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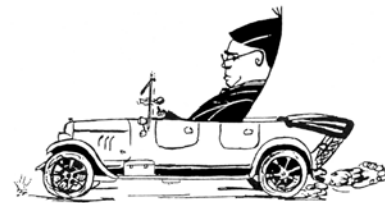
# MOTORSPORT

FORMULA 1 | DAYTONA 24 HOURS | RACING HISTORY | CLASSIC RALLIES | ROAD CARS





# Contents



*In the spirit of WB*



## FEATURES

- 46 HALL OF FAME 2012 PREVIEW**  
Win tickets to see four more motor racing greats join our exclusive club
- 48 F1 2011 SEASON REVIEW**  
Round-table discussion of the year just gone and Nigel Roebuck's top 10 drivers
- 64 JENSON BUTTON**  
Exclusive interview with the driver who came closest to rivalling Vettel in 2011
- 75 FIFTY YEARS OF THE DAYTONA 24HRS**  
Highlights from half a century of the Florida classic, plus the star drivers
- 90 MARIA TERESA DE FILIPPIS**  
The first woman to appear on a World Championship grid on racing in the '50s
- 96 LUNCH WITH... MIKE COSTIN**  
He gave his name to Cosworth, which gave F1 its most successful engine ever
- 104 ALAN MANN**  
Racer-turned-entrant rose to prominence in the '60s before leaving it all behind
- 112 ROAD CARS**  
Car of the Year candidates; Porsche 911 road test and Goodwood memories

LAT

see **p88** **SUBSCRIBE TODAY**  
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# Contents



## FAVOURITES

- |  |   |
|--|---|
| <p><b>14 THE MOTOR SPORT MONTH</b><br/>Kimi comeback assessed; Gethin tribute</p> <p><b>20 EVENTS OF THE MONTH</b><br/>Race of Champions; Safari/RAC rallies</p> <p><b>24 ROEBUCK'S REFLECTIONS</b><br/>Räikkönen's return; Ireland's ire raised</p> <p><b>35 PATRICK HEAD</b><br/>Final column looks at Williams' future</p> <p><b>37 DISPATCHES</b><br/>Stars gather for Wheldon tribute race</p> <p><b>39 ON TWO WHEELS</b><br/>John Barnard's impact on MotoGP</p> <p><b>41 THE US SCENE</b><br/>The perfect winner for NASCAR</p> <p><b>42 LETTERS</b><br/>A lap of the Nordschleife with Stuck</p> | <p><b>120 SIDETRACKED</b><br/>Young driver special; electric dragsters</p> <p><b>124 HISTORIC SCENE</b><br/>Jaguar celebrates heritage at RAC club</p> <p><b>127 AUCTIONS</b><br/>US prepares for Scottsdale Car Week</p> <p><b>129 BOOK REVIEWS</b><br/><i>Autocourse</i> e-book on the 1971 season</p> <p><b>131 DESIRABLES</b><br/>Winter warmers for you and your car</p> <p><b>132 YOU WERE THERE</b><br/>A golden spell for the Indianapolis 500</p> <p><b>134 DOUG NYE</b><br/>Schell minces his words over Behra</p> <p><b>138 PARTING SHOT</b><br/>Ferrari chases sports car glory at Brands</p> |
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LAT

MARCH 2012 ISSUE ON SALE JANUARY 27



# ||| Matters of Moment |||

There's nothing slick about Donington Park. Jonathan Palmer would blanch at the potholes and the peeling paintwork, and it's difficult to imagine Silverstone having to employ extra security to keep a bunch of opportunistic travellers at bay. But the rough edges do not matter a jot when we shudder at what might have been at one of Britain's best-loved race circuits. All that matters is that Donington is open for business – and that it's in good hands.

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# ||| Matters of Moment |||

In early December it was on to the ubiquitous Grosvenor House Hotel for the *Autosport* Awards where World Champion Sebastian Vettel quite rightly stole the limelight, and even joined in the feisty BBC vs Sky banter, a recurrent theme of the evening. As speakers go, we should be thankful that he's more Graham Hill than Kimi Räikkönen, whom he mimicked with a wickedly accurate impression. No

website ([www.motorsportmagazine.com](http://www.motorsportmagazine.com)) to win one of five pairs of tickets. And you won't even have to wear a tie...

**W**hatever you do, don't wish Patrick Head a happy retirement. He doesn't like it. The ebullient co-founder of Williams Grand Prix Engineering might have stepped down from a frontline role at his F1 team, but he is not about to go gently into the night. That's not really his style.

Instead, Patrick will attempt to quench his thirst for innovation in a new role at Williams Hybrid Power, working on new technologies that will feed back into the sport he loves.

For the past year, we've been honoured to include Patrick as a columnist in these pages. As he signs off in this issue, we thank him for his valued insight and wish him well for the future. But you'll be glad to hear we haven't heard the last of him. In fact, he's back next month when we'll be offering a suitable sign-off to an incredible career as a Grand Prix engineer.

He was determined not to make a big deal out of his change in employment, but we just couldn't agree with that. Why? Because his contribution to the sport of F1 over the past 30 years has been simply immense – and it won't be the same without him.

**N**o one can claim our man Ed Foster is afraid to stand up and be counted (although at 6ft 7in, he looks like he's standing even when he's sitting at his desk). Having lost his bet with art editor Damon Cogman that Michael Schumacher would win a race in 2011 (optimistic!), our associate editor didn't delay

in paying up. He even went to the bank to draw the money specially. All of £10 – in small change. There's nothing like a good loser. Well, not around this office anyway. **M**

wonder he's said to be Bernie Ecclestone's favourite driver – and judging by the reaction of the crowd at the Race of Champions back in Düsseldorf, from where he'd just flown in, Vettel has finally won over his home nation, too. The Germans still go crazy for Michael Schumacher, but this time it was Vettel who got the wilder cheers. About time.

The following lunchtime, it was lounge suits and conventional ties for the British Racing Drivers' Club awards. New president Derek Warwick stepped up to honour his predecessor Damon Hill with the club's highest honour, the Gold Medal. It wasn't Damon who personally negotiated Silverstone's grail-like British Grand Prix deal with Bernie (circuit chairman Neil England was the real man taking the flak – and firing back, from what we heard), but his contribution as a unifying force within a club riven by squabbles for too long deserved such recognition. As he acknowledged a standing ovation, it was the closest we'd seen Damon to tears since Adelaide '94 and Suzuka '96.

Next up, it's our own awards night: the *Motor Sport* Hall of Fame, which will take place at the stylish Roundhouse in London on February 16. We're busy gearing up for what has become the season curtain-raiser for motor racing's movers and shakers, and there's still a chance for you to join us on our big night. Go to the Hall of Fame section of our



PATRICK HEAD



RICHARD HESELTINE



GARY WATKINS



DAVID TREMAYNE

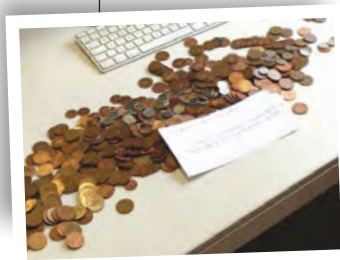
## CONTRIBUTORS

As **PATRICK HEAD** changes direction to concentrate on Williams' expanding hybrid technology business, we bid farewell to our star columnist, but look forward to a Williams special in the next issue. We've also asked him back later in the year to report on progress in his new job. So it's *au revoir* rather than goodbye.

Loud cars and a groovy paint scheme – it was obvious that **RICHARD HESELTINE** was the man to talk to Ford prep hero Alan Mann about his colourful racing days. It gave him a chance to put a few more miles on his Fiat Barchetta, currently bidding to become the longest-lasting example of the pretty little Italian, though Richard's neighbours may have a view on this after the episode of the holed exhaust.

It's been a milestone season for **DAVID TREMAYNE** as he racked up his 400th Grand Prix as a reporter. He's known Jenson Button since he was a rookie, so there was no need for introductions as they sat down for this month's interview. David's also a Land Speed Record expert who plans to experience extreme speeds from the cockpit himself when he drives his own jet car 'Stay Gold' next year.

Knowing he'd been to the past 16 Daytona 24 Hours in a row, it made sense to mark 50 years of the sports car classic by asking **GARY WATKINS** to pick out his greatest races at the Florida speedway. The latest edition will also be the 50th 24-hour race Gary has covered, so he's well used to propping his eyelids open in the small hours in case the leader spins out just when he's having a snooze. He's also had his own first taste of banked racing when the Golf GTi series he runs in visited Rockingham.



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## ■ FORMULA 1

# What to expect as Räikkönen returns

**Can Kimi Räikkönen still cut it in Formula 1 when he returns with Lotus in 2012? That's the inevitable question as we enter a season that will see a remarkable six World Champions on the grid.**

When Räikkönen left Ferrari at the end of 2009 he was thoroughly disillusioned. Not only was that year's car hugely disappointing, but from early on in the season the team had been trying to ease him out of the way to make room for Fernando Alonso for 2010. It was an uncomfortable environment to say the least – and yet Kimi still managed to win the Belgian Grand Prix.

He was eventually paid a large sum *not* to drive for Ferrari, on the understanding that he would not race for anyone else. In other words, had he taken up an offer elsewhere he would have lost out financially. He had talks about rejoining McLaren before Jenson Button got the job, but familiar with

the team's demanding PR schedule, and drained by the '09 season, he opted out.

It was against this background that Räikkönen tried his hand in the World Rally Championship. He retained a foothold in F1, however, as his Citroën was backed by Red Bull – a company that could help ease him back into a prime F1 seat.

Räikkönen was convinced that Mark Webber would retire at the end of 2009, so creating a vacancy alongside Sebastian Vettel. In fact Webber had a great season in 2010, and extended his Red Bull Racing deal to 2011, and later to 2012. And with the likes of Daniel Ricciardo and Jean-Eric Vergne climbing the

Red Bull ladder, any chance Kimi had of joining the team has since receded.

Over the past two years he has often professed his satisfaction with the WRC and a lack of interest in F1. He now admits he has missed the buzz of actual racing – something he realised on trying NASCAR earlier this year.

Aware he had to get back in the game in the best available car, Räikkönen talked to Williams, but prior to the Brazilian GP it was clear negotiations had stalled – and instead he was linked to Lotus.

A deal seemed unlikely given that tentative talks a year before had ended somewhat acrimoniously. This time both sides needed each other, especially after it became clear that

**“HE DOESN'T NEED TO BE DOING THIS – WHICH PROBABLY SAYS ENOUGH ABOUT HIS DESIRE TO RETURN”**



Robert Kubica would not be fit to return to Lotus for the start of the 2012 season. Any past misunderstandings were quickly forgotten, and a deal was soon concluded.

There has been a lot of scepticism about Räikkönen's motivation, but the bottom line is that he doesn't need the money and doesn't need to be doing this – and that probably says enough about his desire to make it work.

It's easy to forget now that the 32-year-old was thrown into F1 in 2001 at Sauber with little chance to do any growing up, and then spent eight years under an intense spotlight at McLaren and Ferrari. Between his WRC commitments he's had a chance to clear his head and see a bit more of the world.

Can he prove the sceptics wrong? He's the same age Damon Hill was when he was starting with Williams and is potentially in his prime. Now it's a question of how good the car is... *Adam Cooper*

*For more F1 analysis, see Nigel Roebuck's Reflections, p24*

## ■ DTM

# DTM champion Tomczyk switches rides

**BMW has poached Audi's reigning DTM champion driver Martin Tomczyk for next season.**

The 30-year-old German has left Audi after 11 seasons. Tomczyk won the title in 2011 after being demoted from the Abt Sportsline squad to race a year-old car for the Phoenix team.

Tomczyk said on the announcement of his



departure from Audi: “I'm delighted I could repay the trust by winning the 2011 championship title together with team Phoenix. Despite this success, and after careful

consideration, I have decided to accept a new challenge.”

BMW has signed four of the six drivers it needs for next season in Tomczyk, Andy Priaulx, Bruno Spengler and Augusto Farfus Jr. It has yet to announce how they will be distributed among its three teams, Schnitzer, Bart Mampaey Racing and the new Rheinholt Motorsport (RMG) squad.

## ■ FORMULA 1

# Rules change on safety restarts

**For 2012, the FIA aims to make safety car restarts more exciting by removing lapped cars from the leading group.**

These will be allowed to unlap themselves and join the back of the queue before restarts. There will also be a clampdown on cars cutting corners as they head back to the pits. During qualifying in Korea Sebastian Vettel bypassed a chicane to gain

seconds before his final run, but went unpunished.

Races can now last no longer than four hours, even allowing for any red flag suspensions. In 2011 the Canadian GP officially stretched to 4hr 4min.

But the change likely to bring most controversy stops drivers returning to the racing line after they have made a defensive move.

■ FORMULA 1

## New deal revives Texas GP

The US Grand Prix in Austin has remained on the 2012 calendar after the Circuit of the Americas (COTA) agreed a last-minute deal with Bernie Ecclestone.

The original contract for the race was held by Full Throttle Productions, the company run by race founder and Ecclestone associate Tavo Hellmund. However, Hellmund had a disagreement with the investors he had brought in to finance the construction of the new circuit, and when he was unable to pay Ecclestone the fee for the first race, the contract was terminated.

Ecclestone subsequently offered COTA a revised deal with stronger guarantees that the track could pay for events in future years. COTA, owned by financier Bobby Epstein, finally agreed to the new contract just before the World Motor Sport Council meeting on December 7.

The concern now is whether the track can still be built on schedule after construction was stopped during the stand-off.

Elsewhere, despite obvious concerns about safety, the Bahrain GP remains on the calendar as the fourth race of the season.



Rob Scorrath

■ HISTORICS

## Racers return to Nassau

After a break of 45 years, the island of Nassau in the Bahamas reverberated with the wail of racing engines at the start of December, as a group of classic racers took to the street circuit in the inaugural Bahamas Speed Week Revival.

Sir Stirling Moss and veteran cars from the original end-of-season meet were back, including Rob Walton's Maserati 450S which came third in the Governor's Trophy in 1957, a '59 Bocar that had been the spare car on the Scarab team in 1960 and a Bristol-engined AC Ace that appeared in '58. Also back after 52 years away was the 1958 Lotus 15 Climax which won the Governor's Trophy in '59.

As well as a concours d'élégance, two events were offered for the 40-odd cars entered – a hillclimb and a sprint race. The racing was informal, but with the enthusiastic backing of the government and tourist board, as well as talk of a dedicated track being built, this exotic winter event is full of potential.

■ SPORTS CARS

## Brundles pair for Le Mans

Former Le Mans 24 Hours winner Martin Brundle will end a decade-long absence at the French enduro to share a car with son Alex in 2012.

The Brundles will join up in a Zytek-Nissan Z11SN LMP2 prototype (below) entered by the British Greaves Motorsport squad, winners of the P2 crown in this year's Le Mans Series. Alex, 21, will also contest a full schedule with the team in the renamed European Le Mans Series.

Brundle Sr, who last raced



at Le Mans with Bentley in 2001, said: "Racing with your son at Le Mans is obviously a big appeal, but I was also motivated by doing the Daytona 24 Hours this year [he finished fourth in a Riley]. I was surprised at how much I enjoyed it and that my speed was still there.

"There is probably a small window of opportunity for Alex and I to share a car at Le Mans. He's 21 and still developing, but I'm heading into my mid-fifties. This is the right time to do it."

Brundle didn't rule out racing at Le Mans in future, but said that it would depend on his TV schedule. The new Sky Sports F1 commentator has been freed up to do the 24 Hours because the race weekend and the Test Day two weeks before do not clash with a GP.

The identity of the third driver in the Greaves Zytek has yet to be revealed, but the pro-am rules for LMP2 mean that it has to be a non-professional driver.



■ FORMULA 1

## Options shrink for GP drivers

The 2012 Formula 1 grid was still taking shape as *Motor Sport* went to press, but it was already clear that several regulars from the past season will be without jobs. Rubens Barrichello, Adrian Sutil, Vitaly Petrov and Bruno Senna were among those without a confirmed place.

The biggest news is Kimi Räikkönen's comeback with Lotus (see separate story), while Frenchman Romain Grosjean (top) will return from F1 exile to partner the former World Champion.

The Franco-Swiss driver raced for the team under its previous guise as Renault in 2009 after he was drafted in to replace Nelson Piquet Jr. He was dropped at the end of the year having performed poorly alongside Fernando Alonso, but has since rebuilt his reputation by winning the GP2 title.

Also coming back is Pedro de la Rosa (below), the 40-year-old having signed a two-year deal with HRT, while French GP2 graduate Charles Pic (middle) joins Timo Glock at Marussia, the team's third rookie second driver in as many years.

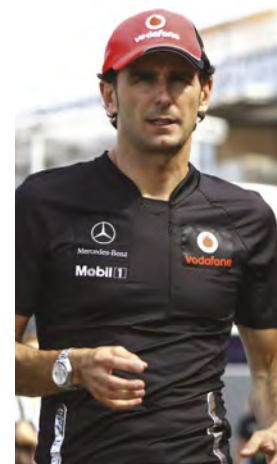
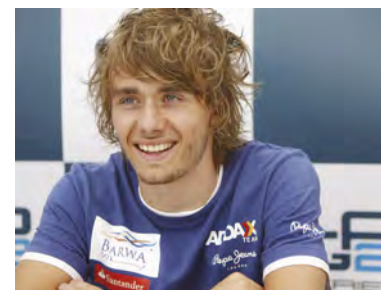
As we closed for press Force India was expected to announce that Nico Hulkenberg had graduated to a race seat alongside Paul di Resta after a season as the team's third driver.

That would have left Adrian Sutil – who finished ninth in the 2011 World Championship behind the top four teams' drivers – still

looking for a position. The German was a favourite to land a place at Williams, where Pastor Maldonado has been confirmed for the new season.

There was no firm news on Scuderia Toro Rosso as Red Bull decides what to do with Sebastian Buemi, Jaime Alguersuari, Daniel Ricciardo and Jean-Eric Vergne.

Of the other teams, Red Bull, McLaren, Ferrari, Mercedes, Sauber and Caterham (formerly Team Lotus) have unchanged line-ups, although there is some doubt over Jarno Trulli's position at the last named.







Sutton

## ■ FORMULA 1

# Piquet turns clock back in Brabham

Nelson Piquet took a step back in time at the Brazilian Grand Prix meeting when he had a run in a Brabham BT49 to mark the 30th anniversary of his first World Championship.

Not usually known as the sentimental type, Piquet was also reunited with many key members of his team, and acknowledged that he had found the occasion more emotional than expected.

Piquet has always turned down invitations to sample historic cars – he and Kimi Räikkönen were the only living World Champions to miss the 60th anniversary celebrations in Bahrain in 2010 – but a personal request from Bernie Ecclestone, and the chance to drive in front of family members, persuaded him to change his mind.

The 59-year-old had not sat in a Formula 1 car since

he finished fourth in his last Grand Prix at Adelaide in 1991 with Benetton, and aside from some outings for fun in Brazil in his son's F3 car, had not driven a pukka single-seater since the 1993 Indianapolis 500. His last race was the 2006 Interlagos 1000 Miles, where he shared victory in an Aston Martin with Nelson Jr.

Piquet first raced Gordon Murray's BT49 in Montréal at the end of 1979, after Ecclestone decided to abandon Alfa Romeo power and return to the Cosworth DFV. In 1980 Nelson took three victories with the car and finished second to Alan Jones in the World Championship.

He scored three further successes in 1981, clinching the title at the Las Vegas finale. While the new BMW-powered BT50 was being

revamped he also used the BT49 in two races in early 1982, losing victory in Rio because of the water-cooled brakes affair.

The car he sampled at Interlagos is owned by Ecclestone and raced regularly by Joaquin Folch. Piquet had two brief sessions, one early on Sunday morning to get a feel for the car, and another shortly before the Grand Prix.

Nelson Jr and other family members watched from the pitwall, while former Brabham men Charlie Whiting, Herbie Blash, Nigel de Strayter and Alan Woollard (above) – all of whom still work in F1 either for the FIA or Formula One Management – went along to wish their former driver well.

Always known for his questionable sense of humour, Piquet taunted the

otherwise appreciative São Paulo crowd by waving the flag of the city's deadly soccer rivals, Rio's Vasco da Gama...

"It's not for me, it's more sentimental for the family, for the kids," Piquet told *Motor Sport*. "They didn't see this before. It was 30 years ago I drove this car, and now they've seen me drive Formula 1. It's a little bit good for that."

"I've been working a lot, and I have no time for things like this. But when Bernie suggested the idea, here in Brazil, I thought for me it would be a pleasure."

"It feels quick for me! I had not expected it to be so quick. The car is not the same, because it had sliding skirts and a lot more downforce, and this has less downforce. But everything came back to me, it felt normal, no problem. For me, it was a very good thing."

Piquet insisted, however, that the outing had not reignited his passion for racing: "No, not at all. I did some F3 races to promote Brasilia, I did Le Mans twice, I did the 1000kms here. My time has already passed, and I have no wish for that."

Nelson Jr is carrying on the family tradition in NASCAR truck racing. "He had a talent to do well in F1, and he was learning," said Piquet. "After all the shit happened, he decided to go to NASCAR, and he likes it very much." *Adam Cooper*

## ■ SPORTS CARS

### F1 allies in GT1 battle

McLaren and its Formula 1 engine supplier Mercedes-Benz will go head to head in the 2012 FIA GT1 World Championship.

Two frontrunners in the World Championship will run the respective GT3 cars produced by the two manufacturers. Hexis Racing, which won the 2011 teams' title with Aston Martin, will field a pair of McLaren MP4-12C GT3s in the 10-round series, while All-Inkl.com/Münnich Motorsport will run two Mercedes-Benz SLS AMG GT3s.

The championship is adopting GT3 rules for next season in a move that series boss Stephane Ratel hopes will allow him to assemble a field of 10 two-car teams each representing a different manufacturer. His back-up plan is to amalgamate the series with the FIA GT3 European Championship.

## ■ HISTORICS

### E-type series to continue

The E-type Challenge, created in 2011 to mark the 50th anniversary of the Jaguar classic, will, against initial expectations, continue in 2012 when the HSCC hosts E-type races at a series of high-profile historic events.

Initially conceived as a one-off programme, driver demand for another series prompted the HSCC to arrange a second season.

"We spoke to competitors and there was widespread support for the concept," said Grahame White of the HSCC. "We plan to run it on similar lines. There's a pool of about 70 cars ready to race."



■ HISTORICS

## AC Cobra to star in Revival

The 50th anniversary of the AC Cobra will be marked at the 2012 Goodwood Revival with a race dedicated to 30 examples of the Anglo-American sports car.

Goodwood organisers are promising the finest collection of significant and authentic racing Cobras ever assembled in the UK next September.

The special all-Cobra race, the first such event ever run in Britain, will be a 45-minute two-driver contest, with driver changes between 15 and 30 minutes.

It is expected that this one-off race will feature an array of historically significant competition Cobras, including some of the special-bodied aerodynamic Cobra-based coupés. It is hoped that the man behind the Cobra, Carroll Shelby, will be able to attend the Revival.

In September 1961, Shelby asked AC in Britain to supply a chassis modified to accept a V8 engine, and by early 1962 the first Ford-powered Cobra was being road-tested.

## ■ FORMULA 1

### FOTA hit by teams' departure

The future of the Formula One Teams Association (FOTA) is in doubt after Ferrari, Red Bull and Sauber all signalled their intention to leave.

With HRT having departed in 2010 only eight teams are now represented by the organisation, which is chaired by McLaren's Martin Whitmarsh. In addition Scuderia Toro Rosso – owned by Red Bull and an engine partner of Ferrari – is believed to be on the verge of leaving.

In recent months FOTA, founded in essence to give the teams a united voice in negotiations with Bernie Ecclestone, has been struggling to reach a consensus on various issues.

Key among them is the Resource Restriction Agreement (RRA), FOTA's attempt to keep a lid on costs. Some elements have proved hard to police, leading to a climate of suspicion.

"The RRA really only affects four teams, because they are the only ones big enough to reach the limit," said Nick Fry of Mercedes GP. "If those teams that do have enormous backing end up with a free situation, it's only going to be to the detriment of the whole sport. We will end up even more than we have done already

with the same position as the Premier League, where there are four or five wealthy teams at the top. That's not good for anyone.

"I don't think we should be naïve enough to believe that we can find the perfect solution. People will always be suspicious of others, because if someone's winning and you're not, many people's first idea is that the other person must be doing something that's not allowed. It's usually the situation that somebody's done a better job than the other one."

In the background has been the build-up to the signing of a new Concorde Agreement for 2013 and beyond, as the teams have their own ideas about the size of the slice of the F1 pie they are entitled to.

"That needs to be agreed in the next year or so," said Fry. "The teams were very successful last time in sticking together and negotiating with the promoter.

"I think it goes without saying that all teams would like a bit more money, that's always going to be so. I'm sure FOM [Formula One Management] would say they'd like more money too, and the same with the FIA. So that's a very simple and obvious point."

## OUR NEW WEBSITE

WWW.MOTORSPORTMAGAZINE.COM

The motor sport season may be over, but it seems that doesn't stop enthusiasts wanting to talk about all the racing action and controversies from 2011. The *Motor Sport* site is a popular place to talk everything 'racing', so come and say hello.

### NEW WRITERS

We finished the January issue just days after our new-look website went live on November 14. We announced the arrival of Paul Fearnley, Andrew Frankel and Mat Oxley as new web writers, but at that stage they were so new that they hadn't even had a chance to pen anything!

They have now, though, and the online reaction has been great. Honda's latest electric motorbike, the MotoGP testing rules turnaround, the new Shelby GT500 Mustang and the search for Rubens Barrichello's heir apparent are just some of the topics that have been covered in recent weeks. The online content has broadened even more than ever.

### NIGEL'S NEWSLETTER

Following news about work being temporarily stopped on the Circuit of the Americas, Nigel wrote about the US Grand Prix's rocky history: "As F1 flitted around the USA, trying this venue and that, with sometimes a race in the World Championship calendar, sometimes not, it's hardly surprising that it slipped increasingly out of the American consciousness."

John Miller was quick to

point out that "history shows us that a nation's enthusiasm for F1 is in direct proportion to the success of one of its sons. Alonso, Schumacher, Mansell... need I go on? Bernie needs to get a top-quality racer from across the pond to do the business in F1."

"I'm Canadian," said ASGilbert, "but I hope the US can sustain an F1 race. For those of us who value motoring history, America has earned its place on the schedule. That value of sentiment no longer matters though – France has no race and they merely invented Grand Prix racing."

The new race in Austin, Texas is still on the 2012 calendar, so here's hoping work on the track is finished in time.

### CLASSIFIEDS SECTION

The *Motor Sport* office is often brought to a halt with questions such as, 'if you were going to race a historic saloon for a season, what would you go for?' And it's got even worse since the classifieds section on our website was launched.

Current favourite is the 1991 BMW M3 raced by Cor Euser in the Dutch Touring Car Championship as the official Marlboro BMW entry. Now we just need the budget...



## ■ HISTORICS

### Senna display is centrepiece of racing car show

Displays celebrating the career of Ayrton Senna, six decades of Formula 3 and 30 years of Group C racing will be key elements of the 2012 Autosport International show at Birmingham's NEC from January 12-15.

The showcase Senna Display will feature karts and cars from his early career as

well as a selection of the F1 machinery that took him to three titles, 41 race wins and 80 podium finishes.

Scottish stars David Coulthard, Allan McNish and Paul di Resta will attend, as will the 1980 World Champion Alan Jones.

An HSCC display will trace the 60-year history of

F3 from the 500cc era through to the modern day, while Group C racing will celebrate its 30th anniversary.

The annual Motorsport Safety Fund Watkins Lecture will feature McLaren team boss Martin Whitmarsh.

And *Motor Sport* will be there. Find us at the bottom of Hall 6 on stand 6922.



# ||| The Motor Sport Month |||



## ■ HISTORICS

### Masters unveils 2012 plans

The 2012 Masters Historic Racing calendar will take in Europe's three biggest historic festivals as well as a new event at Zandvoort and two Masters Festivals in the UK.

While several low-key dates have been trimmed from its UK programme, Masters classes will race at the Silverstone Classic, the Nürburgring Oldtimer and the Spa Classic Six-Hour events next summer as well as at the new Zandvoort Historic Festival on September 1/2.

The Dutch event will include races for Grand Prix Masters, World Sportscar Masters, Sports Racing Masters and Gentleman Drivers, along with Historic Formula 2 and the Historic

Grand Prix Car Association.

For the second time, the Masters domestic season starts early on March 17 at Oulton Park and includes Snetterton on Easter Monday (April 9), but the traditional three-day Brands Hatch event over the Whitsun Bank Holiday weekend has been trimmed to two days on the GP circuit on May 26/27. The season will finish with a festival at Donington (October 13/14).

"This is an excellent calendar," said Rachel Bailey of Masters. "We are committed to providing value for money for our drivers, and the cost per minute compares very favourably with other race organisers."

## ■ HISTORICS

### Classic aims for bumper entry

The first details of the 2012 Silverstone Classic (July 20-22) have been unveiled, with grids set to include Grand Prix Masters and the Historic Grand Prix Car Association along with Group C as organisers aim to top the previous event's 1100 entries.



Back by popular demand after turning in sensational races last time will be Formula Junior and the U2TC touring car category (left), and both are expected to deliver capacity 58-car grids.

To cope with the scale of the event, the entire Silverstone site will again be used, including both

paddocks. Planned improvements include better access as well as a significant increase in the number of buses transporting visitors around the venue. Live music will again be a key element of the weekend and topping the bill will be Adam Ant and Mike and the Mechanics. Fans can now take advantage of early-bird tickets, offering significant savings until March 31 2012.

## ■ HISTORICS

### Rallying call for Eifel event

Organisers of the second Eifel Rallye Festival are aiming for the world's biggest gathering of ex-works machinery, including Group B cars, for the event in Germany's Eifel Mountains on July 26-28.

The 2012 event will celebrate the 60th anniversary of the first East African Safari Rally. In addition to asphalt special stages around the host town of Daun, a new gravel stage is planned and owners of ex-Safari cars, along with period drivers, are invited.

Event founder Reinhard Klein said: "The new gravel stage will be a real highlight as well as the perfect setting for all the ex-Safari cars."



## ■ OBITUARIES

### Sheridan Thynne

Former commercial director of Williams F1 and a motor racing personality for the past half century, Sheridan

Thynne died suddenly while on holiday with his wife in Egypt. He was 72.

Thynne discovered motor sport as a schoolboy at Eton and raced a variety of unlikely machines in his teens and twenties, finally settling on an 850 Mini. He campaigned this with some success until deciding that his talents lay more in advising and helping his racer friends – people such as Piers Courage, Charlie Crichton-Stuart, Charles Lucas and Frank Williams.

