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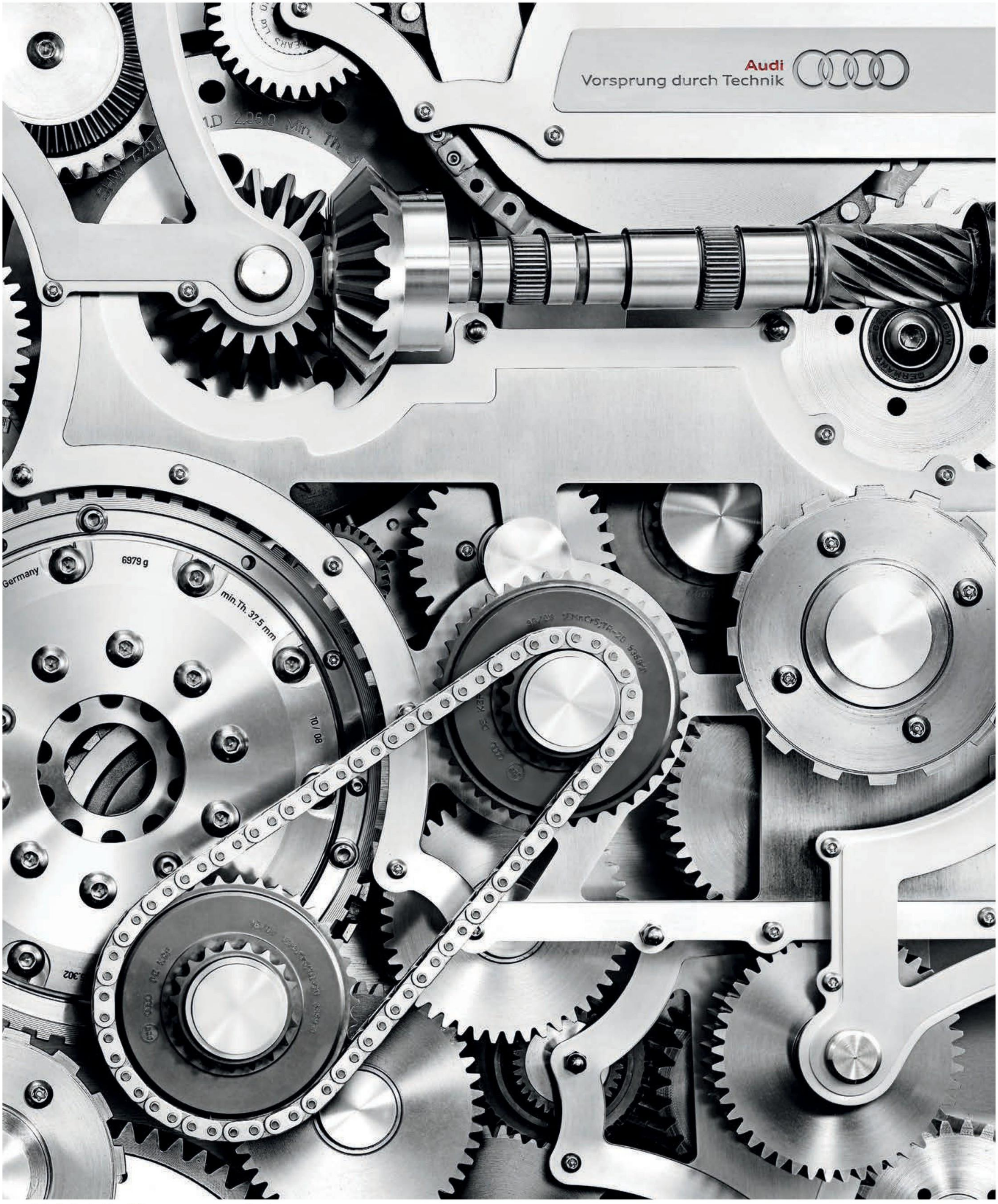
BY ANDREW FRANKEL

OCTOBER 2010 VOL.86 NO.10

OCTOBER 2010 £4.95
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EIGHTY-SEVENTH YEAR OF PUBLICATION

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LAT

Cover image: Matthew Howell

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www.motorsportmagazine.co.uk

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SUBSCRIPTIONS
UK & Overseas subscriptions +44 (0) 20 7349 8472
US subscriptions www.motorsportmagazine.co.uk

Motor Sport Magazine Limited, 38 Chelsea Wharf, 15 Lots Road, London SW10 0QJ, UK.
Motor Sport subscriptions: 38 Chelsea Wharf, 15 Lots Road, London SW10 0QJ, UK. Subscription rates (12 issues): UK £46; USA US$75; rest of the world £64. Postage is free.
Motor Sport, ISSN 0027-2019, is published monthly by *Motor Sport* Magazine Limited c/o USACAN Media Dist Corp, 26 Power Dam Way Suite S1-S3, Plattsburgh, NY 12901. Periodicals postage paid at Plattsburgh, NY. POSTMASTER: send address changes to *Motor Sport*, 38 Chelsea Wharf, 15 Lots Road, London, SW10 0QJ, UK or e-mail us at subscriptions@motorsportmagazine.co.uk.
Subscription enquiries: subscriptions@motorsportmagazine.co.uk
Subscription orders: www.motorsportmagazine.co.uk

Distribution: Comag, Tavistock Road, West Drayton, UB7 7QE, UK.
Colour origination: Wyndeham Graphics and All Points Media.
Printing: Southernprint, Poole, Dorset, UK.
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Motor Sport magazine is printed in England.

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EIGHTY-SEVENTH YEAR OF PUBLICATION

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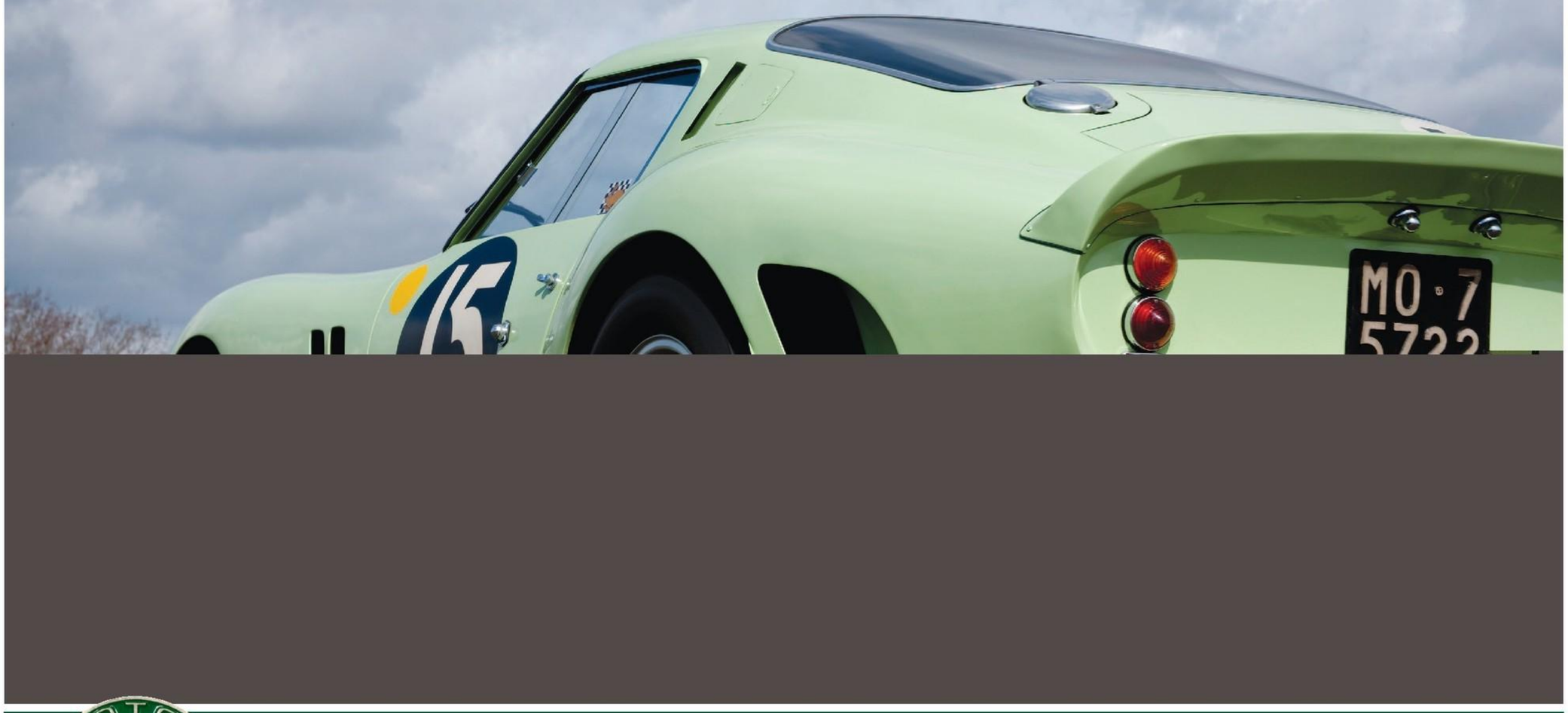
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Matthew Howell

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No time for dirty driving

Nigel Roebuck discusses Michael Schumacher at length in Reflections this month, so I'll keep it short. Forget 10-place grid penalties for Spa. For his pitwall chop on Rubens Barrichello in Hungary I'd have handed Schuey a three-race ban with immediate effect, and a suspended ban for the whole of next year, to come into force if he plays dirty again. Such a shame that a racing driver with his ability and record should stoop so low. Again.

This month Nigel, Bobby Rahal and Gordon Kirby all dwell on race track ethics in the contemporary sport. Hard racing or plain dirty driving? It depends on your opinion, but it's rife in every arm of the sport. True, it's always been with us. But in the deadly days before HANS devices, deformable structures and car park-sized run-offs, dubious ethics were limited to the few. Now they are common among the many.

The most alarming examples in the past month, aside from Schumacher's swerve, have both occurred in less-publicised corners of racing, and both unfortunately at the glorious Brands Hatch Grand Prix circuit (that's worrying in itself. God forbid anyone suggests emasculating the loop 'out in the country'). Both Francisco Carvalho in the SEAT Eurocup and Chris van der Drift in Superleague Formula escaped with their lives, no thanks to the cynicism/ineptitude (delete as you see fit) of rivals. In the SEAT crash the car landed on an empty spectator bank and missed a couple of marshals by a matter of feet. Terrifying.

So when will our sport wake up? Thanks largely to the examples set by Ayrton Senna and Michael Schumacher, new generations of drivers believe it is acceptable to block, weave and punt. Historians and fans still to this day debate the roles of Mike Hawthorn and Lance Macklin in the 1955 Le Mans disaster that claimed over 80 souls. In the litigious blame culture of today, imagine such a thing happening now. And it could happen, despite super-safe circuits, because of the sort of driving seen week in, week out at every level of the sport. From F1, below-the-belt tactics have trickled down the racing ladder.

Enough. Motor sport authorities from the FIA to national bodies must take a consistently hard-line approach to offenders. Unlike in football, which continues to ignore video technology to its detriment, motor racing stewards have the benefit of cameras as well as observers to make their judgements. They shouldn't be afraid to use them, to decide whether incidents are accidents in the true sense of the word, or avoidable crashes where blame is attributable. In such cases, there should be no room for tolerance.

As in everything, F1 should lead the way. Derek Warwick, who was the driver steward in Hungary, is said to have wanted a harsher penalty for Schumacher. His fellow stewards should have backed him up. Dangerous driving – or cheating, as it should be called – should be stamped out before someone is killed, either on the track or, worse still, in the stands.

Last month, we introduced an expanded road car section. This month, we have a new technical feature, researched with the help of Lola, plus our first motorcycle road test for years. Now, the expanded road car coverage ruffled some of you, so let me be clear: we're not about to fill the magazine with two-wheel tests! From time to time we'll be offering such stories, but only when we feel there is something worth talking about. If you haven't already noticed, *Motor Sport* isn't a historic or classic car magazine. It's a living, breathing contemporary title, just as it used to be in the days of Denis Jenkinson, and if it is to prosper and grow that's exactly what it has to be.

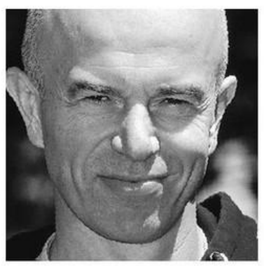
Damien Smith, Editor

CONTRIBUTORS



Nigel Roebuck

Some racing drivers make unrewarding subjects for an interview, sticking resolutely to the party message. Robert Kubica, though, proved refreshingly frank when Nigel talked to him at Renault HQ in Oxfordshire. Apart from his droll line in repartee, you have to like a man who, when asked about the biggest perk of being an F1 pilot, replies "driving". The interview begins on page 62.



Mat Oxley

MS has often carried 'bike tests in past years, and who better to give our view on a shock arrival among the superbikes than Mat, himself a TT winner. Given events in MotoGP this month, we'd bet he's also preparing to update his acclaimed biog of two-wheel superstar Valentino Rossi. But Rossi isn't his all-time hero: that's Bill Hicks, the late US comedian. And he never even qualified in MotoGP.



Rob Widdows

Ever ingenious in his travel arrangements, Rob has found a clever way of attending a Grand Prix without leaving so much as a carbon toe-print. And no, it didn't involve cycling all the way to Eastern Europe. It did involve coffee, patisserie and pain au chocolat, though. How do you measure your chocolate footprint? There are some in our office who need to know…



Matthew Howell

One of our team of superb photographers, the award-winning Matt was the lucky chap who got to shoot the GTO on our cover. That meant risking his neck by hanging out of a car tailgate to get the on-track shots – it's not all glamour in publishing. Meanwhile, back home, Matt is inserting a Riley engine into a hot Ford Popular. No one has yet found out why.

Five prepare for title climax

THE BATTLE FOR THE 2010 World Championship looks set to be the closest ever, with five drivers separated by just 20 points as the teams headed into the summer break.

The title fight has been blown wide open by a late surge from Ferrari and Fernando Alonso, a loss of momentum for McLaren, and the ongoing failure of Red Bull to capitalise fully on its qualifying advantage.

This is the first year of the new scoring system and thus for all concerned it's been difficult to make valid comparisons with previous contests. But dividing that gap of 20 points by 2.5 – to reflect the ratio of 25 for a win against 10 under the previous system – reveals the spread between the top five drivers to be equivalent to just eight 'traditional' points.

Intriguingly that margin would be exactly the same under the old system, albeit with a different leader (see table right), so the change is not responsible for keeping things close.

Bear in mind that in 2007 Kimi Räikkönen won after being 17 points behind with two races to go and it's clear that the championship is impossible to predict. Consider too that the Korean GP is new to everyone, and that both it and several of the other remaining venues are potentially susceptible to rain. Singapore, with the usual random elements of a street race, is also something of a lottery.

Despite the uncertainties, Red Bull drivers Mark Webber and Sebastian Vettel have to be regarded as the favourites, not least because of the exceptional qualifying record that has seen the dark blue cars beaten to pole only once, when Lewis Hamilton topped the times in Canada.

Since pure straightline speed is not the RB6's strength, Montréal was one of two tracks that the team had some concerns about earlier in the season, the other being Monza where it struggled last year. The team was very competitive elsewhere in the last part of the 2009 season, however, winning in Japan, Brazil and Abu Dhabi.

The downside is Red Bull's ongoing habit of shooting itself in the foot, both with mistakes in races and its clumsy handling of the delicate relationship between the two drivers and the management. The other potential weakness is that neither driver has experience of a successful title campaign.

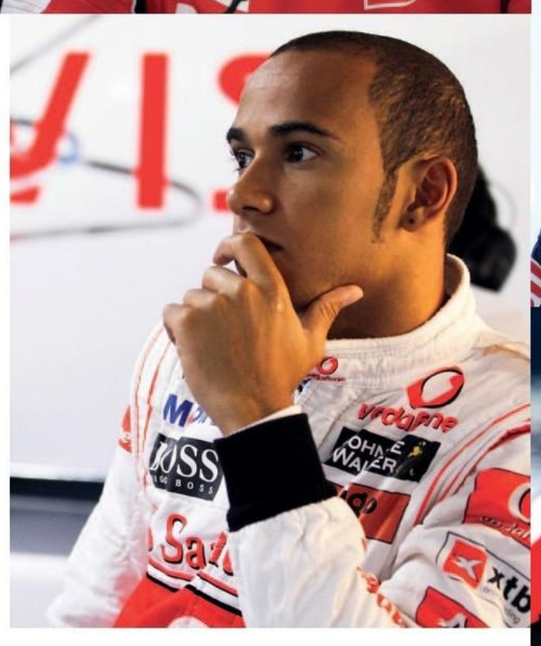
In contrast both Hamilton and Jenson Button know how to win titles, and have learned that salvaged fourth and fifth places can be as valuable as victories. But they are going to need more than that if they are to sustain their challenge, and the last two races before the break suggested that the team needs to find some performance. The F-duct will provide a boost at some upcoming venues, while it's worth recalling that even with the difficult 2009 car Hamilton won in Singapore and very nearly in Abu Dhabi.

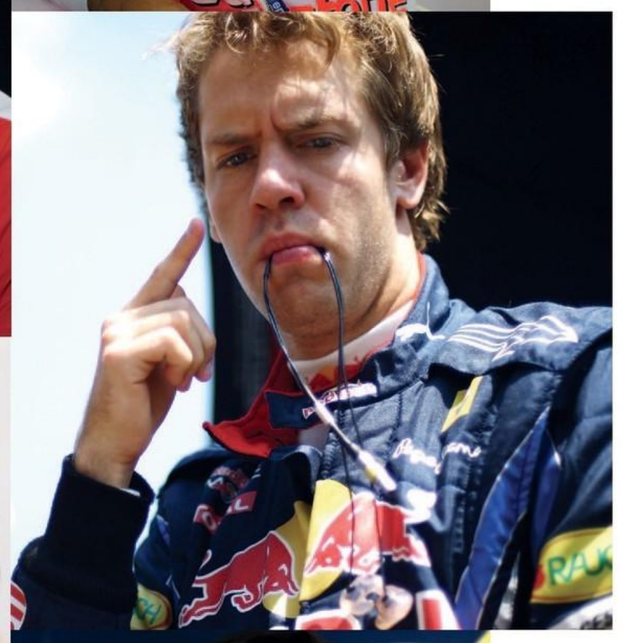
Ferrari's controversial swapping of positions in Hockenheim propelled Alonso into the title race, and a frustrated Felipe Massa knows that he is now expected to play a supporting role. The team had upward momentum before the break, but it remains to be seen how much of a distraction the World Council enquiry will be.

Intriguingly, Alonso recently brought the experience factor into focus: "It's hard to say who is my strongest rival – we are all almost equal. Maybe Hamilton, Button and myself, who have won a title, will tackle the final rush in a calmer way, having already experienced something similar." *Adam Cooper*











LAT, Ferrari & Red Bull/Getty

2010 FIA FORMULA 1 POINT STANDINGS

1. Mark Webber	161
2. Lewis Hamilton	157
3. Sebastian Vettel	151
4. Jenson Button	147
5. Fernando Alonso	141

POINTS AS PER 2009 SYSTEM

1. Lewis Hamilton	65
2. Mark Webber	63
3. Sebastian Vettel	61
4. Jenson Button	59
5. Fernando Alonso	57

Austin GP secures billionaire backer

A TEXAN BILLIONAIRE IS ONE OF THE main investors behind plans to bring the United States GP to Austin in 2012.

Red McCombs made his fortune as a car dealer and as a co-founder of Clear Channel, but he is best known in his home country as a former owner of both the San Antonio Spurs and Denver Nuggets basketball teams as well as the Minnesota Vikings NFL team. He had no knowledge of Formula 1 until Austin promoter Tavo Hellmund persuaded him to come on board.

McCombs insists that he loves any form of competition – but has also made it clear that he doesn't intend to lose money on the deal. "We intend to make this a very profitable venture," he said. "We have to raise a lot of capital, and we shall try to sell that same idea to other people coming into the venture with us."

Hellmund has revealed the site of the new circuit, which is based on a hillside and has a view of downtown Austin. However, red tape means he is unlikely to start construction on the $180 million Tilke-designed project before the end of the year.

Hellmund has tried to justify the race locally by claiming that it will bring $300m a year to the city.



Sean Ramsell

Mansell on two wheels for charity

NIGEL MANSELL HAS COMPLETED A 1100-mile cycle ride in 13 days in aid of 'UK Youth'. The ex-Formula 1 World Champion (above right) cycled around the UK with his two sons Leo and Greg and Magnus Backstedt, a former Tour de France racer, and hopes to raise £1 million. To sponsor them visit www.justgiving.com/ukyouth.

IN BRIEF

■ Ferrari will face the music in Paris on September 8 when the World Motor Sport Council convenes to consider the Hockenheim team orders controversy. The meeting takes place just three days before practice for the Italian GP.

■ Malaysian Nabil Jeffri is set to become the youngest driver to run in a contemporary F1 car when he conducts a straightline test for Lotus on September 3. Jeffri, who does not turn 17 until October, is competing in the Formula BMW Pacific series.



LAT

■ Adrian Newey was sent to hospital after a crash in the Ginetta G50 Cup race at Snetterton on August 8. The Red Bull technical guru (above), who was T-boned after being nudged into a spin, was released that evening.

■ Nick Heidfeld has taken up a new role as test driver for F1's 2011 tyre supplier, Pirelli. The German was released from his Mercedes GP reserve driver contract in August in order to meet team demands for Pirelli to use an independent driver. He began testing tyres fitted to a 2009 Toyota F1 car at Mugello.

■ Virgin Racing test driver Andy Soucek has severed his ties with the team, having not driven a lap in the car. The Spaniard had been hoping to drive on the Fridays of Grand Prix meetings, although his contract with the team did not guarantee such an arrangement.

■ Jenson Button and Nico Rosberg both made good use of F1's August summer break by taking part in triathlons. Button shrugged off a bout of tonsillitis to complete the London event, while Rosberg was in action in Kitzbuhel, Austria a week later.

■ The Bahrain organisers will revert to the standard track layout for next year's Grand Prix, having used the longer version originally designed for the 24-hour GT race for this year's season-opener.



LAT

Korean circuit 'on schedule'

BERNIE ECCLESTONE HAS INSISTED THAT all is well with the Korean GP, despite suggestions that the building of the track had fallen behind schedule.

A visit from the FIA's Charlie Whiting in July gave the promoters a clear idea of what they need to do to be ready for the October 22-24 race.

"They're getting on with it," Ecclestone told *Motor Sport*. "Like all new events, until it happens it's a new event, and people won't believe it. Even when I went to Abu Dhabi three months before the race I thought, 'This isn't going to happen.'"

Matters have not been helped by increasing tensions between North and South Korea in recent months, although Ecclestone says that won't affect the race.

"That's been going on for a long time. You mean if they started a war? It would probably be difficult, the spectators wouldn't come to the race if there's a war, which wouldn't be good. But I shall be there…"

Yung Cho Chung, the CEO and president of the Korea Auto Valley Corporation, said that everything is on schedule.

"Our preparation and construction is under control and will be completed in August. Pre-inspection from the FIA is already done, and Charlie Whiting is quite happy with our progress. Now he is checking a report every day."

Lotus unveils track day 'F1'

LOTUS CARS HAS TAKEN THE WRAPS OFF THE ULTIMATE TRACK DAY TOOL THAT IT is billing as a turn-key Formula 1 car.

The carbon-composite Lotus 125 is powered by a 640bhp 3.5-litre Cosworth V8 based on the engine company's final Champ Car unit which weighs 560kg, giving the car a power-to-weight ratio of nearly 1000bhp per ton. The 125 is designed to be user-friendly and can be started with the push of a button rather than by an army of technicians.

The programme, which is being marketed under the banner of the Exos Experience, was unveiled at the Pebble Beach Concours d'Elegance in late August. A mock-up was shown at the Californian event and the first car is due to begin testing in November.

A price tag of nearly US$1 million (£650,000) will include five events at major circuits around Europe.



Nigel Roebuck



REFLECTIONS
– Why Schumacher should have been banned
– It's time to change the rule on team orders

Watching the Edmonton IndyCar race on TV, I was more than a touch nonplussed when Hélio Castroneves was given a penalty in the late laps for allegedly blocking his Penske team-mate Will Power immediately after a restart. This cost Castroneves the race, and afterwards he freely advised officials of his disappointment. Not to put too fine a point on it, he was fighting mad, and his histrionics further earned him a substantial fine and 'probation' for the rest of this season.

Castroneves has long been renowned for theatrical behaviour, so his response was not unexpected, but on this occasion I had sympathy for him. For some time there has been in Indycar racing a complete ban on blocking, introduced at a time when virtually all the races were run on ovals, but no matter how many times I watched this moment of supposed controversy at the Edmonton airport track I could not see that Castroneves did anything that warranted sanction. All he did, it seemed to me, was hold his line on the approach to a turn, and oblige Power to go the long way round. Where lies the crime in that?

A week later, at the Hungaroring, we went from one extreme to the other, when Michael Schumacher quite deliberately moved over on Rubens Barrichello, ushering him to within an inch or two of the pitwall at maximum speed.

The stewards, advised on this occasion by Derek Warwick, later announced that Schumacher would be penalised 10 grid positions at the next race, Spa. To most observers, that didn't constitute much of a punishment (particularly in the context of Schumacher's qualifying performances so far this year), for what Jackie Stewart called, "The most dangerous move that I can recall seeing in all my time in motor racing – worse even than what Senna did to Prost at Suzuka in 1990…"

Two years earlier than that, in the Portuguese Grand Prix of 1988, Senna



Schumacher shoves Barrichello towards the Hungaroring pitwall, but Rubens keeps his foot in...

nudged the overtaking Prost towards the pitwall at 190mph, and at the time we were all scandalised, for the sometimes homicidal driving of Giuseppe Farina was long forgotten, and in the modern era we had seen nothing like this.

Senna may have been a genius, but he was also consummately ruthless on the track, particularly towards Prost, his nemesis. The move on Alain that day in Estoril went unpunished, and thus began a sea change in the way motor racing was conducted. What had once been described by Stirling Moss and his generation as "dirty driving" now became increasingly the norm, and to venture a word like 'sportsmanship' in the 21st century is to invite derision.

It was no more than inevitable that this should happen, for young drivers invariably ape their peers. "I think Ayrton was like that from the start of his Formula 1 career," says Damon Hill, "and, for all I admired him, I think his approach was responsible for a fundamental shift in the ethics of the sport.

"Back in 1985, when he was the coming superstar in F1, I was in Formula Ford, and you could see that people were trying to *be* Ayrton Senna – they were using terrorist tactics on the track. The views that I had, that I'd gleaned from being around my dad and people like him, I soon had to abandon – I mean, you realised that nothing was going to be done when a guy rammed you off the track. It would go to the stewards afterwards, and you'd say, 'That was unfair', and they'd say, 'Oh well, that's motor racing'. So of course you said to yourself, 'Well, if that's the way people see motor racing these days, then I have to adopt the same sort of tactics.'"

> "People tried to *be* Senna – using terrorist tactics on track"
>
> DAMON HILL

I once asked the late Phil Hill what he made of the driving practices of the modern era. "In my time," he said, "there was one guy with a reputation for... imprudence, and he came to use that as a weapon to scare other drivers out of the way. I thought that was evil.

"Why do some of them drive the way they do today? Well, because they can get away with it, I guess. They don't get punished, and usually these days they don't get hurt. That's the only possible explanation. Doing that sort of stuff in my day was just unthinkable – for one thing, we believed certain tactics were unacceptable anyway, and for another, the potential consequences were terrible. ›››

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Nigel Roebuck

I know it sounds corny, but those were the facts. If you got upside down, usually you were dead…"

No driver followed Senna's example more adeptly, more absolutely, than Schumacher. It's amusing – not to say ironic – now to recall Michael's outrage, at Interlagos in 1992, at the moves Ayrton had pulled to keep him behind. "I don't know what game he was playing," he said, "but it wasn't a nice one. For a three-time World Champion, it's not necessary to do something like that." In very short order, Schumacher would come to see the short-term benefits of 'doing something like that'. And act upon it.

Two years later, after all, he drove his damaged Benetton into Hill's Williams at Adelaide, thereby settling the World Championship in his favour, and in similar circumstances, at Jerez in 1997, tried – unsuccessfully this time – to take out Jacques Villeneuve. Such as Heinz-Harald Frentzen and Fernando Alonso – and even his own kid brother Ralf – can tell you horror stories of what presuming to overtake Schumacher can lead to. In Martin Whitmarsh's office sits the front wing endplate, complete with tyre marks, from Mika Häkkinen's McLaren, legacy of Schumacher's 190mph chop at Spa in 2000. And down the years Michael's behaviour invariably went unpunished, the FIA and its stewards passing up endless opportunities to put a marker down, just as they had with Senna.

Early this year I talked with Juan Pablo Montoya about Schumacher's imminent return to F1 after three years away. Would the stewards – perhaps tougher now than in Michael's earlier career – take a harder line with him?

Montoya laughed. "I doubt it," he said. "With him it's different, isn't it? It always was, and I'd be surprised if it changed…"

Immediately before the incident at the Hungaroring Barrichello – for five years Schumacher's loyal team-mate at Ferrari – radioed the Williams pit to say that Michael, whom he was trying to overtake for 10th place, was up to his old tricks,





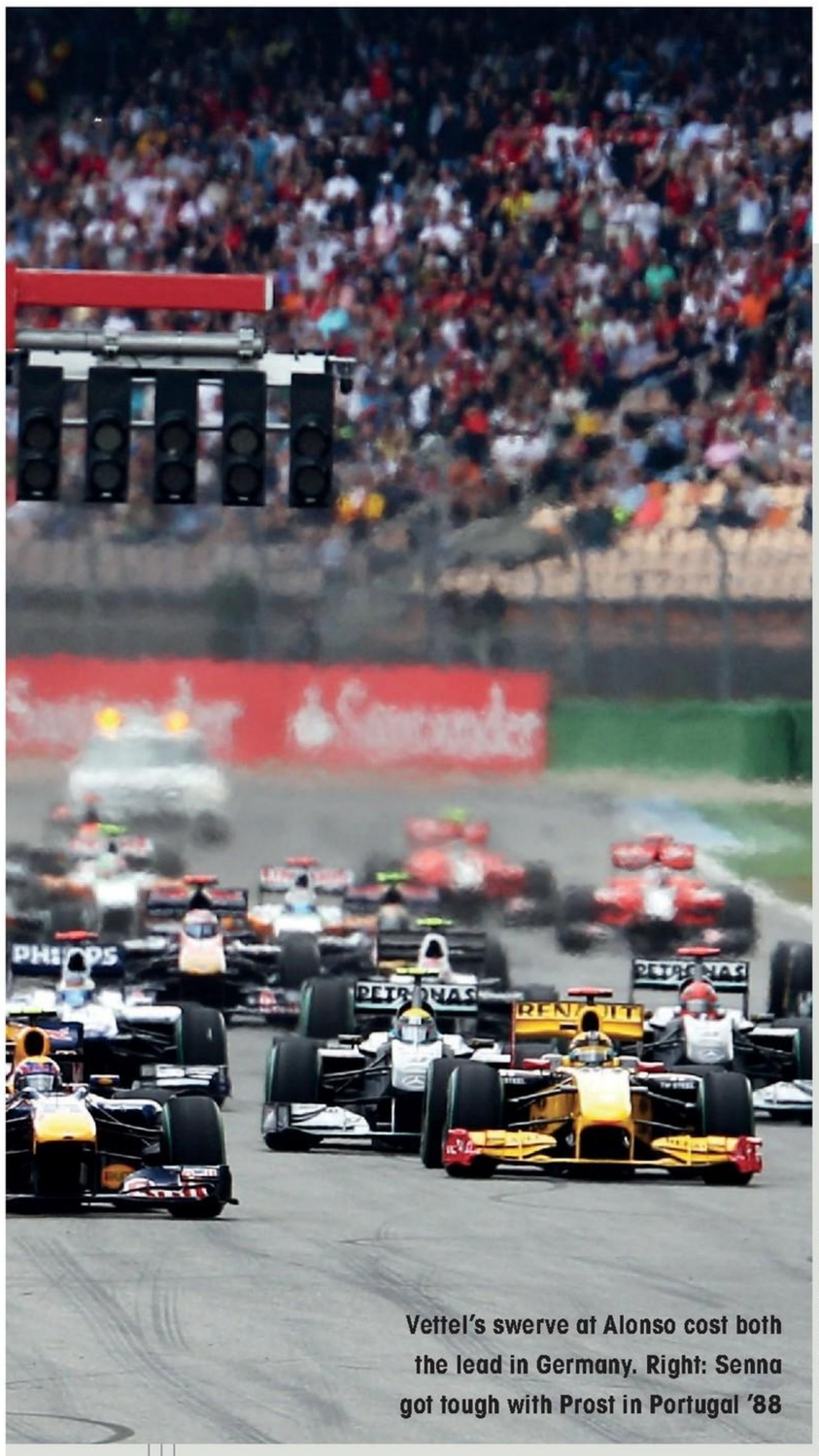
Schumacher resorted to foul play against Villeneuve at Jerez '97

LAT

leaving tempting gaps for Rubens, then chopping across once he was into them, obliging him to lift.

Seconds later Schumacher made a mistake at the last corner, so that Barrichello had a good run on him down the pit straight. Schumacher took up a position in the middle of the track, and could be plainly seen looking left-right in his mirrors to see which way Barrichello would go. Rubens went right, to give himself the inside line into the next corner, whereupon Michael immediately did the same, edging his rival ever closer to the pitwall – suggesting, in other words, that he back off.

Barrichello bravely declined to lift, even though in the end he was literally skimming the wall. If another driver had been gunning it out of pitlane at that moment – or if the Williams and Mercedes had made contact – it would have been like a plane crash. Apart from anything else, one was struck



Vettel's swerve at Alonso cost both the lead in Germany. Right: Senna got tough with Prost in Portugal '88

Red Bull/Getty Images

again by Schumacher's apparently absolute lack of imagination – does it never cross his mind on these occasions that he, too, might be at risk?

Afterwards Barrichello was scathing about what had happened, but Schumacher icily suggested he was a whinger: "This is Formula 1," he said. "Everyone knows I don't give presents…"

Even by his own standards, the arrogance was breathtakingly glib and contemptible. Apologists for Schumacher, already working overtime this season – 'It's not him, it's the car…' – did their best to soften the whole thing, suggesting that what Michael had done was merely 'hard racing'.

In my eyes, anyone who saw that as no more than 'hard racing' is either blind or imbecilic. 'Hard racing' was what Gilles Villeneuve used to do. "Gilles was a giant of a racing driver," as Keke Rosberg said, "because, although he was the toughest bastard I ever raced against, he was always *totally* fair."

In Hungary the apologists suggested that *of course* Schumacher hadn't intended to endanger Barrichello, but that didn't wash with Stewart, the driver who did more than any other to improve safety in the sport.

"I heard what Norbert Haug had to say afterwards, defending Schumacher," said Jackie, "and I have to say I thought he looked very uncomfortable as he was doing it.

"Just as when Senna pushed Prost off the road in Japan, what Schumacher did to Barrichello was clearly premeditated – and I have to say that I really take my hat off to Rubens for staying with it. As shocked as I was by what I was seeing, I was extremely impressed that he had the courage to go through with it. Even as it was happening, there was a time when he could have backed off, but then there came a point when he was too far into it, when he couldn't have got out of it. It was an absolutely shocking display, and I am so sorry that it happened, because it reflects so badly on the sport. And as for the way Michael justified it afterwards… 'Everyone knows I'm not easy to pass…', as if to say, 'Let that be a lesson to you…' Then he suggested that Rubens was a whinger – terrible! Presumably, later on someone then talked to him, to get him to make the apology the following day.



LAT

"Anyone who saw that as 'hard racing' is either blind or imbecilic"

"If you make a mistake, you must expect – and accept – that it's going to cost you, that you can't just chop across the guy trying to pass you. It's too late for Schumacher to learn such a thing, but perhaps not for those clearly influenced by him, like Vettel. I think the liberties that are now taken by some drivers are beyond what's acceptable, and the penalty for Schumacher should have been much more severe than a 10-place drop at the next race, no question about it."

To my mind, Schumacher should have been banned from at least one Grand Prix. At Estoril in 1989 Nigel Mansell overshot his pit, and then reversed his Ferrari back into it. Against the rules, of course, but there was no question of any drive-through penalty, or anything of the kind – no, no, the stewards informed his team that Mansell had been disqualified and would receive the black flag. This was duly waved, and three times Mansell – in the throes of a fierce battle with Senna's McLaren – ignored it, later claiming that he had not seen it. As a consequence, he was banned from the next race at Jerez. A serious offence, yes, but hardly comparable with what Schumacher did at the Hungaroring.

The thought occurs that, had Michael been banned for a race, of course, Mercedes would necessarily have put Nick Heidfeld in his car, which might well have proved embarrassing for the team, for the underrated Heidfeld might well have achieved more than the man he was replacing. We shall never know, of course, but we can imagine what has been said in the Mercedes boardroom through the summer: Schumacher's return is hardly turning out to be the PR/marketing deal made in heaven.

Forgive the digression. Much more importantly, had Schumacher received a race ban for his move on Barrichello, it would have registered with every other driver in F1 – and, more to the point, every kid on a kart who thinks, 'Well, Michael does these things, and he's won seven World Championships, so obviously that's the way I should do it…' 'Terrorist tactics', as Hill said of Senna.

The fact is, messages do get passed down. The youthful Schumacher may have been briefly appalled by Senna's intimidatory driving at Interlagos all those years ago, but it took him no time at all to start behaving the same way.

We have, in F1, the unwritten rule that 'one move' is acceptable in protecting your position – you may, in other words, chop across the bows of an overtaking car with impunity, so long as you do it only once. In itself, this is subject to widespread abuse, as we have seen countless times: 'Did he make a second or third move – or was

Nigel Roebuck

he just moving back onto the ideal line for the next corner?'

The whole 'one move' thing I have always thought an absurdity. Of course F1 is tough, and so it always should be, but the notion of 'back off or we have an accident' should have no part to play in something calling itself a sport.

Come to that, it is also highly detrimental to *racing*, to the spectacle. For a very long time fans have justifiably lamented the lack of overtaking in Formula 1, and while it's a fact that ever more sophisticated aerodynamics (and silly circuit designs) have militated against cars passing each other, so also has this increased acceptance that blocking is kosher.

As I mentioned in a previous column, former F1 driver Derek Daly, to whom I spoke immediately after the Canadian Grand Prix, was aghast at what he had just witnessed. "Don't you guys *want* overtaking in F1?" he said. "I can't believe some of the things I've seen this afternoon – but they get away with it, don't they?" In his opinion, which had been the worst offenders? "From what I saw, Schumacher – of course! – and [Nico] Hulkenberg, a rookie, who's grown up watching Michael, I suppose..."

In the same way, consider Sebastian Vettel's starts at Silverstone and Hockenheim. Each time he was on pole position, each time he made a less than perfect getaway – and each time his first thought was to swerve across in front of the car immediately behind him. It didn't work on either occasion – neither Mark Webber nor Fernando Alonso is renowned for susceptibility to intimidation – and in Germany Vettel's messing about cost so much time that, in trying to force Alonso to yield, he allowed Felipe Massa to leapfrog both of them.

"That was a man with his head right out of gear," said Stewart. "OK, he'd made a bad start – it happens – but I'm sorry, you just don't do something like that."

No, you don't – or you shouldn't – but it's in the very DNA of Grand Prix racing these days. At the start, you don't concentrate on gunning it for the first corner; no, you move around so as to discourage the driver behind you from thinking about a pass.

Recently I watched a video of an '80s Grand Prix, before there was such a thing as a pitlane speed limit. In those days I, like everyone else, never gave such things a thought – by definition, pitstops were something to be got through as quickly as possible, and that was all there was to it. By definition the procedure was dangerous – but so it had always been.

Watch it now, though, and you can't believe it was ever like that. At Estoril in 1993 the active suspension of Gerhard Berger's Ferrari glitched as he accelerated out of the pitlane, causing the car to bottom out as he rejoined the circuit. The car immediately spun across the road – between Erik Comas's Larrousse and Derek Warwick's Arrows, both of which it miraculously missed.

I asked Berger what kind of speed he would have been doing when the problem occurred. "Oh, I don't know... 220, 240..." Not far off 150mph, in other words. In the pitlane.

The following year, at Imola, the right rear wheel of Alboreto's Minardi, not properly secured, flew off the car as Michele accelerated down the pitlane, striking – and injuring – Ferrari and Lotus mechanics. Thereafter, the FIA introduced a pitlane speed limit, which now seems like no more than common sense. Only last month, in Hungary, Rosberg's Mercedes shed its right rear wheel in similar circumstances, and it bounced to a spectacular height even though relatively Nico was crawling when it became detached. Had he been going quickly, the consequences might have been dire.

As I watched the '80s pitstops, I thought to myself, 'Dear God, did it really used to be like that? Whatever we were thinking?' And it's my hope that one day we will look back on the antics of Senna and Schumacher – and on the permitted 'one move' – and reach a similar conclusion.

"What happened in Hungary was extreme," said Stewart, "but it was hardly anything new. I mean, look what Michael did to Kubica and Massa in Montréal – and this is a guy who *works* for the FIA, on *road safety*! That strikes me as a bit... ironic, really. And at the same time, the FIA doesn't want anyone from the GPDA on the Safety Council!"

It seems to me that this is an odd sport that gets semi-hysterical about 'team orders' – about two cars changing order, in the interests of a team – yet blithely accepts that these days drivers indulge in practices that in any sane world would be condemned. For ordering Massa to allow Alonso to pass, Ferrari was fined $100,000, and the matter was also referred to the World Motor Sport Council for further consideration, and perhaps further punishment. Why there was not a similar recommendation, in the case of Schumacher's offence in Hungary, I cannot understand.

It's a fact that, beyond admiring his once extraordinary skills, I have never been a fan of Michael, never included him in the pantheon. To understand why, you need look no further than the events at the Hungaroring on August 1.

We have, I think, been quite astonishingly fortunate over time that no one has been injured, or worse, in an accident spawned by tactics of this kind. And if we continue tacitly to accept them, I want to see no hand-wringing from the powers-that-be as and when something catastrophic occurs, as eventually it surely must.

"As long as the drivers – some of them, anyway – are behaving like this," concluded Stewart, "it's quite difficult to take them seriously when they complain about safety in any other context, isn't it?"

A quiet time in F1, this, for it is August, and therefore time for the mid-season break. When I called Williams early in the month, the factory – like all the others – was shut, and only the PRs and marketing people were on duty.

This being so, there have been precious few news stories, and conversation among racing people has been confined largely to events of the recent past. Hockenheim and the Hungaroring provided plenty of scope.

This is, I think, the best Grand Prix season for many a long year, in part because refuelling has been banned and we have got away from the dreary sprint-stop-sprint



Alonso's 'pass' and win over Massa in Germany prompted outrage



Ferrari

syndrome where looking after your tyres was of no account, and in part because we have three genuinely competitive teams, with a couple more not far away, and an especially fine crop of drivers. Mark Webber has won four Grands Prix, and Lewis Hamilton, Jenson Button, Sebastian Vettel and Fernando Alonso a couple apiece. With seven races still to be run, any one of them could finish the year as World Champion.

Of the drivers in the top three teams, only Felipe Massa has yet to win a Grand Prix in 2010, and the one he looked like winning – in Germany – he was obliged to surrender to the greater good of Ferrari, which wants to see one of its drivers take the title, and knows Alonso is the more likely to succeed. Where Webber and Vettel are very close on points, as are Hamilton and Button, Alonso is some way clear of Massa, so one can understand Ferrari's point of view.

Ah, but what to do when circumstances become… tricky? At Hockenheim Alonso was comfortably quicker than Massa in qualifying, as he invariably is, but still Felipe lined up third. And at the start, when poleman Vettel swerved at Fernando, delaying them both, he lost no time in capitalising on the situation, bravely snicking by the pair of them into the first corner.

Thereafter the Ferraris were essentially in control, with Vettel lurking not far behind, but offering no immediate threat. And Massa, it should be said, looked very composed in the lead. A couple of times Alonso 'had a look', but he was never close enough to make it stick. If Massa were perhaps less at ease on the harder Bridgestones to which they changed at the stops, still he seemed well set.

Behind him, though, Alonso was becoming frustrated. Of course there was the thought that, had Vettel not tried to shove him into the pitwall, Massa would never have got ahead in the first place, and also an awareness that Vettel's Red Bull – the fastest car of the season – was still but five seconds behind. As well as that, despite a sequence of poor results in the recent past, Fernando had continued to insist that still he had the possibility to become World Champion. In times past, such as in Melbourne, circumstances had left him stuck behind his team-mate, and he had been none too pleased about it.

It is a fact that Alonso is one of the sport's natural autocrats, and F1 insiders will tell you that, whether overt about it or not, the really great drivers always are. In that context, I recall a conversation with Steve Nichols, the designer of McLaren's most successful car, the MP4-4 of 1988, and a man who somehow maintained a good relationship with both its warring drivers, Ayrton Senna and Alain Prost.

"I hated seeing the situation develop between them, because I liked both of them," Nichols told me, "but there was nothing anyone could do about it – not even Ron [Dennis]. These people are very intense, you know. Senna is like that in a very obvious, aggressive sort of way, »»»

Nigel Roebuck

but even Prost… there's the sweet guy we all know, but underneath he's pretty goddam competitive."

Alonso, too, is intense – far more so than his predecessor at Ferrari, Kimi Räikkönen – and 'pretty goddam competitive'. When he dominated the 2007 Malaysian Grand Prix, only his second race for McLaren, I remember Martin Whitmarsh ecstatically describing Fernando as a 'lean, mean killing machine' – in the sense of a man put on earth to win Grands Prix. Alonso personifies 'hard racer', but never have I seen him do anything questionable on a race track.

Not in the Schumacher sense of the word, anyway. After Hockenheim, though, there were plenty who questioned what had happened on lap 49 when Massa, after radio contact from his race engineer Rob Smedley, backed off, allowing his team-mate to pass.

At the post-race press conference the questioning of Alonso was predictably aggressive, and of course there was the pathos of Massa's situation to heighten the sense of drama, the contrast between the two. Did Fernando not feel guilty about what had happened? Was this not, after all, a year to the day since Felipe's accident in Budapest?

Alonso, despite the claims of some, is not made of stone, but in a situation like that he was impervious to insult, shrugging off the questions as if not realising that insult had been intended. After a string of disappointing results, he said, Ferrari had scored a one-two, and perhaps the tide had been turned. As he left the press room he betrayed not the slightest anger at the wringer through which he had just been put. 'Is that it?' he seemed to be saying. 'Can I go back to work now?'

I was no different from virtually everyone else at Hockenheim that afternoon: I have never cared to see two cars changing places at the behest of the team management. That said, I think those who claimed – not without reason – that they had been robbed of the spectacle of Massa and Alonso fighting it out were being a touch simplistic.

Like it or not, the fact was that Ferrari *had* been through a series of disappointing results, some of which the team could reasonably claim to have been the consequence of outside influences. Now, at Hockenheim, the cars were on the pace at the front of the pack, and how stupid would Ferrari have looked if – in the course of a fight – Massa and Alonso had tangled, as did the Red Bulls at Istanbul, when Vettel screwed up his pass of Webber? It is doubtful that Luca di Montezemolo would have warmly welcomed Stefano Domenicali on his return to Maranello.

I did not, as I say, relish the sight of Massa moving over for Alonso, and would far prefer to have watched them go at it. But such are the aerodynamic rules in F1 that, even when one driver is plainly quicker than the other, it is nigh impossible to overtake an identical car. Here was an opportunity for Ferrari to bring one of its drivers back into the World Championship fight, and in this era the World Championship is the only thing that matters. You might regret that, as assuredly do I, but it's the way it is.

Where I took issue with some of the hysterics was in their comparison of this with what took place at the A1-Ring in 2002. At the Austrian Grand Prix the year before, Michael Schumacher was delayed by a contretemps with Juan Pablo Montoya, and on the final lap Rubens Barrichello was ordered to give up his second place to him. Not pretty, but in the circumstances perhaps not surprising, either, for David Coulthard won the race, and at the time DC was only a handful of points behind Schumacher.

The following year it was entirely different, however, for Barrichello dominated both qualifying and race, yet was still ordered to let Schumacher through for the win – this despite the fact that, after only five races, Michael already had a massive lead in the World Championship. I can still hear the jeers from the stands as Rubens came up to the line on a trailing throttle, allowing the other Ferrari by.

It was that infamous day which brought into play a new rule within the F1 Sporting Regulations, stating that, 'Team orders which interfere with a race result are prohibited'. (Actually, I'd quite to like to see one to the effect that, 'Homicidal driving which interferes with a race result is prohibited', but there you are…)

Given that the law is in force, Ferrari unquestionably broke it in Germany, »»»



Schumacher and Barrichello are booed at Austria '02; Montoya looks amused…

Sutton



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Nigel Roebuck



Collins selflessly makes way for title contender Fangio at Monza '56

LAT

and therefore had to take its punishment. Life changes, doesn't it? Once I was able to smoke in a pub, but now it's against the law, so I don't go to pubs any more. But I could of course go the Ferrari route, pop in for a scotch and soda, light a fag, and get fined – and I just might if a possible World Championship hung on it.

Of course one hopes never to see a repeat of what happened in Austria eight years ago, but I reckon that on that occasion Ferrari should have been subject to the catch-all charge of 'bringing the sport into disrepute' (which undoubtedly was the case), and there the matter should have rested.

Why? Because a blanket ban on 'team orders' is frankly unrealistic, and any unenforceable law should not exist. The fact is, there have *always* been team orders in F1, and folk who go on about it as if it were some recent phenomenon betray a certain ignorance of the sport's history. Ye Gods, try telling that to Alfred Neubauer! Until the early '60s, indeed, a team leader would take over a team-mate's car if his own broke...

After Juan Manuel Fangio, his fourth World Championship on the line, retired from the 1956 Italian Grand Prix, team-mate Luigi Musso was *ordered* on a pitstop to get out of his car and give it over to the great man. Musso, an Italian at Monza, declined to alight, whereupon Peter Collins – unbidden – gallantly stepped aside for Fangio, who went on to clinch the title.

Look at the results of the 1957 British Grand Prix, and you will find that the winning Vanwall – scoring the very first World Championship Grand Prix victory for a British car – was driven by Moss *and* Brooks, Stirling taking over Tony's car after his own had failed.

So let's not pretend that 'team orders' have ever been other than intrinsic to Grand Prix racing. I thought it both unfortunate and unfair that Smedley should have been required to issue the coded instruction to Massa, but of course if Domenicali had done it, the fact of his conversing with Felipe in a race would have been an obvious departure from normal procedure. As it was, nobody was fooled by, 'Fernando is faster than you – please confirm you have understood...'

Ferrari weren't too subtle, I grant you, but it did seem to me that certain F1 people were a touch holier-than-thou about it. Eddie Jordan, for example, seemed almost to be suggesting to his BBC audience that all Ferrari personnel should be hung, drawn and quartered – yet, when put on the spot, admitted that he personally had ordered Ralf Schumacher not to threaten Damon Hill as the pair headed for a Jordan one-two at Spa in 1998. As for McLaren people... have they forgotten Suzuka in '91, when Senna was ordered to give way to Berger on the final lap? To say nothing of sundry Häkkinen/Coulthard happenings...

In none of these cases, of course, was it 'against the law' at the time, as it wasn't with Phil Hill and Mike Hawthorn at Casablanca in 1958, with Lorenzo Bandini and John Surtees at Mexico City in '64, with Nigel Mansell and Riccardo Patrese at Monza in '92, with Schumacher and Eddie Irvine at Sepang in '99, etc, etc, etc...

Now – for the moment, anyway – it is against the law, but that doesn't mean that the law isn't flouted by means of artifice – think of the unfortunately long pitstop, the failure to bring a driver in at the optimum moment, the need to 'turn down your engine in the interests of fuel consumption'... and on, and on.

Personally, I find it admirable – and courageous – when teams allow their drivers to go at it, no holds barred, but I have never believed it should be a requirement, a *regulation* of the sport. F1 is not a talent show, put on for entertainment alone, but a serious endeavour, in which countless millions and man hours are spent in a quest to succeed. It is also an unusual sport in that you have people in the same team trying to beat each other.

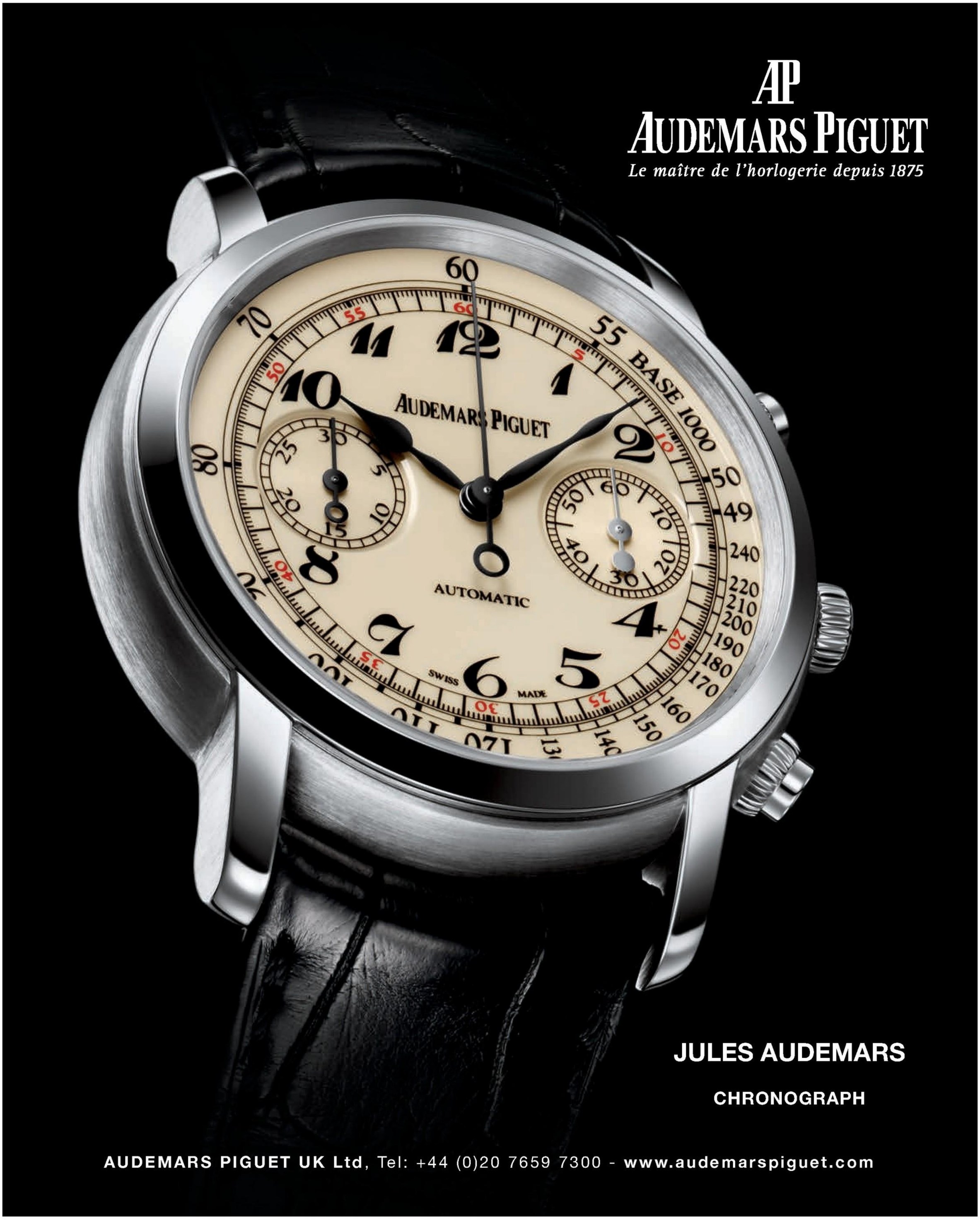
One might suggest that they should put the team's interests first, as did Phil Hill at Monaco in 1961 when he accepted he could do nothing about catching Stirling Moss, and moved over to allow Ferrari team-mate Richie Ginther to have a go, but fundamentally Grand Prix drivers aren't made like that.

In the end I agree with the assertion of Bernie Ecclestone – and, no doubt, the ghost of Neubauer – that every team should be free to run its operation as it sees fit.

That being so, this rule – which should never have come into effect in the first place – should be rescinded. As David Coulthard said at Hockenheim, "Every team in this pitlane gives team orders, and anyone who says they don't is lying..." Ⓜ

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Yamaha

Ducati welcomes Rossi

VALENTINO ROSSI WILL JOIN Ducati in 2011, creating an Italian MotoGP 'dream team' that has been a much talked-about possibility for several years. Rossi's departure from Yamaha was officially announced at the Czech Grand Prix on August 15.

Next year the reigning MotoGP World Champion will join 2006 title winner Nicky Hayden at the Marlboro-backed factory Ducati team.

Rossi had his first dalliance with the so-called 'Ferrari of motorcycling' towards the end of 2003, when he was on his way to winning a third MotoGP crown with Honda. That deal never came to pass and instead the Italian went to Yamaha, where he won another four MotoGP titles. Although rumours of a Ducati switch have been a regular talking point in recent years, it was only earlier this season that the move became a serious proposition.

Several factors allowed Ducati and Rossi to put together a deal. At the end of last season Rossi backed himself into a corner when he announced that Yamaha must choose between him and his fast young team-mate Jorge Lorenzo. Yamaha's mind seemed made up when Rossi broke his right leg at Mugello earlier this year, while already trailing Lorenzo in the points chase. Soon after that Honda announced that it had mounted a successful swoop on Ducati's star rider, 2007 MotoGP World Champion Casey Stoner, leaving the way clear for Rossi and Ducati to join forces.

The marriage is a dream come true for Ducati and for MotoGP rights-holder Dorna. "By uniting two Italian icons we hope to create a great story for Ducati and for MotoGP," said Ducati president Gabriele Del Torcio, who played down suggestions that Rossi might continue his occasional outings in a Ferrari Formula 1 car.

The two-year deal – believed to be worth £12 million – will place enormous strain on the small Bologna factory which employs a thousand staff, a hundred of whom work in the racing department which has strong links with Ferrari. Hayden perhaps summed up the situation best when he said: "Valentino coming to Ducati will put a lot of pressure on the factory. I mean, if he's not winning, the fans are gonna burn the factory down."

Nonetheless, Rossi's speed and development genius will be a huge boost for the brand, which has struggled to produce consistent performance from its fickle Desmosedici V4. In 2004 Rossi turned Yamaha's fortunes around. The previous year the company hadn't won a single GP, but Rossi won first time out on the YZR-M1 and went on to win the 2004, '05, '08 and '09 crowns for the factory.

Ducati is convinced Rossi's input will quickly bear fruit. "Sure, with Valentino the bike will improve," said team manager Vito Guareschi.

Rossi is currently banned by Yamaha from commenting on his move to Ducati, but he is already saying his farewells to the Japanese. "Unfortunately even the most beautiful love stories finish, but this one leaves a lot of wonderful memories," he said at Brno. "When I came to Yamaha in 2004 the M1 was a poor, middle-of-the-grid bike, derided by most MotoGP riders. Now, having helped her grow and improve, you can see her smiling in her garage, courted and admired, treated as top of the class."

Rossi and M1 will have their final ride together at the season-ending Valencia Grand Prix on November 7. *Mat Oxley*



Rossi will replace Casey Stoner at Ducati. Top: the Italian is still MotoGP's biggest draw

LAT

Cost-cap LMP2s prove popular

INTEREST IN THE NEW-FOR-2011 COST-capped LMP2 prototype appears to be booming following a raft of announcements of new projects for the category.

Lola and ORECA have revealed that they are building cars for LMP2, which has a maximum price tag of €325,000 (£267,000) for a rolling chassis with gearbox. The French OAK Racing team may also produce a P2 version of the Pescarolo 01 chassis, to which it holds the intellectual property rights.

The new open-top Lola, the B11/40, is based on the British constructor's B05/40 design and the aerodynamic upgrade that came on stream in 2007. The ORECA will be based on its LMP1 monocoque, which started life as the Courage LC70.

ORECA boss Hugues de Chaunac said: "We have good experience of building cars to cost from the Formula Le Mans project (a one-make prototype) and we believe there is a market to sell several cars for next year."

New engines have been announced for the class, which stipulates a minimum purchase price of €75,000 (£61,000) for the latest production-based power plants. Roush/Yates and Honda Performance Development are developing twin-turbo V6 units, while Engine Developments is focusing on a normally-aspirated V8 based on an undisclosed block.

Ford GT adapted for Le Mans rules

THE FORD GT40 LOOKALIKE SHOULD BE back at the Le Mans 24 Hours in 2011.

The Ford GT, developed for the GT1 class by the Swiss-funded Matech group, took part in the French enduro in June. But a decision by race organiser the Automobile Club de l'Ouest not to invite back the new breed of GT1 cars appeared to have spelt the end of its Le Mans career. Now, Matech has revealed it is developing the Ford to the GT Endurance (currently GT2) rules.

The decision came after Matech boss Martin Bartek slammed the ACO's decision, announced two days before this year's race, and vowed not to "spend one penny" adapting the car.

IN BRIEF

■ Two new street circuits may feature in next year's American Le Mans Series. The ALMS could join the IndyCar series on the streets of Baltimore next summer and a race in Oklahoma City is also a possibility. ALMS boss Scott Atherton refused to comment on rumours, but said the series will expand from this year's nine races "ideally to 10 events".

■ The Porsche 911 hybrid GT racer that starred in the Nürburgring 24 Hours will race in the Petit Le Mans and Zhuhai Six Hours Intercontinental Le Mans Cup events this autumn. The 911 GT3 R Hybrid will compete on an invitational basis and not be eligible for points.

■ The FIA GT2 European Championship should go ahead in 2011 after being canned for this season. Series promoter Stephane Ratel, who split GT2 away from his new FIA GT1 World Championship, has proposed up to five three-hour events for GT2, GT3, GT4 and national-level GT machinery.

■ Five-time Le Mans winner Emanuele Pirro won the RoC Legends race at the Portimao circuit in the Algarve on August 8. "I've come to many Race of Champions events before but to finish on top feels great," said the Italian. Team Portugal drivers Filipe Albuquerque and Alvaro Parente earned a place in the RoC Nations Cup World Final in Düsseldorf's ESPRIT arena on November 27 after beating Italy, Spain and Monaco.
Emanuele Pirro interview, p72

■ The Middle East has taken steps to help nurture a new generation of young motor sport talent by releasing an 'FIA Middle East Strategy document' called Driving Motorsport Forward Together. The document was compiled by FIA vice-president Mohammed Ben Sulayem and will help provide low-cost entry into the sport.

