". I made good time, through the deserted streets and turning left at a signpost that said 'To the North'. We drove along the then very narrow A1; as war was imminent the many army convoys made overtaking difficult. I had intended to make a non-stop run to John O'Groats but my passengers Tom Lush and James Brymer, the latter taking photographs, insisted on stopping for breakfast at a roadside café. My average running time worked out at 50.5mph, minus 81min for breakfast, over 702 miles.

During the return run we experienced tyre trouble so went to the India Depot in Glasgow for a new pair of rear tyres. Telephoning the Bentley Motors head office in London we were asked to bring back the offending tyre, which was reluctantly handed over. Shortly afterwards in the Trade section of the *Motoring Press* there appeared an announcement that 'in future Bentley cars will be fitted with Avon Tyres'.

In 1955 I was co-driver when we did the same run in a 2-litre Bristol 404. Using the A14 our 716 miles gave an average of 53.6mph and took half an hour less. In 1956 we tried again in a 4.9-litre S-series Bentley with an automatic gearbox, but aborted the attempt in Edinburgh due to bad road holding.

In January 1986 a *Motor Sport* staff member decided to do the same run in a Bentley Eight, but was stopped by a woman driving a police car. When he told Mr Tee about his run being faster than mine by a small margin (55mph), Mr Tee replied "at least WB wasn't stopped by a police car...".

COMING SOON...

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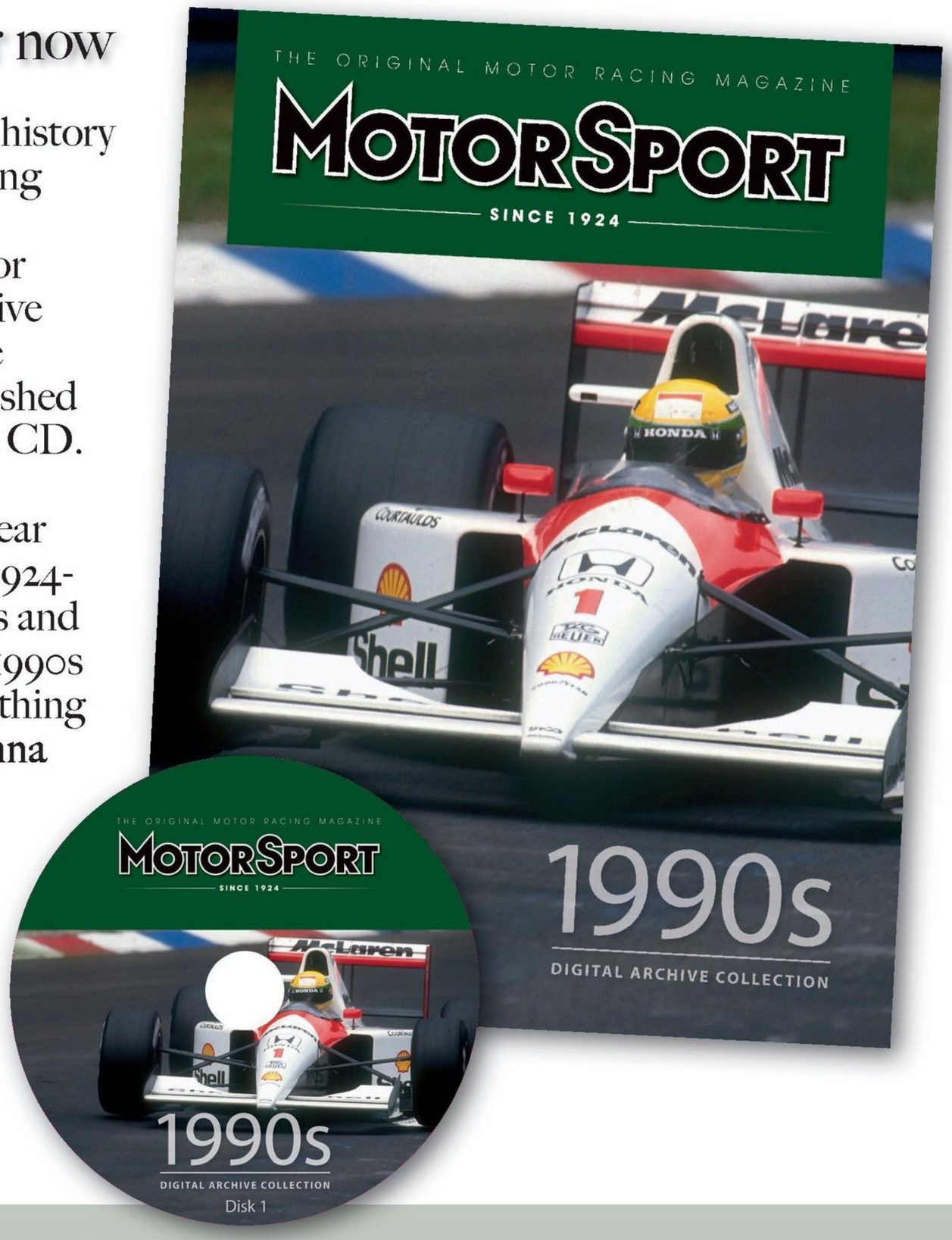
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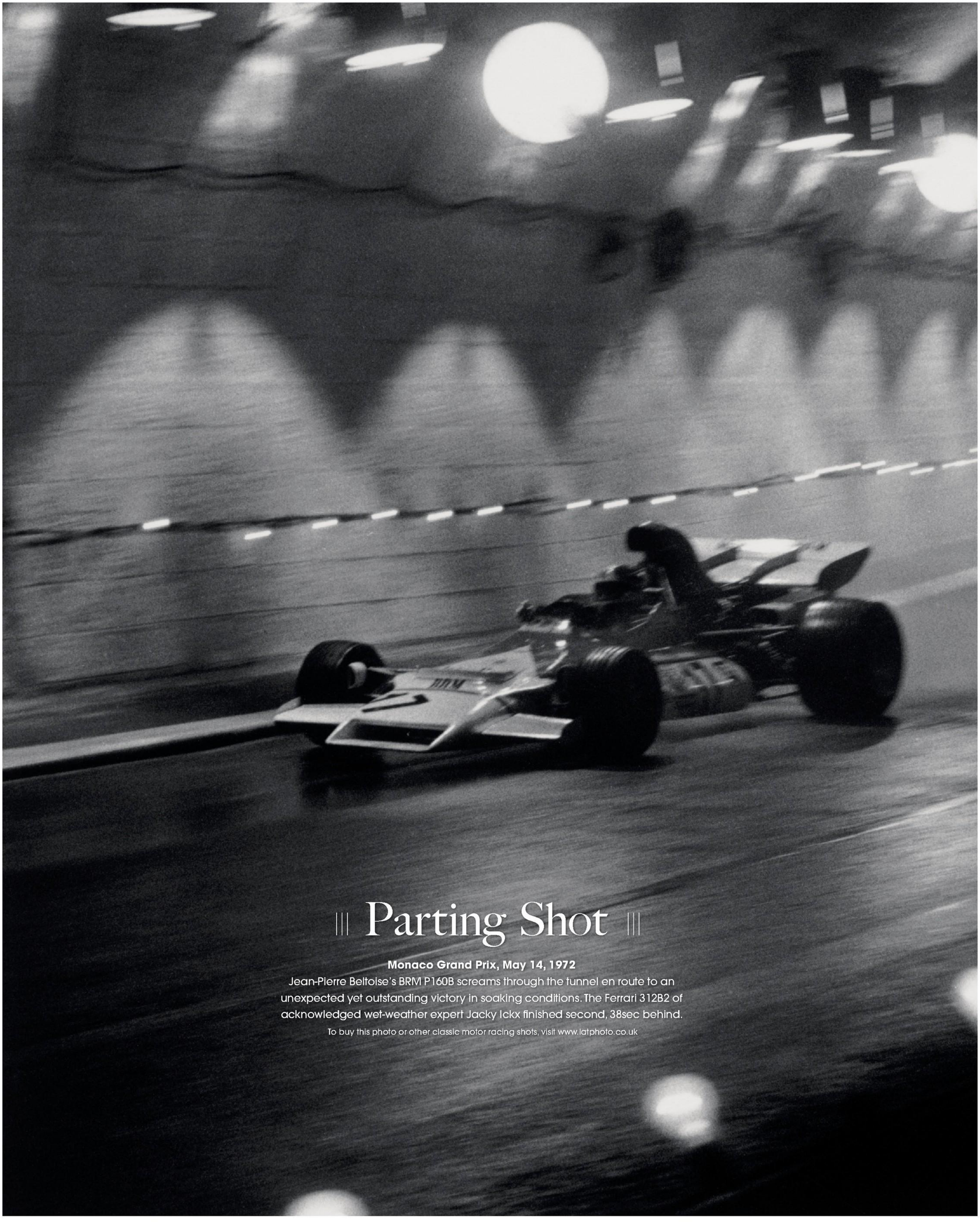
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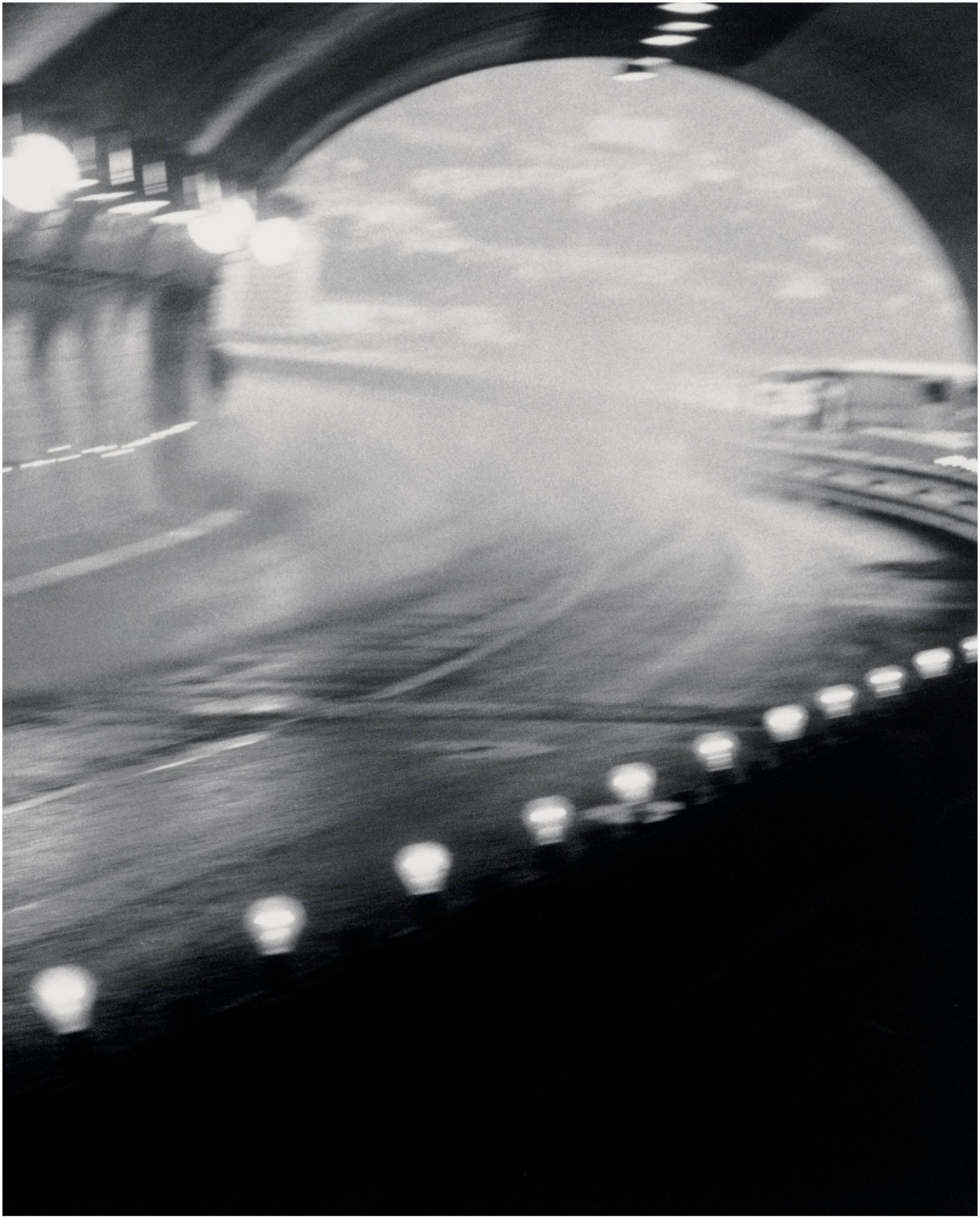