In 1979, as the Williams F1 team grew in stature, Frank appointed him as commercial director and he filled this role for 13 years, becoming one of the first and most successful of the modern breed of sponsor hunters. When Nigel Mansell left Williams acrimoniously in 1992 Thynne (above left) sided with him and followed him to the USA to help co-ordinate his Indycar campaign. Always a shrewd and articulate commentator on the current racing scene, in recent years he had become a familiar sight in British hillclimb paddocks, helping his son Piers with his 2-litre Dallara single-seater.



### Jim Rathmann

The oldest surviving Indy 500 winner has passed away, aged 83. Jim Rathmann won the great race in 1960 to add to his Race of Two Worlds victory at Monza in 1958.

Rathmann broke the winning streak of double Indy victor Roger Ward at the Brickyard after the most sustained duel the race has ever seen. He had finished second to Ward the

previous year, and over the final 80 laps of the 1960 race the pair exchanged the lead no fewer than 14 times. With three laps to go Ward was forced to concede when the cords began to show in his right front tyre, allowing Rathmann to win comfortably. Even now that race retains the 500's record for lead changes, 29 in all.

Rathmann won driving the Ken-Paul Special, a classic Watson-Offenhauser roadster named after his sponsors Kenny Rich and Paul Lacy. The legendary Chickie Hirashima was Jim's chief mechanic. Rathmann competed in 14 Indy 500s between 1949-63 and finished second three times in 1952, '57 and '59.

Rathmann scored another classic win in the Race of Two Worlds, claiming all three heats of the 500-mile race on the high-banked 2.64-mile Monza oval at a record-setting average speed of 166.722mph. He also won the only USAC race run at the Daytona Speedway in '59, taking just 35 minutes to complete the 100-mile race and averaging 170.261mph. He retired in 1964.

Jim became a very successful automobile dealer in Melbourne, Florida and is survived by his wife Kay, two sons, two stepsons, five grandchildren and one great-grandchild.

**P**eter Gethin, who has died aged 71 after a long illness, is best remembered for his dramatic BRM victory in the 1971 Italian Grand Prix. But he was also a versatile and successful racer in F5000, sports cars and Can-Am. After making his mark in British events with Lotus 7 and 23 sports-racers he graduated in 1965 to Formula 3, first as team-mate to Piers Courage in the Charles Lucas team and then for '67 in the works Chevron. He was a frequent front-runner in an F3 era which included the likes of Chris Irwin, Roy Pike, Derek Bell and Jonathan Williams.

In 1968 Peter moved up to F2 with Frank Lythgoe's team, but he really came into his own with the arrival in '69 of Formula 5000. First in an orange McLaren M10A, run by Church Farm Racing but with unobtrusive works input, and then with Sid Taylor's M10B, he dominated the first two years of the series. This earned him a reserve seat in the McLaren F1 team, and he was sixth in the 1970 Race of Champions at Brands Hatch. The tragedy three months later of Bruce McLaren's death promoted him to Denny Hulme's number two. He also supported Hulme in the Can-Am Series, winning one round and finishing second twice. But his races in the second F1 McLaren were more or less fruitless, and in August 1971 he switched mid-season to BRM. This was once again in the wake of tragedy, for the vacancy was due to the death of Pedro Rodríguez in a sports car race in Germany.

The Italian GP was only his second race for the Bourne team. In an enthralling Monza slipstreamer he started 11th,



# Peter Gethin

## 1940-2011

but somehow towed his way up the field to be fourth in the leading five-car group as they started the final lap. He sneaked past Mike Hailwood and then, with two wheels on the grass, Ronnie Peterson to arrive at the Parabolica, wheels smoking, on François Cevert's inside. As they sprinted to the line the race was Gethin's by, officially, a hundredth of a second. His winning speed, a shade over 150mph, remained F1's highest average for over 30 years.

He took no pleasure from winning the non-championship Brands Hatch Victory Race a month later, for it was stopped when his BRM team-mate Jo Siffert crashed fatally. The following year brought but a single championship point, and after a couple more unrewarding rides for BRM and Embassy Lola Peter turned back to F2, winning for Chevron at Pau, and F5000. The 1973 Race of Champions mixed the two big single-seater formulae: his F5000 Chevron qualified on the fourth row, 0.8sec slower than Emerson Fittipaldi's Lotus and 0.1sec faster than Hulme's McLaren, and when unreliability slowed the F1 front-runners he scored a surprise win. He then found a berth with the Belgian Count Rudi van der Straaten's team and continued to enjoy F5000 success, just missing out on the European title in '74 and campaigning the red VDS colours in Can-Am and American F5000. He was second to Patrick Tambay in the '77 Can-Am Series, and then retired.

But he remained involved in the sport, managing drivers and briefly joining Toleman as F1 sporting director. He also ran a racing school at Goodwood and was an ambassador for Ferrari UK. Small in stature like his father, the famous jockey Ken Gethin, Peter was laid-back, open and friendly to everyone – especially the opposite sex, in whom he had an abiding interest (usually reciprocated). Indomitably cheerful and with a mischievous sense of humour, he bore his final illness with philosophical equanimity. Although he raced cars for a living, he did it, as he did everything else, for fun. In that respect he was a proper old-fashioned racing driver.  
*Simon Taylor*



Gethin hangs on for famous Monza win. Above (l-r): Can-Am at Riverside for McLaren in 1970; he beat F1 rivals to 1973 Race of Champions in F5000 Chevron



# East African Safari Classic Rally



Björn Waldegård was delighted to finally win a Safari for Porsche, with son Mathias, below, and following rollcage repairs, right

## Mombasa, Kenya

WET WEATHER ON A SAFARI RALLY IS seldom welcomed by the competitors, whose vocabulary will quickly include such phrases as 'mud holes', 'black cotton' and 'flash floods'. The winner of the last really wet Safari, the one held in 1977, was **Björn Waldegård** and so it was no surprise to find him winning the Kenya Airways East African Safari Classic Rally when the weather turned nasty in November.

Winning it in a Porsche 911 also fulfilled some unfinished business from the '70s when Waldegård had tried several times to claim the Safari for the Porsche factory and so nearly succeeded. Since then, he has won the Safari three times with Toyotas, and the Safari Classic in 2007 in a Ford Escort. But to win with a 911 was something special. On the two occasions Waldegård has won the Safari Classic it's been a family affair with his son, Mathias, guiding him to victory.

It didn't pour solidly throughout the nine days and more than 4000km (2500 miles) of the Safari Classic, but the rain

was always around and its effect was to create mud holes and stretches of the infamous black cotton that is worse to drive on than ice. The 46 cars that started the rally in Mombasa were the epitome of the preparer's art with their shining coachwork, but at the finish, after 1740km (1080m) of competitive sections, they all looked much the worse for wear and universally brown. Even Waldegård hadn't escaped, for he had lost the lead on the fifth competitive day when his Tuthill-prepared Porsche slid sideways into a truck that was occupying more than half a particular mud hole.

From the start 2009 winner **Ian Duncan** (Ford Capri 3.0) took the lead, but within two sections Waldegård overtook him, while another former World Rally Champion, **Stig Blomqvist**, saw his chances knocked back when he broke the axle on his Ford Escort RS1800. There was a strong Porsche entry and at the end of the first day seven of the German cars were in the top 10. Waldegård's most serious challenger was **Grégoire de Mévius** in a Kronos 911 who, by the end of day



A mud-covered Gérard Marcy and co-driver Stéphane Prevot were fourth in another 911





two, lay just three seconds behind the leader. One quick time the next morning and de Mévius was ahead, but then his engine stopped on the third section and he lost six minutes. Fellow Belgian **G rard Marcy** was keeping his Porsche in third place despite a lack of top-end power, while Duncan broke some wheel studs and dropped back to 22nd overall.

The conditions did not favour the low starting numbers since once a car was stuck in a flood, a ditch or a mud hole, then others tended to suffer the same fate. This was the case for **Steve Perez** in his Datsun 260Z, but, as with many others, he found that mechanical problems were also costing time, in his case with a misfire and broken rear control arm. When Waldeg rd hit his truck and lost 40 minutes of road time repairing the Porsche's rollcage, it was **Geoff Bell** (Datsun 260Z) who took the lead. Waldeg rd chased the Datsun relentlessly over the next two days, and got back in front despite a puncture with one day left. Also in a frantic race to catch up was Blomqvist, who set several fastest times on competitive sections to finish third, just ahead of Marcy's BM-Autosport Porsche.

The first half of the rally had been enlivened by the presence of extreme sports star **Travis Pastrana**, who drove a Tuthill Porsche navigated by Fabrizia Pons. Though a wet Safari was very different to his normal experiences, the American set two fastest times and was sixth at the end of day two before losing road time with brake problems. Although only able to stay for four days, Pastrana said: "This rally is absolutely epic - one of the best experiences of my life." *Franca Davenport*

**Ian Duncan/Amaar Slatch Ford Capri led early on before falling to seventh**



Mcklein



**Gwyndaf Evans/John Millington survived gearbox change in Mk2 to win the RAC**

## Roger Albert Clark Rally

**Helmley & Carlisle, UK**

ULTIMATELY, **GWYNDAF EVANS** AND **John Millington** scored a resounding victory on the 2011 Roger Albert Clark Rally, but that does not tell the full story of the eighth running of this challenging event.

Created to re-live the RAC Rallies of the 1970s and '80s, the Roger Albert Clark was once again a fierce test of man and machine as the four-day event tackled the forests of Yorkshire, southern Scotland and Kielder. With the main focus on historic cars, the event drew thousands of spectators and a very competitive entry, topped by 2009 winner Evans in the Ford Escort Mk2 built and run by former WRC-winning co-driver **Phil Mills** and his Viking Motorsport team.

Although their winning margin was nudging eight minutes by the time they sprayed the champagne in Carlisle, Evans and Millington had to work hard to earn victory. This is an event that is run on maps and not the route or pace notes which dominate modern events, and Evans was quick to admit that driving without route notes took him well outside his comfort zone.

Then, over the opening two days, a concerted challenge from

the Escort Mk2 of **Paul Griffiths/Sam Collis** kept Evans on his toes. But the biggest threat to the Welsh ace came late on Sunday when he lost all but fifth gear in the Twiglees stage. They got out of the stage and the Viking team changed the 'box in less than 15 minutes on the side of the road to get them going again. "This is a proper rally and the Viking team was magnificent," said Evans after his first competitive outing since the snow-bound 2010 event.

Griffiths kept to within two minutes of the leader until Sunday morning when he elected for a major attack in Ae, his favourite forest stage. But on the second run through a snowy and slippery Ae his rally came to an end in a ditch. The 14-mile stage also claimed three other top 10 runners.

However, it was the final Monday

morning leg that offered some of the toughest conditions as deep snow hit the 18-mile test in Kershope forest. Evans had enough in hand to set a measured pace. "That was certainly the sting in the tail," he said.

**David Stokes** and **Guy Weaver** had taken second place when Griffiths went out, but went into Kershope on gravel tyres, and a 1min17sec advantage over **Tim Pearcey** and **Neil Shanks** turned into a 34sec deficit as Pearcey capitalised on second-hand snow tyres. On his first attempt at the rally, Pearcey was jubilant to finish second, but it nearly went wrong in Kershope. "We had the most enormous moment halfway through and I really thought we were going off," he admitted.

**Charlie Taylor/Steve Bielby** had another fine run to take fourth place for the third time, while best of the older category one cars was the Lotus Cortina of the evergreen **Bob Bean**, partnered by **Malcolm Smithson**. Even a trip into a ditch in Ae after the throttle stuck open failed to deter the 73-year-old veteran of 37 RAC Rallies. *Paul Lawrence*



**David Stokes/Guy Weaver Escort was third, behind RAC rookie Tim Pearcey/Neil Shanks, left. Above: evergreen Bob Bean won Historic class**

Mark Wittle & Paul Lawrence



# Race of Champions



Star line-up included Petrov, Button, Vettel and Pastrana



Vettel in Chevy 'Touring' car, above; KTM X-Bow for Schuey



Coulthard in Škoda Fabia S2000, above; Ogier tries VW Scirocco



## Düsseldorf, Germany

WITH THE INK ON HIS NEW VOLKSWAGEN World Rally Championship contract barely dry, **Sébastien Ogier** held off Audi legend **Tom Kristensen** in the final to claim victory in the 2011 Race of Champions.

Inside the ESPRIT Arena, with its roof firmly shut to keep out the December weather, Ogier disposed of current DTM champion **Martin Tomczyk** and World Touring Car star **Andy Priaulx** en route to the final. The RoC rookie had plenty to smile about after the win. "I'm

so happy," he said, "it was a very nice weekend. Tom is a really good driver but to win this race at the first attempt is amazing. I was proud to be invited to the Race Of Champions. It's very nice to do it and to have the chance to meet all these great drivers. It's a good party and a happy end to the year."

Kristensen was equally happy after reaching the final by defeating no fewer than five current Formula 1 drivers. **Vitaly Petrov**, **Romain Grosjean**, **Jenson Button**, **Sebastian Vettel** and **Michael Schumacher** all fell by the wayside to 'Mr Le Mans', who was



Sébastien Ogier stole the show on his first RoC appearance, beating Tom Kristensen (below right) in the final. Right: Vettel and Schumacher won their fifth Nations Cup



a nice competition, and the social moments that we spend together behind the scenes are special."

Other notable performances came from American X-Games star **Travis Pastrana**, who spent every moment out on the circuit either going sideways or knocking lumps out of the barriers, and usually brought his car home with considerably less bodywork than when it started. Although Team America went out in the early stages, Pastrana and team-mate **Brian Deegan** got the fans cheering with their wild antics.

As the RoC team start preparing for next year's event, keep an eye out for where the caravan of superstars go head to head with rally drivers or extreme sports stars in a motorbike-engined buggy or a V8-powered stock car? *Damon Cogman*

in fine form all weekend. He was no match for Ogier in the final, but was nevertheless thrilled with his performance. "Sébastien is a very deserved winner. To beat both Michael and Sebastian (Vettel) was a really big achievement for me today, particularly in Germany. It's something very special but it's difficult to celebrate when you're not exactly giving the crowd the result they want! I did all I could in the final and I love being part of this event. It's almost better than Christmas!"

Local heroes Vettel and Schumacher took the Nations Cup with an incredible fifth straight win in front of their adoring home crowd. "It's special to win five in a row," said Vettel. "You jump into different cars and it's easy to lose it, so you have to push yourself to the limit. Winning at home makes up for the Nürburgring, which wasn't my best race of the F1 season! I enjoyed tonight. The fans were incredible."

Schumacher added: "Sebastian and I are good mates and we work well together. Unlike him this is one of the few wins I've had this year. There are so many great drivers here and we're all good in our own area. So this is just

## Ogier ready to lead VW

HOT ON THE HEELS OF HIS STUNNING win in the Race of Champions, *Motor Sport* caught up with French rising star Sébastien Ogier (below) in Germany and talked to him about his surprise switch to World Rally Championship newcomer Volkswagen from the mighty Citroën squad.

Ogier famously clashed with eight-time World Champion team-mate Sébastien Loeb at Citroën last season as both sought to gain the upper hand at the dominant French team. So news of Ogier's departure at the end of the year was not wholly unexpected.

"It was an easy decision to make in the end," said Ogier, sporting his new VW overalls for the first time. "I had the opportunity to join the team and start with a clean sheet of paper developing the Polo.

"There are plenty of very experienced people at VW who I'm looking forward to working with, and together we can start to fight to get the Polo ready as soon as possible."

Over the weekend in Düsseldorf, Ogier treated the crowd to a few demo runs in his new rally car, but was quick to point out that this was just a show car and that the WRC version would only be ready once

an intensive test programme of 20 weeks during 2012 is complete. With this and a full programme of WRC events in a Super 2000 Škoda Fabia to contend with, Ogier is prepared for a busy year.

"It's OK," he shrugged. "When I was at Citroën I helped develop the new car more than Loeb..." A suggestion, we're sure, that will be met with a raised Gallic eyebrow or two over at his previous employer. The new VW team leader clearly doesn't shy away from a challenge but maintains that he left Citroën with a heavy heart and described how he had a very good relationship with the mechanics, engineers, team personnel and management. Interestingly, there was no mention of his ex-team-mate...

"It's important to continue to race," added Ogier. "Next year is a learning year and maybe we can pick up points in some events (in the Fabia) and hopefully be fighting for the podium by the end of the season."

With a driver who some think is the natural pretender to Loeb's crown and the mighty resources of a full factory VW effort behind him, who would bet against an Ogier/Polo tilt at the WRC title in 2013?



### FORTHCOMING EVENTS

**JAN 12-15 AUTOSPORT INTERNATIONAL NEC Birmingham**

**JAN 17-22 WRC Rallye Monte Carlo**

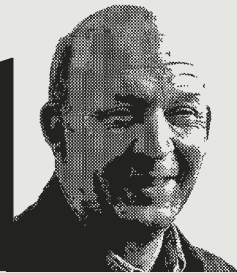
**JAN 23-28 HISTORICS The Winter Trial**

**JAN 28-29 GRAND-AM Rolex 24, Daytona**

**JAN 26-FEB 2 HISTORICS Rallye Monte-Carlo**



# Nigel Roebuck



## REFLECTIONS

- The return of Räikkönen, the decline of Massa
- How the party turned sour for Ireland at Lotus

**S**ave that the order was different – and unique in 2011 – with Mark Webber winning and Sebastian Vettel finishing second, the Grand Prix season finale in Brazil was pretty much a reflection of the whole year: the Red Bulls away on their own, with McLaren next up and then Ferrari (or, to be more accurate, Alonso).

“When they told me about my gearbox problem,” Vettel said, “I had to turn down the engine and start short-shifting...” Given that, even in this compromised state, Sebastian’s Red Bull was able to set a new fastest lap soon after half-distance, one was left with the thought: Ye Gods, how quick *is* that thing?

Interlagos has always been potent, a cauldron of a race track. In its contemporary, shortened form it holds not a candle to the original circuit, but still it retains the flavour of the old place with some testing

and unorthodox corners, and as long as the *Paulistas* never lose their passion for Formula 1 (inconceivable), it will remain a classic venue, one of increasingly few on the World Championship calendar.

Bernie Ecclestone recently said that he could see the day coming – and before too long – when Europe, the traditional heartland of F1, would be left with only five Grands Prix. “I think Europe’s finished,” he added. “It’ll be a good place for tourism, but little else. Europe is a thing of the past.”

Observing the dithering machinations in Brussels over the last few months, in particular the Napoleonic struttings of the dreadful little Sarkozy, it is not easy to fault Bernie’s logic, but in fact this is not a thought which has come to him recently. Back in the mid-90s he explained to me the way his thinking was going when it came

Spa and Massa: both circuit and driver face an uncertain future in Formula 1



to the composition of future World Championship schedules. “We’ve got to look for new places,” he said firmly. “In 10 years Europe will be Third World...”

At the time of that conversation there were 16 races on the championship calendar – Ecclestone was adamant he would never, ever, *ever* put on more than that! – and 11 of them were in Europe. This season past, without the merciful cancellation of Bahrain, we would have had 20, 11 of them *outside* Europe.

The balance, then, has swung strongly towards – in F1 terms – the New World. In Europe we have lost such as Imola, Estoril and Magny-Cours; outside of it we have picked up Grands Prix in Malaysia, China, Bahrain, Singapore, Korea, India and Abu Dhabi. For now Europe retains Spain (two races), Monaco, Britain, Germany, Hungary, Belgium and Italy, and, according

to Bernie’s latest prognostication, three of those will shortly disappear.

Spain will obviously lose one, with Barcelona and Valencia perhaps alternating in the manner of Hockenheim and the Nürburgring, but where else will the axe fall? You can reasonably assume that Monaco, Silverstone and Monza are set in stone, so the places known to be struggling financially are logically going to offer themselves up for sacrifice – and one of those, inescapably, is Spa.

Ecclestone, I know, has a soft spot for Spa, in the sense that the racer in him – and it’s still there, however much he may seek to disguise it – appreciates that the place is in the very fabric of motor racing. And Bernie knows, too, that getting rid of it would appal an untold number of F1 aficionados. I know people who religiously make the trip to the Belgian Grand Prix

each year – just as others wouldn’t miss Le Mans – yet are quite happy to give Silverstone a miss.

Ecclestone, though, is no longer the one-man band he was, and thus even less inclined than ever he was to allow heritage and sentiment to influence the shaping of the World Championship. These days he is effectively an employee – albeit one with certain privileges – of commercial rights holder CVC Capital Partners, where only the bottom line counts.

Why else would we have finished up with a dump of a Grand Prix like Korea? I didn’t go to the first race there, in 2010, and when colleagues got back and told me about it, I made a firm resolution not to go to the second, either. Their experiences rather reminded me of the film critic who was asked what he thought of *Titanic*: “I’d rather have been on it...” >>>



# Nigel Roebuck

Fortunately, though, we still have venues like Spa and Suzuka and Monza, and we should perhaps take care to savour them while we can. Interlagos, too. To my mind, the great disappointment of the 2011 season-closer was that Felipe Massa, so often brilliant for Ferrari at his home circuit in the past, failed to make any impact at all. It hardly needs to be said that his season was beyond disappointing, but still I hoped that in Brazil he might remind us of the driver who, as team-mate first to Michael Schumacher, then to Kimi Räikkönen, won several Grands Prix for Ferrari, often consummately.

There are those who reckon Felipe has never been the driver he was before his life-threatening accident at the Hungaroring in 2009, but Martin Brundle's theory is that more damaging was that day at Hockenheim the following year, when Ferrari – mindful of the World Championship – ordered him to let Fernando Alonso through for the win. 'Team orders', it will be remembered, were then banned, and while that might have been idiotic in itself, nevertheless it was in the rules at the time. Hence, the coded radio message to Massa which was never going to fool anyone: 'Felipe, Fernando is faster than you. Have you understood?'

No question about it, Alonso was faster than Massa, and if DRS had been around at the time he would have been able to pass him without problem; as it was, he was stuck in his team-mate's 'dirty air', and thus the instruction was given.

"I'm a fan of Felipe's," says Brundle, "because, apart from his driving ability, I think he's a thoroughly nice person, as



"I think Hockenheim affected Felipe more than anything else"

well. Having said that, though, I know it's the stopwatch that matters – and he's up against Fernando..."

On the stopwatch, Massa didn't actually show too badly in 2011. He may have been out-qualified 15-4 by Alonso, but he was one of only four drivers to make it into Q3 at every race, and often he wasn't far away from his team-mate. On race day, though, the picture was very different. While Fernando won at Silverstone and made nine further podium appearances, Felipe never once finished higher than fifth. At the end of the season he was 139 points adrift of Alonso – and Ferrari was 124 points behind McLaren in the constructors' championship. Very well, neither was anywhere near Red Bull, but the statistics within his own team have not escaped Luca di Montezemolo, which is why next year – the last of his contract – will be Massa's final season with Ferrari.

"I actually believe," says Brundle, "that what happened at Hockenheim in 2010, when Felipe was ordered to give way, affected him more than anything else – including his accident. I think it buried him psychologically. Should it have done? No – he should have been able to see that it was in Ferrari's interests for Fernando to win that day, and move on, but..."

In the lull which inevitably follows the final Grand Prix of the year, the big talking point – forgetting the rift in the Formula One Teams Association over the vexed question of cost capping – was that Räikkönen, after a two-year sojourn in the World Rally Championship, was coming back to Formula 1 with Renault, lately renamed Lotus.

As soon as Robert Kubica let it be known that he would not, in spite of everyone's hopes, be fit enough to resume his F1 career at the beginning of next season, Renault team principal Eric Boullier had to consider his options. Already he had Vitaly Petrov and Bruno Senna on board, with Romain



Autostock

Grosjean in the wings, but none could be considered number one driver material, and that is what any serious team obviously needs, not least so as to *know* the true competitiveness of the car.

Although Räikkönen at first professed to love his new life as a rally driver, saying that it was a more relaxed world, and therefore much more to his taste – indeed he made a point of stressing how much he did not miss F1. No doubt that was true, in many ways: even more than Lewis Hamilton, Kimi always disliked the strenuous PR regime in F1, and although he had conspicuously less of it at Ferrari than McLaren, still he found the whole business of personal appearances and the like both tedious and onerous.

Once in a while, indeed, he needed to be reminded that his telephone-number retainer wasn't for driving alone: Räikkönen thought it should be – and perhaps, if he had always driven as he *could* drive, he might have got away with it. The problem was that, although sometimes touched by genius, too often





Räikkönen, seen here in Sweden 2010, has struggled to get to grips with WRC. Left: dabbling in NASCAR last summer. Below: success with Ferrari in '07 was short-lived

Daniel Roeseler



Kimi sold himself – and therefore his team – short. At McLaren they used to say that they could tell on the Thursday if this were going to be an ‘on’ weekend for Räikkönen or not, while at Ferrari they were mystified that so often the highest-paid driver in the world was outpaced, and sometimes consummately, by team-mate Massa.

As the news began to do the rounds that Räikkönen was returning to F1 – and not, as long anticipated, with Williams but with a team further up the grid – it was inevitable that his Ferrari performances, relative to Massa’s, should come up for discussion. Felipe, people murmured, had more often

than not been quicker than Kimi, yet plainly couldn’t live with Alonso, so...

These things are rarely as simple as they seem, as Brundle points out: “For one thing, that was the Felipe of 2008 – not the Felipe of today.”

For another, has Räikkönen himself changed? His three years at Ferrari were always a mystery to me in the sense that, although he won his first race for the Scuderia at Melbourne in 2007, his form was then patchy until the second half of the season, when he drove with consistent brilliance, putting himself in contention for the World Championship, which he duly took – by a point – at the final race.

Thereafter Kimi was sometimes a factor, but too often not, and by 2009 Luca di Montezemolo – the man instrumental in bringing him to Maranello, at the expense of Michael Schumacher – decided he could wait no longer for Alonso, and declared that Räikkönen’s contract would be terminated a year ahead of time. Ironically, following Massa’s accident in Hungary, Kimi – now partnered by such as Giancarlo Fisichella and even Luca Badoer – very much stepped up to the plate, looking far more like the driver of old.

It had come too late, though – and

perhaps Räikkönen himself wasn’t too sorry to leave. At Ferrari everyone had liked him, but it was never felt he had made much of an effort to integrate with the team, as Alonso was to do, and he was hardly ever seen at Maranello. For a time there were serious discussions about a return to McLaren, now in the post-Dennis era, but ultimately fiscal agreement proved impossible to reach. Martin Whitmarsh signed Jenson Button, and Räikkönen went off to try his luck with Citroën.

In many ways, it was absolutely the right thing to do, for there was evidence that Kimi had become worn down by the life of a Grand Prix driver. A party animal of considerable renown he may be, but no driver I can remember ever had less taste for the razzamatazz of F1, and in the paddock he invariably cut a morose, even bored, figure. A break with all that was probably no bad thing, and most observers doubted he would ever be back.

Ah, but that was then, and this is now. Much as Räikkönen had always adored driving a rally car, it’s fair to say that his new career did not pan out the way he – or Citroën – had hoped. Invariably Kimi was quick, although not to a point that he threatened the Loeb and Ogiers, but there were a great many shunts, and some wondered if he had the temperament for this new line of work.

For him, too, the glitter began to fall away. Competing against the clock was one thing, but increasingly Räikkönen found that he missed wheel-to-wheel combat. During the early summer of 2011 he competed in a couple of NASCAR events, but although he enjoyed them and they rekindled his taste for racing, no one expected anything to come of this brief adventure, not least because a 36-race season was unlikely to appeal to the Kimster...

When it became known that he had visited Williams, that discussions of a possible deal were underway, everyone wondered why Räikkönen, late of McLaren and Ferrari, would wish to return to Formula 1 with a team far removed from its glory days, one unlikely to provide him with a front-running car. Then they wondered how, even if the principles of an agreement could be reached, Williams could meet Kimi’s inevitably lofty financial requirements. >>>



# Nigel Roebuck

In the end nothing came of that, and Räikkönen's managers instead negotiated a contract with Renault/Lotus which means – apart from anything else – that in 2012, for the first time in history, no fewer than six World Champions will be on the grid. A quarter of the entire field.

“I know,” says Brundle, “that a lot of people think the teams should be taking on new, young drivers, and I can see their point of view, but for me the great story is, ‘Will Kimi do a better job in his comeback than Michael?’ He should, because he’s younger, he’s been away for a shorter time – and he has been competing while he’s been away. The question is, will all the frustrations that made him leave F1 in the first place still be there, or not? Let’s be honest, Kimi lacked motivation, didn’t he – and that was when he was driving for Ferrari!

“Should he have put more effort in? Of course he should – he never really integrated with Ferrari, but that’s him. When you sign a driver, you take the whole package, don’t you? If you take Kimi Räikkönen on, you’re not hiring a stand-up comedian...

“I was talking to Petter Solberg about Räikkönen the other day, and he said that the guy they saw when he arrived in rallying was completely different from the one they know now, two years later. Much more approachable, much less smart-ass... Solberg thinks he’s a different character altogether.

“How will he go? I think it depends completely on the car – that worries me more than his ability, to be honest. If you give Kimi a race-winning car, he can win the race – but then I think you can also say that still about Michael.

“It seems to me that a number of things built up with Kimi over the years – things he doesn’t like, like media, PR, and to an extent testing. Never forget that there’s no testing now – there are 20 races, and the drivers love that, but they’re actually doing a lot less driving now. They’re not pounding round Barcelona, doing three Grand Prix distances in a day, and I think that’ll suit Kimi very well. He’s got to drive that team

forward, and make them believe in themselves. If he’s as lazy this time as he was the last, it won’t work, but if they have the wherewithal to provide him with a car that gives him a sniff of victory...”

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**S**peaking of party animals, among those of us who knew him, it’s amazing how often the name of Innes Ireland crops up. Just recently I was with a group of colleagues, discussing the predicament of a well-known contemporary Grand Prix driver, and it occurred to me that Innes would have used a particular word to describe his condition. It is not a word I can reproduce here, but it made everyone laugh – and perhaps offered a little insight into Ireland’s irreverent character to those present who never had the good fortune to know him.

And a character is what he was. We miss him to this day, just as we do Rob Walker: mere mention of either man tends to cause the anecdotes to flow, rather as with Noël Coward and John Gielgud in theatrical circles. They got along famously, Innes and Rob, not least because they shared a natural gift for dry wit, not least because they were – in the old-fashioned sense of the word – gentlemen.

This doesn’t mean, however, that Ireland was unfailingly affable. In mixed company, certainly, his behaviour was invariably impeccable, but in certain circumstances his fuse was almighty short, and policemen – particularly officious Italian policemen – had a particular gift for igniting it.

On race day at Monza one year I had lunch in the paddock with Innes, and afterwards – the race started at mid-afternoon in those days – he proposed a stroll through the pitlane. A certain amount of red wine had been taken, and he radiated bonhomie as we chatted with people along the way.

Having walked the length of the pitlane, Innes then suggested a wander down to the first corner, and this is where everything started to go awry. We had the correct passes, of course, which – theoretically anyway – gave us carte blanche to go pretty



well where we wished. But for reasons unexplained a member of the *carabinieri* stepped forward, and indicated we should go no further.