■ The 'Motors Live at MIRA' event previewed in last month's *On the Road* column has been rescheduled for July 2011, due to this year's date "simply not proving practical". The event, scheduled to take place on September 11/12, would have been the first time the proving ground opened its doors to the paying public. People who had bought tickets should receive a full refund by the end of August.



Lotus plans sports car return

LOTUS IS GEARING UP TO RETURN TO THE international sports car arena after an absence of more than a decade with a GT contender based on its Evora design and an LMP2 project.

The British sports car marque's new motor sport boss, Claudio Berro, has revealed that the new Evora Cup GT4 unveiled in August is likely to become the basis of a car that could run in the new GT Endurance class under Le Mans rules, or in the FIA GT2 category. A move into the prototype ranks is also on the cards *(see March issue)*, using a version of the Evora's Toyota-based V6 engine in the LMP2 category.

"It is important that Lotus fights against top manufacturers at the highest level, and at the moment that means GT2," said Berro. "We also want to race in prototypes, but going straight into LMP1 would be impossible."

He explained that the Evora (above), which was due to make its race debut as a GT4 car at the end of August, fits the GT Endurance or GT2 regulations. He added that achieving 450bhp from a V6 that gives 360bhp in GT4 specification "is attainable".

Berro said it was "absolutely possible" that Lotus could be on the grid in 2012 with a GT2-spec car. He has yet to put a timescale on a prototype entry, but an LMP2 project, with a proprietary chassis, could be used to develop the V6 engine from as early as next year.

Lotus last competed in top-line sports car racing in the mid-90s. The British Chamberlain Engineering squad took the name back to Le Mans with the Esprit Sport 300 in 1993, and then an in-house team fielded Esprits in GT2 and GT1-spec and the homologation special V8-engined GT1 based on the Elise aluminium chassis.



Mercedes-Benz has built a Gullwing model for the race track, the SLS AMG GT3. The car (left), which will cost nearly €400,000, will be available to customers from February 2011 and has been built to FIA GT3 regulations. "This is an exciting and spectacular sports car for dedicated private teams and talented private drivers," said Mercedes-Benz motor sport chief Norbert Haug.

New BTCC car based on Toyota mule

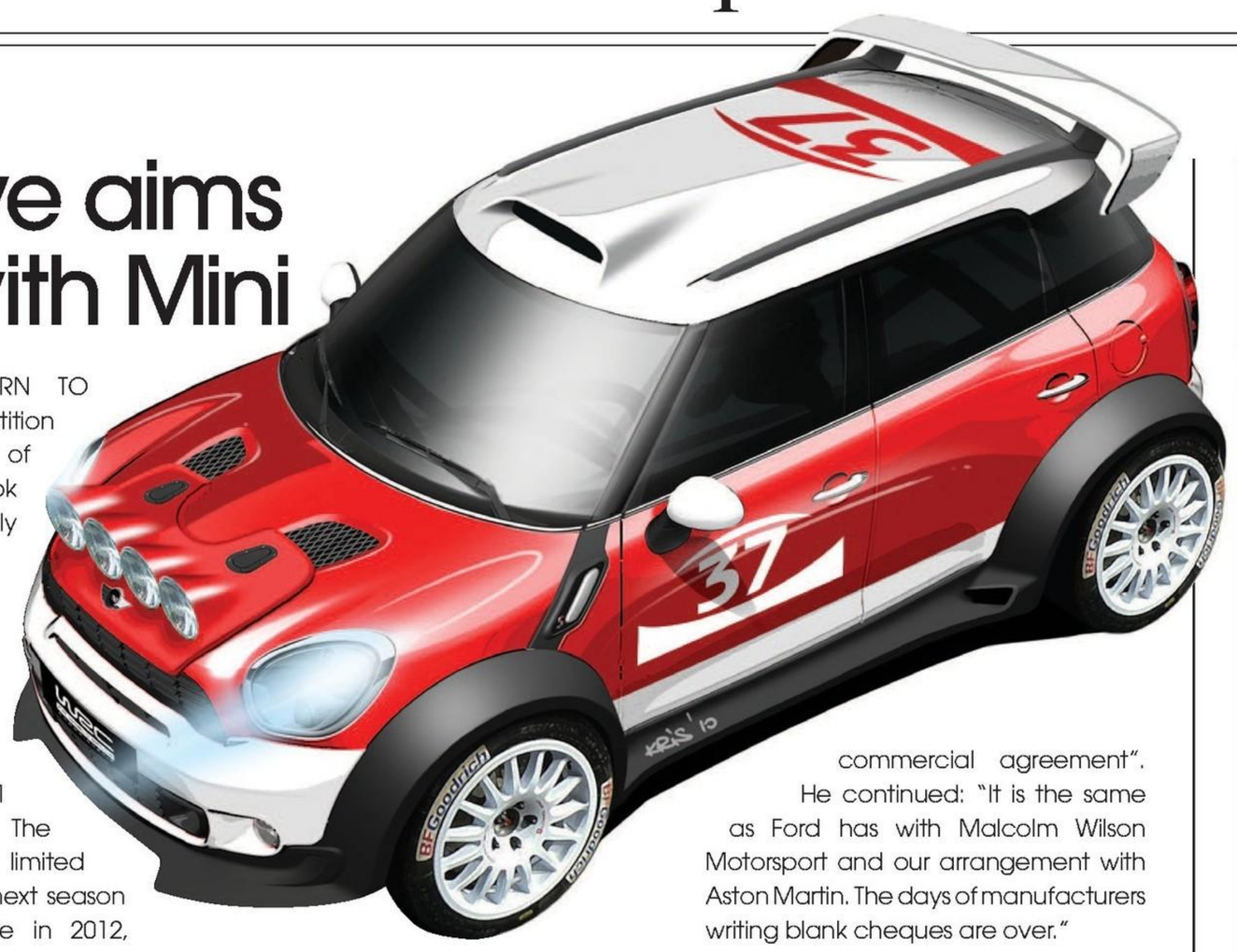
A TOYOTA WILL BE THE BASIS OF THE TEST AND DEVELOPMENT CAR FOR THE NEXT generation of British Touring Car Championship contenders.

The Toyota Avensis is being developed to the budget Next Generation Touring Car rules that will be introduced next season. Work is already underway on the car at GPR Motorsport and testing will begin in the hands of former BTCC champion James Thompson after the car's public debut in October.

BTCC organiser TOCA believes that the use of common components across all NGTC cars will mean a cost saving of 50 per cent compared with a current Super 2000 car. The NGTC will be eligible from next year and will race side by side with the existing cars until at least 2013.

Toyota, which has supplied the donor car to TOCA, stressed that it is not planning a factory return to the BTCC.

Prodrive aims high with Mini



THE MINI WILL RETURN TO top-line rally competition next year in the hands of the organisation that took Subaru to World Rally Championship success.

Prodrive Engineering has concluded an agreement with BMW, the parent company of Mini, to develop the Countryman version of the car to the new 2011 WRC rulebook (right). The team is planning a limited programme of events next season and a full programme in 2012, and aims to lift the WRC crown within three years.

Prodrive chief David Richards explained that his organisation had been seeking a new partner from the moment it became clear that Subaru would not continue in the WRC ahead of the 2009 season.

"We started designing a generic car in January 2009 and we worked out a wish list of models from various manufacturers," he said. "The Mini wasn't on that list, but then we heard there was a longer version coming (which meets the 3.8-metre minimum demanded by the rules). It went straight to the top of our list because the Mini is an icon in rallying terms."

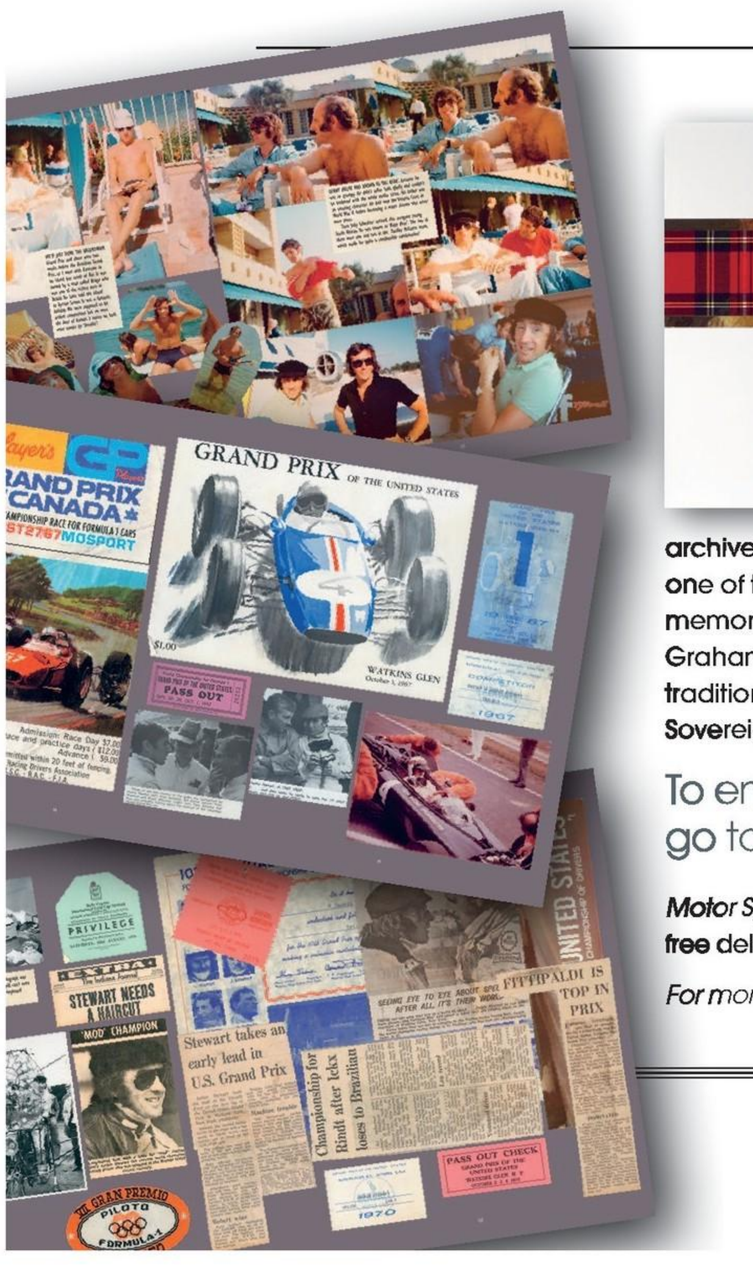
The association with BMW, which is developing the 1.6-litre direct-injection turbo engine for the car, was described by Richards as being "a straightforward commercial agreement".

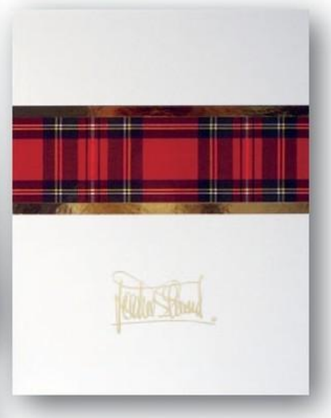
He continued: "It is the same as Ford has with Malcolm Wilson Motorsport and our arrangement with Aston Martin. The days of manufacturers writing blank cheques are over."

Richards admitted that sales of the new Mini to customers was an integral part of the rally programme. The car will be available as a Super 2000-spec car or with the kit that turns it into a full-blown WRC contender.

"There are some 380 of our Subarus competing around the world and we have a waiting list for the Mini," he said.

The Mini's WRC debut event and its drivers have yet to be confirmed.





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This month on the *Motor Sport* website

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FORUM FOCUS

Within a few minutes of posting the Hungarian GP report online, the comments flowed in. A few lauded Mark Webber for his drive, and a few praised Vitaly Petrov for out-qualifying team-mate Robert Kubica for the first time. But the majority focused on the driving of a certain M Schumacher and his move on Rubens Barrichello.

"Schumacher is back to his old self," said Paal Hanson. "He seems to be able to find the lowest point again and again!" Victor V added: "Schumi's comeback is doing nothing for his legacy now, it is simply highlighting his dark side."

Once the 10-place grid penalty for Spa was announced the conversation caught a second wind, and Rafael Perez was of the same opinion as both Damien Smith in his editorial and Nigel Roebuck in his column.

"Driving standards *have* to change," he said. "That kind of example is terrible for young drivers. I remember Vettel doing the same thing. He's not the only one blocking, chopping and changing lines. Today's grid penalty for almost causing a terrible accident is too little in my opinion." Well said, Rafael.

NIGEL'S NEWSLETTER

Nigel Roebuck's newsletter continues to spark debate as last month he tackled the Fernando Alonso/Ferrari situation, before *that* race at Hockenheim...

"The team has been through a bad patch, but Alonso insists he can still be World Champion," said Nigel. "He loves the team and they him, but the time has come for a series of good results, and everyone knows it." Shortly after, Ferrari 'asked' Felipe Massa to move over in Germany, giving the Spaniard the win. Jonathan Anthony was not impressed: "What they did was an insult to real fans. And what is it about Alonso? He's a cracking driver, but boy is he PR poison!"

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RACING LIFE



LAT

ABIDING BY THE RULES

INDYCAR RACING HAS BEEN MAKING HEADLINES FOR TWO very different reasons. There are new rules to consider, and then there's the punishment handed out to Hélio Castroneves after his tirade against the officials at Edmonton.

You'll remember that Castroneves was stripped of his victory after being penalised for blocking his Penske team-mate Will Power and for ignoring a black flag. Having crossed the line in first place, he was demoted to 10th, and after the race he lost his temper with the Indycar officials (above) who, rightly in my view, fined him and put him on probation for the rest of the season.

I have spoken of outrageous blocking tactics in this column before. It has become a big problem and I believe the stewards were absolutely correct in handing out the punishment. When I was racing in Indycar this kind of blocking just didn't exist, it's just not racing, and trust between the drivers at the speeds they do is vital. I've seen too many accidents caused by drivers weaving, blocking and diving up the inside of other cars.

The problem came to Indycar in the mid-90s when the Brazilian drivers started coming over. Unfortunately, it's a tactic used by the young Brazilians and they've got blocking down to a fine art. The stewards, to give them credit, are dealing with it firmly. This is right because, apart from the dangers, what concerns me most is that drivers coming through the junior categories think this is the way to race. You don't see it so much in the States, but in Europe I see so many drivers – in GP2, GP3 and F3 – spending more time looking in their mirrors than straight ahead. That's crazy. If you don't start laying down the law in the junior categories, then it gets out of hand and becomes acceptable in Formula 1 and Indycar.

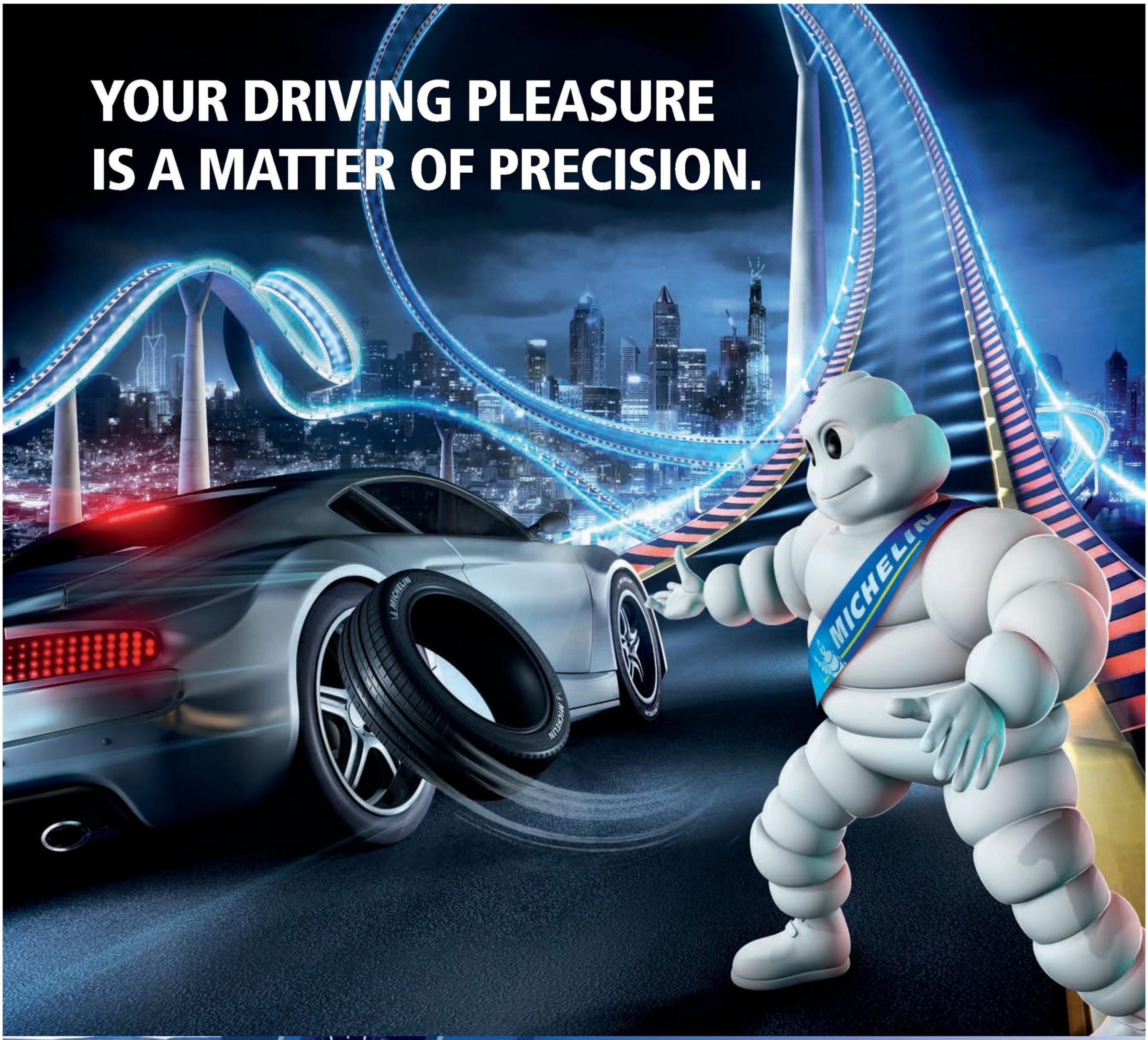
I know it has become a problem in F1, too. What Schumacher did to Barrichello in Hungary, that's not racing, and I don't recall guys like Jimmy Clark making that kind of move. If somebody is passing you, it's because they're faster, and you gotta figure out how to be faster than them. Schumacher has always done this kind of thing, and right now his driving doesn't have the look of a champion. Maybe he's just frustrated by the car's lack of pace, but driving someone up to the pitwall just doesn't make any sense. Again, the (10-place grid) penalty from the stewards was right. They need to put their foot down, and do it consistently.

Now to the new Indycar rules. The V6 turbo is a good way to go because an in-line four-cylinder just doesn't have the torsional rigidity you need, especially when the engine is a stressed member of the car. A V6 turbo allows latitude for changing boost settings, more boost for road racing and less for the ovals, so oval speeds wouldn't be too outrageous. The days of multiple manufacturers are gone – it's just too expensive, the teams can't afford to buy new cars in January and throw them away in October. In the days when you had Lola, March and Reynard battling one another, and in the high days of CART, racing teams were spending $4-500,000 on each car and that's not possible any more with two- and three-car teams.

Indycar costs are far more constrained than in F1 so the system now, where you have a basic chassis, is right. The F1 cars all look and sound alike but the differences are surely considerable, and in Indycar we can vary the aero package so there will be outward differences in the cars. I hope there will be an alternative engine manufacturer to compete with Honda, but other manufacturers do fear competing with them and the extent to which they'll do anything to win. Honda has raised the bar and it seems they would welcome some competition – but I don't see that happening right now. The costs are simply too high and the future, for Indycar anyway, has to be more affordable and economically viable.

September means I'll be in the UK, racing at the Goodwood Revival, where I'm sharing Adrian Newey's E-type Jaguar in the TT Celebration race. I'm looking forward to that.

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DISPATCHES



BEST SEATS IN THE HOUSE

SO CLOSE IS THE BATTLE FOR THE FORMULA 1 WORLD Championship that team orders will – like it or not – become increasingly important. It occurs to me that Ferrari might be well served by borrowing a phrase from its fuel supplier. "Thank you for using Fuel-Save," says the forecourt cashier as you present your payment. From pits to car this is surely both sufficiently ambiguous and a clear instruction. Saving fuel is part of the game in 2010.

The last Grand Prix before the summer break was held at the Hungaroring, and as things turned out this was a good weekend to hold an invitation to spend Sunday with the Renault team. The cars occupied the fourth row of the grid, notably with Vitaly Petrov ahead of Robert Kubica for the first time.

After breakfast (proper French coffee and perfect *pain au chocolat*) I was offered a variety of ways to occupy my time. I tried a few laps of the Hungaroring in the simulator. Neither Robert Kubica nor Vitaly Petrov need worry. Had this been a real R30 it would now be in pieces. Would I like to grab a wheel-gun and change a wheel? Not really, but I did. None of the mechanics need be concerned. Then there was the Batak machine, apparently essential equipment for anyone who is serious about fitness and reaction training. This does not include your correspondent.

Before lunch, team manager Steve Nielsen spoke to us, updating us on qualifying and the prospects for racing at a circuit where overtaking is virtually impossible. He patiently answered our questions and then disappeared to manage the team. Two hours to go until the start. Lunch with Renault is never disappointing. Ham with a parsley and mustard sauce, *pommes de terre dauphinoise*, Greek, Caesar and tomato salads, and fruit tarts that you only see in French patisseries. I wondered, then, why this team would serve an average Pinot Grigio rather than something delicious from the Loire valley or Burgundy? This is to be investigated.

Half an hour before the cars went to the grid I was shown to a comfortable seat of the kind you find in business class, in front of a huge TV screen. I found myself with a glass of Moët et Chandon in my hand. That's more like it. At this point chief race engineer Alan Permane told us about tyre choices, track temperatures and strategy. Then he disappeared to the grid to do his proper job.

You know what happened. Mixed fortunes for the black and yellow cars. Kubica was released from his pitbox in the path of Adrian Sutil's Force India, received a stop-go penalty and retired with damaged suspension. There was groaning from the seats in front of the screen. Petrov finished fifth, his best result so far this season. Cue rousing cheers for the young Russian.

Afterwards I emerged from the Computational Aerodynamics Research Centre and breathed in the fresh air of the Oxfordshire countryside. Looking down I saw a black and yellow caterpillar (*tyria jacobaeae*). They think of everything, these F1 teams.

You guessed it? This was a virtual trip to Hungary. We were in fact at the Renault F1 factory in the fields surrounding the very English village of Enstone. And you too can enjoy the delights of 'Raceday with Renault'. All you need is £175 and the team takes care of the rest. For maximum enjoyment, take your mates and book a table for 10. It's so much more fun than inviting them all round to watch your television.

Should you be tempted, contact Gaby Mills at Renault F1 (01608 678000 or e-mail gabriela.mills@uk.renaultf1.com). You may be in time for breakfast at Monza…

What I wasn't able to divulge at the beginning is that the day starts in the team's Heritage and Communications Centre where you may wander among the Renaults raced by René Arnoux, Alain Prost, Jean-Pierre Jabouille and Fernando Alonso. So many memories. Returning to Madame Mégane in the car park at the end of the day, she looked a little ruffled by the presence of so many of the Regie's rather more racy stablemates.

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FAST FREDDIE'S LEGACY

TWENTY-FIVE YEARS AGO THIS SUMMER A DEVOUT BAPTIST from America's Deep South accomplished arguably the greatest achievement in the history of motorcycle racing. Freddie Spencer won the 250 and 500 World Championships – the sport's two most important titles – in the same year. It was a unique feat that may never be emulated.

'Fast Freddie' was unique in himself. A God-fearing man in a godless sport, Spencer was considered a weirdo by his rivals and by the fans. He was quiet, polite and teetotal while his rivals were often very much the opposite. Off the bike he seemed far too gentle and studious for such a vicious, high-speed sport. On the bike he was something else: effortlessly fast and astonishingly accurate. His talent was ethereal, and in many ways he was the Senna of motorcycle racing.

Spencer was raised a religious man by his Baptist family. His father, it seemed, believed in two things: God and the internal combustion engine. Dad raced everything from dirt bikes to speedboats to drag cars; he hid five-year-old Freddie behind the driver's seat while he did standing quarters at the local drag strip.

Spencer grew up riding minibikes around the family homestead – he'd be out there in all weathers, honing his technique in the slick Louisiana clay. When he was 15 his father bought him a Yamaha TZ750, then the fastest, meanest race bike in the world. When 18-year-old Spencer and the Tee Zee hit Europe in 1980 he made everyone else look like grandads, even Barry Sheene and King Kenny Roberts.

The battles Spencer fought with Roberts over the next few years defined the era; their duel for the 1983 500 world title remains one of the all-time classic confrontations. The outcome was decided on the last corner of the penultimate race (in Sweden, above) when Spencer pulled a masterful move on Roberts, already a three-time 500 king. Roberts – a brash cowhand from one of the poorer corners of California – still gets angry at the mere mention of the manoeuvre. He believes Spencer was dangerous and out of control, relying upon his belief in God to get him through.

"It was alarming, because here was someone who seemed to think they had divine intervention on their side," says Roberts.

Spencer insists he never used God on the race track. "I never used my faith to help me win," he says. "I'd pray to be safe, for everybody's safety. When I was a kid we weren't taught to believe your faith would prevent you getting hurt by running a red light."

That 1983 title success made Spencer the youngest 500 champion in history, another record that still hasn't been beaten.

Spencer lost the 500 title in 1984, which is what got him thinking about attempting an historic 250/500 double in '85. This was a lofty goal, especially since it involved developing a new Honda 250 and 500 all by himself, while simultaneously developing the first radial motorcycle racing tyres with Michelin. It also demanded that he raced both bikes, often back to back, at every GP. Sometimes the break between races was so short he nearly missed the grid.

At Mugello Spencer won the 500 race – a 55-minute battle with Eddie Lawson in 40deg heat – and only made the 250 start because his two title rivals refused to join the grid till he was ready.

"I'd usually change my leathers and helmet, drink two big bottles of water and go out again," he recalls. "This time I didn't even change my leathers and I was already exhausted. When the race started I pushed to start the bike, but my legs didn't move."

Spencer completed that first lap in 19th place, but still went on to win. It was the first of four double race wins during 1985.

The title double may have made history but it was the unmaking of Spencer. Physically and mentally exhausted, and troubled by a niggling injury sustained during 1985, he never won another GP, though he raced into the early '90s. Not surprisingly, no one has tried to match Spencer's double and they probably never will.



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THE US SCENE



NASCAR

IT'S ROUGH AT THE TOP

NASCAR'S 10-RACE 'CHASE FOR THE CUP' SEASON-ending play-off starts at the New Hampshire Motor Speedway on September 19. Following the year's first 26 Sprint Cup races the top 12 drivers in the points qualify for 'The Chase', which has of course been dominated for the past four years by Jimmie Johnson, who has swept to an unprecedented four consecutive championships. In what is clearly the world's most deeply competitive form of racing Johnson stands out as a fast, smart, generally clean driver who works superbly with crew chief Chad Knaus. Race after race, Johnson emerges in the closing stages as the man to beat, with his car best adapted to the track conditions for those critical final laps.

Johnson and his Hendrick Motorsports Chevrolet team are favourites to win the championship again this year. Leading competitors include Kevin Harvick and Jeff Burton with Richard Childress's Chevrolet team, Denny Hamlin and Kyle Busch aboard Joe Gibbs Toyotas, and more remotely team-mate Jeff Gordon, Kurt Busch in one of Roger Penske's Dodges and Tony Stewart aboard his own Chevrolet.

"My goal through the regular season is to be smart, try to keep finishing in the top five, learn about our race cars and make sure we're right so we can be winning when 'The Chase' comes around," says Johnson. "If we have an opportunity to win a race we'll certainly step up and try. But I think there's more damage to be done if you're out there driving over your means and every time you're on the track you're at or over the limit, getting everyone's attention with a car that's fast but feels terrible. So I think a consistent mindset is very helpful. I'm always looking for consistency."

Meanwhile, NASCAR's reputation for wild racing has escalated this season following the addition of double-file restarts, green-white-checker finishes and competition director Robin Pemberton's famous admonition to 'have at it, boys'.

"I just think it's because the cars are very difficult to pass," says Johnson. "Track position is more important than it's ever been and guys are fighting for that, and after a bunch of blocking a feud starts. After a season where the cars are very tough to pass and you run into a routine of the same guy being a pain in the butt, then you decide, 'Well, to hell with him'. And it starts. When you've been wronged it changes your approach in how you race people."

Team-mate Mark Martin, 51, has raced Cup cars for 30 years and is NASCAR's most experienced and respected driver. "It's been this way all year long and it was this way last year as well," he says. "That's what equal cars and double-file restarts, 'wave-arounds' and all that other stuff bring you to. So I guess it'd better be fun to watch.

"It is getting worse," adds Martin, "mostly because of the nature of our racing and the growth of the sport. Racing today is about the thrill of watching it on TV, and racing 25 years ago was about the sport. It wasn't about the thrill (for the mass audience). It was about being a part of something that you loved. It was a lot smaller and less entertainment-oriented, and if you weren't one of the top teams you just had to survive. You couldn't afford to go out there and wreck a car every week."

Johnson says there are very few drivers that he now feels comfortable racing with. "I still try to respect people and try to race them like they would race me," he explains. "You still see some people race that way. There are certain guys like Jeff Burton and Mark Martin who know how to race, but that number is getting smaller. There used to be maybe 10 or 15 cars that would play the give-and-take game, but now it's down to three to five cars."

A tough game gets rougher.

Letters

Sound advice for Vettel

Sir,

I can only concur with Nigel Roebuck's view regarding Sebastian Vettel (August issue). The German's comments after the British Grand Prix made it clear that he still thought Mark Webber was to blame for their coming-together in Turkey, and we can only believe, as Nigel stated, that this attitude comes from factions within the Red Bull team. Vettel has been described as the 'new Schumacher' and I feel this is becoming all too true, albeit for the wrong reasons.

I think it's fair to say that all the great drivers have a ruthless streak, but the intimidatory tactics of Senna, Schumacher and increasingly Vettel have rarely been seen in other great F1 drivers and champions. There is also the arrogance – not an attractive trait – in someone who, at the end of the day, hasn't actually achieved anything of consequence to date. Perhaps Vettel is on the way to greatness, but let us hope he ditches his current advisors and learns a little humility on the way.

There are those who may view my comments as harsh, but until Vettel proves me wrong, as Schumacher never did, I will stand by them.

Neil Davey, Ivybridge, Devon

Lowering the standards

Sir,

I'm writing a couple of days after the Hungarian Grand Prix – another race that has entertained for all the wrong reasons! A couple of observations spring to mind. Firstly, surely it is incumbent on any sportsman or woman competing at the highest level to at least be conversant with all the rules of that sport, however obscure? Especially when that person is being paid huge sums of money for their services.

Sebastian Vettel's antics after the race, claiming that he was relying on his pitcrew to tell him what to do upon the resumption of racing following a safety car period, were ridiculous. As a driver holding an FIA superlicence he should know how to conduct himself in whatever circumstances may arise. His behaviour because he could only manage third place after starting from pole served to highlight Mark Webber's quiet dignity and maturity throughout the season so far, despite being 'the second driver'.

LETTER OF THE MONTH

Lost respect for Schuey

Sir,

When it was announced that Michael Schumacher was coming out of retirement I looked forward to the new season. I always thought there was much to admire about him – not only his speed and skill, but also his boundless work ethic and the obvious pleasure he took simply in the act of driving. I didn't think he'd tarnish his image even if all he did was trundle around in the midfield. Staying well past their sell-by date hasn't harmed our view of Denny Hulme's or Graham Hill's careers.

The reason I explain this is that I don't want to be dismissed as just another anti-Schumacher nut. But what has, I think, irrevocably damaged his reputation is his treatment of Barrichello at the Hungarian GP. It wasn't just that he tried to drive Rubens into a wall at 180mph, he also felt it necessary to disparage him afterwards. Schumacher even admitted what he did was carried out in the full knowledge of where Rubens was on the track, this to a man who sacrificed his own chances of success for Michael on numerous occasions during their years at Ferrari. And all this for 10th place.

No one, no matter how many races or titles they've won, is entitled to behave like that. A 10-place grid penalty is ludicrous for such a dangerous and deliberate act. He should have had his superlicence suspended, if not permanently withdrawn.

Schumacher no longer deserves anyone's respect or admiration.

Mark Bowley, Coalville, Leicestershire

EP PEQUIGNET MANUFACTURE



The writer gets this EP Pequignet chronograph, worth over £1500

Secondly, there is a great amount of hypocrisy applied to Michael Schumacher over his aggressive driving style. Much has been made of the fact that Ayrton Senna, had he lived, would have been 50 this year. Ayrton was a remarkably gifted driver, but let us not forget that he pioneered – and thereby tacitly made acceptable – the concept of simply driving his rivals off the track in order to further his own championship ambitions. Michael displays no more aggression and acts no more unreasonably than Senna did.

If one is to condemn Michael for his driving, surely we must also remove the rose-tinted spectacles and see Ayrton for what he was – a similarly aggressive driver who would stop at nothing to win. Some may think such behaviour essential to win a World Championship, but I rather think Fangio disproved that. Five times.

Jim Shearing, Fareham, Hampshire

Compliments to the Captain

Sir,

I've just picked up the August issue of *Motor Sport*. I love the magazine because of its insight to the racing world and, of course, the interviews.

I have been an admirer of Roger Penske and his accomplishments since I began to understand both international and American auto racing. You can hardly find an in-depth interview with the Captain, therefore I have read this one twice – and before the week is over I'll read it again!

To me he represents what being first class is all about, from his early racing career, to his many business accomplishments and his astonishing racing accolades. In all these years I have never seen the man lose his composure when addressing an infuriating episode, a poor judgment call by a driver or team member, or someone else on the grid. The Penske name represents class, ethical behaviour on and off track, and leadership through example.

I enjoyed the insight provided by Simon Taylor's interview. In 2000 at the first Porsche Rennsport Reunion at Lime Rock, the Captain was on track, driving that fabulous Porsche 917 developed and raced by Mark Donohue. Busy as he always is, he found the time to autograph a book my son brought to him.

Great piece, guys!

Joe Machado, Miami, Florida »»

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RM AUCTIONS

Letters

Power to the Pageant

Sir,

May I thank the organisers, competitors and spectators for a truly memorable Cholmondeley Pageant of Power. The depth and breadth of the cars (and bikes) was amazing. I was able to attend as a track marshal via the BARC, so I had a ringside seat!

Special thanks should go to the Wheatcroft family and Hall & Hall for bringing priceless, delectable cars to the event, the Sinsheim Museum for sending Brutus and the Bohmerland (four-seater motorcycle), Chris Williams for his new Packard Bentley and… well, the list goes on.

Bentley, Breitling and the Cholmondeley estate can be proud of putting their event on the map – it is truly a more eclectic version of the Goodwood Festival of Speed for us northerners! I'm looking forward to next year already.

Michael Broadbent, Haslington, Cheshire

Open up the rule books

Sir,

Ian Mann's letter (September issue) on the need for motor sport to lead the way in innovating new technologies is timely.

I have been besotted with motor racing for 40 years, but much as we all love the sweet thunder of real racing engines the time has come to open our eyes (and ears). Petrol engines may, in our lifetime, be consigned to historic events along with carburettors and solid tyres.

Audi and Peugeot's Le Mans diesels and the promising Porsche hybrid 911 are showing the way, but we need to go much further, much faster. Let's open up the Formula 1 rules to encourage hybrid/electric (and any other) power. The manufacturers would love this as the pace of development would accelerate in F1. What about incorporating photovoltaic panels into the bodywork? What about new-generation steam power? I could go on, but the point is that we have to open up the rule books to encourage innovation, not stifle it.

Let motor sport lead the world into the new era instead of just refining the past. Maybe we'll see grids of differently shaped cars with different forms of power. Oh, and hopefully some great racing.

Terry Stanford, Blakeney, Norfolk

A question of counties

Sir,

Having moved to the UK eight years ago from South Africa, and having resided for this period approximately five miles from the Williams factory, I could have sworn that I was living in Oxfordshire and not Berkshire, as Rob Widdows says in his F1 logistics piece.

Well done to all at the world's best magazine on another excellent cover-to-cover read.

Jock Hiddleston, Southmoor, Oxfordshire (I think)

The other Reece racer

Sir,

Reading 'A picture of Peter' in the August issue (Letters) brought to mind Peter Reece's cousin, Jack Reece. Jack was better known as a rally driver and I recollect going to Glasgow in the early '50s to the start of the Monte Carlo Rally. Jack and Peter were doing the trip in a Ford Anglia, arriving successfully. Jack went subsequently in a Ford Prefect.

Jack worked in sales at Blakes, a Liverpool Ford agents. He was a popular after-dinner speaker at motor clubs in the North West, talking about his rallying experiences and the Monte in particular. He had a slight stammer, which he used to good effect when recounting tales. I particularly recall his story about his first Monte.

He was summoned to see the company chairman when the following conversation took place. Chairman: "Jack, we're entering a car in the Monte Carlo Rally. For this job we've given careful thought to the lead driver. It requires a man of determination, who will overcome all obstacles, be fearless, and not deterred by the elements or mechanical problems. Above all, a man who will fight to the very end and be able to hold his head high when the job is done. We have chosen you, Jack. What do you think?"

Jack: "Tha-tha-tha-thanks, Dad."

Iain Broughton, Fulbeck, Lincs

LETTERS TO THE EDITOR

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

(Please include your full name and postal area)

Tales of 1970 were a treat

Sir,

What a fabulous August issue – I think this was published just for me! Doug Nye's privileged drive in Uhlenhaut's Mercedes 300SLR coupé, Simon Taylor's tales of Chris Amon's March 701, Pedro Rodríguez's great win over Amon at Spa (now we know, thanks to Doug, that BRM wasn't cheating), and one of the all-time greatest wet-weather drives as Pedro vanquished all at Brands (I was soaked for six hours).

Difficult to find two better men to talk about those two wonderful endurance racers, the Ford GT40 and the Porsche 917, than Jackie Oliver and Richard Attwood. Now I know why the Zerex Special was so quick at Brands in 1963 in Roger Penske's hands. And finally, I enjoyed Steve McQueen's film *Le Mans*, if only to see 'the king of cool' and those fabulous Ferrari 512s and Porsche 917s at full chat.

Peter Haynes, Needingworth, Cambridgeshire

Crying over split milk

Sir,

I just got done reading your article in the August issue about Penske's last 'Unfair Advantage' and it really brought the memories back. I was 17 at the time and had finally persuaded my father to take me to Indy for Pole Day weekend.

I grew up poring over my dad's Indy 500 yearbooks. To see it in person for the first time was so special. The place had an aura like nothing else I've experienced.

As time goes by I am so glad I got to see the real Indy before the split. That year was the last time somebody brought something that nobody else had and exploited it to its fullest potential. This was the coda to the belief that you read the rule book for what it didn't say, not what it said.

But as a fan living in Wisconsin, the memories are bittersweet. We once had two established races a year and now have none: the Milwaukee Mile's long Indycar heritage became yet another casualty of the split. Oh, Mr Bernard can say he'd like to have a race here, but the state is simply not interested. Fifteen years ago, good seats for the CART race the week after Indy were hard to get. It really drives home what was lost in the nightmare that was about to unfold.

Jack Prondzinski, Milwaukee, Wisconsin, USA

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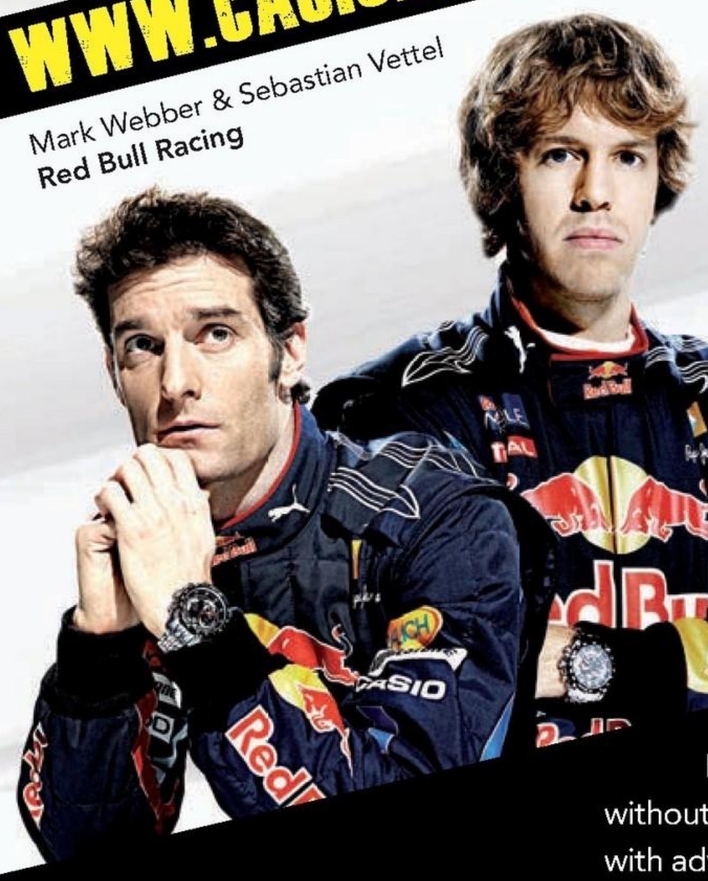
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The unique BRP-run 250GTO is the car Moss was meant to race at Goodwood, but that Innes Ireland took to victory – which makes driving it today both a thrilling and a worrying prospect

BY ANDREW FRANKEL



Matthew Howell


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Just imagine for a moment that it's the spring of 1962. The telephone rings and your friend and employer on the other end asks you to fly to Italy and make your way to Maranello, where you are to collect a brand new Ferrari 250GTO and drive it home. Across the Alps.

Then think about that journey – a thousand miles in the company of Giaoacchino Colombo's finest engine, Giotto Bizzarrini's greatest design and Enzo Ferrari's masterpiece. There'd be no need to be gentle with it: the engine's running in process would have been started on the bench and completed on the road long before you arrived and, besides, this motor was almost as famous for its indestructibility as for its V12 soundtrack.

So you'd set off and soon be in the mountains. Imagine the noise bouncing off sheer cliff walls as you belted through the valleys. Imagine the tunnels! You'd slide it through the hairpins simply because you could, and on the straights that connected them rev the motor to 8000rpm simply because it would. Who knows what gears lived inside its five-speed transmission, but if they were Le Mans ratios, they'd take you past 170mph – possibly more. You'd exist in a time and place all of your own, a small but perfect cocoon of automotive ecstasy, dreading only the north coast of France where your journey would end.



Surely you'd never want to get out.

The lucky man was Innes Ireland and the voice on the other end of his telephone line then and on mine today belongs to Ken Gregory. Along with Alfred Moss, Gregory had founded the British Racing Partnership in 1957, which by '62 was under the patronage of the UDT credit company and now calling itself UDT-Laystall Racing. The GTO had been bought for 5000 of UDT's pounds and it was intended for Moss's lad, Stirling, who had been doing rather well for himself these last few years.

"Innes went and got the car from Ferrari," remembers the 83-year-old Gregory today, "but it was first going to be raced by Stirling at the Easter meeting at Goodwood." Pull back the upholstery on the driver's seat today and even now you can still make out where Ferrari mechanics had scrawled the name 'Moss' and the car's chassis number '3505GT' on its aluminium back to denote its intended recipient.

Sadly Moss himself remembers nothing of the car in period and if a photo of the two together exists, I've not seen it. "I'm not even sure I drove it in practice," says the legend, speaking from home where he is happily recovering fast from his calamitous encounter with a lift shaft, racing spirit still burning sufficiently bright to ask if it would take Fordwater flat. He did, however, drive the GTO prototype at Monza late in 1961 and recalls the car as "formidable, much faster than a Short Wheelbase but just as good to drive".

> "It has one black windscreen wiper and one silver because that's how it raced in period"

Though I still can't quite believe it, this is a claim I have been able to put to the test. Thanks to Goodwood, Twyman Racing (which has spent the last two years restoring it) and, above all, its owner, one sunny day at Goodwood, 3505GT was made available to me.

When you see it, what strikes first is the colour. Some 39 GTOs were made in two different body configurations and by no means were all in red. But to see this one in its pale green BRP livery, complete with Innes Ireland's tartan strip across the bonnet, is to put its identity beyond doubt.

The focus of its restoration was not to make it 'as new'. On the contrary, the brief handed down to Neil Twyman was to return it to its original state and, as Gregory confirmed to me, "competition Ferraris didn't come out of the factory in showroom condition; they were racing cars and distinctly rough around the edges". This is why there is next to no trim in the cockpit, with its tubular spaceframe exposed in places. It has one black windscreen wiper and one that's silver – because that's how it raced in period. Even the external bonnet catches that are so distinctive on other GTOs are nowhere to be seen, because the car never had them when new. And its original nose, which was replaced many years ago, has been refitted.

History recalls that 3505GT's first outing was indeed to have been in the Sussex Trophy at the Easter meeting at Goodwood in 1962, but with Moss in a coma and Ireland already paired up with a UDT-Laystall Lotus 19 (with which he duly won the race), the Ferrari sat on the sidelines. Understandably Gregory's thoughts were for Stirling in his hospital bed, not the GTO in the paddock. "I'd flown down to Goodwood for that meeting but had to get someone else to take the plane back. I was in no fit state at all."

Instead it made its race debut at the International Trophy meeting at Silverstone in May, where The Kansas City Flash, also known as Masten Gregory (clearly no relation), came home second. Its first win arrived later that month at Brands with Innes at the helm, so hopes were high for Le Mans where these two lead BRP drivers were to share the GTO. "It all started just fine," recalls Ken Gregory, "with Masten and Innes driving beautifully." But it was not to last: 11 hours in the dynamo failed and, with a rapidly dwindling supply of sparks and lights, the GTO was retired. Clearly it's a defeat that rankles Gregory to this day. Despite the fact that there were no fewer than six GTOs in the race he does not hesitate to point out that it was his GTO that was leading them all ➤➤➤

(and the class) at the time of its retirement. Racing is full of what ifs, but it's perhaps worth mentioning now that the GTO that inherited that lead not only duly won the class but overall was beaten to the top step of the podium only by a works Ferrari prototype.

How appropriate, then, that in all these circumstances its day in the sun would finally come and that it would be at Goodwood with Ireland at the wheel. Surprisingly he makes no mention of the 1962 Tourist Trophy in his autobiography *All Arms and Elbows* (and if you haven't read it, you must) other than to say, "I also won a race or two in the new GTO Ferrari". But the fact remains it was an epic encounter.

This time there were five GTOs in the race, four of them locking out the business end of the grid. On pole sat Ireland and 3505GT with John Surtees (in his first race in a Ferrari), Mike Parkes and Graham Hill mere tenths behind. To give some idea of the GTO's superiority, Jim Clark's Zagato Aston DB4 GT qualified in seventh place, three full seconds off Ireland's pace, with Mike Salmon's Zagato next, a further three seconds behind Clark. The question was not whether a GTO would win, but which one.

> "Clark was about to be lapped again – that's how fast the GTOs were"

Predictably the four lead GTOs simply disappeared, Ireland being overtaken by former Lotus F1 team-mate Surtees with whom there was little love lost. By lap 62 Surtees and Ireland were out on their own with everything seemingly under control for Big John. But then he came up behind Clark who, despite being in sixth place, was about to be lapped for the second time: that's how fast the GTOs were. Clark moved aside at Madgwick to let Surtees through but then uncharacteristically lost control on the corner's notorious bump, spun the Aston, collected the Ferrari and deposited them both in the wall.

But the race was far from over. Ireland seemed secure in the lead until a late pitstop, with just 10 of the 100 scheduled laps to go. The GTO's rear tyres were changed with a catastrophic effect on the car's handling. Graham Hill's white John Coombs-entered GTO was now second and closing fast, sniffing a surprise victory. But Innes held on, despite losing two to three seconds a lap to the hard-charging Hill, crossing the line at the conclusion of the 100th lap just three seconds to the good. Mike Parkes came home almost a minute adrift to complete an all-GTO podium. Everyone else was lapped.

And that was that. Job done, Gregory sold the car at the end of the season, cannily turning a £500 profit on it, and didn't see it again until last year's Goodwood Revival when he and it took part in Stirling's 80th birthday celebrations. Gregory, who'd been Stirling's manager from his early days as a privateer racer right through to his career's untimely end, called it a "magical and very nostalgic moment".

Even without such perspective, I couldn't help noticing feeling strange as I approached the open door of the GTO. I might have even trembled a touch. It's a moment I have spent my adult life and the bulk of my childhood expecting never to happen and, now that it was about to, I didn't know what to think about it. More than anything I didn't want to discover that all the hype that had been heaped upon it over the decades was just that, and that the car was not, in fact, inviolate but merely a very successful car whose looks had allowed a myth to gain traction. Could it really be that good? To me it seemed improbable and, if I thought about it too hard, something closer to implausible.

So I settled myself into Stirling's seat and looked around. It was exactly as I had imagined: grey Veglia dials with thin white needles huddled behind the large alloy-spoked, wood-rimmed wheel. The rev-counter, dead ahead, is flanked by dials for oil and fuel pressure, water and oil temperature and, correctly, there is not a speedometer to be seen. It's cramped in here with a helmet on, but not intolerably so, and any discomfort is worth it just »»»



Proven 3-litre, 12-cylinder motor gave out between 296-302bhp



Not all GTOs were Ferrari red – BRP's pale green car was made more distinctive by tartan stripe, below





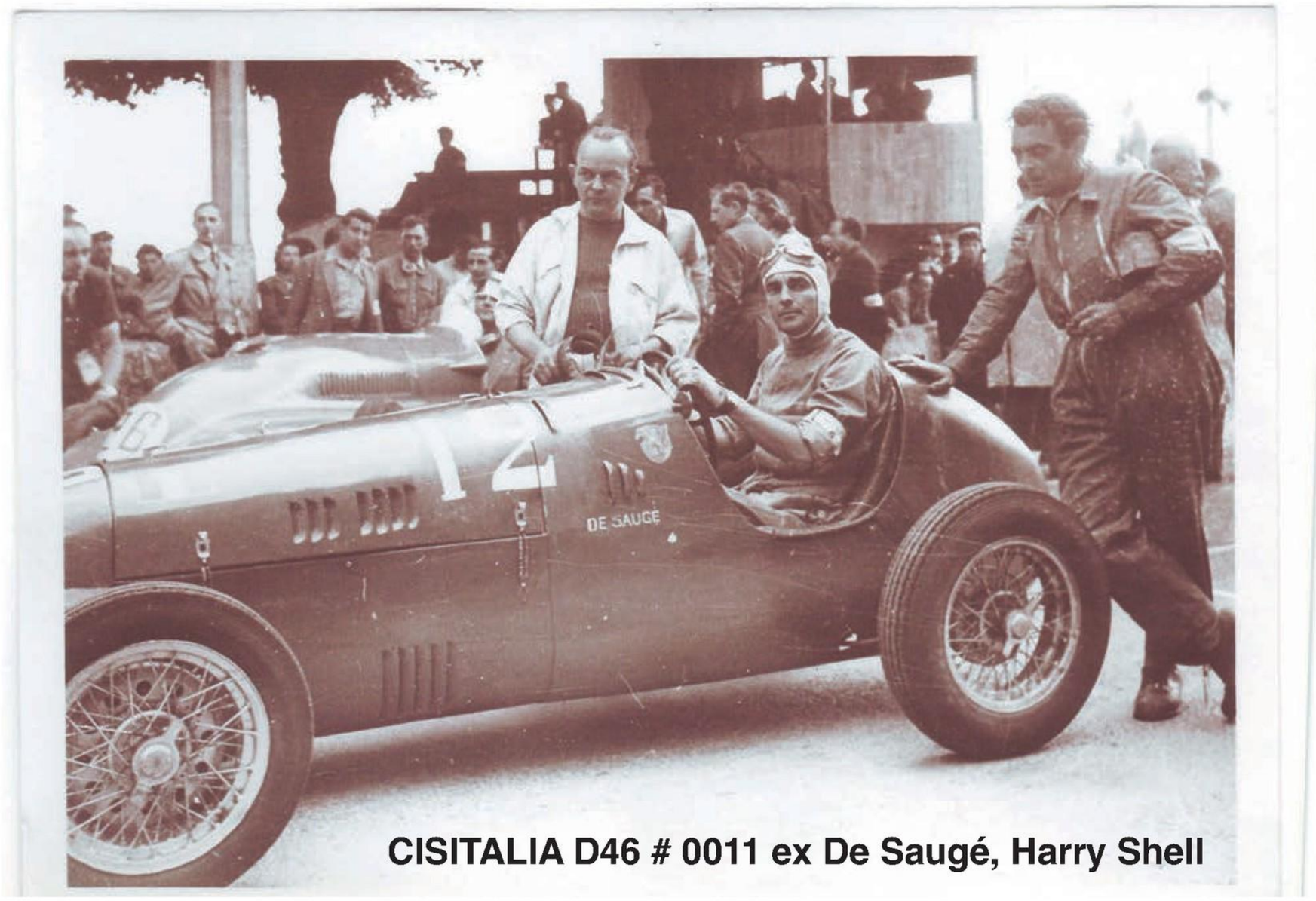


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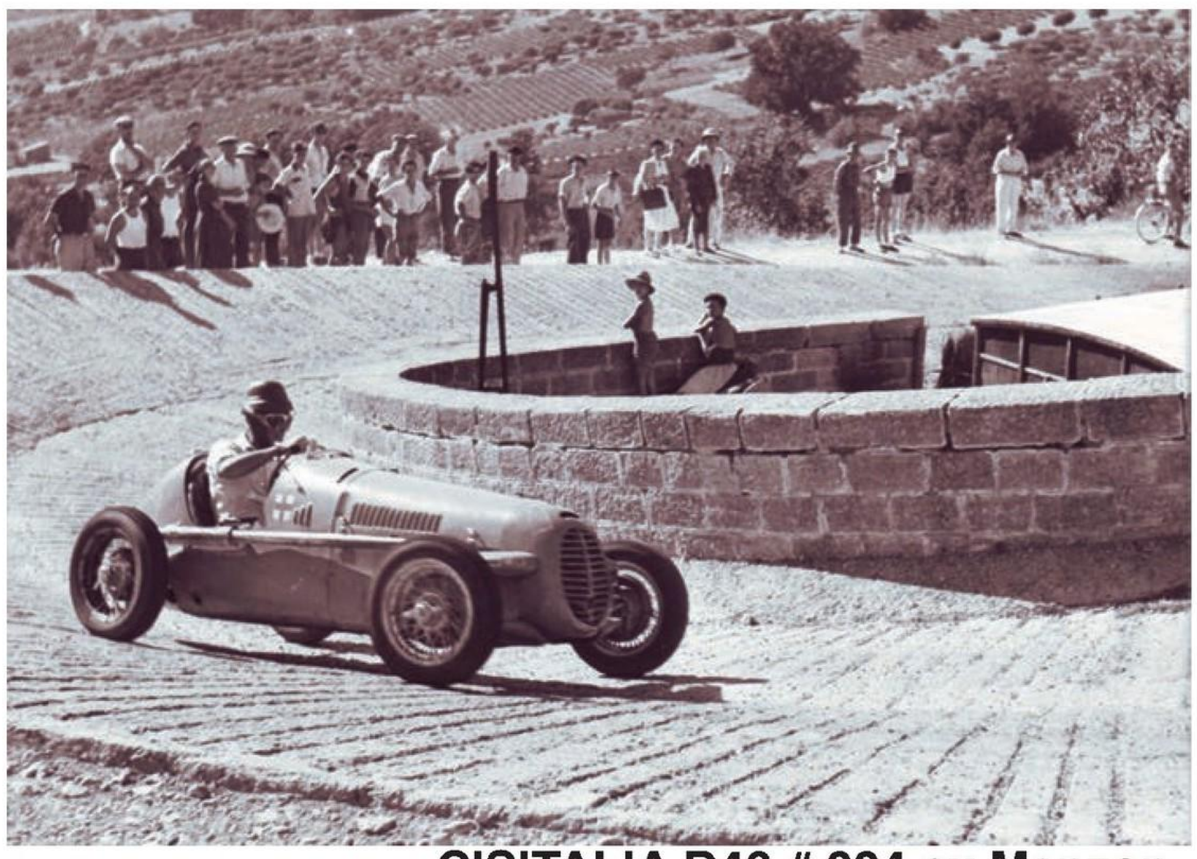
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for the view through the windscreen along the length of that power bulge in the bonnet, there to clear the 12 trumpets of its six downdraught Weber carburettors.

Even in 1962 there was nothing clever in the design of its dry sump 3-litre motor. It was a proven unit which first won the World Sports Car Championship for Ferrari in 1958, fitted to the Testa Rossa. Each of its 12 cylinders had just two valves, both operated by a single camshaft. But it gave great power: individual engine outputs varied between 296 and 302bhp, which meant around 100bhp per litre with 24-hour reliability – an unprecedented combination in GT racing at the time. Moreover, not only was its reliability the stuff of legend, it was also an immensely driveable engine, spreading its power evenly over the rev range to give one more reason why those who drove GTOs adored them.

I can wait no longer so summon the V12 to life. Even at idle, the noise fills your mind: the volume is one thing, but this is also one of the most mechanically complex you'll ever hear. Whatever point of the register you concentrate on there is always something fascinating to focus on, though it's best to zoom out and listen to it generally, in its entirety. There is not a road car made today that even comes close.

The clutch is gentle and the spindly steel shifter falls back into first gear with all the well-oiled ease of the precision instrument that it is. It's a hoary old cliché to liken it to a rifle bolt, but that is precisely how it feels.

A lift of the left foot, a dab of the right and the GTO is padding down the pitlane and out onto the track.

My fear was that I'd need Innes Ireland-spec talent, or to at least drive the GTO spectacularly before it would release its secrets to me, and as I was unable to provide the former and unwilling to do the latter in someone else's car, I wondered what these few laps would bring save the eternal joy of knowing you've driven a GTO.

But the GTO is not like this: it has been my great fortune these last few years to race a 750 Monza Ferrari and it is a truculent and intimidating car, the reward at journey's end substantially being the inestimable relief to have made it there in the right number of pieces. The GTO, just seven years younger, is the polar opposite: it seems hardly to matter where you're heading so long as you go there by GTO. It's a delight even crawling around the track at 30mph for the shots you see here.

> "Howls, snarls, shrieks and wails try to fill every space in your head"

But mercifully the photographer's thumb soon goes up, the camera car peels into the pit and Goodwood and the GTO are mine. Tempered only by noise regulations that mean I can use not quite all the revs, and haunted simply by the thought of becoming the first person ever to inflict significant damage upon this car, I step through the gates of heaven.

Somehow you have to keep your mind off the noise. The car is pretty loud if you're standing outside but in the cabin the myriad howls, snarls, shrieks and wails try to fill every available space in your head, and part of you – most of you – doesn't want to stop them. I can't imagine an Ireland, Hill or Surtees being much delayed by such an issue but I can report only as I find.

So I conquered that urge and shortly thereafter discovered it's all true: the GTO is indeed an almost perfect racing car.

When people who've raced GTOs describe them as beautifully balanced I always understood them to be talking about a »»

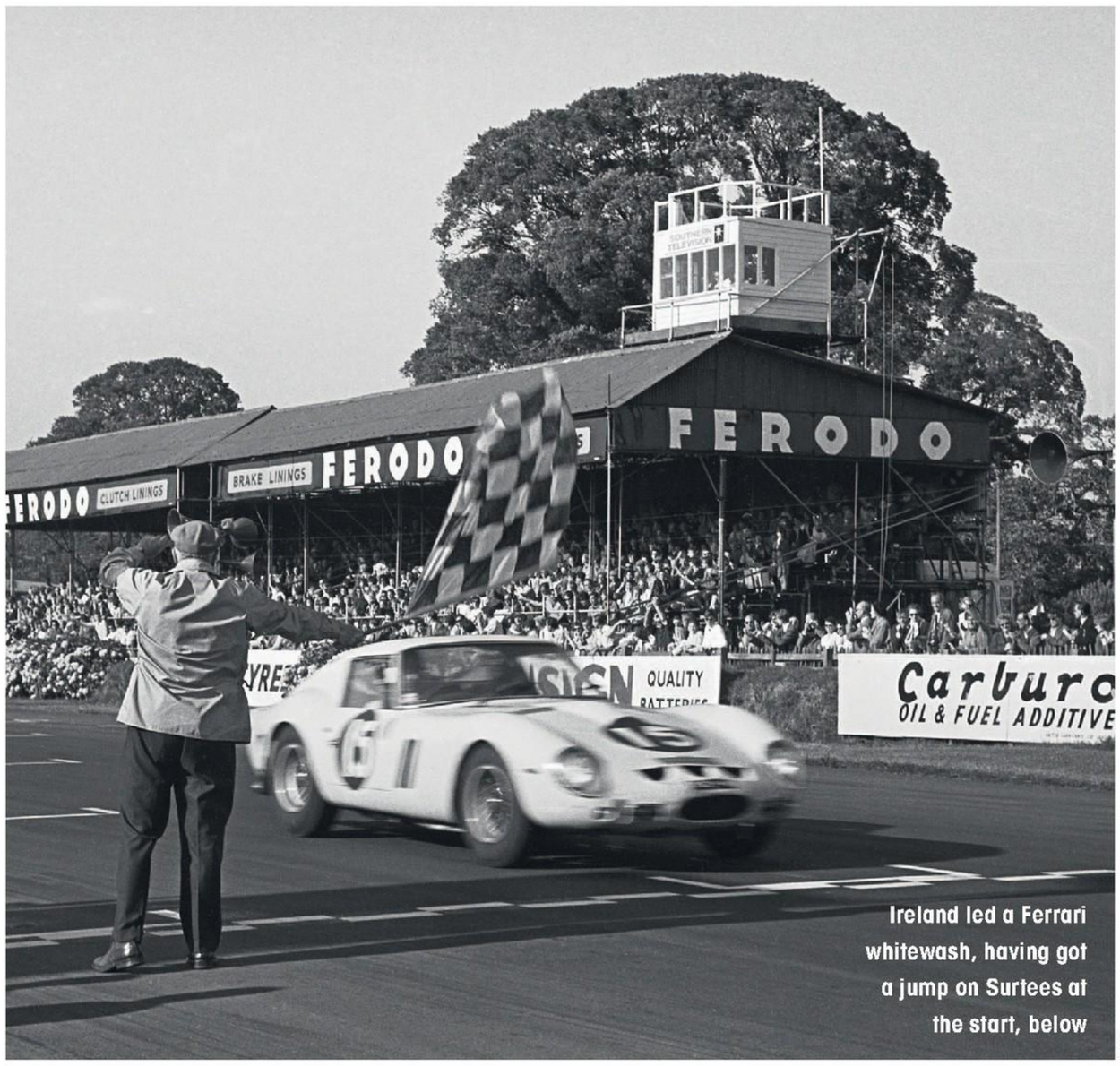
handling characteristic, and maybe they were. But now I know there's more to it than that. The balance is not just between oversteer and understeer, it's between engine and chassis too. People who make racing cars don't sit there dreamily deliberating about how best to match grip to power, they muster as much of both as they can and leave the driver to get on with it; so we can only presume that the fact the GTO feels like it needs not a single horsepower more or less is purest serendipity.