Parting Shot

Monaco Grand Prix, May 14, 1972

Jean-Pierre Beltoise's BRM P160B screams through the tunnel en route to an unexpected yet outstanding victory in soaking conditions. The Ferrari 312B2 of acknowledged wet-weather expert Jacky Ickx finished second, 38sec behind.

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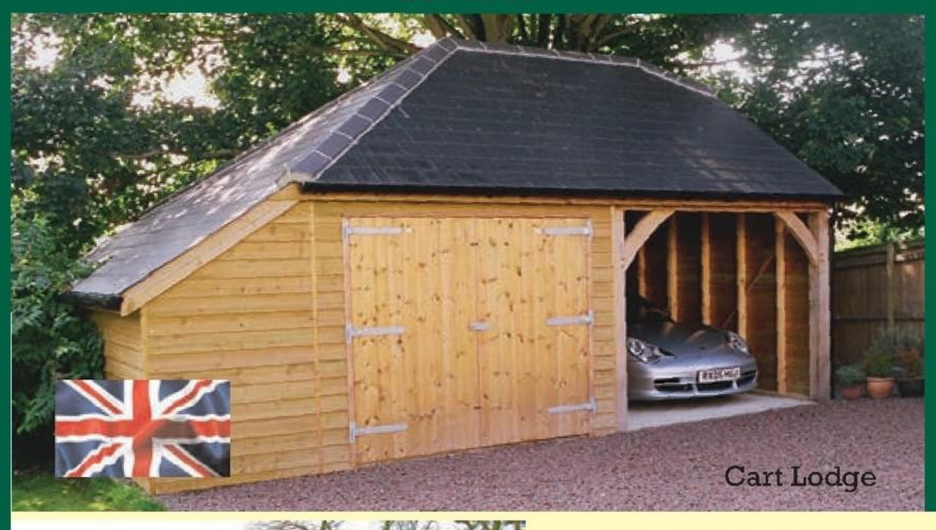
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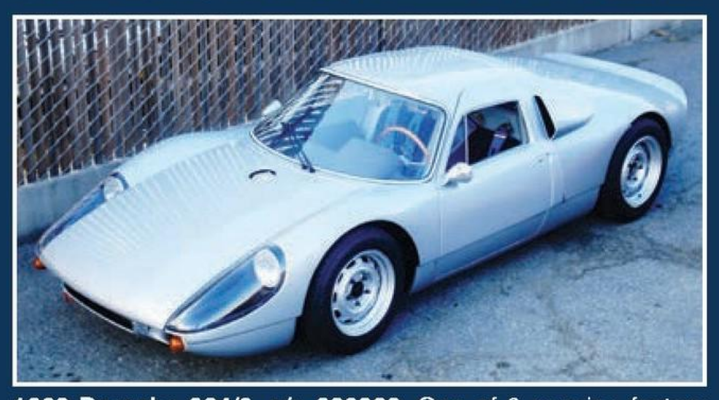
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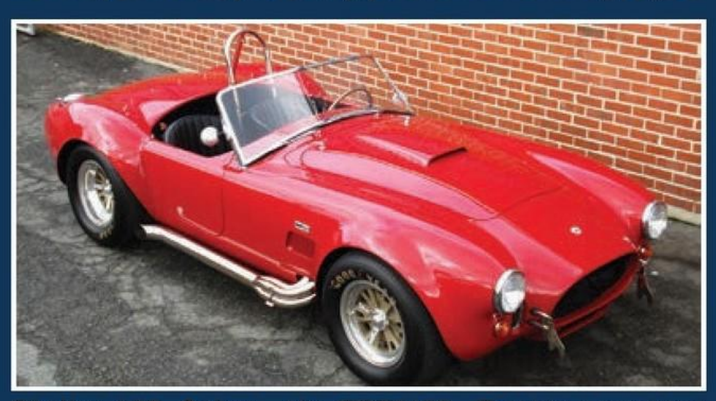
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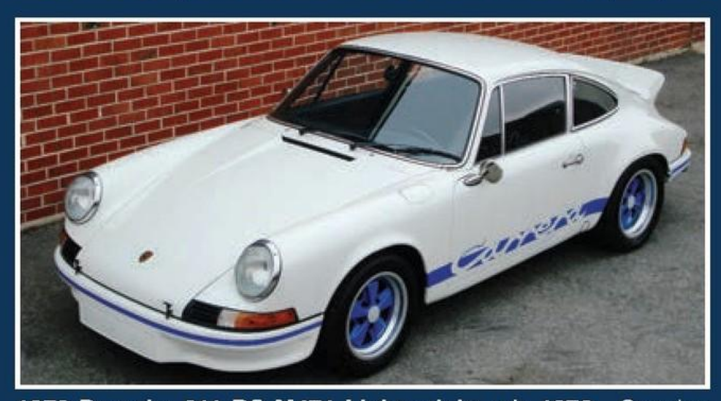
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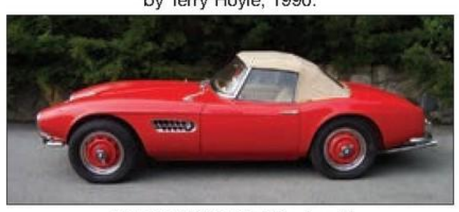
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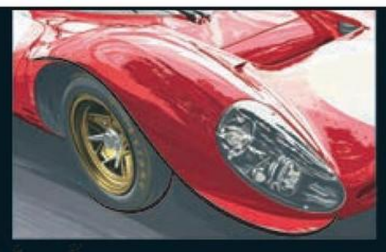
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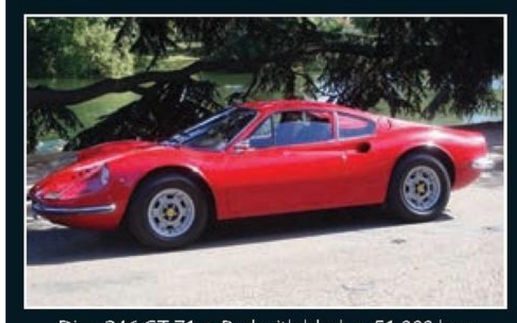
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FERRARI 250 GT LUSSO, 1964, *Red/Black, Old Restoprations, Previous Concour Winner, Complete with books, tools & records, Recently serviced.* ***$595,000.00***