Innes – still uncoiled – attempted to persuade him that all was in order, that our credentials entitled us to proceed, but to no avail. Instead the man, encouraging us to turn around, prodded Innes hard in the chest, and at that point my heart went into free fall, for I had seen my friend in similar situations before and knew they did not bring out the best in him.

At once Innes grabbed the policeman’s tunic – in the area of the neck to be precise – and began loudly advising him, in words of few syllables and almost exclusively four letters, that he would go where he wanted, thank you very much, and no \*\*\*\* in a



Graham Hill pursues Ireland at the Glen in '61, where the Scot was in fine form after scoring the first GP win for Lotus and Chapman, right

uniform was going to stop him. This had a bad effect on the \*\*\*\* in the uniform, who at once slipped the rifle off his shoulder and waved it in the direction of his assailant, screaming excitedly as he did so.

By now I was becoming seriously concerned, for Innes showed no sign of relenting: I could see the pair of us being marched off to the clink somewhere, and – apart from anything else – missing the race, which was now near at hand. “Innes,” I said urgently, “the start’s in half an hour...” He gave me to understand that he wasn’t greatly concerned.

By now we had been joined by two further members of the constabulary, and



they, too, had their rifles at the ready. Innes seemed not to notice – or, at least, not to care – and I began to wonder how I was going to explain to *Autosport* that I hadn’t written an Italian Grand Prix report because I hadn’t seen the Italian Grand Prix.

Then – thanks be to God – RRC Walker

arrived. The cavalry, in genteel form. He and a friend had also decided on a stroll, and they took in at a glance what was happening here. Crucially, something about Rob rang a bell with one of the cops – “Aye, Stirling Moss!” He smiled graciously, and tried to explain – he was no linguist, having an innate distrust of foreign tongues – that the wild man they were attempting to contain was himself a former Grand Prix driver, indeed a close friend of Stirling’s...

I will never know how he got the message across, but it worked like a magic trick. At once the aggression evaporated, the rifles were reshouldered, and handshakes proffered. Would Rob and Innes sign autographs? They would, and so we went on our way back to the pits finally, Innes keen to give them the final flourish of a distant V-sign, Rob successfully discouraging him. And thus it was that we all got to see the Italian Grand Prix, won, I seem to remember, by René Arnoux.

As the 2011 season came to a close, the thought occurred one day that 50 years had passed since Team Lotus won its first World Championship Grand Prix. True, the marque Lotus had won several times before, thanks to Moss in Walker’s privately-entered car, but Ireland’s victory at Watkins Glen in 1961 was the first by a Lotus in green. It was also to be Innes’s only Grand Prix win.

There had to that point been two Grands Prix in the United States, the first in 1959 at Sebring, where circuit organiser Alec Ulmann had a three-year option on the race. Unlike the celebrated 12 Hours sports car race, the US GP at Sebring was not a commercial success, and so the following year Ulmann put the race on at Riverside, one of the finest circuits in the country.

F1, though, didn’t play well in California in those days, either, and although Ulmann tried to ‘place’ the race elsewhere in 1961, he was unable to do a deal. Plainly his mindset was that if he couldn’t put it on, neither was anyone else going to, and he stubbornly clung on to his option to the very day of its expiry. In the international calendar the US Grand Prix had been granted a >>>



# Nigel Roebuck

date of October 8, and once Ulmann was out of the picture finally, and an offer made to Watkins Glen, only six weeks remained.

They were simpler times, were they not? In today's world, putting on a Grand Prix at only 40 days' notice would be utterly out of the question, but in the little town in upstate New York they set to work, and everything necessary was accomplished. At last the US GP had a home, and for the next two decades 'The Glen' was a fixture in the World Championship, invariably hosting the season's last race and creating an end-of-term feeling never equalled by any other circuit.

That first Grand Prix at the Glen pulled a crowd of 60,000, hugely more than Sebring or Riverside, and in all probability the numbers would have been greater still had Phil Hill – America's first World Champion – been among the starters with a 'sharknose' Ferrari.

Hill had clinched the title at Monza a month earlier, but this was of course the race in which his team-mate – and title rival – Wolfgang von Trips was killed after a touch with Jimmy Clark on the second lap. Fourteen spectators also lost their lives, and Italian motor racing was plunged into frenzy.

"You can't imagine what it was like," Hill told me. "The Vatican pitched in like always, saying Ferrari should stop building cars, and racing should be banned, and so on... I was with the Old Man for days afterwards and there was all this, 'Oh, what are we going to do?' stuff. It seemed like everyone in the damn country was milling around, and there's Ferrari, with three days' beard growth, and bathrobes and everything, to appear... He'd probably been through it dozens of times."

Originally three Ferraris were entered for the US Grand Prix, but von Trips was gone, and Richie Ginther – having announced, like Dan Gurney before him, that he was leaving Ferrari for BRM – had been shown the door. Perhaps, had the cars made the trip across the Atlantic, the team might have put Giancarlo Baghetti or Lorenzo Bandini in with Hill, but it soon became clear to the new World Champion that he wouldn't be racing in his home Grand Prix.

How, I asked Phil, were you ever able to forgive Ferrari for denying you that? "Oh," he laughed, "I didn't have enough sense to know that he was supposed to go to the Glen, you know – I thought it was clever that he could go into mourning and get out of it! Yes, it was terrible we didn't go, and today it would just be unthinkable, wouldn't it? I was pissed off, but the whole Trips thing was a big trauma – I just sort of fell into it and felt that it would be selfish, in this time of great trauma, for me

to say, 'I want to go race some more...'"

No Ferraris, then, at this last Grand Prix of a season dominated by the team. Had they made the trip, Hill would likely have won; as it was, he was at the Glen in the capacity of honorary chief steward.

Formula 1 was far less rigid in times gone by, and an attractive feature of Grands Prix in countries like the USA and South Africa was one-off appearances by local drivers. Hill and Ginther may have been absent from the grid at Watkins Glen, but still American fans had no fewer than *eight* drivers

to cheer for, F1 regulars Gurney and Masten Gregory being joined by Roger Penske, Walt Hansgen, Jim Hall, Lloyd Ruby and Hap Sharp, as well as the Philadelphia-born Canadian Peter Ryan.

Of the newcomers the quickest in practice was the 21-year-old Ryan, at the wheel of a Lotus 18. Just the weekend before, at the wheel of a 19, he had won the Canadian Grand Prix sports car race at Mosport,

with Pedro Rodríguez second, and S Moss, no less, third. At the time many saw Ryan as something of a prodigy, and he had his hopes of a Lotus F1 drive some time soon. The following year, sadly, at the wheel of a Lotus in the Formula Junior race at Reims, he tangled with another car and died in the ensuing accident.

If the Ferraris had cleaned up through the 1961 season, beaten only by the virtuosity of Moss at Monaco and the Nürburgring, there were already signs that the following year would be different. The four-cylinder Climax motor – used even by BRM in '61 – had been out-powered by Ferrari's V6, but by now the V8 Climax was coming on stream and BRM's own V8, tested but not raced by Graham Hill at Monza, also looked highly promising.

Partnering Hill at BRM was Tony Brooks, who retired after this final race at the Glen, and thus never got to experience the V8 car – until 1997, believe it or not, when he drove it in the one-off 'Basildon Grand Prix', a fund-raising event put on by Canon Lionel Webber. Tony, I remember, was positively glowing afterwards: "Now," he said, "I understand how Graham won the championship in '62..."

To America, though, BRM brought only the old 'Climax' cars, and the only V8s present were in Jack Brabham's factory Cooper and Moss's Walker Lotus. Troubled by a severe misfire, Stirling opted to race the four-cylinder engine, but still he was able to give Jack a decent fight on race day.

Soon after half-distance both, though, were out, and Ireland took over the lead, pursued first by Hill, whose magneto began to play up, and then by Roy Salvadori, driving perhaps the best F1 race of his life. In the Yeoman Credit Cooper, Salvadori began to hack into Ireland's lead in the late laps, and Innes was powerless to do much about it: his fuel pressure was falling, for the very good reason that he had very little fuel left.

In practice Ireland had been lucky to escape with only bruises from a big accident, brought about by the failure of a steering arm. No barriers in those days of course, and, as Innes inimitably described it, the Lotus 'took to the woods...' Although the mechanics were able to rebuild the car, they couldn't do anything about a sizeable dent in the fuel tank, which reduced its capacity by a couple of gallons. >>>



“Chapman  
just mumbled  
something  
about not  
needing me”

# Nigel Roebuck

As the race wound down, that looked like being crucial: it seemed that it would be the inspired Salvadori rather than Ireland who would score a first GP victory, but then Roy came up to lap Clark, whom he felt held him up in an effort to help Innes, his team-mate. Finally Salvadori did find a way through, but almost immediately – with three laps to the flag – his engine blew, the consequence, he believed, of over-revving in his efforts to get by.

“Quite honestly, there were only a couple of times in my career,” he told me a few years ago, “when I really felt I might win a Grand Prix. One was at Silverstone in ’56, when I was in the Gilby Maserati, and eventually went out with fuel starvation. I’d been running second to Moss’s factory 250F, and I couldn’t do anything about him, but I was ahead of Fangio and Collins – and they finished 1-2 after Stirling eventually retired. And the other time, of course, was that day at Watkins Glen...”

After facing pressure at the very end from Gurney’s Porsche, Ireland – running on fumes – scampered over the line to win, and the post-race photographs amply reveal the joy not only on his own face but also that of Colin Chapman: Team Lotus had finally won a Grand Prix.

What Chapman already knew at that moment – and his driver did not – was that Ireland had raced a factory Lotus for the last time. At the Earls Court Motor Show a fortnight later Innes got into conversation with Geoff Murdoch, the competitions manager of Esso, a longtime sponsor of Lotus, and it was from him that he got the first inklings that something was afoot.

Unforgivably Chapman had seen fit to share his plans with sundry folk associated with Lotus, yet not troubled to mention it to the man who had just broken the team’s Grand Prix duck. Ireland tracked him down elsewhere at the show and demanded to know what was going on.

“He wouldn’t look me in the face,” Innes said years later, “which is never a good sign with anyone – and particularly Colin. He just mumbled something about not needing me for 1962...”

This was Chapman at his most pragmatic, which was very pragmatic indeed. Although Ireland had usually outpaced Clark in ’61, if not by much, their boss had concluded that the future of the team lay with Jimmy. In itself, Chapman’s logic couldn’t be faulted, and events bore



Party animal Ireland with 'goody-goody' Clark and Ian Scott-Watson (left) at Snetterton in 1960

out the wisdom of his decision to focus on Clark. But the cursory manner in which he dealt with Ireland was dreadfully disrespectful to a man who had given his all to Lotus for some years, and I always felt – to the day he died – that there was a part of Innes which never got over it.

“Chapman,” says Moss, “was pretty horrible in the way he treated Innes, and that’s all there is to it. I was appalled – but not surprised, quite honestly.”

It was a fact that Ireland and Clark, while both Scots, had not got on especially well during their period of working together, and it must be said, too, that they differed considerably in their approach to motor racing – and to life. My late friend Jabby Crombac was close to both Chapman and Clark, but he was also fond of Ireland.

“This was very early in Jimmy’s career, of course, and at that time he had not seen much of the world, and was perhaps... a bit of a prude. He hardly touched a drink, whereas Innes was the opposite – I don’t think Jimmy approved of some of his behaviour, and at the same time Innes thought Jimmy a bit of a goody-goody...”

“I felt very sorry for Innes when Colin sacked him,” Crombac said. “Of course it was clear that Jimmy was the driver of the future, but at the same time Innes had been very faithful to Lotus. When Graham [Hill] left to go to BRM after 1959, Innes was invited to go with him, but he told me that he stayed with Lotus because he thought it would be hard on Colin to lose both his drivers at the same time – and I believed him. Colin was my great friend for so many years, but he was... not always kind...”

Once Ireland retired from motor racing, early in 1967, he took up journalism. An extremely well-read man himself, he could write quite beautifully, I thought, and no words on motor racing ever moved me more than those he wrote for *Autocar* on the occasion of Clark’s death. When I asked him about that piece, he told me he had stayed up most of the night writing and re-writing, wanting to get it right.

“It’s true that Jimmy and I weren’t close when we were driving together,” he said, “but we got along much better as time went on. I didn’t consider him the best ever – for me that will always be Stirling – but undoubtedly he was the greatest of his generation. I was extremely sad when he died.”

For years Ireland worked for *Road & Track*, writing race reports and features, and I remember a huge party at a Grand Prix somewhere in the late 1980s, laid on by Camel, then the primary sponsor of Lotus. Everyone with a press credential was invited, it seemed – except, by some oversight, Innes. I quietly pointed out to the PR that this was the man who had scored the first Grand Prix victory for Team Lotus, and was met with a blank expression.

Ireland, it must be said, always grappled with the concept of public relations, but to his credit he roared with laughter. Apparently they didn’t know, I told him, about you at Watkins Glen in 1961. “Why should they?” he said. “Neither did bloody Chapman!”

Innes, I raise a glass to you. **M**

• Don’t miss our podcasts with Nigel and the team – plus special guests – on [www.motorsportmagazine.com](http://www.motorsportmagazine.com)



## RACING LIFE



LAT

## A CHANGE IN DIRECTION

IN MY FINAL COLUMN FOR *MOTOR SPORT*, I TURN TO A PAINFUL subject: the performance of Williams F1 in the 2011 World Championship. It is seven years since we won our last Grand Prix – in Brazil in 2004 – and eight since we were serious title contenders in '03, a championship we should have won.

Since 2004 we have experienced a number of commercial challenges, starting with the departure of BMW at the end of '05. With 10 GP wins together but no titles we did not achieve our joint targets, but BMW's one race win in four years of running their own team shows that Formula 1 is never easy – a part of its fascination.

Frank Williams and I have always been very supportive of reinvestment and we have strong facilities for our engineers. Since '05 the budget has somewhat restricted engineering bandwidth, design and manufacturing resource, but increased budget is generally linked with improving track performance. The challenge is to punch above our weight and move upwards.

In recent years Williams has made well-intended positive predictions about new cars, only to fall below expectations. We have then usually made relative progress through the year, but this characteristic had become so repetitive we concluded that changes in senior technical positions had to be made.

The mix of technical abilities and personal characteristics required in leading an F1 team is complex, and the subject of detailed consideration. It is a challenge to get these aspects right.

Adrian Newey is seen as F1's most successful designer of the last two decades, but his record at Red Bull is particularly impressive. Much credit must go to Christian Horner in his direction of a large, complex structure, which combines getting the best from Adrian with the organisation and engineering discipline that wins titles.

So we have new senior staff at Williams. Technical director Mike Coughlan, head of aerodynamics Jason Somerville and chief operations engineer Mark Gillan are reviewing what they find.

They seem pleased with the facilities, although obviously they bring some plans for improvement, and pleased with the standard of engineering design and manufacturing staff. I'm sure there will be some restructuring over the winter under their leadership.

The FW33 design was bold in a few areas, particularly the transmission and rear suspension, but the car has exhibited the same corner-entry rear-end instability all season. This has been challenging for the team and drivers, but operational disciplines have been maintained, and the car has been generally reliable. But regular 11th, 12th and 13th place finishes earn nothing in points.

The Williams-designed and built KERS has been good, if sometimes limited by cooling considerations, but a considerable achievement by the system designers and technicians. However, this alone does not overcome the handling weaknesses.

Without intending to detract from the achievements of teams that have moved ahead of us in 2011, some have benefitted from being able to apply the developments of larger teams that they are associated with or purchase assemblies from. The benefits to a car from the sophisticated management of engine exhaust 'blowing' has been considerable, but not available to ourselves.

If Williams is to maintain its design and manufacture of almost the whole car in-house, it must justify it by producing a faster car capable of consistent top 10 qualifying and podium places. This is a big challenge for the new technical staff, but meet it they must.

I am confident that the new technical leadership will bring Williams back to a stronger position. Our recent performances have been affected by unexpected engine problems, often limiting practice mileage, and at Abu Dhabi preventing Rubens (Barrichello) from qualifying. We've been working with Renault for some months on the installation of their engine in our 2012 car and, with a second straight title behind them powering the Red Bulls, we know this part of our package will be fully competitive. **M**

## DISPATCHES



LAT

## A RACE TO HONOUR DAN

**M**ONDAY NIGHT IN MILTON KEYNES. COLD, DARK, NEON lights and roundabouts as far as the eye can see. Doesn't sound too promising, does it? But it was an uplifting night. The motor racing community had come together to remember a friend.

Last summer I spoke at length to Indy 500 winner Dan Wheldon. I liked him very much, found him to be open, thoughtful and honest. Along with a great many others, I was deeply shocked by his untimely death in the IndyCar Series finale at Las Vegas. So I happily accepted an invitation from sports car racer Johnny Mowlem, who conceived and organised the event, to go to the Daytona Milton Keynes circuit to celebrate Dan's memory with a kart race that raised £20,000 for the Alzheimer's Society.

The response from fellow drivers was incredible, his mates and past rivals happy to give up their time in memory of the man who went to America to make his name. Each team was led by a star driver. Jenson Button, who pipped Wheldon to the 1998 Formula Ford title, was back on a kart for one night only, winning the race with Dan's father Clive. A mischievous 'cash for penalties' system ensured lots of money was raised and that Messers Button and David Coulthard, who came second with Dan's brothers Elliott and Ashley and Jason Moore, kept the likes of Anthony Davidson well down the field. Black flags and other spurious penalties meant the winners went home with their wallets that bit lighter. All great fun, and the 2009 World Champion was just happy to be there.

"From the first year I raced, Dan was the guy to beat with the big number one on the front of his kart," said JB. "We had some great tussles, he was my main challenger. I think we only fell out once and that was when we went to Formula Ford. We didn't all make it to Formula 1, but he should have gone there, and it's just great to see so many people here for him tonight."

Jenson's father John was present and for him the night stirred

memories of the old days. "Your mind goes back, they were the real glory days. All the F1 drivers love to talk about their karting and Dan was a special guy. His death hit Jenson very hard – they were always battling on the track – and that's why he's here."

Dan had become close friends with Dario Franchitti in America and the Scot was at Milton Keynes for one final farewell.

"It's great to see so many people here for him, he would have loved this," he said. "You do anything to beat the other guy on the track, but we became very close off the track, and then what happened in Las Vegas reminds you of what's really important. For me it's bitter-sweet, and to see so many people here on a freezing night says a lot about Dan. Even those F1 softies Jenson and DC have come over from Monaco... It's terrific."

Having returned to the real Daytona in 2011, the darkness was no problem for Martin Brundle, who came dressed in his motorcycle gear. Fireproofs were swapped for 'frostproofs' as the track temperature hovered around the freezing mark.

"I wish I'd remembered my rib protector," said Martin, "but hey, we're here to show our respect for what Dan achieved and who he was. We race each other hard but it's a close community, and when the helmets come off there's huge respect, dare I say affection, among the drivers and that's why we're here for Dan."

Fellow broadcaster Coulthard recalled something that his mate Button had told him earlier. "I was a generation ahead of Dan but Jenson was there in the karting days. He told me that when he woke up in the morning the person he feared most to compete against was Dan – not because he was a scary individual, but because he was so talented. And he was just a very nice person too which is what makes it all so tragic."

Despite the frosty darkness, you could feel the warmth of friendship. This was the perfect farewell to Dan Wheldon after a year of triumph and tragedy. **M**



# ||| Mat Oxley |||

## ON TWO WHEELS



## ORIGINAL THINKING

**J**OHN BARNARD HAS ALWAYS BEEN FASCINATED BY motorcycles. So when he was offered the chance to become chief engineer at the Banbury-based Team Roberts MotoGP outfit, he couldn't resist.

The very different challenges of making a motorcycle go round a race track intrigued Barnard, who had spent much of the previous few decades revolutionising Formula 1. He was certainly fascinated by the lean angles achieved in MotoGP – currently 64 degrees from the vertical, but slightly less than that when he joined King Kenny Roberts' operation in 2003.

"When you start looking at the lean angles you scratch your head and think, it just can't work, can it?" he says. "The angles are mind-blowing, but science says these are the numbers and this is how it works, so get on with it. Relatively speaking the contact patch is very small, so the tyre frictions are massively high."

Barnard is nothing if not a scientist, and science is what he wanted to bring to bike racing, a motor sport that often seems to think it exists somewhere beyond the laws of physics in a nebulous realm where muscle is more important than metal.

He found that Team Roberts was indeed flying by the seat of its pants, designing chassis with artisan know-how rather than through hard numbers. So Barnard set off on a data-gathering mission. He fed chassis stiffness, centre of gravity and aerodynamics numbers into the computer, then built his first motorcycle chassis.

His creation (above) certainly caused a stir when it was rolled out in the pitlane for the first time at Le Mans in May 2003. As usual, Barnard had brought his original thinking to the project and done things differently. Instead of fabricating the chassis in the traditional manner with sections of pressed and welded sheet aluminium, he had the main frame sections and swingarm machined from solid aluminium billet. Italian factory Aprilia had used similar technology in its RS3 MotoGP bike, but Barnard took it to the next level.

Barnard's method offers several advantages, including much improved consistency of manufacture and the ability to accurately create flex in certain areas of the chassis by spark-eroding the core of the billet to adjust wall thickness. If you walked down a MotoGP pitlane now you would notice that the Japanese factories also use CNC-machined sections in their chassis.

Unfortunately, Barnard arrived at Team Roberts just as it was completing its own V5 engine. It was beset with all kinds of problems that were a disastrous drag on the project which never recorded a decent result until the team installed a Honda V5 some time after Barnard's departure. Roberts was moved to call Barnard's chassis "a work of art" while he called his own Proton-funded V5 "a boat anchor".

While at Team Roberts Barnard was struck by how a motorcycle needs to be tailored to each individual rider. "The integration of the rider to the engine and bike is much more critical than in F1. Witness the whole Casey Stoner/Ducati thing. He's the only guy who's been able to ride that bike competitively and it's not like the others aren't any good."

This is the source of that feeling that motorcycles are somehow more human than mechanical. And that's why Barnard met resistance to some of his ideas. "It's a biker problem – they're very anti-different and anti-new. If somebody tried something once a few years ago and it didn't work out of the box, then it's no good."

Given the time, Barnard would no doubt have countered such resistance with incontrovertible science. But the budget wasn't there and he left Team Roberts after just over a year, believing it would have taken another two for his ideas to come to full fruition.

"I'd have loved to have a go at getting there, but the resources aren't there in bikes," he says. That is perhaps the biggest technical difficulty in motorcycle racing – a lack of the kind of R&D budgets that might allow serious development of radical new ideas. **M**

# ||| Gordon Kirby |||

## THE US SCENE



## A FOYT FOR TODAY

**T**ONY STEWART PUT ON A SUPERB SHOW IN THE CLOSING rounds of the 2011 NASCAR Sprint Cup championship. In the first 26 of 36 races he had failed to win, publicly criticising his team and crew chief Darian Grubb. But in the last 10 rounds, known as 'The Chase for the Sprint Cup', Stewart came to life, winning five races and driving magnificently to clinch the season-closer and the title at the Homestead-Miami Speedway (above).

Stewart and championship rival Carl Edwards finished 1-2 at Homestead after Tony lost time in the pits, first to fix damage to his car's nose and then recovering from trouble with a wheel gun while changing tyres. In the end Stewart charged into the lead on the race's final restart with Edwards chasing him all the way. Edwards led the most laps but couldn't do anything about Stewart, crossing the line one second behind the winner.

Stewart and Edwards finished the year tied on points, but Tony prevailed because he had more wins – five versus one. It's the first time in NASCAR's 63-year history that the championship has finished in a tie. "If this doesn't go down as one of the great title battles in history I don't know what will," said the winner.

This is the third time Stewart has won the Sprint Cup and his first as a team owner/driver since buying into Stewart/Haas Racing at the end of 2008. He also becomes the first owner/driver to win NASCAR's premier championship since the late Alan Kulwicki achieved the feat 20 years ago.

Stewart claimed USAC's midget and sprint car titles in 1995 and went on to win the IRL championship in '97 before switching to NASCAR in '99 with Joe Gibbs' team. He was competitive straight away, winning two titles with Gibbs in 2002 and '05 before buying a half interest in machine tool manufacturer Gene Haas's outfit. When he bought into Haas's team Stewart also made a deal with Rick Hendrick for a supply of cars and engines, considered to be the best in the business.

Stewart, 40, is one of NASCAR's most popular drivers, second only to Dale Earnhardt Jr. Brash and outspoken, he's had his run-ins with NASCAR and the media and is often ready to offer a jibe or a dig at anyone who rubs him up the wrong way. He is a great antidote for those who dislike five-time champion Jimmie Johnson's metronomic professionalism.

Since becoming a team owner in 2009 Stewart is a little more buttoned up, but only just. He's still a slightly overweight, plain-talking Indiana boy who loves to race anything. He owns a pair of midget and sprint car teams and three Midwestern dirt tracks, including the legendary Eldora Speedway.

After winning an unprecedented five championships in a row Johnson and Hendrick Motorsports had a slightly off year in 2011, although Johnson, Jeff Gordon and Earnhardt Jr made the Chase. Johnson and Gordon both won races and Jeff enjoyed his strongest season for some time. Earnhardt failed to win any races but at least he made the Chase and also signed a long-term contract to continue with Hendrick until 2015. Kasey Kahne has replaced veteran Mark Martin in Hendrick's fourth car for the coming year. Kahne is an excellent driver and should make Hendrick's team even better.

Meanwhile the crowds continue to dwindle at many NASCAR races. At some tracks the swathes of empty seats are shocking to take in and it will be interesting to see if and when this trend bottoms out. Selling tickets is a tough proposition in today's economy and it's difficult to see the climate improving in the immediate future. But the good news is that after four years of decline NASCAR's television ratings – the most important measuring point of course – were up almost 10 per cent in 2011.

No doubt Stewart will help drive interest in the sport. His car carries the number 14, that of his hero AJ Foyt, whom Tony is like in many ways. NASCAR couldn't have a better champion. **M**



# ||| Letters |||

## Gentlemen and racers

Sir,  
December's *Motor Sport* was absolutely brilliant with Sir Jackie Stewart as guest editor and Simon Taylor outdoing himself again in Lunch With Hans Stuck. Having had the fortune to grow up at the Zandvoort circuit, I have been privileged to meet many famous drivers like Jackie and Hans, both true gentlemen.

I first met Hans probably in 1962, when we were both put in a Mercedes 600 to be taken for a lap around the Nordschleife on the Saturday before the German Grand Prix. Our fathers, who knew each other well, probably wanted to get rid of us for a bit.

It's funny to read that, being infected with motor sport through our fathers, we both started driving cars at the age of nine and both started in competition in 1970. When I was racing for Ford in Holland in 1972/3, I was at most of the ETCC races and vividly remember certain drivers being locked out of their hotel room stark naked because of another Stuck practical joke. I don't think he's changed much!

Whenever I meet Jackie Stewart with other people he always talks about my father's efforts to make circuits and racing safer, and how drivers' lives were saved because of him. I am always very grateful for this and it makes me feel proud of my dad's achievements.

Jackie was always my hero and his guest editor special shows what a smart businessman and true gentleman he has always been.

*Hans (John) Hugenholtz, Schilde, Belgium*

## Bravo to Delta designer

Sir,  
The article on the new Delta Wing design from Ben Bowlby in the December issue made me smile and at the same time feel very pleased that Ben has finally been recognised as the iconic designer that he really is.

I first met Ben at Thruxton in around 1985 when he, and I think his dad, were competing with his own Clubmans car of unique and inventive design. Building the car on a shoestring probably meant that its reliability was a bit compromised, but it was quick alright! It was therefore really nice to meet Ben again when in 1992 my company Automotive Consultants had started a project with Sheffield University, Lola Cars, and Zytec called Project ZERO (Zero Emission Racing Organisation). Eric Broadley had assigned the newly-employed Ben to the project. We were going to build 11

electric-only single-seaters, the idea being to demonstrate, on GP days around the world, that electric traction vehicles are not slow like milk floats or golf carts. Jackie Stewart was helpful in providing some data logs of their Formula 3 car around Donington for us to aim at. Our projections showed that Ben's design could do around six laps at F3 speeds, but would out-accelerate the F3 car with a 0-100mph time of 5.8 seconds.

Ben created a really slippery car and I still remember as superb his designs for the four uprights including the 32kW, 12,000rpm electric motors, a 9-1 ratio reduction casing with narrow lightweight gears and all the necessary pick-up points as a piece of sheer beauty. And at 27lb a corner it rivalled the unsprung weight of the F3 wheel, tyre and brake combination. We were all in awe. It is therefore really fantastic to see that Duncan Dayton and Don (not Dan) Panoz have shown such faith in him and his creation, which I think will be a game-changer in our otherwise anodyne, samey race car design era.

I cannot think of a better way to demonstrate his superb design than its participation and a victory at Le Mans. Long may Ben carry on giving us his innovative ideas.

*Gerard Sauer, Streattham, London*

## FIA action needed

Sir,  
I wholeheartedly agree with Dr Hambridge's sentiments on Bahrain expressed in December's Letters. The FIA should not award rounds of its most prestigious series (first Formula 1 and even more disappointingly the World Endurance Championship) to a country which classifies treatment of the wounded as a crime.

One has to question the level of treatment that would be given to such as Mark Webber, who was openly critical of the current regime, in the event of an accident. Surely if there's the slightest doubt then the race should not take place regardless of the amount of money Bahrain contributes to the coffers of the FIA and BCE?

*Mark Bowley, Coalville, Leicestershire*

## LETTERS TO THE EDITOR

Write to: *Motor Sport*, 38 Chelsea Wharf,

15 Lots Road, London SW10 0QJ

or e-mail: [editorial@motorsportmagazine.co.uk](mailto:editorial@motorsportmagazine.co.uk)

*(Please include your full name and postal area)*

## One hippy says his piece...

Sir,  
Speaking as a Mk1 hippie and lifelong gearhead, I would like to reply to self-described "grumpy old man" S Campbell's jeremiad as printed in the December issue (Letters). Sir, hippies existed for years before the late press 'discovery' of us in 1967, and they, not us, invented the non-existent 'Summer of Love'. Since there neither was nor is a standard issue uniform for hippies, I can assure you that there were hippies at Goodwood, Snetterton, Brands Hatch and every other racing venue in the early to late 1960s and afterward.

However, there is a bright spot in all this. I was planning on attending Goodwood, and now I am sure I know what to wear: not only period but actual worn-in-period gear. Look for me in my faded but authentic 1966 green and blue paisley Nehru jacket, velvet trousers and Hare Krishna medallion!

*Norman E Gaines Jr, Hartsdale, New York, USA*

## Tale of two Taylors

Sir,  
For several years now I have been researching the life and times of the late John Taylor, who perished in the 1966 German Grand Prix. I have been working in close collaboration with John's widow Mrs Irene Peuttrill, who has very kindly loaned me John's extensive archive of scrapbook cuttings, photos and motor racing memorabilia.