Like the engine the chassis is an essentially simple design down to its leaf-sprung rear axle, and just like the engine there is magic in that simplicity. I wish I could share better with you how a steering system can be so light yet so full of feedback, how the rear axle is so predictable that it seems more natural to adopt a mild slip angle than not. Intoxicated by the engine, inspired by the gearchange and emboldened by the chassis we circulated the Sussex track, each lap a little quicker than the last. Fourth past the pits, then fifth, back to fourth for Madgwick, fifth for Fordwater (which I suspect would be flat with Stirling at the wheel, but not me), then fourth for the whole of St Mary's to keep the noise down, third for Lavant, up to fifth down the straight, fourth for Woodcote, third through the chicane and start again.

To do one lap like that in a GTO is probably more good fortune than one man deserves and it gives some insight into the mind of the professional racing driver that Innes Ireland did 100 at a rather greater effort level, winning the country's most important sports car race in the process, yet felt no need even to mention it in his autobiography.

I, on the other hand, will be very hard to shut up on the subject for some time to come. It is said you should never meet your heroes because they can never live up to your expectations, but when that hero is a Ferrari 250GTO, I beg to differ. Driving the GTO did not shatter the dreams I had built up over 30 years of gawping at them, it performed the rather more useful service of converting them first into reality and then into ineradicable memory. However good I thought the GTO might be, truth is it was better even than that. It has become a timeless icon because that is what it is, one of those rare cars that is so much better than the sum of its parts you wonder if its makers even knew how good it was going to be. Put it this way, of all the cars you could conceivably drive on both public road and a race track, I know nothing that even touches it. Ⓜ

Our sincere thanks to Neil Twyman, Goodwood Motor Circuit, Julius Thurgood, Keith Bluemel and, of course, the owner of 3505GT for their help with this feature.



Ireland led a Ferrari whitewash, having got a jump on Surtees at the start, below

LAT

COMMENT

WB ON...

Innes Ireland's victory at the 1962 Tourist Trophy, despite cutting the odd chicane, and a dominant display for the Ferrari 250GTO

The 1962 TT was run as a scratch race from a Le Mans start, and after two rather dull curtain-raising races, the field lined up for the 3pm start.

Ireland made a lightning start – he had practiced sprinting immediately beforehand – whereas Parkes got away badly. The first-lap order was Ireland, Surtees, Hill, Clark, Piper, with Leston's Elite right at the back of the field. The Harrington Alpine only lasted a lap, Lumsden spun at St Mary's, Protheroe's Jaguar came in for a plug change, and by quarter distance the order had settled down as Surtees, Ireland, Parkes, Hill, Salvadori, Clark, Piper, Kerrison, and then Trevor Taylor leading his class in the Elite, from Whitmore's Elite and a Morgan.



Surtees was driving extremely fast, having set a new GT lap record of 96.64mph on lap two. Parkes had come somewhat untidily through the field to close right up on Ireland but his efforts to pass the Scot, in spite of light-flashing and all the tricks in the book, availed him nothing...

...After the stops the order settled down to Surtees, Ireland, Parkes, Hill and Salvadori. Nothing could now stop Surtees gaining an easy victory for Bowmaker, it seemed, until on lap 61 Clark spun his 'Blivot' at Madgwick and took Surtees with him. Both drivers retired. The race order changed dramatically.

Ireland thus took the lead, but Hill began to speed up, gaining on him, whereas Parkes seemed content to stay his hand.

Those who had seen Ireland go straight on at the chicane on lap 15 assumed that, as in previous Goodwood TTs when cars were called in and held for 60 seconds for this, he would be penalised and that his pit had been informed of this. Thus many of the spectators expected Ireland to speed up, to try and wipe out any penalty. He had gone straight on because a brake snatched, not with loss of steering as happens when all the brakes lock on. No doubt he was going a bit too fast; later a similar degree of brake-locking was visible when Ireland was following slower cars into the chicane. However, Ireland was lucky, for the observer at the chicane decided this short cut was justified.

So Ireland went on, winning from Hill by 3.4 seconds. Had he been penalised, or slid, or spun in trying not to go straight on, speculation suggests that this TT would have gone to Hill. Parkes was third, Salvadori fourth, a lap behind, the only Jaguar driver to keep the leading Ferraris in sight. The TT, a mere shadow of its Ards self with only three works teams entered, was nevertheless a hard-fought race, only three leading Ferraris covering the full distance.

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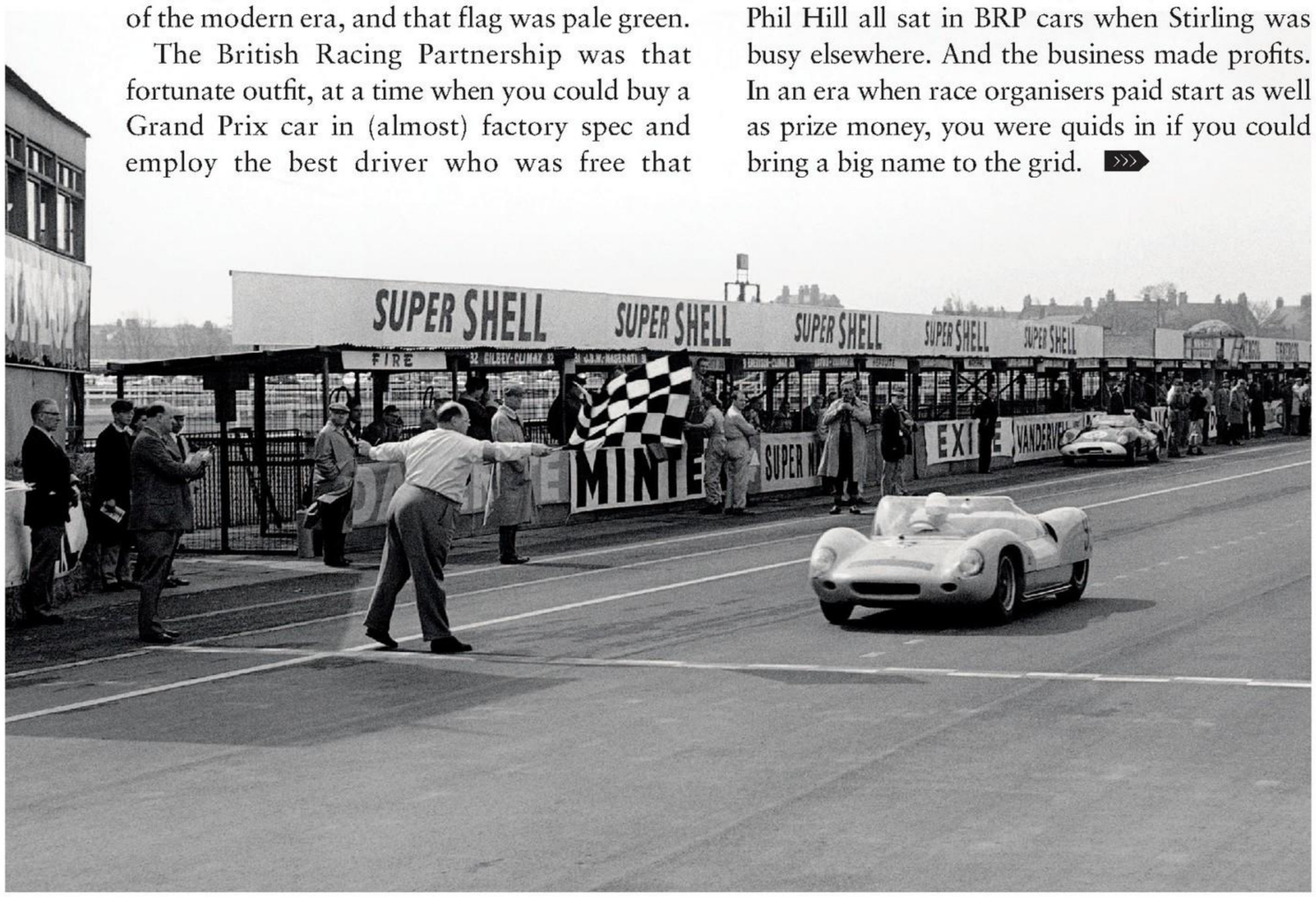
The green shoots of sponsorship

As the first fully-backed team in Formula 1, the British Racing Partnership was envied by the works teams – who finally shut them out

BY GORDON CRUICKSHANK

It's what every team manager dreams of: a generous sponsor, a big budget, top cars and someone the press can call the world's best driver. Today it's the standard objective. Fifty years ago, when sponsorship meant little more than free tyres and oil, it seemed – to the teams who weren't getting the deal – like not playing the game. But this hoisted the flag of the modern era, and that flag was pale green.

The British Racing Partnership was that fortunate outfit, at a time when you could buy a Grand Prix car in (almost) factory spec and employ the best driver who was free that weekend – if you had a decent reputation. And BRP did. After all, the Boy Wonder was part of it: Stirling Moss, his father Alfred and his manager Ken Gregory were the principals, with respected engineer Tony Robinson heading a top-line crew. Racing in a distinctive livery – Meadow Green, Alfred's choice – BRP from time to time boasted impressive pilots. Graham Hill, Tony Brooks, Dan Gurney, Denny Hulme and Phil Hill all sat in BRP cars when Stirling was busy elsewhere. And the business made profits. In an era when race organisers paid start as well as prize money, you were quids in if you could bring a big name to the grid. »»





Left: Moss wins again in Lotus 19 – a prime source of BRP income. Team later built its own monocoques. This is Trevor Taylor in lighter 1964 chassis at Rouen



All images LAT



Zandvoort 1962: Masten Gregory in BRP-bodied 18. Right, from top: Robinson shakes down new monocoque in '63; Indy car of '65; Bristow's promising career was cut short; Ireland retired 18 at Monaco 1963

As a privateer team you had first to buy cars, which is where BRP made its big splash. At the time there simply were no complete team sponsors, until BRP announced that a motor finance company called Yeoman Credit would cover all its expenses for 1960.

"They approached us," says Ken Gregory, the man who made it work. "My friend Peter Pilsworth from Yeoman asked if we would allow them to sponsor the team." Yeoman was a small concern but saw the press coverage racing received as a rapid publicity route. Ken knew Yeoman's Samengo-Turner brothers through his repair company Express Coachcraft, based in Lots Road, Chelsea – a link which would both smooth the courtship and trigger the divorce.

"They asked for a proposal and I aimed high," says Ken. His negotiating skills had already made Moss the biggest-earning driver, with profitable supplier contracts, so pitching £40,000 for cars and £20,000 for costs was typically bold. Yeoman accepted, as long as they kept any entrants' trophies. BRP, though, would retain prizes and bonuses. And no name appeared on the cars – entry lists and adverts would be the sole exposure.

"This was substantially more than the works teams had," adds Gregory, "and with start fees and bonuses it went up again."

Stirling agrees: "It was an impressive amount of money. Far more than Rob [Walker] had!"

It was also a quirky decision: the Samengo-Turners could have funded Lotus, Cooper or BRM, but BRP had brought good results for Stuart Lewis-Evans in 1958, while Moss himself had chosen to drive a BRM P25 in '59 – as long as BRP prepared it, not its makers. Belying their Italian descent, the brothers took the British line, favouring the bold outsider.

Tony Robinson now had money to spend as the team moved into Lots Road. Lavish equipment, three Cooper T51s and shelves of Climax parts. "I think I had the biggest spares store outside the factory," he says today. "Transporters, vans, plenty of everything. We could do it properly, and we were doing it very well until bad luck came into it."

Bad luck hardly describes the toll of drivers at this time, and BRP had been hard hit in its











Team tea, Brands, 1958: Alfred Moss (l), Lewis-Evans (r), Gregory seated

first two seasons. Formed late in 1957 when Gregory and Alfred Moss decided it would be fun to run their own team, BRP started out with an F2 Cooper T45-Climax crewed by punchy Welshman Lewis-Evans. Back then drivers and cars constantly crossed formula and team boundaries, Evans impressing in F2 races for the new team while also driving Vanwalls in Grands Prix. After Moss won the '58 Argentine GP in effectively a bored-out F2 Cooper (a deal arranged with Rob Walker's team by Gregory – more border crossing), it seemed that BRP had the right car. And it was making money – until Lewis-Evans's fiery death at Casablanca in a Vanwall. Coming after the death of Peter Collins, whom Gregory also managed, it was a hammer blow.

But racing goes on; there was a team to support and a British F1 drive to find for Stirling, Tony Vandervell having withdrawn Vanwall. Gregory turned to BRM. While it was delighted to get Moss in its car, his only works outing, earlier in 1959, led him to doubt the even-handedness of Peter Berthon and Raymond Mays. So Alfred bypassed them, negotiating the P25 with overall boss Sir Alfred Owen – as long as it was prepared by BRP. "Stirling didn't trust BRM," says Robinson succinctly. It wasn't the technical side, states Gregory: "We got good spares support and got on well with the mechanics. The bad feeling was with the top brass."

> "It was an impressive amount of money – far more than Rob Walker had!"

BRP had also gone a brave route over its F2 engine, an exotic 16-valve twin-cam four from Borgward. "Lovely little engine," says Robinson. Not that having double Le Mans winner and Connaught pilot Ivor Bueb aboard hurt either, while BRP's other signing was the wild but promising Chris Bristow. The expanding team was on the edge of a full GP campaign, and the Samengo-Turners were watching. No one could see the two terrible blows coming.

At the unforgiving Clermont-Ferrand in July Bueb went off. Thrown out of the little Cooper, he suffered multiple injuries and died a few days later. Then at AVUS the pale green P25 was destroyed when a brake pipe fractured. Though Hans Herrmann (the AvD's requested driver) got away with this famously huge accident, it led to more BRM unhelpfulness, as Robinson recalls. "We'd flown the car out but we couldn't load the bits on the plane, so we offered to fly a works car back if BRM took our wreck in their truck. Lou Stanley said 'let them sort it out'. I was so angry I went to their hotel and shouted and swore at Big Lou until he gave in."

However, Robinson had now fitted a 2.5 Climax to one Cooper, and Bristow, rallying after losing his friend Ivor, came third in the Formula 1 Oulton Park Gold Cup. Grands Prix beckoned, and so did Yeoman Credit.

Which brings us back to that 1960 season. With Enzo stalling over going rear-engined, the Cooper would again prove the title winner, though Walker also bought the new Lotus 18 for Moss to race, while Gregory signed Franco-American firebrand Harry Schell to partner Bristow. One experienced hand, one upcoming, three Coopers, albeit '59 cars, and a packed international calendar of F2 and F1; BRP was now big-league, and Yeoman was pleased. "The Samengo-Turners were real enthusiasts," says Tony. "They came to all the meetings."

But in May came a test of that enthusiasm: in wet practice for the International Trophy at Silverstone Schell aquaplaned off and »»»

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overturned. He died instantly. Ken Gregory, shaken by having to identify the body, still had responsibilities and brought in F2 star Henry Taylor. Surprisingly, the large Yeoman budget now grew even larger as the brothers offered extra cash to tempt Tony Brooks on board as well. Rated then and now as one of the great drivers, the ex-Vanwall and Ferrari pilot made this British triple a coup, and his fourth place at Monaco seemed a rebuff to fate. Then came Spa, a roller-coaster metaphor for the team's fortunes. First the seemingly inviolable Moss had a huge crash due to suspension failure on his Walker Lotus, breaking legs and back; then Bristow failed to appear. He had died instantly when the Cooper left the road at Burnenville for unexplained reasons (though Gregory says "I suspect Willy Mairesse did a Schumacher while passing him").

Five laps later another rising Lotus star Alan Stacey also died. That Olivier Gendebien, standing in for Taylor, turned in a fine third for BRP barely registered as Gregory glumly packed up Bristow's effects.

Brooks and Gendebien could pull in good start money, so the cash flow was strong, but for the previous year's runner-up champion it was a frustrating season. "BRP was very professional," Brooks says today, "but we had a lot of retirements. And we were in the 'sit up and beg' cars where the works had the Lowline – it was the next decade. We had a good relationship and the Samengo-Turner brothers put heart and soul into it, but when the works has a more advanced car…"

Worse things were happening at Lots Road. A director of Express Coachworks had been diverting funds, from Yeoman Credit among others, and as proprietor Ken Gregory, while unaware, had the ultimate responsibility. As 1960 closed a court case loomed, and plainly BRP had lost its backer who now switched to Reg Parnell's team. Having lost two drivers and friends, seen his golden boy Moss end up in hospital, and undergoing a divorce as well, Gregory might have shut up shop; instead he kept his foot down, went straight to Yeoman's chief rival and asked them for the same deal. They agreed. "I knew UDT's Bob Gibson-Jarvie through Laystall [the engineering firm UDT owned] and he was brave enough to say yes to me and argue it with the board later," says Gregory. Suddenly there were two sponsored teams in Formula 1.

However, only one of them would get new Coopers. "Charlie Cooper took me to lunch and he was agitated and very cagey," Ken recalls. "He said they couldn't supply until June." That was useless to Gregory. BRM was not supplying cars, so it was three Lotus 18s which turned up at BRP's new Highgate premises. Gregory has his own theory about this. "I had approached both Jim Clark and Bruce McLaren to drive for me, and I think both Lotus and Cooper were nervous. I have no proof at all, but I was told that there was an agreement not to supply us so both drivers would stay. Once Jim was safe Colin was happy to sell cars."

More than happy, says Robinson, now running three 18s, three 19s for sports »»»



Gendebien trails winner Brabham at tragic 1960 Spa race. Note fin to make BRP T51 look more like works Lowline

races, plus an Elite, and 10 staff. "We had all the help we wanted, even from Colin. He would come to Highgate and talk trials cars, and when we wanted a different shape for our 18 – Stirling always loved something different – he came with me to Williams & Pritchard. The two of us shaped a lower, slimmer body. Then the 21 appeared, but I call it the BRP body."

They had cars, Henry Taylor and Cliff Allison to pilot them, and two plush transporters ("Even Chunky Chapman was envious of those," says Robinson) but they didn't yet have the engines they wanted. Climax struggled to get its dainty V8 ready for the new 1500cc formula, so for a space everyone ran with the good old FPF Climax. Everyone except Ferrari, who nailed the new rules in one, dominating the season with the delicious 156, despite Moss's Monaco opener victory which briefly made it look as though BRP had ended up with the right car after all…

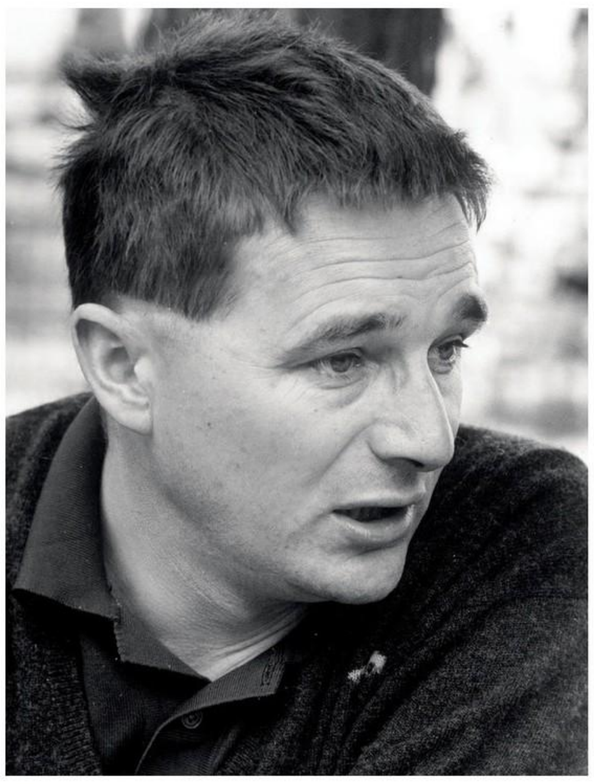
There were no shock GP wins for BRP in 1961, but there was a lot of start money and just about every time Stirling got in the 19 he brought home the laurels. They even ran the Elite at Le Mans fitted with a 750cc Climax, leading the Index of Performance until the oil pump broke.

Pleased with the enterprise, UDT-Laystall also backed the purchase of the top-rank GT car – a Ferrari GTO (see p40).

In fact BRP was doing so well commercially that Stirling now became a partner – "I'd been too involved with my own racing when it first started," he says – which further blurred the borders with Rob Walker's team. That's why Stirling's plans for 1962 included a Walker car in BRP colours – and a works Ferrari in Walker blue, a face-saving rapprochement which would at last put Moss in one of Enzo's GP machines. Meanwhile BRP ordered five of the latest Lotus, the 24. When the Climax V8 arrived and with Innes Ireland on board after his sacking by Chapman, BRP was on par with Lotus. So they thought…

But the Glover Trophy, Goodwood's non-championship season opener, would disrupt everything. The catastrophic accident which ended Stirling Moss's career would bring UDT-Laystall the worst type of publicity and shake both teams to their roots. Gregory in particular was trying to deal with Moss's affairs as he lay in hospital, as well as run a team and cope with hundreds of letters to the injured driver. There was also his new magazine publishing enterprise and the start of his air taxi service. The single blessing was that the High Court had decided he was liable for only a small part of the Express Coachworks default.

"I was almost out of my mind with stress and worry," he says, "and I developed ulcers." Yet a week after the crash UDT cars raced at Aintree, and in May the promised works Ferrari appeared in the International Trophy; that it carried a tartan stripe and had Ireland aboard was something of a tribute to the team from Maranello, as opposed to the slap in the face from Lotus. Once the privateers had their 24s, Chapman revealed one of the great leaps forward in racing – the monocoque 25. And sorry, but you couldn't buy one. The special relationship was over. So also was the fiscal one; while UDT was content with its exposure, Laystall felt it was time to realise its mechanical assets. There would be no further sponsorship for 1963.



"I was tearing myself to pieces"

KEN GREGORY

By now a recovering Stirling was getting involved in business affairs and was not very interested in BRP. His father too would have been happy to close it and divide the assets. Remarkably, BRP's bank account was extremely healthy, thanks to Ken's astute management, and after selling the GTO at a £500 profit the team could afford to buy the UDT cars. But while the 19s might go on winning in '63, the 24s would not. Although it was BRM, not Lotus, which took the 1962 makes title, it was clear that a monocoque was vital for F1, where the money was. And no one was selling.

It was Robinson who said 'I can make one'. "I made up some cross-sections and took them to a board meeting in Alfred's dental surgery," he remembers. "I was sure I could build something that wouldn't break in half and hurt somebody." Somehow his confidence and Gregory's energy won a 'yes', and Robinson began work from scratch. Fitted with the BRM V8 and Colotti 'box, the result was a tough if heavy machine, which took Ireland to a brace of fourth places, backed up now by Jim Hall in the 24. Ireland was convinced that their V8s lacked the power of the works entries, which made a lighter car vital, and Robinson obliged with the BRP/64 – thinner-skinned and slimmer. But the team's funds were draining away fast.

For 1964 start money was to be allocated by the new Formula One Constructors Association, comprising Lotus, Cooper, Brabham and BRM. FOCA drivers would get the prime cut, privateers the rest. And only a manufacturer could join. When Robinson proposed the BRP he heard the accusation which still galls him – that it was merely a Lotus 25 copy.

"No," Tony says firmly. "We used Lotus suspension spares on the '63 car, but the monocoque had tapered sides, not parallel like the 25, and the later cars had our own geometry. We made as much of the '64 cars as anyone else."

But the ranks stayed closed; with neither an inspection nor even a reply from FOCA, BRP ran a second season strangled for finance and beset by crashes. "I must have built five or six monocoques," says Robinson ruefully. "If Innes didn't bend it, Trevor [Taylor] would."

"Sheer jealousy," says Gregory of the black-balling. "At another time I'd have gone to court but after Stirling's accident I'd had a nervous breakdown. I was tearing myself to pieces."

One person, though, accepted that BRP *were* race car builders. Masten Gregory, a frequent BRP pilot in '61 and '62, asked if they could build him a pair of cars for the Indy 500, and in April 1965 they appeared at the Brickyard – tougher, broader versions of the F1 car with Ford V8s. Masten was running fifth when the gearbox failed. But while it kept the crew employed a little longer, this would not save BRP.

Now officially retired, Moss was gradually taking over his own affairs, and though he'd been their Indy pit manager he sidestepped BRP to start his own SMART race team. His father, while always close to Gregory, naturally wished to support his son. Exhausted, pressured by his other businesses, and by now on strained terms with Stirling, this time Gregory did not fight. Once the Indy cars left, the doors closed on the British Racing Partnership.

"By 1964 there were no more funds, and I was juggling too many things," says Gregory. "And I got too close to people – losing all those drivers and then Stirling unnerved me."

Yet both men remain proud of BRP.

"We stopped too early," says Robinson. "We'd had a win [Innes in the non-title 1963 *Daily Mirror* Trophy] and several pots. In two more seasons we'd have been into the tobacco money."

"We had a phenomenal success rate over the years," Gregory concludes. "We ran four World Champions, and we were streets ahead on monocoques – even Cooper asked us to help them design one. It was only thanks to fate and FOCA that BRP never achieved its potential."

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Power dressing

Costume matters almost as much as carburettors at the uniquely theatrical Revival meeting

BY ED FOSTER

Last year an impressive 134,000 people attended the Goodwood Revival – expect more of the same when the event returns on September 17-19.

The Revival is now a firm fixture on both the motoring and social calendars as spectators file through the gates clothed in period dress, ready to watch some of the most important historic race cars do battle on the track.

Alongside the racing this year are tributes to John Surtees – the event celebrates the 50th anniversary of his first car race – and BRM as 2010 signals the 60th year since the British manufacturer's first victory.

Surtees, already a multiple World Champion on two wheels, made his car racing debut aboard a Formula Junior in March 1960 at Goodwood and finished a close second to Jim Clark. To pay tribute Goodwood is doing what it does so well and gathering a huge selection of bikes and cars from the racer's career.

It was on September 30, 1950 that British Racing Motors notched up its first victory with Reg Parnell in the Woodcote Cup. Seventeen Grand Prix victories and 27 years later BRM finally closed its doors. Now the team at Goodwood is again amassing a large collection of cars to celebrate the marque.

Considering the Festival of Speed was sold out, it may be an idea to book your Revival tickets now. See you there for another weekend of some of the world's best historic racing.

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TIMETABLE

FRIDAY SEPTEMBER 17

7.30am	Gates open
8.45am	Air display
9.00am	Free practice – Barry Sheene Memorial Trophy
9.35am	Official practice begins (in race order)
TBC	Parade: BRM celebration
2.10pm	Air display
TBC	Parade: John Surtees tribute
4.10pm	Air display
5.30pm	Bonhams sale
6.45pm	Official practice ends, track closes

SATURDAY SEPTEMBER 18

7.30am	Gates open
8.50am	Air display
9.30am	Track opens
10.00am	Racing begins
Race 1	Goodwood Trophy
Race 2	Chichester Cup
11.10am	Parade: Mini variants
11.40am	Air display
Race 3	Barry Sheene Memorial Trophy (pt1)
Race 4	St Mary's Trophy (pt1)
TBC	Parade: John Surtees tribute
TBC	Air display
TBC	RAC TT Celebration – 2nd practice
Race 5	Whitsun Cup
Race 6	Madgwick Trophy
TBC	Parade: BRM celebration
Race 7	Gordon Trophy
Race 8	Freddie March Memorial Trophy
5.30pm	Air display
5.30pm	Racing ends and track closes

SUNDAY SEPTEMBER 19

7.30am	Gates open
8.50am	Air display
10.00am	Racing begins
Race 9	Fordwater Trophy
Race 10	Richmond Trophy
TBC	Air display
Race 11	Barry Sheene Memorial Trophy (pt2)
Race 12	St Mary's Trophy (pt2)
TBC	Parade: BRM celebration
TBC	Air display
Race 14	RAC TT Celebration
4.05pm	Air display
TBC	Parade: John Surtees tribute
Race 15	Glover Cup
Race 16	Sussex Trophy
6.10pm	Racing ends and track closes
6.15pm	Prize-giving

CARS AND STARS ON TRACK

GOODWOOD TROPHY
For Grand Prix and Voiturette cars of a type that raced between 1930-50. This is one of the races that you really shouldn't miss as these cars, all designed before World War II, spend most of the time sideways – there are some great lessons in car control to be learnt!
EXPECT TO SEE: Alfa Romeo 308C and Tipo B monopostos, Altas, Bugatti Type 54, ERAs, Maserati 4CM, 6CM and 8CM, and Talbot-Lagos

ST MARY'S TROPHY
(Two-part race – celebrity drivers to race on Saturday)
Two events for saloon cars of a type that raced between 1950-59. Last year the St Mary's Trophy was solely for Minis, which produced some of the weekend's best racing. This year it's back to normal with a selection of '50s saloon cars.
EXPECT TO SEE: Everything from Austin A35s to Jaguar Mk VIIs
DRIVERS TO LOOK OUT FOR: Andy Rouse, Anthony Reid, Barrie 'Whizzo' Williams, Brian Redman, Derek Bell, Jackie Oliver, John Fitzpatrick and Rauno Aaltonen

BARRY SHEENE MEMORIAL TROPHY
Two races for 350-500cc motorcycles of a type that raced between 1951-54 in the spirit of the 'Goodwood Saturday' meeting. Each owner/rider will be paired with a celebrity and they will have to swap seats halfway through the race. This event usually produces some of the best viewing of the Revival.
EXPECT TO SEE: AJS 7R, BMW R51RS, R5SS and RS54, BSA Gold Star, Gilera Saturno, Matchless G45 and G80 CS, Norton Daytona Manx, Dominator 99, International and Manx, Triton Manx T110, Triumph T110, Velocette KTT and MSS, Vincent Black Shadow and Comet Grey Flash
RIDERS TO LOOK OUT FOR: James Haydon, Jeremy McWilliams, Michael Rutter, Mick Grant, Phil Read, Ron Chandler, Trevor Nation and Wayne Gardner

RICHMOND TROPHY
For front-engined Grand Prix cars only of a type that raced between 1950-60. This is likely to be packed with some of the most beautiful GP machinery in existence.
EXPECT TO SEE: Aston Martin DBR4, BRM Type 25, Connaughts, Cooper-Bristols, Ferguson P99, Ferrari 246 Dino and 500, HWM, Maserati 250Fs and Vanwalls

FREDDIE MARCH MEMORIAL TROPHY
For cars in the spirit of the Goodwood Nine-Hour races from 1952-55. Like last year, this will be another 75-minute affair including some wonderful classic sports cars.
EXPECT TO SEE: Allards, Aston Martin DB3 and DB3S, Austin-Healey 100S, Ferrari 750, HWMs and Jaguar C-type

GORDON TROPHY
For 2.5-litre Grand Prix cars of a type that raced between 1954-60. The time period may overlap with the Richmond Trophy, but the cars will be very different as this race focuses on rear-engined machinery.
EXPECT TO SEE: BRMs, Coopers, Lotuses and "some rarely seen interlopers"

GLOVER TROPHY
For 1.5-litre Formula 1 and Tasman cars of a type that raced between 1961-65. The Glover Trophy brings together a group of some of the most famous GP machines with 1.5-litre V8 engines. Prepare to be seduced by the sound that these racers make.
EXPECT TO SEE: Brabham BT11 and BT7, BRM P261, 57 and 578, Cooper, Derrington Francis, Ferrari 156 'sharknose', Lola-Climax Mk4, 24 and 25, Lotus-BRM 24

CHICHESTER CUP
For rear-engined, drum-braked Formula Juniors of a type that raced between 1958-62. Due to the fact there are so many FJuniors around, this particular period of cars last made an appearance at the Revival in 2007.
EXPECT TO SEE: Ausper-Ford T3, BMC Mk2, Britannia-Ford, Caravelle-Ford Mk1, De Tomaso-Fiat, Elva-Ford 200, Emeryson-Ford, Kieft-Ford, Lotus-Ford 18 and Tojeiro-Ford

WHITSUN TROPHY
For sports-racing prototypes of a type that raced between 1963-66. Billed as the 'weekend's fastest race', the Whitsun Trophy packs a whopping 10,000bhp grid – it's a fantastic selection of 'big-banger' sports prototypes.
EXPECT TO SEE: Ferrari prototypes, Ford GT40 (including a rare 1964 model), Lola-Chevrolet T70 Spyders, Lotus 30s and McLaren-Chevrolet M1s

FORDWATER TROPHY
For production-based sports and GT cars in the spirit of the Goodwood Members' Meetings between 1960-66. The emphasis this year is on 'slippery-bodied' cars that were built for endurance racing, so expect some famous and not-so-famous aerodynamic models.
EXPECT TO SEE: Abarths, Alfa Romeos, Ashley, Austin-Healey Sprites, CDs, Deep Sandersons, Lenham and WSMs

MADGWICK CUP
(45 minutes, two drivers)
For sports-racing cars under 2.5 litres of a type that raced between 1955-60. This year the Madgwick Cup has been expanded to a 45-minute, two-driver affair that will showcase some great small, lightweight sports cars.
EXPECT TO SEE: Cooper T39 'Bobtail' and T49 'Monaco', Ferrari 196 SP Dino, Lotus 11 and 15, Maserati 200S and 250S, Porsche 550 and RS60

SUSSEX TROPHY
Celebrates the time when the RAC Tourist Trophy was the final round of the World Sportscar Championship in 1958-59. Grid features well-known cars from 1955-60. The Jaguar E2A, which bridged the gap between the D- and E-type, will also make its first UK race appearance.
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"Some of the difficult times made me stronger"

From a land where F1 was a minority sport to a team that missed its title chance, Robert Kubica has faced challenges in his career. But at Renault he has a good feeling

BY NIGEL ROEBUCK

All images LAT

ROBERT KUBICA



'Droll' is the word always in my mind when I'm talking to Robert Kubica, perhaps the most understated driver in contemporary Formula 1. He doesn't travel with a huge entourage, isn't one for showing his face at high-profile events, has no interest in 'bling'. "Driving," he says at once, when asked what he considers the best perk of his job.

Some say he is obsessive about the job, in a Senna sort of way, thinking constantly about improving the car, improving himself, chivvying the engineers, *working*. If so, you can point out that such as Prost and Senna and Schumacher achieved all they did not only with heaven-sent skill, but also because they worked harder than their contemporaries. "Yes, Robert pushes the team," says Eric Boullier, the Renault team principal, "because he wants to win. He is committed to the team, and everyone feels that – and that's when you get the best out of people."

Thus far, Kubica has won only one Grand Prix, but there are those who think him perhaps the best driver out there. Lewis Hamilton, indeed, has privately confided that he fears Kubica more than anyone, and he should know whereof he speaks, having competed against him since karting days.

Certainly Robert hasn't had it easy. I first met him over breakfast at BMW in the Barcelona paddock in 2006, the year in which he was appointed the team's test driver. And what sticks most in my mind – apart from a pleasingly dry sense of humour – was his response when I asked how much support, in his quest to be a Grand Prix driver, he had received from Poland, his native land: "None at all…"

I reminded him of that when we spoke recently. "Well, it was true," he says. "I know it sounds a bit hard to say that, but that's more or less how it was. On the other hand, I'm quite sure that some of the difficult times I had in the past made me stronger – as a driver and as a person. One thing I absolutely believe is that there are always positive things about a situation which seems negative."

The big motorised sport in Poland was – and still is – speedway, and Tomasz Gollob, the most naturally talented rider of his generation, is a national hero. Since Robert swiftly began making his name, however, the country's interest in F1 has been properly stirred, and now at every Grand Prix Polish flags and Kubica banners abound.

"Well, of course it depends on the results!" says Robert. "But there's quite a big increase in interest in F1 in Poland – which is normal I think, because it's always nicer, when you're watching a sport, to have your country represented by someone."

As was the case a few years ago in Spain, when Fernando Alonso came along? "Yes, sure – although I think Spain was a bit different, because they had always had F1, and in the past there had been Spanish drivers. In Poland it really was zero, but now there's quite a healthy number of fans there, and the knowledge of F1 – the awareness of it, and what it is – has increased a lot. They don't just switch on the TV at two o'clock on Sunday afternoon – quite a lot of them now follow it deeply."

It wasn't easy to be that way when Kubica was a kid, for Formula 1 was absolutely a minority sport, and the Grands Prix were never televised. "All I remember," he says, "is that there was one channel which showed the British Touring Car Championship – but not of the current year! I mean, in 1996 they'd be showing the '93 championship! Of course things eventually began to change quite a lot, but there was… big room for improvement…"

By the time he was into his teens, though, Kubica was living in Italy, making his name in top-flight karting. "I started very early – when I was four and a half – and when you do that, and it's still with you when you are 10, 12, 14, it's because you have *passion*. But even when I was… bigger in karting, when I was 16 or 17, I wasn't really thinking about F1. I think my parents, and others around me, were *hoping* I might become an F1 driver, but they never created expectations. By then I used to watch a few F1 races, but I've always been someone who doesn't really think about the future, who concentrates more on today. When I was karting, or even starting to race in single-seaters, I wasn't really thinking about what might happen in three or four years."

In the karting days, Kubica competed against many others later resident in F1. Among them was Hamilton, who has spoken often of his idol, Ayrton Senna; Kubica, though, never had a hero, as such. "No. I was a fan of [Giancarlo] Fisichella, and then, for the same reason, of course I was interested when Fernando [Alonso] began driving for Minardi – I was working with





Heading old rival Hamilton in Melbourne this year. Kubica was second for Renault

people who had worked with them previously, and so of course I always heard good stories about them and therefore felt closer to them than to the others."

In 2006, when Kubica arrived in F1 as BMW's test driver, it was the custom for a reserve to take part in Friday practice, and Robert's times were frequently startling. One of the race drivers, Jacques Villeneuve, was not producing much, and when he complained of headaches after an accident at Hockenheim, Mario Theissen seized the opportunity and put Kubica in the car at the Hungaroring. First time out, Robert out-qualified team-mate Nick Heidfeld, and Villeneuve's F1 career was over.

At Monza, in only his third Grand Prix, Kubica finished third, beaten only by Michael Schumacher and Kimi Räikkönen, and it wasn't by attrition, either. After qualifying sixth, Robert made up three places immediately and stayed there for the duration. We took due note.

We did the same at Indianapolis the following year, when Kubica had a press conference to discuss the events of the weekend before, in Montréal. There, at the flat-out approach to the kink before the hairpin, his BMW hit the back of Jarno Trulli's Toyota, rode over it and began a terrifying series of impacts and rolls, finally coming to rest – on its side – against a barrier.

It was one of those accidents to make you feel queasy, so violent was it, but in the inverted cockpit there was soon some movement, and later in the day it was announced that Robert had a bruised ankle and was a bit knocked about, but otherwise all was well with him. It seemed like a miraculous deliverance.

The medical advice was that Kubica should skip the race at Indy (which put new BMW reserve driver Sebastian Vettel into a Grand Prix for the first time), but still he turned up at the Speedway, and impressed us with his *sang froid*. Had he seen the accident on TV? "Yes," he said, deadpan, "but I'd already seen it live, because I was there…"

Three years on, Robert remembers every detail of the accident. "I lost consciousness at one point afterwards, but only for a very short time. I have to say I was very lucky that on the Monday I was able to walk out of the hospital. I think that when something like this happens – whether you are injured or not – during the time you are away from racing you are not the same person: you become much more motivated, you are so looking forward to coming back.

"It was the same when I had a road accident [in 2003], and I badly broke my arm and wasn't able to race. It was incredible: I was training seven or eight hours a day – it was like I was a different person! I would like to be so motivated every day of my life…"

"After the crash in Montréal, I watched it on video, just to be able to understand better exactly what happened, and why. It's impressive, I would say…"

Impressive, I would say, too. Professor Sid Watkins, watching the race on TV in the paddock, said that he wasn't especially worried for Robert, because the accident went on a long time, each impact dissipating energy, gradually taking off speed. ➤➤➤

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"The accident was quite violent. From 260kph to zero into the wall was not ideal..."

Canada has long enjoyed a strong F1 fanbase, but Kubica now has growing support at home in Poland (below)

"Well," says Kubica, "it looked smooth, but actually it was quite violent. The problem was that all four wheels were in the air, so there was no deceleration at all. The first wall, which I hit with the right front suspension, I just shaved really – the suspension just flew away – but then the second impact was quite big, believe me. I was still travelling at 260kph (162mph) – so from 260 to zero into the wall was not ideal..."

Droll, as I said.

"Honestly, I feel lucky to be here, and discussing it with you – but on the other hand I have been through it, and so I absolutely know how safe the cars are. When I'm driving, or even talking about it like we are, I'm not thinking that it's something that might happen again. To be honest, it was as if nothing had happened – two or three weeks later I drove again, and nothing was different. Honestly, I'm much more impressed by watching it than by surviving it!"

One year on, at the same Circuit Gilles Villeneuve, Kubica won his first Grand Prix, but the wait for a second has proved longer than most – Robert included – expected. At that stage, seven races into the 2008 season, he led the point standings from Hamilton, Felipe Massa and Räikkönen, and folk began seriously to talk him up as a possible World Champion in only his second full year in F1.

BMW, though, always tended to think of precise targets. In Bahrain Kubica had taken the first pole position for the team (tick), and now its first victory (tick), and those had been the aims for 2008. Next item on the agenda, of course, was the World Championship, but the date set for that was 2009, and it seemed never to cross anyone's mind that perhaps it might now be brought forward a year. To Kubica's intense frustration, serious development of the BMW F1.08 was abandoned, and the team's focus was switched to the car for '09, when the F1 rules were due substantially to change.

Robert laughs, more than a touch ironically. "I don't think anyone was concentrating on trying to win the championship – I don't think anyone *believed* there was a possibility, quite honestly. BMW was a very well organised team, always targeting things, and I think that once we achieved our target – I don't like using that word – that was OK. That year the target was to win a race – the year to target the championship was 2009. But it seemed to me that if you're able to win a race – and to do it well, not just by luck – then surely you are able to fight for the championship. I thought it was strange that to win in Canada, which we did, was kind of enough for that year..."



Kubica has learned, he says, not to put too much store by pre-season testing. "Before that '08 season we were very bad – about the slowest car on the track. In the second test we were two seconds off the pace, but the guys in the factory did an amazing job – and suddenly our pace, going into the first race, was a surprise for everybody, and then in Bahrain I managed to qualify on pole.

"Those two months really showed how quickly things can change in F1. Even in Australia, the first race, I qualified second, and if I hadn't made a mistake – in turn 12 – I would have been on pole there, too. I don't think most people were expecting that of us, as a team – actually, I don't think most people in the team were expecting it, either..."

In 2009 the very opposite was true. BMW, having abandoned development of the '08 car to concentrate on the next one, was expected to be in fine shape for the beginning of '09, and Kubica, fourth in the '08 World Championship, was seen as a title contender. ➤➤➤

Another ironic laugh. "Well, ideally you would put together the first half of the '08 season and the second half of '09, and then it would be a good mix! This was completely the opposite of the previous year. Testing went well this time, but in the early races we were nowhere. Then, of course, at the end of July BMW announced they were going to pull out…"

To Kubica, like everyone else, this came as a complete surprise. He well knew that the company had spent hugely, that the outlay on KERS had been wasted (BMW's system never worked satisfactorily), that the company wasn't seeing a return for its investment, but still he believed in its long-term commitment.

"Anyway, the BMW board decided to pull out, and that was it. I thought it was quite harsh for everyone in the team and in the factory – it was a 'big company' attitude, I would say. BMW were very keen to be in F1 – and to win – but they wanted to do everything either at 100 per cent or zero.

"Looking back, I learned a lot from those years, and I'm still proud to have had the possibility to start F1 with BMW. It gave me a lot of good moments – sometimes hard moments, too – but overall it was a good experience.

"The strange thing was that, after the decision to pull out, I thought we would just cruise to the end of the season – spend as little money as possible, and then stop. In fact, though, it was amazing how people were pushing, how they were still developing the car and improving it. Strange, isn't it? When we were in good shape for the championship, in the middle of '08, the effort wasn't as big as when the team was closing!"

Once it became known that Kubica was 'available' for 2010, there was no shortage of job offers, one of which was from Toyota – who would later, of course, pull out like BMW. Had there been any interest, though, from the major teams? Robert shrugs: "Maybe if I'd gone knocking on a few doors, but I'm not that kind of person…"

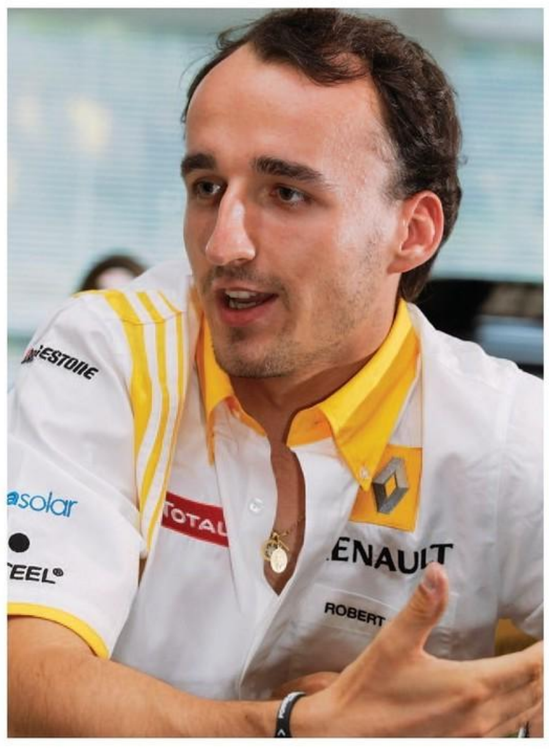
From the beginning, he believed that his best hopes lay with Renault, who knew Alonso was off to Ferrari and needed a team leader. Flavio Briatore was still the man in charge, and Kubica was his first choice.

"Flavio was very keen for me to sign, and I felt that if I did I would be treated well. The whole team believed in me, and that was very important. All the early negotiations were with Flavio, but it was on the edge because… you know, things happen quickly in F1. At the time we didn't know about the Singapore thing, so… all these things were kind of disturbing…"

After the 'Singapore thing' came to light, Renault – already not in the greatest financial shape – seriously contemplated joining BMW and Toyota in retirement from F1, but ultimately announced that the team would continue. A chunk of it, though, had been sold off, and that gave Kubica pause for thought.

"In the end, we are human beings – and you have to be convinced of what you are doing. I'd been convinced I should sign for Renault, but then they sold some of the shares in the team and I needed to have some idea of how the team was going to proceed – now I had a different boss, for example. It was normal that I had some doubts, but they were able to convince me."

The evidence is that Robert's choice was a sound one. Renault is not currently a front-tier team, but – after a lacklustre 2009 season – the car is proving more competitive than many expected. Kubica has driven beautifully, consistently getting the best from the car, frequently flattering it and – as ever – making astonishingly few mistakes. In that respect, I said, he reminded me so much of Alain Prost.



"Speed is important, but I like consistency"

"Well, I'm very happy to hear that," Robert smiles. "Of course speed is important, but I was always the type of person who liked consistency. For example, I love rallying, and I always remember Carlos Sainz and Colin McRae – who unfortunately is not any more here. Most of the people were impressed by Colin, and I was too when I was young – but once I started racing at a high level I was much more impressed by Sainz. OK, the way he drove was not as spectacular as Colin – but he was delivering.

"When I made mistakes in the past, and lost places, I was always harsh on myself. I put pressure on myself to be consistent – and to deliver. That was my only way to F1 – I had very few chances, and I had to deliver. And if I didn't do it in half a year, I was gone, because I didn't have any big sponsors – I was coming from nowhere. And, to be honest, I'm proud.

"In 2008 with BMW, for example, the only way to stay near the top of the point standings was to be consistent – I didn't have a title-contending car, and so I had to take the maximum profit from everything I could. If you have the best car, you can afford to be more aggressive, because you think, 'OK, even if I screw up today, I'll probably win the next two races…' Of course it's important to be aggressive, but somehow you have to get the balance right – so you push, but you don't go over the limit."

There were times, during the BMW years, when Kubica seemed tense, frustrated perhaps by the company's 'target' philosophy, by its inability sometimes to respond as quickly as the top level of F1 requires. Now, at Renault, he has found a working environment more in keeping with his temperament. After a decidedly uncertain winter, and with a budget far from such as McLaren and Ferrari, the team has progressed remarkably in 2010.

"It's a completely different attitude and atmosphere in the team here, that's true. As I said before, I had good times at BMW, but also tough times – and sometimes, you know, fresh air gives you something more. I'm happy to be at Renault. When I was deciding what to do, most people thought I was making a huge mistake, because Renault had such a difficult year in '09: even though they still had Fernando, one of the best drivers – if not *the* best – in F1, the team was clearly having big problems…"

Kubica and Alonso are buddies, sharing among other things an enthusiasm for poker, and I wondered if Fernando had played a part in Robert's decision to go with Renault. "Not really," he says. "Fernando and I get on very well, but I'm someone who… takes decisions by feeling, and I had a good feeling about coming here. I had a talk with some of the technical guys before signing – although you always have to watch out, because normally when you speak to teams you might sign for, their cars will *always* be winning the next year…

"In the end, I just had a good feeling about this team, this group of people. I'm happy I came here – and happy that we've done a new contract for the next two years. There are still many jobs to be done and there's a really long way to go, but I'm sure we're proceeding in the right direction, and that's always a nice feeling.

"I went to BMW as a rookie, a driver who had to learn, so this was a bit different. I came to Renault as a replacement for Fernando – not that I think I can replace Fernando, who won the World Championship twice – and as a driver who could help the team to go back to their… right level of performance, let's say. To be honest, I liked the idea of this challenge."

Very much his own man, Robert Kubica. Only 25 he may be, but there is something in his face that has seen everything.

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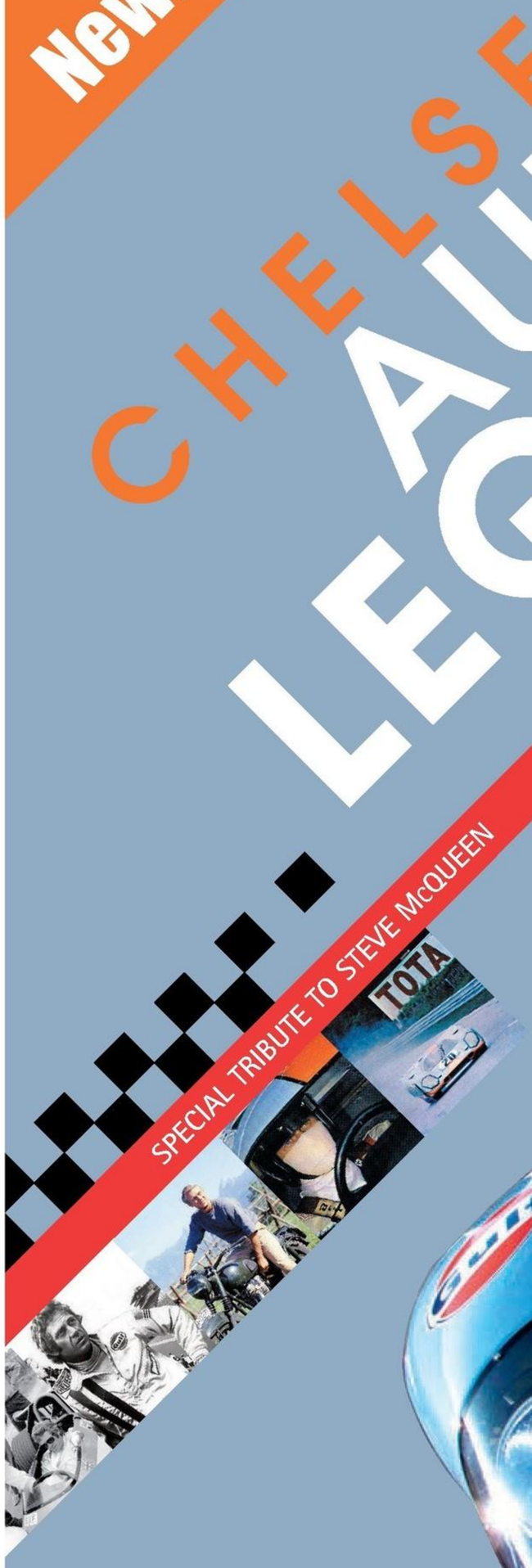
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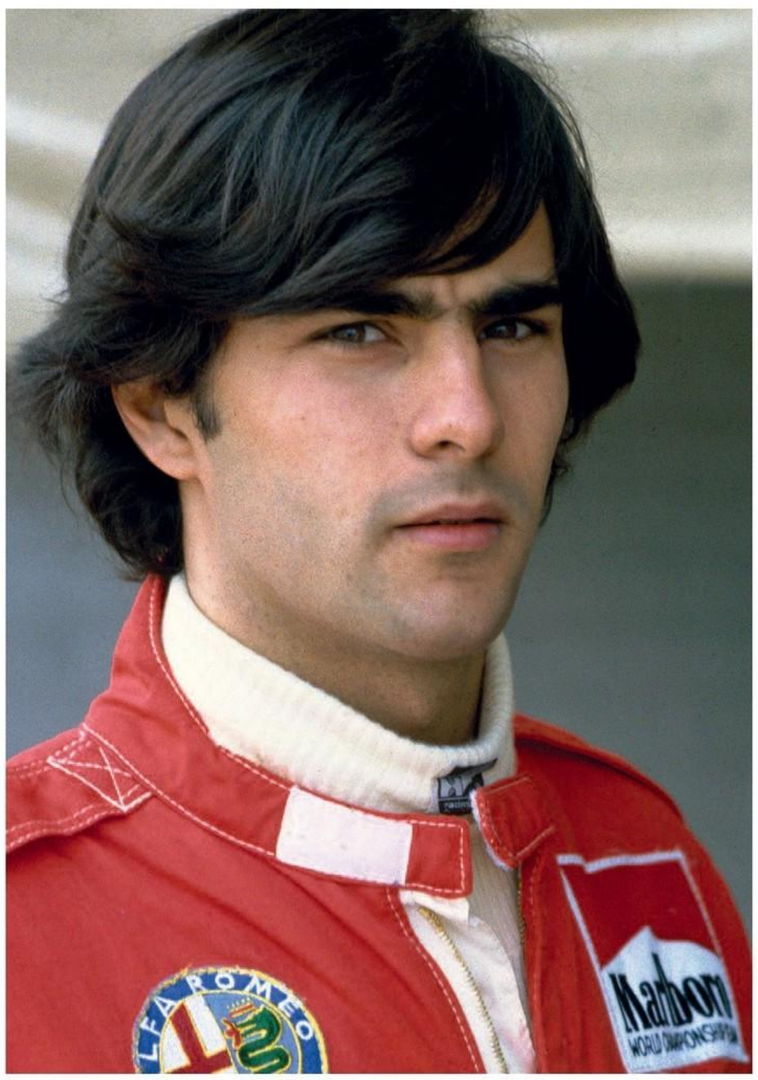












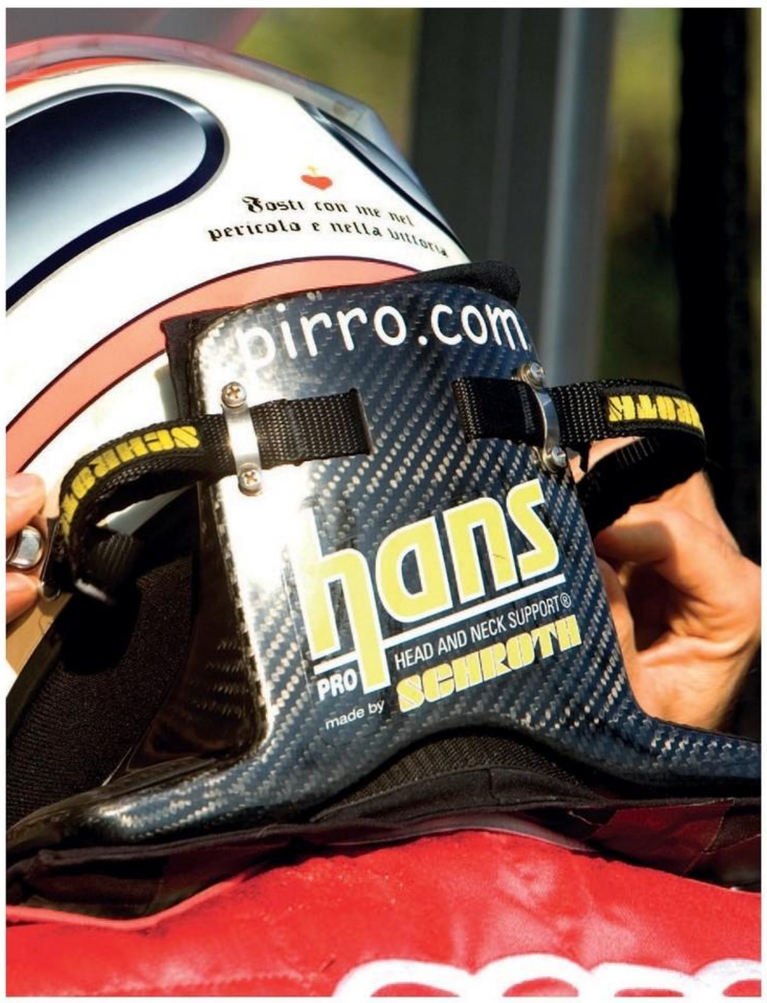




Clockwise from top left: the ACO took note of Pirro's celebrations at Le Mans '02; F1 career was brief, but he was sixth at Monaco for Scuderia Italia in '91; half season at Benetton in '89 failed to impress; sharing a Schnitzer BMW with Roland Ratzenberger in '87 WTCC; model planes are among various hobbies; Pirro wears his heart on his race helmet; last win for Audi at Road Atlanta in '08; with long-time team-mate Frank Biela; testing the McLaren MP4/5 in '89; showboating with Dario Franchitti at '05 Revival; the young Pirro's career had ups and downs









Audi, LAT & Zoom

Not shy – or retiring

Emanuele Pirro loves being the showman and he loves his racing – which is why his 'early retirement' from sports cars didn't last long...

BY ROB WIDDOWS

On the back of the handmade Italian helmet is a red heart, above it a Christian cross. Below are the words '*Fosti con me nel pericolo e nella vittoria*' (You will be with me in danger and victory). They are evocative words, forever associated with one of Italy's greatest racing heroes. "When I was a kid I saw this book about Tazio Nuvolari and I was fascinated," says the man who owns the helmet. "From that moment I was sure I wanted to be a racing driver."

The man is Emanuele Pirro, former Grand Prix driver and five-times winner of the Le Mans 24 Hours, the first man – along with Frank Biela and Tom Kristensen – to win the French classic in a diesel car. This is a man with a huge heart, a racer with a burning passion for the sport.

At the end of 2008 Pirro said what nobody wanted to hear. He was retiring from top-line racing to be an ambassador for Audi. But nobody believed him. Much as he loves his young family, would the Italian have been satisfied spending more time with his collection of ornamental frogs, perfecting his recipe for *Saltimbocca alla Romana* and walking in the Alps near his Monte Carlo home? Probably not.

"Yes, I know," he grins. "But for some years Audi had been looking for younger drivers, planning for the future, yet Frank [Biela] and I kept on winning races. We had to cut the story short. Nothing is eternal; although I wasn't ready to retire, I was still competitive. But Audi offered me some races in the R8 GT3 car and I thought, OK, today they make this offer, tomorrow maybe they don't."

But he misjudged the moment; the passion for racing was still too strong. Leaving Audi, where he won everything there was to win, was a wrench. It simply didn't get better than the R8 and R10. Few believed he would stay away, but fewer could have predicted that he would return with a small, private team in a Lola-Judd with its 'old-fashioned' petrol engine.

"Last year I wasn't a happy boy," he says. "The GT3 programme didn't go as planned, there wasn't enough development, not enough testing. This was disappointing because I was an Audi driver and I wanted the continuity. So that was that, but I am still contracted as an Audi ambassador. Then suddenly in the winter I got a call from Lord Drayson. He was running a sports car team with the Lola-Judd in America and he wanted me for the long races. Wow! Thank you very much, this was exciting, but I needed time to think. I had no plans to drive a prototype again – the downforce is so high nowadays, the feelings are extraordinary. Cars like the Audi are so fast, so demanding and sophisticated. The GT cars are nice, but

the prototypes are a completely different world. You need to be fit."

How does the Lola compare with the Audi?

"I was surprised actually, because it's a prototype but it's a customer car, so it's built in a different way to the Audi – no exotic materials, and more cheaply made because they have to sell them. The car is nice and efficient, easy to drive fast, and the speed we had at Sebring surprised even the Lola people. OK, you don't get that extraordinary push I felt with the Audi diesel – that is something I will never forget. Now, with the Judd, there is more noise of course. Sometimes you don't need huge resources and technology to produce a good car, and the Lola is a good racing car. But if Audi were to build a petrol-engined car now, I still think they'd be in a different league. Everybody blames the rules for the diesel cars always winning, but it's not so simple – big companies like Audi have so much power in their technology and resources that they'd always be right there, whatever the engine. It may be unfair for privateers to race the works teams, but that's how it is."



For Pirro, the Lola is proof that you don't need Audi resources to build a good car

Regis Lefebure

Pirro is clearly happy with his decision to return to the sport he loves. The grin is wide, the eyes are twinkling.

"Wow, yes! Immediately after that call from Lord Drayson I went down to my gym, without even thinking, and started some serious training. I was fit already, but the workouts were not so meticulous. Then I started thinking, this must be a sign that I want to do this. So I learnt some more about the car and saw this was a healthy team, a healthy car, so I said OK, I'll do three races – Sebring, Petit Le Mans and Le Mans. I knew I wanted it, but I wanted to make a professional decision."

> "The car is nice – the speed we had at Sebring surprised even the Lola people"

So, brief 'retirement' over, he headed for Florida without even testing the car. But this is the man who stepped out of the Audi R10 at Laguna Seca at the end of 2008 with tears in his eyes. The fire didn't need much rekindling.

"Was really nice feeling, yes," he smiles, "and I went to Sebring with an open mind. There were some question marks. Would I still be fast? I am older, you know. How good will the car be? But I had the desire. So I stepped into the car and after five laps I was doing a good time. In the race we fought with the Peugeots, got the second-fastest lap, and for two hours I was on their tails. That was fantastic. But Drayson Racing is not a big, strong team like Peugeot and we faded away."