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Aston Martin V8 Vantage Volante, 1987, Red/Tan/Tan top, 36k miles, Auto $135,000.00	Maserati Ghibli Spyder SS, 1972, Midnight Blue/Beige, 5-spd, a/c ..... $P.O.A.
Aston Martin V8 Vantage Volante, 1989, Triple Black, 27k miles, Auto $139,000.00	Mercedes Benz 220 SEb, 1965, White/Red/Tan top, Auto, A/C, Exceptional Throughout $99,500.00
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Ferrari 550 Barchetta, 2001, Barchetta Red/Black, USA spec., Major service completed $235,000.00	Porsche 356 C Cabriolet, 1965, Champagne Yellow/Black/Black top, Perfect Restoration $145,000.00
Ferrari 430 Challenge, 2006, 2 to choose from, Both serviced & Ready for immediate use $218,000.00	Porsche 911 Soft Window Targa, 1969, Orange, 38k miles, Older Restored, Matching #'s $47,000.00
Jaguar E-type Series 1 "Flat Floor" Roadster, 1961, Silver/Black, Older Restoration $96,500.00	Porsche 911 Carrera Cabriolet, 1986, White/Black/Black top, 19k miles, As New!!!! $38,500.00
Lotus Exige S 240, 2008, Candy Red "only one!"/Black, 6- spd, 3k miles, Warranty $56,500.00	Porsche 911S Coupe, 1973, Silver/Black, 28k orig. miles, One of the Best in the World! $135,000.000
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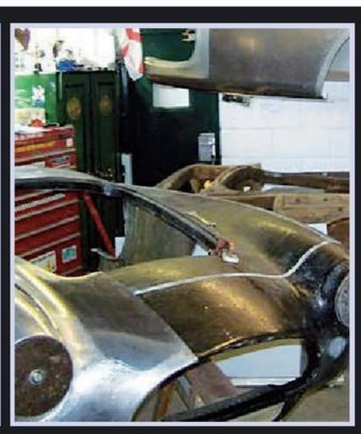
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JAGUAR XK 120 JOHN MAY SPECIALE ROADSTER Met. BRG, tan trim. 1,200 miles and the last built, absolutely breathtaking.



PORSCHE 962C – 03BM 1989. Fantastic WSPC race history including second in Mexico. Le Mans 1989-"From A" & 10th in 1990 as pictured.



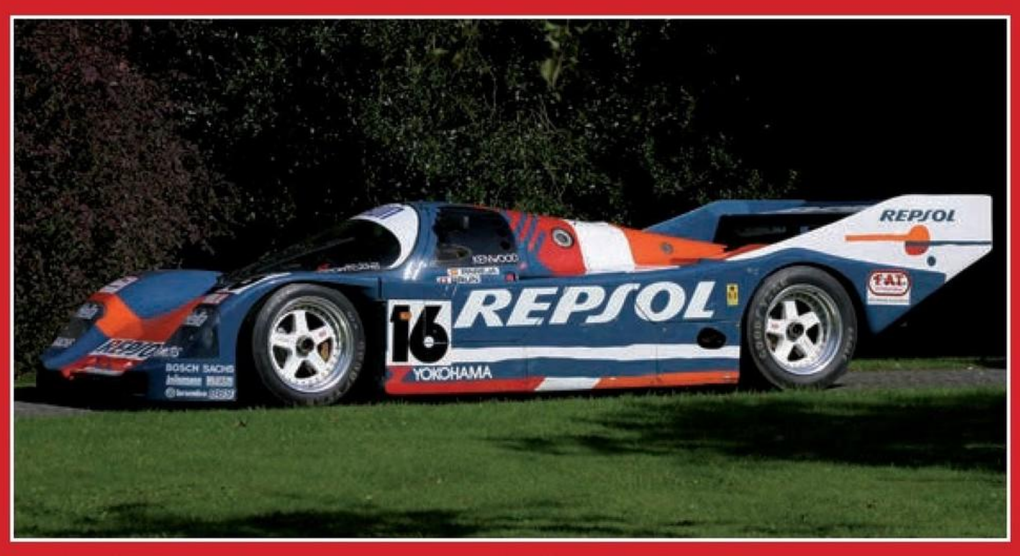
JAGUAR XJR - 5. V12 - Group 44 LE MANS - IMSA
The model that took Jaguar back to Le Mans after 28 years



PORSCHE 996 GT3 R LHD. 2000. Twice at Daytona 24 hrs.
Fabulous example of this future iconic factory built race car.



JAGUAR E TYPE 3.8 LIGHTWEIGHT 1961. Fantastic example.
Full strip and comprehensive rebuild just completed by EAGLE.



PORSCHE 962C. 1990 "REPSOL". Chassis 962-163
Probably the most original factory 962 in the world

JAGUAR SS 100 3.5 Litre. 1938. Fabulous example. One of the very few with absolutely no stories and a perfect history.
JAGUAR E TYPE 3.8 ROADSTER 1963. 35,000 miles and just 2 owners from new. Incredible time warp condition.
JAGUAR E TYPE 3.8 COUPE LHD 1963. 15,500 miles from new. Gunmetal, tan trim. European delivery and totally astounding.
JAGUAR V12 E-TYPE COMMEMORATIVE One of only 16 manual cars believed built, and the 6th from last of all. Fabulous history.

JAGUAR XK 140 M ROADSTER BRG, tan trim, C-Type head, chrome wires, 3 owners, last since 1965.
JAGUAR XK 140 MC DROPHEAD Pearl grey, red trim. One owner from new. Amazing condition. Truly unique opportunity.
JAGUAR XK 150 3.8 DROPHEAD 1960. Body off restoration to a truly exceptional standard. PAS, upgraded brakes, electrics etc.
JAGUAR MK 2 3.4 SALOON Only 26,000 miles from new. Stunning example, with fantastic history. Overdrive, chrome wires.

AC 428 CONVERTIBLE One private owner from new. One of just 29 built in total. Factory restored. Fantastic history. Stunning.
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LOTUS CORTINA BMK 723 A Ex-Bruce Reynolds, Colin Chapman car. 3,963 miles from new, used to recee Great Train robbery.
PORSCHE 993 TURBO LHD 1996. Arena red, tan trim. Just 19,000 miles and absolutely as new throughout.

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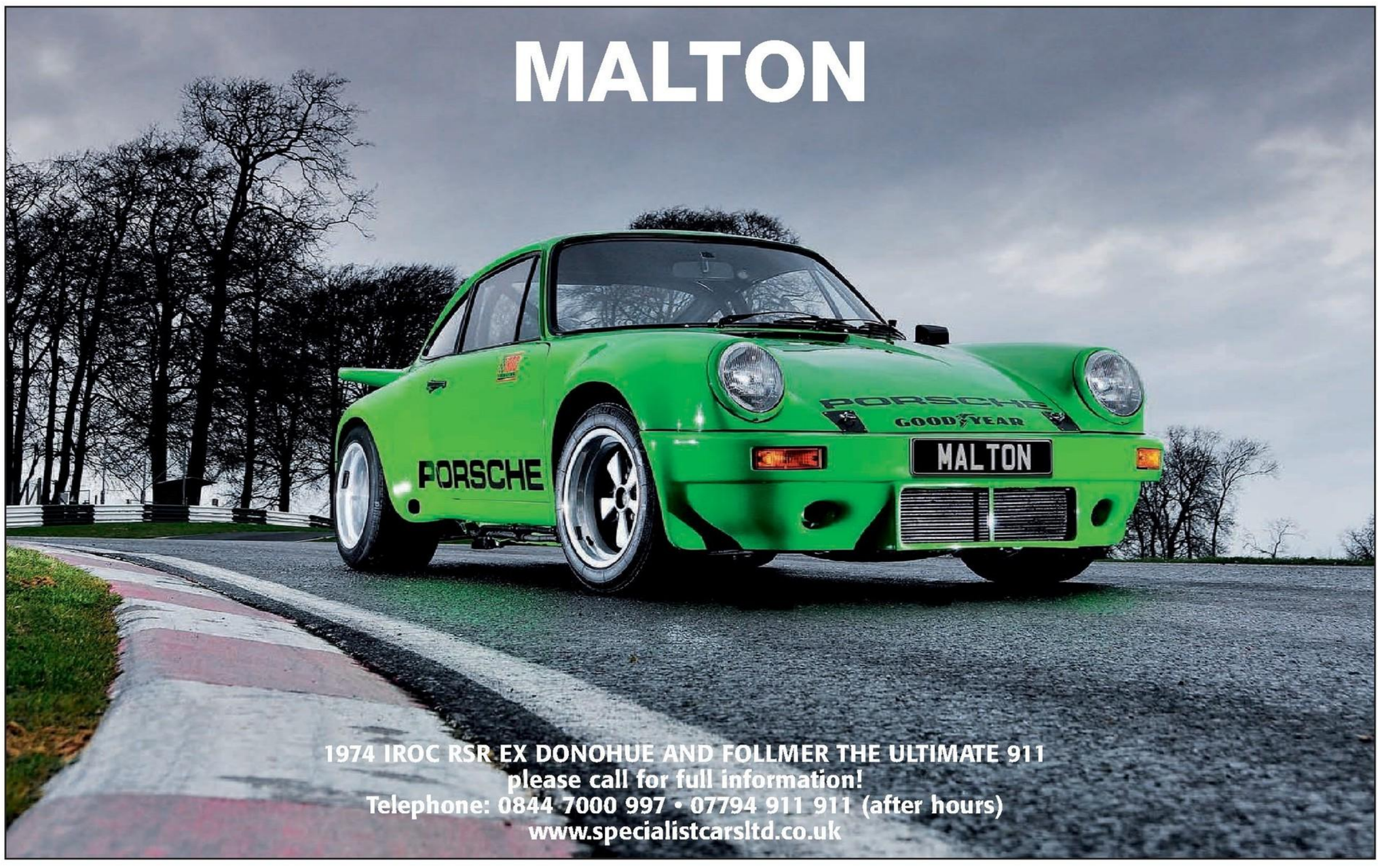