For the record, John was a very successful '60s privateer racer who was capable in all disciplines. He competed in five Grands Prix between 1964 and 1966, scoring a World Championship point in the French GP at Reims in '66 – the last Grand Prix to be held at this classic slip-streaming venue.

Imagine my delight at seeing the article about Peter Sutcliffe and his lovely old '1009' GT40 (January issue). Sorry to be a pedant, but it was John Taylor and not Henry Taylor who shared the drive to sixth place in the Nürburgring 1000Kms race in the summer of '66. This race was only a few weeks before John's ultimately fatal first-lap accident in the German GP aboard his Brabham-BRM BT22, when his car left the circuit at Quidelbacher Hohe in appalling weather conditions.

It was, however, an excellent article about the GT40. It's wonderful to see these old cars surviving in authentic condition.

*Ady Stimson, Bestwood, Nottingham* >>>

## Just the ticket

Sir,

I very much enjoyed the Private View feature on Mont Tremblant (December), as I was there as well. The 1966 Can-Am race was my first visit to 'Le Circuit' but certainly not my last.

After the first Canadian Grand Prix at Mosport in 1967, our centennial year, the F1 cars and drivers travelled to Mont Tremblant in the late September of '68. As you can see (below), my three-day ticket cost \$12 CDN and \$15 for my paddock pass – definitely pre-Bernie days, don't you think?

The atmosphere was so relaxed, as I recall. The teams were garaged under large tents and separated only by rope barriers. The night before the race I was able to walk freely throughout the garage area, mere feet from the cars and the mechanics working on them. Security just wasn't an issue. One exception was the Honda team, which for some reason was garaged in a cinder block building in the infield! Their cars had to travel down a short gravel road and cross the track in order to reach the pit area. The race ended with the McLaren-Fords of Denny Hulme and Bruce McLaren finishing 1-2, with Pedro Rodríguez third in his BRM.

The race track's setting in the Laurentian Mountain area north of Montréal was, and is, simply beautiful. Thanks for reviving some great memories.

Bob Beattie, Ivanhoe, Ontario, Canada

## A helping hand from Hines

Sir,

It was sad to hear of the passing of Martin Hines. My little story begins with our epic trip to the Danish Grand Prix at Jyllandsringen in the summer of 1980.

We boarded the ferry at Harwich with Stirling Moss and the Audi team – and the Hells Angels bound for a rock concert at Roskilde.

At first practice we had the nose frame damaged on our Jamun Formula Ford. "You boys have got trouble," said Martin. "No problem, I'll get my lads to weld it up for you." They dropped everything to get the job done. After a few Tuborgs with them in the marquee following the race they invited us to the local

Kro in Silkeborg. Imagine our surprise when the Hines crew appeared at the windows after shinning up the drainpipe in dinner suits with the arms and legs cut off their outfits. The waitresses didn't bat an eyelid.

Sadly missed, a great friend to all.

David Naylor, St Neots, Cambs

## View from the cheap seats

Sir,

I received the November issue and, as usual, went straight to Nigel Roebuck's Reflections and spotted the photo of Eau Rouge at Spa. This was especially apposite as I had not long returned home from a weekend spent at the Spa Six Hours, wallowing in nostalgia with my brother on our first trip there since visiting the Grand Prix in the late 1960s and finally seeing Pedro Rodríguez win in 1970.

I could not believe my eyes when I saw the picture of the €424 Eau Rouge grandstand ticket for the GP. For €25 each we had two days of free access to all areas of the circuit, and fantastic historic racing with cars ranging from ERA R1B to a Williams FW07 in the single-seater class, Can-Am monsters, '50s and '60s saloons and sports cars, etc.

For even cheaper spectating, come to Portugal and visit the Caramulo Motor Festival on the first weekend in September. The road up to the next village is closed for most of Saturday and Sunday for a timed hillclimb. The variety of cars is extraordinary. In 2008, for example, the entries included a Swallow Doretti, Unipower GT, Denzel and Siata. There is no entry charge but you need to get to the village fairly early

### KEEP IN TOUCH

The new-look *Motor Sport* website is the place to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to [www.motorsportmagazine.com](http://www.motorsportmagazine.com) and tell our writers exactly what you think!

Also, don't forget that if you have any images which would be suitable for our You Were There feature in the magazine, please send them to the office (address on p42).

each day because there is no official car park either. It is like a time warp of a 1950s British club event.

Thank you for 50 years of my monthly motoring fix. I was once able to express my personal thanks to WB when I found myself standing next to him spectating at Loton Park hillclimb and he seemed genuinely surprised that someone had recognised him. Happy days.

David Fraipont-Baker, Azere, Portugal

## Grin and hear it

Sir,

I offer this succinct critical review of your track test of the 1991 Le Mans-winning Mazda 787B (January issue): Sam Hancock, not a lucky bugger – a lucky b\*\*\*\*\* more like! As I read the piece, I swear my grin was toothier than his every time he pressed on the Wankel engine's loud pedal!

Great copy about a great car. Well done Sam, and well done *Motor Sport* for choosing him for the mission.

Justin Stanton, Croydon, South London

## Atmospheric pressure

Sir,

In reference to Mr Holt-Chasteauneuf's letter (January), of course the Goodwood Revival cannot recreate the "camaraderie and atmosphere" of the original meetings (of which I attended several on Easter Mondays), but Lord March is doing a pretty good job of it!

Peter Haynes, Needingworth, Cambs

## Forced into a corner

Sir,

With regards to the Delta Wing article, the first question that springs to mind is how on earth is it going to generate any decent cornering force given the extremely narrow front track coupled with extremely narrow tyres. Racing is all about speed through corners, as this determines speed out of the corner, which governs the ultimate speed along the next straight.

It's a pity that your correspondent did not challenge Ben Bowlby on this obvious point, simply accepting his answer which seemed to be more of a sales pitch than a technical explanation. Also there was no mention of any performance simulations being made – surely the first thing to do before any construction takes place.

IS Coleman, Headington, Oxon 







# Win tickets for our night of the year!

It's not long now until *Motor Sport* inducts four more great names into our illustrious Hall of Fame – and this is your chance to join us

BY ED FOSTER

## WANT TO JOIN US AT THE 2012 MOTOR SPORT HALL OF FAME?

Although it's an invitation-only awards evening for the motor sport fraternity, we are giving away five pairs of tickets to our readers. All you need to do is tell us who you think should be inducted into the 2012 *Motor Sport* Hall of Fame. By offering us your opinion you will be entered into a prize draw to win one pair of tickets. We'll be giving two tickets away every week from December 30 and the last pair will be drawn on Friday January 27.

For further details or to enter please go to the Hall of Fame section on the *Motor Sport* website at [www.motorsportmagazine.com/2012-hall-of-fame/](http://www.motorsportmagazine.com/2012-hall-of-fame/)

For full terms and conditions please see [www.motorsportmagazine.com/comp/](http://www.motorsportmagazine.com/comp/)



It seems like only yesterday that Dario Franchitti emerged onto the Roundhouse stage in front of a 400-strong crowd to be inducted into the 2011 *Motor Sport* Hall of Fame. Since then, Dario has claimed a fourth IndyCar Series title – and we are now preparing to honour more of the great names in our sport.

The *Motor Sport* Hall of Fame, held in association with TAG Heuer, will take place once again at Camden's stylish Roundhouse in London on Thursday February 16. It will be the third edition of our invitation-only event which is gaining in stature in the motor sporting world.

Last February Franchitti told host Jake Humphrey that he was "very proud to be a part of" the magazine's exclusive club of stars. "You see all these great names," he said, "and you think 'my name's going up there, maybe I'm bringing down the tone a little bit.'" He certainly wasn't, and that evening he was joined as an inductee by the co-founder of Williams Grand Prix Engineering Sir Frank Williams, triple Formula 1 World Champion Sir Jack Brabham and 1979 F1 World Champion Jody Scheckter.

The genesis of our Hall of Fame for racing greats was back in 2009 and in February the following year we announced eight founding members (see right) – men who can be described





as 'pillars of the sport' and whose achievements made their inclusion in the Hall of Fame a given. Four more luminaries were inducted on the evening and in 2011 another four joined them. Now we are in the process of selecting our latest group of legends to add to the roll-call. The Hall of Fame represents a 'who's who' of international motor racing.

But this isn't just an awards ceremony. When the format was first launched there was one stipulation, and that was to keep the evening informal. We've stuck fast to that brief and last time it was just as easy to bump into Scheckter eating some of his Laverstoke Park buffalo milk ice cream as it was to find Karun Chandhok happily chatting with ex-BBC F1 commentator Murray Walker. A typical awards ceremony this was not.

The 2012 edition will be no different. Once again it's a chance to honour some of the key personalities who have shaped the sport's past, as well as those who are writing history today.

As Tony Brooks said in 2010 the evening has become "an indispensable part of the winter season". It's a night of catching up with old friends and a chance to take a final breather before the new motor racing season begins.

"It is with a huge amount of honour that we pay respect to the 'great and the good' of motor racing at these awards, giving recognition to their outstanding achievements," says editor Damien Smith. "Every month we write about individuals from both the past and the present who make motor racing the phenomenal sport that it is. Through this event we try to give something back to them, and this year we will be adding another four worthy names to our exclusive line-up."

Of course, we aren't going to tell you who will be inducted. For that you'll have to wait until February 16 – and not necessarily via the *Motor Sport* website. You could be there too, mixing with the stars on the night by entering our competition to win tickets. We're giving away five pairs (see left) and we'd be delighted to see you there – so make sure you file an entry.

In the meantime, keep an eye on our website ([www.motorsportmagazine.com](http://www.motorsportmagazine.com)) for more news and information on the Hall of Fame. The countdown to February 16 has begun. **M**



## FOUNDING MEMBERS



ENZO FERRARI



TAZIO NUVOLARI



JIM CLARK



AYRTON SENNA



JUAN MANUEL FANGIO



SIR JACKIE STEWART

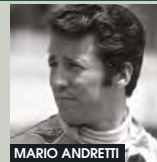


SIR STIRLING MOSS



MICHAEL SCHUMACHER

## 2010 INDUCTEES



MARIO ANDRETTI



TONY BROOKS

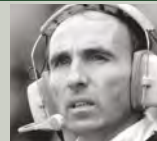


JACKY ICKX



RON DENNIS

## 2011 INDUCTEES



SIR FRANK WILLIAMS



SIR JACK BRABHAM



JODY SCHECKTER



DARIO FRANCHITTI





Charlie Best

# F1 SEASON REVIEW 2011

Vettel's brilliance, Button's rise at McLaren and Alonso's never-say-die spirit... Those were the topics served up for starters when *Motor Sport* met for lunch and a post-F1 season chat

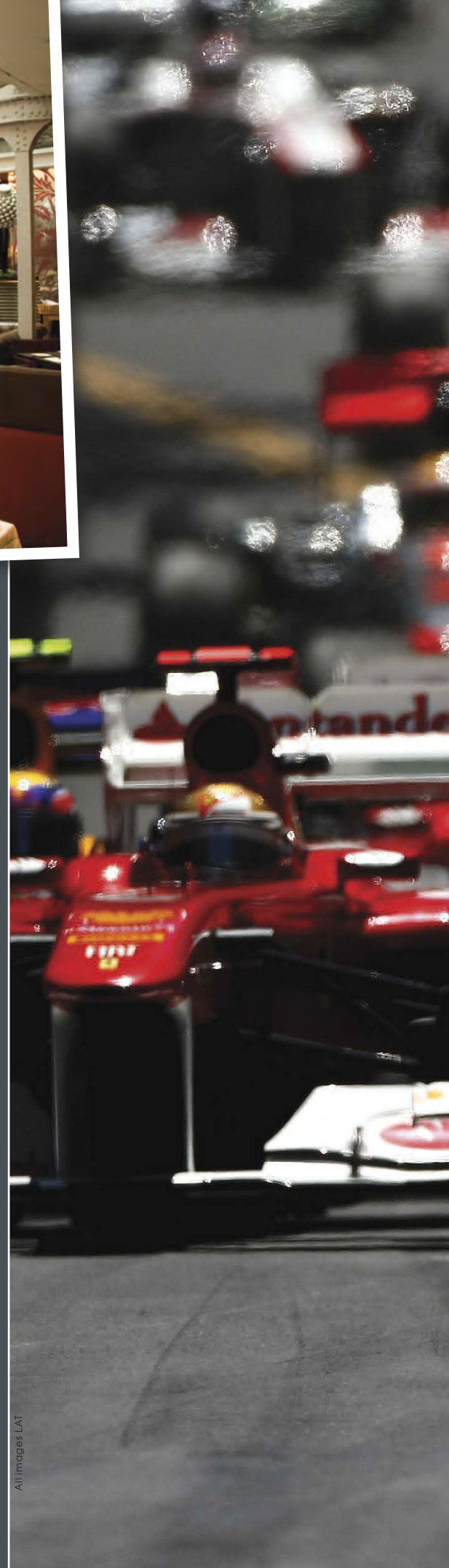
**D**avid Coulthard has a lot to answer for. The 13-time Grand Prix winner was the glue that forged a lasting bond between the two men who have masterminded the dominance of an energy drinks brand over the most established and best-known racing teams in Formula 1. Boosted by Dietrich Mateschitz's Red Bull millions, Christian Horner and Adrian Newey have out-thought, out-performed and, if you listen to some of their rivals, out-spent their way to consecutive World Championships. The axis of power has been completed by the young master in the cockpit, Sebastian Vettel, a driver who appears destined to deliver in the years to come on the formidable potential we've suspected of him since that first Grand Prix victory, for Toro Rosso at Monza, back in 2008.

As Horner told Simon Taylor during last month's 'Lunch with' interview, it was in 2005 that Coulthard brokered the first contact

between his new team principal and the most influential F1 designer of his generation. They met for dinner at The Bluebird on the Kings Road in London, hitting it off straight away – but apparently keeping clear of any deal to lure Adrian from his dissatisfied position at McLaren.

The negotiations came later, but it's fitting that it should be in a restaurant that inspires a direct association with total speed where such a partnership should be born. The spectacular Art Deco Bluebird, built in 1923, used to be one of Europe's finest garages with a strong link to Land Speed Record and British Grand Prix hero Malcolm Campbell.

The Bluebird also happens to be just up the road from *Motor Sport's* office in Chelsea. Its motoring past – and specifically its place in the Newey/Horner story – gave us the perfect excuse to adjourn to its stylish dining area and review the F1 season just past. Joining your host Rob Widdows were editor-in-chief Nigel Roebuck, editor Damien Smith and associate editor Ed Foster... >>>



All images LAT









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[1] Vettel scored his sixth win from eight races around the streets of Valencia. [2] Sebastian goes wheel to wheel with Hamilton in Hungary. [3] For once Red Bull was outgunned at the Nürburgring – Webber led home Vettel in third. [4] India made its F1 debut in 2011 – no prizes for guessing who won... [5] Webber finally got that winning feeling at Interlagos.



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## SEBASTIAN VETTEL TURNING IT ALL THE WAY UP TO 11

**RW** Here we are at The Bluebird on the Kings Road in Chelsea, where Christian Horner and Adrian Newey first came to dinner and had a friendly chat. We know what that led to in 2011: Sebastian Vettel's total domination of the Formula 1 World Championship. He has absolutely blown them away this year, hasn't he?

**NR** Without a doubt he has, Rob. Of course, he hasn't been faultless, and no Grand Prix driver ever will be, but this has been a season that any driver dreams of having once in his life.

It was the case of a guy who won the previous World Championship unexpectedly at the last dance of 2010 – he never led the points until that last race – and went off into the winter as World Champion, with his confidence unexpectedly off the clock, had a serene winter and came back for 2011 with Adrian having dealt the team another perfect hand. Sebastian drove the whole year like a bloke who turned up to every race expecting to win. And that doesn't happen very often.

**RW** Is this success down to Vettel or is it because he has obviously got the very best car in the field?

**DS** It's down to the whole package. It's always been the case, a driver cannot do it on his own. The clever thing about Red Bull is the structure of the team. Dietrich Mateschitz was very canny putting Christian Horner in charge, then telling him to go out and put a team together that can win the World Championship. And Christian homed in on Adrian as the obvious man to help him do that. He's given Adrian the structure and the team to work as he likes to. We know about the fabled drawing board and his very hands-on

approach. But Adrian's also got a very good team behind him to give him the support in every department. It's just worked perfectly.

As for Vettel himself the thing that's stood out for me this year is the comparison with his team-mate. In 2010 Mark Webber matched and was sometimes quicker than Sebastian. This year he hasn't been anywhere near him. That might be something to do with Mark's own performances, but the fact is that Vettel has raised his game and he has taken what is undoubtedly a very good car and made the very most of it.

**EF** What I find amazing about Vettel this season is that he's made mistakes, as you mentioned Nigel, but they have nearly always been in practice sessions. When it comes to qualifying or the race he's always there. He tends to have these mistakes early on in the weekend. He finds the limit and then usually goes on to completely dominate the race. And of course Webber has really struggled with the Pirelli tyres.

**DS** Christian said that after Abu Dhabi in 2010, with the season over and Vettel having just won the World Championship, Sebastian stayed on for the young driver tests, the first with the Pirelli tyres, and he wanted to know every detail that Pirelli could give him. The World Champion was already thinking about 2011.

**NR** Montréal was one of the only times during the year when we saw Sebastian under pressure. The only thing Vettel did in 2011 that surprised me was that he let Jenson Button get so close in the final stages of that race. I'm sure he was being canny, trying to do the Fangio thing and win by the slowest possible speed, but in allowing Jenson to get as close as he did that inevitably put pressure on him. Had he gone a bit quicker in the later laps and kept Jenson further away, that pressure wouldn't have been there.

**DS** Does it give you hope, Nigel, that there is a chink in the armour and we're not about to head into an era of domination?

**NR** Well, of course, I hate to see an entire era dominated by one driver. You think back to those years when you set off to a race every two weeks knowing before you left home that Michael Schumacher was going to win and it was quite difficult to find the motivation to pack on those occasions. I don't want to see a return of that.

**RW** What seems more likely to me is that we will be going into yet another era of Adrian Newey domination because the

man is clearly in a league of his own right now when it comes to designing a Grand Prix car. Coupled with Vettel's extraordinary attention to detail I think one has to fear an era of domination.

**NR** It's not fair to say that Red Bull were fortunate in any way this year, except in the sense that both McLaren and Ferrari began badly for different reasons. So the first quarter of the season Red Bull had it very easy because there wasn't really any pressure on them. But that just says everything about Adrian and it's a criticism of McLaren and Ferrari rather than of Red Bull.

## MARK WEBBER WHAT THE HELL HAPPENED?

**RW** Poor old Mark, he's been in the background a bit, hasn't he?

**NR** He has. He did win the last race of the season in Brazil, but prior to that he'd only been second twice. And this is in a car that in his team-mate's hands cleaned up. I've been a little bit mystified this season by the gulf that has suddenly opened up between Sebastian and Mark. In 2010 you'd say that Vettel had the upper hand, but it really wasn't by much at all. There were occasions when Mark flat beat him and beat him on sheer pace. This year it's almost entirely been a one-way street.

I know it's a fact that Mark had the opposite problem of Michael Schumacher in that he did not care for the characteristics of the Pirelli tyres compared to the Bridgestones, whereas Michael was the other way round. So that certainly didn't help, but it still doesn't – to me – explain the extent of the gap between them.

There were times this year when I thought Mark seemed almost as baffled as we were. I'm hoping that in 2012 the gap will be reduced and it would be nice to think we could have a situation like we did in 2010 when once in a while Webber had the beating of him. >>>



## McLAREN BUTTON TAKES CONTROL

**RW** I think most of us have been surprised by how Jenson Button has imposed himself on this team. He's clearly adored by everybody at McLaren. He's driven absolutely beautifully. I think most people assumed that Lewis Hamilton would have been faster every weekend, but it's been very far from the case, hasn't it Nigel?

**NR** It certainly has. I think that this year Jenson and McLaren really became comfortable with each other for a number of reasons. For one thing, Jenson did have some say and influence in the design of the car, in the sense that it was a car that suited him which he hadn't had in the first year because he signed too late. Also, Pirelli and the new tyre regime – of having deliberately inefficient tyres if you like, or tyres that had to be looked after – could have been made for Jenson as it would have been made in his time for Alain Prost. Plus Jenson's head was absolutely together while his team-mate's patently wasn't.

I think a lot of things came together for Jenson this year and he made the absolute best of them. It was apparent by mid-season that race in, race out, he was McLaren's best hope.

**RW** Damien, can Lewis Hamilton bounce right back?

**DS** Oh yes, he definitely can. I think the victory in Abu Dhabi was evidence that if *that* Lewis turns up every weekend then he will win another World Championship. The interesting thing about Lewis Hamilton is that he's had a bad season, he's been beaten by his team-mate for the first time, but when you think about it, he's still won three Grands Prix – so he's not been that bad. He's had a terrible season by his own high standards and he's had personal problems to deal with, but he has the

ability – if he can get his head together and get in the position that Jenson is in, where he's happy with life – to win multiple World Championships. But this season will always mark him for the rest of his life.

**RW** I think Lewis, at some time this season, realised that the team really did adore Jenson Button. There's a lot of energy around Jenson and maybe these factors came together just to dent Lewis' confidence, and I think when you drive as close to the limit as Lewis does the one thing you desperately need is confidence and you need to feel absolutely on top of yourself.

**DS** I think you're right, Rob. But McLaren couldn't do any more to make Lewis feel part of the team. They have bent over backwards for him. But he's shown himself to be very immature at times.

**NR** Yes, fragile...

**DS** Absolutely. And I think that's the biggest question mark over him for the rest of his career. How will he react in these situations? Things in life don't always go swimmingly and you've got to rise above personal problems, in any walk of life.

## DRS, PIRELLI AND KERS DID NEW RULES PASS MUSTER?

**RW** I'm not in favour of gimmicks, but you can't deny that we saw a huge amount of overtaking this year. Pirelli did a fantastic job overall, the racing was invariably exciting. What was your take on the new elements for 2011, Nigel?

**NR** I've written it many times, I don't like anything artificial. Having said that, I thought the new tyre strategy –

manufacturing tyres deliberately to have an effect on the outcome of the race – actually worked extremely well. Less so towards the end of the year because I think Pirelli became a little more conservative.

**DS** They were starting to do too good a job!

**NR** Well, exactly! They started doing what race tyre manufacturers had always done, which was to make good tyres. I was actually quite OK with the tyres that didn't last and I was absolutely delighted that Ross Brawn said "we absolutely do not need DRS, the introduction of this new tyre regime was enough to transform the quality of the racing in F1", and I agree with that.

I'm not a great KERS fan, but I understand that it's popular because it's green and we need to be seen to be responsible and so on, but again not all the teams have it. But overall, I'm perfectly happy with the tyres and I'd be perfectly happy to go down the road simply with the tyre philosophy we have now and forget the rest.

**EF** With the DRS I slightly disagree. Yes, there have been times when they have got it wrong and overtaking has become a bit of a joke. But the big thing I really hated in the past was when a much faster car just could not get past, or even close, to the car in front. It would completely ruin someone's race through no fault of their own. That's what I really love about DRS. It gives people a better chance to get out of that situation.

**NR** I entirely agree with what you're saying Ed, but I would have preferred it if they had fundamentally addressed the actual cause of the problem rather than coming in with what is – to my mind – a fairly cheap sidestep around it.

Look at it this way. The best single moment of the 2011 season for me was Mark Webber's pass on Fernando Alonso at Eau Rouge. I don't know how many times I've seen it now, but every time I watch it I expect them to have an accident. It was just a perfect piece of driving by both of them.

At Monza I was talking to Fernando about that and he said "you know, I couldn't quite believe that he was going to do it, and then I realised that yes, he probably is! But I knew it wasn't a problem because I knew that a lap later I would do him on the hill with the DRS", which he duly did.

To me, that just negated it all. The greatest 10 seconds of the season were wiped out a lap later, up the hill. "Right, I'm behind him, open the flap, bye bye." That's not the same thing to me. ▶▶▶





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[1] Hamilton was out of control at Spa, but started the season well enough with second in Australia [2]. [3] As Lewis sank into personal despair, Button's star rose. [4] Jenson's win in Montréal was well-deserved, but he'd clashed with his team-mate en route [5]. [6] Elsewhere the McLaren team-mates raced cleanly, but Red Bull stayed out of touch.



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[1] Alonso's sole success came at Silverstone, though he deserved more and certainly had the beating of Massa [2]. [3] Schumacher was an equal for Rosberg in the races, if not in qualifying, while Nico's tyre management was questionable [4]. [5] Massa and Hamilton clash at Monaco – a recurring theme. [6] Michael was in the hunt in Montréal.



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## FERRARI ALONSO CARRIES HIS TEAM

**NR** Ferrari were disappointing, no question about it. They had a wind tunnel problem at the beginning of the year which they found out about quite late in the day. They were never able to understand why their wind tunnel figures were fantastic and on the track their performance was not a match for that. When it was eventually discovered that they had a major calibration problem it was almost 'start again'. So they've had a very hard year. You know, they've won a race.

Having said that, and yes I know I'm absolutely an Alonso fan, I think Fernando was magnificent in 2011. To be able to qualify in the first three only three times and to finish in the top three 10 times says everything about his attitude. Alonso did more with what he had this year than any other driver.

At the same time I am frankly a little mystified by Massa... a fifth place.

**DS** I've really struggled to understand how he's kept his drive for next year. There are so few top drives in F1 and there are so many young drivers knocking on the door that surely it's time for Ferrari to take a chance on a Jules Bianchi or one of these up-and-coming drivers. At the moment I'm frustrated that they can't find anywhere to go.

**NR** I'm not sure, Damien, that a top team is going to do that. It is only three years after all since Massa, for a few seconds, was World Champion. There were times when he was Michael's team-mate at Ferrari when he plain blew Michael away, and it's easy to forget now that in that period of 2006, '07 and '08 Felipe won a lot of races. He won them beautifully and dominated them.

Perhaps he isn't the driver he was before his accident. Let's face it, he was nearly always the lead Ferrari driver when Räikkönen was there.

First of all, I think Alonso is that good, and I think perhaps Felipe is not quite what he was.

He was unlucky this year in terms of the number of incidents with Hamilton (five) and he did get punted out of quite a few races, but even so. He always qualified well – he was one of only four drivers to make it to Q3 in every race... Alonso's races would always go better than qualifying, Felipe's would go the other way, and that was disappointing.

**DS** Do you think there's any way Massa can keep his drive beyond next year?

**NR** No, I don't. I don't think there's any way he can keep his drive. If Robert Kubica was back and fit I don't think he would have kept it for 2012.



## MERCEDES- BENZ BETTER – BUT NOT GOOD ENOUGH

**RW** A lot of us thought that Ross Brawn would turn this team round, and why wouldn't we think that? Benetton,

Ferrari... Ross is known to be an extremely clever guy. But it hasn't happened. They finished fourth in the Constructors' Championship, but they didn't get on the podium once in 19 races. Nigel, what's going on here?

**NR** I'm not sure I can give you a definitive answer, Rob. I think it is just taking a bit longer than everyone expected. It will happen. Ross has been recruiting of late, Aldo Costa has gone there from Ferrari, and Ross and Aldo go way back. You know, it was a reasonable car this year – blindingly quick in a straight line, but not particularly kind to the tyres, which certainly compromised Nico Rosberg a time or two.

**DS** We should probably remember that when Adrian Newey joined Red Bull he didn't just wave his magic pencil and suddenly Red Bull were there on the pace. It took them time to gel and create what we see now. I get the feeling that the synergy between what was Brawn GP and Mercedes-Benz hasn't been smooth.

**NR** No, it hasn't been the easiest.

**RW** Rosberg has been more than a match for Schumacher. In fact, Nico has out-qualified him most of the time. Is it time for Michael to retire?

**NR** You have to say that Michael was considerably better in 2011 than he was the year before. I truly didn't think that at the end of 2010 he deserved to keep his drive. And had he been anyone other than Michael Schumacher he would have been gone. Having said that, he was the very opposite of Webber this year, in that he liked the Pirellis infinitely more than the Bridgestones. We are never going to see Michael as he was – he is just simply not as quick as he used to be. But he still tended to start very impressively, he always seemed to make up places in the first minute of a race. His opportunism and awareness is as sharp as ever. But he certainly compromised himself in qualifying. It was 16-3 to Nico and that gives you a lot to do on race day.

**DS** There's no sign of flagging motivation is there? He still seems to be up for it.

**NR** Yep, I think he is. It's hard for me to understand someone who used to be on the podium, or on the top step of the podium, every fortnight and hasn't once been on the podium since he's come back. It's quite hard to understand how the motivation does keep going. He's one of those people who simply loves driving F1 cars. >>>





RENAULT vs  
FORCE INDIA  
vs SAUBER  
THE MIDFIELD  
GRITTY  
DOGFIGHT

**RW** Let's start with Renault. Should they have dropped Nick Heidfeld mid-season, the 'safe pair of hands' who was drafted in to replace the unfortunate Robert Kubica?

**NR** Well, Heidfeld finished 11th in the World Championship despite the fact that he didn't do a lot of the races. He virtually had as many points as Vitaly Petrov.

**EF** Yep, he was just three short.

**NR** The team started the year off very well with Petrov's third-place finish in Melbourne. They were both routinely qualifying in Q3, and Nick was third in Malaysia. He made a great start and was up to third at the first corner. So I thought it was a bit harsh. Some of Eric Boullier's decisions surprised me – let's put it that way. Yes, there were times when Heidfeld struggled and they certainly lost their impetus. I suppose to a degree they felt 'well our season will be average, so let's give Bruno Senna a run'.

**RW** And get some money on board... I would have dropped Nick on the basis that he wasn't going to do anything

exciting. Why not try somebody with potential? But, as Nigel suggests, if you want to score points then Nick Heidfeld's your man.

**DS** He's always reminded me of a Thierry Boutsen-type character: a very good pro who – with a fair wind – could have won a Grand Prix or two like Thierry did. He never really had an ultra-competitive car, but he was always touted after his F3000 title as being a McLaren driver and that never happened.

**NR** I think in many ways he never got over that. Quite seriously. I think when Kimi Räikkönen suddenly, out of nowhere, went there that had a profound effect on Nick.

**RW** Let's talk about Force India. A good year for the team?

**NR** Yep, absolutely. In general terms it was a much better second half of the year, particularly for Adrian Sutil. Maybe I'm biased because he's a new young Brit or whatever, but Paul di Resta was quietly yet thoroughly impressive all year long. He qualified sixth at Silverstone – that's pretty impressive.

**EF** The thing that always strikes me about di Resta and his first season is that he hit the ground running. That's all very well if you've been testing non-stop like Hamilton did before his debut in 2007, but Paul didn't need three or four Grands Prix weekends to get up to speed, he was just on it from the first race.

**DS** Deeply competent guy, Paul di Resta, and I think the key for his career now is next year to step it up another gear. That's what he will need to do if he's going to get a big drive in the future. But what a start, he's done a great job and you can't emphasise enough what an achievement it is to compare well to Sutil – who deserves better in F1 himself.