Reliability problems put paid to their hopes at Sebring and Le Mans this year, but in July Pirro was drafted in to replace the injured Paul Drayson at the ALMS Utah Grand Prix. Teamed with young Brit Jonny Cocker, he brought the Lola home second overall.

"I was born with this big passion for motor racing. My dream was to be a driver, the dream came true, and after all these years I race with the same enthusiasm," says Pirro. "Not every driver is passionate, some are snobbish, a little cold, and these I do not admire. Formula 1 is sometimes like this and it wasn't the best part of my career, because when I went to Benetton in 1988 I was racing for BMW in European touring cars, racing Japanese Formula 3000, testing the McLaren for Honda, and living in Japan. I wasn't strong enough to realise it was all too much.

"In 1988 I did 108 flights. That's a flight every 3.3 days. For sure that was a disadvantage at the start of my F1 career. But, you know, when they didn't want me any more I still had the touring cars and I was happy. I have no regrets. Some drivers have 15 years in F1 with mediocre results but with great glory and a lot of money. That's not for me. My success with Audi, my championships, my wins at Le Mans, that gave me so much pleasure, worth more than an F1 World Championship. I was winning races, and winning is what a driver wants to do. And hey, I'm still here, 48 years old, and still loving my racing. Maybe I could have done better in F1, but I don't know..."

This may explain why Pirro is such big box office at historic events like the Goodwood Revival, where he has twice won the RAC TT Celebration race. From Audi to Lola-Judd to E-type Jaguar – it's another world again, but still with the same passion.

"The cars of the 1960s and '70s are for me the most beautiful, and this was when I was dreaming of being a driver. So you are racing a piece of history and the racing is good. It started when I was offered a Ferrari 512 – what a beautiful car – and then people asked me to race their cars. Maybe because I don't spin or damage them, I don't know, but there are cars that I always dreamt about racing when I was a kid, so that's why I do it. At the Festival of Speed at Goodwood I drove a Matra... Fantastic."

The Goodwood crowd adores Pirro. A racer and a showman, they love him for his laps of honour after the TT races.

"It all started with winning Le Mans when I stood up in the cockpit, with my arms in the air, and let the car coast over the line," he grins. "They didn't like it much and the ACO made a new regulation called 'Pirro's Law', which bans celebrations like that. Funny thing was, I was having a glass of wine with Daniel Poissenot of the ACO at Monterey and he told me he had to punish me, but inside he thought it was great and a fun thing to do.

"Then, at the Goodwood TT, I was hanging right outside the E-type Jaguar on the lap of honour, helmet off, waving to the crowd all the way round and then leaping from the car as it rolled up to the line. It was so funny, because I was given a lecture by the stewards and they asked me – can you believe this – how rich was the car's owner Bernie Carl, and how much would he pay as a fine? Yes, really. Anyway, they fined him £5000 and afterwards he told me he'd sent a cheque for £10,000 with a letter saying that he'd doubled the fine because next year, if Pirro won the race in his car, then he'd do exactly the same victory lap celebration. He sent me a copy which I have kept and framed."

Every now and then you meet a man like Pirro. It's one of the perks of the job. And then you remember why you too caught the racing fever. Bravo Emanuele! Motor racing needs people like you. Ⓜ

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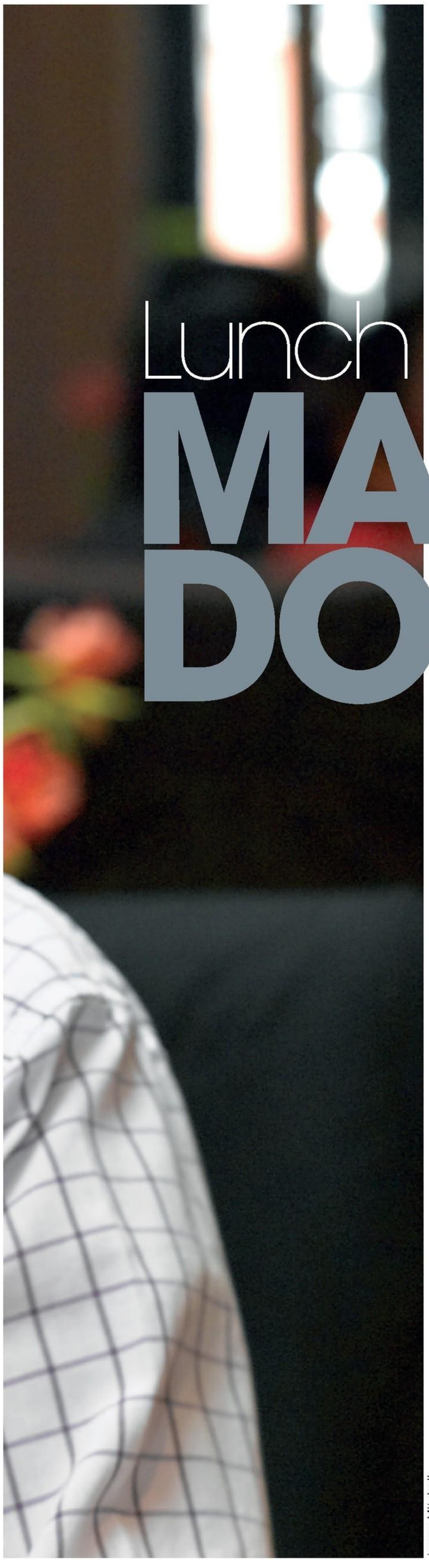
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James Mitchell

Lunch with...
MARTIN DONNELLY

The Irishman was a star graduate of the junior leagues, which is where he earned a living after the horrific accident that ruined his Formula 1 dreams

BY SIMON TAYLOR

A hot, dusty afternoon in southern Spain. It's September 28 1990, Friday qualifying at Jerez. With eight minutes left, Jean Alesi's Tyrrell has just produced a ripple of interest in the press room by setting a surprise quickest time. The McLaren-Honda of Ayrton Senna and the Ferrari of Alain Prost, World Championship rivals, leave the pitlane for a late run. Nigel Mansell trudges in, helmet in hand: his Ferrari has stopped out on the circuit with an electrical problem. The session, even for the teams, has a slightly relaxed feel. There's always Saturday to find another half-second.

Then, abruptly, everything stops. Silence falls, that heavy ominous silence which always means there's been a bad accident. At the startline the red flag is shown. From my vantage point in the press room I can see across to the back section of the track, and those two very fast right-handers. A Minardi, undamaged, is stopped broadside across the track. In front of it there is wreckage, strewn over a long distance. Beyond it, a bundle is lying in the middle of the track. People are running towards it. Professor Sid Watkins' medical car is already accelerating out onto the circuit.

The scraps of bodywork in the scattered wreckage are yellow. Camel yellow, worn by Lotus. But Derek Warwick's Lotus-Lamborghini V12 is in the pitlane. It has to be Martin. Ever-cheerful Irishman Martin Donnelly, so far a strong 14th fastest out of the 30 runners, must be that bundle. It couldn't look worse.

But, almost exactly 20 years later, it's Martin sitting opposite me in the Mulberry Tree restaurant at Attleborough. He seems fit and well. His scatter-gun speech delivery, his deadpan Irish humour, are as they always were. It's only when he walks that you notice his left leg is stiff, and one of his shoes has a built-up sole. He shows no resentment about the accident that destroyed a promising Formula 1 career in its first full season. He continues to work in motor sport – it's all he knows – and still lives in Norfolk, close to Snetterton, where he arrived 26 years ago as a naïve but determined Irish lad to start his professional career. In fact, racing has been a force in his life from the cradle.

"My father loved it all his life. Where we lived in West Belfast wasn't far from the Dundrod circuit, and as a boy he'd go up there across the fields and hedges to watch the racing. He saw Moss and Fangio and Hawthorn in the 1955 TT, they were his heroes. He had a vegetable business, sold to the shops in the city and »»»

supplied the schools. Never had much money, but he was a hard-working man. Up at 3am, three cups of coffee and four cigarettes and out the door. He was a terrible man for the smoking. The bed was full of burn holes where he'd fallen asleep with a fag going. His road cars looked like ashtrays. That's why I never smoked, I hated it.

"I went to the races from when I was in nappies. He'd work down the market Saturday morning, finish at midday, pick me up, drive his Sunbeam Rapier or his Hillman Imp to Kirkistown. Tape up the headlights and paint numbers on the doors, go racing. It was more an excuse for him to be with his mates, Archie Phillips, Duncan Macken from Donegal, big Dave, George Windrum, Harry Johnson. They were all drinkers. The bar was a tent in the field by the paddock, cowpats up to the counter. Then they'd race over to Miss McBride's little pub in Kircubbin, that was their special stage. Then on to the Wildfowler Inn at Greyabbey. By then they'd really be away. I'd sit in the car, and my dad would say, 'See that young fellow in the Rapier there? Give him these crisps and orange juice for me.'



"By the time I was eight, while he was in the bar at Kirkistown after a meeting, I'd start his car, move the seat right forward and go round and round. I'd go steady past the pits in case anybody was watching, and then go hell for leather once I was out of sight. My dad had this idea in his head that when I turned 17 we'd go racing together. He was always a saloon car man, but he saw what Tommy Byrne, Mick Roe and Derek Daly had done, and he realised Formula Ford was the way to go. So he bought an ancient Crosslé to race until I was old enough, and then he'd pass it on to me. He tried it out at Kirkistown, but he didn't like being so close to the ground, seeing the wheels moving up and down and the rain on his helmet. So he said to his friend Joey Greenan, 'You race it, and when Martin's old enough you can be his mechanic.' Fine, fine, says Joey. So that Friday night Joey and I go down to Kirkistown, he does some laps, then he stuffs some coats behind me so I can reach the pedals, and off I go. The old man on the gate says, 'There's a couple of goats grazing round the back of the circuit, just keep an eye out for them.' That's how I got into single-seaters. I was 12 then.

"We lived in a rough area of Belfast, sectarian violence, youth gangs, people trying to get you for the IRA when you were young. My parents didn't want that for me, so when I was 11 they sent me to a boarding school in the Republic, run by Irish priests. It was hard, and I was very homesick. They came to see me on a Sunday halfway through my first term, and my mother said, 'Give it three years, and then if you still feel like this we'll pull you out.' So I thought to myself, bloody hell, I'd better just get on with it. It toughened me up, prepared me for coming to England later.

"You had to be 17 to race then, but when I was still 16 my dad and I worked out a routine. At a race when we signed on he'd say, 'Show your licence', and I'd say, 'You've got it.' He'd say, 'No, you've got it.' And I'd say, 'I left it on the kitchen table', and they'd say, 'Well, we know who you are. Bring it next time.' We'd just have to make sure we always signed on with a different official. So we got away with it."

> "Dad's idea was for us to go racing together"

Once past 17 Martin did every event he could in the old Crosslé, all over Ireland. "One Bank Holiday weekend we managed four events: Kirkistown, Mondello, and the hillclimbs at Croft and Donegal. At Phoenix Park, against all the local heroes in their new cars, I led the opening laps. It was all good learning experience, and it was good craic for Dad and his mates. Then a builder called Frank Nolan stumped up five hundred quid to get us to the Formula Ford Festival at Brands Hatch. We wrote on the nose of the car, 'With thanks to Frank Nolan'. I got a mention in *Autosport*, they called me the Belfast schoolboy.

"My dad would drive from here to Timbuktu if he could help you out. But after a few Bacardi and cokes he could get a bit crude and rude, and sometimes he'd overstep the mark. One year when I won a race at Brands and he'd come over to watch, I went to the bar to find him after the race. His mates said, 'Your dad didn't see you race. He had a few too many scoops, got a bit friendly with somebody's girlfriend and the boyfriend laid him out cold. We scraped him up and put him in the ambulance, nee-naw, nee-naw, he's up to Sidcup Hospital.'"

The well-worn Crosslé gave way to a year-old Van Diemen with a borrowed engine. Martin won a lot of races in Ireland, and got through to the final of the 1982 FF Festival. Then he got a place at Queens University in Belfast to read Mechanical Engineering. "I'd been there two weeks when I got a phone call from Frank Nolan. Frank had built a lot of houses in the Republic, but he made his real money out of central heating. You'd give him the key to your house at 8 o'clock in the morning, come back at 8 o'clock at night and he'd be in and out, dusted, done. Most heating firms would come into your house and make a mess for a week. He wanted to give a young Irish driver the chance to go to England and take on the big boys. I said to Frank, 'I'll have to talk to my mum and dad.' Dad couldn't afford to help me any more, and Mum decided it would be better if I did it properly, rather than just race at weekends and drink away what they'd spent seven years of boarding school fees on. So we persuaded the university to hold my place for one year, and off I went to England. I never went back.

"When I got to England I went up to Norfolk and [Van Diemen boss] Ralph Firman and his wife Angie put me up while I looked for somewhere to live. I found an 80-year-old lady living in a bungalow who wanted some company. I paid £25 a week to stay in her spare room, big old bed, feather mattress. She fed me, darned my socks, took my phone messages. She was lovely, and I stayed there for four years. You won't believe it, but her name was Mrs Happy Breeze."

Backed by Frank Nolan, Martin moved up to FF2000 with a new Van Diemen, winning first time out at Cadwell Park, then at Donington and Brands. He also dominated the Irish championship, but mid-season there were queries about the legality of his Zagk-prepared engine. Nolan asked for a voluntary engine strip, and when the camshaft was found to be incorrectly modified he insisted Martin give up the 48 points he'd scored in the Irish series up to then. Starting mid-season on zero, Martin came through to win the title in the last round. In late 1984 he switched to a Reynard run by Rushen Green Racing, and won the BBC Grandstand Series.

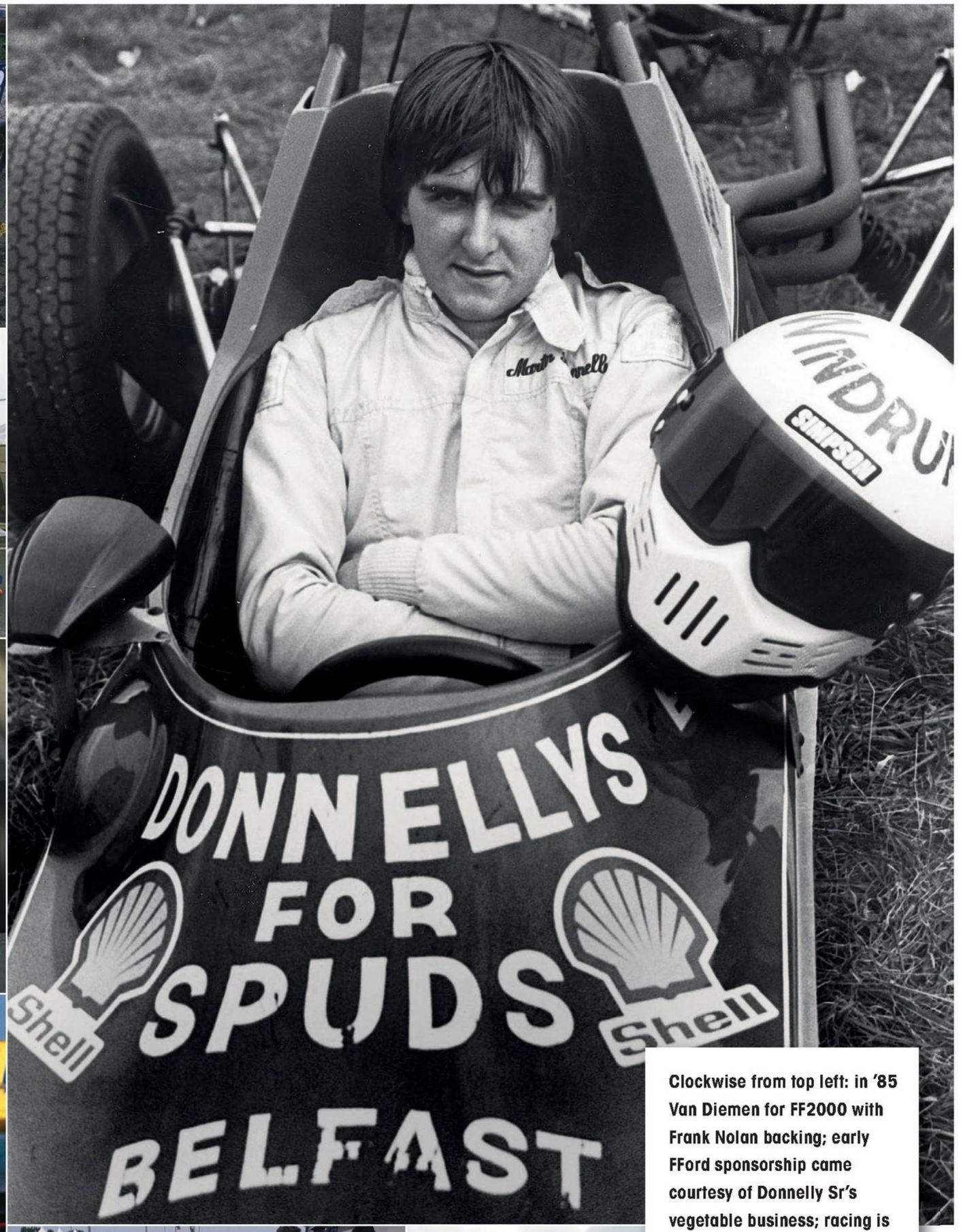
The 1985 FF2000 season, both the British and Euroseries championships, developed into a head-to-head battle between Martin and the talented young Canadian Bertrand Fabi. Martin won at the Nürburgring and Brands Hatch, and was leading at Zandvoort when a cracked exhaust set the bodywork on fire. In the penultimate British round at Oulton he had to win to stay in the title hunt. "I took pole, led into the first corner, and Fabi hit me. We both went into the barriers, and he was champion. I could say it was deliberate contact, but if I'd been in his situation I'd probably have done the same. He was a hard competitor, focused on going all the way. For 1986 we were both moving into F3. In February Bert was testing at Goodwood for West Surrey and he went off. He died in hospital next day." ➤➤➤









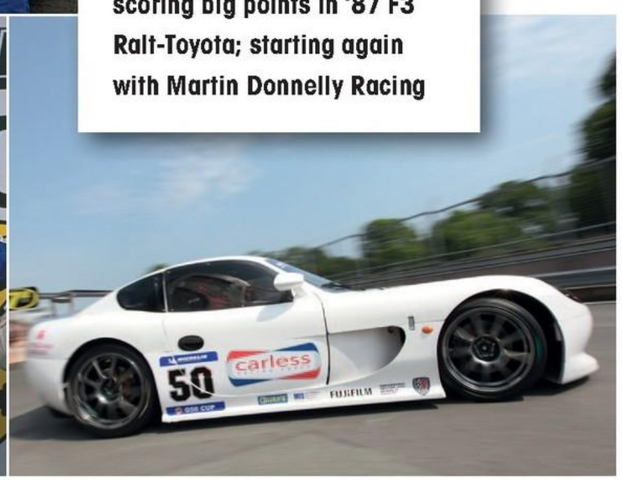












All images LAT

Clockwise from top left: in '85 Van Diemen for FF2000 with Frank Nolan backing; early FFord sponsorship came courtesy of Donnelly Sr's vegetable business; racing is still on the agenda – in a Mazda RX8 for '06 Britcar 24 Hours and a Ginetta at Oulton Park this year; F3000 debut in '88, and a sombre win after Herbert's crash; '89 proved more tricky – Donnelly lost Vallelunga win because Reynard's nosecone hadn't been crash tested; F1 debut with Arrows at Paul Ricard in '89; in the Lotus in 1990; scoring big points in '87 F3 Ralt-Toyota; starting again with Martin Donnelly Racing





Martin's first F3 mount was a Ralt run by Swallow Racing. The season was to cost £160,000, with £80,000 coming from sponsor British Telecom and £80,000 from Frank Nolan. But in April, after the first three rounds, Frank Nolan died suddenly. "He'd been a friend and mentor as well as a sponsor. A hard task-master, didn't suffer fools, and used to write me letters saying if I didn't produce the results he'd pull out. But he'd paid enough upfront for my F3 season to keep things going." That year Martin had wins at Donington, Oulton and twice at Silverstone, and wound up third in the British F3 Championship. In the Cellnet Awards – successor to the Grovewoods – he won the top prize, ahead of Johnny Herbert and Gary Brabham. Things looked good for 1987, but they didn't turn out as planned.

"Swallow had switched to a new Reynard, and we couldn't get it to work. In the first six rounds I scored just nine points. Swallow said they couldn't afford to keep running me if I wasn't getting results, and I was dropped. I went to see Glenn Waters, who was running the Intersport Ralt-Toyotas for Damon Hill and Massimo Monti, and asked him to give me a break. He said he'd run me in the next round, which was at Thruxton, and then decide. I had a great battle for second place with Gachot and Herbert, and finished third, so Monti went back to Italy and I was in. We won at Oulton and Brands, pole and second place at Zandvoort, second at Spa, Silverstone and Snetterton. So after that disastrous start I was third in the championship." In the second half of the season he'd scored more than twice as many points as Johnny Herbert, who won the title.

"Then we went out to Macau. In first qualifying I wasn't feeling well, and I wanted to leave the big effort to the next day when the circuit would be well rubbered up. But my engineer Andy Thorby insisted I try for a good lap. So I did, and it was provisional pole. Overnight a typhoon arrived, qualifying was cancelled, and we were all holed up in the Hyatt." Come race day, from pole Martin pulled away on the tortuous round-the-houses track to score his most important victory yet.

"That got me my first F1 contact: Peter Collins from Benetton asked me to do the Estoril test. And Marlboro tried me at Donington for Mike Earle's Onyx F3000 team. I was quickest by half a second, but the drives went to Volker Wiedler and Russell Spence. So it was back to F3 with Intersport. But it was a really good deal, because Cellnet gave me and Damon a £10,000 retainer each, plus a £1000 bonus for a win and a free Ford Escort to drive around in. That was unheard of in F3 then. Plus we had free mobile phones. All the Brazilian drivers used to borrow them to call home."

> "I've been back to Jerez, to where I hit the barrier, but it meant nothing"

The six front-running British hopefuls were now known as the Rat Pack, and they had names for each other. Johnny Herbert was Little 'Un, for obvious reasons. Julian Bailey was Grumpy. Damon Hill was Secret Squirrel, because he played his cards close to his chest. Mark Blundell was Mega. Perry McCarthy was Mad Dog, after a character in the Catchpole cartoon strip. And Martin was Yer Man, because of his Irish habit of prefixing the term to anybody's name. By mid-season he was running second in the British F3 Championship to JJ Lehto, ahead of Gary Brabham, team-mate Damon and Eddie Irvine.

Ex-F3 entrant Eddie Jordan was now in F3000, running his Camel Q8-sponsored Reynards for Herbert and the Swede Thomas Danielsson. "Mid-season Danielsson had to stand down because of an eye problem. EJ came to see me at the July F3 Snetterton, which I won from pole." Martin slips effortlessly into a fine parody of Jordan's fast-talking, expletive-ridden sales patter: "'You're the man, I've been watching you, I want you to drive for me, I'll take you to the f***in' top' – the things he tells every driver. He wanted £30,000 to put me in Danielsson's car for the last five rounds of the season. I said, 'OK. I'll get on the phone to Mrs Nolan.' What EJ didn't know was that Frank had died without making a will, and all his assets were locked up. I didn't have a sniff of £30,000. Eddie gave me a contract under which he got 15 per cent of my earnings, but I thought 15 per cent of nothing wasn't a bad deal, so I signed. Then he said, 'Here's the other contract'. It was with a company called Eddie Jordan Management, and it tied me in for six years. I thought, this is a bit of a scam, but I reckoned I had no choice, so I signed it. Then we went to the Bank Holiday Brands."

The EJ Reynards qualified first and second, Herbert leading Donnelly until an accident stopped the race. At the restart Donnelly took the lead: behind him Herbert and Gregor Foitek tangled in that enormous pile-up which injured Johnny dreadfully. After a two-hour delay Martin took a sober win in his first F3000 race. A week later, in the Birmingham Superprix, he finished a close second to Roberto Moreno.



"Now EJ was saying, 'F***in' great, you're on your way, but where's yer f***in' money? Ye're fleecing me.' I just said, 'I'll talk to Mrs Nolan', but of course I had no way of coming up with any 30 grand. Next round, at the Bugatti circuit, I was second again. Then Zolder: I started from pole and was leading when the gearbox broke. Final round, Dijon, I won. We'd spent nine weeks in F3000 and we'd ended up third in the championship. Now that EJ realised I was good for him, he stopped asking for money which he knew would never come and became my pimp, selling me for rides with poxy Japanese sports car teams. So he got his money that way. I reckon I hold the world record for pounds-per-mile earned in 24-hour races. Three races, £170,000-worth of EJ deals, and I didn't do 10 racing yards. I did Le Mans for Nissan, with Grumpy and Mega. Lap five Julian crashes into a Jaguar at Mulsanne, out. Daytona for Jaguar with Patrick Tambay and Derek Daly: lap one, second corner, Daly comes off the banking and hits Mick Roe's Nissan, Irishman against Irishman. Third one was Nissan at Le Mans again, gearbox broke on the warm-up lap.

"For 1989 EJ offered me £50,000 to stay with him in F3000. 'Camel loves you, Marty, I f***in' love you, just sign here.' The contract said that 15 per cent of the 50 grand he was paying me had to go straight back to him. I said, 'No, EJ, I won't do it. You're getting 15 per cent of everything else I'm getting, but you're not going to get 15 per cent of your own money back.' I was at the lawyer's offices the whole day. He kept bursting in: 'Have you signed it yet? This is your opportunity. Just f***in' sign it. I can go with anybody else. Get me Massimo Monti on the phone. D'you know what ye're costing me? This'll be the greatest team. What's the f***'s going on? Have you signed it yet?' But I held out for the full £50,000. Took all day. So for 1989 it was me and Jean Alesi."

The season started well: Martin outpaced the field at Silverstone until engine trouble intervened, and then won round two at Vallelunga – only to lose the win and the points because his Reynard's nose hadn't undergone the required crash test. He won at Brands, on the anniversary of his maiden F3000 victory, but otherwise he went backwards, frequently out-qualifying Alesi but losing points with tangles and thumps. Alesi took the title.

But now F1 was beckoning. For 1989 Peter Warr signed Donnelly as the Camel Team Lotus reserve driver alongside Nelson Piquet and Satoru Nakajima. Then in January Piquet was hurt in a fall on his yacht, and it seemed that Martin would get his first GP ride sooner than expected. "They flew me out to the test in Rio, and there was no way I was ready for it. Piquet and Nakajima were midgets, and the car was so small I couldn't do 15 laps before getting cramp in my legs. I wasn't fit enough, and in the heat and humidity I was gasping for air. Fortunately Nelson healed enough to do the race. But I carried on testing. For the Imola test I took along my friend Ed, who used to run Ed's Café on the old A11 near Snetterton. In their FF days Senna, Gugelmin, Moreno, Guerrero, all those guys used to eat truckers' food at Ed's. We were walking past the McLaren garage and Ayrton came running out, gave Ed a big hug and said, 'What are you doing here? Have you brought me my bacon sandwich?'

"At the pre-GP Silverstone test in June I made headlines in the weeklies because I was eighth fastest overall, quicker than Piquet. Then Derek Warwick hurt himself in a charity kart race. EJ was on the phone at once to Jackie Oliver at Arrows. 'Jackie, have I got an opportunity for you, yeh, look at the Silverstone times, Marty's the next kid on the block, yeh, he's f***in' mega.' So I was in the Arrows for Paul Ricard. Jean was a bit ticked off, because he was leading the F3000 championship, he was a French driver, and it was the French GP. Two days later Michele Alboreto, who was driving for Tyrrell, had a problem because he was a Marlboro driver and Tyrrell were sponsored by Camel. So EJ makes another phone call. 'Ken, have I got an opportunity for you, yeh, Alesi's the next kid on the block, yeh, he's f***in' mega.'

"So we're both at Paul Ricard for our first Grand Prix. I qualified 14th in the Arrows, Jean qualified 16th in the Tyrrell. At the start there was that huge pile-up with Gugelmin's March up in the air. I didn't think I'd hit any wreckage, but they found a kink in a wishbone, so I had to take the restart from the pitlane in the spare car. It was set up for Cheever and I found it very difficult to drive, with massive oversteer, and there was no drinks bottle. I plugged on and finished 12th. The Pirellis on the Tyrrell worked very well and Alesi had a really good race, finished fourth. He stayed with the team from then on. If EJ had made the first phone call about Jean and the second one about me a lot of things might have been different...

"But I did get my F1 drive for 1990. Lotus offered me £1 million for a three-year deal, which EJ thought was 'mega' as he was getting 15 per cent of it. But I'd been through the EJ School of Scams. I said I wanted one point two. Eddie was horrified. 'This isn't f***in' F3, Marty. You'll screw the deal.' But I stuck to my guns, so EJ went back in and said to Fred Bushell, 'Our driver says it's not enough.' In the end Warr and Bushell agreed to £1.2 million: £200,000 for 1990, £400,000 for '91 and £600,000 for '92. Warwick came over from Arrows, and I was his number two. He got £1 million just for one season. He was a hugely competitive man: very nice out of the car, sociable, fun, speak to anybody, but when he put on his helmet he grew horns. But I out-qualified him in six of the 13 races we did together, which gave me a bit of extra motivation." Unfortunately Martin's Lotus-Lamborghini only finished in five races, with a seventh and a couple of eighths.

"Jerez was the last European F1 race of 1990, and things were looking good for 1991. EJ was coming into F1, and I was the first driver he ever offered an F1 contract to. But I said to EJ, 'Why would I want to sign for you when you've got no F1 experience?' On the Friday morning in the Jerez paddock I signed an option letter from Lotus and got a $40,000 cheque – separate from the retainer, to just guarantee my services. We went 10-pin bowling on Thursday night, and I had parma ham for dinner. That's all I remember of that weekend."

In the closing minutes of Friday qualifying Martin was powering through the fast right-hand sweeps at the back of the circuit when his front left suspension collapsed. At 140mph the Lotus speared head-on into the barriers on the left, and immediately broke in two. The front half disintegrated into scattered bits that were hurled along the left side of the track. The rear half came to rest some 60 feet away. The driver, his crash helmet split by the initial impact and with the back of the seat still strapped to him, was tossed like a rag doll to land on the track further on, his legs bent at impossible angles.

The next car to arrive was the Minardi of Pierluigi Martini, who quick-wittedly stopped broadside across the track so no other car could run over the inert form lying in front of it. »»

All the other cars stopped behind. In his marvellous 1996 book *Life at the Limit*, Sid Watkins explains what happened next.

As soon as Sid got to the scene he opened Martin's visor, and saw his face was turning blue from lack of oxygen. Clearly death wasn't far away. Sid cut the straps to remove his broken helmet, and then forced apart his clamped jaws and got an airway in. Once Martin's colour had started to improve, Sid set up intravenous infusions and then turned to his legs which were, to use Sid's unemotional language, displaying "obvious deformities". Having put these into inflatable splints, he got Martin onto a stretcher and into the ambulance to take him to the medical centre. Only now did Sid become aware that Ayrton Senna had been standing just behind him, silently watching everything that was being done. After an hour's work in the medical centre, Martin was flown to hospital in Seville, Sid and his colleague Jean-Jacques Isserman in the helicopter with him. They worked on him until the early hours of the next morning. Among his other injuries, a scan showed severe bruising to the brain.

"The Lotus boys said when they went to get the car, most of it went in bin bags, shards of carbon fibre mixed in with syringes. As for Ayrton, he'd been watching a man he knew near death, bone sticking out of his legs. He told a journalist that seeing me like that made him realise how fragile we all are. Then he went back to the McLaren garage, got in the car, put his visor down, and when they ran the last eight minutes of the session he set the fastest lap anybody had ever done round Jerez."



"I had to accept I was never going back to F1"

On Tuesday Martin was flown back to London and thence to the helipad on the roof of the London Hospital. At first things looked reasonably encouraging, but on Tuesday night he went downhill. On Wednesday he was in renal failure. There were also head and chest problems. Then came another blow: a torrential haemorrhage developed in one of his legs. Sid came under strong pressure from his medical colleagues to amputate, but he refused. It was six weeks before doctors were able to make his kidneys function again. Eventually the artery and the fractures started to heal correctly.

"I was in a coma for seven weeks, and when I started to regain consciousness my voicebox wasn't working, because I'd had tubes down my throat for so long. So I never said anything. They were worried that I might have some brain damage. Then one day my fiancée Diane was sitting beside the bed, and a nurse came round to take some blood. When he put the needle in he hurt me. Apparently I grabbed him and said, 'That f***ing hurts!' and Diane said delightedly, 'He spoke! He spoke!'

"As my consciousness came back I worked on getting better. I was really determined, because in my naïveté I thought I could go to Willi Dungl's clinic in Austria and he'd do for me what he had done for Niki Lauda, get his magic wand out, wave it, and I'd be racing again in March. But I didn't leave hospital until February 14, four and a half months after the accident. I wasn't in a fit state to leave, but I went, in a wheelchair. Niki flew me to Dungl's, and on the second day one of the physios came to my room and chained up my wheelchair. 'Willi says you use crutches only now.' I couldn't stand up, but I went down to breakfast on my crutches. We did seven hours a day of different therapies and exercises. It was very hard work, but I stuck to it." And in April Martin was able to walk down the aisle and marry Diane.

"But, after all that pushing and shoving, in the end I had to accept I was never going to get back to F1. One big problem was that the muscle down the front of my left thigh was fused to the bone and I couldn't bend my leg. The cockpits were much smaller then, and you had to be able to get out of the car, from being fully belted in, in five seconds. I've had a lot of operations since, the most recent one only last March. I took out medical insurance when I got to F1, went to what I could reasonably afford without leaving myself skint. I had a £200,000 payout in the event of an accident and £200,000 medical costs, which back then was all right. But with the hospitals, Willi Dungl's clinic and everything else, all that money got spent. The last two operations have been paid for by the BRDC.

"I had to earn a living, and I had no qualifications because I'd given up university to go racing. But my racing life had been an education, so I decided to put all that to good use. In 1992 I set up Martin Donnelly Racing. We kicked off in Formula Vauxhall Lotus, and we went into F3 in 1996. Our best achievement was winning at the British GP meeting against Jackie Stewart's team. But I soon realised there were five big teams giving away subsidised deals, and they got the real talent, and the drivers that were left were the weekend warriors. Drivers would say, 'The money's coming through next week,' so you'd get into your own back pocket, and then the money never came. MDR closed in 2004. Most of my work is for Lotus now, helping them with projects like developing the Evora. I drove Mario Andretti's F1 car at the Classic Team Lotus day at Snetterton. I've got the Donnelly Track Academy, and I race one of the Lotus Elises from time to time. I did a race a few weeks ago for Ginetta. And I'm involved in coaching an 18-year-old Spanish boy, Ramon Piñeiro, who's going really well now in Formula Palmer Audi.

"I don't live in a big flashy house, I don't drive a big flashy car. I'm just happy I can put food on the table for the family. Diane and I aren't together now, but we're still on good terms. We're both happily married again, and she lives nearby. My oldest boy, Stefan, is 17, he wants university, a car, all those things, and somehow by hook or by crook we'll get to it. Julie and I have two children, Charlotte is eight and Owen is five.

"I don't feel bitter at all now about what happened. At first I did feel bitter, big time. When you're in F1 you're treated like a king, free cars, free clothes, free everything. You don't have to go to work. Racing cars isn't work, you're just being paid a pile of money to enjoy yourself. I had my three-year deal with Lotus, everything was moving well, and then somebody switched off the light. One moment the light is on, illuminating the room, and the next moment it's off. Everything you want to achieve is taken from you. It's hard to deal with. I wouldn't say I got depressed, because I'm not that sort of person, but there were times, through all the operations, when I did get low. I caught MRSA during one of my spells in hospital – that took a long time to kick. But motor racing is dangerous. It's down to you. No one puts a gun to your head and says, 'You've got to drive that car today'.

"I've been back to Jerez. An Italian magazine journalist took me out to where I had the accident, pointed to the place where I hit the barrier, but it meant nothing. I look at the pictures, I know those are my overalls, so it must have been me. But it doesn't say anything to me.

"Ayrton Senna's death, May 1 1994, did say something. When I first came to Norfolk he'd just joined Lotus, and he had a flat in Norwich. I knew him pretty well. I could never have aspired to the level that Ayrton reached, because he brought a new dimension to Formula 1. When he had his accident it was a massive reality check. Ayrton was World Champion three times over, he had his millions, his businesses all built up behind him. But he had no family, no son, no daughter to leave behind. I've got a fantastic family, and I'm content. I've learned that there's more to life than racing cars."

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1968 Porsche 910

Chassis No. 910-020 was originally supplied to Bill Bradley Racing who successfully competed at Hockenheim, Monza, Silverstone and Brands Hatch 1000 km's between 1968 and 1969, Bradley retaining 020 for a further thirty years. More recently, 020 has been campaigned extensively in a number of retrospective events such as the 2002 and 2004 Le Mans Classic and the Targa Florio.



1952 Allard J2X

A well known and important Allard J2X that competed extensively in period at races including Silverstone, Snetterton, Castle Combe and Goodwood in the hands of its first owner Ken Watkins, ORL 320 is a formidable and well proven Allard that represents astonishing value when competing against a Jaguar C-Type or Aston Martin DB3S!



1937 BMW 328

Delivered to its first owner through the Dusseldorf dealer 'Muller' in April 1937, chassis 85383 shows evidence of a possible early motorsport career with pepperpot drilled wheels and, as discovered during restoration in the 1970's, scars of a previous bonnet scoop. Regarded as a very original example, 85383 is eligible for a selection of the most prestigious events throughout the world.

TECH TALK

SPORTS CARS' NEW 'SHARK FIN'

In the first of a new series, we look at the FIA's efforts to prevent LMP cars from taking flight

BY GORDON CRUICKSHANK

Next year's LMP sports cars will look very different: they will all sport a large dorsal fin. It's not pretty, but it should obviate the frightening sideways barrel roll or 'blowover', spectacularly demonstrated by Stéphane Ortelli at Monza in 2008 when his Courage entered Italian airspace before re-entry. Ortelli's was one of a spate of rolls which caused the FIA to set up a working group, composed of the ACO, sports car manufacturers and engineers, charged with finding answers.

This wasn't the first urgent investigation into flying sports cars. There can't be anyone who didn't marvel at Peter Dumbreck's escape from the triple backflip and pike his Mercedes performed at Le Mans in 1999. In a straight line his CLR headed skywards, tumbling upwards to disappear into a wood. When they found it, it was just Kevlar confetti. Dumbreck, astonishingly, was unhurt. Then as now an FIA working group devised new rules, cutting the risk of repeats.

Let's discuss the backflips first. With the relatively flat undersides of early-1990s sports cars it was possible to generate downforce by tipping the car slightly nose-down and creating a venturi – the principle which says if you squeeze air through a narrow space its speed rises but its pressure drops. The elements are always the same – a funnel inlet, a narrow venturi or throat where the pressure is low, and a widening exit – and as Lotus showed with the 78 in Formula 1, if a car's underside is that shape it will be sucked towards the track.

This nose-down stance causes drag, so on higher-speed tracks the temptation was to reduce or reverse the rake, raising top speeds. But this made the centre of pressure or CoP (the aerodynamic equivalent of centre of gravity) unstable, leaving the car very sensitive in pitch angle – over a brow or running in messy air behind another car the CoP could shift backwards. If the nose lifted beyond a critical amount pressure underneath would surge, the nose lifted and the car would take off, rotating backwards as it flew. It was not a new problem – 1970s Can-Am cars often flew over the brow at St Jovite, and it also happened to Porsche, BMW and others in the '90s, but those multiple Merc flips catapulted it into public awareness.

Regulations phased in from 2004 stipulated a 20mm plank down the centre of the underside, raising ground clearance and slashing the venturi effect. There also had to be a 1m-wide step-up in the front splitter, creating a shallow tunnel which made the leading edge far less critical and eliminated porpoising (when the car sucks itself down, breaks downforce and pops up, then repeats the cycle).

Another change was in the diffusers, the twin tunnels which sweep up towards the tail of the car. Because these increase in cross-sectional area toward the rear they suck more air under the car, increasing overall downforce. Previously mandated only to start at the rear axle line, these could now begin ahead of that, shifting forward the centre of pressure. This too cut the likelihood of the nose coming up by making the car much less sensitive to ride height changes and ensuring



Stéphane Ortelli touches down after his Monza 'blowover'

DPPI

that even running nose-up there was still some front downforce. In addition rear wings now had to be smaller and further forward. Running in more turbulent air they created less downforce, reducing the pressure needed on the front axle to balance the car. Overall downforce fell by perhaps 20 per cent, cutting speeds too.

These changes removed the backflip danger, but in 2008 a series of aerial rolls highlighted the blowover problem. These accidents centred on cars spinning and flipping while travelling sideways. And it wasn't because the wheels dug in – they were rolling the other way. Whether the slide began simply through losing tyre grip or as a result of a puncture, video shows the cars lifting at the side moving forwards, with a lazy barrel roll before a drastic touchdown.

Such rolls were not new – for a textbook example, type 'Masahiro Hasemi, Nissan, Fuji 1991' into YouTube. Just why there were half a dozen similar events in 2008 isn't clear, but it's assumed to be simply because designers had by then regained the speed lost to the new rules.

When designers studied these rollovers the scenario became clear. With the car moving sideways, the flat side now meeting the airstream produced low pressure along the top edge, lifting it upwards, with high pressure underneath the bottom edge and low pressure at the far side reinforcing the effect. With the tyres off the ground, the driver would need a joystick to regain control. The problem had been postponed by another requirement of the post-2004 rules, the chamfer to the lower body sides; in these sideways slides this moved the lowest undercar pressure towards the centre, reducing the overturning force, but ever higher speeds were now overcoming this. An interim measure for 2009 was to radius the plank, shifting the lowest pressure point even more central, but it was clear substantially more action was required.

So what we'll see for 2011 is the sort of fin F1 cars are now sporting. And it's not there merely to keep the car straight. It works by offering an aero-obstacle once the car has yawed, or rotated, sideways beyond recovery, for whatever reason. Air rushing over the car side meets the fin and piles up against it, boosting pressure above the car side and cancelling the deadly lifting force. Because it's towards the rear it also has an arrow effect to help straighten the vehicle. The driver is still having a major moment, but at least his tyres should stay on the Tarmac.

All sports cars in LMP1 and 2, open and closed, will have to comply, adding a fin of up to 0.3sq m within a defined space. It may look like a simple addition, but thousands of hours have gone into ensuring that it works. Next year the blowover should be over. Ⓜ

With thanks to the Lola Design Office for their consultation. For more on Lola click on to www.lola-group.com

Low pressure
High pressure

Direction of travel

2010

Without a fin (above) a sliding car creates lift over the wheels; the fin (left) creates topside high pressure, cancelling the lift

Direction of travel

DIRECTION OF TRAVEL

OVERTURNING FORCE

HIGH PRESSURE

LOWEST PRESSURE ON CHAMFERED FLOOR

LOWEST PRESSURE ON FLAT FLOOR CAR *(pre-2004)*

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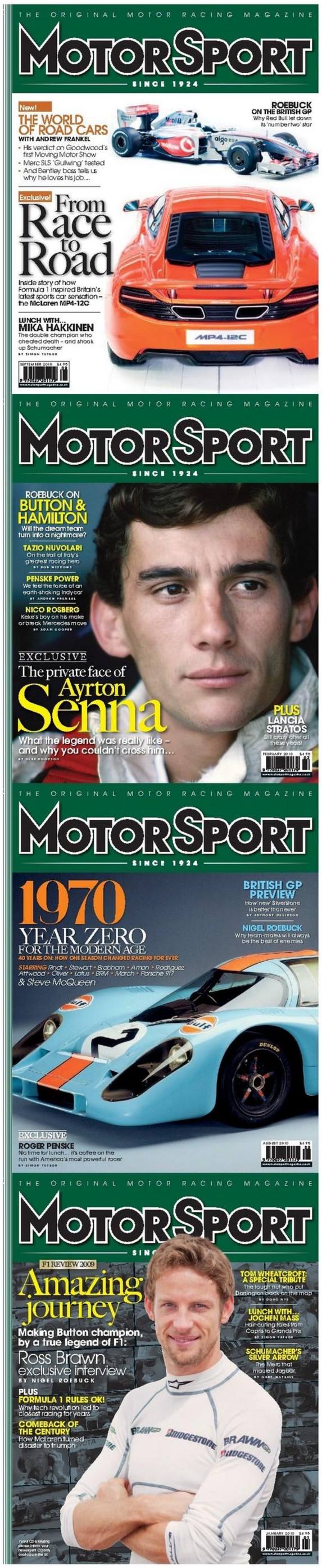


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CODE U010



From La Sarthe to Stanmore – this unique Bentley has raced a few miles since it won Le Mans

BY IVAN OSTROFF

Mother's day out

A fine day in England is difficult to beat; spent behind the wheel of a vintage Bentley it's impossible to top. But when that Bentley is 'Mother Gun' – one of the most historically significant Bentleys in existence – it simply doesn't get any better.

Normally I would test a racing car on a track, but since Mother Gun's owner Stanley Mann keeps it road-registered and the car certainly was driven to and from the track in period, I felt it appropriate to opt for the public road.

But before I describe how it feels to drive such an important car, let's rewind to the 1920s.

Bentley Motors, Cricklewood, North London. The mechanics have a test route along the old A5, the Edgware Road: they run north for about nine miles to Brockley Hill at Stanmore, accelerating the Bentleys as hard as they can to the crest of the hill. Then, noting the speed at the summit, they continue through Elstree to The Three Horseshoes pub at Letchmore Heath village green for lunch.

Eighty-three years later, here we are slowing down at the entry to that same village. I heave at the steering wheel and pull up onto the hard-standing outside the Horseshoes, parking the big racing Bentley in pretty much the same place it would have stood all those years ago.

Minutes later Stanley Mann arrives in a modern Bentley GT and over lunch he chats about the history of this mighty car.

"Mother Gun was probably responsible for the famous 1927 Whitehouse crash at Le Mans. It was seriously damaged and required a new frame as well as a steering box and other bits. Then in 1928, when it won Le Mans, it broke that frame as well. It was leaking water everywhere, and how they got it to the finish I really don't know. Later it had a two-seater body put on it to race at Brooklands, then around 1935/36 they fitted the chassis it wears currently as it was no longer competitive in its previous guise. But the whole way through it was always known as Mother Gun.

"I met WO [Bentley] two or three times. Woolf Barnato [who won Le Mans in 1928 with Bernard Rubin and gave Mother Gun its nickname] died in 1948, but I met most of the





All images Patrik Lindgren

other Bentley Boys. 'Tim' Birkin's mechanic Billy Rockell is a friend of mine, and he says they weren't as funny as most people imagine. You have to remember, in the vintage period those guys were in their twenties, they were at their peak and pretty serious about what they did. They all knew that driving something like this, if they had an accident at about 100mph they could get hurt – badly hurt."

In a busy career Mother Gun has done about 180 races. Second at Le Mans in 1929, it was consistently modified through the 1930s, notably by Richard Marker and Robin Jackson, and ran in the last race at Brooklands when George Harvey-Noble obtained the final 130mph badge. Vaughan Davis began its restoration in the 1960s, which was ➤➤➤

completed at Mann's workshop. The car has an undertray, which probably helps stability at high speeds. Harvey-Noble told Mann that the car was managing 148mph on the Railway Straight and in a straight line it would "easily do 160".

So, has Stanley tried it? "Yes, and I'm not going to tell you where!"

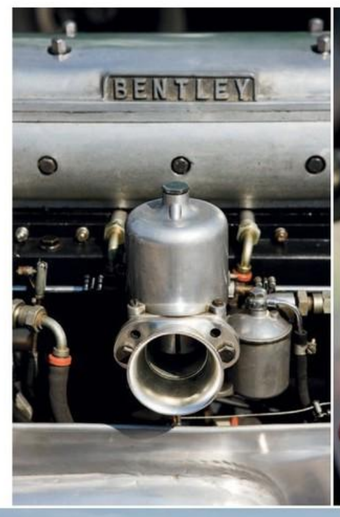
Mann runs the car at the Goodwood Revival in the pre-war race, and has increased the capacity to eight litres to be more competitive against cars like the Barnato-Hassan and Pacey-Hassan. He feels that all the matching-number stuff is simply not realistic for a racing car. "The most valuable vintage Bentleys are team cars and not one team car has its original body, frame and engine together," he explains. "It is the continuous history that matters. Cars aren't paintings – to keep competitive they had to be continually changed. This one was constantly developed over the 14 years that it raced regularly. The top half of the engine is out of Old No1 and the bottom half is out of [Prince George] Imeritinski's Speed Six. The traction bars at the back are in fact track rods from a 30/98. The only thing that wasn't replaced was the gearbox, so since you haven't broken that today I am very happy."

Mother Gun holds the Class B 1000-mile speed record, but the record that Mann especially holds dear is the 500-mile one he took in 1990 because the Brooklands 500 Miles was the fastest race anywhere in the world.

Stanley: "We did that with four drivers because of fuel stops and because we wanted to do it the way they did at Brooklands. In order to get the 113mph we required, she was sitting at 125 for nearly four and a half hours. The day after we popped the wings on and drove Mother Gun on the road to our celebratory dinner."

Earlier in the day, while Mother Gun was being warmed up, I asked Stanley how she handles. "Don't be frightened of it, it's just a wonderful car," he says. "You can throw it around and the back will come out, but the front doesn't go anywhere. And anyway, if it did the bonnet is so long that you're still 10ft away from the accident!

"I use it once or twice a week in the summer, but you can't take a lot of shopping in it and it uses quite a bit of petrol. At 120mph it does about 13mpg, but all things considered that's not that bad. It is simply fabulous to drive, so just get in, press the button and go."







Le Mans victor in the High St: Old Mother Gun still used on road



"Have you tried 160mph?" "Yes, and I'm not going to tell you where!"

I climb aboard for the first time and lower myself into Mother Gun's comfortable single seat, carefully sliding my feet into the distant depths below the scuttle. I put its amazing history out of my mind and concentrate on the job in hand, but it's a tough call, for this car has been through so much: its Le Mans win, its many other major track successes, its world record runs and, of course, its earlier racing metamorphoses.

OK. Switches on, ignition, pump, finger on the button and press while at the same time jabbing the throttle to catch the ignition, and then revel in the sound of the 8-litre straight-six rumbling into life. I place my right foot firmly on the footbrake, drop my right arm out over the side, release the handbrake, grasp the gear lever and carefully select first. The gear engages easily with a mechanical 'th-klunk', I bring up the clutch and pull away.

With 1500rpm on the tach, I pull the lever back in two careful movements while bringing the clutch pedal up and depressing it again as the lever passes through the gate, hand consciously hesitating for a moment through the neutral point. Grasping the Bentley's big cruciform wheel I gaze at the horizon beyond the end of a bonnet that feels the length of a cricket pitch. I'm now in third and beginning to feel at home. Goggles protect my eyes, but the wind blowing over the aero screen through what remains of my hair heightens the feeling of exhilaration. This engine currently produces about 360bhp and along these lanes there is no way I'll achieve the sort of speeds that would necessitate the use of top gear. But just for the hell of it, at what feels like 50mph I change up again. In fourth and with all that enormous torque the Bentley still pulls well low down, but with no speedometer and now travelling a tad faster than feels comfortable, I am approaching a crossroads. My heart is in my mouth as I prod the brakes hard, then harder. Relief. Mother Gun begins to slow. I drop through third, then into second – no doubt disturbing the countryside for miles around as I blip the throttle, double de-clutching down the 'box – then stop. I storm through the lanes past Elstree Aerodrome and pass Aldenham School, where the 30mph signs before Letchmore Heath slow me down and lunch beckons.

Afterwards, as I climb aboard Mother Gun for the drive back to the Fruit Farm, and with tales of the '20s still spinning around my head, I can't help but wish that we could be transported back to 1927. Then I could drive back to Cricklewood in time for tea with WO… Ⓜ

Thanks to Stanley Mann and The Three Horseshoes pub

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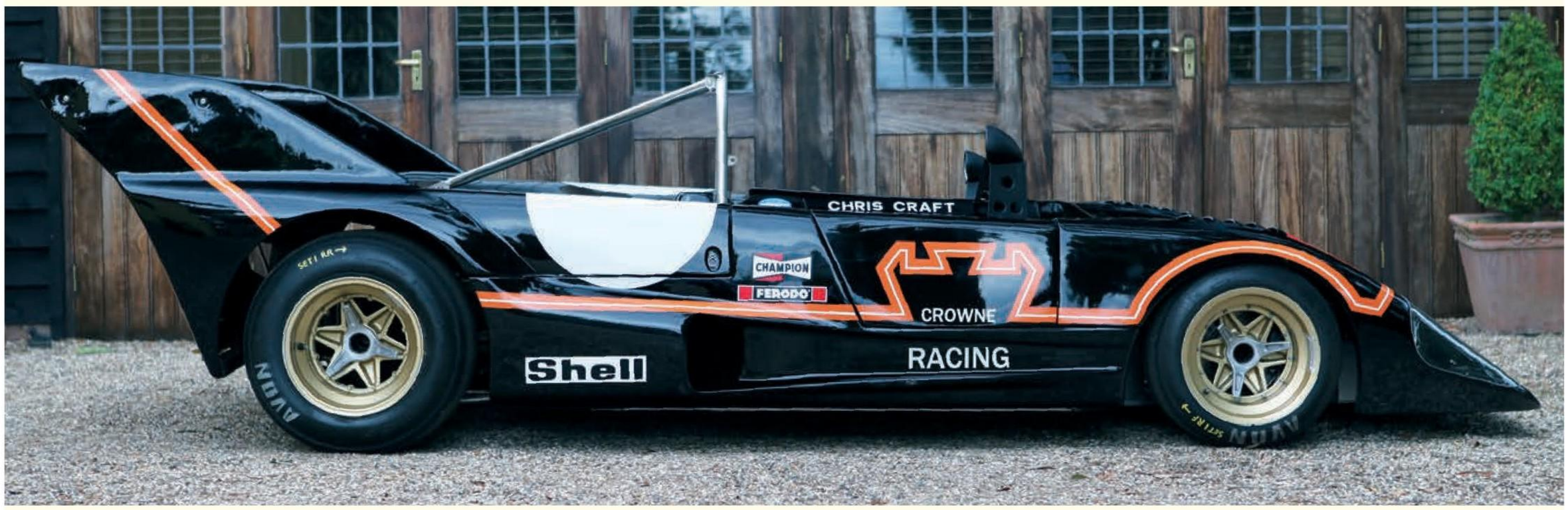
1969 Ford GT40 Mk 1 ~ Chassis # GT40 P/1085

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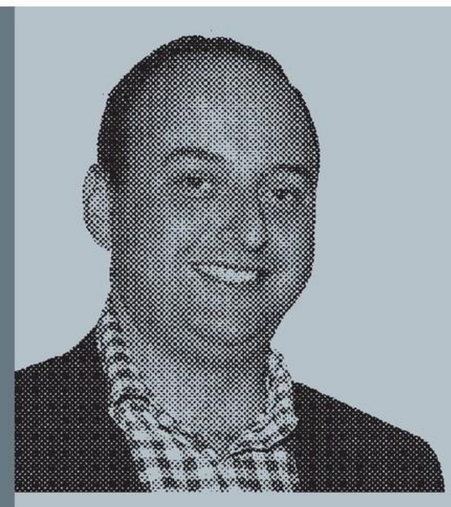
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Road cars



by Andrew Frankel

I was saddened by the news that the Honda Civic Type R, legend of many a BTCC encounter, is due for the chop before the year is out. Apparently its screaming 197bhp, 2-litre motor does not meet forthcoming European emissions legislation and, with a new Civic due to be unveiled next autumn, the amount needed to make it compliant would never be justified by the extra sales.

Still I shall miss it, not least because there is no Type R in the product plan for the next Civic. True, the current car is not a patch on the previous generation, not least because Honda abandoned its purist wishbone suspension in favour of a rather more space (and cost) efficient combination of struts at the front and a torsion beam rear axle, but that motor remains a gem. In a world increasingly taken over by engines that owe their specific outputs to the blunt instrument of exhaust-driven forced induction, living with a car powered by an engine with the ability and inclination to hit 8500rpm in every intermediate gear always made a pleasure out of the shortest journey. I'll miss the throttle response too.

The Type-R's passing highlights the endangered status of Japanese sporting cars. By this I don't mean ultra-low volume supercars like the Lexus LF-A or Nissan GTR, but cars that are both fun and affordable. Toyota has binned the lot, from the MR-2 past the Celica to the Supra, meaning somewhat bizarrely that now the most fun you can have in a Toyota is from behind the wheel of the vast Land Cruiser V8 SUV. Nissan's tally is one: the two-seat-only 370Z, while soon Honda will have just the slow and small enviro-maniac CRZ to bolster its once impeccable sporting credentials.

True, Mazda has its ageing MX-5 and Mitsubishi wouldn't be Mitsubishi without an insane Lancer on the stocks, but the overall trend is worryingly downwards. Nor do I think it a coincidence that there is no longer any Japanese manufacturer in F1, even as an engine supplier.

I know times are tough and sporting cars a luxury many cannot afford, but walking away is a mistake. Cars that are fun enliven whole brands and if you need proof of that look no further than at what the 240Z did for Datsun 40 years ago. There is no problem with a car manufacturer selling dull and worthy cars to address a strategic and short-term demand for such machines. The danger arises when it does so to the exclusion of everything else and becomes known as an inherently dull and worthy brand. That way lies big trouble.

News continues to pour out of Land Rover. After the recent unveiling of Victoria Beckham as its next top model, the latest revelation is that, for the first time in over 60 years, a Land Rover will be available without four-wheel drive. Front-wheel drive only will be available on the facelifted Freelander (top right) later this year and will be easy to engineer because it sits on the platform of a Ford Focus.

Is Land Rover abandoning the very ground on which it built its reputation, or merely responding to changing circumstances in a fast-changing world? Probably both. But on balance, I think we should relax. I was among the first to get stuck into Porsche for the gross abrogation of its values represented by the Cayenne until it was pointed out that the money made building these not very Porsche-like SUVs helped keep the 911, Cayman and Boxster on top of their game.

In the meantime Land Rover's future looks more interesting by the moment. If I understand correctly, the Range Rover sub-brand will be allowed to separate itself almost entirely from the mothership when the Range Rover, Range Rover Sport and just announced Evoque spearhead a style-led assault on the hearts and minds of practical fashionistas around the world. That would leave Land Rover as the

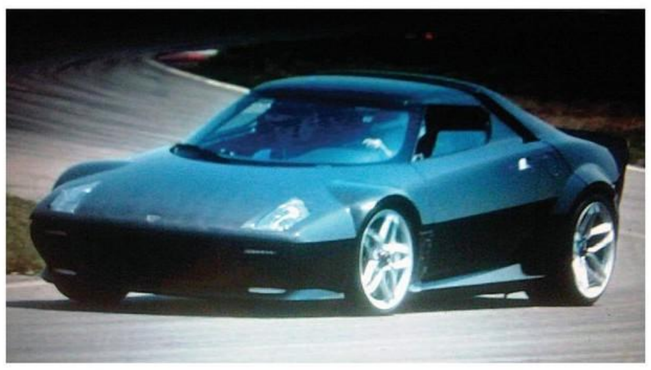


Honda sadly has no plans for a replacement for the Civic Type R



rugged, authentic and sensible brand with the Freelander and an all-new Defender to its name. Spot the missing name? It may be that this new strategy means the end of the road for the Discovery. If my source is correct it's expensive to make and its current customers can be directed either into Range Rovers or a forthcoming seven-seat Freelander. A pity, though – I think it's LR's best product.

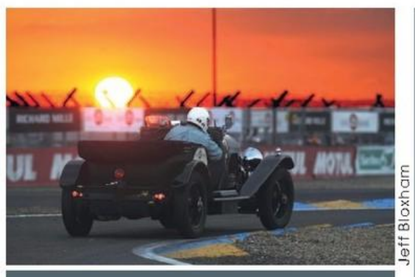
As if all this isn't enough, it's just been announced that, as of next year, Land Rovers will also be assembled in India.



There are some fuzzy shots of what purports to be a new Lancia Stratos doing the rounds. The car (above) looks like a cack-handed pastiche of the Bertone original and I can't believe Fiat/Lancia are serious about making it. But it does provide food for thought.

The Lancia experiment of the 21st century, reinventing the marque as a luxury brand, has not worked. But as Alfa Romeo showed with its limited release of 1000 8Cs and 8C Spyders, invoking former glories can provide a welcome shot in the arm for an ailing company. So if Fiat was minded to put Lancia back where it belonged, a new Stratos could be just the thing. Like the original it could use Ferrari power and other group components (the 8C was all Maserati under the skin). Executed correctly it could be hugely exciting. But where to then? With Ferraris getting ever more expensive, Maseratis becoming softer and more luxurious, and Alfa finding its feet at the family hatch level, space exists above Alfa but below Maserati into which a new generation of driver-focused Lancias could fit, set on stealing sales from more affordable Porsches and Jaguar's XE sports car. A pipe dream? Quite possibly, but still a pleasant one.

MY MOTORING MONTH



Jeff Bloxham

MONDEO SHOWS ITS SKILLS OFF THE TRACK

SPENT A LONG WEEKEND IN A Ford Mondeo Estate, which you might think is one of the more unremarkable ways of passing such time. But not on this occasion. The weekend coincided with the Le Mans Classic, which I am ashamed to admit I'd not visited before. But having somewhat fortuitously found myself with a couple of drives, and having harboured a greater desire to race there than do anything else in a car, it was a chance not to be missed. So I duly loaded the Ford with all the weekend's essentials and drove quietly and slowly to Le Mans, arriving just in time for both the old 911 and even older Bentley I was to be driving to be thrown out by the scrutineers.

But as Jaguar found out in 1953 when the C-types were also excluded on technicalities but later readmitted, patience and persistence can be rewarded in such circumstances, and by Friday practice we were back in, albeit racing the Porsche with a two-minute penalty for each of the three events it was going to do. Were we going to come anywhere, that would have been a trifle inconvenient.

In the end it was fun to start at the back, slice through the rear half of the field and return to the back of the grid once more. The only issue was that the Classic has six grids with races starting on roughly an hourly basis, and we were in grids one and four which, combined with the fact that you had to assemble an hour before your race, meant that sleep was something that happened to everyone else.

The races were fabulous, both cars running perfectly, and Le Mans transpired to be a circuit I hated on Friday, merely feared on Saturday and adored come Sunday. I had the honour of the last stint in the last race and, at its conclusion, I drove the Bentley (left) off the track, into the campsite to my waiting Ford and handed it back to its owner who, clearly deranged, then drove it to Austria, competed in the Ennstal Classic for three days and drove home.