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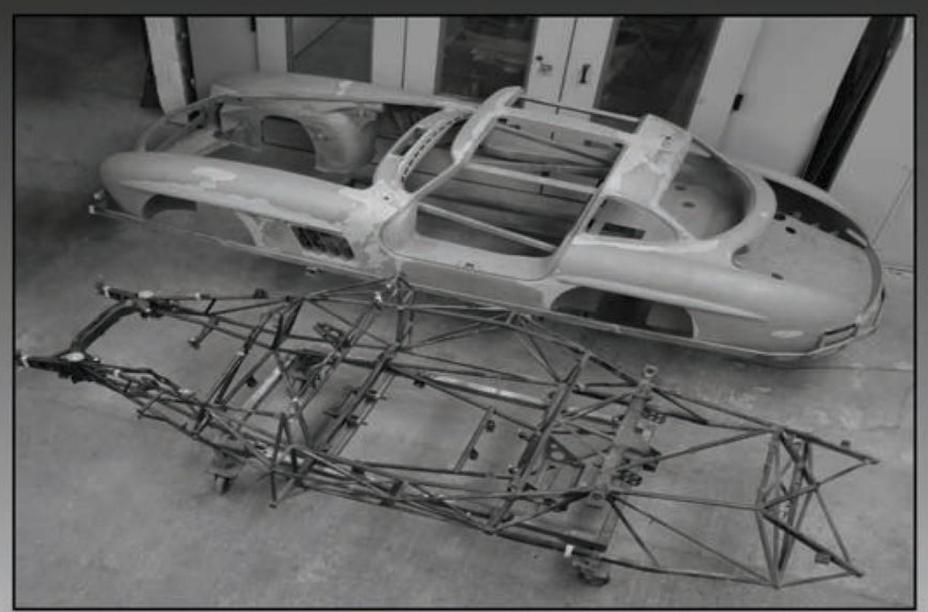
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ROD LEACH'S NOSTALGIA

NEW MK II SHELBY DAYTONA COBRA COUPES - RHD or LHD

Glowing accolades from the Press and TV Media for the original 2004 Shelby Daytona Cobra Coupe were universal and wide-spread. Now, 5 years later, the first improved versions of these fabulous Pete Brock designed 200 + m.p.h. Supercars have just arrived in the UK. Subtle changes to both exterior and interior provide greater cabin space, head and leg-room and seat/steering adjustment, electric windows, new wheel design and much more. Mechanical improvements to suspension, drive-train and diff. and a greater range of power units (430 bhp to 600 + bhp!) all add up to a modern masterpiece of front-engined technology, eminently practical for long-distance motoring, or Track Days and Tours.
Prices start at £87,000 + VAT - fully finished, 'on the road' (UK Registered) with warranty.
SEE IT AT THE 2010 AUTOSPORT SHOW - N.E.C. BIRMINGHAM - JAN. 14th to 17th - HALL 6 (OCTANE/EVO STAND)



AC COBRA 427 Mk III S/C 'CONTINUATION' - L.H.D.

Just 10 'Continuations' (AC Cars Ltd.'s own authentic and totally perfect reproductions of the definitive iconic 1965 '427 S/C' -accurate down to the very last detail) were fully completed by the Factory from 1990 to 2002; only 5 now remain in the UK. This is COB 5002, starring in 'Jeremy Clarkson's Motoring Years' (BBCTV), and also owned by Liam Howlett (The Prodigy). Dynoed c.500 bhp Mathwall 1965 side-oiler engine and top-loader 'Rug' gearbox. Fully trimmed with all weather equipment. Eligible for F.I.A. papers. 'Historic Vehicle' classification. M.O.T. 1,950 miles from new and 'Concours' condition to match.
Same investment potential as a 1965 'original' but around 1/3rd the price!



2000 AC COBRA 'SUPERBLOWER' - R.H.D.

Among the last of only c. 20 examples built by AC Cars Ltd. from 1997 to 2001, these extremely rapid all aluminium hand-built sports-roadsters have blossomed in reputation over the past 12 years. Genuine 350bhp (dynoed, with essential uprated engine management system) supercharged 5 litre Ford V8, with 5 speed T5 gearbox, gives 0 to 60 mph in 4.2 secs., 0 to 100 mph in 10.3 secs., and 160+ mph. Fully modified suspension and other desirable features. Just 9,500 miles and in equivalent superlative condition throughout, with fresh M.O.T. etc.
The last of AC Cars Ltd's 'Cobra variants', a landmark in the Company history.



NEW GT40 MK I / MK II 'CONTINUATIONS'

From the highly respected South African manufacturer of the Shelby Daytona Cobra Coupe now come the definitive recreations of the legendary Le Mans winning GT 40s of 1966 to 1969. Such is their degree of precision and authenticity, that over 90% of all the component parts are interchangeable with the original 1960's cars', including the entire 'monocoque' pressed steel chassis and roof sections; in addition, chassis numbering continues from the original production run (GT40 P2000 Series), the cars are titled and badged as 'GT40's' and each is listed in the S.A.A.C. World Registry. A superb endorsement of the quality and accuracy of these 'Continuations' has been the delivery of a new red/gold Mk I to Alan Mann Racing, whose Team success in the 1960's is unrivalled. Engines are Roush/Ford V8's of 5.4 litres/430bhp, upto 7litres/550bhp. With effective air-conditioning as standard, these are among the most exciting and usable road/track supercars available today. Prices from £85,000 to £93,000 (+VAT) 'on the road', UK Registered and with full warranty.



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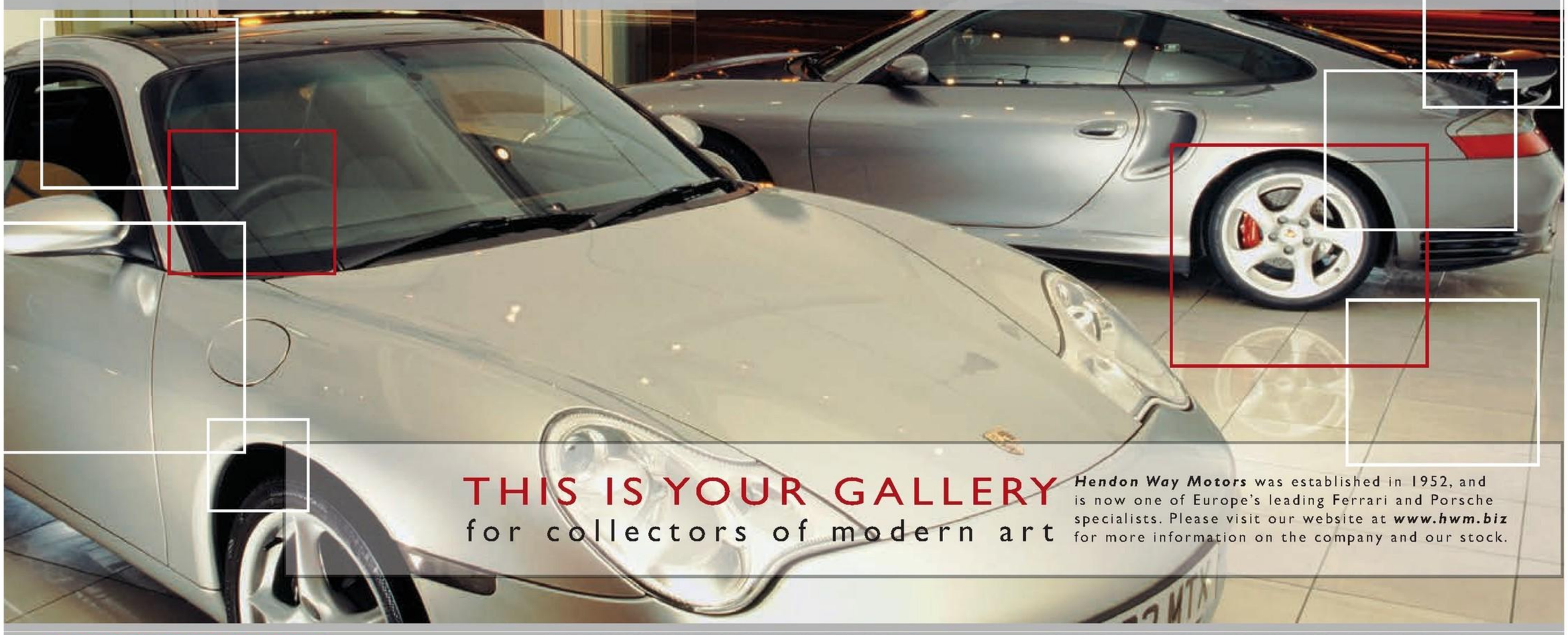
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PORSCHE 997 / TURBO / C4S / C2S / C2

2009 PORSCHE 997 TURBO MANUAL GT SILVER 6000 MILES
Full Black leather interior, Generation II Porsche Communication Module, Porsche Stability Management System, Sports Chrono Pack plus, Sunroof, White dials, Electric heated memory seats, BOSE Sound system, USB with IPod connection, CD Changer, Bi-Xenon lights

2007 PORSCHE 997 TURBO MANUAL BASALT BLACK 10000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White Dials, Telephone module, BOSE Sound system, Sunroof, Chrono pack, Sports Mode, Sports Adaptive Memory Seats, Xenon Lights, Full Climate Control, Rear Wiper, 19" Turbo Alloy Wheels, One Owner from New

2007 PORSCHE 997 TURBO MANUAL GT SILVER 37000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White Dials, Telephone module, BOSE Sound system, Sunroof, Chrono pack, Sports Mode Memory Seats, Xenon Lights, Full Climate Control, Rear Wiper, 19" Turbo Alloy Wheels, One Owner from New

2009 PORSCHE 997 GEN II C4S 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

2006/7 PORSCHE 997 C4S COUPE TIPTRONIC BASALT BLACK 6000 MILES
2007 Model, Black Leather interior, Porsche Communication Module, Porsche Stability management system. Telephone, Computer, Multifunction Steering Wheel BOSE sound system, CD Changer, Memory Seats, Heated Seats, White Dials, Sunroof, Chrono Pack, Bi-Xenon Lights, Sport Mode, Chrono pack, Rear Wiper,

2005/6 PORSCHE 997 C2S MANUAL SLATE GREY 24,000 MILES
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Onboard computer, Telephone Module, Multifunction Steering wheel, 6 CD Changer, Xenon lights, White dials, Sunroof, 19" alloy wheels, Full Porsche Service History

2006 PORSCHE 997 C2S COUPE TIPTRONIC ATLAS GREY 30000 MILES
Black Leather int. Porsche Communication Module, Porsche Stability Management System, Telephone Module, Cd Changer, Multifunction S/W, Computer, Sports Mode, Heated Seats, Memory Seats, Chrono pack, Sunroof, Park Assist, Xenons, 19" Alloy Wheels.