**RW** Sauber's a funny team, isn't it? They've been around forever yet nothing ever quite happens. They don't have a lot of money, they inherited a lot of good resources from BMW, they've got two exciting drivers there – that's the fun part, isn't it?

**NR** Invariably Sauber start off a season pretty well and then as the season goes on they just get out-developed by everybody else. As you say, it's not a rich team. They can't compete with the top teams and they probably finish up the year with a car far closer to the one from the beginning of the season than most people.

Their drivers... Kobayashi has oddly enough been quieter this year, hasn't he? I was thinking

the other day, has he been quieter or is it simply that DRS has enabled everyone else in the world to overtake? In 2010 we were getting quite excited about some of Kamui's overtaking moves. They were nearly always clean, they were incisive, beautifully executed...

**RW** Kobayashi sort of had a personal DRS, didn't he?

**NR** Sergio Perez I find quite difficult to read because some races he's looked really quite exceptional – notably his very first race in Melbourne when he nearly ran the whole race without a tyre change which everyone thought impossible.

There's obviously a huge amount of talent there, but I'll be interested to see how he progresses in the future.

**DS** Sauber re-signed the drivers very early on and I wonder whether they should have kept them on tenterhooks for 2012 just a little bit longer.

**NR** That's fairly typical Peter Sauber though, he's not a tricky guy.

**EF** Heaven forbid, if I was ever a driver I'd like to know as early as possible. The knowledge that my seat was safe for the next year would make me perform better because I wouldn't be worrying about whether I had a job or not. Hint, Damien... I think they benefitted from that, rather than every weekend going out and thinking 'oh God, if I make a mistake that may be the end of my career'.

**NR** I think fundamentally drivers react well to job security. For example, it was a very smart thing for Martin Whitmarsh to get Jenson on a new contract for the future.

**RW** Back to Sauber, I don't think Perez has been the same since the accident at Monaco. To me, if you look at his season he didn't have the fire in his belly, he didn't have the incredible attacking verve that he came into F1 with and it seems to me that that was after Monaco. Just a view...

**DS** That midfield is so intense. I'm just looking at the drivers in the championship order here from Sutil, Petrov, Heidfeld, Kobayashi, di Resta, Alguersuari, Buemi, Perez... That midfield group is incredibly competitive and actually as a battle it's as intense and interesting as what goes on at the front of the field. We don't see so much of it, but it's amazingly tough to make your mark out of that lot and it's so difficult to be noticed by the Ferraris and McLarens of this world. >>>





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[1] Heidfeld was unceremoniously dropped by Renault, and found himself in the kitty litter in Germany [2]. [3] Petrov got the team off to a good start in Melbourne with third. [4] Di Resta had a strong rookie season at Force India. [5] Kobayashi was perhaps a little underwhelming at Sauber. [6] Did Perez's Monaco crash blight the rest of his year?



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[1] Barrichello fought on gamely at Williams in perhaps his last year of F1. [2] Buemi was solid but no more at Toro Rosso. [3] Glock and di Resta get too close for comfort at Spa. [4] Ricciardo got some running at HRT, and has since been touted as a Buemi replacement. [5] Lotus was the only 'new team' to progress in 2011; Trulli was outpaced by his team-mate.



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## SCUDERIA TORO ROSSO A TEAM TREADING WATER

**RW** Sebastien Buemi and Jaime Alguersuari have not managed to impress enough to be mentioned as potential graduates to Red Bull Racing, have they? Will they be dropped in favour of Daniel Ricciardo or Jean-Eric Vergne? Nigel, Buemi and Alguersuari are two good, very competent midfield drivers and that's about it, yes?

**NR** I think so, yes. It's not really fair to say that they both deserved to be dropped, but on the other hand you tend to think, well, really what's the point in going on for another season with them because we've got a fairly clear idea of what we'll get. I don't see either of them ever being thought of in terms of promotion to the Red Bull proper team, so I would be very happy to see Vergne and Ricciardo in the Toro Rossos next year.

**DS** It just shows what a tough world it is in Formula 1, doesn't it? Two guys who haven't really done a lot wrong and their F1 careers are in danger of being more or less all over.

## WILLIAMS HITTING ROCK BOTTOM

**RW** What can you say about Williams? It's just been a very sad year. Sam Michael has gone to McLaren, Patrick Head has stepped down, Mike Coughlan has arrived. Nigel, will they bounce back, do you think?

**NR** I don't know, Rob. Not that long ago I would have said 'oh yeah, in time they will because they're Williams'. Most of my working life I thought of Williams and McLaren in the same breath. They both employed Adrian Newey at different times. Both had their glory years and if they had a bad year they usually sprang back fairly quickly. Now, in Williams' case, I'm really not sure. You know, Interlagos was the seventh anniversary of Williams' last Grand Prix win with Juan Pablo Montoya. Since then it's really gone from bad to worse to catastrophic. Even last year they had 40-odd points; this year they've got five.

Unfortunately, and sadly, it is increasingly a Williams team that is harder to recognise. Yes, Frank is still Frank and he will never change. He is Williams, the figurehead. Other than that it's harder to find anything resembling Williams Grand Prix Engineering as we knew it.

There's certainly been a regime change and thus far you can't say it's working out terribly well. I think to a degree Sam was too much of a one-man band, in the sense that he worked absurdly hard and it was probably more than one guy could cope with. Their car this year was in many ways quite radical and they did have high hopes for it and sadly it was a dud.

**RW** I have optimism for Williams. They have a new Renault engine, new senior management and I think there's a really strong will to get back up from where they are. I cannot imagine Frank Williams accepting this situation ad infinitum. I think they have hit the low point and they are going to go back up.

## LOTUS vs VIRGIN vs HRT DROP THE 'NEW-TEAM' TAG

**RW** We call them the new teams, except they aren't anymore, are they Nigel? These teams ought to be banging on the door of the midfield by now, should they not?

**NR** You have to draw a clear distinction between Lotus and the other two. Lotus did progress in 2011. And they certainly put some distance between themselves and HRT. But they were still mired in Q1. There are points for the first 10, and the fact remains that after two years not one new team has scored a point.

Lotus has progressed – but still not to the point that they can score a point. I expect they will next year when they are Caterham, or Dorking, or whatever they are called...

**RW** Damien, does HRT deserve a place in F1? Should Jarno Trulli still be racing?

**DS** It was strange to see Trulli still pedalling around at the back. He was one of the fastest F1 drivers five or six years ago. But he's clearly one of those people, like Schumacher... He's an F1 driver, that's what he does for a living, and he'll do it as long as he can. It would be nice to see Lotus take on new blood.

Virgin is an interesting case – they've had a write-off of a season. The car didn't work from the start, there was the embarrassment of the fuel tank being too small, they ditched Nick Wirth and the CFD-only philosophy, they brought Pat Symonds in as a great trouble-shooter to give the team some structure. I'll be interested to see what progress they make next year with a more conventional approach. There's no point in judging them this year.

One of the big wastes for me in F1 is Timo Glock, who deserves to be in that midfield scrap. He's much better than Virgin at the moment.

I've got nothing to say about HRT. I don't know why they exist or why they're in F1. >>>





**10** HEIKKI KOVALAINEN

FELIPE MASSA FINISHED SIXTH in the championship with 118 points, but basing top 10 driver ratings on 'what they did with what they had' no case can be made for a Ferrari driver whose best result was fifth. Kovalainen didn't come close to scoring a point, and made Q2 only once, but routinely got the absolute best from his Lotus (out-qualifying Trulli 17-1), and his unstinting resilience and motivation – having been a McLaren driver and a GP winner – were beyond price for a 'new team' still striving to take the next step. No surprise that Tony Fernandes stresses Heikki is not for sale.



**9** ADRIAN SUTIL

LEWIS HAMILTON HAS ALWAYS had a high regard for the abilities of his former F3 teammate, and Sutil ended the season in Brazil with perhaps the drive of the race, finishing sixth for Force India after qualifying eighth, just as he'd done in Germany. Adrian's inherent pace was apparent from the start of his F1 career, but whereas formerly his performances were erratic, in 2011 – particularly in the second half of the year – he drove with a new maturity, made fewer errors, frequently got into Q3 and scored points eight times. Whether he can become a natural team leader remains to be seen.



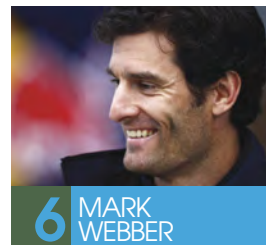
**8** PAUL DI RESTA

DI RESTA LOOKED LIKE A BORN F1 driver in 2011, one of those who belongs from the start. In the points in his first Grand Prix, and in his second, Paul handled his arrival at the top level with calm and consummate maturity, and at circuits familiar to him – not least Silverstone, where he qualified a remarkable sixth ahead of such as Rosberg and Hamilton – was invariably at least a match for the far more experienced Sutil. There were inevitably a few errors, but di Resta always seemed quietly under-awed by his own performances, and that said everything about his confidence and self-belief.



**7** MICHAEL SCHUMACHER

UNLIKE WEBBER, SCHUMACHER was much happier with the switch from Bridgestone to Pirelli, and although he never made the podium in 2011, there were at least reminders of the driver we thought gone. In qualifying he couldn't live with Rosberg, but in the races their pace was often similar – invariably he gained places at the start of races, and at 42 he remains a consummate opportunist. Some of Michael's native speed is surely gone forever, and occasionally there is evidence of over-driving to compensate, but undoubtedly he restored some of the credibility lost in the first year of his comeback.



**6** MARK WEBBER

IN 2010 WEBBER WAS A TRUE title contender, so this was a mysterious season, for although he won in Brazil, to that point a couple of seconds had been his best results with third or fourth a more normal finishing position – and this in a Red Bull almost unbeatable in Vettel's hands. True, the Pirellis suited him less well than the Bridgestones, and poor starts cost him dear, but still Mark sometimes seemed baffled after a disappointing result. That said, he remains the hardest racer of all – his move on Alonso at Eau Rouge was the pass of the year – and it would be a mistake to ever discount him.



## NIGEL ROEBUCK'S TOP 10 DRIVERS OF THE YEAR



**5** NICO ROSBERG

IN TERMS OF POINTS NOT A match for the season before, but Rosberg – still underrated by some, if not by Ross Brawn – often showed what he might do if a truly competitive car ever came his way, not least when he confidently led in Shanghai and when, from fifth on the grid, he briefly snatched the lead from Vettel at Spa. In qualifying he defeated Schumacher 16-3, but in the races it was much closer, and although Nico – always an incisive overtaker – usually made the most of what he had, sometimes his tyre management was not the best. Sooner or later the winning will start.



**4** LEWIS HAMILTON

OCCASIONALLY SUBLIME, sometimes atrocious. Lewis's head seemed to be all over the place – there were driving errors unfathomable in one of his stupendous talent – and it seemed an inappropriate time to moan about McLaren, which he often did. When even vaguely at peace with himself his fundamental quality shone through, but although there were three wins, six podiums from 12 top-three starts sum up an uncomfortable year. Lewis sold himself short, as he knows better than anyone. To bring back 2007 – his rookie season, and also his best to date – he must sort out his demons.



**3** JENSON BUTTON

IN BUTTON'S SECOND SEASON at McLaren, driver and team seemed to find a perfect fit. In a car which suited him better – and in whose design and development he had some influence – Jenson looked better than ever before, not least in qualifying, never his strongest suit. The Pirelli tyre regime might have been designed for his fluid style, and as Hamilton floundered he became the man to whom McLaren looked on race day. The wins – particularly that in Montréal – were from the top drawer, the instant dismissal of Schumacher at Monza a moment to savour. Button keeps it simple – and it works.



**2** FERNANDO ALONSO

IF EVER A GRAND PRIX DRIVER flattered his car, it was Alonso in 2011. The Ferrari was good enough to qualify in the top three on only three occasions, yet 10 times Fernando finished on the podium, and he did it with a blend of intelligence, relentless pace and unmatched opportunism. There were also – given that he ran constantly at the edge – remarkably few mistakes. You learn most about a driver when he is in a middling car, and Alonso – the best starter in the business – never lost motivation, nor once criticised his team. Only one victory, but in terms of pure driving, a magnificent season.



**1** SEBASTIAN VETTEL

NO GRAND PRIX DRIVER'S season can ever be perfect, but in 2011 Vettel's came unfeasibly close: 15 pole positions and 11 victories from 19 races. Yes, he again had quantifiably the best car, and this year reliability too was impeccable, but he could hardly have made more of it – races seemed to surrender to him. When necessary – as in the two-wheels-on-the-grass pass of Alonso at Monza – Bernie's favourite driver raced with absolute commitment. There was a mistake under pressure from Button in Canada, but that's about it. At 24, Seb's maturity is already a match for his pace. >>>



## SEASON HIGHLIGHTS WE CHOOSE THE BEST BITS

**RW** In all, a great season, Nigel. Exciting racing, and I know neither you nor I are keen on gizmos like DRS, but it was a good to watch with a wonderful lack of politics. Do you have a highlight of your year in F1?

**NR** I tend to remember memorable passes. I thought in Brazil... I know Jenson tried to tone it down by saying 'oh well, I was backing up because Michael had put rubbish all over the track', but I thought Alonso's pass round the outside on Jenson was glorious. I've never seen a car overtake on the outside at that corner before.

The other times were when Alonso was the victim. One was Mark's pass at Eau Rouge, which I thought was simply extraordinary. I don't ever recall, in all my years of going to Spa,

an F1 car making a genuine, competitive pass on another into Eau Rouge.

The last I thought was early in the race at Monza at the second Lesmo where Vettel was right behind Alonso and knew he absolutely had to get clear before DRS came into play. Fernando did what he always does on these occasions and, as Jenson says, he's hard but he's completely fair – so he put his car on the line and said 'this is where I'm going and if you want to pass me boy, you have to go right or left, it's up to you, I'm not moving'. Sebastian chose to go left and in doing so put two wheels on the grass, didn't lift and got the lead. I thought, in the case of both drivers in every instance I've just mentioned, 'that's proper Grand Prix driving'.

**RW** For me it was Fernando Alonso's demonstration laps at Silverstone in Bernie Ecclestone's 1950s González Ferrari. For me that was an absolute high for the year.

Vettel's four-wheeled slide through the Ascari chicane in qualifying for the Italian Grand Prix. I've replayed it a few times and it makes me laugh every time. Absolutely fantastic.

And finally, everything about Jenson Button and McLaren. I just thought he was an amazing example of a great British racing driver in a great British team, having a good time and coming right back on top form. I thought it was a great year.

**NR** Agreed. **M**



### 2011 DRIVERS CHAMPIONSHIP STANDINGS

1	SEBASTIAN VETTEL	RBR-Renault	392
2	JENSON BUTTON	McLaren-Mercedes	270
3	MARK WEBBER	RBR-Renault	258
4	FERNANDO ALONSO	Ferrari	257
5	LEWIS HAMILTON	McLaren-Mercedes	227
6	FELIPE MASSA	Ferrari	118
7	NICO ROSBERG	Mercedes	89
8	MICHAEL SCHUMACHER	Mercedes	76
9	ADRIAN SUTIL	Force India-Mercedes	42
10	VITALY PETROV	Renault	37
11	NICK HEIDFELD	Renault	34
12	KAMUI KOBAYASHI	Sauber-Ferrari	30
13	PAUL DI RESTA	Force India-Mercedes	27
14	JAIME ALGUERSUARI	STR-Ferrari	26
15	SEBASTIEN BUEMI	STR-Ferrari	15
16	SERGIO PEREZ	Sauber-Ferrari	14
17	RUBENS BARRICHELLO	Williams-Cosworth	4
18	BRUNO SENNA	Renault	2
19	PASTOR MALDONADO	Williams-Cosworth	1
20	PEDRO DE LA ROSA	Sauber-Ferrari	0
21	JARNO TRULLI	Lotus-Renault	0
22	HEIKKI KOVALAINEN	Lotus-Renault	0
23	VITANTONIO LIUZZI	HRT-Cosworth	0
24	JEROME D'AMBROSIO	Virgin-Cosworth	0
25	TIMO GLOCK	Virgin-Cosworth	0
26	NARAIN KARTHIKEYAN	HRT-Cosworth	0
27	DANIEL RICCIARDO	HRT-Cosworth	0
28	KARUN CHANDHOK	Lotus-Renault	0

### 2011 CONSTRUCTORS CHAMPIONSHIP STANDINGS

1	RBR-RENAULT	650
2	McLAREN-MERCEDES	497
3	FERRARI	375
4	MERCEDES	165
5	RENAULT	73
6	FORCE INDIA-MERCEDES	69
7	SAUBER-FERRARI	44
8	STR-FERRARI	41
9	WILLIAMS-COSWORTH	5
10	LOTUS-RENAULT	0
11	HRT-COSWORTH	0
12	VIRGIN-COSWORTH	0



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“The win in Abu Dhabi was evidence  
that if *that* Lewis turns up every  
weekend he will win another title”

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# IN HIS HAPPY PLACE

If Jenson Button justified his move to McLaren in 2010, last season he went some way to making the team his own

**BY DAVID TREMAYNE**









Looking back, it seems ludicrous that the end of 2008 saw Jenson Button facing the scrap heap. With only one Grand Prix victory to his credit, the end of the road loomed as Honda pulled out. Then came the fairy tale World Championship triumph with Brawn, the oh-so prescient move to McLaren, and the two 2010 victories which demonstrated that he was, against the expectations of many, far from overawed or overshadowed by his mercurial new team-mate Lewis Hamilton.

But did any of this really prepare us for the 2011 Jenson Button, the first of Hamilton's team-mates to beat him over the course of a season? The driver who consistently took the fight to the runaway Sebastian Vettel even though his unobtrusive style could so often be overlooked and who might have, given a more competitive car from the outset, fought the German for the title...

Even before Hamilton's recent personal problems became so heavily publicised, 31-year-old Button's demeanour stood out at McLaren. Of course everyone there under the more easy-going Martin Whitmarsh regime loved Lewis, the kid who had grown up with them and then surprised them all with his superb first two seasons in Formula 1, but they loved Jenson too. He was good-humoured, relaxed, approachable. An uber-urbane role model who never made waves, always maintained an even strain. It's his trademark. Since I first met him in 1998, I've never seen Jenson publicly discombobulated, even when it seemed the title was slipping through his fingers in the second half of 2009. The unappreciative have at times suggested that he's simply boring; those who look deeper see a man who is very much at peace with himself, who understands just where he fits into the overall perspective of one of the most competitive eras there has ever been in F1. And if there is one thing that really stood out in 2011, it is that more and more observers are coming to see where Button fits in, too. It surprised them.

Ask the man himself the obvious question – was the last his best season in Formula 1 – and his response is instant.

“No, because I'm not winning the World Championship.”

It's a typical racer's reply, and confirmation that while he might have achieved his dream of becoming World Champion, he would like to



Button's dramatic victory in Montréal was one of his best, especially as he beat both Red Bull drivers, right

All images LAT

validate that success by doing it again. The success boosted his confidence, but has not assuaged the hunger that set him on the F1 road in the first place.

“I am very happy with second place overall,” he adds after a moment's reflection, referring to his runner-up status to Vettel. “I feel that I got the best out of the equipment, the team and myself. I think I played a good role in helping the team to move forward. But no, it doesn't count for me as my best season because I didn't fight for the title.”

Button seemed to do everything but in 2011, however. After the wet/dry wins in Australia and China the previous season, he won brilliantly in the rain in Canada after climbing back from last place, hounding Vettel and passing him after pushing him into a mistake; hung tough on tyre choice in Hungary to win again after a great wheel-to-wheel scrap with Hamilton; and beat Vettel fair and square after some superb tyre management on a bone dry track in Japan. In between he was strong pretty much everywhere: second in Malaysia, Italy, Singapore and India; third in Spain,

Monaco, Belgium, Abu Dhabi and Brazil; fourth in China and Korea. He retired only twice, in Britain when a wheel was improperly secured in his pitstop, and Germany where the power-steering failed.

If Canada was his greatest victory, Abu Dhabi showed the depth of his ability to operate clearly while racing wheel-to-wheel as he struggled with a periodic KERS problem. His engineers told him how to reset the system and he had to do this continually as it functioned and then malfunctioned. “It meant pushing lots of buttons on the steering wheel every couple of laps because it only returned intermittently,” he explains. “So I'd arrive at a corner and not know whether I had any engine braking because I had

“I feel that I got the best out of the equipment, the team and myself”

no warning. So selecting the right spot at which to brake was tough.” Nevertheless, he finished on the podium, moving Whitmarsh to comment: “During all that time he was trying to keep rhythm, trying to keep pace, trying to defend position, trying to get through traffic, his brake balance was swinging wildly with the failure of KERS or not. So it was really an incredible job





Essential Team Button members: father John and girlfriend Jessica



by him because it makes a huge difference, not just in lap time but also in balance. Every time it went off he just had to arrive at a corner with a violently different brake balance. I imagine at any of these hairpins, if you are coming down to them at quite a big speed wondering, 'Have I got a functioning KERS system and is my brake balance appropriate?', that is not an easy thing mentally or physically to deal with. It's difficult to convey the challenge we gave him. It was a great, great job to be on the podium with all that."

If Jenson Button was Ayrton Senna, he would have gone into Lewis Hamilton's camp intent on deconstructing it and making it his own as Senna had done with Alain Prost, just as Nelson Piquet attempted to do with Nigel Mansell when he joined him *chez* Williams. But Button is his own man, and simply went into Hamilton's team with an open-minded, open-eyed curiosity, keen to see where he stood in comparison with one of the greatest young talents on the stage. There was no master plan to take control, no innate wish to prove the doubters wrong, just a desire to fit in and to learn, to do his best and see where that left him.

"I'm very, very happy with the decision that I made," he says of the switch, before adding

with a laugh: "I've made a lot of wrong decisions but I'm really happy with the one to move to McLaren. With Brawn I had some of the best experiences of my life and in the end I achieved what I wanted to achieve – the World Championship. But one of the many things that excited me was how much McLaren improves its cars. And the challenge of McLaren was the main reason why I made the move. I have a lot of respect for Lewis as a driver, and he'd been seven years with the team. For me it was like going to a new school. But it kept me hungry, and it still does."

Clearly, having greater input to the design of the 2011 MP4-26 was an advantage. "That definitely helped. The MP4-26 suited me more. The balance was where I like it. My input was to help develop the car in the direction that I

like. A lot of it centred on getting a rear end that was stable on corner entry, which everyone knows is what I always work for."

After an unsettled period of pre-season testing in which its blown floor did not work, McLaren went to Melbourne with an untried car, but it did work; Lewis was a surprise second, Jenson sixth. "But the car is so much better now!" Button grins. "Actually, it was pretty good in Melbourne considering that we hadn't really tested it in the form that we raced it there. We hadn't had any time to set it up after the launch car had been changed because of the problems we'd experienced all through testing with the new exhaust system. We were on our back foot, whereas Red Bull was completely ready. So all year we have worked so hard in so many areas, but most >>>



### ||| JENSON BUTTON



especially with the blown diffuser and aerodynamic efficiency. Every step we made improved the car slightly, and it's great that the team listens to what I have to say. We made really good steps, increased the grip and got to the point where we could really look after the tyres, too."

Ah, the tyres... If the less durable Pirellis were designed for anyone, they might as well have been created specifically for the man whose smooth and flowing style at the wheel has so often been compared to that of Prost. It hurt him with Brawn in 2009; in 2011 it was a trump card. His savvy and engineering understanding, the patience to work his way through from less than headline grid positions, to race effectively yet often unobtrusively, created the situation in which he truly came of age. The expression 'matured intensity' goes a long way to encapsulating why Jenson Button had such a great year.

If 2011 wasn't his best in F1, does he at least concede that he was driving better than ever?

He pauses for a long time, considering the proposition. "It was more a mental thing, back in 2009," he says. "I built up such a huge points lead, and then suddenly there was no pace in the car and the lead was dwindling as Seb and Rubens [Barrichello] started to catch me, so that was very tough.

"But I had a lot of confidence in my ability after winning the World Championship. I had achieved my original dream, and that meant a huge amount to me."

Interestingly, he avoids a direct answer to the question, but observers are adamant that he has never driven better, never got more from his car and himself.

He has always been a laid-back character, and as 2011 developed the difference between his comfort zone and Lewis's became ever more starkly drawn. The latter would hide himself

away, keep himself to himself, and by Korea, his nadir, he was avoiding any eye contact or apparent invitation to shoot the breeze. Button, by contrast, always seemed to be available, surrounded by the key members of Team Button, the people who are crucial to his feeling of well-being: father John, girlfriend Jessica Michibata, manager Richard Goddard, and friends Chris Buncombe and Richard Williams. John Button, a colourful and amusing character variously known as Sloop John B or Papa Smurf, has always been there in the background for his boy; Goddard is the quiet businessman who refused to take payment initially when he took over Button's oft-troubled management, telling him to pay him what he thought he was worth only at the end of the season; Buncombe and Williams are racing drivers Button has known since his school days; and Jessica is his delightful companion who leads her own life as an international model and UN ambassador yet

Top: clashes with Lewis are rare. L-r: Webber is hardest rival; Alonso is tough but fair; Vettel pushes his luck in Japan







knows as much about tyre compounds as anyone in the paddock because she takes such an active interest in her man's career as well. Alternately naïve and savvy, she's another reason why the now worldly Button sees the bigger picture of life.

"I'm not always relaxed!" he laughs, and Monaco was a case in point as pressures close to him added to those that every driver feels in the Principality. "It can never be perfect all the time. But more often than not I do feel very relaxed within the team itself, and within Team Button.

"You have to live in the moment. You have to concentrate on your work. But to do that to your best you need the right people around you. Racing has been a massive part of my life for 23 years, so you think of the people you care about and gather them around you."

Button's remarkable ascent has coincided with one of the greatest eras Formula 1 has ever seen, reminiscent of the high-calibre '60s when

Jimmy Clark, Jackie Stewart, Jochen Rindt, Jack Brabham, Dan Gurney, John Surtees and Graham Hill did battle.

It's a suggestion that Button embraces warmly. "Yes, I think so," he agrees. "It's a tough time to be in F1, but that's such a great challenge. And for me to finish ahead of a double World Champion (Fernando Alonso), a World Champion (Hamilton) and a multiple World Champion (Michael Schumacher) is a great feeling, and especially great to see that we are usually among the top four cars on the grid. There are five World Champions and Mark Webber and Felipe Massa are also very close, so there are seven of us running really close at many races."

The almost magnetic attraction between Hamilton and Massa apart, driving standards are currently very high in F1, but the competition is perhaps even hotter than ever before since the cars are generally so closely matched.

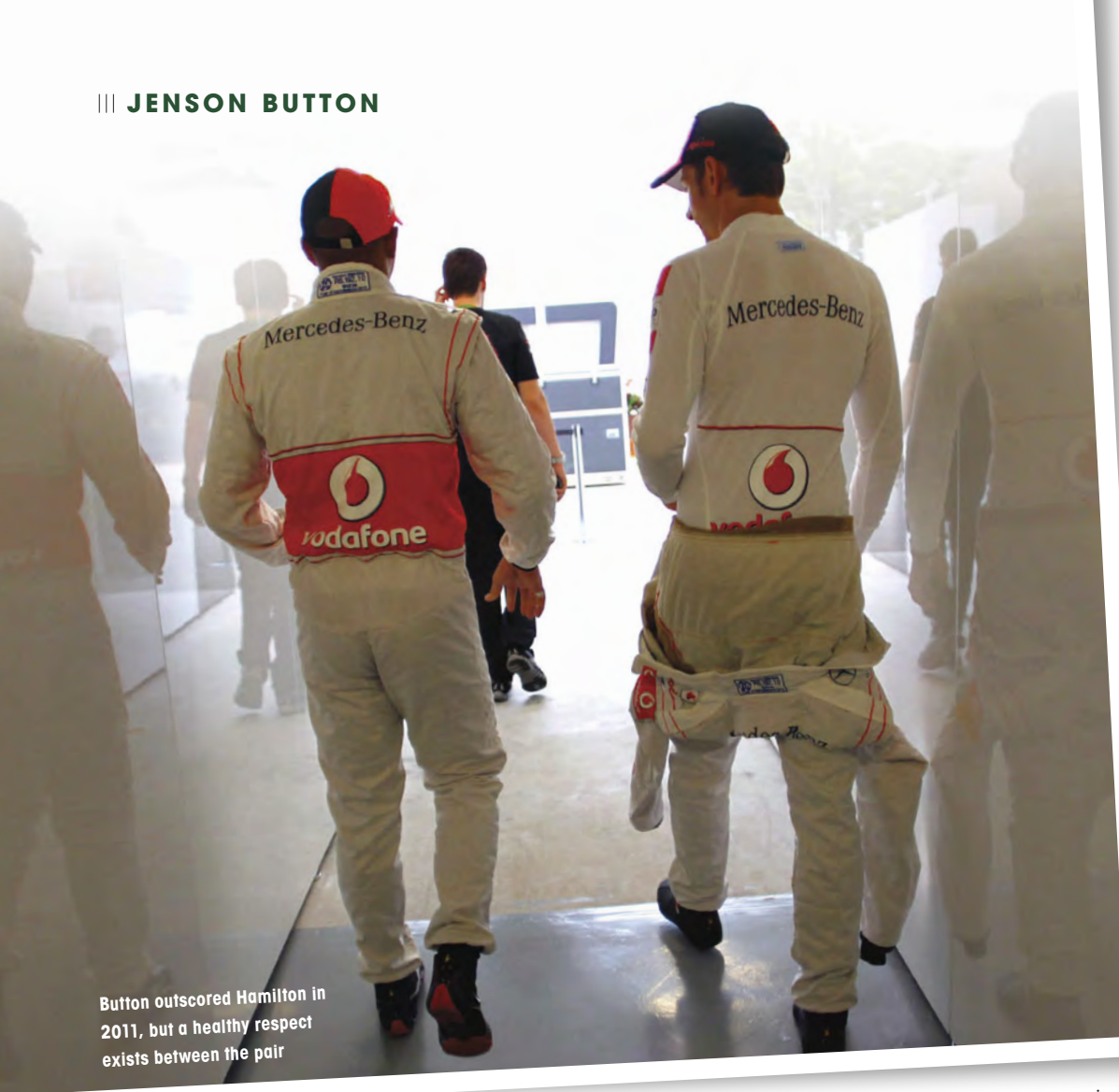
"We are all pretty aggressive," says Button, who is generally regarded as the least hard-nosed of the bunch, Mr Nice Guy. "We all push to the limit, and though we all know where that limit is we are running literally millimetres apart so there's always potential for us to touch. We all know it could happen tomorrow."

He breaks off with a sheepish grin. "Of course, Lewis and I did touch in Canada, but that really was a racing incident!" Try looking in the mirrors of an F1 car running in the rain, and you'll see what he means. He could see nothing as Hamilton sought to pass him on the pit straight in Montréal.

Many drivers prefer not to open up about their rivals, but Button isn't one of them. So is Lewis his toughest rival?