My challenge was simpler: I just had to drive the Ford 550 miles back to the Wye Valley. But this was Sunday afternoon and the last time I'd got into bed was inadvisedly late on Friday night.

This is when certain cars show the quality of their design, not by going fast or cornering hard, but keeping an exhausted driver awake and alert. It's about ride and refinement, ergonomics, throttle response, visibility, air-conditioning and seat quality. Only when I saw a non-existent man waving an oil flag at me did I think it might be time to stop, but by then I was cruising up to the tunnel and a crucial 40 minutes sleep. In the end I did 1500 miles in four days in the Mondeo. Ever since 1993, when it replaced the Sierra and started the transformation of Ford's reputation in Europe, the Mondeo has been a consistent over-achiever, but rarely more so than now.



Corbis

THE DANGERS OF DRIVING TOO SLOWLY...

LAST WEEK I WAS FIRST A witness to and then a victim of a rather mild but nonetheless fascinating form of road rage. I found myself in a queue of traffic on a road I know well. At the head of this queue was a car, later identified as an Astra, being driven at 25mph. This is a road so wide and open that when it is clear, driving at the national speed limit requires saintly restraint.

Slowly cars struggled by the ambling Astra and, as each one did, so every single one pressed long and loud on their horns as a sign of their discontent. Or so I thought until, as I neared said Astra myself, it occurred to me that every horn sounded remarkably similar. In fact the car making all the noise was the Astra. And that wasn't all. As I slunk past to receive my dressing down I looked in the mirror to see it came accompanied by gestures suggesting I spent too much time enjoying my own company.

It was, of course, a chance encounter with a random nutter, but it did make me wonder why no one ever suggests that driving too slowly can be dangerous as well. Rightly or wrongly, but certainly understandably, tensions build up in drivers impeded by those unable or unwilling to drive at even half the speed the law allows; ill-advised overtaking manoeuvres result, not all of which have happy endings.

Of course some will see what I say as an attack on law-abiding drivers, many of whom are elderly and depend on their cars as their only means of transport. But I'm not suggesting such people should be taken off the road, merely that they be encouraged to look in their mirrors once in a while and, if they see a queue of fuming traffic built up behind them, pull over to the side of the road and let them past. Until then I shall continue to be reminded of one of Jasper Carrott's more memorable quotes: "She'd been driving for 40 years and never had an accident. Seen thousands though..."

PORSCHE 911 GT2 RS



I once made the mistake of asking Gordon Murray if it were possible for a road car to be too quick. Because this was over 15 years ago and I'd nursed a few beers after the mind-shredding experience of being introduced to his F1 for the first time, I don't recall the exact response, only that it was ripe, to the point and in the negative.

But it came back to me again after a couple of unforgettable hours at the wheel of this new 911 GT2 RS, the fastest, most powerful production Porsche ever to don a set of number plates.

Porsche bores like me will spot at once the contradiction in its title. Porsche has been building RS 911s for 37 years and GT2s for 15, but never once has an RS also been a GT2, or vice versa. For while RSs are normally aspirated and intended first and foremost to homologate race versions of the 911, GT2s are turbocharged road cars with no ulterior motive.

Yet it seems to me that the GT2 RS can genuinely claim to be both. Conceptually it has to be more GT2 than RS because not only does it own a couple of turbos that will carry your breath away and threaten not to bring it back, those turbos mean it cannot be raced in any front-line GT series. Moreover, Porsche will tell you it started life as a GT2 pure and simple, and it was only when they started driving prototypes and realised just how far beyond any 911 produced so far it had travelled that they thought it was probably deserving of an RS badge too.

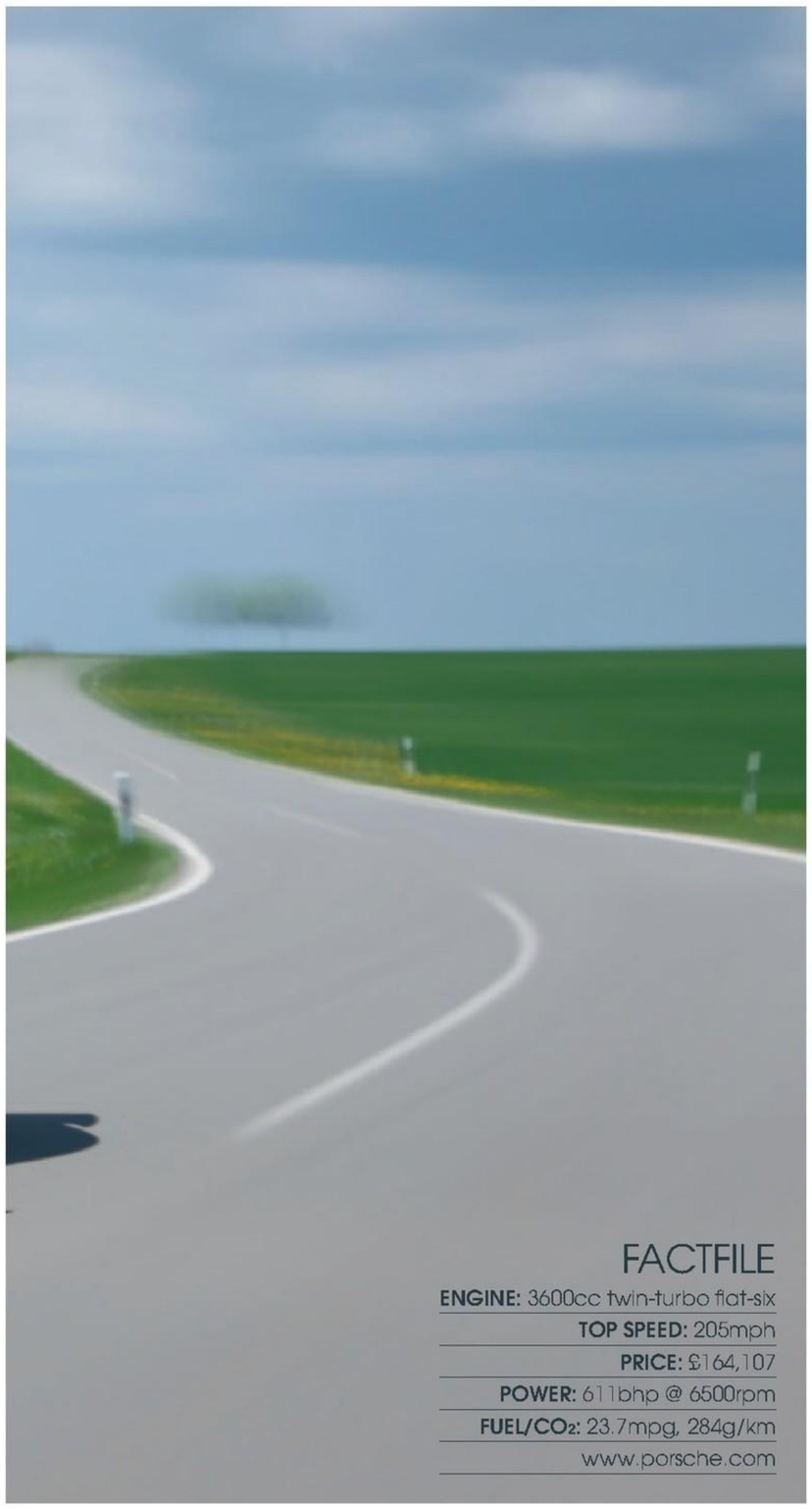
Except that in engineering terms, it owes much more to the RS philosophy than that of the GT2. The whole car, for instance, is based not on the outgoing GT2 but the current GT3 RS.

It has all that car's featherweight construction tricks, including a single-mass flywheel, plastic rear screen and carbon seats to which they then added plastic rear quarter lights, a carbon-fibre bonnet, carbon front wings and, best of all, a simple sticker on the nose instead of the usual



enamel Porsche badge. It's a device first used by Porsche for the 911R in 1968 and I've never forgotten it.

There's more RS in here. It shares the GT3 RS's widened front track, split wishbones and active engine mounts. Its aero package is based on the GT3 RS's, albeit modified to satisfy the rather great appetite for air of the turbo motor. And if you want to distinguish its interior from



FACTFILE

ENGINE: 3600cc twin-turbo flat-six
TOP SPEED: 205mph
PRICE: £164,107
POWER: 611bhp @ 6500rpm
FUEL/CO2: 23.7mpg, 284g/km
www.porsche.com

that of a GT3 RS, you're going to need to look at the badge on the rev-counter which, rather tellingly, says merely 'GT2'.

But it doesn't go like a GT2, RS or any other Porsche in history: not even the Carrera GT of 2003 which, as you may remember, was a road-going version of a still-born Le Mans prototype.

The original plan was to boost the GT2's engine output from 523bhp up to around 560bhp. A strong and meaningful improvement, which coupled with the 70kg lost putting it through RS boot camp, meant performance on a completely new level. The only dissenting voice came from the dyno, whose numbers kept climbing and climbing. They climbed past 580bhp, past 600bhp and settled at 611bhp, backed by 516lb ft of torque, a number whose absurdity can only be truly appreciated when you realise it's available from 2250rpm.

So you approach this car knowing already that the usually unflappable folk in Porsche's Motorsport department refer to it with



ASTON MARTIN N420

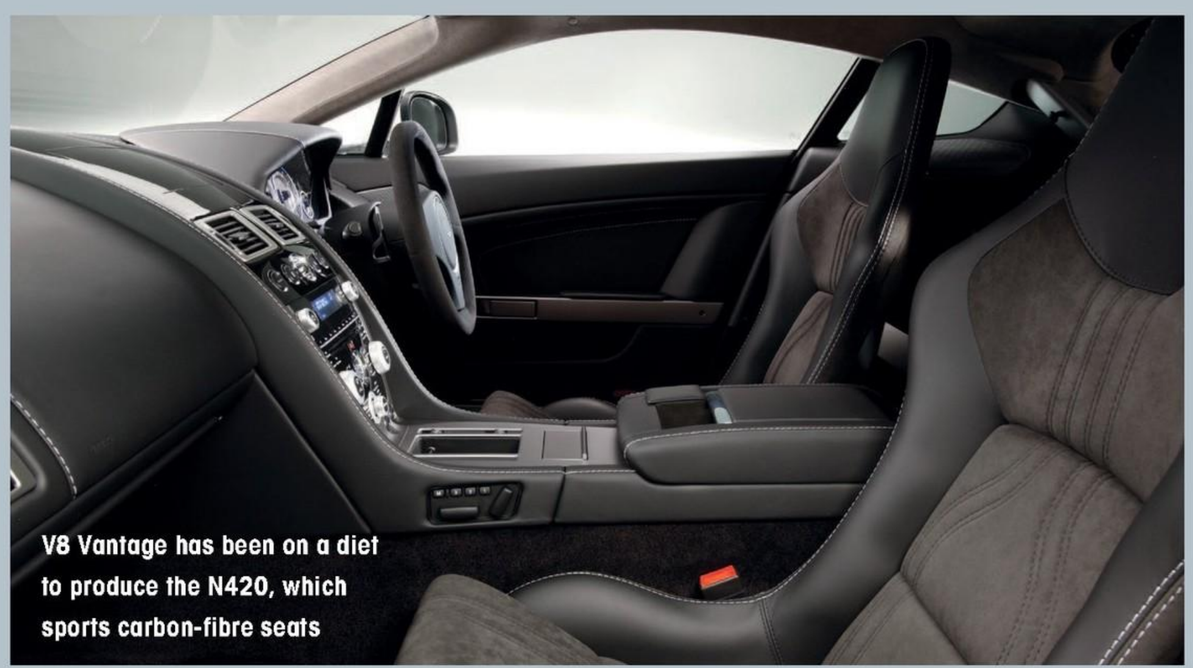
I HAVE LOST COUNT OF THE number of different models and limited editions Aston Martin has spun off its main model streams since the launch of the DB9 some seven years ago. But you have to admire how the marque has used this technique to keep its ageing range fresh, while wondering at the same time what architecture will be used for a generation of all-new Astons that has to arrive sooner rather than later.

For now, however, the N420 is another welcome addition to the V8 Vantage range, not least because it costs just £8000 more than the standard car. For that you gain carbon-fibre seats and a carbon splitter and rear diffuser, all of which save around 27kg, while sports-spec springs, dampers and rollbars complement lighter wheels to tighten up the handling. A sports exhaust completes the picture.

I really enjoyed it, most of all because it's still a comfortable road machine in the mould of a Porsche 911 GT3 rather than a road-legal track day machine. It feels as if Aston has taken the Vantage to a health farm where a strict diet and some fitness training has returned the same car, but in rather finer fettle. For eight grand extra, less than 10 per cent of the original list price, I think that's value.

FACTFILE

ENGINE: 4.7-litre V8
TOP SPEED: 180mph
PRICE: £96,995
POWER: 420bhp @ 7000rpm
FUEL/CO2: 20.4mpg, 300g/km
www.astonmartin.com



V8 Vantage has been on a diet to produce the N420, which sports carbon-fibre seats



The mightily powerful GT2 RS is known in Porsche circles simply as 'The Beast'

reverence as 'The Beast'. It certainly looks the part with its wings and spoilers, slats and scoops, and as you take up residence behind the suede-rimmed wheel and twist the key, part of you fears what might happen next.

In fact the mighty motor, which unlike normal 911s still uses the old racing block from the GT1 programme of the late '90s, catches and idles quietly and evenly. I'm not sure it doesn't make less noise than a Boxster, such are the sound-sapping characteristics of those turbos.

Nor is there much drama once you're underway. It rides well enough to provide plausible every day transport and, despite the removal of 4kg of sound-deadening material, it's pretty refined too.

So when it does reveal what it's capable of, it's even more surprising than had it heralded the moment with all the pops, bangs, snarls and howls you'd expect from a car with a power-to-weight ratio of 445bhp per tonne.

In the lower gears the acceleration is actually a little alarming, not least because with the engine sitting over the rear wheels, and Michelin tyres specifically tailored in construction and compound to cope with the demands of this actual engine, it's so extraordinarily good at dumping its power on the asphalt. Only when you reach fourth gear does the acceleration abate sufficiently to be savoured, but by then you're already deep into three-figure territory, narrowing somewhat the scope for safely enjoying it.

But you can enjoy its appetite for corners at any speed you like, and it is here that the RS side of its nature rather than its GT2 heritage can really be felt. There's all sorts of clever stuff going on behind the scenes here, none more clever than the adoption of linear rate springs which are shorter and lighter by far than progressive coils, and come complete with tiny little helper springs on top to maintain some load in the suspension on full rebound. It is a technique that has come direct from the 911 race programme.

So you'll not be surprised to learn that it grips and grips. Pleasingly its widened front track means it shares the GT3 RS's aversion to traditional 911 understeer and so long as you don't get clever with the throttle its handling is very neutral, its adhesion limit as high as any production road car in my experience.

But if you do decide to switch off the electronic assistants and give it a boot-full of throttle at the exit of a second-gear corner you had better be prepared for the kind of oversteer that only 516lb ft of torque breaking loose the tail of a car with an engine in its boot can induce. Which means those with a penchant for travelling sideways at less than a moment's notice will be well served.

Others, myself included, might be more persuaded by the slightly less savage charms of the normal GT3 RS. Not only is it nearly £60,000 cheaper than the £164,107 GT2 RS, it also sounds rather better, revs somewhat higher and has a throttle response no turbocharged car could dream of. And because its torque peak is 200lb ft lower but delivered 4500rpm higher, it's rather easier to mete out.

But for those looking for the ultimate 911 driving experience, the GT2 RS doesn't just move the game on, it changes it altogether. The only question remaining is what on earth Porsche can do to top it. More power would seem excessive, less weight prohibitively expensive. But top it they will for Porsche seems also to subscribe to the Gordon Murray school of thought: if there is such a thing as a car too fast for the public road, Porsche hasn't built it yet.

SHOWS AND LAUNCHES

AUGUST 2010

25: MOSCOW Auto Salon

- **Audi** A7 Sportback
- **BMW** 5-series Alpina
- **Jaguar** 'speed and black' pack for the XKR
- **Kia** Sportage
- **Peugeot** RCZ
- **SEAT** Ibiza ST
- **SEAT** Leon Cupra R
- **Subaru** Cosworth Impreza CS400
- **Volkswagen** Polo GTI
- **Infiniti** M37

SEPTEMBER 2010

8: NITRA Motor Show;
21: HANNOVER International Motor Show; 30: PARIS Mondial de l'automobile

- **Ariel** Atom V8
- **Audi** Q7 (update)
- **Audi** RS5
- **Audi** TT (update)
- **BMW** 5-series Touring
- **Fiat** 500 TwinAir
- **Land Rover** Freelander 2
- **Mini** Countryman
- **Spyker C8** Aileron

OCTOBER 2010

4: KIEV TIR; 14: SYDNEY International Motor Show; 25: SAO PAULO International Automobile Trade Show; 28: ISTANBUL International Auto Show

- **Audi** A1
- **BMW** 5-series M Sport styling
- **Mercedes-Benz** CL Class
- **Infiniti** M30d Diesel
- **Suzuki** Swift

NOVEMBER 2010

19: Los Angeles Auto Show

- **Audi** Q5 Hybrid
- **Bentley** Continental Supersports convertible
- **BMW** X3
- **Ford** C-Max
- **Ginetta** G40
- **Mercedes-Benz** CL AMG
- **Mercedes-Benz** SL63 AMG
- **Volkswagen** Touareg Hybrid
- **Volvo** V60

DECEMBER 2010

2: BOLOGNA Auto Show

- **Citroën** DS3 Racing

JANUARY 2011

10: DETROIT North American International Auto Show

- **Lexus CT** 200h
- **Peugeot** 508

FEBRUARY 2011

11: CHICAGO Auto Show

- **Ford** Focus

MARCH 2011

- **Infiniti** M35 hybrid





VOLVO S60 AND SAAB 9-5

THE CONTRASTING fortunes of Sweden's two mainstream car manufacturers were thrown into fairly stark relief this month with the almost simultaneous release of brand new products from both of them, the Volvo S60 and Saab 9-5.

But what is almost as interesting as the relative merits of each of these new cars is how they came to be and where the companies that made them go from here. In many ways what lies beneath these cars says more about contrasting attitudes at Ford and General Motors, former owners of Volvo and Saab respectively, than they do about the marques themselves.

Consider the similarities. After struggling against the growing might of largely German rivals, both were sold to American giants – Saab in 1989, Volvo in '98. But while GM demonstrated how little it understood what made a Saab a Saab, Ford showed a somewhat surer touch with Volvo, just as it had with other acquisitions such as Land Rover and Aston Martin. It recognised that the Volvo brand could be lengthened in both directions, adding cars at both ends of its range while simultaneously broadening Volvo's appeal by improving quality and style without ever abandoning the safety-first reputation upon which the brand was built. By contrast GM did next to nothing for Saab, and what little effort it did make in badge-engineering some unworthy product from elsewhere in its empire in the hope that somehow it might sell as a Saab did no credit to GM and huge damage to Saab.

Within the last year both Ford and GM have offloaded these loss-making subsidiaries, Volvo to Geely Holdings, the largest independent car company in China. Saab seemed set for oblivion until, at the last minute, a deal was done with the tiny Dutch Spyker concern, best known for a brief sortie into F1 in 2006-7 and some ultra-low volume, expensive and odd-looking Audi-powered supercars.

Which brings us to the new cars each has just launched, each one developed while the brands were American owned, which means both are underpinned by off-the-peg platforms designed for a wide range of products. Which is why the Volvo shares much of its structure with a Ford Mondeo, while under the skin the 9-5 is a close relative of the Vauxhall Insignia.

But drive the Volvo and you'd never know it. This is platform sharing at its best, where the economies of scale it brings to the manufacturer are effectively invisible to the customer. It not only looks like a Volvo inside and out, it drives like one too.

Even so, this will be good news only to some people. Volvo claims the S60 to be the most sporting car it has ever made, a claim made bad by the fact that it is rubbish and worse because it'll deter people who'd actually be extremely well suited to it. It's beautifully put together, has the best cabin in a class populated by BMWs, Mercs and Audis, and by compact saloon standards is an exceptionally pleasant long-distance companion. No, it's not any fun to drive, but I don't see that deterring too many people minded to put a Volvo on their shopping list. But it is quiet, comfortable, characterful, stylish and safe, which are likely to be much more persuasive talents. So it's not the most sporting Volvo ever, merely one of the best: you'd have thought that'd be enough.

Sadly the 9-5 is far from one of Saab's best products. While the S60 makes a real case for itself against the BMW 3-series and Mercedes C-class, the 9-5 has to do the same against the 5-series and E-class, a comparison from which it has no hope of emerging even with its head held high, let alone proving itself to be a convincing alternative.

Unlike the Volvo, which conceals its origins so completely, the 9-5 feels like a Vauxhall Insignia from the moment you climb aboard. That's not saying Vauxhall's flagship is in any way a bad car, indeed it managed rather surprisingly to beat the exceptional Ford Fiesta to the 2008 European Car of the Year award. But for the money being asked for the 9-5 (prices start at £26,495), it's not nearly good enough.

True, there's not a lot actually wrong with the 9-5, but that would be a strange reason for recommending a car. I've always thought that every car on sale, be it fast or slow, cheap or expensive, should have something to point to which says, 'this is why you should buy this car'. And it is this critical factor that the relentlessly unremarkable 9-5 lacks.

VOLVO S60 FACTFILE

ENGINE: 2953cc six-cylinder turbo
TOP SPEED: 155mph
PRICE: £23,295
POWER: 304bhp @ 5600rpm
FUEL/CO_2: 28.5mpg, 231g/km
www.volvocars.com

SAAB 9-5 FACTFILE

ENGINE: 1998cc four-cylinder
TOP SPEED: 149mph
PRICE: £26,495
POWER: 220bhp @ 5300rpm
FUEL/CO_2: 22.8mpg, 194g/km
www.saab.co.uk

TWENTY QUESTIONS



SUBJECT

CHARLES MORGAN

OCCUPATION

MANAGING DIRECTOR, MORGAN MOTOR COMPANY

What is your greatest achievement? Five healthy, intelligent children.

What is your biggest regret? Losing my grandfather HFS Morgan and my father, Peter Morgan.

Whose work in the industry today do you admire most and why? Ulrich Eichhorn of Bentley Motors, because he worked on both the Bugatti Veyron and the car that Dr Piech drove to his last board meeting, which did 100km on a litre of fuel.

Who inspired you to join the industry and why? My grandfather Harry Morgan because he had so much fun designing and testing his cars.

What's the best advice you've ever been given? To be remembered for being kind to people, not for the prizes you have won.

What's the biggest challenge you're facing in the next 12 months? To encourage the team to develop three cars ready for sale.

What car do you drive for fun? Every new Morgan.

When did you last go for a drive for the sake of it? Where did you go? Yesterday, to Herefordshire in a Morgan Aero SuperSports.

What's the best moment you've had in a car? Crossing the USA in three days with my wife Kiera.

What was your first car? A Morgan F4 three-wheeler.

Did you pass your test first time? Yes, in a three-wheeler Morgan.

How will most cars be powered in 30 years time? A combination of the internal combustion engine and electricity.

It's your last drive. One car, one road. Which and where? I'd set off for Mars in a space car.

What music do you listen to in the car? Muse – *Black Holes and Revelations.*

What's the best book about cars or car people you've ever read? *Ten Years of Motors and Motor Racing 1896-1906* by Charles Jarrott

Are Morgan waiting lists still longer than an elephant's gestation? No! The waiting list is now around one year.

How has Morgan survived when so many other great British sports car manufacturers have gone to the wall? Because of passion, making driving fun, an extended family of friends and the economies of scale and materials.

Was the *Troubleshooter* documentary good or bad for Morgan? Good! It made people understand us.

Where does the LifeCar project stand at present? The LifeCar is two years from production.

When will you start selling EvaGTs, and for how much? 2012. The volume of sales leads will direct the price.

AND THAT REMINDS ME...

...Of the day when Stirling Moss came to the rescue after my toddler landed herself in dried fruit hell

As you will know, this year's Silverstone Classic saw the racing return of Sir Stirling Moss (and Willie Green). But I first got to know him driving road cars. Years ago Stirling had a column in a 'lifestyle' magazine which was ghosted by me. The deal was that once a quarter I'd bowl up to Shepherd Street in something interesting, we'd go for a drive (often to the Brent Cross Ikea where I'd witness shopping with Stirling, an event worthy of a story in its own right), he'd tell me what he thought of the car, I'd put those thoughts on paper and we'd split the fee.

On one occasion, when I still couldn't quite believe who I was sitting next to, my telephone rang as Stirling was flinging an Aston Martin westbound out of London along the A40. It was my children's nursery. My three-year-old had managed to ram a raisin up her left nostril, to the point where it was irretrievable and she was inconsolable. Shamefully I knew not what to say. I couldn't ask our greatest living racing driver to help me rescue my toddler from her self-imposed dried fruit hell, but the message at the other end was clear: this situation fell far outside the job description and, wife being unavailable, her only prospect of rescue lay with me.

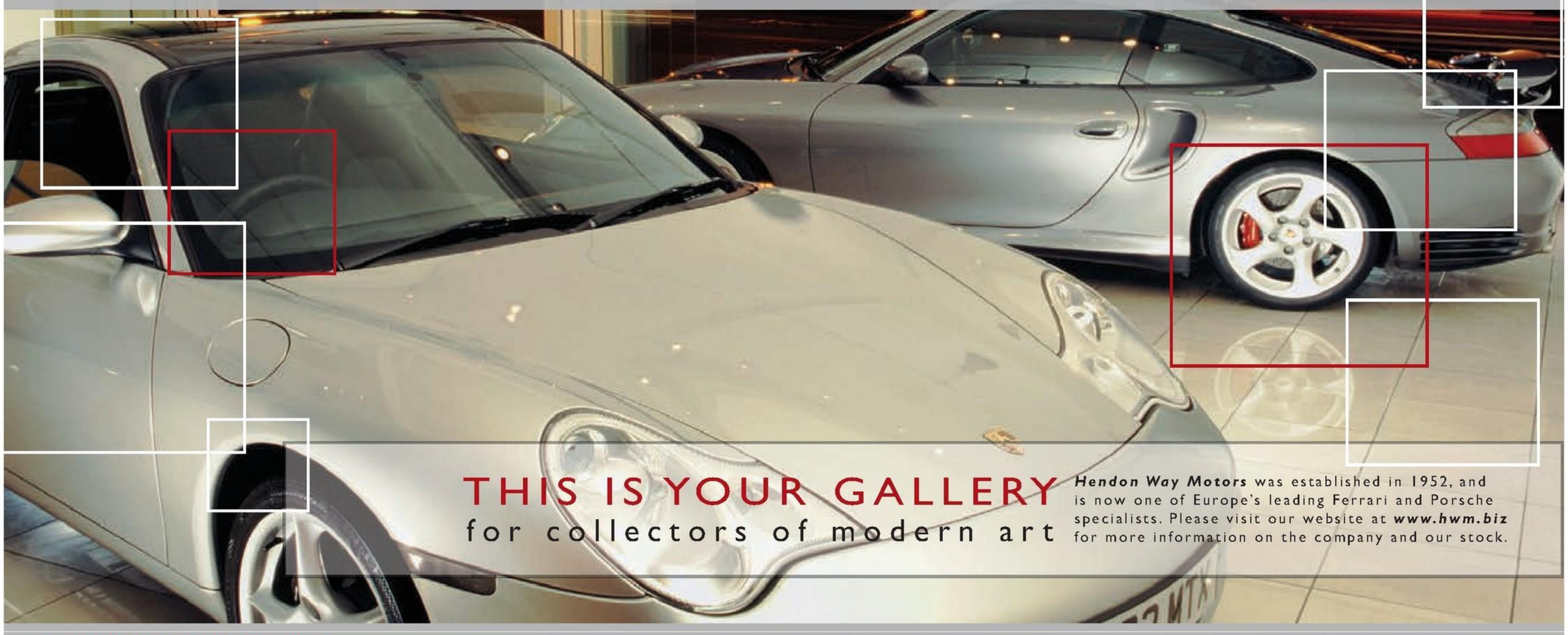
Sweating more than a little I tried to think of some excuse to force the 1955 Mille Miglia winner to drive me to a nursery in west London. But as I looked up, I saw we were no longer on the A40, but circumnavigating a roundabout above it. Stirling had heard every word and was already heading back into town. 'Where are we going, boy?' he said.

In the event, the phone rang again to say an intrepid member of staff armed with a pair of tweezers had removed the raisin. But I never forgot the incident. In one chance moment like that you gain a better insight into a person's true character than in 10 hours of formal interviews.

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HENDON WAY MOTORS STOCKLIST
PORSCHE 997 / TURBO / C4S / C2S / C2

2009 PORSCHE 997 TURBO MANUAL GT SILVER 9000 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 COUPE TIPTRONIC S ARCTIC SILVER 21,000 MILES
Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, Cruise Control, Computer, Sport Mode, Sports suspension, White dials, Chrono pack, Sunroof, Rear wiper, BOSE sound system, Sports electric Heated seats, Memory seats, Multifunction steering wheel, CD changer, Park assist, Xenons, Climate Control, 19" Alloy wheels, Full Porsche Service History.

2009 PORSCHE 997 C2S COUPE TIPTRONIC PDK (CARRERA WHITE) 8,000 MILES
Black leather interior, Tiptronic PDK, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Electric sunroof, Sports seats, Heated seats, Cruise Control, Multifunction Steering wheel, Sports exhausts, Sports suspension, Chrono pack, White Dials, AUX USB IPOD connection, Xenons, White central consol, Telephone Module, Park Assist, Rear wiper, 19" Alloy wheels.

2008 PORSCHE 997 C4S CABRIOLET MANUAL ARCTIC SILVER 21,000 MILES
Full Black Leather interior, Porsche Communication Module (Uprated Satellite Navigation -PCM2), Telephone Module, White Dials, Multifunction Steering Wheel, Computer, Sports Suspension, Sports Exhausts, Heated seats, Tooki-Por Bluetooth Phone Connection, Climate control, CD Changer, BOSE Sound system, Xenons, Park Assist, 19" Alloy wheels, One Former Keeper.

2007 PORSCHE 997 C2S CABRIOLET MANUAL SILVER 32,000 MILES
Metropole Blue interior, 2007 Model, Porsche Stability Management, Porsche Communication Module (satellite navigation), Climate control, Heated Seats, Sports Suspension, Sports Mode, Computer, White Dials, Chrono Pack, CD Changer, Parrot Connection, Xenons, Parking Assistance, 19" Alloy wheels, Full Porsche Service History.

2006 PORSCHE 997 C2S CABRIOLET TIPTRONIC COBALT BLUE 15,000 MILES
Metropole Blue leather interior, Porsche Communication Module (PCM), Porsche Stability Management System, Telephone, Computer, Sport Suspension, Heated seats, White dials, Park Assist, Xenons, 19" Alloys, Full Service History.

2006 PORSCHE 997 C2S CABRIOLET MANUAL ARCTIC SILVER 22,000 MILES
Metropole Blue Leather interior, 6 Speed Manual, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, BOSE, sound system, 6 CD Changer, Electric Seats, Memory Seats, Heated Seats, White dials, Sports suspension & Sports exhausts, Rear Parking Assistance, Porsche Logo matts, 1 Owner from New. 19" Alloy wheels. Full Porsche Service History

2007/8 PORSCHE 997 C2 CABRIOLET TIPTRONIC SEAL GREY 22,000 MILES
Grey Leather interior, Porsche Stability Management, Porsche Communication Module (Satellite Navigation), Climate control, Heated Seats, Sports Suspension, Sports Mode, Computer, White Dials, Chrono Pack, CD Changer, Parrot Connection, Xenons, Parking Assistance, 19" Alloy wheels, Full Porsche Service History.

2005/6 PORSCHE 997 C2S COUPE TIPTRONIC S ARCTIC SILVER 20,000 MILES
Black leather Interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Sport Exhaust System, Sports seats, heated seats, BOSE sound system, CD changer, Parking assistance, Multifunction Steering wheel, Top Tinted windscreen. 19" Alloy wheels. Full Porsche Service History.

2007 PORSCHE 997 CARRERA 2 COUPE TIPTRONIX SEAL GREY 27,000 MILES
Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, BOSE Sound system, Sunroof, CD Changer, Cruise Control, Sports Chrono Pack, Bi-XENONS, 19" Alloy wheels, Full Porsche Service History, One Owner from New.

PORSCHE 996 / GT3 / GT2 / TURBO / C4S / C2 / C4

2003 PORSCHE 996 GT2 MANUAL BASALT BLACK 31,000 MILES
Black leather interior, Climate control, Small aluminium pack, Bucket seats, Full Porsche Service History.

2002 PORSCHE 996 GT2 MANUAL SILVER 25,000 MILES
Black leather interior, Ceramic Brakes, Porsche Radio & Single CD Player, Climate control, Small aluminum pack, Bucket sports seats, Full Porsche Service History, Recent service and New tyres, Park Assistance, Redar detection. 18" Alloy wheels

2003 PORSCHE 996 GT3 MKII COMFORT MODEL BASALT BLACK 30,000 MILES
Black leather interior, Manual, On Board Computer, Porsche Radio with single CD player, Small Carbon Pack, Sports Seats, Ceramic Brakes, Xenon lights, Automatic Climate control, 18" GT3 Alloy wheels.

2001/2 PORSCHE 996 TURBO MANUAL MERIDIAN SILVER 44,000 MILES
Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management system, Climate control, Bose, CD changer, Sunroof, White dials, Computer, Xenons, Rear wiper, 18" alloys. Full service History.

2001/2 PORSCHE 996 TURBO COUPE TIPTRONIC SILVER 56,000 MILES
2002 Model, Full Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Memory Seats, BOSE Sound system, 6 CD Changer, Sunroof, Telephone Module, Climate Control, Xenons, 18" Alloy Wheels, Full Main dealer service history.

2004/5 PORSCHE 996 C4S CABRIOLET TIPTRONIC (SEAL GREY) 28,000 MILES
2005 Model, Metropole Blue leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Cruise Control, Crest embossed, Headrests, 4 CD Changer, Self dimming mirror/Rain sensor, Rear Park Assist, Telephone Module. 18" Alloy wheels, Full Porsche Service History.

2002 PORSCHE 996 C2 CABRIOLET TIPTRONIC ARCTIC SILVER 41,000 MILES
Metropole Blue Leather interior, Porsche Communication Module, Telephone, Computer, White dials, BOSE sound system, CD changer, Xenons, Parking assistance, Sports seats, 18" Turbo alloys, GT3 aerokit. Full Porsche Service History.

2002/3 PORSCHE 996 C2 CABRIOLET MANUAL MIDNIGHT BLUE 44,000 MILES
Black Leather Interior, Porsche Stability Management System, Kenwood stereo with Satellite Navigation+ MP3 Player & DVD, Sound pack, Sports seats, Heated seats, Telephone, Climate Control, Computer, Small aluminium pack, Uprated Radio system and CD changer, 18" Alloy wheels, Full Main Dealer Service History.

2002/3 PORSCHE 996 C2 COUPE MANUAL ARCTIC SILVER 46,000 MILES
2003 Model, Manual, Black Leather interior, Porsche Stability Management System, Computer, Porsche Radio with Single CD player, Heated seats, Rear wiper, Park Assistance, 18" Alloy wheels. Full Porsche Service History.

2002 PORSCHE 996 TARGA MANUAL ARCTIC SILVER 46,000 MILES
Dark Metropole Blue leather interior, Manual, Porsche Stability Management System, Sports Seats, Climate Control, Becker Radio, 4 CD changer, Rear wiper, Front & Rear Park Assistance, 18" Alloy wheels, Full Porsche Service History, One Owner from New.

PORSCHE 993 / TURBO / C2S / C4S / C2 / C4 / TARGA

1995 PORSCHE 993 TURBO COUPE MANUAL BASALT BLACK 51,000 MILES
Grey Leather interior, Computer, Sunroof, Rear wiper, Sony CD Radio, Nokia Digital Sound system, Sports Seats, Red Calipers, 18" Alloy wheels, Full main dealer service history

1997 PORSCHE 993 C2S COUPE TIPTRONIC BASALT BLACK 79000 MILES
Black Leather Interior, Computer, Cruise Control, White Dials, Full Electric Seats, Becker Radio, SONY 6 CD Changer, Sunroof, Rear Wiper, Xenons, 18" Turbo Alloys. Full Porsche Service History.

1997 PORSCHE 993 TARGA ARCTIC SILVER 70,000 MILES
Grey Leather interior, Sports seats Climate Control Full Main dealer Service History 18" Alloy wheels.

1997 PORSCHE 993 TARGA TIPTRONIC (MIDNIGHT BLUE) 59,000 MILES
Black Leather Interior, Tiptronic, Sports seats, IPOD connection, ALPINE CD & Radio Player, Bluetooth, Cruise Control, Xenons, 17" Alloy wheels, Full main dealer service history.

1995 PORSCHE 993 C2 COUPE (GT3 AERO KIT) MANUAL MIDNIGHT BLUE 58,000 MILES
Marble Grey Leather interior, Sports seats, Sunroof, Sony CD Radio, 18" Turbo Alloys, Rear wiper, Climate Control, Full service History,

1995 PORSCHE 993 C2 COUPE MANUAL SILVER 65000 MILES
Metropole Blue Leather Interior, Sunroof, Becker Radio, Single CD Changer 17" Alloys Climate Control, the condition is immaculate, Full Porsche Service History.

1995 PORSCHE 993 C2 COUPE TIP AVENTURA GREEN 70000 MILES
Beige Leather Interior, 17" Alloys, Climate Control, Previously owned by Porsche Club member, the condition is immaculate, Full Porsche Service History

1995 PORSCHE 993 CABRIOLET TIP IRIS BLUE 81000 MILES
Black leather interior, Sports Seats, 17" Alloys Climate, Full Porsche Service History

PORSCHE BOXSTER
Model Types 2.5 / 2.7 / 3.2 S

2005/6 PORSCHE BOXSTER S 3.2 MANUAL MIDNIGHT BLUE 30,000 MILES
2005/55 Registration, Grey leather interior, Porsche Stability Management System, Heated Seats, Climate Control, White Dials, 6 CD Changer, 18" Alloy wheels. Full Porsche service history.

2002 PORSCHE BOXSTER 2.7 MANUAL MERIDIAN SILVER 73,000 MILES
Grey leather interior, Sports seats, Climate control, Porsche CD radio, 18" alloy wheels, Full main dealer service history.

CAYMAN

2006 PORSCHE CAYMAN S ARCTIC SILVER 10000 MILES
Grey Leather, Porsche Stability Management System, Porsche Communication Module, Cruise, White Dials, Chrono Ceramic Breaks, 19" Alloys, Full Porsche Service History

FERRARI
Models from 1970 +

2003 FERRARI 360 F1 SPIDER ROSSO CORSA RED 12,000 MILES
Crema Leather with Red Carpet, ASR, Ferrari Radio, Daytona Sports Seats, 6 CD Changer, Chellenge Grill, Xenons, 18" Alloys. Full Ferrari main dealer service history. Cambelts Recently Changed.

2003 FERRARI 360 SPIDER F1 GRIOGIO SILVER 40,000 MILES
Crema Leather with Red carpet, ASR, Satellite Navigation, Sport Mode, Telephone, TV Video Computer, Electric Seats, CD Changer, Climate Control, Xenon lights, 18" Alloys, Full service history.

2002 FERRARI 360 SPIDER F1 GREGIO SILVER 12,000 MILES
Black leather interior, Sports seats, ASR, Challenge Grill, Ferrari Stereo with CD Changer, Climate Control, Electric Windows, 18" Alloy wheels, Full Main Dealer Service History.

2001 FERRARI 360 SPIDER F1 ROSSO RED 24,000 MILES
Black leather with Red Carpet, ASR, Chellenge Grill, Ferrari Radio, CD Changer, Electric seats, Climate control, Sport Mode, 18" Alloy wheels, Full main dealer Service History.

2000 FERRARI 360 F1 MODENA NERO BLACK 46000 MILES
Black leather interior with Red Carpet, ASR, Climate Control, JVC Radio, SONY 6 CD changer, 18" Alloy Wheels.

1998 FERRARI 550 MARANELLO GRIGIO SILVER 42,000 MILES
Full black leather interior, Manual, Electric Daytona seats, Climate control, 18" alloy wheels, Full Ferrari Service History

1995 FERRARI 355 SPIDER GIALLO YELLOW 26,000 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

1989 FERRARI 328 GTS MANUAL ROSSO RED 33,000 MILES
Cream Leather with Red Carpet, 10 CD changer, Sony Radio, Electric Mirrors, Electric Windows, 16" Alloy wheels, Full main dealer service history.

1991 FERRARI TESTAROSSA ROSSA 6,000 MILES
Crema leather interior, Manual, Climate control, Electric windows, CD Changer, 18" alloys wheels, Full Ferrari Service History

1972 FERRARI DINO 246GT WHITE 39,000 MILES
Black Leather, Excellent Original Condition, 1 Original Owner, Concourse Winner.

1967 FERRARI 275 GTB/4 LHD LIGHT SILVER 65,000 MILES
Black Leather, Full History, Original Tool Kit, Concourse Winner.

Other Models

1991 AC COBRA LIGHTWEIGHT METALLIC BLACK 5,000 MILES
Black Leather, 1 of 26 RHD Lightweights.

1991 AC COBRA LIGHT WEIGHT SPEED YELLOW 9,000 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.

1936 BENTLEY 41/4 PILLARLESS COUPE DARK BLUE 98,000 MILES
Grey Leather, Gurney Nutting Coachwork 1 Owner 40 Years, Extensive history

1999 BMW E36 M3 CONVERTIBLE FERN GREEN COACHWORK 44,000 MILES
Immaculately maintained Black leather interior, 6 speed manual transmission, On board computer, Climate control, Cruise control, Original BMW fitted radio, Original BMW 6 CD Changer, 18" M Sport alloy wheels, Specialist and BMW service history.

2003 BMW X5 TIPTRONIC SILVER 71,000 MILES
Full Black Leather interior, Satellite Navigation, Computer, Cruise Control, Telephone Module, Heated seats, Memory seats, 6 CD Changer, Sunroof, Park Assist, Front & Rear wiper, Xenons, 19" Alloy wheels, Full BMW Service History.

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BMW S1000RR

Motor Sport hasn't run a motorcycle test for some time, but when BMW decided to join the supersport bike race with the standard-setting S1000RR, we had to find out more

BY MAT OXLEY

About 15 years ago, that professional wild man and occasional motorcyclist Hunter S Thompson tested a Ducati 900 superbike for an American motorcycle magazine. The infamous author of *Fear and Loathing in Las Vegas* found the bike's performance mind-boggling. "This motorcycle is simply too goddam fast to ride at speed in any kind of normal road traffic," he wrote. "Unless you're ready to go straight down the centreline with your nuts on fire and a silent scream in your throat."

Thompson's Ducati made less than 100 horsepower. This year's cutting-edge superbike is the BMW S1000RR, which turns out 193 horsepower at the rear wheel. It's worth attempting to put that into perspective so that you can fully understand what we're dealing with here. The S1000RR's power-to-weight ratio (rider included) is about 700bhp per tonne, which compares to a Ferrari 599 GTB Fiorano at 362bhp per tonne. We're talking 0-60mph in 2.9 seconds and a top speed exceeding 190mph. It's the kind of performance that 10 years ago was winning Grand Prix races.

The RR is so astonishingly powerful that it must surely be some kind of drag bike, a motorcycle whose design has been sacrificed and compromised on the altar of the engine, with little attention to the requirements of going anywhere but straight down the centreline.

In motorcycling, horsepower isn't everything. The way a motorcycle engine produces power has an enormous effect on chassis behaviour. A high BMEP engine is no good if it delivers power in such a way that it twists the suspension into a panic. A fine-handling motorcycle requires linear power delivery that allows the rider

FACTFILE

ENGINE: 999cc, four-valve DOHC inline four
TOP SPEED: 190mph+
PRICE: £12,850
POWER: 193bhp @ 13,000rpm
FRAME: twin beam aluminium, with aluminium swinging arm
www.bmw-motorrad.co.uk

to load the suspension in a controllable, predictable manner. Remarkably – considering that it makes 20 horsepower more than its closest competitor from Japan – the RR's 999cc inline four is that kind of engine. The power curve doesn't hide any nasty little surprises that might catch you unawares; it's a smooth, brain-curdling rush towards the 14,000rpm red line, which in first gear equates to 93mph.

Ironically, BMW has made the Japanese manufacturers look silly in the same way the Japanese made the European industry look silly several decades ago. The RR's secret is simple: more revs. BMW's engineers created an over-square engine (80mm x 49.7mm) that produces peak power at 13,000rpm, roughly a thousand rpm more than any rival inline four.

You're never in any doubt of the RR's explosive potential. After all, this is a motorcycle, so you pretty much sit on top of the engine, fully enveloped by the blast of induction roar, mechanical machinations and exhaust noise. At full throttle it's a demonic racket, like someone has flung open the Gates of Hades.

It may sound horribly frantic, but it doesn't have to be like that. Torque is everywhere, so you can ride the curve all the way down to a few hundred rpm above tick-over. You can short-shift through the gears (no need to feather the throttle or dip the clutch thanks to the electronic quick-shifter), gently exploring only the first half of the rev range, and you're still bulleting past everyday traffic. The higher rpm is there for the race track (onboard lap-timer included) and for occasional indulgence on Her Majesty's Highway – exorcising your demons, or exercising your demons, depending on your psyche.

Of course, here lies the problem: power corrupts and absolute power corrupts absolutely. The dizzying thrill of full-throttle acceleration is far too good to be experienced only occasionally. Speed cameras and gormless road users are a constant concern; you have to choose your moments of madness carefully.

Riding the S1000RR is like existing in another dimension to other road users. The rest of the world appears to be stuck in slow-mo. You need to keep your wits about you and be fully aware that with power (however corrupting) comes responsibility.

The RR would be a fearsomely impressive motorcycle if it had nothing else going for it than that engine. In fact the most amazing thing about the bike is that the engine isn't the most amazing thing about the bike.

Most impressive of all is the purity of purpose. So-called 'supersport' bikes like the RR exist because of the World Superbike championship, motorcycling's own version of the World Touring Car Championship. Inevitably, the will to win in WSB pushes manufacturers into producing street-legal race bikes. The best WSB machines are not far short of a MotoGP bike in terms of sheer performance, and a showroom-spec S1000RR isn't far short of BMW's factory-prepared WSB bike.

Out of the crate, the RR can cut faster lap times than any of the opposition and the bike is already scoring top-three finishes in World Superbike. On the road this translates into a machine that is perfectly primed and poised to get from A to B like a destination-seeking missile. Once you have sated the need to set your synapses on fire with the engine's full-bore blast, you can relax a little, settle into a groove and ride with a confidence that only a motorcycle as capable as this can provide.

The BMW isn't only the fastest motorcycle on the road, it may also be the safest, because its track-ready chassis and state-of-the-art electronics provide the rider with hitherto impossible levels of control.

There are many reasons why the bike is so controllable. It is light, slender and compact, weighing 183kg dry, only 21kg above the World Superbike minimum weight limit. The chassis is remarkably neutral and balanced, with geometry that works however you're riding – fast or slow – so you always feel comfortably in control. The suspension is superbly refined, with spot-on damping for amazingly precise feedback from the road, so the motorcycle never feels like it's getting away from you. Even at full throttle in the lower gears, front wheel hovering several inches above the asphalt as the horizon is sucked towards you, the RR always tracks straight and true. It is quite remarkable that a motorcycle of such vicious potential does not feel intimidating.

> "The rest of the world appears to be stuck in slow-mo"

And then we come to the BMW's crowning glory: its ABS, engine mapping and traction control technology. But before we get into 21st-century wizardry, some history…

Incredibly, the RR is BMW's first-ever supersport bike. The last time BMW was at the cutting edge of motorcycle performance was in the 1930s, when the company's supercharged boxer twin won the 1939 Senior TT. In the post-war years BMW slowly but surely became a purveyor of sensible motorcycles to sensible motorcyclists. It quietly stood aside while the Japanese and Italian manufacturers became embroiled in an apparently never-ending performance war. During all those years BMW's best and most popular motorcycles continued to be powered by the air-cooled boxer twin. Nothing wrong with that – the boxer is a lovely little engine, its soft burble the perfect friend on a long-distance tour – but the world moves on. The big money in today's bike market is in high-performance machinery.

A few years ago a change of management at BMW Motorrad declared the company wanted a slice of that action, so it had to build a supersport bike. Thanks to some clever, committed designers who knew just what they were trying to achieve, BMW has come into this class from several decades behind the opposition and immediately finds itself several years ahead.

The engine is more powerful and the chassis more poised than the opposition, yet it is the RR's electronics systems that really put it ahead of its rivals. Many motorcycles have ABS and quite a few have adjustable engine mapping, but the BMW is the first mass-market supersport bike to feature traction control. The BMW system is also unique in featuring lean-sensing gyroscopes. It is a revelation, an extra line of defence that makes you feel different every time you climb aboard, especially in the rain. Of course, the RR is no more impossible to crash than the Titanic was to sink, but its ABS and anti-spin technology boost confidence; and when you are confident you ride better, so long as you don't let that confidence breed cockiness.

The ABS and traction control are very discreet in operation, so the electronics never seem like they are trying to ride the bike for you. In the dry, you can trigger the anti-spin dash light if you're pushing on, though 30 years of relying upon my own brain/right wrist interface prevented me from attempting full throttle at full lean. Anyway, it is in the wet that most riders will relish this technology. It consigns to extinction that lip-biting moment when you gingerly twist the throttle accelerating away from a greasy roundabout; though personally, I've always enjoyed that razor-edge feeling (and, more importantly, that occasional sensation of getting it just right, all by myself).

S1000RR riders don't even need to ride the edge to get something out of the bike's electronics package. At the prod of a button you can switch between four different riding modes: rain, sport, race and slick. Each tailors the integrated engine mapping, ABS and traction control to suit. In rain mode, peak power is cut to 150 horsepower, with a smoother, friendlier torque curve and a little slack in throttle response. In sport mode the engine delivers full power with more direct throttle response. In race and slick modes the RR transmogrifies into a snarling beast with hair-trigger throttle, just like a race bike. Although BMW would rather you didn't use these modes on the road it's hard to resist, though you wouldn't want to ride like that all day; too tiring.

Not that supersport bikes are made to be relaxing. To ride a motorcycle like this you ➤➤➤











S1000RR's lightweight chassis inspires confidence, with power from 999cc engine (above) delivered smoothly. Top: left: ABS and traction control are discreet in operation

need to match its purity of purpose with your own focus, commitment and something of a Spartan ethic. The RR is comfortable enough for a supersport bike, but that doesn't make it comfortable. It is built for speed and everything else can go hang; as Thompson wrote of that Ducati: "Mid-size Italian pimps who like to race from one cafe to another on the boulevards of Rome in a flat-line prone position might like this, but I do not."

Thompson had a point, but some motorcyclists do Europe on their summer holidays aboard supersport bikes, travelling very light, carrying only a small rucksack and presumably spending half their budget on laundry bills. It is simply a matter of what you are used to – once your body is accustomed to the praying mantis position, you'll be just fine. In the meantime you will be glad that the RR can only do 140 or so miles on a tank. And don't even think about taking someone on the miniscule passenger seat – unless you really dislike them.

Critics of motorcycles like the RR prefer not to see the purity of purpose or the dedication to a cause; they see blinkered focus, a monomaniacal approach to an engineering conundrum. They're right, but so what? The RR and its Japanese and Italian cousins were primarily developed to win races and thus appeal to performance-obsessed motorcyclists. They're not practical motorcycles.

They look great though, because in this sector of the market there is no real choice but for the engineers to follow that first commandment of good design: that form should follow function. From a hundred paces you would be hard-pressed to tell the BMW from a MotoGP bike. The bodywork and ergonomics are pretty much identical, because both machines were built with the same aim in mind.

> "The RR's detail design and packaging are first rate"

In the motorcycle market, BMW is renowned for quality of finish, which is why its bikes hold their value better than most. The company may have made a major change of direction with the S1000RR, but the bike seems to be made of the same stuff. Detail design and packaging are first rate. For example, the stainless steel exhaust system tucks the catalyser neatly out of sight.

There is a lot of plastic, which won't please some purists. It cheapens the look, which isn't good (after all, perception is nine-tenths of the law), but well-heeled owners will be pleased to hear that the accessory line includes replacement carbon-fibre panels.

The money – that must surely be the catch. In fact, no. With race-spec ABS, traction control and quick-shifter, the BMW costs £280 more than a standard Yamaha R1 and two grand less than an Aprilia RSV4, the Italian machine that looks most likely to win this year's WSB crown.

I like to think that BMW's older generation of engineers stood there tut-tutting as the prototype S1000RR left the R&D department for its first shakedown test. I also like to think that right now, somewhere in Hamamatsu, a group of Honda engineers are taking an RR to pieces, sucking their teeth as they wonder how they're going to match this with their next Fireblade.

The BMW S1000RR is a giant leap forward in supersport design. It's going to take the rest a while to catch up. Ⓜ



The RR has put BMW back at the cutting edge of motorcycle performance

Chippy Wood



BMW

INSIGHT

RACING IN THE RIGHT ARENA

Its World Superbike campaign should help boost S1000RR sales

BMW had a lot of catching up to do when it returned to world-class motorcycle road-racing in 2009. Last time the factory won anything big was back in 1939 when Georg Meier ruled the Isle of Man Senior TT aboard a supercharged boxer twin. Meier wore a swastika on his leathers and raised a Nazi salute on the podium; three months later World War II broke out.

Seventy years later BMW has shown it can catch up pretty fast. The S1000RR has yet to win a World Superbike race, but the bike is achieving regular podium finishes, so a first victory should only be a matter of time. The bike is certainly fast – surpassing 200mph at the Monza WSB round in May.

BMW chose to contest the production-based World Superbike series instead of the prototype MotoGP championship because WSB delivers a direct kickback in sales; as the old racing/marketing adage goes: 'Win on Sunday, sell on Monday'.

"You cannot sell a hyper-sport machine unless you go racing," says BMW Motorrad motor sport manager Berti Hauser. "By doing WSB, we expect constant development, the race and street bike improving side by side."

WSB rules require the motorcycle's core to remain as it would be in the showroom: cylinder heads and crankcases must be stock items, though most internals can be replaced or modified. The standard frame must also be used, although strengthening is allowed. Suspension, brakes and wheels can be replaced with race-spec items. Bodywork must conform to the showroom silhouette.

On track, the factory-entered RR – ridden by twice WSB champion Troy Corser (above) and crash-prone Spaniard Ruben Xaus – feels as civilised as it does on the road. The race-spec engine makes 210bhp, a modest 10 per cent increase on the production version, which, if nothing else, underlines the immense work done by BMW's engine designers. Most other factories have to raise power output by 20 per cent to compete in WSB.

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On the road
WITH ED FOSTER









BRANDS HATCH, UK

LOTUS ELISE TROPHY & SINGLE-MAKE SERIES

EQUAL MACHINERY IS KEY TO CHAMPIONSHIPS THAT BOAST LOYAL FOLLOWERS AND FULL GRIDS

In 1971 the Ford Motor Company launched the Ford Escort Mexico Challenge, a single-make race series which consisted of near-standard 1.6-litre cars. Apart from the cars being moving billboards for the latest Escort, the series also set many racers on the path to greater things. The likes of Andy Rouse, Barry Williams, Gerry Marshall, Jack Brabham and even a certain Simon Taylor all competed.

There had of course been single-make championships before, such as the French DB Panhard single-seater series of the '50s and the Renault 8 Gordini series of the '60s. However, it was the Mexico Challenge that properly launched the idea of the single-make series. Nowadays, this type of racing boasts some of the largest grids in the UK, with the likes of the Graduates Club with Caterham, Mini Challenge, Clio Cup and the Ma5da MX5 Championship.

The majority of drivers in these series view them as a stepping stone to more important championships and drives. However, some single-make series are staunchly against being seen as 'a leg-up'. The Lotus Elise Trophy is one of these. It was launched four years ago and has boasted oversubscribed grids for almost every round ever since. When you consider that it includes 17 meetings this year with two races at each round, and has grids of up to 45 cars, that is astonishing. Yes, the racing is reasonably cheap, but not *that* cheap, so why is it so popular? I went to the World Touring Car Championship round at Brands Hatch to race one of the cars and find out.

Series co-ordinator Paul Golding started running Lotus track days in early 2000. "It wasn't long before we got a couple of hundred people doing it," he says. "We then went on to sprinting the cars and really wanted to go racing. At the time Elises were quite expensive, so we ended up racing E30 BMWs.

"Eventually the Elises came down in value, so in the summer of 2005 we started putting the race series together. By this time we had 2000 people doing the track days (Lotus on Track currently boasts 2700 members and runs 95 track days a year), so we got people from there and the BMW series.

"We had a good relationship with [circuit owner] MotorSport Vision because of the track days so they didn't need much convincing to make us their second series alongside Formula Palmer Audi. We started at Brands Hatch in 2006 by headlining the 'Lotus Festival' and we had a full grid of 32 cars. Quite a few thousand people turned up and we also had TV coverage that has carried on up to the present day. It was a good meeting!

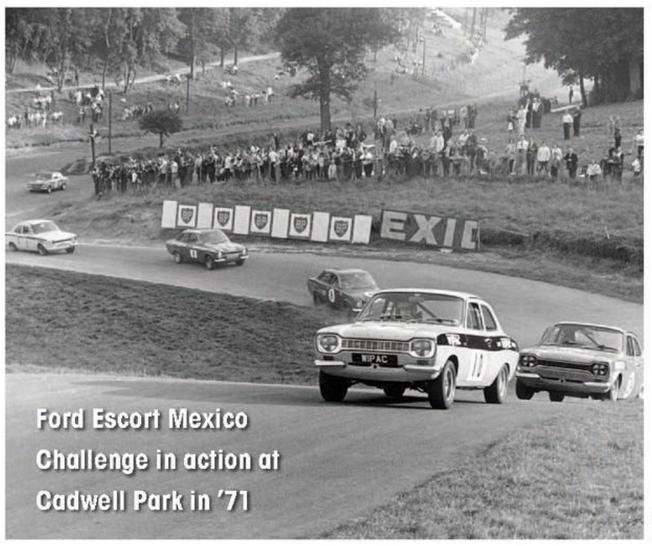
"The series grew and grew thanks to press coverage and the size of the grids. Also, when I stopped racing I was good friends with Martin Donnelly (see Lunch With..., p76) so I gave the car to him to race." Donnelly still races in the series when he can, which did nothing to boost my confidence when I found out, especially as he's not even always the fastest driver...

The popularity of the Elise Trophy is understandable when you consider how many people race in one-make series. The idea that your driving skills are being pitted against the next man's, rather than the size of his wallet, is a very big draw. But Golding is keen to point out that the Lotus name is really what fills the grid. "There are 10,000 Elise owners in the UK," he says, "and in the Elise Trophy eight out of 10 people already have the cars before turning them into racers [something that can be done for less than £5000].

"We toyed with becoming a championship next year, but we've decided against it. The view is that if we did become a championship it would attract the wrong sort of people who'd want to win at all costs and would have minimal interest in the Lotus side of things. We have full grids, so we have no reason to accept them. It would be easy to become a stepping-stone when you consider we race at events with the DTM and WTCC."

The Elise Trophy is not run for profit, and when I ask Golding how he manages to get so many volunteers he explains: "We only pay one person because if something goes wrong and I throw the toys out of the pram, it's very hard to shout at a volunteer. Apart from that, though, everyone is a volunteer and they come along because they are Lotus people and know us well. The accountant is an Elise owner who races with us, the timekeeper raced with us last year, one scrutineer was on our first grid, the other owns an Elise…"

The atmosphere in the paddock is extremely friendly and when I arrived for practice everyone was interested in what I was doing in Paul's car (the same car that Andy Green has competed in and Jake Humphrey crashed so spectacularly last year for the BBC).



Ford Escort Mexico Challenge in action at Cadwell Park in '71

LAT

By the time we get to qualifying I am still off the pace and languishing down the bottom of the grid. I'm finding it very hard to follow Paul's advice knowing it isn't my car: "If you want to be quick, you've got to drive it like you don't give a sh*t about the car…"

In race one I manage to overtake a few people, but annoyingly everyone I pass decides to either break down or crash, meaning that I am classified last of the finishers. In the second race, however, I fare better and manage to finish 23rd out of 36 cars. As with all single-make series the standard of driving in the Elise Trophy is extremely high, so it would have been naïve of me to think that I would be anywhere *but* the back of the grid in a car that hasn't had lots of money spent on it. I had just calmed myself down when I was told that Gavin Kershaw, the Lotus test driver, started from the back of the 46-car grid in the same Lotus at the same event last year, and finished fifth after 20 minutes of racing. It turns out that I have a lot of practice to do before I can be competitive in such a fiercely-fought series…

The Elise Trophy will continue to be popular and not just because it's a one-make series. Everyone concerned is clearly a fan of Lotus and, although you won't be shown any favours on track, there is absolutely nothing off it to suggest that the 40-odd drivers and their families aren't anything but good friends. It's encouraging to know that there is still a one-make series where the drivers are there purely for the sake of having fun. Too often amateur racing drivers seem to forget that that's what they're supposed to be doing.

Many thanks to Paul Golding and Essex Autosport for their help with this feature, and for gracefully accepting that their car would be nowhere near the top 10 very early on in the weekend!

Our thanks to the following for their help with this feature
www.yokohama.co.uk
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LAT



Elise Trophy has 40-plus cars. Above right: Clio Cup is also fiercely fought. Top left: Ed prepares for his race

SILVERSTONE, UK

FORMULA STUDENT

GERMANY LEADS THE WAY IN GLOBAL COMPETITION



TU Munich team (right) won Class 1, thanks to strong car/driver combination

The 13th annual Formula Student event from July 15-18 was a great success for German students after the TU Munich and ETH Zurich universities were victorious in Classes 1 (600cc petrol) and 1A (low-carbon) respectively.

"The standard this year was *excellent*," chief judge Richard Folkson told me afterwards. "It was a very exciting afternoon because we had a fantastic tussle between Stuttgart [who finished second overall] and Munich in Class 1. Munich had a fantastic car and a very good driver, and overtook Stuttgart on track in the endurance event and finished as overall winners.

"It was motor racing at its best, as we always run the winning cars from the sprint event in the endurance event first," added Folkson. "The top two cars, from DHBW Ravensburg and Delft University of Technology, were *really* competitive. It was rather tragic because the Ravensburg car did one lap and the engine went, dropping them from a possible first place to 16th, and then Delft went out on track. It was a fantastic car and it did a great first stage. However, they had to do a compulsory driver change at the halfway mark and turn the engine off, and they couldn't get it restarted [dropping them to 18th overall]. It was real Formula 1-type drama and upset, a 'welcome to motor racing' if you want."