2008/9 PORSCHE 997 C2 MANUAL BASALT BLACK 8,000 MILES
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Onboard computer, Telephone Module, Sports heated seats, Sunroof, Climate control, 19" Sports Design alloy wheels

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.

2003 PORSCHE 996 GT3 MKII BASALT BLACK 30000 MILES
Black leather interior, Porsche Ceramic Composite brakes, Porsche Stability Management System, Computer, Climate control, Sports seats, Aluminium Pack, White dials, Xenon lights, 18" alloy wheels, Full Porsche Service History.

2003/4 PORSCHE 996 TURBO CABRIOLET MANUAL MIDNIGHT BLUE 34000 MILES
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Park Assist, Cruise control, Full electric sports seats, Climate control, Ceramic brakes, Xenon lights, 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.

2002/3 PORSCHE 996 TURBO COUPE TIPTRONIC SEAL GREY 32000 MILES
2003 Model, Grey leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, Computer, White Dials, Sunroof, BOSE Sound system, CD changer, Electric Memory seats, Xenon Lights, Rear Wiper, Full Climate Control, 18" Turbo Alloy wheels.

2004/5 PORSCHE 996 C4S TIPTRONIC ARCTIC SILVER 8000 MILES
Full black leather interior, Porsche communication module, Porsche Stability Management System, Computer, Cruise control, White dials, Carbon pack, Park assist, Xenon lights, BOSE Sound system, CD Changer, Full Porsche Service History, 1 previous owner

2002 PORSCHE 996 C2 CABRIOLET TIPTRONIC ARCTIC SILVER 41,000 MILES
Metropole Blue Leather interior, Porsche Communication Module, Telephone, Computer, White dials, BOSE sound system, CD changer, Xenons, Parking assistance, Sports seats, 18" Turbo alloys, GT3 aerokit. Full Porsche Service History.

2002 PORSCHE 996 C4 COUPE TIPTRONIC ARCTIC SILVER 43000 MILES
Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, Computer, CD changer, Heated seats, White dials, Sunroof, Aluminium pack, Xenon lights, 18" GT3 Alloy wheels.

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.

1995 PORSCHE 993 TURBO 4 MIDNIGHT BLUE 42000 MILES
Marble Grey leather interior, Cruise control, White dials, Sunroof, Sport seats, Sports exhaust, Full Porsche Service History.

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 TARGA TIPTRONIC MIDNIGHT BLUE 72000 MILES
Marble grey leather interior, Climate control, Computer, Electric seats, Rear wiper, 17" Targa alloy wheels, Full Porscche Service History

1996 PORSCHE 993 C2 COUPE MANUAL POLAR SILVER 60,000 MILES
Polar Silver, Marble grey leather interior, Manual, Climate control, Sunroof, Rear wiper, Sony radio and single CD, Turbo 18" alloy wheels, Electric sports seats, Full Porsche Service History.

1995 PORSCHE 993 C4 COUPE MANUAL IRIS BLUE 60000 MILES
Grey leather interior, Sports seats, Sunroof, Radio with one CD changer, Tracker system Immobiliser, 17" Cup Alloy wheels, Full Service History

1995 PORSCHE 993 C2 COUPE TIP AVENTURA GREEN 70000 MILES
Beige Leather Interior, 17" Alloys Climate, Previously owned by Porsche Club member, the condition is immaculate, Full Porsche Service History

1994 PORSCHE 993 C2 COUPE MANUAL MIDNIGHT BLUE 60000 MILES
Marble grey leather interior with blue leather dash, Sports seats, Rear wiper, Climate control, Sunroof, 17" Alloy wheels, Full Porsche Service History

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

1994 PORCHE 993 CABRIOLET MANUAL AVENTURA GREEN 57000 MILES
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 BOXSTER 3.2S 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

2005 PORSCHE 987 BOXSTER 3.2 S MANUAL SILVER 10000 MILES
Manual, Full grey leather interior, Porsche Stability Management, Porsche Communication Module, Telephone module, Climate control, Bose Sound system, CD changer, White dials, computer, Full Porsche service history, with recent major service. Immaculate condition

2008 PORSCHE 987 3.4S BOXSTER TIPTRONIC BASALT BLACK 13000 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

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Models from 1970 +

2008 FERRARI 612 SCAGLIETTI F1 NERO BLACK 2000 MILES
Black coachwork, Full Black leather interior, HGTC package, Satellite Navigation, CD Changer, BOSE Sound system, Fully electric & heated daytona seats and memory, Telephone module, Sport Mode, Electronic wing mirrors, Front and rear parking sensors, Xenons lights, Climate control, Ceramic Brakes, 19" alloy wheels, Four years manufacturers warranty.

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 MODENA F1 MANUAL ROSSA RED 21000 MILES
Rossa red with Black Hood, Crema Leather with Crema roll over hoops, Crema Daytona seats with bregundy piping, Challenge rear grill, Climate control, Satellite navigation, CD changer, Embossed head rests, 19" Modular split alloys, Full Ferrari service history

1998 FERRARI 550 MARANELLO GRIGIO SILVER 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.

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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.

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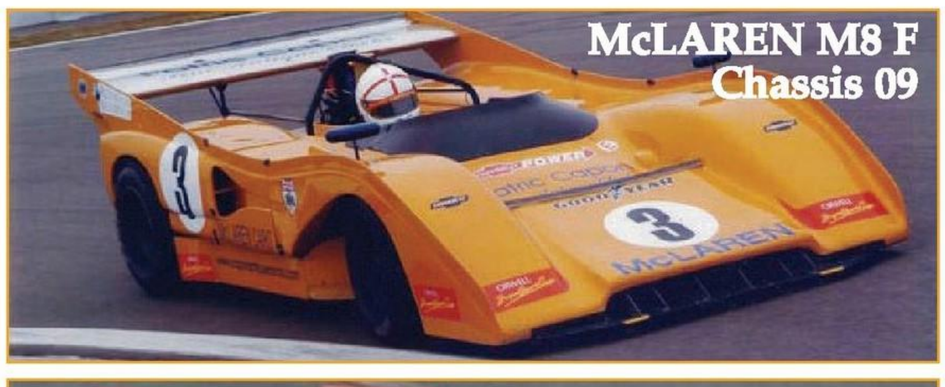
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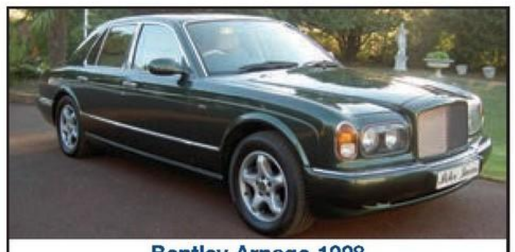
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Bentley Arnage 1998
Finished in the most desirable colour Verdant Green with Oatmeal hide interior, thick lambswool overugs, usual Arnage extras. This stunning low mileage 36,000 has full Bentley history, just been serviced, garaged from new, excellent throughout. A chance in a life time to own the best .**£38,750**



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**



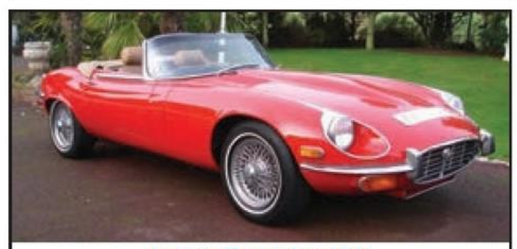
Lincoln Four door 1977
Finished in Royal Blue with matching interior, this car has just about every extra possible. Having covered only 12,000 miles, it has been kept in a museum since new, until recently. Similar to purchasing a new car, drives, or should I say glides, along effortlessly, just magnificent, 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**



Rolls Royce Silver Spur series 11 1990
Left hand drive. Finished in Windsor Blue with Navy Blue hide interior, picnic tables to rear, memory seats, heated seats, power adjustable rear seats, lambs wool over rugs, cocktail bar, footstools, special inlaid wood veneers, expensive CD and stereo system, tinted glass, many more extras, 29,000 miles service history, absolutely stunning **£19,750**



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**



Mercedes 320 SL Sports 2001
Finished in Silver with Cream hide interior, rear seat, hard and soft tops, auto, power, air con, power windows, adjustable steering, overugs, ABS, and more, 56,000 miles, FSH, garaged from new, totally magnificent **£16,750**