"He's tricky!" he says. "It's always tough to race your team-mate. Even if the balance of the car is not 100 per cent, the way I like it, Lewis can be very quick. I need a car that is more >>>





Button outscores Hamilton in 2011, but a healthy respect exists between the pair

stable. When the car isn't right it makes me work very hard as a driver to get the car I want. In that respect Lewis is very strong.

"I'm a straightforward person, I think. I don't take any shit. I know that if something bothers me I have to get it on the table, that's important. I don't hold back and I say what things I have to say face to face and not through other people. As far as things with Lewis have been concerned, I apologised to him during the break in Canada, and in 2010 there was only one time we had words and that was in Turkey. I said something to him as soon as I got out of the car. We resolved those issues immediately, and we moved on."

**H**ungary gave Button a shot at redemption after Canada, the chance to demonstrate his ability to race wheel to wheel with his team-mate, without contact. They put on a superb display. "It was very satisfying to come out on top, but you know that Lewis is always going to be a very tough contender," he concludes.

And Vettel, the unstoppable champion?

"Funnily enough I haven't really raced him much this year. But he did piss me off in Japan."

That was where Vettel pulled hard to the right immediately after the start, blocking Button's challenge from the other front-row position to the point where he had two wheels on the grass and called over the radio for the young German to be penalised for what was generally seen to be a bit of forcefulness that was right on the borderline of acceptability.

"That sort of thing is frustrating because it can ruin your race," Button says. "I was angry at the time because the adrenaline was running. I felt that he kept coming when I wasn't alongside him but had half my car up the inside. I thought he was coming across more than I expected and didn't

give me any room and I was on the grass. At that moment in time I felt that it was a little bit more than was needed."

They had a minor exchange afterwards in the press conference, in which a little of Button's hidden steel came through. He had been gracious, acknowledging Vettel's success in winning the World Championship again. "It

should be Seb that we talk about, as this guy has done a great job this year," he said. "However hard we have tried we haven't been able to touch him in a lot of races, so congratulations."

But as they discussed the incident, Vettel offered: "Initially I wasn't sure where he was, I didn't really see him. I thought he was either on the right or he was far away on the left. I saw Lewis and I thought I had a good start and kept moving to the right, looking for Jenson. By the time I saw him, I realised that maybe I was a little bit too far to the right and then he was backing off. Obviously no intention to put him in any danger..."

As they moved on to talk of the remainder of the season, Button said: "Hopefully we will race exactly the same," to which Vettel replied jocularly, referring to Jenson parking at the wrong end of the pitlane and having to run back up it: "So you're always going to park just after the chequered flag?"

"Yeah," Jenson said quietly. "I might not lift off next time you pull across at the start, though." What he didn't say then was that he knew the real truth. "The worst thing

was for him to say that he didn't see me, when I could see him staring at me in his mirrors..."

Vettel, of course, had a moment of his own when Alonso put him on the grass on his way to victory at Monza, and Button immediately acknowledges that the Spaniard is one of his toughest rivals. "He is very intelligent, a real thinker. And he's been around so long and seen so much that beating him is very tough, but he's

fair. He'll push to the limit, so when you are able to come out on top after a fight with him, you really enjoy it."

Interestingly, the man he rates as the hardest in a close fight is Webber. "Mark doesn't give you a millimetre more than you need," he says, respect rather than censure evident in his tone. "He's the toughest nut, and he takes

more risks than the others."

Because of the man he is Button accords his rivals their due deference, but at the same time the inner confidence he radiates these days makes it crystal clear that, given a fully competitive McLaren from the outset in 2012, he sees no reason why he shouldn't beat them all again on his way to a second world title. **M**

"Mark is the toughest nut, and he takes more risks than the others"



Florida's sports car classic celebrates its 50th anniversary in 2012. Out of some great finishes during that half-century, we pick 10 stand-out races

BY GARY WATKINS

**T**he origins of the Daytona 24 Hours can be found in the name of the track that this month celebrates the 50th birthday of the event. NASCAR founder

Bill France Sr had christened the giant facility that emerged from the Florida scrub in 1958 the Daytona International Speedway (DIS). It was most definitely a speedway – witness its 31-degree banking – but international it wasn't. The idea of a long-distance sports car race was conceived half a century ago to change that.

“There wasn't a whole lot international about NASCAR in those days,” says Jim France, Bill's second son and today the boss of NASCAR. “It was just the good ol' boys from the south. That's why he came up with the idea of a sports car race.”

France points out that DIS was built to be much more than a replacement for the Daytona Beach road course. It hosted an Indycar event in its inaugural season in '59, while the infield road course section was in place from the word go.

France's plan to put Daytona on the racing map involved inviting the great and the good from North America, Europe and beyond to his new event.

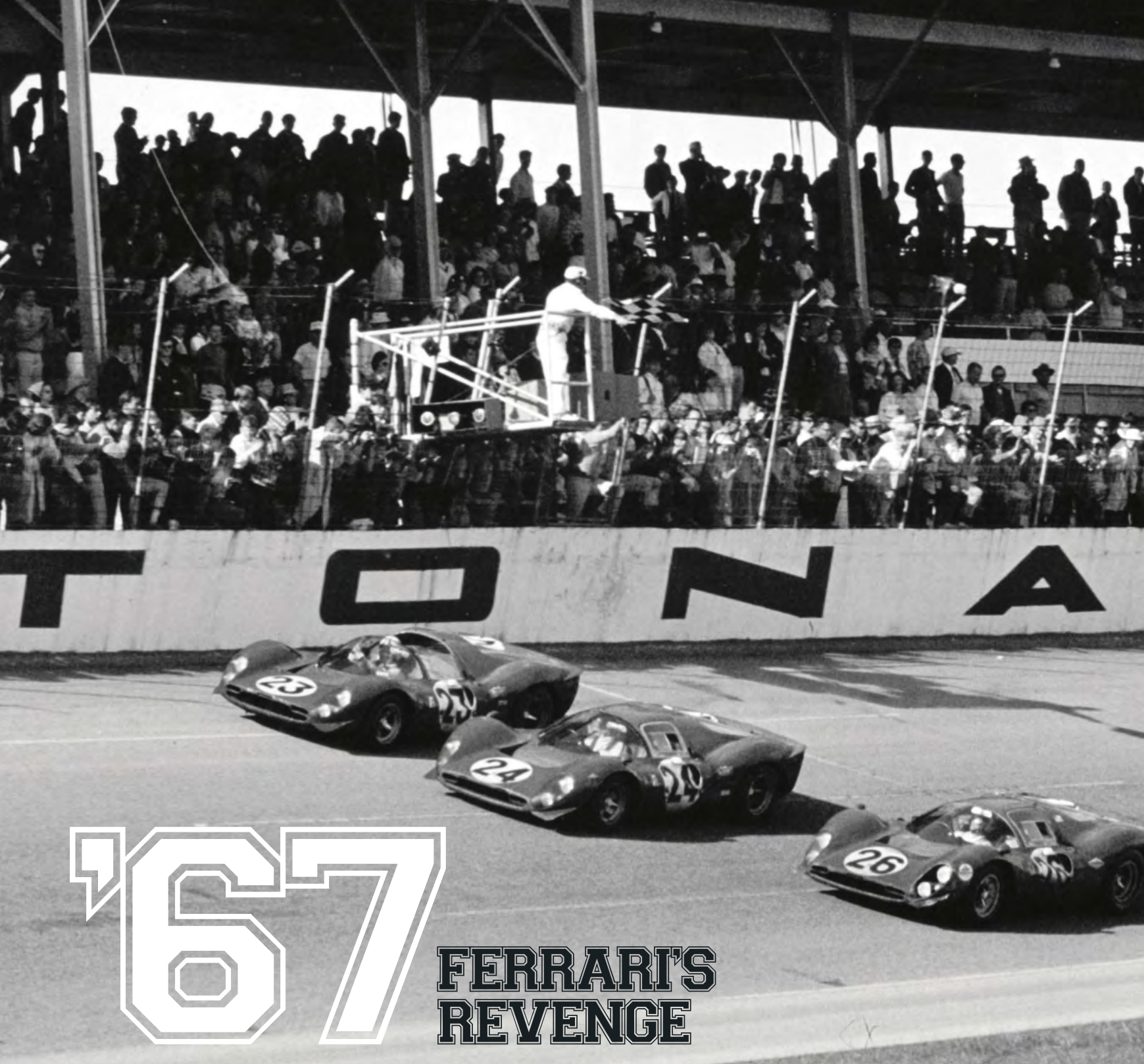
The first long-distance enduro, the Daytona Three-Hour Continental of 1962, had an all-star grid. Fireball Roberts and AJFoyt were on the entry, and so too was Roger Penske and Grand Prix drivers Jim Clark, Stirling Moss and Innes Ireland.

Dan Gurney was the winner of the first race aboard a Frank Arciero-entered Lotus-Climax 19B. The race increased in duration to 2000 miles in 1964 and then to 24 hours in '66. France remembers that his brother, Bill Jr, was responsible for the race morphing into a twice-around-the-clock classic.

The Daytona enduro has had its highs and lows since then, running to any number of rule books. In today's Grand-Am it stands aloof from the world order of sports car racing, but just like in 1962, it still attracts big-name drivers from all over the world. What follows are some of the best battles from a classic race.

# Golden days (and nights) at Daytona





# '67

## FERRARI'S REVENGE

**T**HIS WAS A GRUDGE MATCH. Ferrari was out for revenge after the beating it received at the hands of Ford at Le Mans in 1966. The result was one of its all-time classic sports car designs, the 330 P4, and a clear-cut victory in its big rival's backyard at Daytona in '67.

Chris Amon, who shared the winning car with Lorenzo Bandini, has no doubts that his new employer had upped the ante.

"I got a very distinct impression that they wanted revenge," says the Kiwi, who had been signed up by Ferrari for '67 as a result of his part in Ford's first Le Mans triumph. "I think more effort went into the P4



than had gone into their long-distance cars over the previous few years."

Ferrari dominated the Daytona 24 Hours that year: the second P4 driven by Mike Parkes and Ludovico Scarfiotti finished second and the North American Racing Team's old P3 came home third in the hands of Pedro Rodríguez and Jean Guichet. And Ford? Its bid for a third straight victory in one of the 24-hour enduros disappeared, quite literally, in a cloud of oil smoke – gearbox oil smoke.

Ferrari was on top all the way apart from an early cameo from the untried seven-litre Chaparral 2F (left).

"We had the upper hand from the start," says Amon. "You could drive the door handles off the P4 for





**N** O ONE WANTED TO DRIVE the Porsche 917 in 1969, yet by the following year it was the car to have. The instability problem that had made it such a monster had been cured and after a winter's worth of development it was reliable, too. That combination allowed one of the all-time great racing cars to notch up its first victory in one of the classic enduros at Daytona in 1970.

"We knew the handling was good and that it was reliable," says Brian Redman, "and we'd already been testing at Daytona. That car was so fast there; we were lapping tail-enders on lap three."

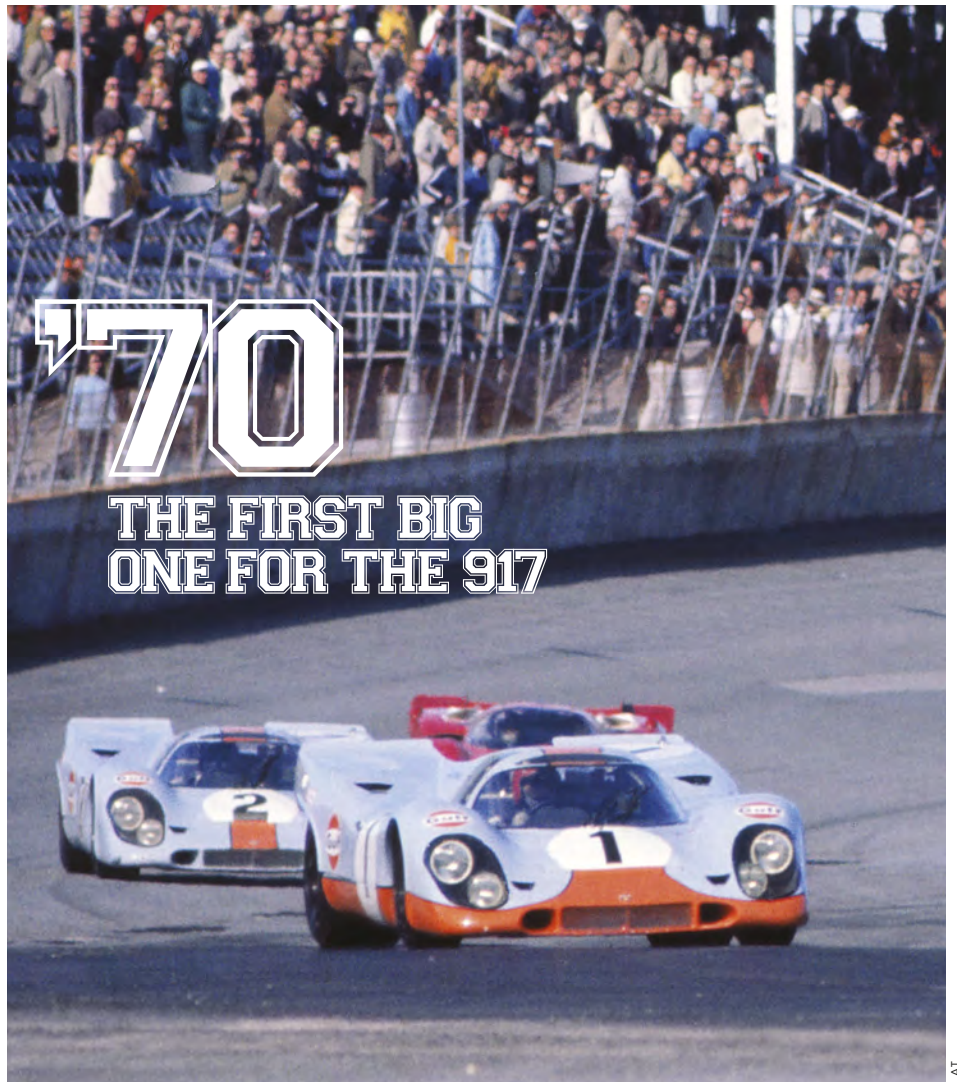
The JW team dominated once the Ferrari challenge had fallen by the wayside, but it wasn't plain sailing. The 917K Redman shared with Jo Siffert was hit by a myriad of problems, although the sister car driven by

Pedro Rodríguez and Leo Kinnunen ran without delay to claim a 45-lap victory.

Redman, who lost time with a tyre blowout and collapsed rear suspension, thought that he and Siffert weren't going to see the finish.

"The clutch went early in the morning," he recalls. "I don't think the JW crew had ever changed a clutch before, and I thought that was it. At that point, David Yorke [JW's team manager] said he wanted me to do a stint in the lead car because they couldn't get Leo to stick to the pace they wanted. I went out and near the end of that stint who should come hurtling by me on the banking past the pits but Seppi."

The JW team had been told that a clutch change would take 90 minutes, but despite their lack of experience managed to complete its replacement in 80. That enabled Redman and Siffert to get back up to a distant second and complete a Porsche 1-2. >>>



24 hours and the chances were it would keep going. It was bulletproof, but you had to look after the Ford."

The Fords were in trouble early on. Six GT40 Mk2s were on the entry, and between them they underwent nine changes of the latest Kar Kraft gearbox until there were no spares left. The only car to make the finish, the Shelby entry driven by Bruce McLaren and Lucien Bianchi, came home a distant seventh after reverting to the previous year's 'box.

The final indignity for Ford came after the race when its hero from '66 was asked to draw comparison between the GT40 and his Daytona-winning P4: "I think I made some comment to suggest that the Ford was like a truck compared with the Ferrari."





# '73

REPUTATIONS  
WERE BUILT  
ON THIS

**I**T WAS THE FIRST OF FOUR for Peter Gregg, the first of five for Hurley Haywood and the first of 10 for the eternal Porsche 911 shape. Daytona '73 was a year of firsts and will always have a special place in the history of US endurance racing.

Haywood knows just how important that victory was with Gregg, Brumos Racing and the brand-new Porsche 911 Carrera RSR. It put the team and its drivers on the map, not least because to seal the victory they had to overcome the might of Penske Racing with equal machinery.

"That was the race which put my name up in bright lights," he says today. "Peter and I had a real desire to beat a team of the stature of Penske and the quality drivers it had in Mark Donohue and George Follmer.

"That gave us the confidence that we were good enough to take on the best America had to offer and compete on an international stage. And, of course, we backed it up with another victory at Sebring in March."

Penske and Brumos were each armed with a brand-new 'ducktail' Carrera RSR delivered straight from the factory. They weren't supposed to challenge for outright honours, but when the last prototype standing – the Matra driven by François Cevert, Henri Pescarolo and Jean-Pierre Beltoise – stopped during the night, the race became a straight battle between the two 911s.

There was little to choose between two cars that were never separated by more than a couple of laps until five o'clock on Sunday morning. The Penske car's engine failed, and now it was up to Gregg and Haywood to get their flat-six home, with a little help from a certain famed Porsche engineer.

"Norbert Singer was there to work with us and Penske," remembers Haywood. "He was really concerned that we weren't slowing down enough and I distinctly remember a pit signal reading, 'Singer says slow'."

Haywood can't remember if he really did obey the command, but the 911 went on to take its first overall victory in one of the blue-riband 24-hour races.

The 911 and its derivatives would go on to win all the major enduros and notch up a further nine victories at Daytona.



# '83

## SUPER-SUB FOYT MAKES THE HEADLINES

**W**HO THE F\*\*\* IS AJ FOYT?" Those words were uttered live on TV by the late Bob Wollek in 1983. The Frenchman was never one to pull his punches and certainly wasn't about to do so after manhandling an 800bhp Porsche 935 around Daytona for two hours. He'd just realised that an extra member had been drafted into the team with which he was leading the 24 Hours and wasn't best pleased. When an intrepid pitlane reporter asked what he thought of having a bona fide US racing legend on the squad, the expletives flowed.

Wollek had just jumped out of Preston Henn's Swap Shop 935L he thought he was sharing with the team owner and Claude Ballot-Lena and strapped the next driver in. Only there were Henn and his fellow Frenchman standing at the wall.

Kevin Jeannette, Henn's crew chief, takes up the story: "I don't exactly remember what happened, except Wollek saying, 'Who's in the car?' I said it was Foyt, and you could tell he was livid."

Before Wollek could collect his thoughts, a microphone was thrust in his face. "So Bob, what do you think of AJ Foyt joining the team?" came the question. The Frenchman's famous response followed.

Wollek wasn't the only one to doubt Foyt's abilities in a sports car, even if he had been a Le Mans 24 Hours winner 16 years before. Jeannette had argued against team boss Henn when he had suggested bringing in the Indycar star, pointing out that Foyt was being drafted in to a strange car mid-race after the retirement of the Aston Martin Nimrod in which he'd started the event.

Foyt's preparations for taking the controls of Henn's 935L extended to sitting in a 935 that had already retired and asking what he calls today a "few stupid questions".

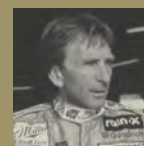
"AJ said, 'What's the shift pattern?'" remembers Jeannette. "I said, 'It's just like a Volkswagen, except that reverse is over and forward.' His reply was: 'First of all, do you think I've ever driven a Volkswagen? And second, why would I need reverse?'"

Wollek, Henn, Ballot-Lena and now Foyt went on to win the race by four laps, with the Indy legend playing his part. Jeannette recalls him being quickest of all in the wet.

That gained a begrudging respect from Wollek and the pair became firm friends.

"He was one of the best co-drivers I ever shared a car with," says Foyt today. "I thought a lot of Bob, and I think he thought a lot of me." >>>

# 10 KEY DAYTONA 24 DRIVERS



### Derek Bell

Bell's name will forever be associated with Le Mans, but his record at Daytona during the peak of his sports car career is phenomenal. In eight starts in the 1980s, he claimed three victories and four runner-up spots.



### AJ Foyt

The Indycar legend refound a love for sports car racing late in his career. The Texan became a regular at Daytona in the '80s and ended up winning twice and finishing second twice in six years.



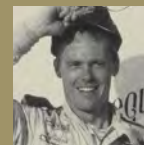
### Peter Gregg

'Peter Perfect' remains the greatest driver-entrant in Daytona history with his Brumos Racing concern. No one else has won three Daytonas on the trot in his own cars, starting in 1973 (see left). A fourth win followed in '78.



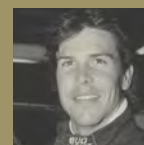
### Hurley Haywood

Five wins in a 24 Hours career spanning five decades mean Haywood is rightly regarded as 'Mr Daytona'. A race without him is unthinkable, so it's only right he's entering this year's 50th anniversary event aged 63.



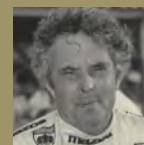
### Al Holbert Jr

Holbert was the ultimate driver-engineer according to just about everyone who raced with him. There would undoubtedly have been more than two victories but for his untimely death in 1988.



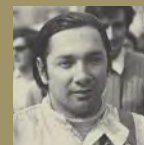
### Scott Pruett

Pruett first won at Daytona in 1994, but with Chip Ganassi's squad his sports car career has blossomed. A further three wins in the Daytona Prototype era mean he can equal Haywood's record tally this year.



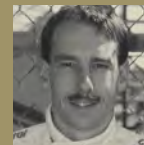
### Brian Redman

Redman claimed three victories in the Daytona 24 Hours, but it is his 14 hours out of 21 in the shortened 1976 race aboard the winning BMW that makes him one of the true heroes of the event.



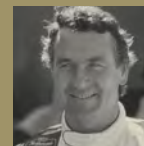
### Pedro Rodríguez

Lists of sports car greats inevitably include the elder Rodríguez brother. Four victories in a classic such as Daytona, scored with Ferrari and then Porsche, mean there's no leaving him out of this one.



### Andy Wallace

The Briton was a trooper of a sports car driver, the man you wanted in the car when the chips were down. He won with Jaguar and twice in Dyson Riley & Scotts, but could and perhaps should have won more.



### Bob Wollek

'Brilliant Bob' never won the 24 Hours at Le Mans, but he made a habit of winning its American counterpart. The late Frenchman was one of the top Daytona drivers of the 1980s and early '90s.





**D**AYTONA '87 WAS ONE OF THE HOTTEST IN years. And in more ways than one. In unseasonably high temperatures, a pair of Porsche teams entered by two legends of US motor sport fought out the race at a red-hot pace, a battle that lasted from the green flag to almost within sight of the chequered flag.

There was history between AJ Foyt and Al Holbert Jr, whose Porsche 962s contested the 20th running of the 24 Hours. Foyt, then driving with long-time sports car entrant Preston Henn's squad, had come from behind to triumph in 1985 and notch up the first victory in the Daytona enduro for Porsche's all-conquering 962. Twelve months later, the roles were reversed and it was Holbert's squad that came through to pinch the victory laurels from Henn's Swap Shop team.

This time both Holbert and Foyt's cars ran without significant delay until the final stages. There was little to choose between either of the two Porsches, the Holbert car driven by Derek Bell, Chip Robinson and Al Unser Jr, Foyt's own entry by the team boss, Danny Sullivan and Al Unser Sr. So much so that during the night Little Al and Sullivan came together as they battled for the lead.

The Holbert crew eked out a narrow lead on Sunday morning, but all three drivers were in trouble after the team's strategy of punching out a side window during the night to get some cool air into the car backfired.

"The air backed up in front of the intercoolers and went straight through the window," explains crew chief Kevin Doran. "Once the sun came up we were toast."

Almost literally, as Bell explains.

"It was so hot our lips were burning," he says. "I remember finishing a stint on Sunday and struggling to get my overalls off. I was finished."

Holbert, who had opted to concentrate on team management duties that year, had no choice but to take the wheel to help out, though it was Bell who climbed back in for the finish.

The Briton, the elder statesman of the Holbert line-up, never had to find out how much he had left in the tank. The Foyt car's engine went pop in the final hour. >>>



# '87

## RACING LEGENDS SLUG IT OUT



# '88

## THE XJR'S FIRST 24-HOUR VICTORY

**I**T'S EASY TO OVERLOOK TWR-Jaguar's triumph at Daytona '88. And for good reason. Less than six months later Tom Walkinshaw's organisation would give Jaguar its first Le Mans 24 Hours victory for more than 30 years. But for many involved in the team's successes over the next five seasons, it is the American race which will forever be etched in their memories.

For Tony Dowe, who was brought in to set up TWR's US operation, the race was the successful culmination of the "toughest 16 weeks of my life". And Martin Brundle, part of the winning driver line-up, describes it as the "hardest race of my career".

It was hard for Dowe and his crew because TWR Inc didn't even exist the previous October after Jaguar made a very late decision for Walkinshaw's organisation to take over its IMSA GTP campaign from Bob Tullius's Group 44 squad. Dowe had to magic a team from scratch: there were no premises, no staff and no cars.

It was hard for the drivers, too. The Jaguar XJR-9 wasn't the fastest car around Daytona and it didn't make it through the race without technical problems. That's why there was never any let-up for Brundle and his co-drivers.

An electrical glitch early on put the car three laps down, but a combination of hard work (courtesy of Brundle and team-mates John Nielsen and Raul Boesel) and pitwork (thanks to race engineer Ian Reed) brought the car back onto the lead lap.

The race boiled down to a straight fight between the winning XJR-9 and Jim Busby's Porsche 962 driven by Bob Wollek, Brian Redman and Mauro Baldi, which was only settled in Jaguar's favour when the latter went off behind the safety car.

"We drove it flat out all the way," says Brundle. "I remember coming up to a gaggle of cars on the banking and thinking there was no way I was getting out of the throttle. I dived down onto the apron and went past them all. It was pure lunacy."

So hard had Brundle, Nielsen and Boesel driven that Walkinshaw opted to bring in Jan Lammers from one of the other two Jags for one stint on Sunday morning.

Like Wollek five years before him, Brundle didn't think any help was required.

"I found Tom and started to scream at him. He let me have my rant and then told me it was his team and he'd do what he liked. As I spun around and walked off, I collapsed in a heap."



**H**ISTORY AND A REPUTATION were made at Daytona in '96. The flamboyant pursuit of the ailing Riley & Scott out front by

a Formula 1 refugee resulted in what was then the closest finish in the race's history. That chase was also the making of Massimiliano Papis.

The Italian lost out on victory in the Doran-run Momo Ferrari 333SP by just over a minute. What he gained was the 'Mad Max' moniker and a new-found career momentum that carried him back into frontline single-seaters in CART.

The Ferrari, co-driven by car owner Giampiero





## MAX GOES MAD FOR IT

# '96

Moretti, Didier Theys and Bob Wollek, had been playing catch-up for the final two-thirds of the race, its pursuit aided by an AWOL second gear on the leading Riley & Scott (right). That chase was further interrupted by ECU and gearbox problems, and then with two hours to go, a collision with a backmarker.

That should have been the end of it, only for a new problem for the works Riley-Oldsmobile, a fuel pick-up issue. The R&S in the hands of Wayne Taylor was going slower and slower, the Ferrari, now driven by Papis, faster and faster.

"I was driving over the limit every corner of



every lap," says Papis. "I was taking so many risks passing slower cars, and I was having to hold the gearbox in third and fourth."

Papis brought the Ferrari back onto the lead lap, but a late stop for fuel and tyres left him with too much to do. Taylor and team-mates Scott Sharp and Jim Pace took the victory, but Papis took the plaudits.

"When I arrived in Daytona, no one knew how to spell my name," he says. "I left after meeting Jim France and speaking to Ferrari president Luca di Montezemolo on the phone. Without that race I wouldn't be where I am today." >>>





# '98

## FERRARI ENDS ITS DROUGHT

**F**ERRARI'S 333SP WAS A LOT OF things. It was the Italian marque's first prototype in 20 years and the saviour of IMSA's new World Sports Car class. It was also successful, phenomenally so. From its winning debut at Road Atlanta in 1994, it triumphed in 18 IMSA races over four years before its '98 Daytona success, a tally that included two victories in the Sebring 12 Hours. But there was one thing it wasn't: a 24-hour car.

The 333SP, the brainchild of Piero Lardi Ferrari and long-time sports car entrant Giampiero Moretti, wasn't conceived for the rigours of around-the-clock racing. It was aimed squarely at the sprints that made up the bulk of the IMSA WSC schedule.

"It was seen very much as a sprint car," says Tony Southgate, who joined Ferrari as a consultant engineer in the latter stages of the design process. "It was certainly never engineered as a 24-hour car."

That much became apparent on its 24-hour debut at Daytona in 1995. Engine problems resulted in three of four cars entered that year going out.

There were near-misses in 1996 and '97 before the 333SP finally came good in '98. Fittingly, it was the cigar-toting Moretti at the wheel when the flag fell to end the Italian manufacturer's 31-year drought at the 24 Hours.

Moretti shrugged off the victory with the joke that he could have bought 1000 Rolex watches (one of the coveted timepieces that are awarded to class winners) with the amount he'd spent trying to win the race since his first attempt in 1970. Yet those around him know that victory meant something special.

"He was truly elated," reckons Kevin Doran, who ran Moretti's cars from 1993. "I think he'd resigned himself to never winning at Daytona, but to finally do it with the Ferrari so late in his career was special."

# '00

## VIPERS BITE

**D**AYTONA 2000 WAS BOTH A race of attrition and a flat-out dogfight to the line. And that's no contradiction. Sure, the French ORECA squad won with its GTO class Dodge Viper because the faster prototypes hit trouble, but it had to fight tooth and nail all the way for the victory with the factory Chevrolet Corvette squad.

The best of the ORECA Viper GTS-Rs, driven by Olivier Beretta, Karl Wendlinger and Dominique Dupuy, led the class battle for much of the duration, yet never by much. Only very briefly did the car have a lap worth of breathing space on its pursuers on the way to victory by a scant 31sec.

Outright victory was never on the agenda for ORECA. The French squad had only been told it was doing the race the previous November after a successful campaign in the US in 1999, and winning the GTO class was its first priority. But team boss Hugues de Chaunac did have higher aspirations.

"The important thing was to win the class," he remembers, "but we thought a podium was maybe possible."

Yet such was the rate of attrition among the

prototypes that the Viper was up to second overall just 10 hours into the race. Another 10 hours into the race, and victory for a GTO car looked assured. Dyson Racing's Riley & Scott MkIII lapsed onto seven cylinders and could only limp to the flag.

Which marque of GTO car, a Dodge or a Chevrolet, would win remained in doubt into the final hour. The battle had been nip and tuck all the way.

The Corvette C5-R driven by Andy Pilgrim, Franck Freon and Kelly Collins was the thorn in the Viper's side until gearbox problems on Sunday morning. It was at this point that the second 'Vette, in which Ron Fellows was joined by Justin Bell and Chris Kneifel, moved into the equation after minor delays early on.

It wasn't plain sailing for the Viper, though. Its drivers had been nursing fifth gear over the final two hours.