Although the British universities couldn't trouble the European institutions on this occasion, Hertfordshire did manage to finish an admirable fifth in Class 1 and fourth in Class 1A, just ahead of the University of Central Lancashire. "Hertfordshire did a very good job," said Folkson. "I'm really keen that we eventually get a UK winner, but you've got to acknowledge that Hertfordshire just didn't have the resources and some of the access to technology that the German teams have."

Much like in the real world, Folkson admits that the results also vary depending on what calibre of driver the teams have on board their machines. "There's a big driver element and there's a prize for the best driver. The driver from Monash University in Australia, Ashan Perera, was fantastic with a really aggressive, forceful style. They came third overall, and you've got to say a large chunk of that was down to the driving [the team finished first in the sprint event and the skid pan, and came a close second in the endurance event].

"It was a heavily-winged car because they had access to a wind tunnel, and although it added a bit of weight to the car it definitely proved that wings work at even the relatively



slow speeds of Formula Student, because they won the skid pan event easily."

Folkson is excited about the future as this year the Class 1A cars were fitted with data-logging, which will lead to an equivalency factor so they can compete against the petrol cars. Zurich, the first-placed 1A car, would have finished sixth overall in Class 1. However, they are still much heavier than those machines due to their electric motors and batteries. "It's going to take another couple of years gathering data, but we'll get there," said Folkson. "What was also interesting was that there was a much higher attrition rate in Class 1A than Class 1, and most of the failures were down to basic car engineering like brakes rather than new technology – out of 11 starters we only had four finishers. They can't put all their effort into



SPA-FRANCORCHAMPS, BELGIUM

UNITED EFFORT REWARDED

ZAK BROWN'S TEAM OVERCOMES AUDI WEIGHT PENALTIES TO MAKE THE PODIUM AT SPA

LAST MONTH I TALKED TO ZAK BROWN (far left) about heading to Belgium with his United Autosports Audi R8 and Mark Blundell, Eddie Cheever and Richard Dean as team-mates for the Spa 24 Hours.

Thanks to the R8 being given weight penalties and rev and power restrictions earlier this year, his hopes of a good finish weren't high. Some of these penalties have been slowly lifted throughout the 2010 season and, although they were given more weight for the 24-hour race, the car finished a remarkable third in class. If there hadn't been a power-steering issue with the R8 a matter of hours from the finish, they might have made the top step of the podium.

After this result here's hoping we see Cheever and Blundell racing again soon.



Class 1A honours went to the sharp young minds at Zurich, below



the motors, batteries and technologies, as they'll forget about the fundamentals.

"Another idea for the future is to try and get some of these cars up the Goodwood hillclimb at the Festival of Speed. We always have a stand, but it would be super to get them on the hill. They're not toys – they'll do the 0-70mph sprint in 3.5 seconds and they only weigh 200kg, so they're seriously fast!

"One thing I love about Formula Student is the collaboration between the teams – if any of them have a problem, they will always help each other out. The detail is also astonishing. This is the next generation and it's fantastic."

Formula Student is worth going to watch as not only does it showcase some great innovations from the youngest and brightest engineering minds in Europe, but also these innovations are positively encouraged – something that isn't always the case in professional racing…

Next year's event will be held at Silverstone on July 15-18.



Hertfordshire University upheld British honour with cars that were fifth in Class 1 (above) and fourth in Class 1A



NURBURGRING, GERMANY

JAG FLEET OUT IN FORCE

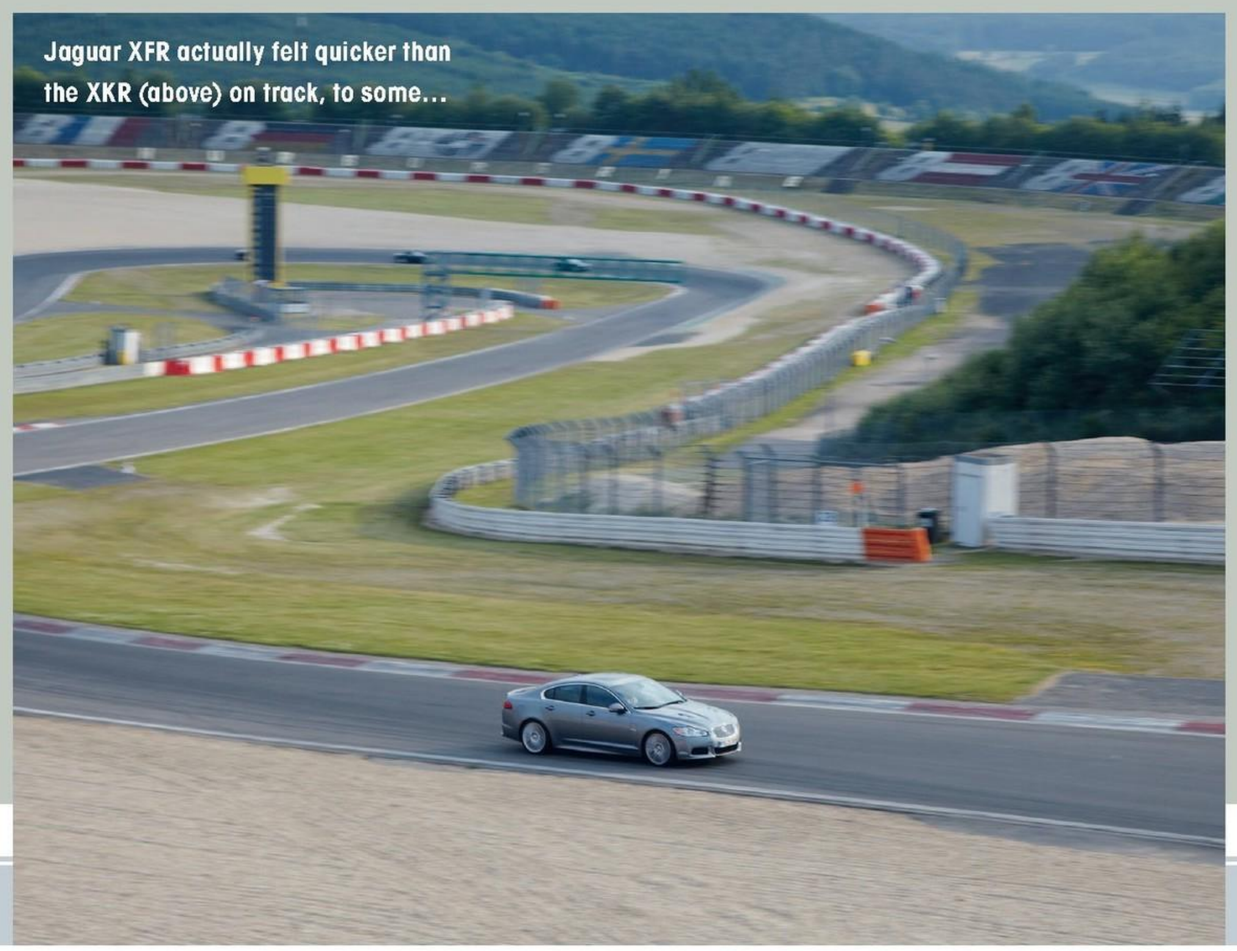
CURRENT LINE-UP IS ARGUABLY THE COMPANY'S STRONGEST EVER

A TRIP TO THE NURBURGRING gave me a chance to try Jaguar's full range of cars: the XK, XKR, XF, XFR and the new XJ. In between getting a ride in a stunning XK120 from Jaguar's heritage fleet and trying not to shout "I'm not a good passenger" on one of the hot laps with proper drivers, I got chatting to Gordon Snoddy, Jaguar's global PR officer.

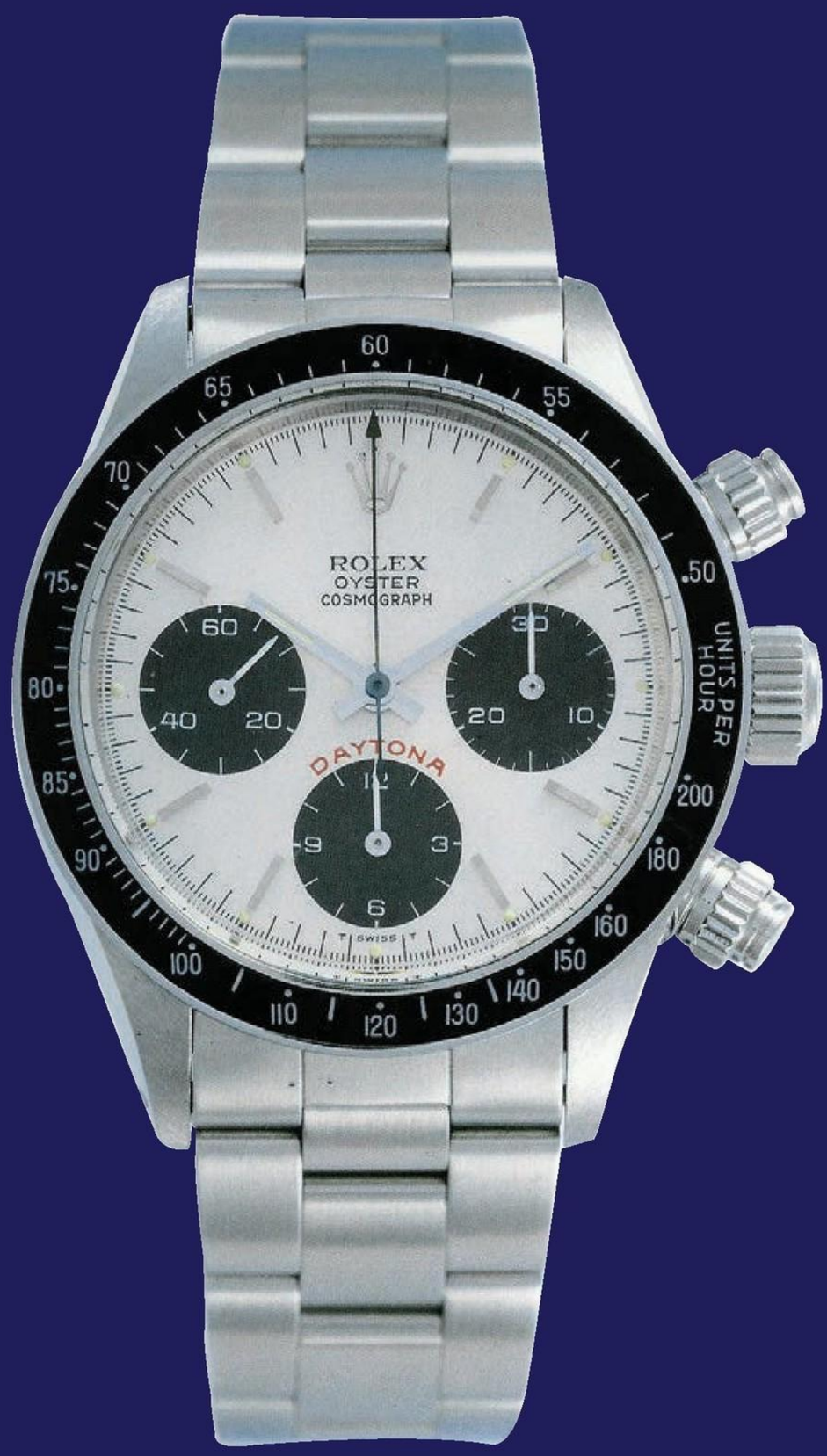
"I think," he said, "that the current range of cars is the best in Jaguar's history." Of course, this is a head of marketing talking, and they are not known for speaking ill of their product. But the more I think about it, the more he has a point.

Some might argue that the cars Jaguar has on sale now aren't individually as great as the company's icons such as the E-type, D-type or C-type, but those were not on sale at the *same* time. In fact, the only time I think the company had such a strong line-up was between 1962 and '65, when it was making the E-type (the current XK), the Mk 2 (XF) and the Mk X (XJ). No doubt this type of talk will infuriate fans of the Mk V and Mk VII as they were both being built at the same time as the XK120 and C-type. However, this is purely an observation that Jaguar's current cars are quite simply very, *very* good.

I was astonished that the XFR was so nimble around the track, as not only was it running on normal tyres and with normal brakes, it actually felt quicker than the XKR. I mentioned this to one of the professional drivers and they agreed. I brought it up again that evening with a couple of fellow journalists and I was literally shouted away from the table, so perhaps it is a matter of opinion. Much like the observation about Jaguar's line-up…



Jaguar XFR actually felt quicker than the XKR (above) on track, to some…



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Charlie Wooding

Donington gets race OK

THE FINAL GREEN LIGHT FOR the return of racing to Donington Park was given on August 6, when delegates from the FIA and MSA allowed permission for the new circuit operators to complete planned safety works at the East Midlands venue.

The work is being completed by the Adroit Group through its new subsidiary Donington Park Limited, and racing will return with the Masters Donington Revived meeting on September 3-5.

Steve Watton, DPL operations director, said: "This was a historic day, even in the context of the rich history of this place. I would like to thank everyone who has expressed messages of support through the difficult months. But Donington is back! I now ask the many British motor racing fans out there to show their support by coming to see our races."

The first meeting will feature 14 races covering all of the Masters classes and headlined by Grand Prix Masters and World Sportscar Masters. The Gentleman Drivers grid will be split at the 3-litre mark, with cars over 3 litres taking part in a two-hour race which will start at 5pm on Saturday and run on into the evening.

In addition to the race programme, which will be the first at Donington for a year, special demonstration sessions will be held on Saturday and Sunday headed by cars from the Donington Collection. The demo runs will cover three groups: Pre-War Donington racers, race cars of 1977 and Gods of the Track.

Prescott hillclimb records rewritten

A RECORD CROWD AND TWO significant hill records marked the annual Vintage Sports-Car Club's Prescott Speed Hill Climb, as over 10,000 spectators and 250 entries crammed into the Gloucestershire venue.

For the intrepid Mark Walker it was a bittersweet weekend as he claimed one new record, but lost another.

Walker was mighty at the wheel of the 1905 Darraq 200hp Land Speed Record-breaking car that he has just restored. His target was the Edwardian record of 51.76sec, set in 2003, and on his first timed run he achieved 47.96sec.

James Baxter set the fastest time of the day with a 40.18sec climb in his 1934 Frazer Nash, breaking the 41.40sec mark set by Walker's Parker GN in 1997.

Croft Nostalgia to be repeated

THE INAUGURAL CROFT NOSTALGIA WEEKEND HAS BEEN HAILED A SUCCESS, with more visitors than expected at the North Yorkshire track for an event that mixed four decades of historic racing with themed displays and entertainment.

"This event has really captured the public's imagination – it was a fantastic turnout, far bigger than we'd anticipated for a first event," said circuit manager Tracey Morley. Star names from Croft's racing history in attendance over the first weekend of August included Andy Barton, Jimmy Blumer and Tony Sugden. Plans are already being made to repeat and expand the event in 2011.



LAT

Hundreds of cars for Kop celebration

THE CENTENARY OF THE FIRST KOP HILLCLIMB WILL BE CELEBRATED AT PRINCES Risborough on September 25/26, when more than 300 historic vehicles will take part in demonstration runs on the short hill.

The Kop (left) was first used for recognised motorcycle competition in 1910 and it stayed in use until 1925, when an accident on the hill led to the banning of competition on public roads.

Cars entered for the second Kop revival include several Ecurie Ecosse Jaguars from the stable of Dick Skipworth, Simon Taylor's HWM Stovebolt Special and the 1913 Mercedes Grand Prix car of David Biggins.

HISTORIC RACING DIARY

SEP 3-5 MASTERS FESTIVAL
DONINGTON PARK, admission tbc
www.themastersseries.com

SEP 4 CSCC RACE MEETING
SILVERSTONE, admission £10
www.silverstone.co.uk

SEP 4/5 50th ANNIVERSARY MEETING NOGARO (F)
www.circuit-nogaro.com

SEP 4/5 VSCC HILLCLIMB
LOTON PARK, admission £10
www.vscc.co.uk

SEP 5 CHELSEA AUTOLEGENDS
ROYAL HOSPITAL CHELSEA, admission £12
www.chelseaautolegends.com

SEP 7-9 TOUR BRITANNIA
The classic race and rally tour
www.tourbritannia.com

SEP 10-12 CLASSIC ENDURANCE RACE SILVERSTONE, admission £25
www.silverstone.co.uk

SEP 10-12 JAN WELLUM HISTORIC MEETING NURBURGRING (D), admission €38
www.nuerburgring.de

SEP 10/11 HISTORIC TOUR OF FLANDERS RALLY FLANDERS (B)
www.omloopvanvlaanderen.be

SEP 11 HSCC RACE MEETING
BRANDS HATCH, admission £12
www.motorsportvision.co.uk

SEP 11/12 CSCC RACE MEETING
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SEP 17-19 GOODWOOD REVIVAL
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www.goodwood.co.uk

SEP 18/19 CIRCUIT DES REMPARTS RACE MEETING
ANGOULEME (F)
www.circuit-des-remparts.com

SEP 25 MSA BRITISH HISTORIC RALLY CHAMPIONSHIP
SCARBOROUGH
www.rallyyorkshire.co.uk

SEP 24-26 CLASSIC SIX HOURS RACE MEETING
SPA-FRANCORCHAMPS (B)
www.motorclassic.com

Historic Racing News

Classic crowd figures up

THE NEW PROMOTER OF THE Silverstone Classic has declared the 2010 event a success and is already working on the race line-up for 2011. Crowd figures were up this year by 10 per cent over '09, with a total audience of 73,000.

Event promoter and HGPCA racer Nick Wigley, who took over control of the event in the final run-up to this year's Classic, said that changes to the race line-up were likely for 2011. "We have been approached by several major historic racing championships that were not competing this year, all eager to be part of the show in 2011," he added.

Although many grids were full, several smaller grids ran in July and Wigley is keen to see as many capacity grids as possible on the Historic Grand Prix circuit.

"We are also keen to broaden the family appeal with enhanced live music as well as an expanded celebrity race," said Wigley, as he announced a provisional date for 2011 of July 22-24.

This year's event featured the historic racing debuts of touring car stars Paul Radisich and Mike Jordan, both in Lotus Cortinas in the U2TC series. Radisich was invited to share several cars with fellow Kiwi Roger Wills, while Jordan shared the car of Philip Walker and bagged a podium finish.

On the downside, the new pitwall at Club claimed several victims. Carlos Monteverde spent a night in hospital after clouting the wall in his Jaguar E-type, while Simon Hadfield damaged the Lola T70Mk3B of Leo Voyazides when clipped by another car.



Jakob Ebrey

Iberian finale for Masters series

THE MASTERS RACING SEASON WILL conclude with an Iberian double-header in October, featuring back-to-back weekends at Portimao in Portugal and Monteblanco in Spain.

The second Historic Festival at the Algarve track (October 15-17) will be headlined by the FIA Historic Formula One Championship finale, while a full Masters programme will include races for U2TC touring cars, Formula Junior and a two-hour enduro for the Stirling Moss Trophy.

"We have 14 races for 12 categories and over 300 entries, which is 20 per cent more than last year," said promoter Francisco Santos.

Also making the trip will be the 500cc Formula 3 cars, with a record 34-car grid for the first such race in Portugal. "This is the category's furthest event ever," said co-ordinator Nigel Ashman.

Six days later the Masters classes, including GP Masters, will race at the nearby Monteblanco circuit in Spain.



Paul Lawrence

Lotus classics reunited on track

TWO LOTUS 25s SHARED A GRID FOR THE first time in more than 45 years when the cars of Andy Middlehurst and Nick Fennell contested the HGPCA race at the Silverstone Classic (above).

Middlehurst raced chassis R4, now owned by Australian John Bowers, which was the car that Jim Clark used to win the 1963 World Championship. Fennell raced chassis R5 and both cars were tended by Classic Team Lotus, with 1960s Lotus engineer Bob Dance on hand to oversee them.

"I'm very privileged to drive the 25 and it's a big responsibility," said Middlehurst. "I have to pinch myself to believe I'm really driving it."



Paul Lawrence

Drogo Ferrari returns to racing

A RARE DROGO-BODIED FERRARI 250 raced at Silverstone in the hands of father and son Larry and Nathan Kinch (above), eight years after the body was discovered in a barn.

Piero Drogo developed several aerodynamic bodies for the 250 GTO in period, including the famous 'Bread Van'. This particular body was fitted to a 250GTO in 1965, but was then removed in the late '70s.

Ferrari enthusiast Kinch acquired the bodywork eight years ago and had it rebuilt around a 250GTE chassis by GTO Engineering. "It was found in a barn in England," said Kinch. "We've tried to keep it as original as possible."

IN BRIEF

■ The ex-Jo Schlesser Brabham BT10 has returned to racing this season for the first time since the '60s. Ecurie Ford France ran the 1-litre F2 car for Schlesser in 1964 and Guy Ligier in '65. It was later used on the hills and has recently been restored by Grant Wilson for new owner William I'Anson.

■ The 75th anniversary of the Limerick Grand Prix was marked by a parade around the Irish street circuit in August, with a collection of pre-1940 cars completing several laps of the original track. The first race in 1935, run over a 2.7-mile course, was watched by 50,000 people and was repeated in 1936 and '38.

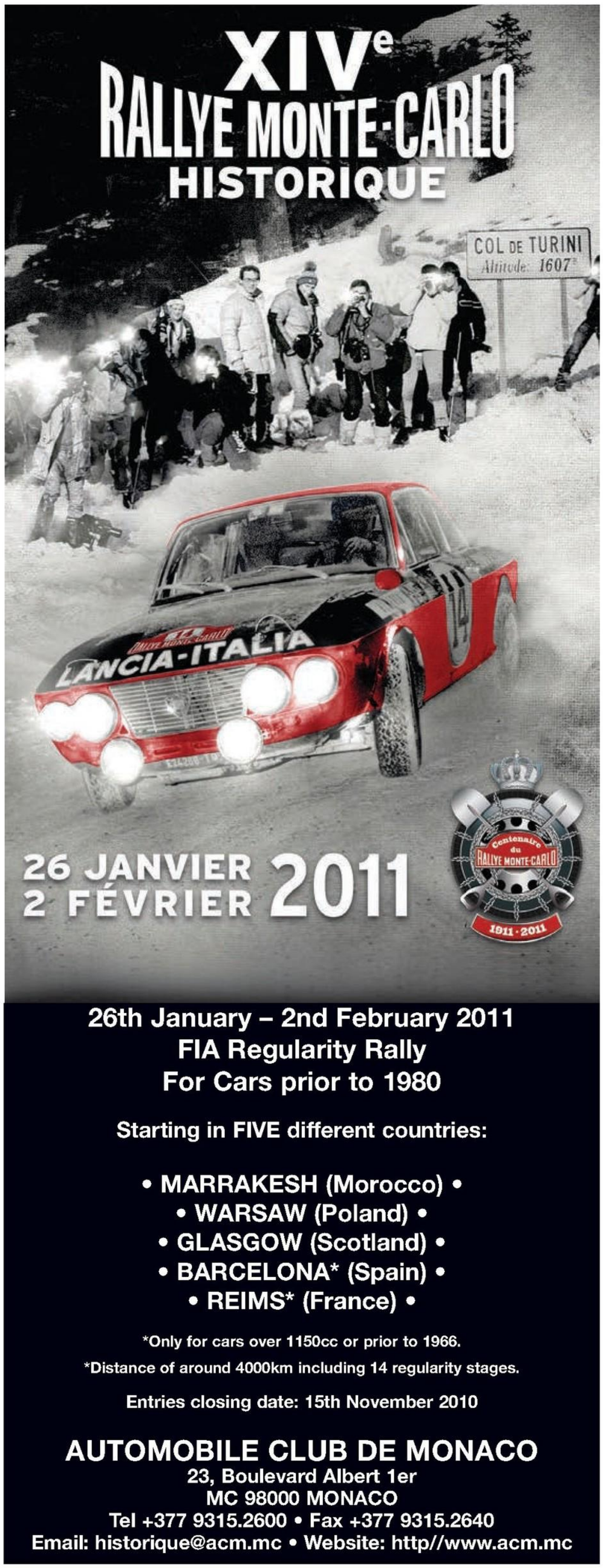
■ The Roger Albert Clark Rally will have its biggest overseas entry so far when up to 10 Belgian crews line up at Pickering on November 26 for the four-day blast through classic forest stages in northern England and Scotland. Six cars from the Regnier Sport Organisation will take part, including team boss Pascal Regnier in a Ford Escort Mk2.

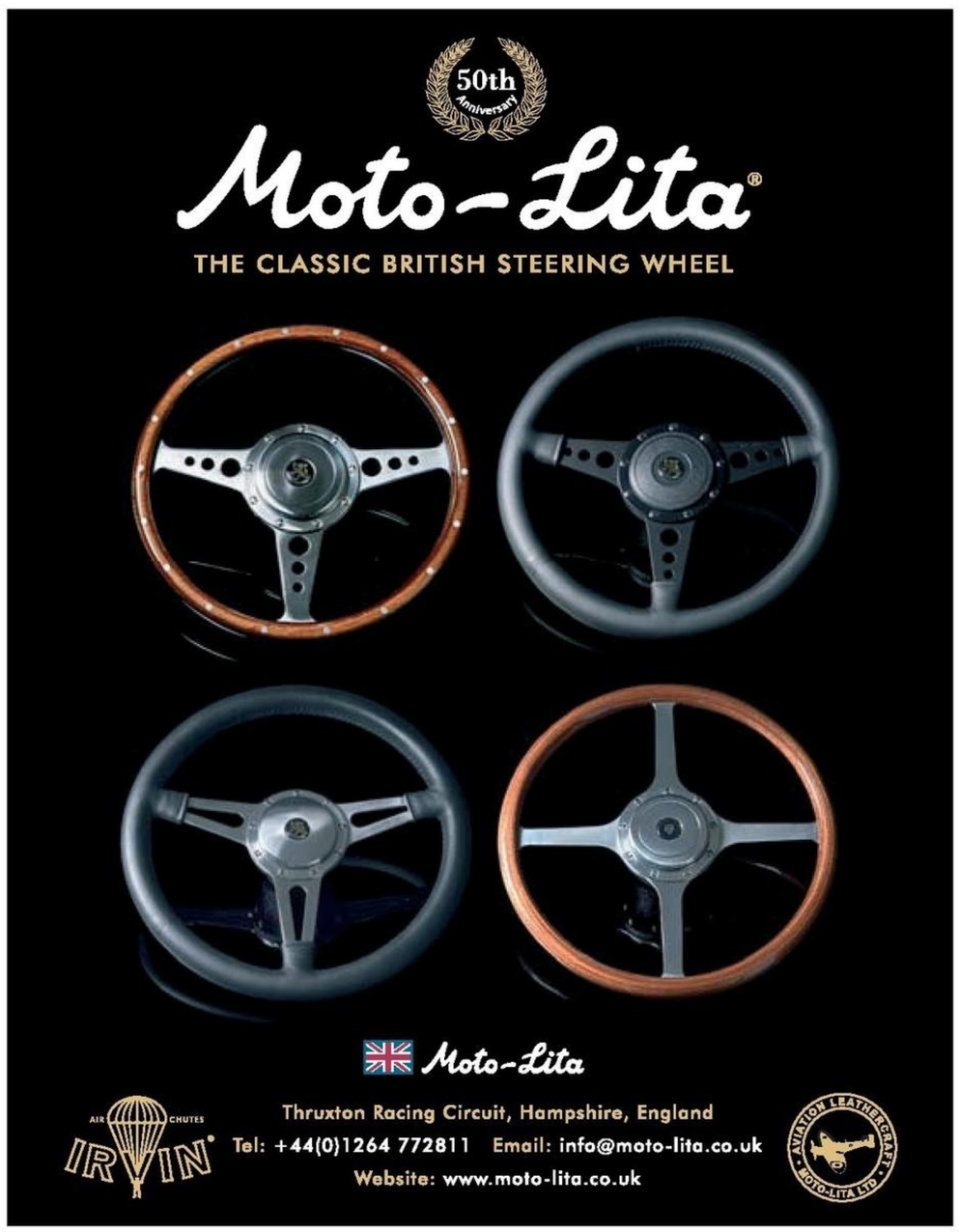
■ One of the rare Porsche 356 Abarth GTLs starred in the inaugural running of the Royal Automobile Club Historic Tourist Trophy at the Silverstone Classic. Sadly the Porsche museum car ran its bearings in qualifying. Based on a 356 chassis with an aluminium body, it is thought just 21 such cars were built in 1960/61.

■ The HSCC series for 1600cc F3 cars will carry the 'Tony Brise Trophy' title in 2011 in an effort to get more of the early '70s racers back on track. Cars from the era, whether running or not, are invited to Brands Hatch on September 11 to show support for the initiative.

■ There are plans to race the famous ex-Jim Clark/Ian Scott-Watson Porsche 356, registered 'UUL 442', more often now that it is owned solely by Tom Pead. Clark used the car in his early career and then as his everyday road car. "His name is on the log book," said Pead.

■ The Midland Automobile Club has appointed a new Club Secretary to succeed Roger Thomas, who is planning to retire. The club, which has operated the Shelsley Walsh Hill Climb since 1905, has appointed Neville Thomson to promote the use of new facilities at the venue.


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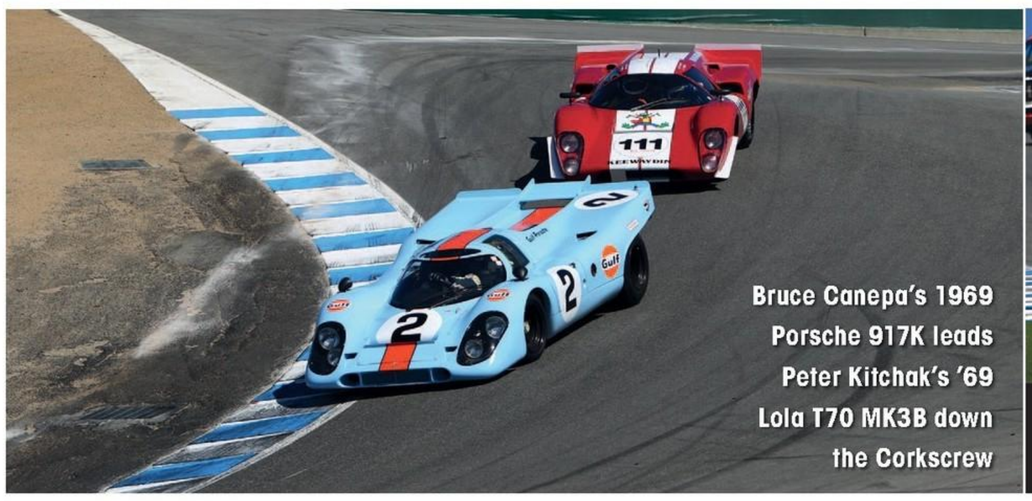
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Best of Show: 1933 Delage D8S De Villars Roadster belonging to the Patterson Collection. Pebble Beach Chairman Sandra Button and Master of Ceremonies Edward Hermann make the announcement



Bruce Canepa's 1969 Porsche 917K leads Peter Kitchak's '69 Lola T70 MK3B down the Corkscrew



Ken Epsman's 1970 Dodge Challenger battles with Christie Edelbrock's 1968 Chevrolet Camaro during the 1966-72 Trans-Am Group race

Top-dollar show

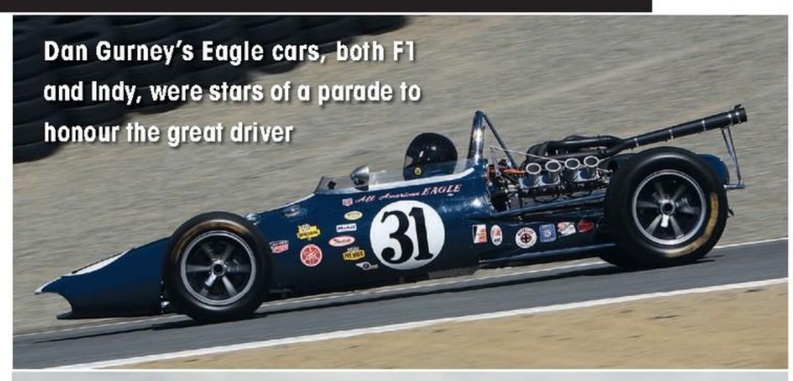
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BY DENIS L TANNEY

Pebble Beach Concours is considered the pinnacle of all car shows. It oozes luxury, style and money. It also gives the American public an opportunity to view some of the most gorgeous automobiles ever created.

For the past 60 years, collectors have gone through hoops to get their cars to the Californian event. Many have spent more money restoring their rolling sculptures than a good portion of the public has ever made in a lifetime. And once a car has been shown at Pebble and does in fact take the top prize – Best of Show – that car's value will more than double or treble overnight. This year that honour and good fortune fell to the Patterson Collection based in Louisville, Kentucky, as its 1933 Delage D8S De Villars Roadster scooped the top prize.

At Laguna Seca legendary US racer, car builder and team owner Dan Gurney was honoured at the Rolex Monterey Motorsports Reunion, as 600 classic cars took to the track for a colourful selection of demonstrations and 19 races. Winners included Alex Buncombe (Lotus 19) and Charles Dean, who took the spoils in the Bugatti race driving his T51. Bruce Canepa was a double winner in his Porsche 917K and Ford Mustang Trans-Am, while Charles Nearburg's Williams FW07B scored in the well-subscribed 60 years of the Formula 1 World Championship race.



Dan Gurney's Eagle cars, both F1 and Indy, were stars of a parade to honour the great driver



The crowds are huge at arguably the world's greatest Concours



Rudy Junco's ex-Patrick Depailler six-wheel Tyrrell P34

Denis L Tanney

It's the racing that rocks

The return of Stirling Moss was among many track highlights at this year's Silverstone Classic; whether Jedward will be welcomed back is another matter...

BY ROB WIDDOWS



With the track still warm from the hothouse that was the British Grand Prix, out came the collectors' cars and bikes for the Silverstone Classic, following the black lines laid down by the Red Bulls and McLarens. This time, though, they turned left at Abbey and plunged through the 'old' Bridge corner.

Full grids, great races, the return of Sir Stirling Moss, celebrity chefs in Fiat Abarths, hot rod shoot-outs, rock concerts, car parks stuffed with gleaming classics, a Victorian funfair, a 'retail village' (lots of shops) and hot air balloons all featured. There would have been a kitchen sink, were it on wire wheels.

There is, however, one small problem with historic racing at a modern Formula 1 circuit such as Silverstone. The place is so vast that you feel a small step away from being truly involved. It's nobody's fault, it's simply the way it is. The circuit will always feel empty without a capacity crowd. Bums on seats and faces behind fences are a part of the spectacle. Sure, plenty of people came, but only the diehards watched the racing, the rest preferring to party.

Yet you cannot fault the racing. It was a sweet reminder of the days when racing cars all looked and sounded different. Close your eyes and you still knew there was a Ferrari coming, an Aston Martin thundering by. The racing, it has to be said, is what this event does best.

If only they'd preserved the old Woodcote for such occasions. Nostalgic nonsense? Maybe, but that is all a part of reeling back the years.

The latest incarnation of this meeting – previously the Coys Festival – was the most ambitious yet. An auction of historic cars is now staged by Bonhams and that's but one of many more wide-ranging developments. The Classic offers what is described as 'flat-out fun for all the family' rather than a pure motor racing meeting, bringing Jedward to the same party as front-engined Grand Prix cars. Baubles and Bugattis. The balconies of the British Racing Drivers' Club were mercifully deserted by the time rumbling exhausts had been replaced by the chirruping of John and Edward Grimes, whose music will never be described as classic.

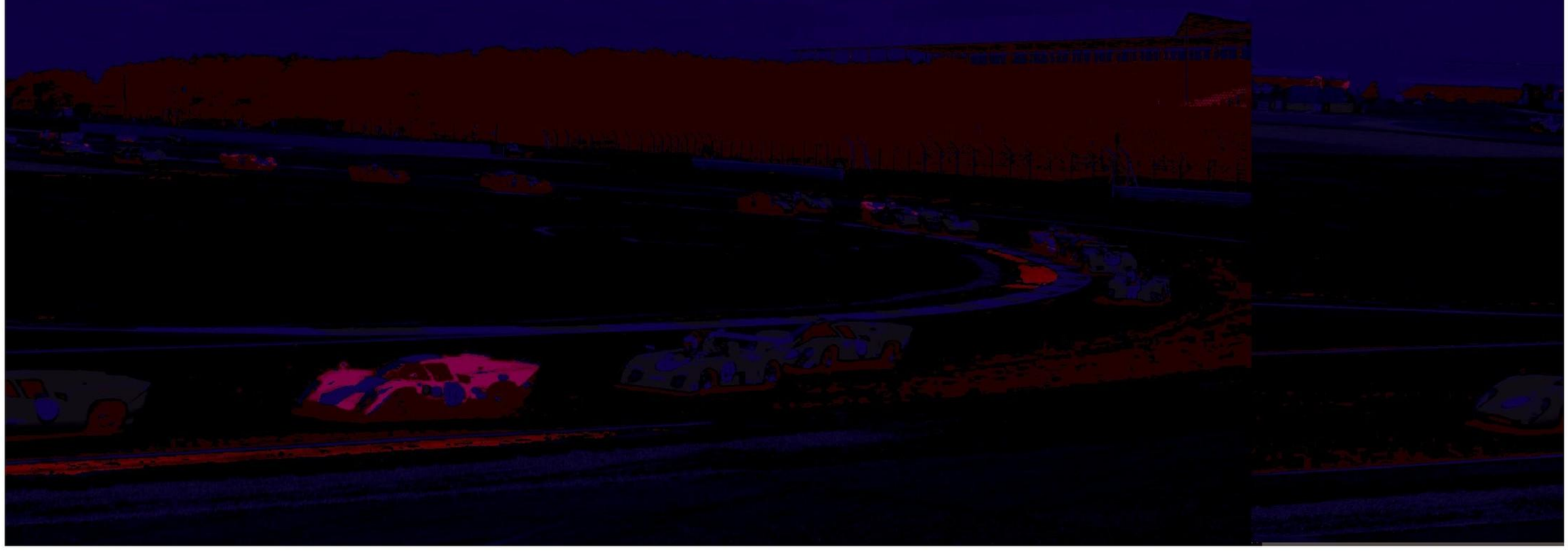
The man in charge of this eclectic weekend is Nick Wigley, a historic racer himself and the founder of Goose Communications, which has won the Classic contract for the next 15 years. Not only is he ambitious, he's also a realist.

"We will never be the Goodwood Revival and nor are we trying to be," he said. "That is a masterful piece of theatre and Lord March does it very well indeed. It would be pointless to copy Goodwood. We have the British GP circuit which means we can give people huge grids, up to 48 cars, bigger than anywhere else, and we can race nearly 12 hours a day. The opportunities are endless.

"The racing, which is the core of this event, is the most important thing and it's fantastic. You may not see many spectators in the grandstands, but the event is clustered on the infield where we have truly exceptional displays by owners' clubs who bring a wonderful collection of cars for people to enjoy. We still have another 750 acres to play with at Silverstone, so I want to extend the entertainment around the circuit and then I think we will see more people in the grandstands."

Selling this event as 'Rock and Racing' reached a high last year with the appearance of Carlos Santana. This summer, however, Wigley agreed that perhaps the introduction of X-Factor participants may have been misconceived.

"The previous organisers felt this would bring younger people in," he said, "but I'm not sure it worked. We must do music that is complimentary to the audience we have, and in future we should have the classic rock bands as well as some











Italian Historics. Top: Bill Coombs was 'Driver of the Weekend' in Tyrrell 009



FJunior and Under 2-Litre Tourers boasted big grids



FJ winner Jon Milicevic. Top: races were hard fought

classical music. Many people camp here for the weekend so we must have entertainment in the evening, like the dusk races on Friday and Saturday, as well as the concerts. Next year you can expect better music and more of it."

Neatly combining rock with racing, Rick Parfitt Jr was the hero of Friday and Saturday nights, the karter and singer winning the Fiat Abarth celebrity race before taking to the stage with his band: "My life is complete, I've won at Silverstone. My first car race. I'd like to do some more." This he achieved after an epic battle with Travis drummer Neil Primrose, who claimed Parfitt pushed him off. Celebrities, racing drivers, they all have the same book of excuses.

Those who were there for the sport itself may remember the 2010 Classic for the return of Moss, more than half a century after he first raced at Silverstone and just a few months since he fell down a lift shaft and smashed his ankles. Sharing his 1956 OSCA with Ian Nuthall in the Woodcote Trophy, he was back on track. There will surely never be another British racing driver to be so thoroughly embraced by the nation, to be so revered by those who understand what it's all about. He is frail now, in his 81st year, but not in the usual sense of the word. Sir Stirling is made of sterner stuff. In his day few but Fangio could outfox him and, springing from his wheelchair into the OSCA's cockpit, he was in fine form until the car let him down.

"She was stuck in fourth gear and that's just too high here – third I could have coped with," he lamented. "But we were flying and beating Chris Rea for the class win until I had to bring her in. I really enjoyed myself."

Saturday evening's race was a high point, with the Italian Historic Car Cup preceded by tenor Adriano Graziani's fine rendition of '*Con Te Partiro*' on the grid. The last strains of this romantic classic drifting into the sky, Italian engines were lit up for an hour's racing. As the sun dipped below the grandstands, Michael Caine and Grant Tromans brought their Abarth-Osella over the line for an easy victory over a gorgeous gaggle of Alfas, Ferraris and Maseratis. Not so easy was Jon Milicevic's triumph in a torrid Formula Junior scrap, which saw 61 entries whittled down to a mere 44 starters – just as it used to be in the heyday of these 1-litre screamers. Milicevic, in a Cooper T59, pipped the Caravelle Mk2 of current F3 racer Callum MacLeod by just three-hundredths of a second. The feast of noise and colour that was the World Sports Car Masters race was won by Steve Tandy, who did the full hour in his Lola T70 on his own, his first big historic victory. Great stuff.

Great, too, was the much-vaunted Royal Automobile Club Tourist Trophy for Historic Cars, the weekend's feature race. An impressive pitstop helped Carlo Vogele and Willie Green to victory in their beautiful Ferrari 330 GTO ahead of Richard Attwood and Stuart Graham (Aston Martin DB4GT). The crowd loved the monstrous noise and power of the Alan Mann Trophy for 'Big-Engined Touring Cars', with Leo Voyazides in his Ford Falcon closing proceedings in style after a battle with John Young's Ford Mustang.

The Silverstone Classic deserves to succeed. The weekend is a lot of fun and, under its new management, there's every sign of greater things to come. Ⓜ



Big-engined tourers were a crowd-pleaser. Left: Steve Tandy (21) won World Sportscar Masters in Lola T70

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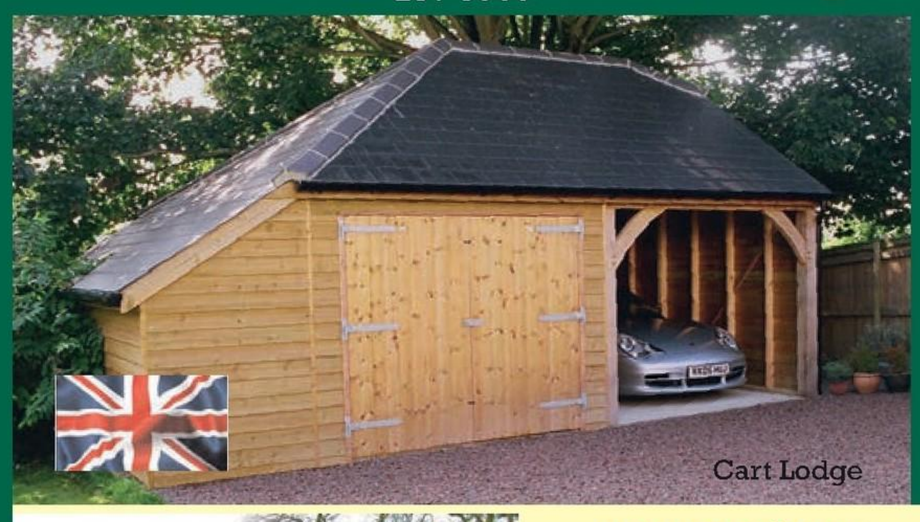
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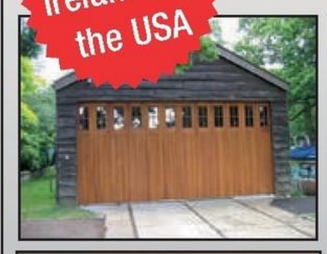
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Gorgeous Ferrari 250GT LWB made £4.6m at Pebble Beach

Pawel Litwinski/Gooding & Company

Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– GOODING AND COMPANY –

Having been appointed as the 'official' auction house of the Pebble Beach Concours d'Elegance at Monterey in August, Gooding and Company managed to sell more than £41.25 million worth of cars.

That's an astonishing figure, especially when you consider that 106 cars were sold, meaning that the average price per car was a shade under £400,000. The figures don't stop there as Gooding also managed to set six new world records for prices achieved, breaking the $6m (£3.8m) mark on three cars and the $1m (£640,000) mark on 13 cars.

Star of the show was the 1959 Ferrari 250GT LWB California Spider Competizione that finished fifth overall in the 1960 Sebring 12 Hours. After some spirited bidding the hammer finally fell at £4,641,994.

– RM AUCTIONS –

RM had a similarly successful weekend at Monterey. Three sales on Friday, Saturday and Sunday attracted the greatest number of registrants the company has ever witnessed, and bidders from 29 different countries.

Motor Sport closed for press before RM could give official figures, but it did announce that it managed to sell 95 per cent of the cars that went to auction – another impressive statistic. Disappointingly for the auction house, the items which did not sell included two particularly important lots – the 1958 Ferrari 250 'Pontoon Fender' Testa Rossa which reached a high bid of £6.8m, and the 1931 Bugatti Type 51 Grand Prix car which had a top bid of £1.8m.

Competition cars are always harder to sell than their road-going cousins, but RM Auctions was not ruling out post-sale transactions, such was the interest in the two lots.

Many of the cars went for well above their estimates during the weekend, and 14 lots went for over $1m, showing once again how strong the American market is at the moment.

– BONHAMS –

Bonhams and Butterfields sold an impressive 102 cars, an aeroplane and a boat at its Quail Lodge sale on August 13. The company sold over £11.5m worth of machinery and automobilia partly thanks to the Michael Amalfitano collection of competition cars, which went for much more than predicted.

Bonhams was breaking records over the weekend with the 1972/3 Porsche 917 Interserie Spyder (below) going for £2,528,994, making it the most expensive Porsche ever to be »»»



FORTHCOMING AUCTIONS

■ **SEPTEMBER 11 BONHAMS** Collectors' Motor Cars, Motorcycles and Automobilia, Beaulieu Autojumble, National Motor Museum *Tel: 020 7447 7447*

■ **SEPTEMBER 11 BONHAMS** Automobiles de Collection, Weekend de l'Excellence Automobile, Reims Circuit, Reims, France *Tel: 020 7447 7447*

■ **SEPTEMBER 15 H&H SALES LTD** Classic Collectors' Cars, The Pavilion Gardens, Buxton *Tel: 08458 334455*

■ **SEPTEMBER 17 BONHAMS** Collectors' Motor Cars and Automobilia, Goodwood Revival, Chichester, Sussex *Tel: 020 7447 7447*

■ **SEPTEMBER 18 OLDTIMER GALERIE** No Limit Auction, Toffen, Switzerland *Tel: 0041 (0) 31 819 6161*

■ **SEPTEMBER 22 BRIGHTWELLS CLASSIC CARS** Motorcycles and Automobilia, Easters Court, Leominster, Herefordshire *Tel: 01568 611122*

■ **SEPTEMBER 23 DVCA** Classic Collectors' Cars and Related Automobilia, The Gartell Light Railway, Yenston, Somerset *Tel: 01963 363353*

■ **SEPTEMBER 23-25 BARRETT-JACKSON** Las Vegas Auction, Mandalay Bay, Nevada, USA *Tel: 001 480 663 6255*

■ **SEPTEMBER 26/27 BARONS** British Heritage, Classic and Collectors' Cars Esher Hall, Sandown Park, Surrey *Tel: 023 8066 8413*

■ **OCTOBER 2 COYS** Collectors' Cars, Ascot Racecourse *Tel: 020 8614 7888*

■ **OCTOBER 8 RM AUCTIONS** Vintage Motor Cars of Hershey, Hershey Lodge, Pennsylvania, USA *Tel: 001 519 352 4575*

■ **OCTOBER 22 H&H SALES LTD** Classic Collectors' Cars, Haynes Motor Museum, Yeovil, Somerset *Tel: 08458 334455*

■ **OCTOBER 23 COYS** Collectors' Cars, Fiera D'Epoca, Padova, Italy *Tel: 020 8614 7888*

■ **OCTOBER 25/26 BARONS** Classic, Collectors' and Historic Cars, Esher Hall, Sandown Park, Surrey *Tel: 023 8066 8413*

■ **OCTOBER 27 RM AUCTIONS** Automobiles of London, Battersea Evolution, London, *Tel: 020 7851 7070*

■ **NOVEMBER 5 BONHAMS** Veteran Motor Cars and Related Automobilia, New Bond Street, London *Tel: 020 7447 7447*

■ **NOVEMBER 17 BONHAMS** Collectors' Motor Cars, Motorcycles and Automobilia, Yorkshire Event Centre, Harrogate *Tel: 020 7447 7447*

sold at auction. This particular car was raced by Mike Hailwood and David Hobbs at Le Mans, and Jurgen Neuhaus and Jurgen Barth in the Interserie championship.

Elsewhere Bonhams sold the 2006 Honda F1 'Bonneville 400' for £51,000 at its Collectors' Motor Cars sale at Silverstone on July 24. The Formula 1 Speed Record holder managed 397kmh (246.68mph) at the Bonneville Salt Flats and went into the sale with an estimate of only £10-20,000.

– ARTCURIAL –

The Artcurial sale at the Le Mans Classic on July 9 included some great competition cars as well as some interesting automobilia. Even though the star of the sale – the 1995 McLaren F1 GTR BMW Art Car – did not sell, the auction house still managed to find new owners for over £5.5m worth of cars and memorabilia. A 1930 Bentley Speed Six Le Mans tourer went for an impressive £611,068, while a restored 1960s Gulf petrol pump fetched £4232, and a rare lithograph of Asterix driving a Ferrari chariot that was made in 1980 for the Ferrari France Club sold for £3702.

– HISTORICS AT BROOKLANDS –

The new auction house has confirmed a convertible Aston Martin DB5 for its second sale on September 25. The car is expected to fetch around £450,000, more than 100 times its original sale price of £4562. A 1949 Bentley Mk VI drophead coupé (£70-80,000), a 1965 Ferrari 'GTO Evocazione' (a 330 rebuilt to resemble a 250GTO, with a £190-240,000 estimate), a 1936 Lagonda LG45 Pillarless sporting saloon (£65-75,000) and a 1982 BMW 732i once belonging to Roald Dahl have also been confirmed for the sale.

– H&H SALES LTD–

At its auction in Buxton on July 21 H&H sold the 1935 Singer Nine TT Team Car for £132,000. The racer has history at Le Mans, the Ards and the Donington TTs, and was restored in time for the Ards 75th anniversary in '03.

AUCTION RESULTS

JULY 9 ARTCURIAL
- 1962 Porsche 356 Carrera 2/GS 2000: £156,017
- 1971 Alpine A110 1600 Group IV (ex-works): £117,391
- 1962 Panhard CD Coupé Le Mans: £136,956.
- 1930 Bentley Speed Six Le Mans tourer: £611,068

JULY 17 COYS
- 1933 Lagonda M45: £158,685
- 1994 Jaguar XJR-15 Sport: £130,000

JULY 21 H&H SALES LTD
- 1947 Lagonda Prototype 'LBS EX1': £45,100
- 1957 AC Aceca Bristol (1958 RAC Rally entrant): £51,200
- 1935 Singer Nine TT Team Car: £132,000

JULY 24 BONHAMS
- 2006 Honda RA106 'Bonneville 400' (F1 Speed Record-holder): £51,000
- 1972 Datsun 240Z sports racing coupé 'Big Sam': £78,500

AUGUST 13 BONHAMS
- 1972/3 Porsche 917 Interserie: £2.53m
- 1930 Mercedes-Benz 7.1-litre SS Tourer: £1.62m
- 1967 Porsche 910 (ex-works): £508,280
- 1908 Thomas Flyer 4-60 Tourer: £467,323
- 1937 BMW 328 Roadster: £425,245

AUGUST 13/14 RM AUCTIONS
- 1938 Talbot-Lago T150C Lago Speciale teardrop coupé: £2.95m
- 1954 Ferrari 375 MM Berlinetta: £2.95m
- 1955 Jaguar D-type: £1.34m
- 1949 Delahaye Type 175 S roadster: £2.11m
- 1959 Ferrari 250GT LWB California Spyder: £1.67m
- 1964 Shelby Cobra USRRC roadster: £1.02m
- 1979 Ferrari 512 BB/LM competition berlinetta: £562,608

AUGUST 14/15 GOODING & COMPANY
- 1959 Ferrari 250GT LWB California Spider Competizione: £4.64m
- 1951 Ferrari 340 America Spider: £1.61m
- 1969 Lola T70 Mk3B: £315,765
- 1955 Maserati A6G/54 Berlinetta: £1.02m
- 1956 Stanguellini 1100 Bialbero Sport: £140,361
- 1966 Ferrari 365 California Spider: £561,499
- 1966 Ford GT40 MkI: £1.05m
- 1949 Talbot-Lago T26C: £393,002
- 1928 Mercedes-Benz S 26/180 boattail speedster: £2.39m
- 1933 Alfa Romeo 8C 2300 Monza: £4.28m
- 1961 Ferrari 250GT SWB Berlinetta: £3.9m
- 1956 Maserati 200SI: £1.69m
- 1937 Jaguar SS100: £667,530

(Gooding & Company results were still unofficial as Motor Sport closed for press)

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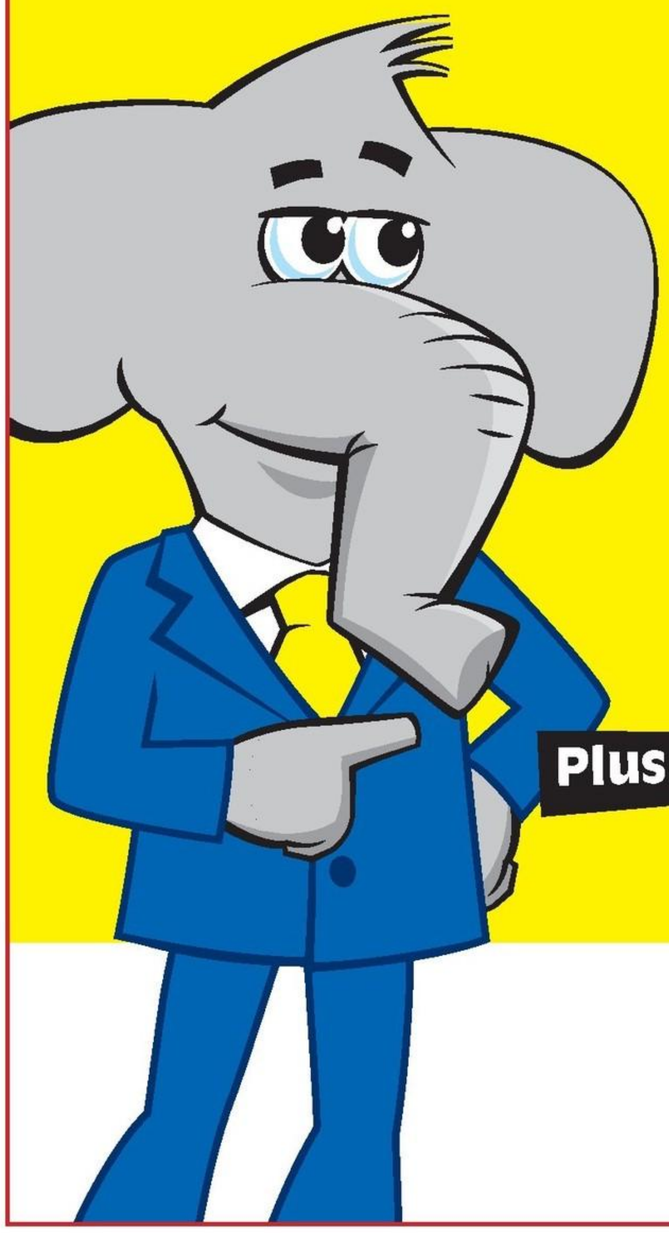
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CELEBRITIES RACE TO SILVERSTONE

While Sir Stirling Moss may have been one of the big racing names at the Silverstone Classic on July 23-25, other famous faces from television, sport and radio were also competing and performing at the event. X-factor contestants Danyl Johnson, Ruth Lorenzo and, er, Jedward took to the stage alongside The Yardbirds, Dr Feelgood and Rick Parfitt Jr.

A celebrity race was run in aid of the Bobby Moore Fund for research into bowel cancer. The BSM Centenary Abarth 500 Celebrity Challenge included the likes of Parfitt, who won, Travis drummer Neil Primrose and TV chefs James Martin and Heston Blumenthal.

"That was mental," said Primrose after the race. "Rick pushed me off and then I cooked my tyres, but it's good to come and have a play in aid of such a good cause."



Ruth Lorenzo



The Yardbirds



Ladies Day at the Hurlingham Club



Jodie Kidd



JODIE LEADS THE MASERATI GIRLS

Salon Privé, the UK's Luxury Super Car Event and Concours d'Elégance, is now in its fifth year and once again provided the opportunity to see some modern exotica as well as vintage supercars from around the world on July 21-23.

I was invited by Maserati GB to its 'Ladies Day' at the Hurlingham Club for an event that helped raise money for the Prince's Trust, the Rainbow Trust and the Prostate Cancer Research Centre.

Prior to that, Maserati arranged a visit to the new QMS Medicosmetic Spa in London which is owned by Quirina Louwman, who not only specialises in hand massages but also races a 1959 Lotus 15 at events such as the Le Mans Classic.

Back at the Ladies Day, a stunning 1932 Alfa Romeo Monza won the overall best in show, which was fitting as the marque celebrates its 100th anniversary.

RENAULT 5 TURBO

This pocket rocket was a Group B forerunner with performance to match its outlandish looks. World domination didn't beckon, but it took a few scalps on the special stages

BY RICHARD HESELTINE

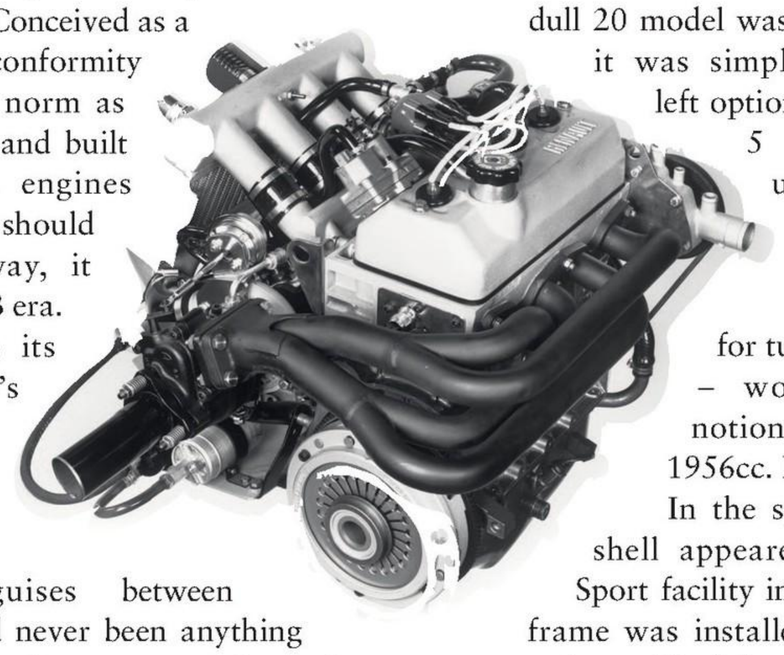


Jean Ragnotti's long association with the 5 Turbo included European championship outings, two Tour de Corse wins – this in '85 with the Maxi Turbo (below) and his famed '81 Monte win with Jean-Marc Andrié (right)



LAT

Profound wackiness was afoot. Renault had succeeded in creating a car that was both instantly recognisable and utterly surreal; a familiar shape that had been tweaked and honed, pushed and pulled to the point of absurdity. All trace elements of practicality were also removed for the sake of performance. When the 5 Turbo broke cover at the 1978 Paris Motor Show few onlookers took it seriously. Surely it was just a concept car. It was nothing of the sort. Conceived as a rally weapon, non-conformity swiftly became the norm as rivals followed suit and built hot hatches with engines where the rear seat should be. In its own way, it foretold the Group B era.



However, unlike its copyists, Renault's bonkers baby was also an honest-to-God road car – not far off 5000 were sold in various guises between 1981-86. There had never been anything quite like it before, and even now to those of us who came of age in the '80s images of Jean Ragnotti victorious on the 1981 Monte Carlo Rally in his yellow, white and black Cinq Turbo, or a wildly fishtailing Barbara Carrera leading the chase in rubbish Bond flick *Never Say Never Again* remain fresh, even if the exact details of their time and place do not.

Dreamed up in 1976 by Renault's *directeur a la direction du produit*, Jean Terramorsi, the resultant 5 Turbo (retrospectively known as Turbo 1) emerged in October '78. It had been quite a journey. Returning to top-flight rallying appealed to the Renault board, but there were bumps in the road. First of all there was the small matter of deciding which engine should be slung into the back of the diminutive 5. The PRV V6 from the Renault 30 saloon was quickly batted away as its heft would have been an issue. The 2-litre four as found in the deathly dull 20 model was also evaluated but it was simply too long. That left option number three, the 5 Gordini's 1397cc unit, which when multiplied by 1.4 – the regulation's equivalency formula for turbocharged engines – would result in a notional displacement of 1956cc. Perfect.

In the spring of 1977 a 5 shell appeared at the Renault Sport facility in Dieppe. A tubular frame was installed along with rear suspension robbed from an Alpine A310, with a Garrett T3 turbo now allied to the iron block four-banger. On March 9 1978, Renault Sport chief Gerard Larrouse and engineer Michel Tetu gave 'Project 822' its maiden run. With lessons learned, work then began on a second prototype, this time with production in mind, hence an integral 'superstructure' rather than some welded in cage. The rear suspension was now borrowed from the A310 Group 5 car, albeit somewhat beefed up. The front of the car was also lengthened as the spare tyre had to go somewhere. Intriguingly, in an effort to disguise what was going on, Renault Sport's boffins took to carrying out engine development work using a Lancia Stratos test mule, we're told.