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**



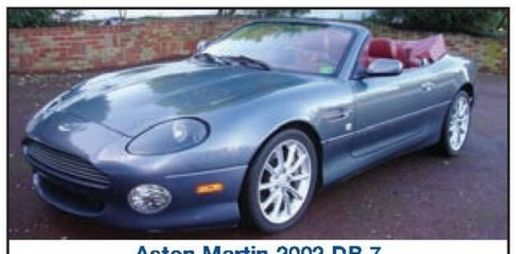
Jaguar E Type V12 2+2 1971/2
Finished in Old English White with Black hide interior, headrests, overugs, radio/stereo system, manual transmission, immobiliser, power steering, sparkling chrome wire wheels, white band tyres, spare unused, with low miles, good history, excellent example just as an E Type should be **£36,750**



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**



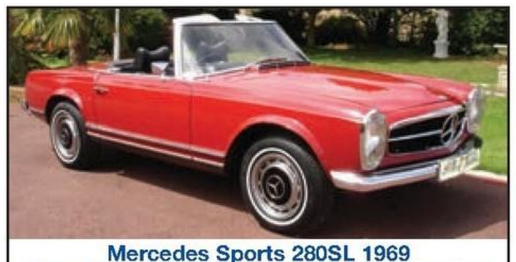
1972 Rolls-Royce Phantom V1 State Limousine
Finished in Garnet over Antelope with Cherry hide interior to the front and West of England cloth to the rear, glass division, power windows, a/c, TV & video, cocktail bar, intercom, 12 stack CD player, Sundym glass, only 18,000 miles from new, 2 owners, lambswool 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**



Bentley Series 111 1965
Left Hand Drive, Finished in Silver Chalice with Dove grey hide interior, auto, power, picnic tables to rear, footstools, lambs wool overugs, air conditioning, stereo system, one of the last of this model built,only 68,000 miles from new, two owners, garaged from new, excellent example . . .**£49,750**

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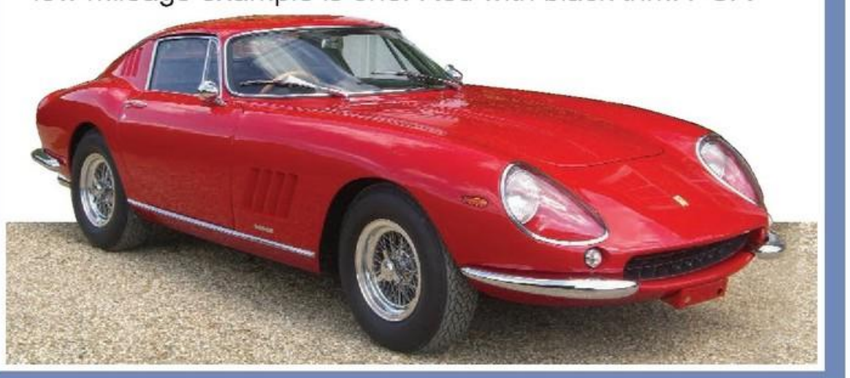
1963 Ferrari 250 GTE 2+2 Series II

Previously owned by David Clarke and maintained regardless of cost, chassis 4887 GT is finished in blue with beige interior. The odometer reads just 59,700 miles. POA



1967 Ferrari 275 GTB/4

Of the 280 4-cam versions built of the 275 GTB, just 27 featured RHD, of which this stunning, extensively restored, low mileage example is one. Red with black trim. POA



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1973 PORSCHE 911 3.0 CARRERA RS (REC) Stunning in Porsche Gulf Blue. Massive spec, circa 230 BHP. Very fast, ideal track/car/race, tour auto etc etc. See website for full photos etc. Stunning (Full race papers available) £65,000



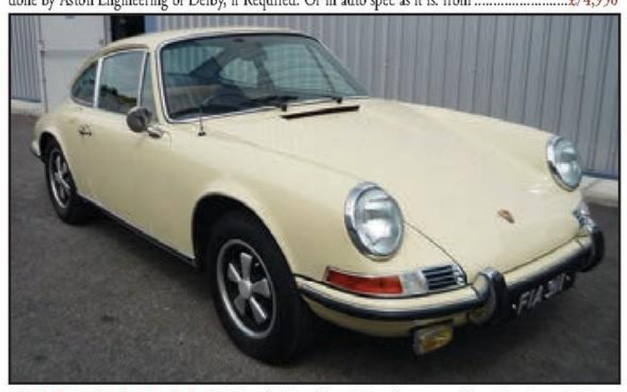
1980 ASTON MARTIN V8 (580 X PACK VANTAGE) AUTO Salisbury blue with tan leather piped blue. Ronal Alloys, Aircond, Alpine CD system, Nardi Wood Rim Wheel. 36000 original Miles, and 8000 Miles since X Pack Rebuild. This stunning example has had everything done in recent years, and is one of the very best in the country. (available with 5 Speed Manual conversion and Upgreaded APP brakes) work done by Aston Engineering of Derby, if Required. Or in auto spec as it is. from £74,950



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1972 Porsche 911 Targa 2.4S LHD rare factory S Spec Upgread on Carbs) Matching Numbers car (fully Documented) by Porsche, in Lemon Yellow, with black leather trim, Fuchs alloys, 39,000 genuine miles, stored by the first owners family for c25 years, then restored by a leading porsche specialist to concours standards. A very rare and special motorcar £48,950



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1957 JAGUAR 2.4 MK I MANUAL Black with red leather trim and rear spats. 54,000 miles only with a full history from new. Original books and papers, original bill of sale, two previous owners, a superb time-warp example, very rare to find like this. Appreciating asset. £24,950



1968 ROLLS-ROYCE MPW 2 DOOR COUPE. (RARE). Rolls-Royce midnight blue with grey leather, and blue carpet. Perfect light walnut veneers with correct grey felt headlining. Uprated factory aircond and improved handling. This Concours Winning example, has had over £50,000 spent on it in recent years, it has a superb documented history from new and is without question to our knowledge the best in the UK. A truly stunning example of the rare coach built two door coupe. £36,950

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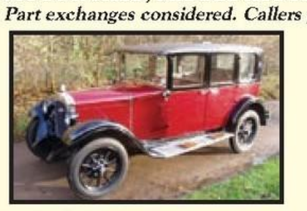
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It's two weeks until Christmas and three weeks until the New Year, 2010 marks the start of the second decade of the new millennium and ten years since I took the helm of the family business. Ten years where a lot has changed in the world: in 1999 we were witnessing the largest conflict in Europe since 1945, a leading think tank confidently predicted 300,000 workers would lose their jobs by the end of 2000 due to the turn down in the economy. Douglas Mc Williams of the CEBR said, "Moreover, the Chancellor is likely to have to adjust his financial plans to make his sums add up." Irish Government was devolved and golf mourned the loss of one of it's major stars, all in all not so very different!

This week we have Cop 15 on climate change; the definitive threat to the planet, well actually, strictly to the fragile eco systems that support OUR life on this planet. The planet will go on, like it did after ice ages and previous global warming, like it did after meteor strikes and the following solar energy deprivation cloud causing a "winter" which ended life as it was (dinosaurs possibly). We aren't saving the planet we are saving ourselves. Thing is though if we want to save ourselves why not tackle poverty or preventable diseases; measles (yes really) Hib, tetanus etc etc. I don't really understand why we spend billions researching a problem so huge that even the science can't agree on a strategy and, if it could, how would we get sufficient political will to really tackle it? It would mean we would all have to accept a step backwards from our global lifestyle and politicians these days dare not risk unpopular policies. Maybe that's it, global warming tax has to be popular who would "deny" it, and we can have more consultants, steering committees and lots of air travel to use the extra money up. If we put the effort into controlling disease, poverty and population then, IF we could create a content global civilisation, we really would have a springboard to tackle the problem of emissions.

Back in the real world, well-ish, we are winding down for Christmas with the usual problem a month of disruption with only ten weeks to the Pom! Next year is going to be fraught, Monaco, Le Mans and a trip to America, Bugatti created jewels which while beautiful to behold also fill the lives of their owners with unforgettable experiences. The expanded Bugatti workshop is busily working it's way through the usual Bugatti services and restorations, while our new tuning workshop is building up business with Bentleys, Austin Healeys and Porsches benefiting from it's ministrations this month. Preparations are beginning for next years English Retromobile meeting at the workshop after this years success, I was thinking that we could include a sort of boot sale come autojumble into the festivities this year, a chance to divest yourself of those unwanted Christmas presents. RSVP in January to give us an idea of numbers and also to assess whether it's worth including the boot sale idea. I'm also considering a monthly noggin and natter, we've got good parking and we actually like having car enthusiasts round.

I've just put in my nomination form for a place on the VSCC committee, as I get older I realise that just complaining about how things are run isn't productive, you have to get involved, maybe next year I'll have to get involved with politics. After the elections though because I have a nasty feeling it doesn't matter who you vote for the government always get in. It's even worse here because our MP is Mr Speaker, which means he is non-political (unlike his wife), and no one stands against him in the elections. I live in a political wilderness where political debate is going to be non-existent as it won't affect the election, still only ten years to put up with! The Model A is going through it's winter check over for next season starting with the MCC Exeter trial, you'd think after the Lands End I would have learnt my lesson, what next a hair shirt. I am looking for another Model A preferably a project with no body even an English small engined car. I want to build a racecar and also finish the Krall special half Hisso sprint car so if any one wants to help out please give me a call.