"We had to push hard but at the same time carefully manage each gearchange when we went into fifth," remembers Beretta, who had to overcome his own battle with chickenpox. "The Corvette was pushing us so hard. That's what makes it such an important victory for me, and I think for Hugues." >>>





# '09

## THE CLOSEST EVER

**T**HE CUMULATIVE MARGIN OF victory over the past three years at the Daytona 24 Hours is less than a minute, so an ultra-close finish is almost expected. The 2009 race started the trend and remains the closest finish in the event's history.

Four cars were on the lead lap at the start of the final hour and two of them were still battling hard as they crossed the line for the final time. Chip Ganassi driver Juan Pablo Montoya trailed David Donohue's Brumos Racing entry (right) by six tenths of a second at the start of the final lap and failed to catch him by just 0.167sec at the end of a thrilling sprint from the last round of pitstops.

Donohue's Porsche-powered Riley, shared with Darren Law, Antonio García and Buddy Rice, had tailed Montoya's Lexus-powered example after the



stops prior to getting a run on the NASCAR star out of Bus Stop chicane with 35 minutes to go. The roles were now reversed, Montoya looking for a way past Donohue for the remainder of the race.

The Ganassi drivers - Montoya, Scott Pruett and Memo Rojas - subsequently bleated about the new four-litre Porsche engine having a power advantage, but Donohue reckons the

cars were evenly matched. "I couldn't pass him on the straights, but I could draft alongside," he remembers. "I was just trying to annoy him to see what happened."

"Everyone said I played the traffic perfectly to make the pass, but I'd tried that a dozen times. It's just that when I got it wrong, no one noticed."

Donohue reckons that Brumos ran the perfect race in '09 and that every man on the crew played his part. "There were so many little things that won us that race," he says. "Where the pit sign went out at the last stop was crucial, because we had to clear our team-mates ahead of us. We changed drivers and they didn't, but we still got out in front."

"I got to wave the flag as it were, but what made it special was doing something for the guys. I made them smile and you can't buy that." **M**





# “Fangio told me I drove too fast”

Always feisty and competitive, Maria Teresa de Filippis was the first woman to make a Grand Prix grid. And the determination the Maestro saw then is still evident today

BY ROB WIDDOWS

I have recently spent some time with a remarkable woman, so spirited, so passionate, so bright-eyed. And she is 85 years old. We salute the first woman to race in a World Championship Grand Prix, now the grand old lady of motor racing.

On May 18, 1958 Maria Teresa de Filippis drove onto the streets of Monte Carlo in a Maserati 250F, the car that Juan Manuel Fangio had used to win his fifth World Championship the previous year. This was a big moment, not only for Maria Teresa but also for the sport. Women in the 1950s were popular in the pits, but not in the cockpit.

Born in Naples into a wealthy family, de Filippis has never been one for toeing the line. From childhood she was headstrong, knew her own mind. Her aristocratic and competitive father, Conte de Filippis, masterminded the electrification of large parts of rural southern Italy while running many successful companies. He had steered his daughter towards horses, and for a while she was happy in the saddle, and very competitive; keeping up with three brothers had stiffened her resolve.

“My brothers, they had a bet that I could never be a really fast driver,” she says, eyes flashing. “So my father, he gave me a Fiat 500 – I was 22 and I won my first ever race in that car. And that is how it began – after the horses, it was cars. I loved the speed, the thrill of it.” >>>



De Filippis in the pits at Spa '58 and in the race, left. She scored a sole World Championship GP finish aboard the Maserati 250F with 10th place









Monaco debut ended in disappointment when de Filippis failed to qualify. Left: Maria Teresa added some glamour to the pitlane

LAT

By 1954, the 28-year-old was winning races across Italy and finished runner-up in the Italian Sports Car Championship, racing her own Urania-BMW, a more powerful Giaur, then an OSCA. The wins kept coming and de Filippis began to think about a move to single-seaters. Eyebrows were raised about a woman who had the nerve to take on the men in a man's world.

"It never worried me, all of that," she says. "I just wanted to race. My father helped me, of course; he inspired me to succeed in whatever I chose to do. My mother didn't object too much either – because I was winning. She liked that, you know. Physically it was not a problem, not in the sports cars anyway – I was fit, riding horses and competing all the time as a teenager."

There are three of us involved in this chat – Maria Teresa and her husband Theo Huschek chipping in with translation. There is clearly a deep bond between husband and wife, married for half a century and working as a team.

"You have to understand," Theo dives in, a look of amused admiration in his eyes. "Maria Teresa is a very determined woman, not afraid of anything, and nobody can tell her what to do, or not to do. And she can be intolerant, passionately so, when someone stands in her way or insults her intelligence."

Earlier in the day de Filippis had given short shrift to a young reporter who wanted to ask her about Formula 1. What had been the problem, I wondered? Theo laughs heartily.

"She was asked how she dealt with sponsors when she was in F1. Sponsors? My God, Maria Teresa is from one of Italy's richest families.

There were no sponsors, no managers. She raced her own cars, made her own decisions, and even at Maserati she took no orders. Just because they were men, that didn't mean they could tell her what to do."

De Filippis is smiling, becoming animated. "That is why I went to Maserati," she says, "and why I never wanted to go to Ferrari. Why would I want to be at Ferrari? Just because I am Italian? No. At that time I did not want to be commanded by Mr Ferrari. I spoke to him and I told him I didn't want to drive for his team. In those days he would say one word and everybody jumped. That was not for me. Also, I felt there was no real culture, no real depth to it all. At Maserati it was more a family concern, with more real people and they were easier to talk to. And I could take my own car to the team, that was important for me."

"Let me tell you, Maria Teresa is not at all a normal person," adds Theo. "She was taught privately, taught the values of the real world at that time – honour, engagement, responsibility, things like that – and they never talked about money. It was not worth speaking about in the family. The attitude was that nobody was going to tell a de Filippis what to do."

Maria Teresa had built a reputation through the lower formulae for having exceptional courage, even being a little too brave at times. Moving to the Maserati Grand Prix team in



GP Library

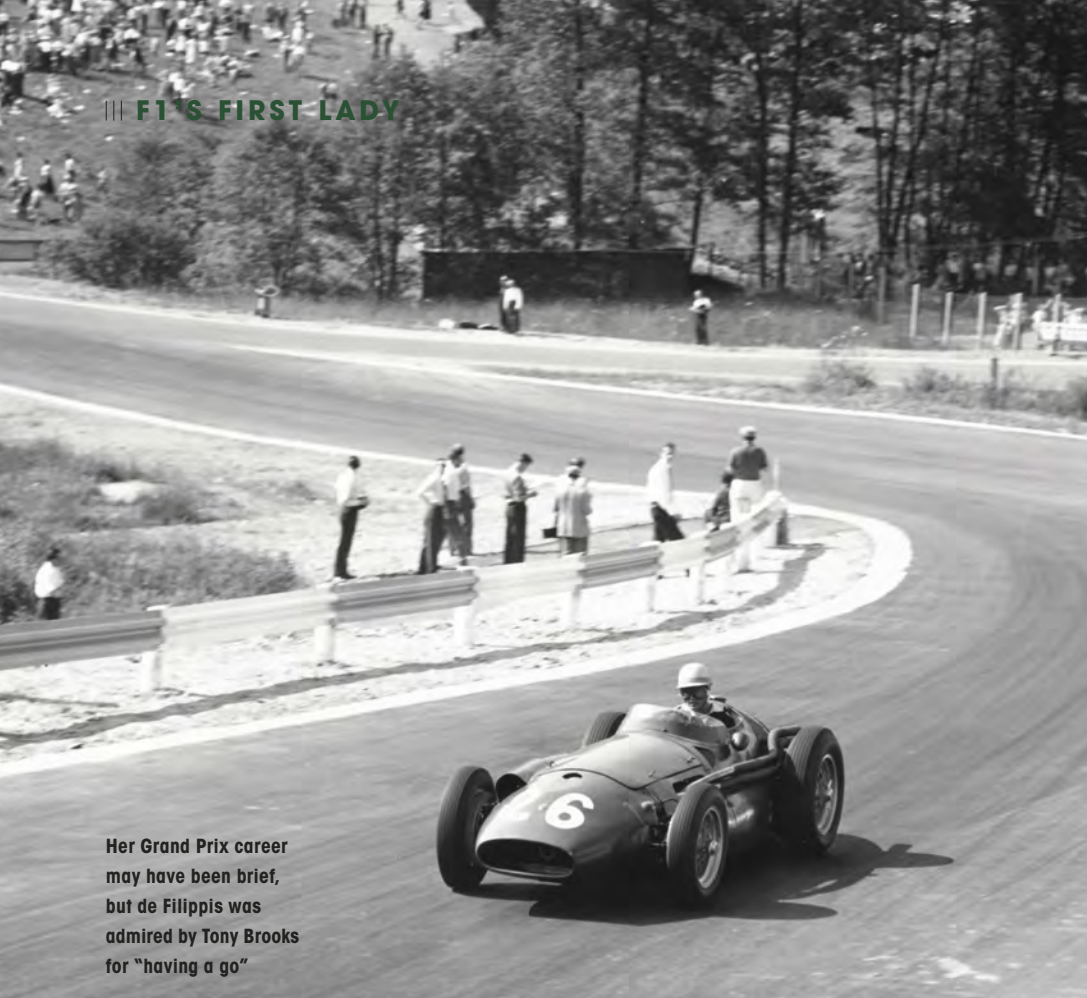
1958 was by far her biggest challenge.

"Fangio told me I drove too fast, that I should try to go a little slower," she says, her face alive with the memory. "But I was never anxious, I didn't

feel any fear. These men in F1, they were my heroes – Fangio, Ascari, Villorosi – and they were good to me. I never had any problems with the big drivers, only the smaller ones who didn't like it when I beat them. I admired Fangio, as a person and a driver, because he was a simple man and he worked very hard to achieve all the success he had. Nothing was given to him. On the track I called him my 'race father' because he treated me so well, so normally, and I admired him for that. He was a gentle man."

**I**n those far-off days de Filippis was a glamorous addition to the pitlane, a tough racing driver but also a beautiful young woman – a fact that did not escape her many admirers. But she won't be drawn into tales of romance, let alone any revelry, in the heady world of Grand Prix racing.

"The relationships within the team were influenced by the older drivers. They were all older than me so they would protect me from anything like that. I could look after myself, you know, and when things became too intense or too vulgar then I would joke with them, make fun of them, and they would go away." >>>



Her Grand Prix career may have been brief, but de Filippis was admired by Tony Brooks for "having a go"

Tony Brooks, who raced against her in 1957, backs this up: "There must have been a bit of chauvinism around – not much has changed there, Formula 1 is pretty macho – but she was well able to cope. She was an attractive lady, and I believe she was courted by Luigi Musso, but she was admired not only for her beauty but also for her courage in a racing car. She had guts, and was respected by her fellow competitors for that. I thought it was absolutely great she was having a go in Grand Prix racing."

In her book, *La Signorina F1*, de Filippis describes the challenge of Monaco in a Maserati 250F. But the book is now out of print, so to hear it from the woman herself is a pleasure.

"*Si, si, va bene*, I tell you," she begins, gesticulating for me to listen. "For Monte Carlo, I was aware there was some craziness, something missing in my head. Everybody was encouraging me, they say 'Maria Teresa, pay attention when you drive in Monte Carlo'. But I had courage, maybe too much, and the limit of my fear was perhaps too far away. I was not frightened of speed and that's not always a good thing."

"I was at the limit of my physical stamina – the steering on the 250F was so heavy in the slow corners," she says, moving around in her seat as if perched in the cockpit of the Maserati, leaning her head to one side. "It was OK at speed, but in the bends it was very tiring. That was one of my problems in Monte Carlo, it was man's work there, and I came to the point where physically it was too much. At somewhere like Spa it was not a problem. But nobody expected

me to win in Monaco, so in those circumstances I could do what I wanted with no shame."

In the end, she failed to qualify for the race, but a point had been made.

As she talks, Theo grins: "She was always known as 'pilotino' because she was by far the smallest person racing. The older people, they still call out to her – 'hey, pilotino' – but there are less and less of them now."

**D**e Filippis took part in three more GPs in 1958 with the Scuderia Centro Sud Maserati team, finishing 10th in Belgium and retiring in Portugal and Monza. But she had made an impact on those around her.

"She was a toughie, and full marks to her for having a go," observes Brooks. "She didn't run at the front but she was very competent, commanded the respect of the men, and she played the game. I never heard anything negative about Maria Teresa, and remember she'd done very well in sports car racing with her OSCA."

For 1959 de Filippis joined forces with Jean Behra, only to walk away from racing that August in tragic circumstances.

"For the '59 season Jean had built the Behra-Porsche in Modena, based on an RSK, and this car was built for me to race," she explains quietly. "There were many, many delays and the car was ready just in time for second practice in Monte Carlo. The gearbox was from an RSK, so the gears were much too high for the circuit and I could not qualify. So Hans Herrmann had

a go, and Wolfgang von Trips, and neither could get the car onto the grid. Stirling Moss advised me not to go any further in the car, there was no way to qualify, and that was that.

"Then, in August, I was supposed to race the car at AVUS. But Behra had had a fight with Ferrari and left the team, so he was without a drive and offered to go to AVUS with me to help run the car. I said 'no, it's your car, you must race and I'm not going'. In the sports car race that weekend Behra was killed and that was just too much for me. So tragic, too many friends dying."

De Filippis turned her back on the sport, went away to start a family, and it was not until 1978 that she returned to the fold, joining the *Club International des Anciens Pilotes de Grand Prix F1* and re-establishing old acquaintances.

"I have got to know Maria Teresa much better since her involvement with the *Anciens Pilotes*," says fellow member Brooks. "When we were racing we were all so absorbed in our own teams that we really only met at the dinners we had after the Grands Prix. She's a remarkable lady, no doubt about that."

Indeed. She became the club's vice-president in 1997 and was made honorary president days before celebrating her 85th birthday last October with a party in Modena, hometown of Maserati.

These days she lives a quiet life near Milan, but her work for the club keeps her in touch with the sport for which she still has a passion.

"I like to go to some events, I like the atmosphere of the historic races, the old cars that I remember," she says. "But I like not so much the modern racing. Very little remains of the sport we knew when all the drivers were friends and spent time together. I watch some races on television but so much of what the modern drivers say is so predictable. Maybe they are not as free as we were in our time."

Free she most certainly was, and is. Predictable she is not. These days, when out and about with the *Anciens Pilotes*, de Filippis is besieged by autograph hunters clutching photographs and copies of her book. She captured the imagination of people inside and outside the sport, was admired for her skill and bravery, and above all for her free spirit.

As Theo and Maria Teresa walk away she takes my arm, flashes me a conspiratorial smile. "You want to know more, maybe you need to read the book, no? Many more stories!"

To this day, the only other women to follow her example and make a World Championship Grand Prix grid were Lella Lombardi and Desiré Wilson (though the latter was in the 1981 South African GP, later stripped of its championship status). One day we will surely see another woman on the Formula 1 grid, but de Filippis will remain the original, feisty pioneer who proved that gender need not be a barrier. *Salute La Signorina!* **M**



||| LUNCH WITH...





The 49's rollout at the Lotus factory with (l-r) designer Maurice Phillippe, Keith Duckworth, Graham Hill, Mike Costin and Colin Chapman

Ford

## Lunch with... **MIKE COSTIN**

At one time Colin Chapman's deputy, Costin is famed for his engine business with Keith Duckworth. And when it came to product testing, he was handy at the wheel

**BY SIMON TAYLOR**



**T**he first seeds of many a great enterprise have been planted by the meeting of two young people with similar ambitions and complementary talents: like the day in May 1904 when Charles Rolls and Henry Royce sat down to lunch in a Manchester hotel. Over a century later, the combination of their names remains a household word. When Mike Costin (27) and Keith Duckworth (23) bumped into one another in the hectic little Lotus works behind a North London pub in 1956, they could hardly have dreamed that the combination of their names – the first syllable of one and the second of the other – would be cast on the cam-covers of the most successful racing engines in history.

Mike might have spent his life in the aeronautical industry. The youngest of four children, he was passionate about aeroplanes from an early age, and left school at 15 to take up a five-year trade apprenticeship at the De Havilland Aircraft Company. His eldest brother Frank, nine years older, was already working in aviation, helping to sort out the aerodynamic quirks of the twin-boom Vampire jet fighter.

Mike was no academic at school, but after two years De Havillands appreciated his practical intelligence and upgraded him to engineering apprentice. “That made a vast difference. At the end of my apprenticeship I did my National Service in the RAF, and then went back to De Havillands designing test rigs for, among other things, the Comet airliner.

“A De Havilland student apprentice, Peter Ross, had a friend called Adam Currie who was into motor racing. I went with them to some 750 Motor Club pub meetings – they called them nogg-in-and-natters – and one of the people I met was Colin Chapman. He was winning everything in 750 Formula events with the Lotus Mk3, and was building the Mk3B for Adam. One night Colin wanted to borrow an Ulster camshaft and another of the gang, Derek Wootton, had one at home in his shed. He had this 1928 Chummy with a Ford 10 engine. They set off in the dark with Wooty driving flat out and Colin, in the Mk3, struggling to keep up. The Chummy had no headlights and windscreen, and it wasn't until they got there that Colin realised Wooty was wearing a pair of sunglasses to stop his eyes watering. In the dark, with no lights...” >>>



Chapman was quick to see the potential in Costin. He'd set up Lotus as a going concern at the start of 1952 with the Allen brothers, Nigel and Michael, but in January '53 Colin began a new arrangement with Mike. "After his bust-up with the Allens I was his only member of staff. At first there'd be nobody there during the day, because Colin still had his job at British Aluminium, and I was at De Havillands. I'd do a full day's work there, eight till six, then drive my Austin 7 from Hatfield to Hornsey, get there for 7.30pm, work through till around 2am building up Lotus Mk6 kits, and then drive home for four hours' sleep. Then back to De Havillands with various bits that needed heat-treating and stuff like that, and my pockets full of cigarettes to bribe my work-mates to do it.

"After we'd built the first batch of eight Mk6s, Colin decided we'd pulled in enough funds to build one for ourselves to race. I did everything on that car. I lined the engine down from 1172cc to 1098cc, so I'd drive it in 1172 Formula races and Colin could race it the same day in 1100cc sports car events. For 1172 racing you weren't allowed to change the camshaft, so Colin thought, 'Why not reshape the tappets, so they open the valves earlier and keep them open for longer?' I designed the tooling to do this and made it all up, and the car was very quick.

"In 1954 Colin wanted to progress from cycle wings to an all-enveloping shape. He had some ideas of his own, and came up with a balsa-wood buck which looked sort of like a C-type Jaguar. I didn't think much of it, so I showed it to Frank. Frank said, 'What are you mucking around with cars for? We're aircraft people.' But I persuaded him to tell us what to do. He covered Colin's balsa buck with plasticine, giving it a low wide front and long fin-shaped rear wings. Colin took one look at it and said, 'That's no good at all. Far too long, far too wide, far too much frontal area.' Frank said, 'You want aerodynamics, you've got them there.' So Colin went along with it, and that was the Mk8.

"Of course it worked brilliantly, and Frank had input into all the Lotus shapes for a long time after that. Later on Derek Wootton ended up working for Vanwall. He suggested to Tony Vandervell that Colin should be consulted on the chassis of the new Formula 1 car, and Frank should come up with the aerodynamics. That Vanwall won nine Grands Prix and the first Constructors' Championship. Frank went on to be the Cos in Marcos, and then did his own cars like the Costin-Nathan and Costin Amigo, all using the wooden monocoque construction that he was so fond of. He was a total enthusiast and a wonderful character, but he was no businessman. He'd tell me about his latest project, all excited, and I'd say, 'Frank, is the money all right?' And he'd say, 'This time it's fine, it's all tied up.' But it usually wasn't. He got taken for a ride over and over again."

In January 1955 Mike bowed to the inevitable, left De Havillands and started at Hornsey full-time, on a salary of £15 a week. "By then Lotus had grown to about 15 people, with Nobby Clark managing production. I effectively became Colin's number two. And in 1957 this college leaver turned up, called Keith Duckworth. He was hired by Colin as development engineer on the Lotus sequential gearbox, the infamous 'queerbox'. Keith had already been a Lotus owner: he'd built up a Mk6 kit with a Climax engine, and raced it three times before deciding that he wasn't a racing driver. We actually came across each other first when he did some vacation work at Hornsey during the summer of '56."

**K** eith's full-time employment at Lotus didn't last long. "He became frustrated with the queerbox, which he thought was fundamentally flawed. But he sorted out the oil circulation, and he designed the positive-stop change mechanism. That really impressed me: he did the drawings, made the bits, assembled it, and it worked straight off, didn't have to be modified at all. Actually, the queerbox would have worked if it had been made an inch and a half longer, so each individual gear could have been a quarter of an inch bigger, and the shaft and its dogs would have been able to work in the middle of the dog instead of putting all the forces on the end. But Colin wouldn't have it. He always wanted everything to be as compact and light as possible." It may have been as early as this that Duckworth came up with one of his famed aphorisms: "Development is only necessary to rectify the ignorance of designers."

Meanwhile Lotus had moved to Cheshunt and was going from strength to strength, its sports-racers running through the 11, 15 and 17 while its single-seaters were the 12 and the 16. "Nobby and his team were building the production cars, while I was developing the prototypes. And there were always modifications to do, like when a customer wanted to use a different engine which wouldn't fit. I'd have to look at it, decide which tubes to move, do a quick sketch for some different brackets. I wasn't doing much racing of my own now, I was working too hard." But he had a rare outing at the 1958 Boxing Day Brands Hatch meeting, when Lotus took three pre-production Elites for Jim Clark, Colin Chapman and Mike.

"The three of us were on the front row, and when the flag fell and we were hammering three abreast down into Paddock Bend I knew I'd be the first to lift. Colin was super-competitive and

very brave, he could really hang it out. He and Jimmy had a wonderful battle, which Colin won. I was third, a respectful 6sec behind.

"Keith and I got on well from the start. His personality was completely different from mine, but we struck up a real friendship. By the end of each racing season I would be fairly well knackered, and I was always thinking of moving on somewhere and having a better life. At Lotus it seemed there was never time to do it right time, but then we always had to find time to do it again. Keith couldn't really get on with Colin, because Colin always wanted a quick answer to every problem, and Keith refused to give him a quick answer because he liked to think everything through logically. That was really what gave rise to Cosworth.

"Keith and I talked about it a lot and decided to set up a small engineering company doing motor racing work. Cosworth Engineering Ltd was incorporated on September 30 1958. But to start with it had to be just Keith on his own. The thing was, he was unmarried: I had a wife and three kids by now, and I needed a steady salary. So when my contract with Lotus came up for renewal I signed on the dotted line for three more years. I was able to help Keith peripherally, but at Lotus we were getting the Elite into production, which was a real headache."

After humble beginnings in a corner of a shared mews garage in Kensington, Duckworth moved to a dilapidated stable in Friern Barnet. He spent his £600 savings on a dynamometer which was bolted to the floor, with the exhaust pipe going through the roof. At first most of the work was preparing existing cars for racing customers, but a big turning point came when Lotus announced its Formula Junior single-seater, the 18. FJ was taking off in a big way, and the rules required use of a pushrod production engine. In Europe Fiat engines were popular, while in the UK most felt the BMC A-series was the natural choice.

"Graham Hill, who had worked for Lotus for several years and been a works driver for us, was also a director of Speedwell, which specialised in tuning the BMC engine. He pushed Colin hard to use it in the Lotus 18, but I knew the A-series, with its small bore/long stroke architecture, was near the end of its development. Keith heard that the new Ford Anglia 105E, which was about to be launched, would have an over-square engine, capable of much higher revs." Thanks to Mike's persuasion, Chapman decided to use a Cosworth-tuned 105E unit for the Lotus 18.

"Initially Lotus laid down 25 FJ chassis. But with Jim Clark winning everywhere, the >>>

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"Frank said,  
 'Why are you  
 mucking around  
 with cars? We're  
 aircraft people'"

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[1] From left: Bill Brown, Keith Duckworth, Mike Costin and Ben Rood pose with the first DFV on the testbed in 1967. [2] Mike tested Cosworth's abortive 4WD car at Silverstone in '69. [3] Chaparral 2K Indycar (5) used turbocharged DFX for Johnny Rutherford to win the 1980 USAC title. [4] Deliveries of the Ford Sierra RS Cosworth began in July '86. [5] Mike at his desk in trademark white coat. [6] Chapman in Frank Costin-styled Lotus 8. [7] Mike race-tested Lotus 20 Formula Junior with Cosworth-tuned 105E unit.





Cosworth-powered 18 quickly proved to be the chassis and engine to have. By October we'd made 125 cars. We bought 105E engines in batches of 10 and shipped them down to Friern Barnet. The Cosworth 105E went through Mk2, Mk3 and Mk4 variants, getting different crank, rods and pistons and a better cam profile along the way, and in the end we were getting 100bhp per litre from a production block pushrod engine. It's all about revs: as long as you can keep your volumetric efficiency, more revs means more power." Only a few years earlier, 100bhp per litre had been enough to win in F1.

In August 1962 Mike's contract with Lotus expired, and he was free to join Cosworth full-time. "Colin understood, but a lot of people couldn't work out why I was leaving a nice secure job as technical director of Lotus for this tin-pot operation up the road. Cosworth had outgrown Friern Barnet and moved to a scruffy old building in Kenninghall Road, Edmonton, where Lotus had assembled the first Elites. By the time I arrived there were already 16 people there – in premises about 60ft by 30ft! – with Bill Brown as general manager. We had five engine builders, a little area where we had a test rig, lathe and milling machine, and a dyno shop with three dynamometers. Keith and I had a little office up in the roof, right over where they did all the brazing and bronze welding. What with the fumes coming up through the floor and Keith's chain-smoking, it's a wonder I'm alive today."

Keith Duckworth used to say that, in their working relationship, he was the idealist and Mike was the realist. "Maybe that's right. Keith wasn't one for mad ideas, his feet were always firmly on the ground, and he never wanted to do anything that was too dreadfully Chapman-ish. But if he dreamed up anything that was what you might call outside the box, he'd always ask me what I thought about it. Another key member was Ben Rood. To start with Ben had his own machine shop in Walthamstow, and Keith was giving him more and more work until he was our prime supplier of machined parts. In the end he closed his shop and joined us full-time. Ben had a brilliant brain, and he was a totally different character. The three of us got on well together, we did a lot of laughing."

For his new road-going sports car, the Elan, Chapman had got Harry Mundy to design a twin-cam head for the five-bearing 1600cc Ford engine, and in 1963 it was adopted by Ford for a high-performance version of the Cortina. Lotus was contracted by Ford to race a works team of Lotus-Cortinas, and Chapman needed

Cosworth to develop the engine into a reliable racing unit. "Not long after I'd left Lotus, I was back in Colin's office with Keith working out what we could do with the Twin Cam. In the end we had to re-engineer the whole thing, different porting, different cam profiles, rethinking the oil system." A former Fleet Street editor called Walter Hayes had been hired as Ford's director of public affairs, and he was the driving force behind its new performance image. He helped forge strong links between the giant manufacturer and the little workshop in Edmonton.

In 1964 Formula Junior was replaced by the new 1-litre F2 and F3, the latter restricted to one carburettor. For F3 Cosworth developed the Ford 105E into the hugely successful MAE – with typically dispassionate logic, the letters stand for Modified Anglia Engine. Ultimately it would produce the magic 100bhp per litre on a single-choke carb, revving to 10,000rpm. For F2 Cosworth produced its first overhead-cam

engine, the SCA (Single Cam type A). "That was a big jump, because up to then we hadn't designed a cylinder head. Using one camshaft, the problem was to get the ideal combustion chamber shape. Keith went for a Heron head design, a flat head with the chamber formed by a bowl in the top of the piston, the idea being that you're not shrouding the valves. It was a good

system in principle, but when we got into it we found it was diabolical. We were machining different shapes into the tops of pistons every week. When Harry Mundy and Wally Hassan were working on Heron heads for the Jaguar V12, I offered to show them the work we'd done because we knew it wasn't the way to go. But they didn't want to listen.

"But the SCA still won every F2 race in 1964. In '65 BRM did a little twin-cam F2 motor – effectively half their F1 four-cam V8 – but we beat that too, every time except once. Then for '66 Honda came up with their little twin-cam with four valves per cylinder, which Jack Brabham got for his works F2 cars, and that was pretty well unbeatable. That got us thinking about four valves per cylinder."

At the end of 1964 Cosworth had been forced to move out of its cramped premises in Edmonton to a new greenfield site in Northampton. "We chose it because most of our customers were in the south, and most of our suppliers were in the Midlands. Only 14 of us made the move: Keith, me, Ben and Bill Brown, and 10 blokes." The first factory there was 7500 sq ft; but, prudently, a lot of extra land was purchased. Within seven years Cosworth would be occupying 45,000 sq ft in and around St James Mill Road.

Meanwhile at the upper levels of motor racing, things were changing dramatically. For 1966 the old 1500cc F1 was to be superseded by what the promoters were calling 'The Return of Power': 3-litre engines. This would be supported by a 1600cc F2. And in February '65 Coventry Climax, which provided engines for most British F1 teams, announced it was quitting racing altogether. Cosworth was already working on a four-valve F2 engine (the FVA – Four Valve type A) when Chapman, anxious to know where his next F1 horses were coming from, approached Keith. Keith reckoned the work he'd done on the FVA could easily double up into a 90-degree V8. Plucking a figure from the air, he told Chapman he could probably design, develop and build a batch of five F1 engines for £100,000. Chapman undertook to find the money.

He tried the British motor industry via the SMM&T, and also his petrol sponsors Esso, all without success. David Brown, owner of Aston Martin, was interested, but only if he could buy Cosworth. Then Walter Hayes got involved. The engine could be badged as a Ford, and if it won races that would generate the right image for the blue oval. Very quickly, Hayes got board approval for the investment, and the DFV – Double Four Valve – was given the go-ahead.

"In Ford terms, £100,000 was an astonishingly small sum of money – about a tenth of what it cost Ford to give the Cortina synchromesh on bottom gear. Actually it was really £75,000, because £25,000 went on the FVA. The FVA was pretty good straight out of the box." Producing around 140bhp per litre from the start, it completely dominated F2 for five years, and was also successful in other applications. "We made a 1500cc version, the FVB, to test the bore and stroke of the DFV. We put it in a Brabham F2 chassis and I did several races, just to check it out. I had some wins and broke lap records at Brands and Club Silverstone, and I wasn't going barny, just doing some engine testing." At the time I wondered why one of the bosses of Cosworth would suddenly pop up in a club race in an anonymous-looking Brabham. I also noted that this friendly, practical engineer was, in his quiet way, a very competent racing driver.

**K** eith started work on the DFV in early 1966. "He used to work a lot from home when he was designing, and he got stuck over where to put the cylinder head bolts. He'd got three entirely different schemes on the go, three combinations of cylinder head, combustion chamber, cams and oilways, and I had to go and give him a bit of a kick to make up his mind, because time was marching on. The big thing was how the bores should be spaced. The outer bores were differently spaced from the inner bores, and the whole thing was 0.7in offset for the crank and rods. It was a four-throw flat

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"Keith never wanted to do anything too dreadfully Chapman-ish"

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crank, with two conrods sharing each throw.”