But not for Renault a purpose-built supercar. The new strain of rally car had to retain as close a family resemblance to the regular 5 as possible. The initial design was sketched out by Marc Deschamps, with clay modelling work performed by Bertone. And the Latin styling house's resident genius Marcello Gandini (who Deschamps would replace at Bertone...) couldn't resist giving it a tweak or two of his



Hugh Bishop



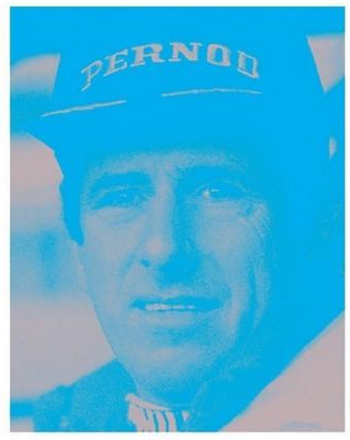
LAT

own. But ultimately this outline was rejected in favour of one by Cerisay body builder Heuliez. It was undeniably radical while clearly still a shopping car, the highly stylised wheels beneath the bulging composite wings being reputedly inspired by the shape of a turbocharger fan.

Launched in France on July 1 1980, Renault needed to shift 400 cars for homologation purposes. This was of no great concern as it received as many pre-orders before the first production car had even turned a wheel. Sadly Terramorsi didn't get to see his vision realised, having died in 1976. His legacy was a car that belied its competition roots to be a huge hit just about everywhere it was sold. So that would be Germany, Italy, Austria, Belgium, the Netherlands, Switzerland and... not the UK. Instead, enterprising enthusiasts took to importing their own. Similarly, a fair few wound up Stateside where the car continues to enjoy a cult following.

Offered initially with a choice of as many as two hues – eye-watering metallic Pomegranate Red or Olympian (electric) Blue, the car's cabin was equally striking. The instrument panel comprised 10 bronze-coloured dials which were backlit with a crimson glow whenever the ignition was switched on. And each car received a numbered plaque affixed to the dashboard, not that they corresponded with the chassis number, mind...

Before long some five cars were rolling out of the Dieppe factory each day, Renault following through with the Turbo 2 in 1983, which packed 160bhp (with as much as 210bhp being available), plus steel doors, tailgate and roof in place of the previous aluminium items (although some early Turbo 2s featured the lightweight panels just to annoy future historians). Production continued until early '86, with ➤➤➤



LAT

"I RALLIED ONE"

JEAN RAGNOTTI

From winning in F3 to taking pole at Le Mans, 'Jeannot' had done it all. But his '81 Monte win saw him 'arrive'...

"In 1977 I earned my first official contract with a manufacturer (Renault). It was a real privilege because even though I didn't have a fully defined role as a driver I was able to test all the company's products, from Grand Prix racers to sports cars. In my first year I developed the Alpine A110 rallycross car (and won the French title in the process) while working on what became the 5 Turbo.

"It was an important car for me, and for Renault. I put a lot of miles into developing it and winning the '81 Monte Carlo Rally was a great result for the firm, but perhaps even more so for me, being a French driver in a French car winning a World Championship-level rally in France. Until that point I had been viewed as a useful driver, no more, which was fine. I'd won the French rally championship in 1980 but this was an event like Le Mans that everyone wants on their résumé.

"Winning in Monte Carlo changed a lot. In the early days, turbo lag was really bad so the R5 wasn't easy to drive. The biggest problem was at St Bonnet in the snow where the service van failed to arrive with our tyres: we did the stage on slicks. I spun and couldn't get the car started uphill, so reversed back to find a dry patch so I could get going again. It was a tough event, and it mattered that I beat the likes of Fréquelin, Alen, Toivonen and all those other top drivers. I felt I had arrived. I was proud of that win."

around 160 cars finding their way to the UK in period.

Initially a leader in a field of one, by this point the Renault had been overtaken by four-wheel-drive rivals. But its competitiveness hadn't been completely blunted. On a very limited budget Renault produced what was perhaps the fastest car of its day in Tarmac rallying. Even in early non-homologated form it was super-quick: on its debut in the October 1979 Giro d'Italia, Guy Fréquelin managed one fastest stage time – in the company of Lancia men Walter Röhrl, Gilles Villeneuve and Riccardo Patrese – before the engine packed up. Though further retirements would follow, Renault would score in the biggest way possible on the model's maiden World Championship start by winning the 1981 Monte Carlo Rally outright. Battle raged between works man Jean Ragnotti and Jean-Luc Therier in the Almeras Porsche 911, with 'Jeannot' finally securing victory after Therier went off piste on the Col du Turini.

At the end of that year, Renault Sport began offering the 'Cevennes' edition, which was effectively a works-spec car as a kit, the 'Tour de Corse' variant being homologated for the Group B category for '83. With a wider front track and larger wheel arches, it could make use of the latest tyre technology, while power was upped to 300bhp. GpB regs called for 200 cars to be built to appease the rule makers, Renault making as many 'evolution' cars before producing a further 20 that were even lighter, stiffer and equipped with a DPV (Dispostif Pre-Rotation Variable) device borrowed from Renault's F1 programme. This new-fangled doohickey effectively eliminated turbo lag, the new Maxi producing around 350bhp in full-house trim. Such was the Maxi's pace that Ragnotti won the '85 Tour de Corse from Peugeot 205 T16 Evo driver Bruno Saby after setting 17 fastest stage times. He was giving away 80bhp, too.

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This represents top money for a Turbo 2 but it does have history from day one. The car was delivered new on Christmas Eve 1982 and bears the stamp of the Renault Special Export Management department. It had its first service a month later at Renault West London and was UK registered in August '83 on a 'Y' suffix. It has had one private owner and was maintained by marque specialist Radbourne Racing for much of the 1980s and '90s. This largely original car comes with tons of paperwork, including every MoT certificate, to support the warranted 94,000km from new.

OTHERS TO CONSIDER



FORD ESCORT RS1800
Conventional rally car but it won for a reason. They look great, go even better, but are getting scarce.



LANCIA 037
One of the few genuinely sexy GpB cars, and one of the few with only rear-wheel drive. Oddly marginalised by history.



AUDI QUATTRO
Revolutionised rallying, but few drivers ever actually liked them in period. Won everything, though. An icon.

While it perhaps wasn't a towering success in the World Rally Championship, the Renault nonetheless accrued a staggering number of wins at national level, being driven by a host of big-name stars and a veritable 'who's that?' of local heroes. Saby claimed the French national series in 1981 and Therier a year later, while Ragnotti wrapped up the same title in '84. With Spanish, Swiss, Hungarian, Yugoslavian and Portuguese crowns to its credit, before you factor in unlikely trackside forays in IMSA and elsewhere, this thuggish little terrier was nothing if not prolific.

Closer to home it was rather less so, although few flew the Renault flag with greater conviction than evergreen rally man John Price. Close on 30 years after he first strapped himself into a mid-engined 5, he's still making them go faster than seems feasible. "I had the first one in the UK," he says. "That was in 1981. I always liked Renaults, and had competed in an Alpine A110 beforehand. I went over to France and bought a car and all the right bits and went rallying. It was a proper little supercar and still is. The business side moved on from there and nowadays we're still preparing them, restoring them and looking after a lot of road cars in the UK and sending spares out to the States or wherever.

"It was built for competition rather than adapted and it shows. You can't drive one like a hooligan, steering on the bump stops. You have to be gentle. It can be tricky, but if you have a light touch you'll be fine. Think of it as a go-kart with a lot more power. In the dry it's very good but it can be difficult in the wet, more so than the MG 6R4s I went on to rally, but then you have to expect that of a two-wheel-drive car with a short wheelbase.

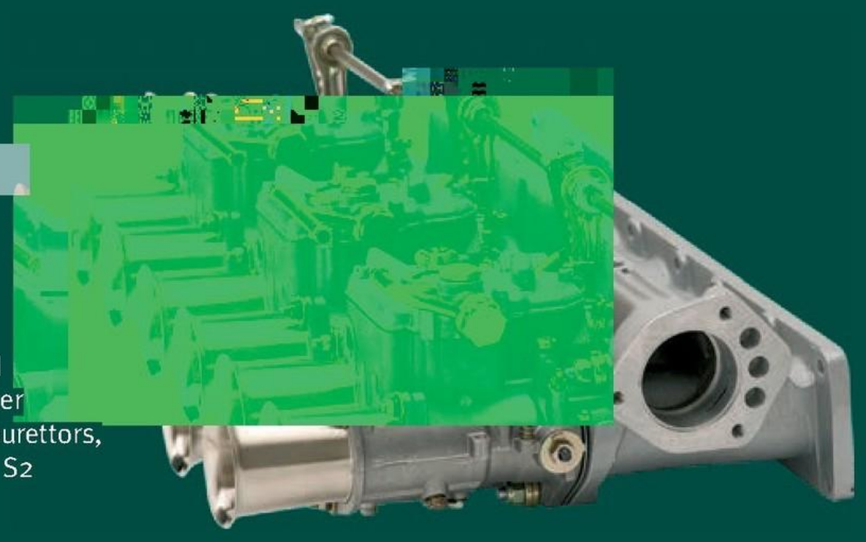
"Finding a good one is the problem. Prices have shot up recently and you're looking at £10K for a rough Turbo 2. A nice one will start at £20,000 but an early car will be a lot more. Fortunately a lot of parts are available, and we offer Maxi upgrades and so on. Some of our Irish customers run up to 300bhp in hillclimbs."

If anything, the Turbo 2 and its forebear have undergone a critical rehabilitation of sorts. Once the boy-racer cognoscenti's car of choice, its 'out there' looks in time became a little démodé thanks to innumerable cruddy body kits and other tacky addenda that typified the '80s after-market. In so many ways it advanced the movement, if by default, only for imitators to dilute its impact. The difference here is that its looks weren't all about titillation – its intention was matched to form. And should anyone ever think otherwise, even the briefest of sorties will disabuse you. It's a blast.

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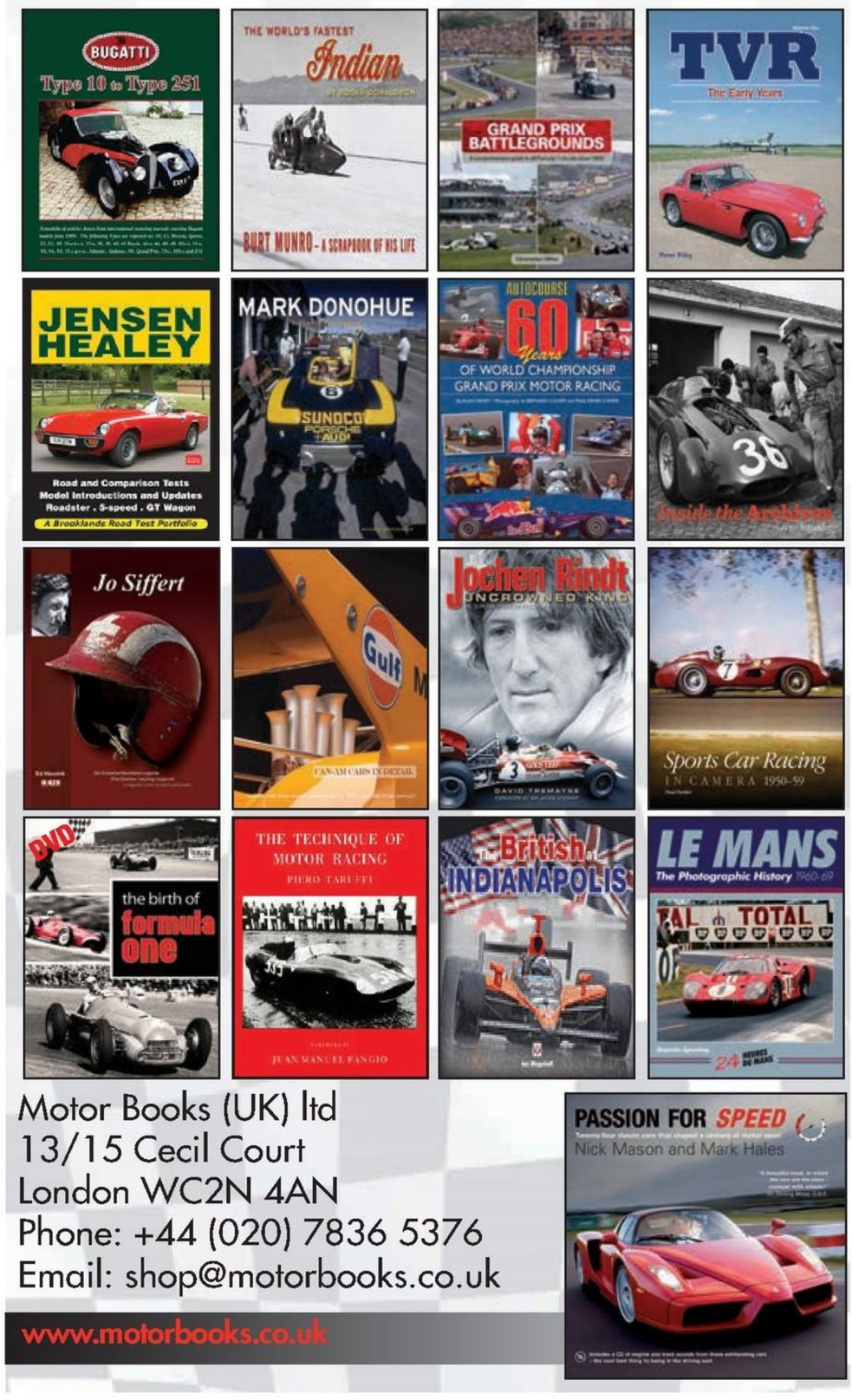
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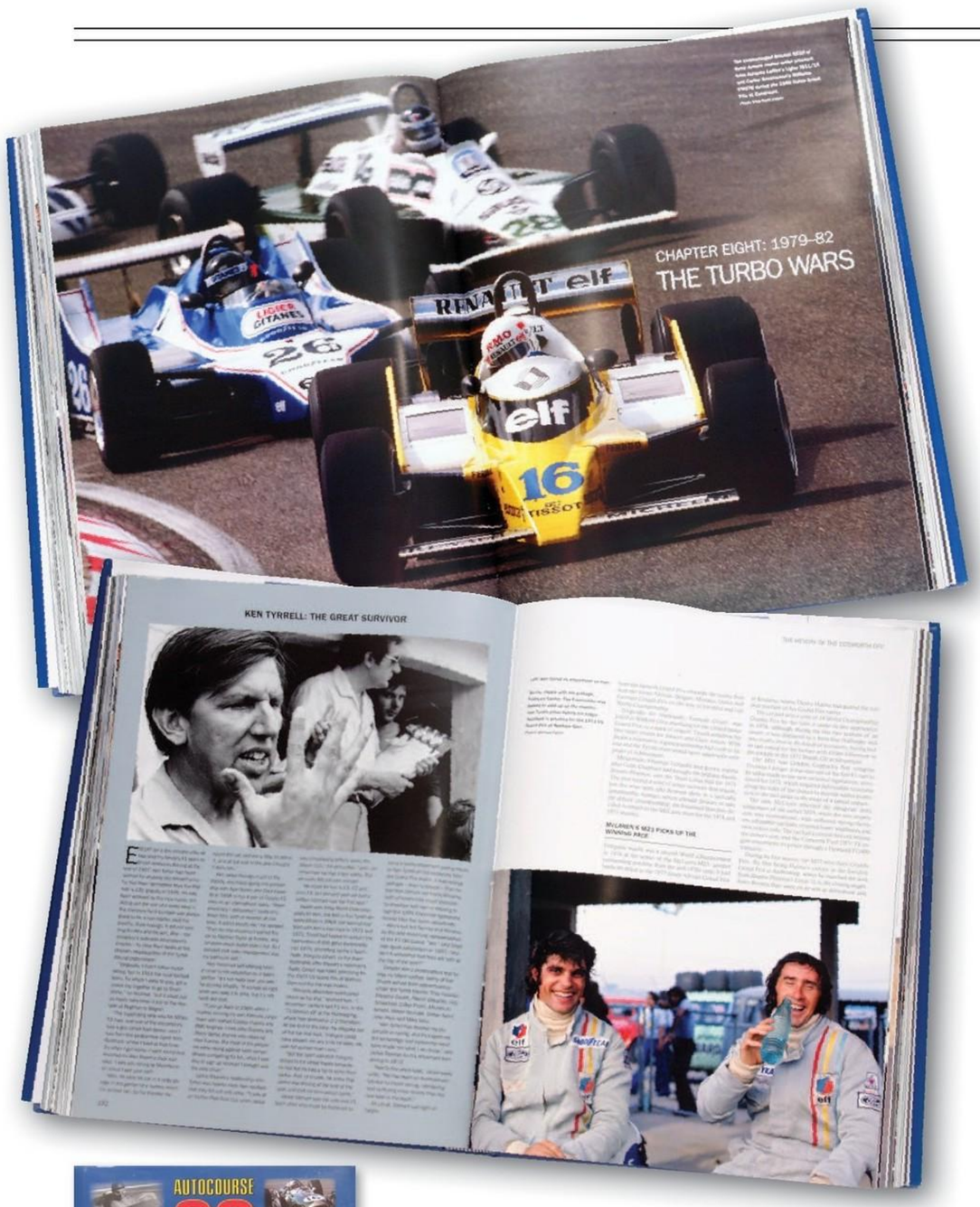
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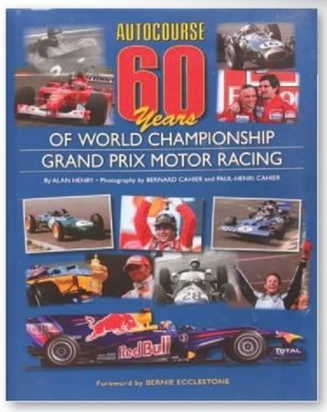
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Reviews





AUTOCOURSE 60 YEARS OF WORLD CHAMPIONSHIP GRAND PRIX MOTOR RACING

by Alan Henry

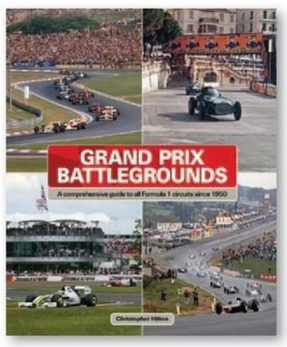
The clearest statement one can make of this elegantly produced history of the World Championship is that it's big, colourful and ambitious, and thus a near-perfect analogue to F1 itself. The author has plundered *Autocourse's* exceptional 60-year-old archive of interviews and articles, judicious extracts of which litter the text. So, apropos Frank Williams' querulous suggestion that Keke Rosberg's wild first laps and cigarette habit were linked, no third-person account of the Finn's response competes with reading his stinging retort: "That's bulls**t!"

Despite the occasional factual error, Henry's lucid prose moves the narrative along at a brisk pace, adeptly explicating the constantly changing dramatis personae and shifting political geography – Edmund Spenser's "ever whirling wheels of change". Single-topic essays, of one or two pages, on notable personalities, technical innovations, commercial developments and the like allow for a more desultory read.

Oddly, perhaps, my only qualm is with the sumptuous photography. Although Paul-Henri Cahier's gorgeous chiaruscuro images are spectacularly evocative, more prosaic and informative photographs, circuit maps, technical diagrams, and, above all, an index would have benefitted a volume otherwise perfectly suited to the inquisitive layman.

However, the self-conscious artiness, hefty price tag, substantial weight and high-gloss production value seemingly befit a book for which the natural habitat is the coffee table. All the same, it will be a rewarding read. ***IM***

Published by Icon Publishing Limited, ISBN 978 1 905334 56 8, £49.95



GRAND PRIX BATTLEGROUNDS

A COMPREHENSIVE GUIDE TO ALL FORMULA 1 CIRCUITS SINCE 1950

by Christopher Hilton

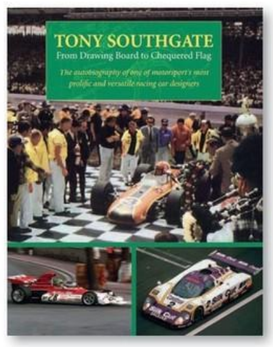
From the first World Championship race at Silverstone in 1950, to the last race of 2009 at Abu Dhabi, this book documents a mind-boggling 820 GPs over five continents and 28 countries.

Every World Championship circuit is listed. 'Cockpit view', 'eyewitness' and 'memories and milestones' sections supplement the main overview of key moments from their history.

The facts are presented in a clear, concise way. However, it feels a little dry and could do with more excitement to bring these wonderful circuits alive. You'll want to explore other efforts to learn the whole story of each venue.

But the biggest disappointment is the imagery. The LAT archive pictures are perfectly decent, but the rest consist of locally sourced snaps which make for a slightly low-quality feel. ***DC***

Published by Haynes Publishing, ISBN 978 1 84425 694 5, £40



TONY SOUTHGATE

FROM DRAWING BOARD TO CHEQUERED FLAG

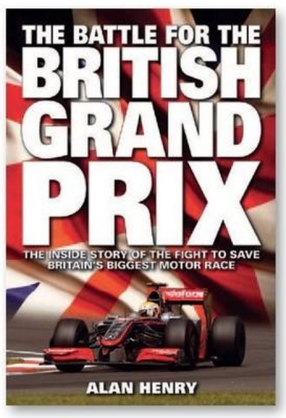
by Tony Southgate

What a lot of racing cars! Tony Southgate must have a claim to the title of most prolific race car designer we have ever seen.

This very likeable pen-for-hire aerodynamicist and engineer started out at Lola as a draughtsman, working on what would become the GT40, and he was still designing top-line sports cars right up to the end of the 1990s. In between there were numerous Formula 1 cars, F5000s, Indycars and even rally cars (Ford's RS200), most of which were competitive – and those that weren't at least lend themselves to good yarns.

Southgate proves a compelling narrator. The chapters on Shadow, his controversial switch to Arrows and the TWR Jaguar Group C days are key, but there is so much more in between. Highly recommended. ***DS***

Published by MRP Publishing Ltd, ISBN 978 1 899870 82 0, £45



THE BATTLE FOR THE BRITISH GRAND PRIX

THE INSIDE STORY OF THE FIGHT TO SAVE BRITAIN'S BIGGEST MOTOR RACE

by Alan Henry

The past 20 years have been pock-marked by ferocious politics as far as the British Grand Prix is concerned. But as this book documents, wrangling and wheeler-dealing have always surrounded the UK's biggest motor race.

We begin at Silverstone post-war (with only passing reference to the race's pre-war foundations), then zip through the race-sharing years with Aintree and Brands Hatch, pausing to examine how these tracks muscled in on the BRDC's turf. Interesting stuff, but it's from the early 1990s that the 'battle' referred to in the title really heats up.

No writer is better qualified to tackle this subject. As well as being one of the best news journalists in Formula 1 for over 30 years, Alan Henry served time on the board of the BRDC at the height of the club's hostilities with Bernie Ecclestone. As you'd expect, politics and business override sport in this story, so it won't be for everyone. But it's good that someone has committed to publishing such an important part of British racing history. A worthy and valuable addition. ***DS***

Published by Haynes Publishing, ISBN 978 1 84425 974 8, £19.99

Le Mans 2010



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HPD ARX.01 - LMP2



Saleen S7-R - GT1



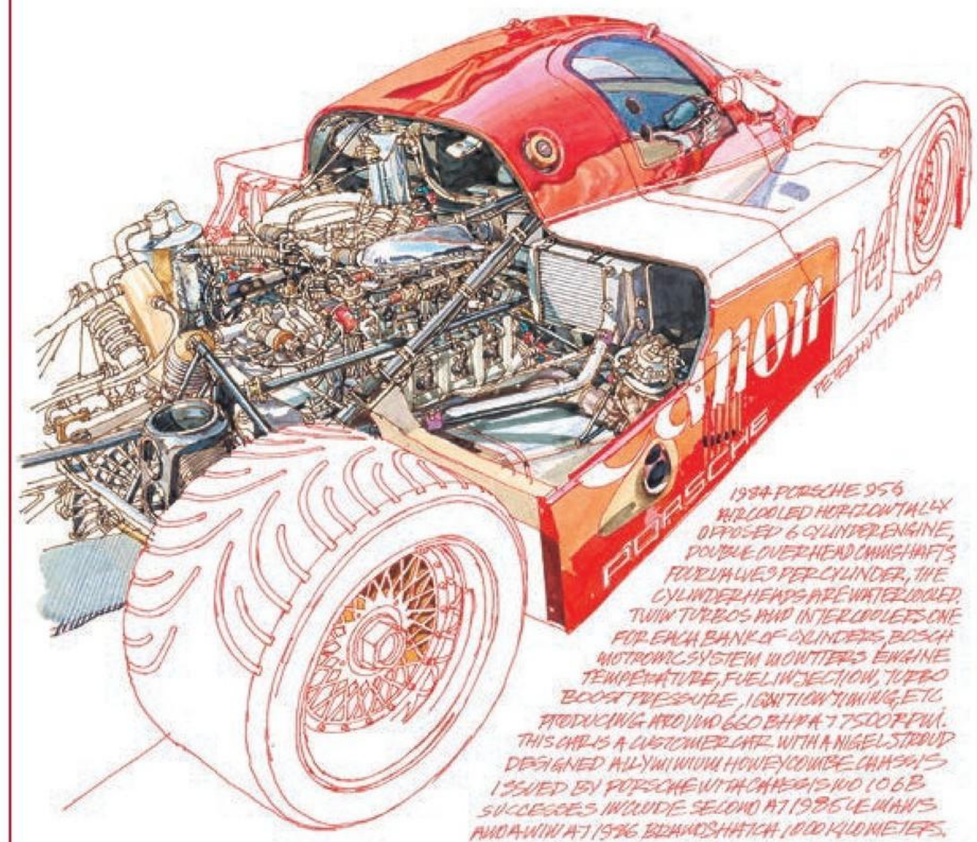
Porsche GT3 RSR - GT2

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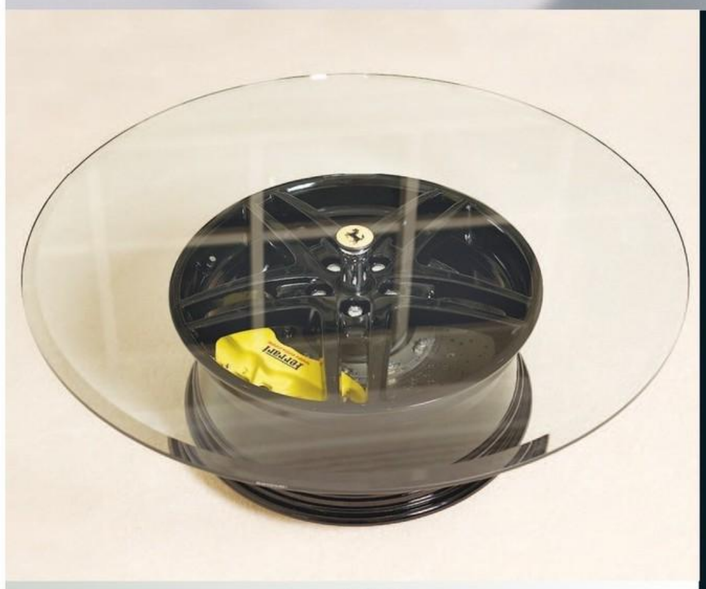
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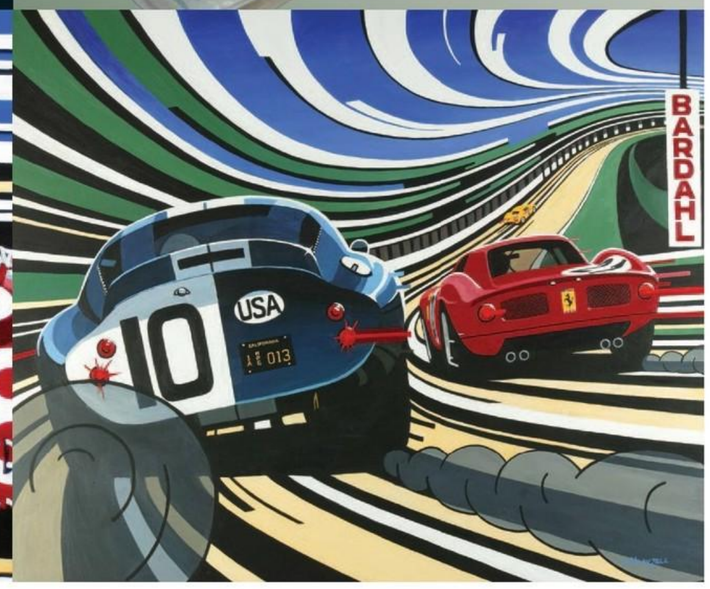












YOU WERE THERE

Both Graham and Damon Hill star this month, among other F1 greats at Silverstone and Snetterton, plus a bit of Indycar variety



1



2



3



4 5



NEVILLE BYFORD

We've run some of Neville's photos before, from the 1955 Tourist Trophy at Dundrod. Fast-forward 38 years and the Bangor man made the trip across the water to the British Grand Prix at Silverstone. {1} Alex Zanardi comes to rest at Bridge after a failure on his Lotus 107B's active suspension. {2} Damon Hill plays paddock taxi driver to wife Georgie. {3}A patriotic crowd was willing Hill to a home victory, but the Renault V10 in his Williams FW15C let go on lap 42, allowing team-mate and title leader Alain Prost {4} through to his 50th GP win. {5} Michael Andretti spins his McLaren MP4/8 at Copse on the first lap; team-mate Senna was fifth after running out of fuel.

DAVID ARNOTT

Surrey man David was worried these shots from the 1996 Indycar World Series opener at Homestead, Florida might be too recent for *You Were There*, but fear not! He visited the pits and caught Mark Blundell's spare PacWest Lola Ford-Cosworth being unloaded {1} as the Briton made his series debut {2}. {3} Al Unser Jr's Penske heads a train of cars. The American finished eighth, but the spoils went to eventual champion Jimmy Vasser in his Ganassi Racing Reynard-Honda.



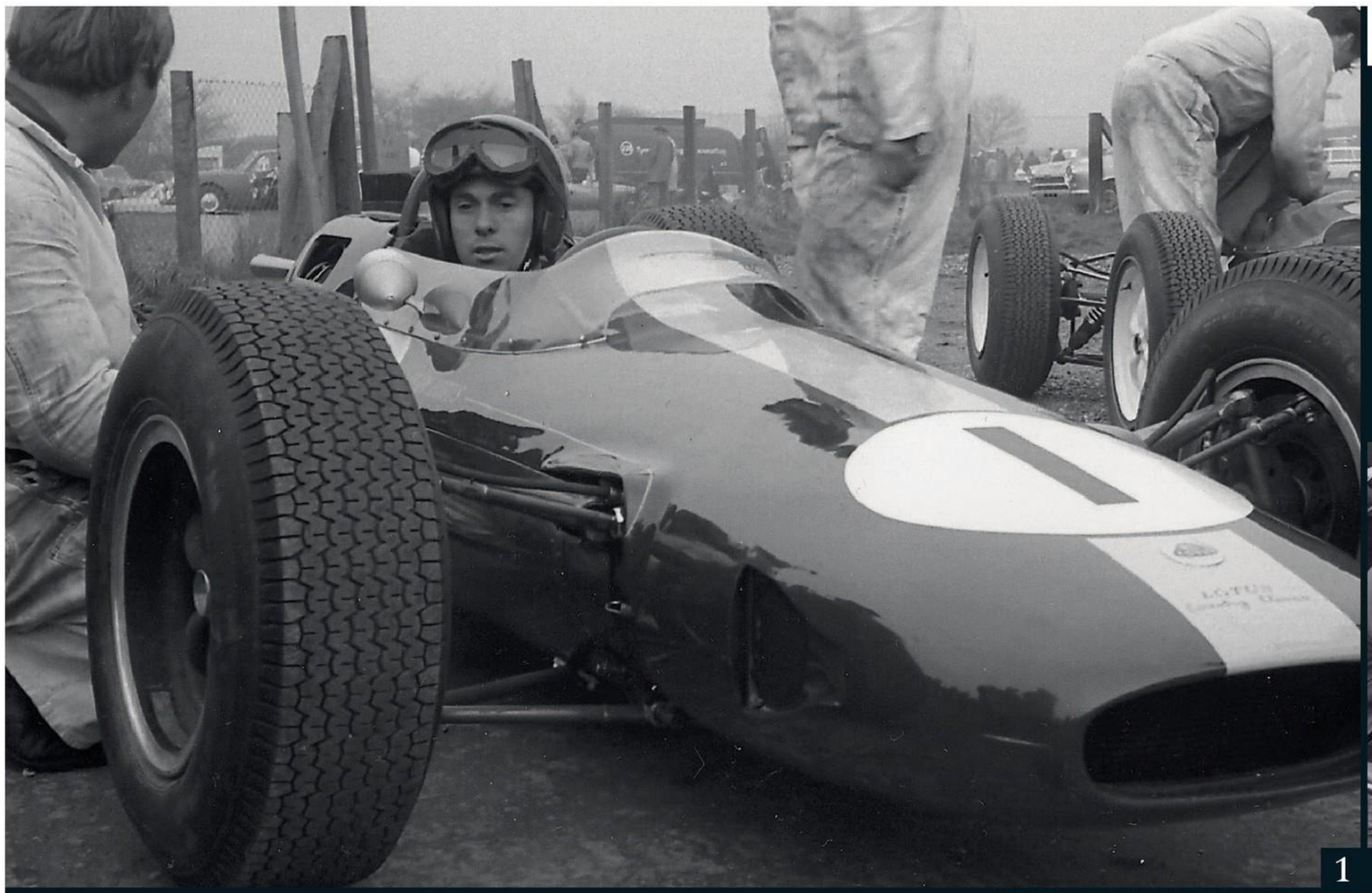
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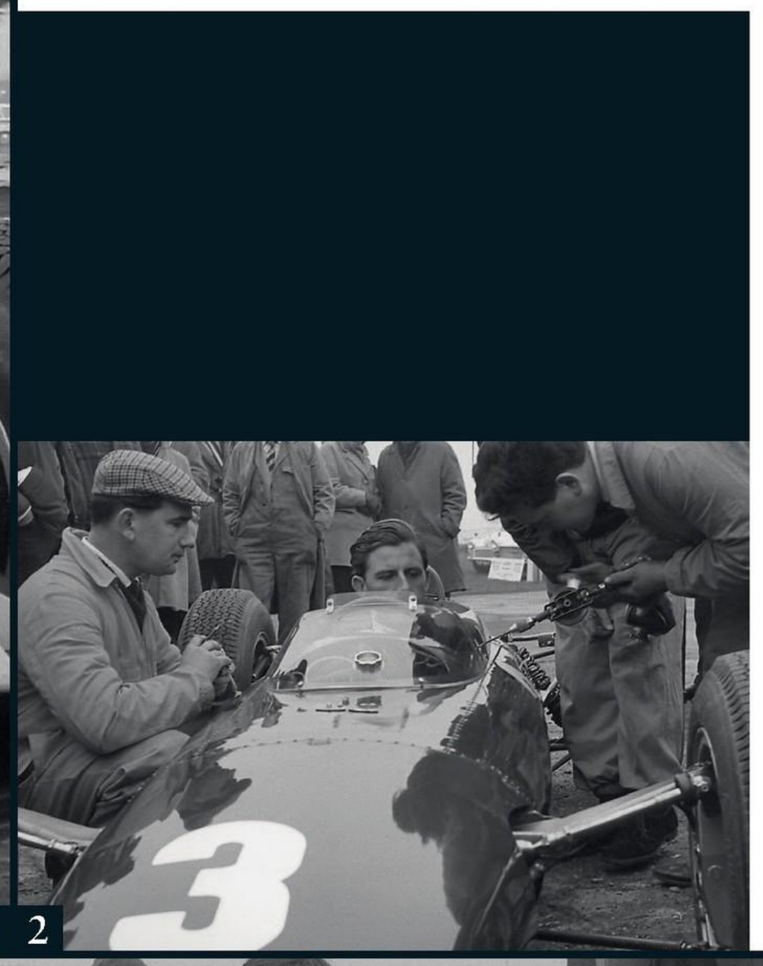


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1 2

PETER PUTTERILL

The weather held for practice at the 1964 *Daily Mirror* Trophy meeting at Snetterton, allowing Peter to get these great shots, whereas race day was a washout. "There is a BRM bias in this collection," admits Norfolk man Peter. "I've always been a BRM fan, along with that other car from Bourne – the ERA." {1} Jim Clark awaits the start of practice in modified Lotus 25B fitted with new 13in Dunlop tyres, which struggled for grip in shortened wet race. {2} Graham Hill has wing mirrors fitted to new BRM by Alan Challis (right) as Pat Cavath looks on. Hill led the race briefly before badly crashing the car, though he was unhurt. Innes Ireland's BRP BRM won. {3} Parnell pair Mike Hailwood (left) and Chris Amon try to stay warm. {4} Hill with BRM chief engineer Tony Rudd. {5} Reigning World Champion Phil Hill was fourth in Scuderia Centro Sud BRM. {6} Graham Hill approaches the 'Bomb Hole'. {7} Jack Brabham with Phil Kerr. He spun in F1 race but won the saloon car event in a Ford Galaxie.



3

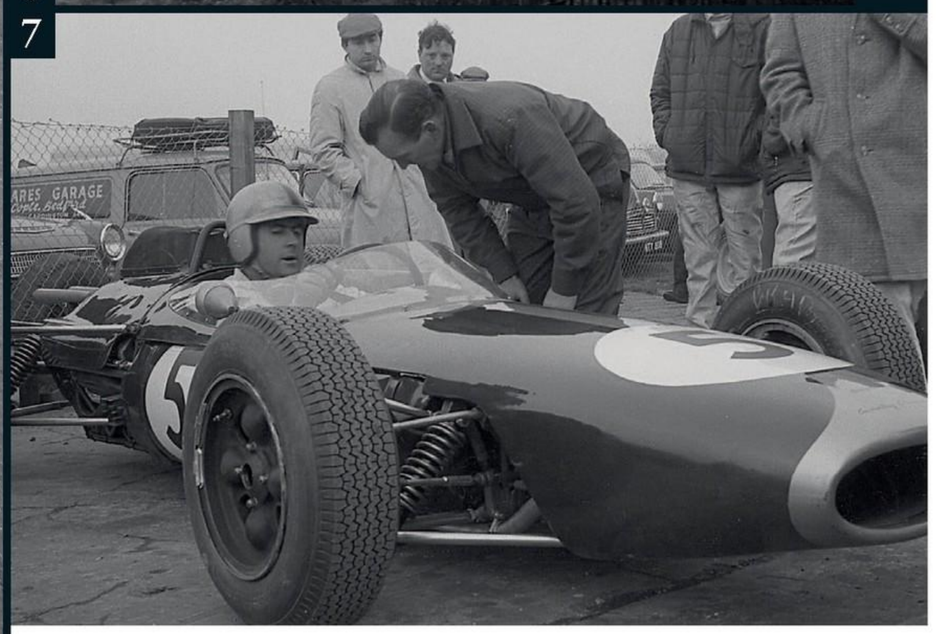


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7

Doug Nye


Renault turbo power helped GR8, Schuppan and Jarier to second at Le Mans '77

ONE CHASSIS, FIVE LE MANS

It wasn't a 24 Hours winner, but Gulf GR8 chassis '802' was one of the race's most successful cars in terms of longevity

The list of history's great winning Le Mans cars is probably headed by those chassis which won more than once. Ford GT40 '1075' immediately springs to mind, the Gulf-JW team's 1968-69 double winner, together with Reinhold Joest's 'New Man' Porsche 956 '117' which did the double in 1984-85. Rolling further back the works Bentley Speed Six 'Old No 1' – registration 'LB 2332', chassis 'MT3464' – scored its back-to-back victories in 1929-30. Any twice-winning Le Mans 24 Hours car occupies a very special ledge on the cliff face of desirability, but there are more which returned to the Sarthe and achieved really significant finishes there without actually winning outright.

Consider for a moment the case of Gulf GR8 chassis '802'. This projectile first appeared with Cosworth-Ford V8 power at the Sarthe for the 1975 24 Hours. It was run by the former Gulf-JW team restyled as Gulf Research Racing but retaining the hallowed old pale blue/orange livery. Vern Schuppan/Jean-Pierre Jaussaud drove '802' home third that year. The Gulf programme was then taken over by Harley Cluxton's well-known Grand Touring Cars Inc operation from Scottsdale, Arizona. He revived the old Gulf-JW 'Mirage' name, and '802' with restyled bodywork finished in GTC livery was co-driven at Le Mans in 1976 by Jean-Louis Lafosse/François Migault to finish second.

As if this would not be sufficient race history for any modern classic, '802' then finished second again at Le Mans in 1977 when Vern Schuppan/Jean-Pierre Jarier drove the old lady, which had been re-equipped with a turbocharged Renault V6 engine. Still Cluxton, that most engaging and genial entrant/enthusiast, soldiered on with '802', entering it yet again for Le Mans in 1978. That time it finished 10th, co-driven by Vern Schuppan/Jacques Laffite/Sam Posey.

So that was four Le Mans races down, and still one to go. Back at the Sarthe circuit for the fifth time in 1979, reconverted to Cosworth-Ford V8 power, chassis '802' – shared by Schuppan/David Hobbs/Jean-Pierre Jaussaud – for the first time failed to finish.

During this extraordinary career, '802' was variously titled as the Gulf-GR8 (1975), Mirage-Ford M8 (1976), Mirage-Renault M8 (1977), Mirage-Renault M9 (1978) and Ford M10 (1979). What was it that Bill Boddy and Jenks used to bewail regularly here in *Motor Sport* – "Pity the poor historian"? Yet despite all the specification and shape and livery changes to '802', beneath the skin it was all essentially the same individual chassis structure, eventually sold to German collector Peter Kaus, displayed within his Rosso Bianco Collection in GR8 form, and recently offered in the Bonhams auction sale at Quail Lodge during the Monterey Historics weekend.

John Horsman, the Gulf and later GTC team's technical director responsible for '802', recalls: "For Le Mans '75 we wanted a longer body to reduce drag and the designer Len Bailey drew a new chassis with a six-inch longer wheelbase, giving more room for things like oil tanks. JW and I sketched the body shape, and our machinist, Brian Holland, made a quarter-scale clay body shape to the sketch. We made a few minor changes before the model was sent to FKS Fiberglass in Poole who made the panels.

"Despite a rather large frontal area the GR8 was a pretty good shape, with a low drag coefficient and (for its day) good downforce from the rear wing. It was a good car for Le Mans, easy to drive, with no vices. We had modified various areas to lower the fuel consumption to meet Le Mans' required



GR8 in Gulf colours on Le Mans debut; under Mirage banner for 1976 and '78 (below l-r), and the final outing (bottom)





All images LAT



minimum 20-lap distance between refuelling stops. In fact we went too far as the car could do 22 laps, but it's nice to have a safety cushion in a 24-hour race."

John recalls the Cosworth DFV engine's notorious vibration as having been the worst threat: "It had been designed as an integral chassis member for Formula 1, forming the rear half of the car structure. But, from our original Mirage M6, Len Bailey wisely included three-tube braces along each side. Over 24 hours the DFV's inherent vibration was very destructive. At Le Mans in 1975 it fractured the engine's lower mounting blocks, putting all the rear-end load onto Len's tripod frames on each side. This light steel framework then held both our cars together during the last half of the race. Otherwise they would literally have collapsed in half like a torpedoed ship! This lower mounting was remade in steel for the '76 race and both cars finished without trouble in that area.

"Built to resist Cosworth vibration, the Gulf Mirage GR7 had been overweight – the lightest we ever got it was 720kg with a lot of titanium parts, but with a second alternator for Le Mans. The minimum weight limit then was 650kg, which is what the Matras managed with their vibration-free V12 engines. The extra wheelbase of the GR8 made it even heavier than the GR7, but the DFV engine's vibrations were irresistible. No sooner would we overcome metal failures in one area than the vibrations found another area to destroy! For instance, small body clamps as used by Matra and Ferrari with their smooth 12-cylinder engines stood no chance on a DFV V8 car. In the 1975 race DFV vibrations also broke an exhaust pipe on our leading car, '801', despite more reinforcement there. We changed it without losing the lead, but the failure shortened it to only one lap. Yet overall the GR8 was a good car for Le Mans..."

> "Despite all the changes to '802', beneath the skin it was the same chassis structure"

Interesting sidelights on such a successful Le Mans car – in some respects, during its early Cosworth-engined days, perhaps victorious despite its engine, rather than because of it.

The supercar that Wimille designed

Jean-Pierre Wimille was the finest racing driver of the late '40s, but as early as 1943 in wartime France he'd conceived a lightweight, streamlined 'supercar'. It was to be rear-engined with a 1500cc 120-deg V6 driving via a four-speed Cotal electro-magnetic gearbox. At the 1946 Paris Salon, the prototype JPW appeared with 54bhp Citroën engine amidships, central driving position and three seats in arrowhead formation – preceding McLaren's F1 by over 30 years.

In 1947 Wimille won backing from Maurice Dollfus, MD of Ford France. They signed a contract in February '48, establishing a Voitures Speciales division rather like Ford Advanced Vehicles. The aim was to redesign the JPW around cheap Ford parts. Philippe Charbonneaux restyled the body, Ford Vedette 2158cc V8, front suspension and brakes were adopted, but the Cotal 'box retained. Two long-wheelbase prototypes were built as the new 'Wimille' was launched at the 1948 Paris Salon. But in January 1949, Wimille had to swerve his Gordini to avoid spectators on the Palermo Park circuit in Buenos Aires, and the French champion's skull was fractured against a tree. His death deprived the car project of its best salesman. Ford-SAF pressed the team to adopt a conventional front-engined layout. Detroit shelved the project, but Dollfus allowed a new concern to adopt the Ford prototypes and rights. The Compagnie Parisienne d'Automobile planned a production run of 500 in 1950. But then Ford withdrew parts supply and access to its dealer network. Ultimately, one chassis was adapted by Turbomeca to carry its Artouste gas turbine engine on test, à la Rover JET 1, but the Wimille programme was over.



GP Library

One-eyed 'Wimille' coupé in the French GP paddock in '49. Ford canned plans to build it

My pal Geoff Goddard hated anything French. At his funeral Canon Lionel Webber began his address by saying, "I was thinking of Geoff, reporting to St Peter at the Pearly Gates, who asks him his profession. 'Motor racing photographer,' says Geoff. 'You'll like it here then,' says St Peter. 'But there's good and bad news. The good news is God's a great racing driver. The bad news is his name's Jean-Pierre Wimille!'" Funerals are seldom fun, but this brought the house down. ›››

The Cadwell trip that got Surtees hooked on racing

Talking with the great John Surtees recently was more than usually interesting as he began to reminisce about the dawn of his racing career. I'd asked him about his earliest significant memory of contact with the racing world, and it took him way back to the days when his father Jack was resuming his own racing activities for the first time since the pre-war years. John said: "I do recall seeing my first-ever motorcycle race, at Cadwell Park, I think at Easter, 1946. But it's not only the racing I recall. It's as much the journey there, and the whole weekend. Dad had a big American car – a Ford V8, I think – with two front seats and a dickie seat in the back. Our parents put my brother, sister and myself in there. Dad's 596cc Norton sidecar combination was locked onto the tow-hitch behind and we drove all the way up from Shirley near Beckenham in South London to Cadwell in Lincolnshire, in the dickie seat, with a tarpaulin to pull over the top if it rained…

"When we got to Cadwell we pitched camp there for the weekend. We didn't have the money for a hotel. And it was fantastic. Dad raced the combination with his passenger Frank Lillie – he'd been Dad's passenger pre-war before serving as an RAF rear gunner. Perhaps that proved he was ideal for the job! They had a great battle with Eric Oliver. I loved everything I saw. And I was hooked."

Within years John began winning races on solo motorcycles: "My first motorcycle road race win was in 1952 – at Aberdare Park in Wales, where they roped off the town park and let us get on with it around the parkland roads. They were narrow, everywhere there were things to hit – like trees and park benches – but that's just the way it was then. I rode a 500cc Vincent Grey Flash I'd built up myself – I was an apprentice at Vincent's then – and for the first time I felt that real flush of satisfaction at achieving a win. That made me want some more."



LAT

Mike Hailwood's Surtees goes wheel-to-wheel with Chris Amon's Matra MS120D at Monza '72

More came with the added accomplishments of four 500cc and three 350cc World Championship wins on two wheels, between 1956-1960, plus the 1964 Formula 1 Drivers' World Championship for Ferrari. Riding MVs for the great Italian marque he admits that Count Agusta's team had not been his first choice: "Every competitor wants to ride or drive the best – Gilera was the best in the 1950s, but they already had the World Champion, Geoff Duke, so they didn't need the young me." But in Italy with MV Agusta he became revered as *Il Grande John* – 'John the Great' – and the Italian GP at Monza on two wheels and four became very special for him. When Mike Hailwood drove his works Surtees TS9B there in 1972 against Emerson Fittipaldi's Lotus 72, John still reckons Mike could easily have won if only a tuppeny-ha'penny spring clip securing the engine airbox had not parted. Mike lost the airbox, and 2-300rpm off his engine's all-important top end. "But that's racing…" John philosophises, and 'Mike the Bike' still finished second.

Perhaps a more frustrating Italian GP for John – other than his Ferrari 1512 clutch failure on the startline in 1965 – was his Honda RA301 experience at Monza in '68, the year after he'd won there in the famous hybrid 'Hondola'. "We could and should have won that one. The car was going well with pace in reserve. I was behind Chris Amon's Ferrari as he went into the Lesmos, and he hit the switch to actuate his adjustable rear wing and the hydraulic circuit popped. It sprayed fluid all over his rear tyres which sent him off into the trees, and I spun like a top on the oil and wound up against the barrier. Adjustable wings were banned soon after…"

'John the Great's' stature stands – so far as I'm concerned – even higher these days since he and his wife Jane lost their son Henry in the tragic Brands Hatch accident of '09, and they've ridden this horrific blow with grace and compassion for other head injury victims. At the time of writing their Henry Surtees Foundation is awaiting charitable status, but once confirmed do consider donating…



***Il Grande John* and MV Agusta at Monza in 1958**

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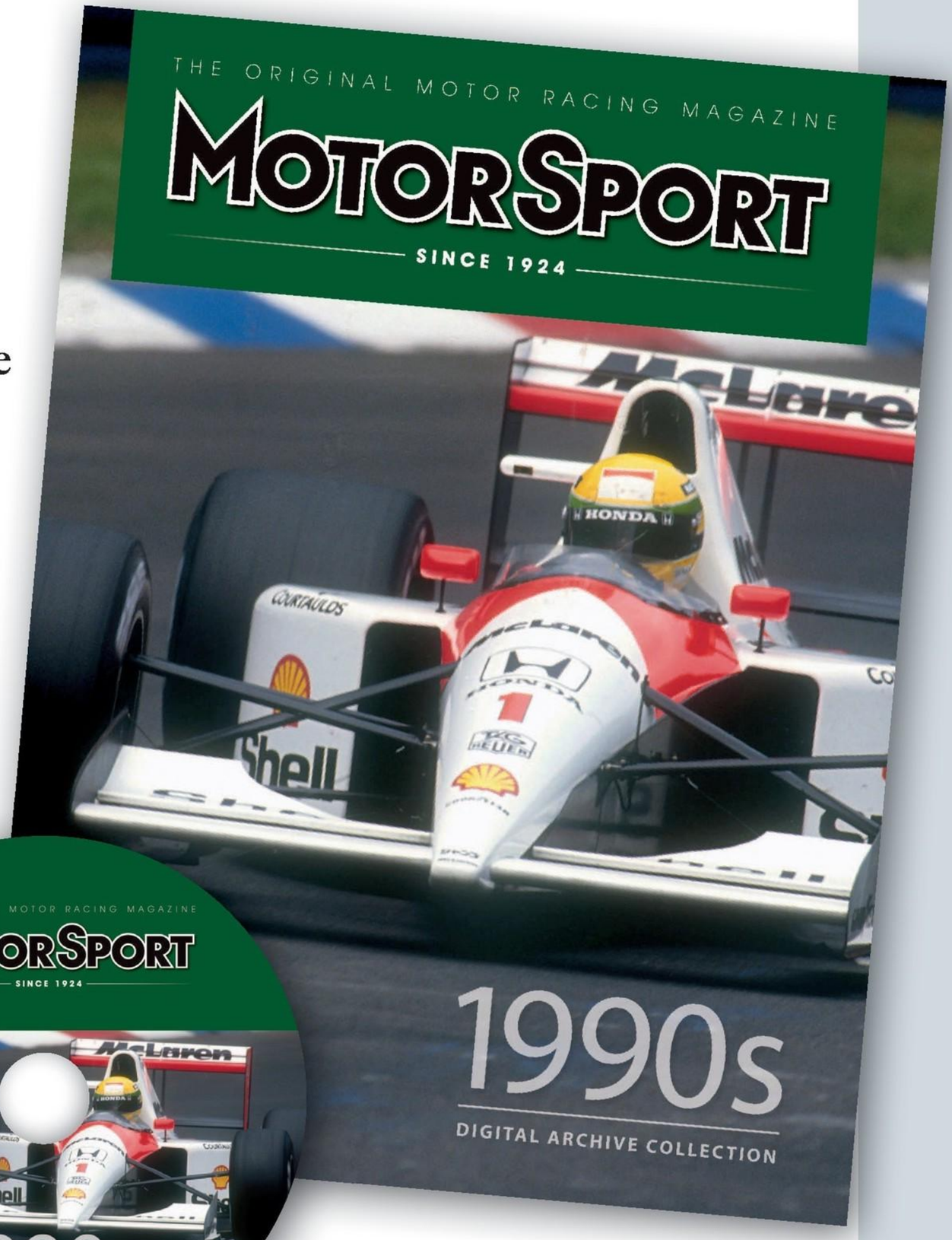
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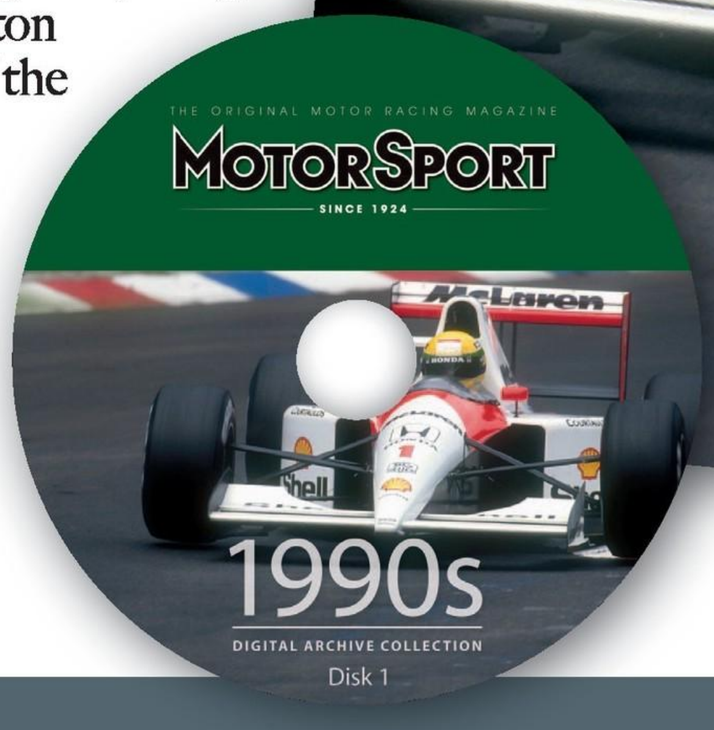
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Cars rejoin Members' Banking in first Campbell Trophy. Below: Dame Ethel Locke King performs official opening as SF Edge awaits track run

LAT

SIR MALCOLM'S CIRCUIT BREAKER

The first race on Brooklands' new Campbell Circuit in 1937 proved to be a tough test of man and machinery



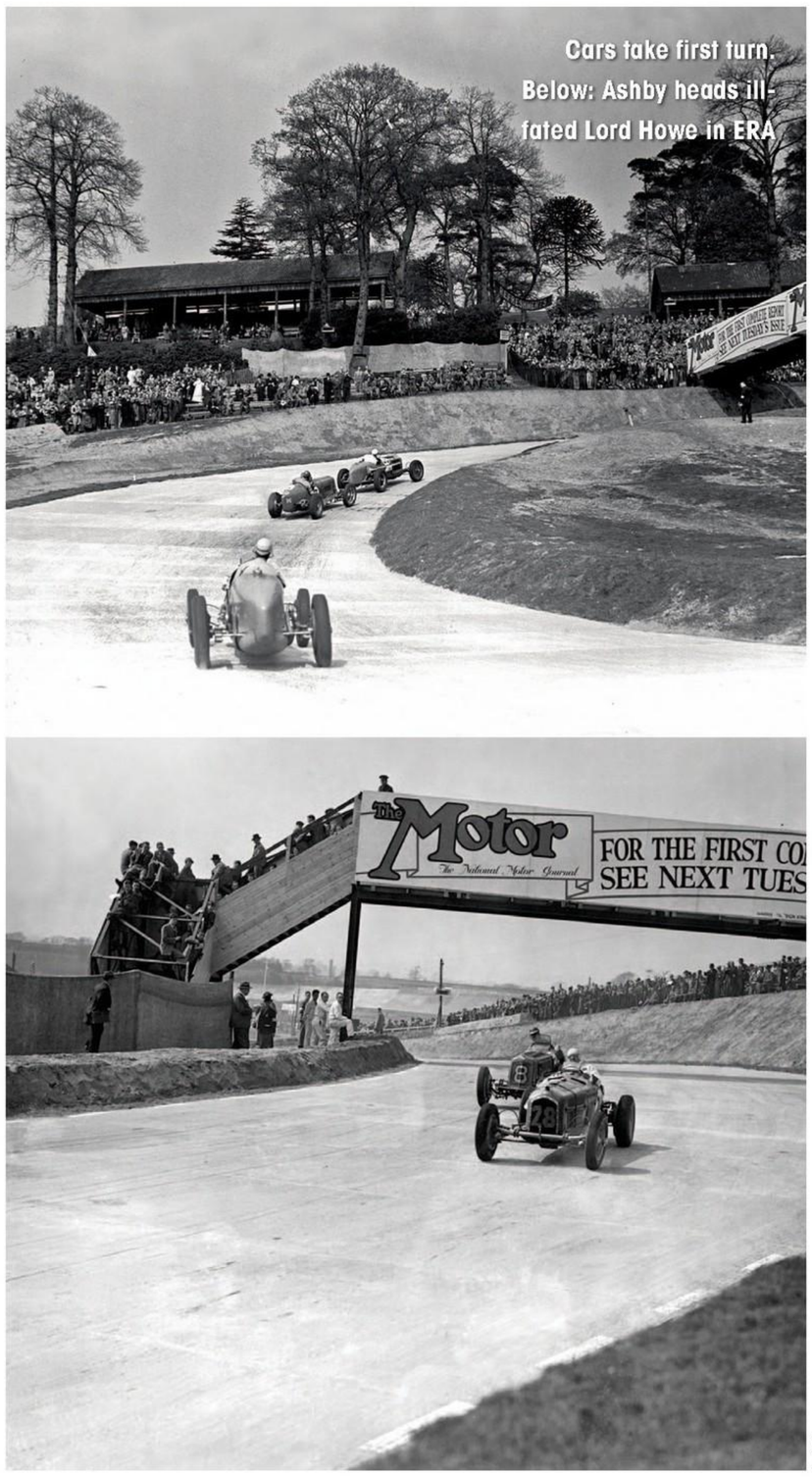
Brooklands Museum

To modernise Brooklands Track, in 1937 the Campbell Road Circuit was opened. The new concrete circuit was to be more akin to a real road-racing one as at Donington and the new Crystal Palace courses.

It was Sir Malcolm Campbell who planned the course, which was approximately two and a quarter miles to the lap, and to begin with it was to be lapped anti-clockwise. Halfway down the Railway Straight the new course turned sharp left and doubled back along the edge of the aerodrome by Solomon's Straight (named after the deceased Brooklands goat) towards the river, swung 180 degrees right around Aerodrome Curve into Sahara Straight, parallel to the Finishing Straight, then turned left to Vickers Bridge. Across the river the new circuit carried on over the existing Track into the Public Enclosure, turning left at the Fork. It then ran parallel with the Finishing Straight until the Test Hill when it turned right, cutting along the foot of the Members' Hill to rejoin the Track again near the 'Esso' sign at the start of the Members' Banking. New ferro-concrete pits were built between the Finishing Straight and the new course, facing the Public Enclosure; from the roof of these spectators had a magnificent view of both the new Campbell Circuit and the Finishing Straight on the original Track.

The new course was completed in time except for the finishing touches to the pits, which were being worked on as the drivers were assembling for the first race on May 1. The official opening took place on April 20, when Dame Ethel Locke King cut the tape and SF Edge in a 1903 GB Napier led a procession of visitors' cars round the new layout, emulating the opening of Brooklands in 1907.