2009 becomes 2010 and on a global scale not much changes, the big questions are too big, on a more human scale it's like "eating an elephant" one bite at a time we get closer to our aims. A good friend of mine always greets me with "what do you know?" the standard answer is "not much". So "what do I know". I know Bugattis have proven a better investment than Lloyds or RBS, I know that I lived my early years under the threat of nuclear war, I know that I missed out in the 80's because of AIDS, I know that as one global threat is overcome another comes along to occupy us. I know that Bugattis have filled the real lives of a lot of my friends with pleasure. I know that what matters most is what is around you on a daily basis and whether that's Bugattis or family or Le Manoir then you're a lot luckier than most of the world. I know "a pessimist is correct oftener than an optimist, but an optimist has more fun, and neither can stop the march of events". I know that as 2009 closes we can look forward to 2010.

Merry Christmas
Tim

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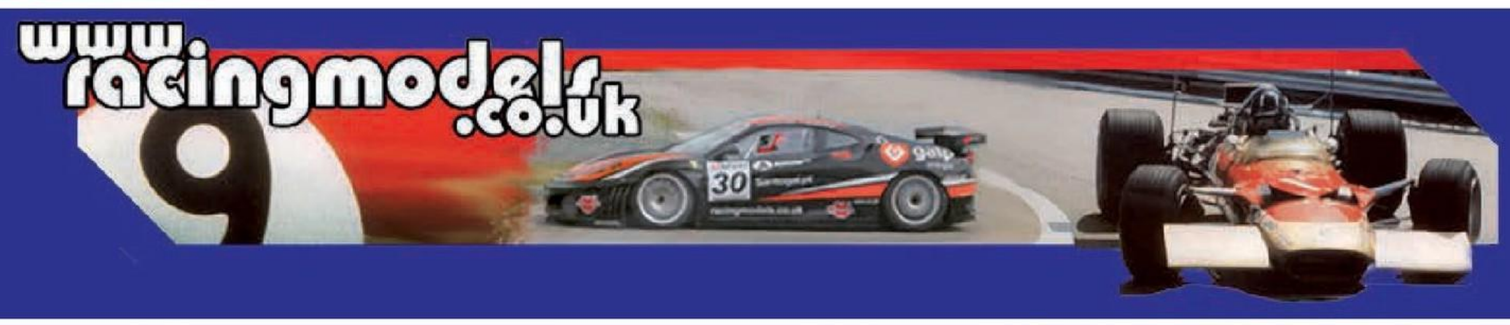
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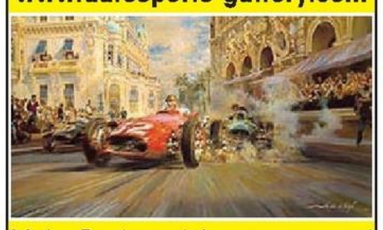
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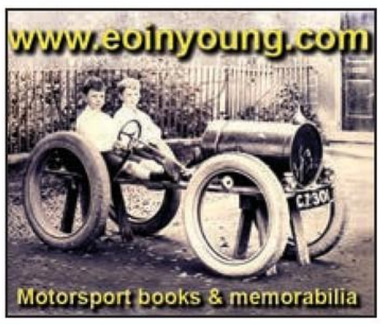


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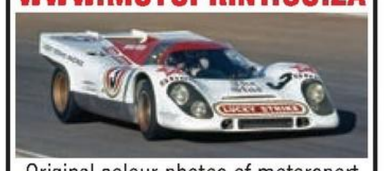


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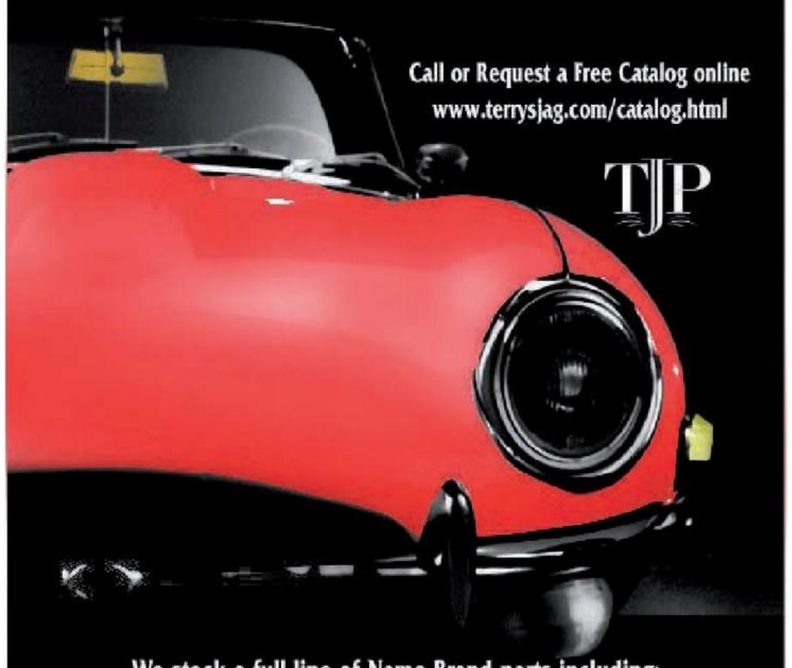
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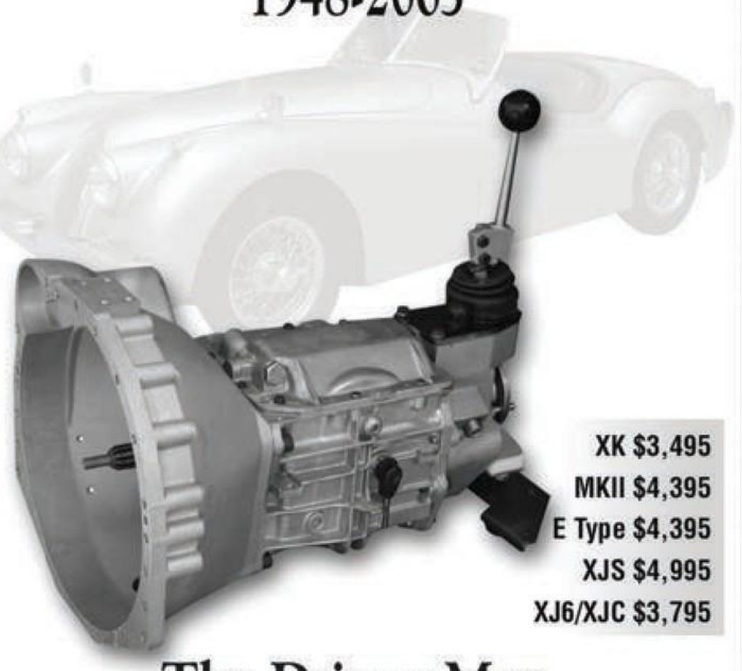
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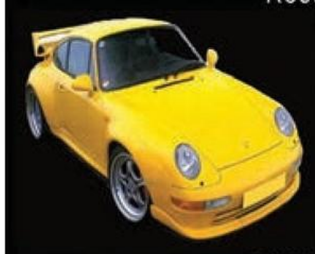
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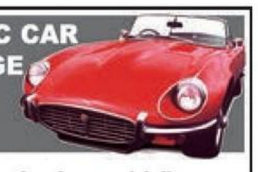
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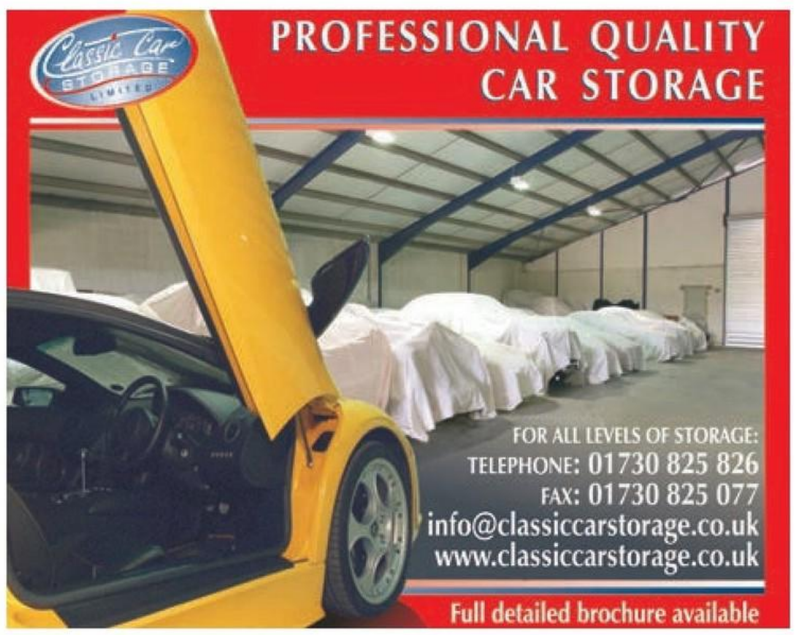
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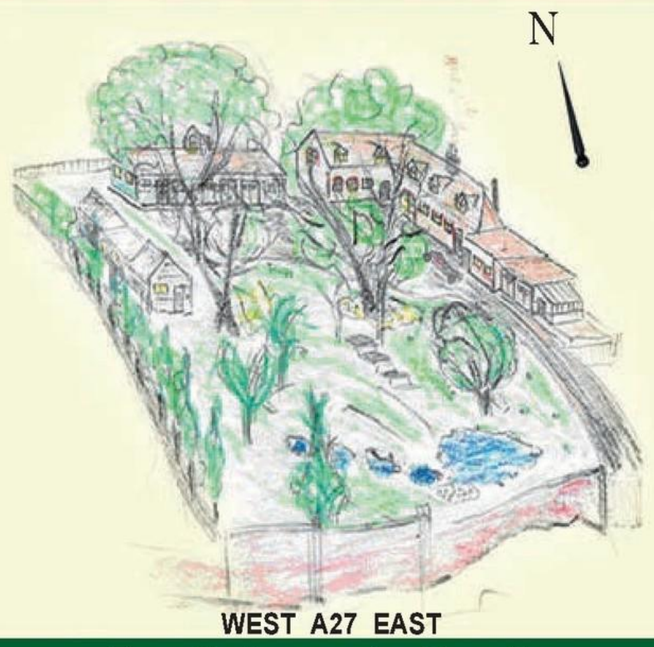
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RUNNYMEDE MOTOR COMPANY