The first event on the Campbell Circuit was known as the Campbell Trophy and covered a distance of 100 laps or approximately 220 miles, with no handicap as all cars started together. Twenty-two cars lined up in front of the new pits, and it proved to be a fast race but a hard course on brakes. After only 26 exciting laps Earl Howe, having taken the lead in his ERA from Prince Bira's Maserati, struck the

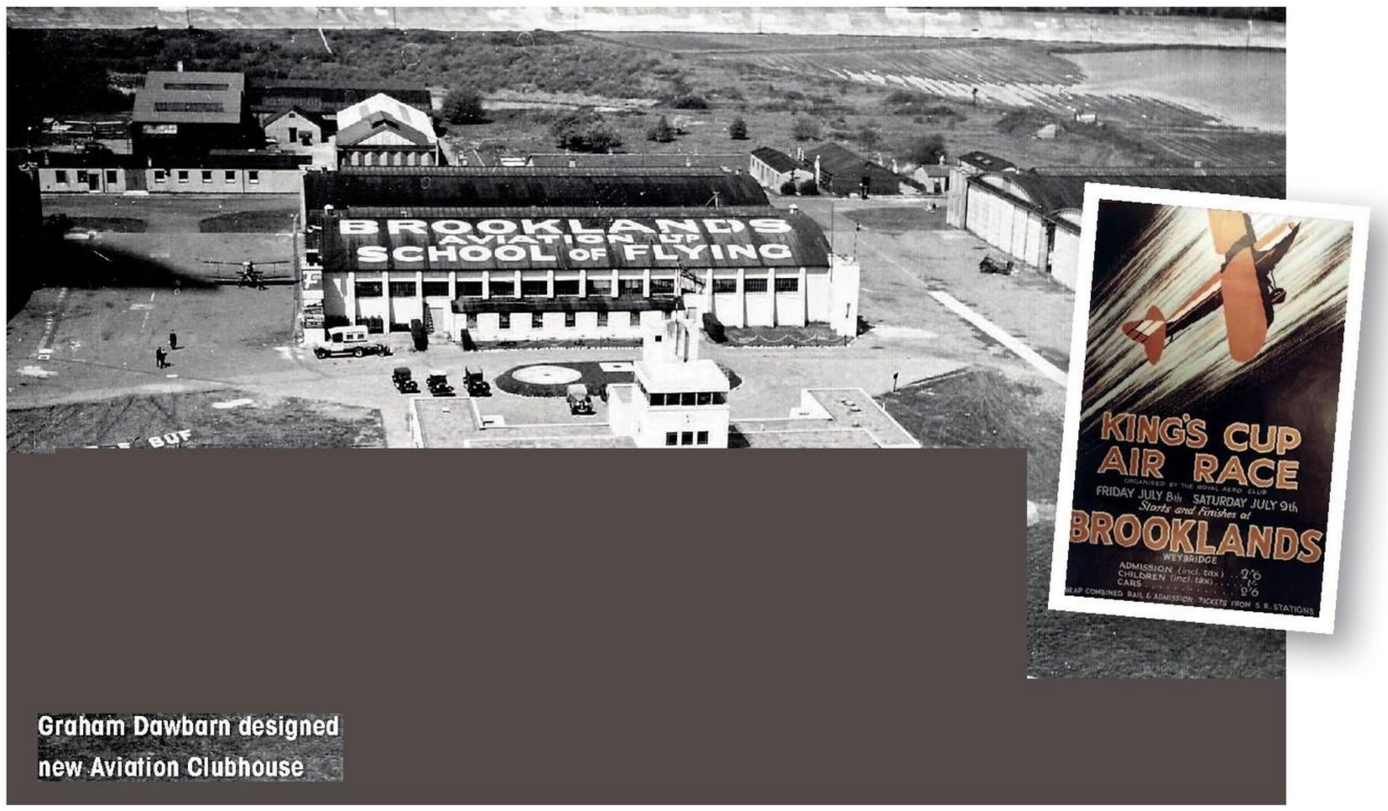


Cars take first turn. Below: Ashby heads ill-fated Lord Howe in ERA

LAT

Vickers Bridge parapet and was badly injured. Austin Dobson retired his new twin-motored Bimotore Alfa after 31 laps with brake and transmission trouble, Charles Brackenbury in an Alfa Romeo needed frequent attention to his brakes, 'Wilkie' Wilkinson hit the bank after losing braking power in Fleming's Monza Alfa Romeo, and Chris Staniland in an Alfa Romeo also retired with brake and clutch problems.

It was Bira in the 2.9-litre Maserati who won at 69.06mph, taking 3hr 16min 52.6sec, and collecting £250 in prize money. E K Rayson came in second after a fine drive in his 1500cc Maserati and took the 1½-litre prize, also worth £250, while Powys-Lybbe took third place in his 2300 Alfa Romeo. D Scribbans was the only other driver to officially finish as Brackenbury, Tongue, Ashby, Fairfield, Mervyn-White and Hanson were flagged off.



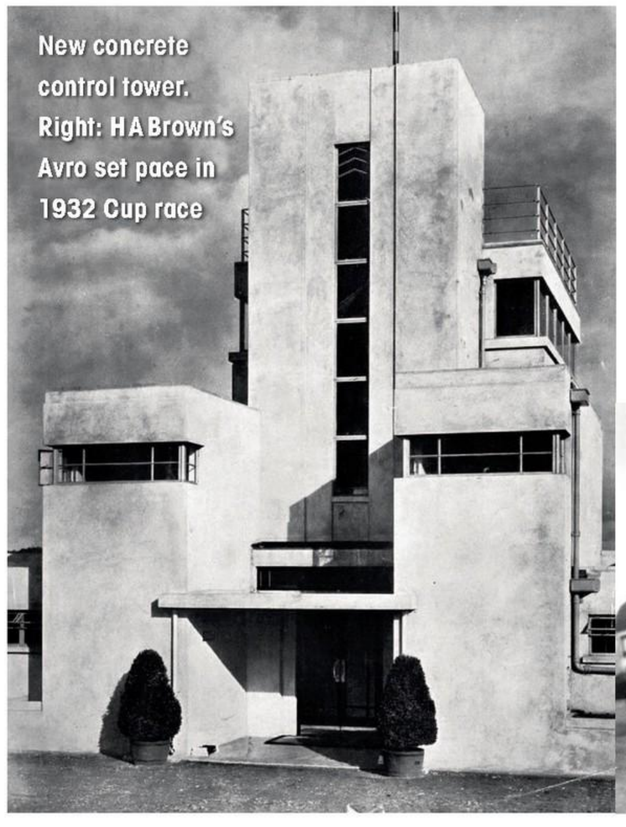
Graham Dawbarn designed new Aviation Clubhouse

The King's Cup and the prince's pilot

On July 8-9, 1932 the important King's Cup Handicap Aeroplane Race was based at Brooklands. Compared to the 1930 King's Cup which had over 100 entrants the new rules brought in for 1931, stipulating a 110mph lowest handicap speed and amateur status only, reduced the entry to 42 starters. For 1932, however, the ban on professionals was lifted once more, though entrants had to have 100 solo hours on their logs.

Starting at Brooklands, the event made a circuit of England which included Northampton, Ipswich, Desford, Woodford, Hooton Park, Birmingham, Whitchurch, Portsmouth, Shoreham, Abingdon and back to Brooklands – a distance of 1223 miles over a two-day period. The winner was Walter Hope flying a De Havilland Fox Moth at 124.24mph, this being his third King's Cup win. Flight Lieutenant Edward Fielden, the Prince of Wales' personal pilot, came in second at 156mph in a Comper Swift, entered by the Prince. Third place went to W L Runciman in a DH80A Puss Moth at 130mph, but the fastest speed was set by H A Brown in an Avro 627 Mailplane at 176mph. Fielden also that year set the fastest time in the same aircraft in the London to Newcastle race, which also started from Brooklands.

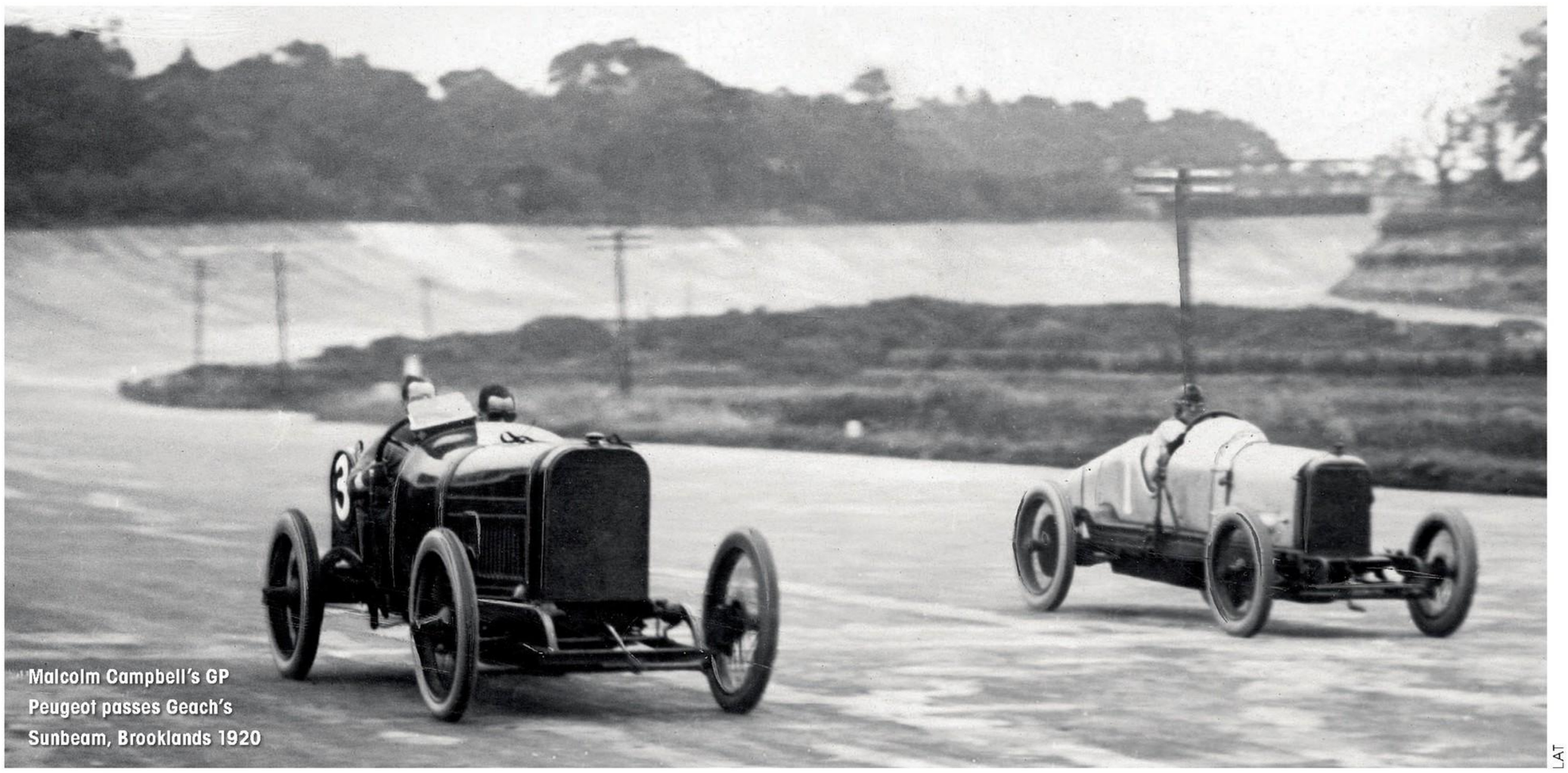
In the same year a new Brooklands Aviation Clubhouse was built to the designs of Graham Dawbarn. The ultra-modern concrete structure contained a control tower, restaurant, lounges, showers and offices, of which I had one for a very short time until O V Holmes, who owned the *Brooklands Track and Air* magazine for whom I then worked, could no longer afford the rent, so moved me to one of the wartime buildings. The successful flying school moved into a new larger hangar directly behind the new Clubhouse and the winter dances were transferred from the Paddock building to this new Clubhouse. ›››



New concrete control tower. Right: H A Brown's Avro set pace in 1932 Cup race



Brooklands Museum



Malcolm Campbell's GP Peugeot passes Geach's Sunbeam, Brooklands 1920

LAT

What happened to model of record-breaking Peugeot?

It has been brought to my attention that the model of Malcolm Campbell's Peugeot Grand Prix Type L76 that was on display in the National Motor Museum is no longer visible. I wonder where it is?

This model was made by the Roger brothers of Slough in the 1920s for Campbell. It was an accurate large-scale copy of the Peugeot driven in the 1912 French Grand Prix by Jules Goux and afterwards raced by Campbell at Brooklands. Its streamlined tail is said to have been added "for record-breaking" but it did not have the distinctive radiator cowl.

Campbell took the 40hp and Class G records at the Track in October 1920 and won the Summer 100mph Short Handicap at 89.5mph, an Essex Lightning Long Handicap at 95mph and finished third in the August 100mph Long Handicap. Then in 1922 it gained a second place lapping at 103.11mph, and in 1923 won the Easter 100mph Short Handicap at 92.2mph lapping at 101.43mph. The car was then offered for sale at £500.

It passed into the hands of Mrs Oliver Stuart-Menzies and she used it at Brooklands in 1923-24 but had no wins. She also drove it up Shelsley Walsh in 1924 in 66sec, although she found the old car heavy to steer.

Beauty of Ford's ABF was in the two-stroke engine

I have received a letter from a *Motor Sport* reader who informs me that he has recently purchased a 'Pup', which I believe looked rather like a Kingsbury Junior and of which only two examples were made by a Mr Robert O Ford of Kenilworth. It was in 1923 that I saw a photograph of the other car that Mr Ford created, namely the ABF or 'All British Ford', which had a racing appearance and the number 26 on a roundel. But investigation proved the shell was in fact the body of a 10/30hp Alvis, 'Yodol Dodol Doh', beneath which lay Mr Ford's design of a two-stroke engine but of a rather superior kind.

It had four cylinders in a vee-formation and a two-throw, two-bearing crankshaft which made it possible for one cylinder of the 90-degree vee engine to deliver a charge to its neighbouring cylinder while it was on its firing stroke. It had water-cooled cylinder blocks with a bore and stroke of 66x89mm (1216cc). Truncated aluminium pistons ran in liners pressed into the sump, their lower ends acting as the charge pumps. An aluminium crankcase and H-section conrods were used and the bearings were of white metal, except for the crankshaft which ran in die-cast bushes. Lubrication was by jet feed to the big-ends and by pressure to the main bearings, from a plunger pump driven from the front of the crankshaft, a second gear here driving the dynamo. There was a three-speed in-unit gearbox and full cantilever suspension, the worm rear axle located by radius rods and torque tube. Mr Ford planned to start production, but in the event only this one ABF was ever built.



NMM

Peter Russell restored unique 1922 ABF, which re-used body of racing 10/30 Alvis

After World War II the ABF was discovered by Tom Potter who also bought the Pup, but again they went to ground until Peter Russell found the ABF and restored it, using it as an everyday car. However, eventually becoming interested in other vintage cars, he disposed of it and I believe it went to America.

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1970 Chevron B16 / FVC
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1948 Nardi Danese Alfa Romeo #948/11
Supplied to Cesare Mussetta. Fitted with 6 cylinder dry sump 6C 2500 engine.
Previous Mille Miglia competitor.



1959 EFAC Stanguellini Formula Junior
Unique with outstanding history.



1990 Arrows A11B
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Chapron Coupe, in outstanding condition.



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1964 Brabham BT8 BRM V8
1967 BRM H16
1968 BRM P133
1970 BRM P153 V12
1968 Brabham BT25 Indycar
1959 Cooper T51 Works car
1957 Cooper "Pooper" Porsche
1964 Elva MK VII BMW
Ferrari 246 F1 re-creation
1976 Hill GH2 DFV
Lola MK1 Climax
Lotus 69 BDA F2
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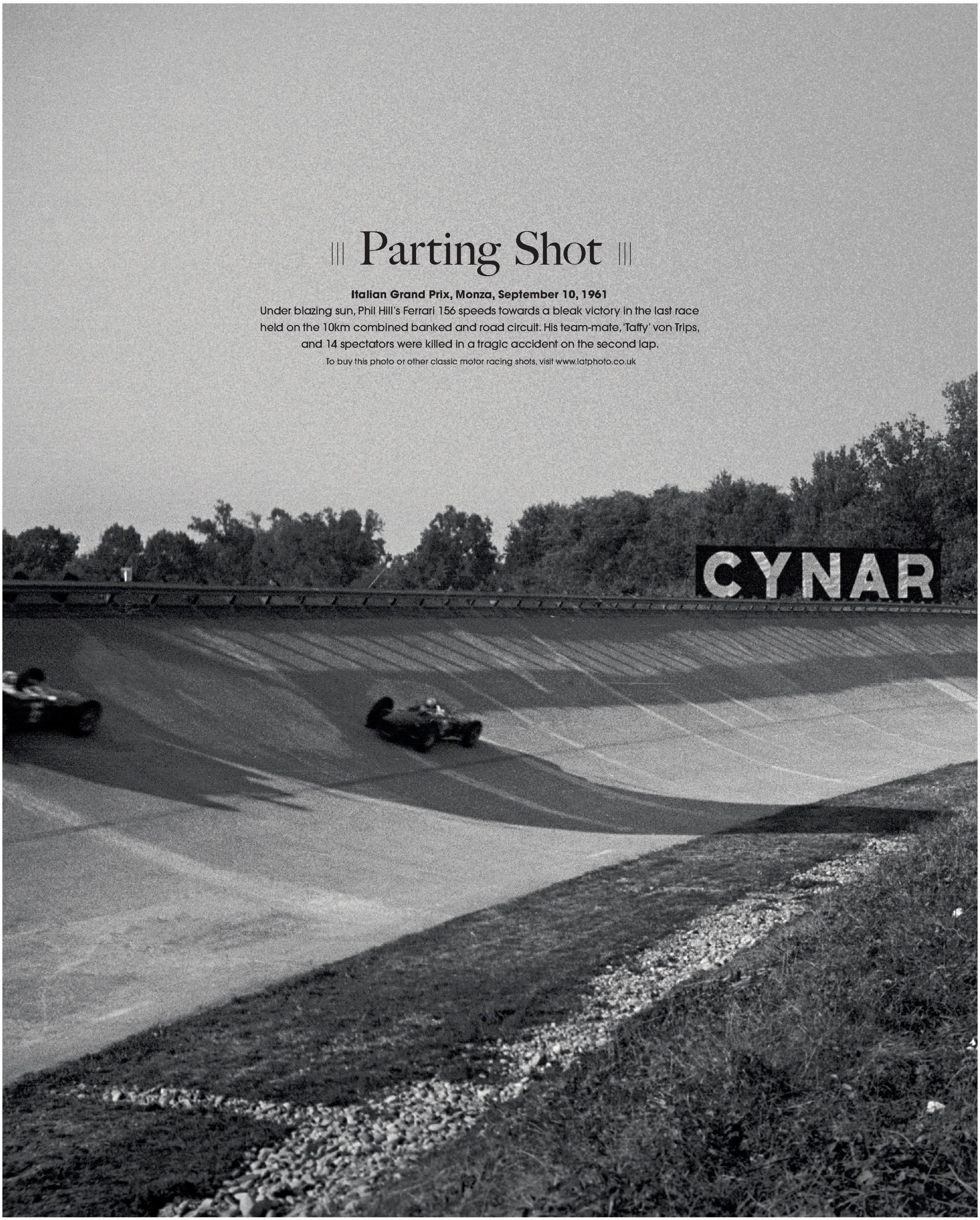
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Parting Shot

Italian Grand Prix, Monza, September 10, 1961

Under blazing sun, Phil Hill's Ferrari 156 speeds towards a bleak victory in the last race held on the 10km combined banked and road circuit. His team-mate, 'Taffy' von Trips, and 14 spectators were killed in a tragic accident on the second lap.

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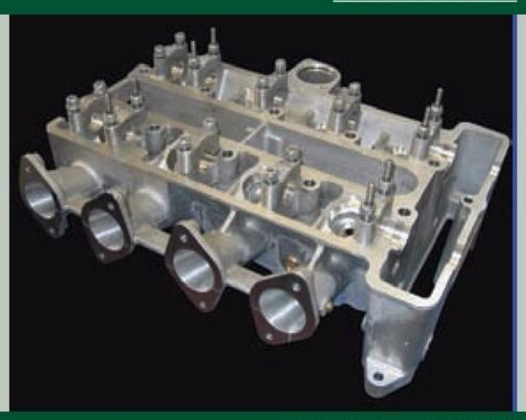


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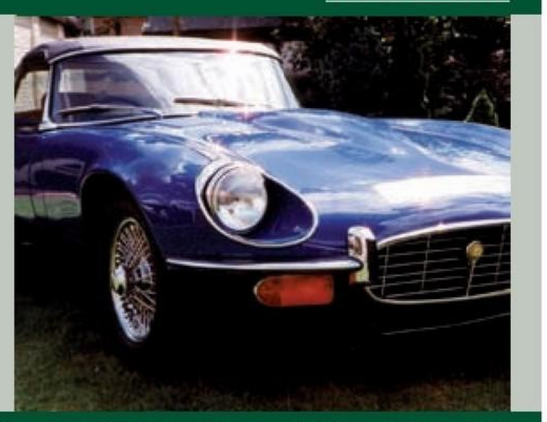


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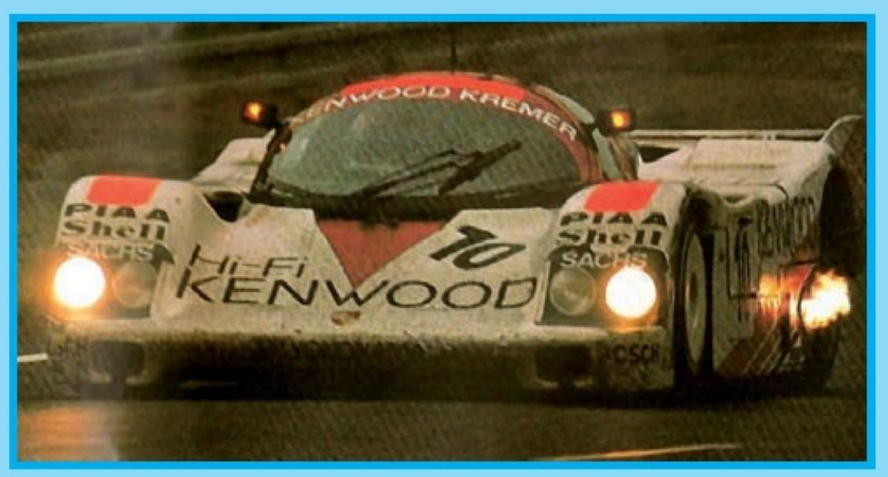
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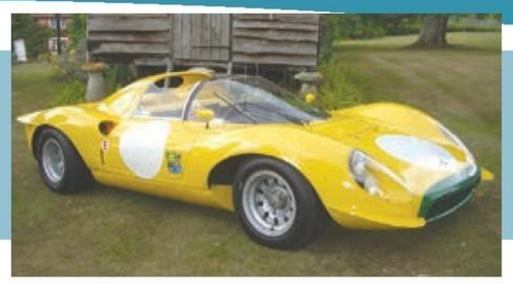


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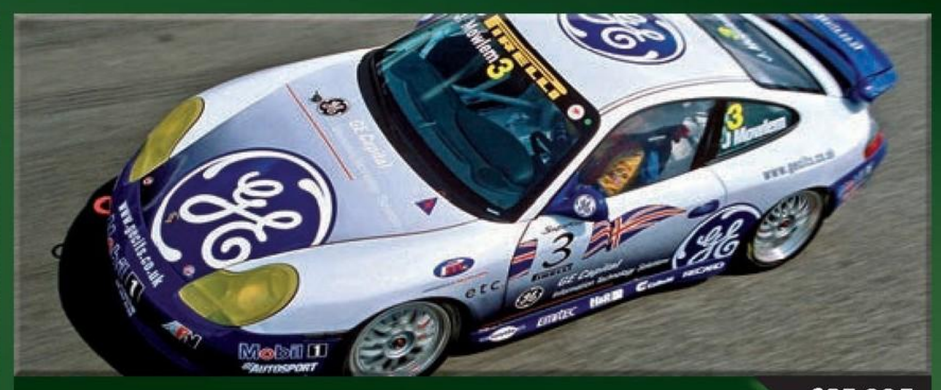
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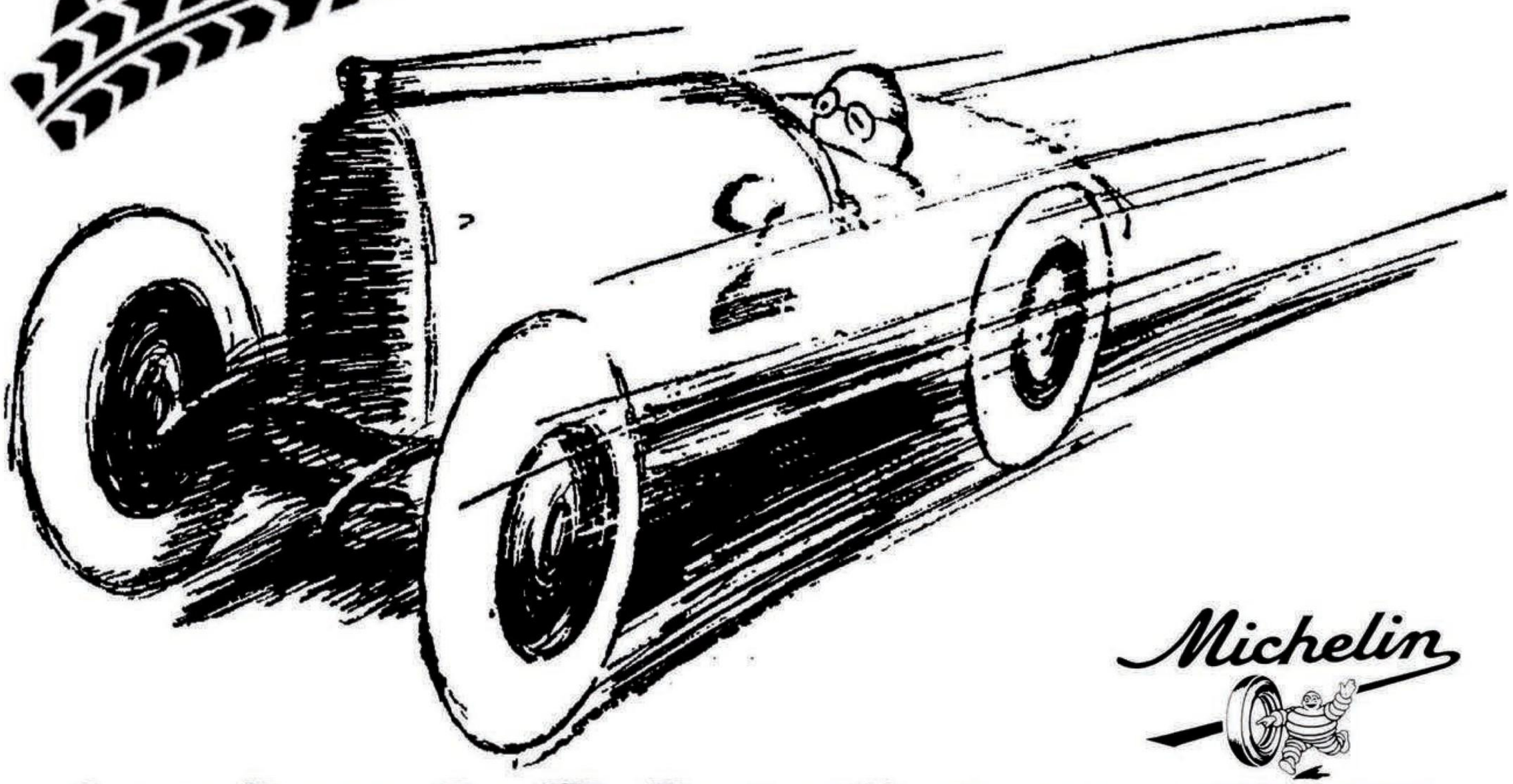
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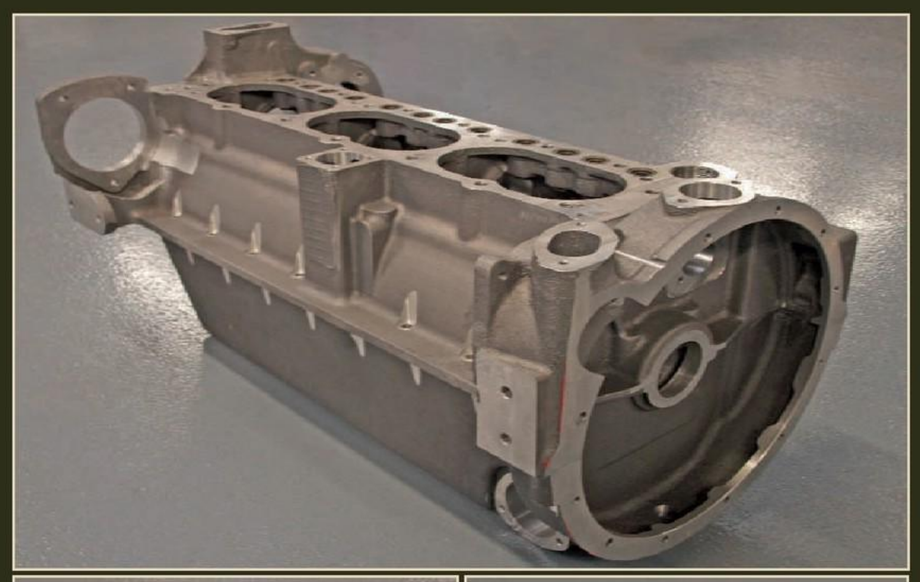


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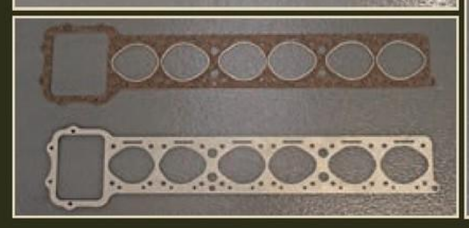
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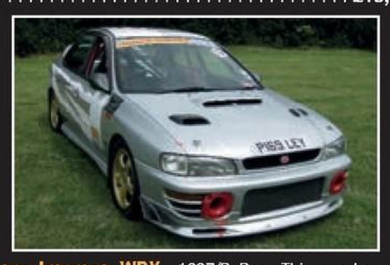
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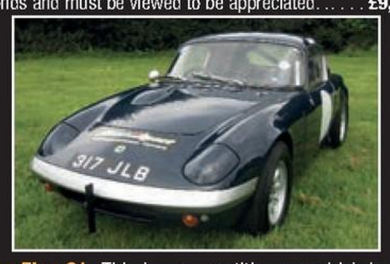
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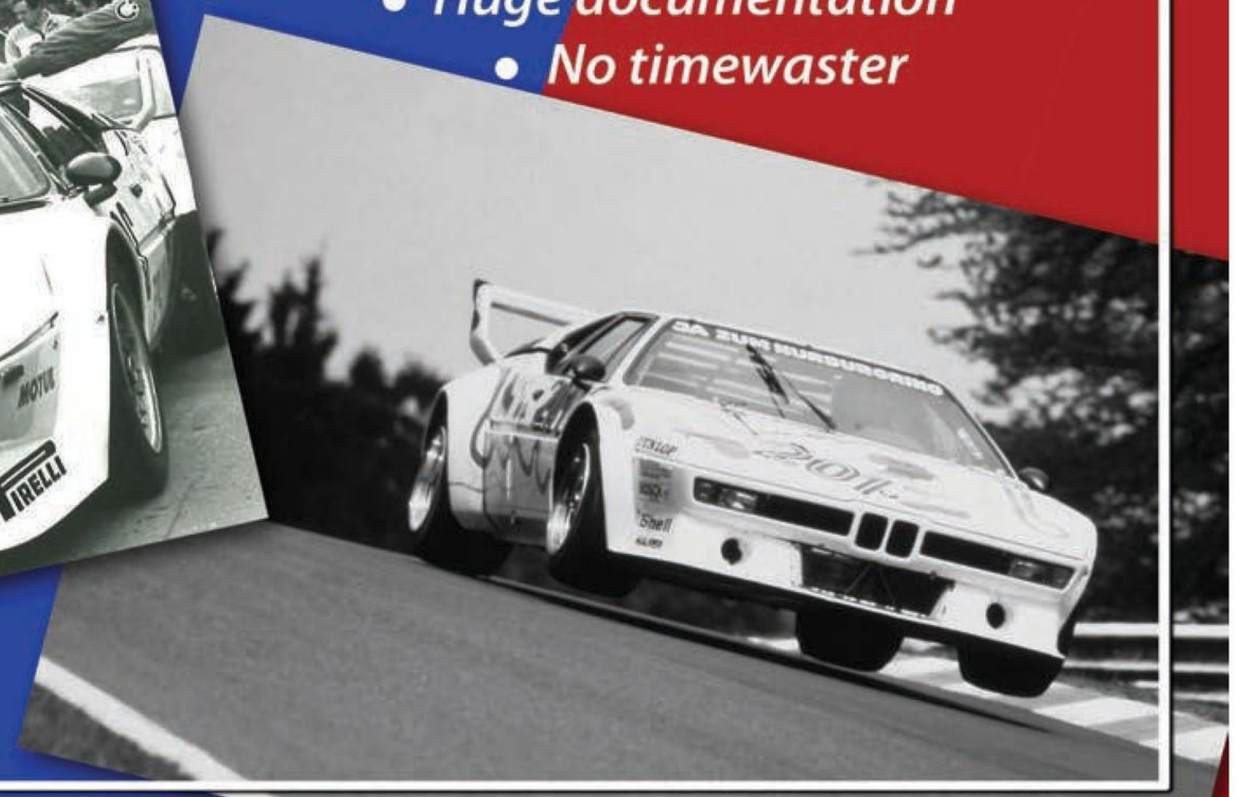
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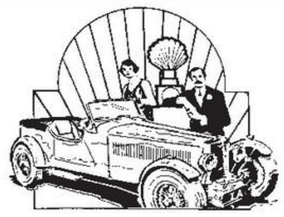
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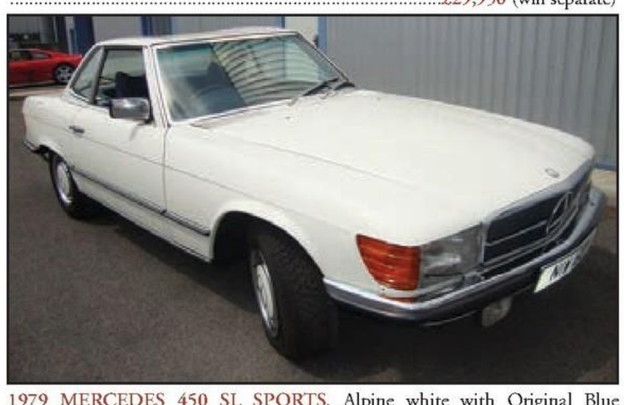
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1968 ROLLS-ROYCE MPW 2 DOOR COUPE. (RARE). Rolls-Royce midnight blue with grey leather, and blue carpet. Perfect light walnut veneers with correct grey felt headlining. Uprated factory aircon and improved handling. This Concours Winning example, has 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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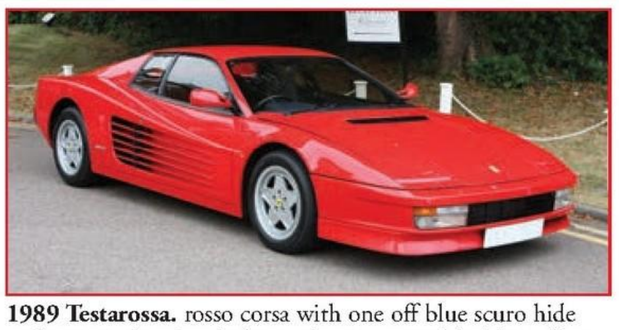




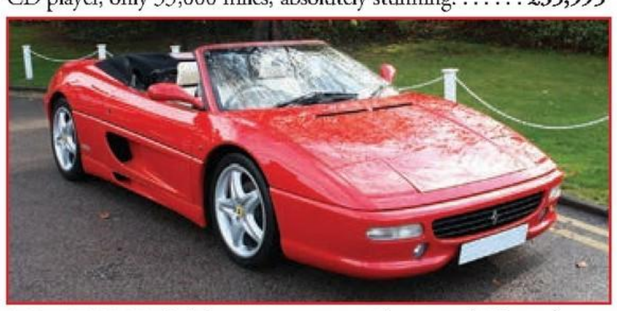
1989 328 GTS, rosso corsa with black hide and Bordeaux carpets, This car has been greatly enhanced with AP racing Brakes, and a suspension upgrade (£10,000) and 17" compomotive split rims, rear aerofoil, electric windows air conditioning, remote alarm/locking, CD player, only 33,000 miles, absolutely stunning! **£35,995**



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By Florent MOULIN





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- **Aston Martin Vantage Supercharded** : 1995, 40 000 km, green with beige leather, very nice
- **Benetton B188** : chassis #01, ex Nannini car, prepared to race ready condition, 200km engine by Nicholson, a lot of spares
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- **Jaguar XK 140 "SE" Roadster** : 1954, LHD, beige / beige leather, wonderful condition, fully documented "frame off" restoration
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AC COBRA 427 Mk III S/C 'CONTINUATION' - L.H.D.

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The last of AC Cars Ltd's 'Cobra variants', a landmark in the Company history.



NEW MK II SHELBY DAYTONA COBRA COUPES

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NEW GT40 MK I / MK II 'CONTINUATIONS'

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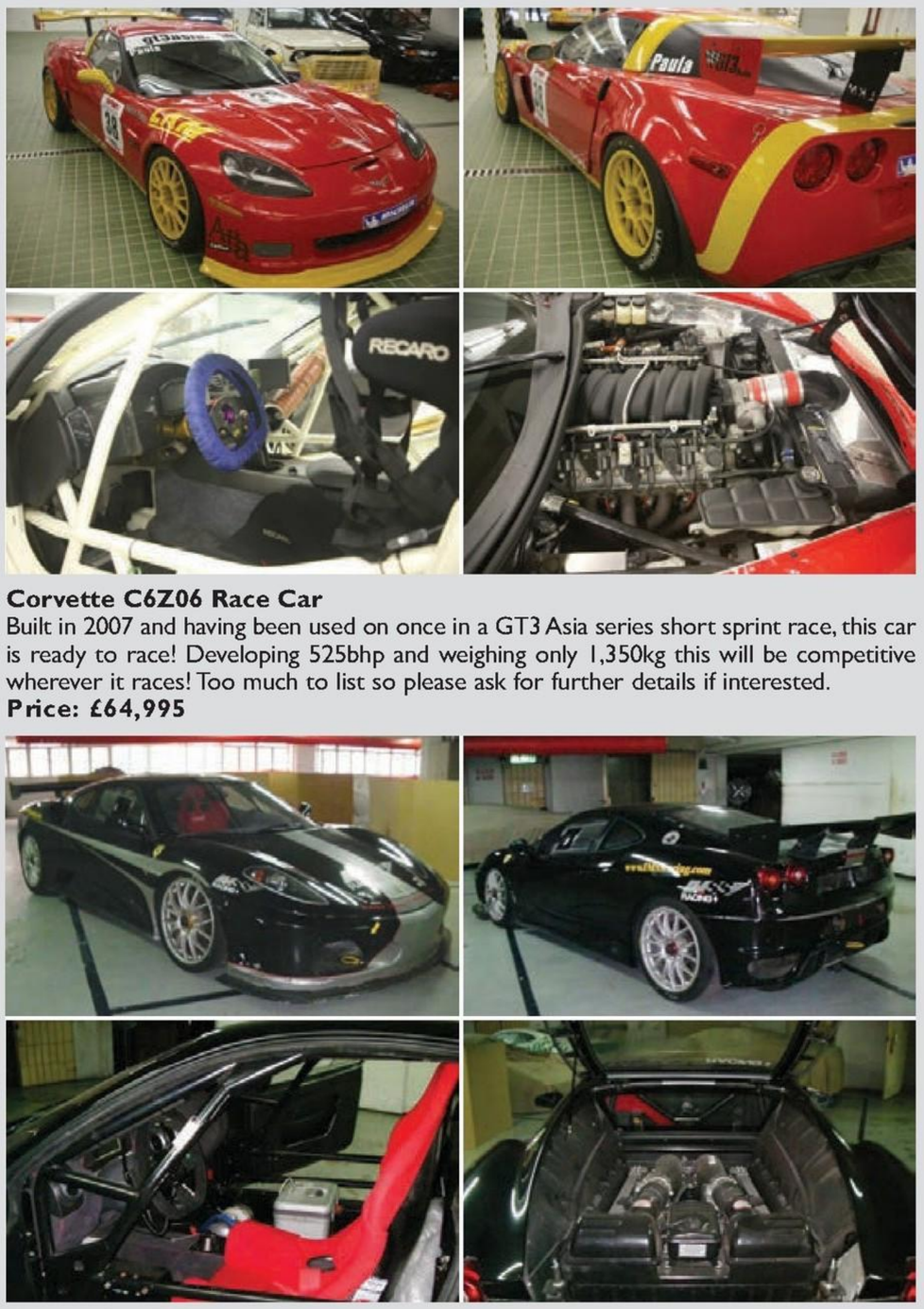
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Built in 2007 for the GT3 Asia series but never raced. With 525bhp and only weighing 1,350kg this is almost brand new and ready to race. If commissioned today these cars would cost around £175,000 and would take you the best part of a year to build!

Price: £76,995



Corvette C6Z06 Race Car

Built in 2007 and having been used on once in a GT3 Asia series short sprint race, this car is ready to race! Developing 525bhp and weighing only 1,350kg this will be competitive wherever it races! Too much to list so please ask for further details if interested.

Price: £64,995

Ferrari 430 F1 GT3 Race Car

Built in 2008 by Loris Kessel No 42 for the GT3 Asia series, this car has covered a mere 2,500km mostly in short (10 lap) sprint races. In superb condition and never crashed, this car would cost in excess of £300,000 to build today. **Price: £180,000**

Ferrari 430 F1 Pista

2007 Left hand drive race car used primarily for training and teaching and occasionally as a back up car for GT3 Asia race series. A full race car in its own right, this car has only covered a mere 4,000km from new (of which maybe 200km in racing). Offered at under half the price of a new similar car today. **Price: £100,000**



Ferrari 360 F1 CS

Left hand drive 360 F1 (paddle shift) 360 Challenge Stradale race car built in 2005 and used as a training and teaching car for the GT3 Asia short sprint racing series. 12,500km from new of which maybe 200kms racing distance! This car is ideal for Ferrari Challenge etc and very good value. **Price: £59,995**



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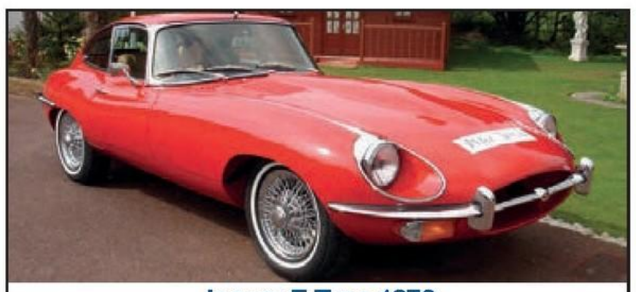
Rolls Royce Left Hand drive Corniche Convertible series 11 1985 model.
Finished in Ivory with matching tan hide interior,matching power convertible top, lambs wool overugs,stereo system,air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example **£49,750**



Jaguar E Type 1973/4 Roadster
Finished in Azure Blue with Tan hide interior, manual transmission, power steering, original radio,pressed chrome wheels, only 34,000 miles from new, lots of Mots and service history, original service book and handbook, superb original example. **£56,750**



Bentley Arnage T Mulliner 2005
Level 2 Finished in Silver lake with Nautic Blue with contrasting Cotswold quilted seats and door inserts, walnut veneer to fascia and waist rails, with Bentley recessed badges, Le mans vent and Mulliner badges, sat nav, sunroof, quad exhaust, parktronic, many more extras, 27,000 miles, FSH, very high spec, this car is totally stunning **£75,500**



Jaguar E Type 1970
Series 11 FHC Finished in gleaming Signal Red with Tan hide interior, head rests,sparkling chrome wire wheels, stereo system, spare unused, well known car in the Jaguar world, this E Type is just incredible in condition, totally rebuilt every nut and bolt, by a top club member, only covered 2,000 miles since rebuild,l ots of bills, handbook in leather wallet, it would probably be impossible to find better, the ultimate E Type **£65,500**



Bentley Eight 1989
Finished in Black with Magnolia hide interior piped in Black, power memory seats, climate control, all usual Bentley extras, new tyres, just had service, Bentley alloys, always garaged, taken in part exchange, fantastic value
..... **£7750**



Jaguar V12 E type Roadster 1974/5
Finished in Gleaming Old English White with Cherry Red hide interior, headrests, stereo system,overmats,sparkling chrome wire wheels, virtually one owner,only 21,000 miles from new, with original British Leyland service book with stamped up service history, hand book in original leather wallet, garaged from new, this E type is quite remarkable and totally superb **£75,750**

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Bentley Turbo R Left Hand Drive first registered in 1992

Finished in gleaming unmarked ebony black with black hide interior, piped in St James red, lambs wool overugs, picnic tables, cocktail cabinets, footrests, alloys, rear quarter badges, expensive in car stereo equipment, 35,000 miles, garaged from new, totally stunning **£19,750**



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 Roadster V12

1975 Finished in Sable with Tan hide interior, headrests, manual transmission,power steering, stereo system, new stainless steel wire wheels,only 49,000 miles from new,totally original,excellent service history,original service book, handbook, original bill of sale . . **.£37,750**



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**



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**



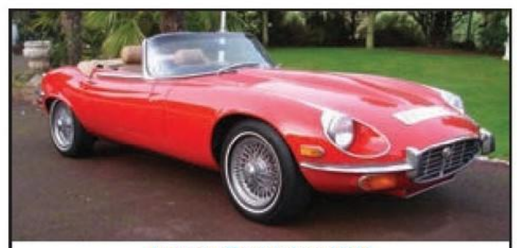
Jaguar 3.8 Mk II 1964

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 V12 1973 2+2

Finished in Silver with black interior, headrests, chrome wire wheels, auto, power steering, stereo system, history, original handbook and history, lots of Mots, 67,000 miles, many valuation certificates, one for the enthusiast, garaged . . . . . **.£19,750**



Jaguar Roadster 1974

Left Hand Drive finished in Signal red with beige hide interior, headrests, radio/stereo, tinted glass, air conditioning, sparkling chrome wire wheels, spare unused, manual transmission, power steering, 29,500 miles, garaged from new, superb . . **.£56,500**



Mercedes 280 SL Sports 1969

Left Hand Drive, finished in Diamond white with cherry red hide interior, headrests, hard and soft tops, auto, power, air con, stereo system, two owners from new,this car is in amazing condition, pampered from new, looks like a one year old car and is totally superb. Also available in ivory white with dark brown hide interior **£49,750**



Jaguar E Type V12 Roadster 1973/4

Silver with Blue hide interior, manual transmission, power steering, original radio and stereo, chrome wheels, 69,000 miles, only three owners, drives superb, needs paintwork, one for the enthusiast, always garaged, absolute gift, ... **.£29,750**



Aston Martin Virage 1991

Finished in metallic green with magnolia hide interior, piped in green, headrests, overmats, stereo system, tilt steering, usual Aston extras, only 25,000 miles from new with full service history, garaged from new . . . . . **.£28,750**



Jaguar E Type V12 Roadster 1974

Finished in gleaming signal red with as new black hide interior, headrests, stereo system, manual transmission, power steering, sparkling chrome wire wheels, white side tyres, heritage certificates, only 9,000 miles since top professional renovation, old Mots, hand book, history, always garaged, just magnificent . . . **.£68,750**



Mercedes 560 SL Sports 1986

Left Hand Drive, finished in gleaming Signal Red with black hide interior, hard and soft tops, headrests, air bags, light up vanity mirrors, cd/stereo system, power mirrors, power windows, centre arm rest, air conditioning, climate control, cruise control, 18,000 miles, garaged from new, very difficult to repeat **£25,500**



Aston Martin DB6, 1968

Finished in Olive Green, with tan hide interior, stereo system, power windows, manual transmission, power steering, chrome wire wheels, ONLY 112,000 miles from new. ONLY 2 owners. Last owner for 33yrs service frequently, invoices & MOT, original buff log book from new, amazing condition, drives like new, pamper and garage from new, if you want the very best this is it, rapidly appreciating, . . **£125,500.**



Jaguar E type V12 Roadster 1971/2

Finished in totally unmarked gleaming British Racing green, with as new Tan hide interior, headrests, stereo system, as new chrome wire wheels, manual transmission, power steering, only 33,000 miles from new,every Mot, large history file, original British Leyland service book and handbook, this car is in absolutely mint condition, garaged from new . . . . . **.£68,750**



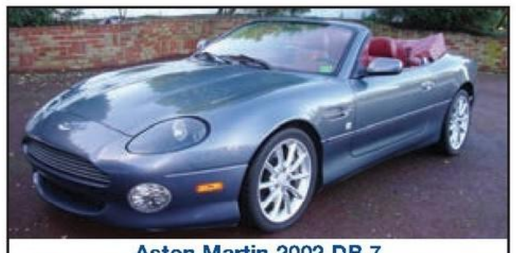
Jaguar E Type V12 Roadster 1974/5

Finished in Regency red with Black hide interior, headrests, stereo system, auto,power, chrome wire wheels, only 60,000 miles from new,bills and Mots, classic colour combination, very original example . . . . . **.£39,750**



Bentley Hooper 1956

Finished in gleaming two tone green with fine coach lines to compliment the coachwork, a matching green hide interior, with a glass like finish to walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overugs, only one former keeper, this very rare Bentley is ideal for showing with every possibility of winning, or for the pure pleasure of driving, possibly the finest in the world and a fine investment **£65,750**



Aston Martin 2002 DB 7

Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, Cd, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history,this car is just remarkable, never seen rain . . . . . **.£49,750**



1999 Bentley Continental SC Sedanca Coupe LHD

Finished in Silver Pearl with Stratos hide interior, 27,000 miles, matching lambswool overugs, this car has just about every possible extra, a very rare model with only seventy three ever produced, with its unique lift out glass roof, this stunning car has FBSH, garaged from new, a very famous owner, just magnificent **.£135,000**



1972 Rolls-Royce Phantom V1 State Limousine

Finished in Garnet over Antelope with Cherry hide interior to the front and West of England cloth to the rear, glass division, power windows, a/c, TV & video, cocktail bar, intercom, 12 stack CD player, Sundym glass, only 18,000 miles from new, 2 owners, lambswool overugs, occasional seats, show condition . . . . . **.£175,000**



Bentley Azure 1997 Model

Left Hand Drive finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, expensive stereo system, chrome wheels, anti theft device, Burr Walnut throughout, 52,000 miles, always garaged . . . . . **.£75,500**



Mercedes 280 SL 1969

Finished in champagne gold with superb interior, hard and soft tops, automatic, power steering, radio and stereo, cd and mini disc player, expensive alarm, 89,000 miles from new, good service history, garaged from new, absolutely stunning, probably the finest . . . . . **.£39,750**



Mercedes Sports 280SL 1969

Finished in Ganate Red with black hide interior, headrests, hard and soft tops, auto, power, CD/ stereo, only two previous owners, original service and handbooks, service bills etc, original document wallet, garaged from new, Mercedes show car probably the finest . . . . . **.£49,750**



Jaguar E Type V12 Roadster

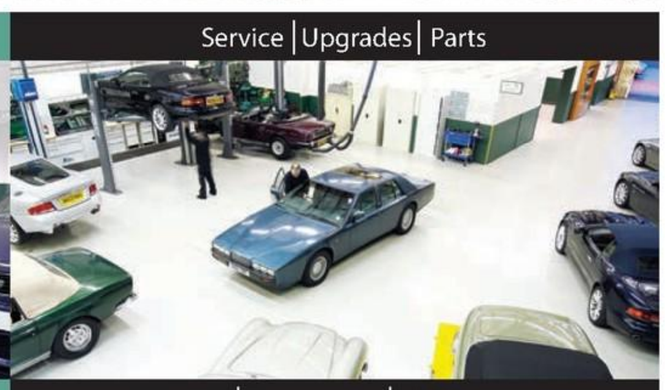
1973/4 finished in the original colour of unmarked Primrose Yellow with black hide interior, head rests, CD system, manual transmission, power steering, chrome wire wheels. Only two owners from new, every MOT since new, original British Leyland service book stamped up-to-date, original bill of sale, lots of history, original handbook. Only 19,000 miles from new. This car is remarkable. Never seen rain, garaged since new. . . . . **.£87,500**

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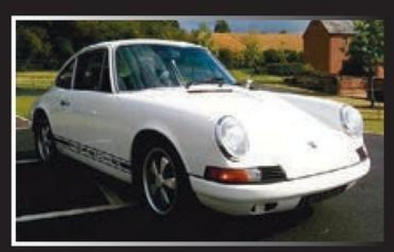
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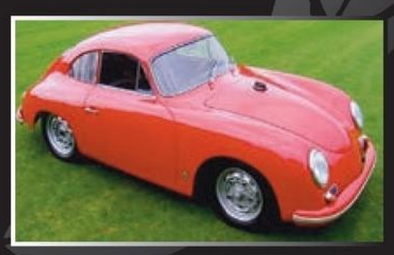
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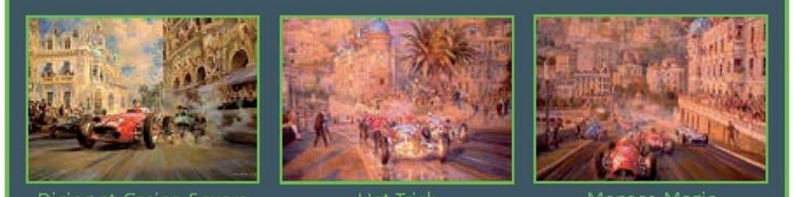


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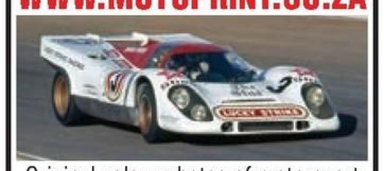
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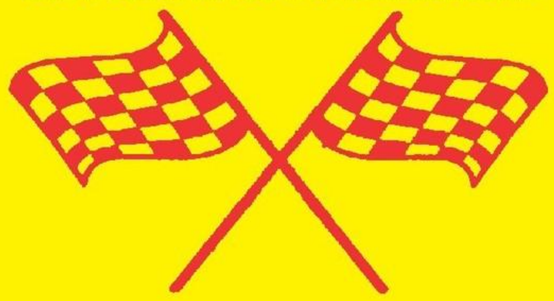
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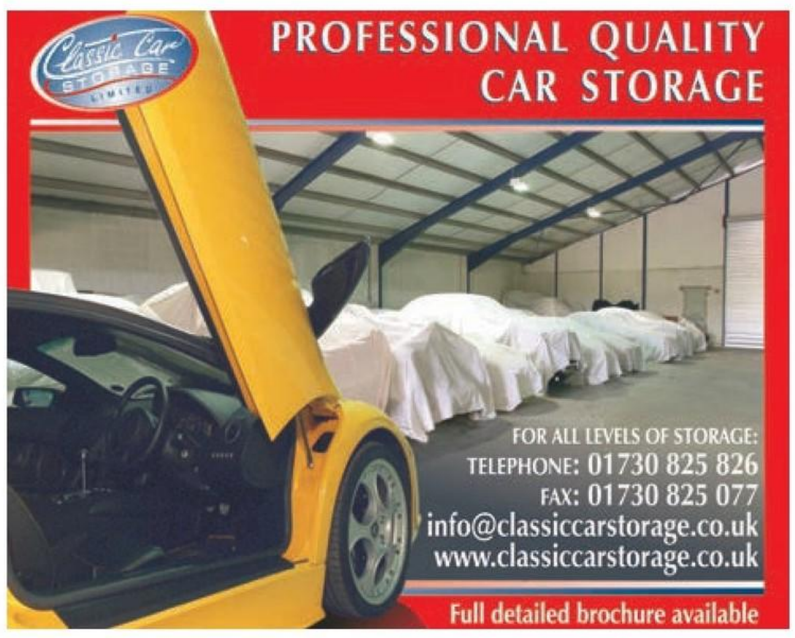
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2002 Bentley Arnage "T". This is a superb, low mileage example finished in Moroccan blue with pale grey quilted hide interior and turned aluminium dash and door capings. This is a well kept car and has been regularly serviced at a main Bentley franchised dealer and comes with complete service records. With a mileage of only 38,600 it is extremely good value at only £39,950 **Tel: (01753) 644599 www.runnymedemotorcompany.com**

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1969 Jaguar E type series II finished in British Racing Green with black hide interior. This is a very nice example which drives beautifully and is fitted with chrome wire wheels and the 4 speed manual transmission. E types are definitely flavour of the month as next year is the 50th anniversary of the marque and this car will gain entry to numerous events and tours. Very realistically priced at £36,950 **Tel: (01753) 644599 www.runnymedemotorcompany.com**

1972 Jaguar E type series III V12 2+2 finished in Azure blue with dark blue hide interior. This car is in superb condition throughout and is fitted with most period refinements. It drives exceptionally well and is sensibly priced at £22,950 **Tel: (01753) 644599 www.runnymedemotorcompany.com**

L

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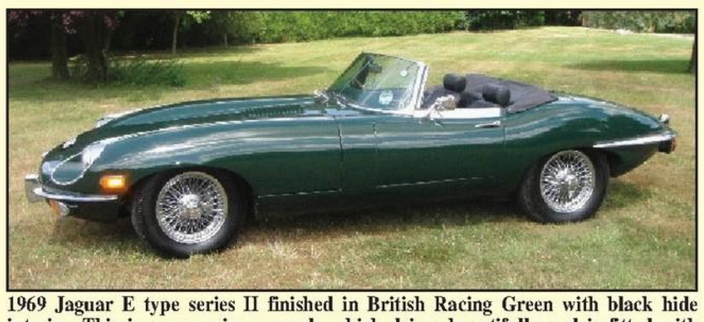
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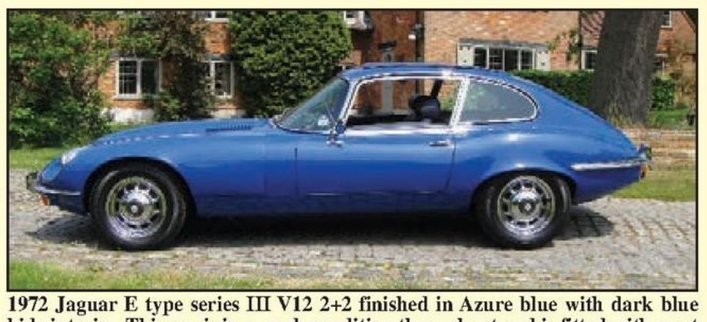
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1960 Turner Sports Mk I, finished in classic blue with black bucket seats and wire wheels. This is probably the most well preserved Turner in captivity and is a credit to its previous owner. It has a 1380cc "A" series engine with 40dcoe Weber carb and front disc brakes. Very rare and much better than a Sprite. Sensibly priced at only .....£17,950. Will undoubtedly appreciate.



1972 Jaguar E type series III V12 2+2 finished in Azure blue with dark blue hide interior. This car is in superb condition throughout and is fitted with most period refinements. It drives exceptionally well and is sensibly priced at £22,950



2002 Bentley Arnage "T". This is a superb, low mileage example finished in Moroccan blue with pale grey quilted hide interior and turned aluminium dash and door capings. This is a well kept car and has been regularly serviced at a main Bentley franchised dealer and comes with complete service records. With a mileage of only 38,600 it is extremely good value at only £39,950



1979 Aston Martin V8 Volante finished in Chichester blue with beige hide interior. The same owner for the last 25 years, it comes with considerable service history and is in fine condition throughout. A really excellent investment at this money and great fun for the summer £49,950



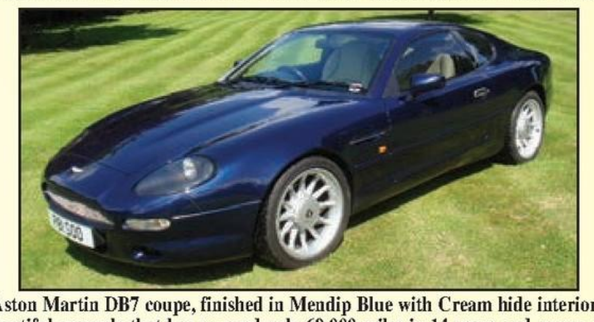
1998 Bentley Continental "R" finished in Amethyst with Cream hide interior. This is a 3 owner car in superb condition and having covered only 38,000 miles. It comes with all usual Bentley refinements too numerous to list, (on website). Previously owned by an enthusiastic Bentley drivers club member, this car is a delight to drive. It has full dealer service history and is excellent value at £49,950



2001 Aston Martin DB7 Vantage Volante finished in Mendip blue with contrasting Pacific blue and Parchment hide interior. Only 55,000 miles with a substantial Aston martin service history; it is in quite exceptional condition and we are convinced that the first to see will buy. It is sensibly priced for a car in this condition at only £29,995



2003(03)Aston Martin DB7 Vantage Volante in Cairngorm grey with pale grey & charcoal hide interior with carbon cappings. This is a beautiful low mileage example that has covered only 29,000 miles and has full Aston Martin service history. Please enquire for complete specification. The car comes with 12 months warranty and is very competitively priced at £35,995



1996 Aston Martin DB7 coupe, finished in Mendip Blue with Cream hide interior. This is a beautiful example that has covered only 69,000 miles in 14 years and comes with a complete comprehensive service record. Fitted with automatic transmission, air conditioning, electric seats and cruise control, the car drives exceptionally well and is competitively priced at £21,950



2003 (53) Mercedes SL 500, finished in Tanzanite blue with contrasting cream hide interior. A really beautiful example with Mercedes service history and upgraded 18" alloy wheels and satellite navigation. Very realistically priced at £21,950



2005 (55) Aston Martin DB9 Superb car in Chiltern Green with Quail Grey hide, electric heated seats, 6 speed manual, sat nav, 19inch alloys, grey brake callipers, traction control, aircon, HiFi system, heated electric mirrors, xenon headlights, full Aston Martin service history, having covered only 15,000 miles. Very competitively priced at £52,995



2006 (56) Mercedes SL 500 (face lift model) finished in Blue/Black metallic with full black hide interior, This is an exceptional one owner car with complete Merc service history. Fitted with most available options including satellite navigation, 7 speed tiptronic transmission and 19" AMG alloy wheels with new tyres. Quite exceptional and sensibly priced at £35,950



1969 Aston Martin DB6 finished in its Caribbean blue with contrasting black hide interior and all in excellent order throughout. It is fitted with the more desirable 5 speed ZF gearbox and also has power assisted steering and chrome wire wheels. Despite being over 40 years old, these cars easily stay with modern traffic. Now definitely appreciating in value, this one is realistically priced at £89,950



1960 Alvis TD21 finished in a very attractive Fern green with contrasting Suede green full leather interior with matching fern green carpets edged in matching hide. This Alvis has been the subject of a total restoration and is believed to have had only 3 owners from new. It has automatic transmission and wire wheels with modern radial tyres which greatly enhance the driving pleasure. Very sensibly priced at ..£29,950



1998 Aston Martin V8 SrsIII finished in Cobalt blue with contrasting stone hide interior. This car has just had a major service and comes with a substantial history file detailing past expenditure. It has had a wheel upgrade to the later BBS cross spoke alloys and has an "S" spec engine and mesh front grills. The car drives extremely well and comes with a 12 month warranty. Should undoubtedly appreciate in value, but still sensibly priced at £29,950



Proteus "C" type, all aluminium, expected shortly. Please enquire



1976 Panther J72 in the style of a Jaguar SS 100 beautifully finished in Rhodium silver with contrasting deep Burgundy mohair hood and full Crimson hide interior, fitted with a Jaguar 4.2 XJ engine, automatic transmission. Further specification includes chrome wire wheels with 3 eared spinners and modern radial tyres, chrome tubular bumpers and luggage rack, P100 style head lamps. A real Kings road cruiser and realistically priced at £26,950



1997 Aston Martin V8 Coupe, finished in Rolls Royce Royal blue with contrasting pale grey hide interior and grey Alcantara head lining; dash panels and door capings are finished in walnut veneer. The condition of this car is quite stunning and a credit to its previous fastidious owner. Only 25,000 miles with comprehensive service history, much of which is by Aston Martin works Service. Probably the best available and realistically priced at £39,995

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