Aston Martin in the Thames Valley

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www.runnymedemotorcompany.com



2005 Aston Martin DB9 finished in Meteorite silver with contrasting Iron ore interior. Probably the most beautiful low mileage example we have had. This car is perfect in all respects having had only 2 owners and a full AM service history. Absolutely unmarked and the best you will find £54,950



1958 Aston Martin DB MkIII finished in Navy Blue with recently re-trimmed blue/grey hide interior. This car has been in the same family ownership for the last 37 years and has only two previous owners. It is quite exceptional and undoubtedly rising in value £99,500



2002 (52) Aston Martin Vanquish 2+2 finished in Skye silver with full black hide interior. The car has done only 28,000 miles and has full AM service history. Perfect throughout and sensibly priced at £48,950



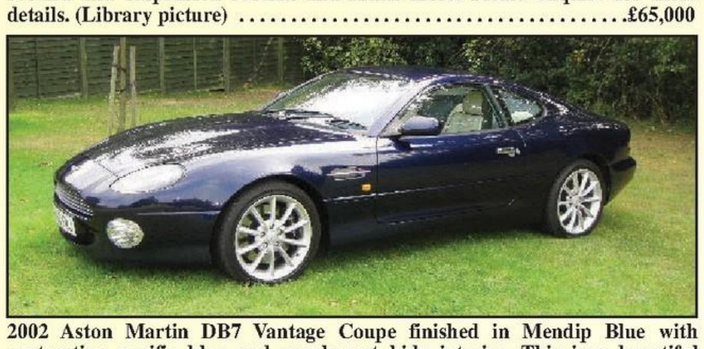
1981 Aston Martin V8 finished in Balmoral Green with contrasting Magnolia hide interior piped green with forest green carpets. This car is the subject of an in depth refurbishment including a complete repaint and full re-trim, engine rebuild and suspension rebuild and much more. Please enquire for more details. (Library picture) £65,000



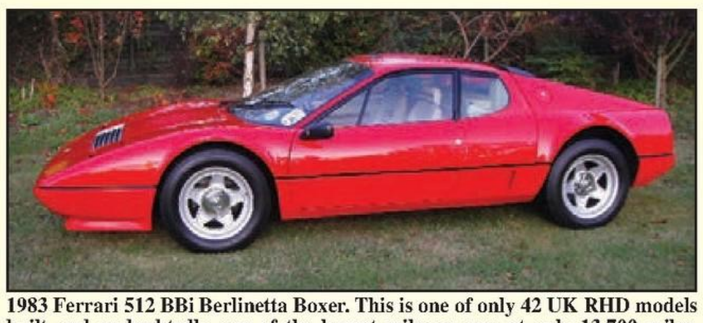
1979 Aston Martin V8 Volante, finished in Chichester Blue with contrasting oatmeal hide interior. This is a beautiful example which has been with the same caring owner for the last 22 years. The car has always been garaged and sparingly used and is now very competitively priced £49,950



1980 Aston Martin V8 Osca India finished in light Pewter with dark blue hide interior. We are pleased to be selling this car again having sold it to the last owner 5 years ago. Since taking it in p/x, we have carried out a major service and completely rebuilt the front suspension and the car drives beautifully. Sensibly priced at .....£39,950.



2002 Aston Martin DB7 Vantage Coupe finished in Mendip Blue with contrasting pacific blue and parchment hide interior. This is a beautiful example with only 26,000 miles from new and a complete Aston service history. Well worth viewing £31950



1983 Ferrari 512 BBi Berlinetta Boxer. This is one of only 42 UK RHD models built and undoubtedly one of the lowest mileage cars at only 13,700 miles. Finished in Rossa Corsa with Crema hide, the car is in the condition you would expect for the mileage. You only have to look at the prices of Dinos to realise that this car will rise substantially in value. Please Enquire.



1995 Aston Martin DB7, finished in Chiltern Green with contrasting Forest green and Parchment hide interior. This is an excellent example with just 70,000 miles and a full AM service history. Fitted with 18" alloys, Automatic transmission, Heated electric seats and cruise control, it is very well spec't for an early example and sensibly priced at £19,950



1990 Mercedes SL 300 Finished in Brilliant silver with full black hide interior. This car has done only 70,000 miles with an comprehensive service history and is in excellent condition throughout. It represents excellent value at only. (library picture) £9,950



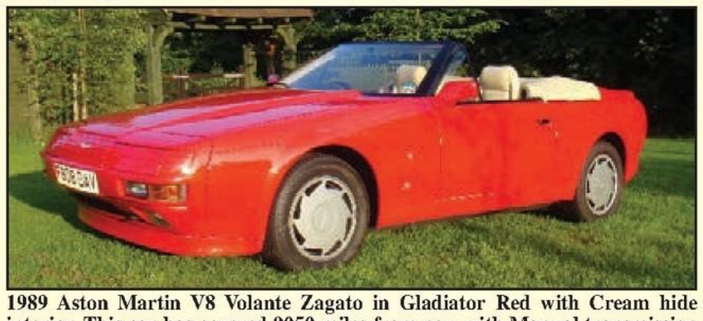
1970 Mercedes 230SL Pagoda top. A very pretty example of this timeless desirable German classic; whilst this car started life as a 230, it was upgraded some 5 years ago with a 280 engine, greatly enhancing the power and top speed of the car. Finished in Ivory with contrasting tan leather interior and a chocolate brown soft top as well as the Pagoda hard top. This car has been sparingly used but well maintained and is competitively offered for sale at £23,950



1988 Mercedes 300SL Finished in pale metallic blue with cream hide. This is a 2 owner car with a full Mercedes history. It has full leather interior, hard and soft tops, air conditioning and 16 hole flat faced alloys. This model is now rising fast but still excellent value at .....£12,950 (Library picture)



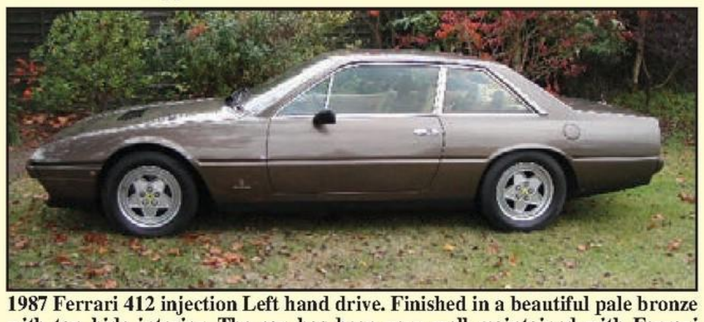
1990 Aston Martin Virage 5.3 finished in Buckingham green with contrasting parchment hide interior. Not to be confused with most Virages on the market, this one has had only 3 owners and has covered only 34,000 miles from new. It comes with complete Aston Martin service history and represents stunning value. Bound to appreciate £25,000



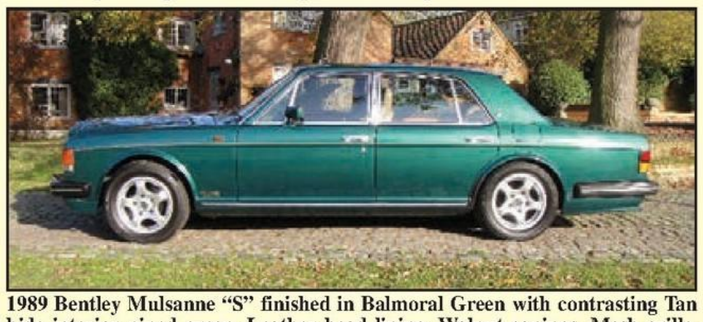
1989 Aston Martin V8 Volante Zagato in Gladiator Red with Cream hide interior. This car has covered 9050 miles from new with Manual transmission and has recently been serviced with invoices to show. Exterior paintwork is superb and mechanically, the car starts and runs fine. Complete service history from Newport Pagnell. Please enquire for full specification £79,950



1987 Aston Martin V8 Coupe finished in Buckingham green with pale grey hide interior piped green. Fitted with a special 6 speed manual transmission, "18" , five spoke alloys, Air conditioning, red callipers, mesh grille, electric heated seats etc, this car represents extraordinary value having cost in excess of £140,000 when new £34,950



1987 Ferrari 412 injection Left hand drive. Finished in a beautiful pale bronze with tan hide interior. The car has been very well maintained with Ferrari dealers both here and in Europe. 64,000kilometers only and becoming collectable £39,950



1989 Bentley Mulsanne "S" finished in Balmoral Green with contrasting Tan hide interior piped green. Leather head lining, Walnut capings, Mesh grille, Harvey Bailey handling kit, upgraded alloy wheels and an extremely comprehensive service history. Fabulous condition throughout £17,950



1972 Aston Martin AM Vantage. One of only 70 cars produced to this configuration and fast becoming very collectable. Fitted with the proven 4.0 litre, twin OH cam, straight six engine, these cars are easy to maintain and are light and nimble to drive. Previously sold by us, this car has a very detailed service history and is rising in value £36,950

The above is only a small selection of our stock. We carry approximately 35 cars in stock at all times

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