A revolutionary feature of the DFV's first home, the Lotus 49, was that the monocoque ended immediately behind the driver. The engine was hung on the back and itself carried the rear suspension. “It was Keith's idea that the engine should be a structural member, not Colin's. It was held onto the monocoque by two bolts at the bottom and two at the top. It wasn't that big a deal, structurally. The torsional loads going through the engine in heavy cornering were only about 4000lbs. Our big-end bolts were much smaller, and stood a load of 10,500lbs in each one.”

The first DFV was delivered in April 1967, and the first man to drive it was Mike. “Dick

decided to take it to Snetterton the next day. We had a few bits and pieces back at Cosworth we wanted to try, so Colin said, ‘Take my Cherokee 260 and fly back in the morning.’ I'd never flown a 260 before, so I did a quick circuit with Colin to try it out, and then Keith and I flew back to Northampton. Next day we were flying to Snetterton. It was a perfect gin-clear morning, and I said to Keith, ‘What's that ahead of us? It's going very slowly. Is it a glider?’ We went past this thing at about 2500 feet, and it was a Harrier Jump-Jet, just sitting there parked in mid-air. Except not many people knew about the Harrier then, so we didn't know what it was.

“The 49 was good sport to drive at Snetterton.

worked far better. So we went back to that. We didn't tell Jack we'd discovered his tweak – he'd probably have wanted paying!”

The DFV made its debut at the Dutch Grand Prix at Zandvoort on June 4, 1967. Graham Hill put his 49 on pole while Jim Clark was delayed in qualifying with a wheel-bearing problem. Hill led from the start, but retired when a cog in the cam drive broke up. Clark, from eighth on the grid, came through to score a historic win first time out for car and engine. For the rest of the season the 49 started every Grand Prix from pole. But Hill's Zandvoort retirement had pointed to a serious problem.

“There was a torsional vibration, so we were breaking timing gears. In tests we discovered that the loads were fantastic – the peak load on those cog wheels was more than the mean load coming out of the flywheel. That was the force we had to absorb. It would have been easy to deal with if there'd been lots of space, but there was none. So Keith came up with his famous quill hub. Where the second compound gears were, we built into the hub 12 tiny shafts, six driving one way and six the other, so they could twist and absorb the forces. That did the trick.”

The DFV quickly became far and away the most successful F1 engine of all time. In the next 15 seasons it clocked up over 150 GP victories, 12 World Championships and 10 constructors' championships. When Keith retired his leaving present from the company was a polished example of his multi-quill timing gear, mounted on a wooden plinth, with the inscription: ‘With these quills, you wrote a new book in the history of motor racing.’

**I**t quickly became clear that the DFV was going to be almost unbeatable. Chapman, of course, wanted exclusive rights to the engine for Lotus. As Mike remembers, “Keith said, ‘No bloody way!’” Walter Hayes strongly agreed: if only Lotus had the engine, F1 would have become very boring with Clark and Hill winning every race. Soon every British team except BRM was using the DFV. “That first year we initially did seven engines, but once the thing took off we were making 25 or more a year, and they were always sold before we could make them. The two things that made F1 grow as it did in the 1970s were the Cosworth engine and the Hewland gearbox. Teams could make chassis, suspension, wheels, all the rest, but they couldn't make an engine or gearbox. With those two components everybody could build their own F1 car.”

Which is what Cosworth decided to do. In those pre-wings, pre-ground-effects days, >>>



Mike's prime role at Cosworth was to translate Keith's designs into production reality

Scammell, who was at Lotus then but later worked for us, he'd got the first 49 all bolted together. Jimmy was out of the country, and we didn't really want Graham to be first, because we knew he'd immediately come up with a huge list of things that he thought were wrong with it. So Keith and I drove to Hethel and there was this brand new car, all ready to go. I motored up and down the runway, and the bloody thing was undriveable. All over the place, I couldn't keep it straight. The Lotus guys said, ‘It's just because you've never driven anything this powerful.’ ‘Rubbish,’ I said, ‘let's find out which way the wheels are pointing.’ We found the rear wheels had 2.5 inches of toe-out. When we changed that to 0.25in toe-in, it ran straight as a die. We

We worked out I was pulling 175mph on the Norwich Straight past the filling station. The engine seemed pretty strong, although the pick-up after a gearchange wasn't very good. It stayed like that for a long time. Dare I say it, it was Jack Brabham who solved that. The fuel injection system had a little cam which we'd designed by doing various tests at different throttle openings and optimising the stroke. We reckoned it would go weak going into a corner, so about where you blip we richened it up a bit. Whenever an engine came for in a rebuild that cam was taken out, put into a jig and checked. Two years later, the guy rebuilding one of Brabham's DFVs came to me and said, ‘The fuel cam is different.’ We checked it, and it was virtually the same as our original before we'd made the change, and it



as horsepower levels went up four-wheel drive began to look more attractive. At the start of 1968 Cosworth lured young Robin Herd away from McLaren to design a four-wheel-drive F1 car. But with other priorities at Cosworth the complex machine, with three differentials and curiously angular lines, wasn't ready for testing until early '69. Once again Mike did the testing. "The torque-split in the middle of the car was designed by Keith and made by Ben Rood, and it was a masterpiece. Keith also designed the hubs, stub axles and wheels, which were held on by a single nut. When Robin moved to March he used exactly the same wheel arrangement. If you wanted to wind up Keith, you'd say, 'Bloody nice wheel on that March. Didn't Robin do a good job?'"

"But the four-wheel-drive car didn't work. The only people who drove it were me and Trevor Taylor. Trevor was a lovely lad, and a very good driver, and the idea was he'd make its debut at the British GP in July. But the car was useless. It didn't handle, and you could only do about three laps before your arms fell off. The steering was incredibly heavy, and the feedback was dreadful. The first thing we'd have to do was design power steering for it. It needed special tyres, which Dunlop weren't able or willing to come up with, and about 50 other things. It would have been a major project, and we were very busy then with DFV development. And of course the arrival of wings made it much less attractive. So it never raced."

Over time the DFV appeared in many versions. The DFL was a long-stroke variant for endurance racing, and twice won Le Mans. The DFX was the hugely successful turbocharged Indianapolis engine. By 1988 the DFV line had reached the DFR, an updated 3.5-litre unit. And in '89 came the HB, an all-new, more compact 75-degree V8 which showed clear ancestry back to the original DFV but shared no common parts, and won races for Benetton and McLaren. With its successor, the Zetec-R V8, Michael Schumacher and Benetton achieved another drivers' World Championship for Cosworth in 1994 – 27 years after the first DFV.

Other projects ranged from the BDA (belt-drive) family of Ford-based four-cylinders to the GA four-cam V6 using the Granada block. Although Keith publicly stated his dislike of turbocharging in a controlled racing formula, in 1985 Cosworth produced its twin-turbo GB F1 engine for the Beatrice Haas-Lola team. Perhaps for reasons more political than technological, that was never a winning project. There was also now a huge amount of contract work on

high-performance road cars for Mercedes-Benz, General Motors and, of course, Ford.

"The 16-valve turbocharged Sierra Cosworth was something that Keith took on with a quick, 'Yes, we'll have a go at that.' Then one morning he came into my office and said, 'We're in the shit with this Sierra project.' Building the prototype, getting the power, then going through all the approvals with Ford was going to be a massive task, especially as we were in the middle of Mercedes and Opel contracts too. Keith said, 'We'll split the company down the middle. You be chief engineer, road engines. I'll be chief engineer, race engines. You'll have to go off and do it somewhere else.' I moved into another building over the road with Mike Hall, the ex-BRM guy who'd been with us since the start of the DFV, as my chief designer. We started again. Then we built a new factory in Wellingborough for production.

"The initial Sierra contract was for 5000 engines a year. Plus there were much more powerful rally specials with a bigger turbo. Later on the boy racers could buy third-hand Sierras for very little money, chip them and get massive horsepower. Some claimed 550bhp or more. But the truth is we had to get 250bhp out of that engine in all types of everyday usage, utterly reliably. The book of tests we had to comply with for Ford was several inches thick. One we'd take a new engine off the line, we were allowed 15 seconds to get the oil pressure up, then we had to run it at 7000rpm from cold, like somebody abusing a cold car on a winter's morning. Then take the hot water out, put cold water in, do it again. Then take it to bits and there wasn't to be any scuffing, anywhere. Then there was the 300-hour test: 24 cycles of 12.5 hours each, maximum power for a set period, then drop to maximum torque, then to tickover, then to maximum power again. For 300 hours. Then strip the engine, and all wear had to be within strict limits. Then reassemble the engine, you're only allowed to change gaskets and O-rings, and the same cycle for another 300 hours. It was all in the Ford contract, but I don't think Keith read the small print when he signed..."

"We also got involved with boats. There was a DFV-powered craft that set some water speed records, and an open-class boat in America with two turbocharged DFXs, running nitrous-oxide injection. It won a big race, but they wouldn't give it the prize because they said it didn't comply with the rules, even though it had passed scrutineering. Ben and I reckoned we should do a light aircraft motor, but Keith never wanted to do that. But there was a 750cc twin motorcycle

engine that we did for Norton-Villiers-Triumph, like a two-cylinder vertical DFV. We made some prototypes in the 1970s, then NVT had all their problems, and they gathered dust on a shelf. In 1984 Keith gave two engines to Bob Graves, who developed it with some help from Cosworth and ex-Cosworth guys. He built a special bike for it, and Roger Marshall rode it to win the 1988 Daytona Battle of the Twins."

**W**hen Cosworth was founded in 1958 Keith and Mike wanted to create a small specialist company, a tight organisation that was the best at what it did. Despite their best intentions, it grew into a substantial group, eventually employing over 800 people in two continents. In 1980 Cosworth was sold to United Engineering Industries and Keith distanced himself from day-to-day management, retiring completely in 1988. A long-time victim of heart trouble – he'd had his first heart attack at 40 – he died in 2005, aged only 72.

Mike succeeded Keith as chairman of Cosworth, before retiring himself in 1990. Through a complex sequence of public company deals, by 1998 Cosworth had ended up in the hands of Volkswagen. VW sold the racing division to Ford, and passed the rest over to Audi. In 2005 that was bought by Mahle and is now called Mahle Powertrain UK, but it's still based in Costin House, St James Mill Road, Northampton. When Ford called time on its F1 programme in 2004 and sold Jaguar Racing to Red Bull, US motor sport tycoons Kevin Kalkhoven and Gerald Forsythe bought Cosworth Racing. As well as motor sport, including F1 and Indycar, it's also active in energy generation, aerospace and defence. It operates from Northampton and Cambridge, and three locations in the USA.

Even though Mike's career switched from wings to wheels, aircraft never stopped playing a role in his life. At 82 he is still a hands-on glider pilot, doing competitions up and down the country. "At Lotus Colin always had aeroplanes – even in my day he had a Miles Messenger which I used to fly a lot. At Cosworth we always had a company plane, even if in the beginning it was an old Auster. I still have shares in two, a Europa and a Robin Regent. But gliding takes up a lot of my time."

So Cosworth, now, is a huge multinational enterprise stretching from Torrance, California to Maharashtra, India. But it would never have been born had not two young men coincided in the little Lotus works over 50 years ago. The chemistry could not have been better: the brilliantly inventive, determined idealist who always thought things through to find the best solution; and the hugely talented yet always down-to-earth engineer who just liked making things happen. **M**

"The book of tests we had to comply with for Ford was several inches thick"



Coterie Images

# MANNN

## OF THE

# DECADE

His career was confined to the 1960s but what an era it was, with Alan Mann acting as a lynchpin in Ford's competition drive

**BY RICHARD HESELTINE**

**I**t holds true in broad outline that the closer you get to the truth, the more the legend evaporates. Racer-turned-entrant Alan Mann has just skewered an eminent figure of '60s motor sport, outlining how he was caught with his fingers in the corporate till. The anecdote is delivered deadpan, our hero allowing himself a wry chuckle at our reaction. Mann was at the centre of the most concerted competition programme of its kind ever

undertaken, but he clearly has little time for fame-chasing self-publicists. Stage-managed reputations are for others. Yet while his achievements as a talisman for Ford's global competition programme that decade are fêted, his spell in the motor sport limelight was brief. Alan Mann Racing lasted barely six years, yet his team achieved success in virtually every category it participated in. And that's before you factor in his unlikely role as creator of one of pop culture's most fondly remembered

movie cars. But first came a spell as a driver.

"I was working down in Fleet when I got to know Dudley Gahagan who was a prominent VSCC man. He invited me to join him on a trip to Silverstone in his Bugatti Type 37. That got me interested and I did my first race at Brands Hatch in October 1956," he smiles. Not that Mann started out on the nursery slopes, you understand. "I had an Alta-powered HWM which had belonged to Ted Whiteway. I got decent start money so I ran it in quite a >>>





Frank Gardner took first of two British Saloon Car titles in AMR Escort in 1968. Left: Mann at the Snetterton 500Kms in '65



few races, the last of which was the [non-championship] Naples Grand Prix in 1957. That was a real pain as it alternated between three and four cylinders. Then there was a HWM-Jaguar, a Jaguar C-type, Lotus Elite; all sorts of stuff. I ran a garage in Sussex [with future British Saloon Car Champion Roy Pierpoint] before setting up a Ford dealership. After that I gradually wound down the driving."

Largely dismissive of his achievements as a wheelman, he says: "I did OK but I was always a step behind. The top cars always seemed to be just out of reach."

The first hesitant steps towards international prominence were as much down to accident as design: "As a Ford dealer I went to see [competition manager] Syd Henson and tried to get a Lotus Cortina to race. This would be 1963 when the car was still brand-new. That was still some way off being homologated so instead I got a Cortina GT. Syd offered me a spare engine, too, and I got Jimmy Blumer to drive the car." Following some strong performances in the BSCC under the Alan Andrews Racing banner, the Mann equipe then headed Stateside. "Ford of America was launching the Cortina over there and entered two Willment cars in a 12-hour race at Marlboro, Maryland to get some publicity. We were then invited to do it, too, and the Cortinas finished first and second. We were second.

"While I was out there

I got to know John Holman of Holman Moody. He was a NASCAR man and all the mechanics supplied to us had stock car backgrounds. Anyway, we got to talking about pitstops and at that time we reckoned about two minutes for refuelling and changing the tyres was about right. The NASCAR boys used air jacks and were really well drilled so they could do it all in about 30 seconds. There was no way we could do it that quickly. Over time I came to really respect the discipline of NASCAR people."

And it was via Holman that Mann became a major player. "I was shipped off to Detroit where I was asked if I'd like to run Ford's European competition operations with John Wyr. I replied 'no' as I couldn't have worked with him. Not a chance – John was too difficult. He could be very prickly; he wasn't called 'Death Ray' for nothing. There was no way we would get on. I was then asked to manage the Falcons on the Monte Carlo Rally for 1964.

Holman had done it in '63 but hadn't really taken to rallying. There had been a lot of arguments and he really didn't like Europe all that much so I was recommended." Hence the establishment of Alan Mann Racing. "We were given 12 Falcons – six of them practice cars – and had 14 weeks in which to prepare them. Ford spent £1 million to do that one event and we were fastest on every special stage, with Bo



From top: Cowan/  
Procter Mustang; Mann  
and Gardner with '67  
Falcon; Jopp/Bertaud  
car in '64 Monte rally

Ljungfeldt finishing second to Paddy Hopkirk's Mini Cooper. We should have won but that wasn't going to happen once the handicapping system was factored in."

And just to heap on the pressure, Mann was also tasked with homologating the Mustang for its debut on the Tour de France later that year. "That was hard going," he says. "We got a very early car from Detroit in February '64, a few months before it was officially launched. Nobody knew it was coming and I was told I would be shot if photos leaked out so there was a lot of secrecy involved. I borrowed a workshop from Roy Pierpoint to get it sorted and did all the testing down at Goodwood. We took off the badges, the lights, the grilles – anything that might give it away. There was one snapper there during what was a private test day. He was asked, politely, to leave and he said he would but what he actually did was go out to the Lavant straight and hide in a bush.

Fortunately his photos came out all blurry.

"Anyway I did all the homologation submissions myself. We had high-ratio steering, a Galaxie rear axle, 15in wheels, the lot." The result was first and second in the Touring category on this gruelling 14-day marathon. "It was one hell of an event and at one point we even lent our welding gear to the works Porsche team as the 904s kept breaking. You can't imagine that sort of thing happening between rivals these days. I'm glad we did as they were very grateful and made life a lot easier for us whenever we raced at the Nürburgring."

**F**or 1965, AMR took the European Touring Car Championship at a canter with John Whitmore dominating from the outset aboard his Lotus Cortina. "I'd seen him racing Minis and was impressed. He was ragged but consistently fast and could get down to a time very quickly, which is the mark of a good driver." The team also developed lightweight

GT40s and oversaw Carroll Shelby's bid for GT honours in the World Sports Car Championship. "The regular Cobra was a terrible car," he laughs. "It was very fragile. The Daytona Cobra, though, was surprisingly easy to drive but there was no logical reason why it went so quickly. It had an old ladder chassis which used

to flex like mad, leaf-spring suspension and a four-speed 'box. It was quite heavy, too, but it was just as quick as a GT40.

"Carroll was a real charmer but he only ever came to one race, and that was the 1965 Monza 1000Kms [in which Bob Bondurant and Allen Grant claimed class honours]. He was a Goodyear distributor and we sometimes used Firestones so I instructed him not to come back. The GT40 programme, though, was way too political. There was more Ford brass than mechanics at Le Mans in 1966. The politics really didn't help and the overall bosses didn't mind who won just as long as Ford did. Nobody wanted to let the side down and a lot of backside-covering went on. Also, I never understood the reasoning behind why they put the big-block V8 into the GT40 when we could get a reliable 425bhp out of a 289cu in small-block with a single carb and cast manifolds. The 7-litre motor made 450bhp, weighed a ton and was just unnecessary. If you drove them hard the brakes would go, then the tyres, but I suppose it did the job in the end."

Yet if the GT40 has since earned legendary status, Mann's own brand of sports car is remembered largely for all the wrong >>>



### ||| ALAN MANN'S RACING

reasons. Project P68, or F3L as it's more commonly known, was one of the most beautiful racers of the 1960s – itself quite an achievement considering the opposition – yet over the 1968-69 seasons this shapely device failed to cover itself in glory. “We could never get it to last for more than two hours at a time,” Mann admits. “It was designed by Len Bailey who we inherited from Ford and the whole thing came about because we had the chance to use the DFV engine. That was too good an opportunity to pass up. Unfortunately we didn't get permission from Cosworth to stress it. We had the exhausts running down each side, the heat from which used to melt the rubber donuts. That was the car's Achilles heel. That and the packaging: it took a day to get the engine out. We did a Spider version, too, but that never raced because it was useless.”

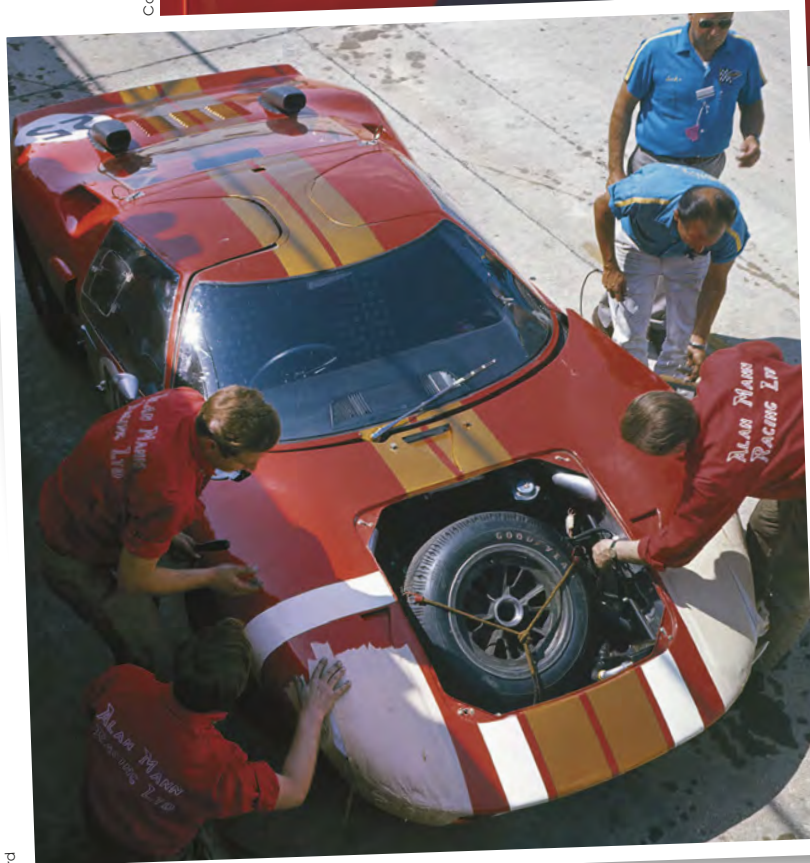
This gorgeous flop did, however, spawn the brilliantly named Honker. Built for Holman Moody, and likely the only car ever to race in metallic lilac, this Ford-powered Can-Am racer never prevailed for all Mario Andretti's efforts. Nonetheless, it did find some level of silver screen immortality after being driven by Paul Newman in the otherwise forgettable racing flick *Winning*.

**A**ltogether less celebrated is Mann's own involvement with the business of show. Having already played a peripheral role in *Goldfinger* after helping stage the car chase in the Swiss Alps, he returned to Ian Fleming-rooted material on being asked to build cars for *Chitty Chitty Bang Bang*. “That all happened after [Ford motor sport supremo] Walter Hayes had been out for dinner with the film's producer, Cubby Broccoli. The film people had been trying to do something with these old Bedford lorry chassis, making them look like 1920s cars, which wasn't working. I went to see their special effects people and told them to draw what they wanted and we'd make it. We built three of them with Ford Zephyr V6 engines for £80,000 including one that was all-alloy, which was hung underneath a helicopter for the flying sequences.”

We also did the cars used in a film called *Doppelgänger* [the cars subsequently appeared regularly in the TV show *UFO*]. That was the best of a bad job. We went to Ford and got the younger lads to come up with some ideas of what they thought cars of the future might look



Whitmore was dominant in AMR Lotus Cortina in 1965. Below: Ford brass weighed down GT40 campaign



like. We then picked one. Ford of Germany did us a scale model and we went away and made some cars; horrible bloody things with very heavy gullwing doors.”

There would be no further celluloid interludes – “they've got a different mentality, that lot,” he says. Instead Mann stuck exclusively to motor racing, claiming 1968-69 BSCC honours in the glorious bubble-arched Escorts with Aussie star Frank Gardner driving. “He was a good lad but perhaps not quite as fast as Whitmore. He also had his own unique way of describing what a car was doing. When we were testing he'd come out with all this stuff

and we'd have no idea what he was talking about! We did two seasons without the cars picking up so much as a scratch, though.”

And having achieved back-to-back titles, Mann walked away from motor racing. “In 1968 I was informed that Ford was reducing its competition budget by \$25m, so it made sense to stop. At the end of '69 I decided to sell out to Frank.” Mann changed tack completely, operating a trawler and establishing a hugely successful helicopter-leasing firm, which he sold in 2008. Having largely avoided the sport for decades, Mann has recently returned to race paddocks, the legendary gold over red livery finding a new audience in historics thanks to the efforts of his son Henry (who claimed his

first outright win at Oulton Park last March) and veteran charger John Young.

“The reason behind the colour scheme was simple,” he adds by way of a parting shot. “The first time we took the Lotus Cortina to the Nürburgring we waited about 10 minutes for the cars to come by at the end of the first lap. Then about a dozen came into view – all in the usual white and green livery – and in the wet we couldn't make out which one was ours. We needed a colour scheme which was easy to see and hard to replicate.” That it became one of the most evocative in motor sport lore was a happy by-product. **M**

# Road cars



by  
Andrew  
Frankel

I'm sitting here looking at a list of 35 newly designed cars from which I am required to put forward seven as my candidates for the 2012 European Car of the Year award. The winner won't actually be announced until the Geneva Motorshow in March, but as one of the UK's six jurors there is much driving, cogitating and whittling down to be done once this long list has been turned into a seven-strong shortlist. I won't go through them all, but these are some I won't be voting for:

Audi Q3: fluently executed but breaks no new ground at all.

Citroën DS4 and DS5: the former too dull, the latter too flawed.

BMW 1 and 6-series: both good, but not enough for top honours.

Honda Civic: reheated rather than replaced; being merely mildly improved is not going to trouble the VW Golf.

Lexus GS: another Lexus that has it all on paper, but rather less on the open road.

I shall wait until the last possible second before deciding which ones to put forward but clear candidates include the impressive VW Up! reviewed this month, Vauxhall's range-extending Ampera hybrid, Land Rover's classy Evoque, Fiat's cute Panda and I guess the Ford Focus, which is clearly a good car though in many ways a retrograde step. I'm also going to vote for the new Porsche 911, not that it stands a Tory's chance in Scotland of winning. Unlike other jurors who weight their decisions according to the market importance of each contender, I judge on pure merit or, more precisely, fitness for purpose.

Of course there are many cars I've driven this year that I'd love to have considered, but the stipulation that any contender must be

completely new rather than a new variant, and built in volumes of no less than 5000 per year, rather rule out some of my favourites.

Happily on these pages I can make my own rules, so here are my top seven cars of the year according to rules I've made up myself.

From the list above, the 991, Up! and Evoque have to make it: the Porsche you can read about on page 114, the VW (p115) is not the small car revolution it once promised to be, but still the most complete A-segment car we have yet seen.



And the Evoque proves Land Rover has retained the knack of designing cars people didn't know they wanted. It did it with the first in 1947, with the Range Rover in 1970 and the Discovery in 1988: all true originals like the Evoque.

I'd then put the Renault Twizy forward: I don't think Renault will sell many of its tandem two-seat electric quadricycle because it's too expensive and it can't be used by people without off-street parking, but I love cars with a singular focus, be it a Ferrari F40 or Land Rover Defender. And in the urban environment, the Twizy is the most effective four-wheeled transport yet devised.

Next is Toyota's GT86, which cannot be officially considered because it's not on sale until the summer. But I've driven it and the only time I've been more excited in a Toyota, I was driving a 562bhp Lexus LFA around the Nürburgring. I'll be writing about this amazing £26,000 sports car soon, but it takes the modern belief that such cars need to have a turbocharged engine, front-wheel drive, fat tyres and excessive weight and throws it on the fire. Low, light, rear-wheel drive and shod with the tyres from a Prius, this is a 21st-century interpretation of an old-school sports car and all the better for it. How good?

The last affordable Japanese sports car with this much promise was the Mazda MX-5.

Next, Morgan's 3 Wheeler. Like the Twizy, this car knows exactly

what it has to do and precisely how it's going to do it. Though I've never even sat in an original three-wheeler, so have no sense of the history, this to me is every inch what a Morgan should be.

I make no apology for the last car being another 911, the GT3 RS 4.0 to be precise. It's here because although it's out of production and is yet another variant of an extremely familiar theme, it's also without a doubt the car I enjoyed driving most in 2011 and the one I'd most like to own.

The most notable omissions from this list are the two Italian supercars, the Lamborghini Aventador and Ferrari FF. Actually I liked them very much, but both have issues that, to me, keep them out of contention. Lamborghini



could have made the Aventador a landmark with those looks, its carbon tub and all-new 691bhp V12 motor. All it got wrong was the set-up, which means the car is far less capable when driven fast than it looks: the paddleshift gearbox is too violent and the suspension too inclined to let the car push into stodgy understeer in slower corners. Though I enjoyed my time in it, ultimately it remains a car more for posers than drivers.

The Ferrari, by contrast, is almost too good. With four-wheel drive and a double clutch gearbox, its sin is to sit the driver some distance removed from the action. It is, of course, a Grand Tourer and as such the loss of a little driver interaction is more forgivable than it is in a mid-engined supercar. But it is also a Ferrari, and to equip a car with steering that is too light and too quick and a nose-led handling balance is not to me what this brand is about. In the end it was a car I admired very much but, unlike the exceptional 458 Italia, was unable to love.

**N**ext month I will preview the more important cars I hope to be driving in 2012, but I know none will be Maybachs and I doubt any will be Saabs.

It's hard to imagine anyone mourning the passing of Mercedes' failed ultra-luxury car project. Long after many of us predicted Maybach would fall, Mercedes has finally put its rebadged, last generation, long-wheelbase S-class out of its slow-selling misery.

To much of the motoring press, the Maybach provided something convenient to kick to show we're not always impressed by cars just because they're large and expensive. Very ugly, wildly overpriced and based on obsolete technology, it was an easy target. But returning to my earlier theme, what many missed is that the Maybach, like a Twizy or an F40, was exceptional in its intended role. Viewed not as an ostentatious wealth statement like a Rolls-Royce Phantom, but simply as a place for tired executives to work or rest while moving between places unsuited to helicopters or private jets, it was unrivalled. Its ride and refinement set new standards and, if you had the long-wheelbase version, you could run a government from the back seat.

As for Saab, I'll be amazed if it sees the year out. Too many life-saving deals have come and gone, while wages remain unpaid, cars remain unbuilt and debts spiral higher. If a knight in shining armour was going to appear, his charger would have shown up on the horizon long ago. There is no shortage of people to blame, from the Swedish government and General Motors to the various Chinese backers who have appeared and retreated, but the fact is if Saab still built cars people wanted, it would still be in business. But it doesn't and, very shortly I fear, it will be gone.

## MY MOTORING MONTH



### FINGS AIN'T WOT THEY USED TO BE IN SHOW BUSINESS

TWO MOTOR SHOWS ON EITHER side of the Pacific this month, both supporting my view that this form of exhibition is an anachronism with less and less relevance to the modern world.

Before 24-hour broadcast media, if you wanted to see the latest machinery, your local motor show was about your only chance. Now you can sit in the comfort of your own home and, through the internet, these cars will come to you. And if you want to see them for real, you can go to Goodwood in the summer and see and hear them in action, not parked like statues on a stand, which is why Britain will never have a conventional motor show again - a passing I will barely miss let alone mourn. If Goodwood were to export the idea and exploit its brand at similar locations around the planet, it could change the way the world looks at new cars.

Besides, the real excitement of a motor show used to be the certainty that someone would throw the wraps off some amazing new machine no one even knew existed. Today that never happens: the way media exploitation has evolved over the past 20 years means everything is now trailed months in advance. In Tokyo Porsche went through the pantomime of leaving its new 991 under a sheet until its official unveiling, despite the fact that the official pictures were released months earlier, this was the third motor show for the car, its press launch had already taken place and many of us had already driven and written about it.

Both Tokyo and Los Angeles are now seen as small shows. LA has long been predicted to overtake Detroit as the premier US show; California in November is more attractive than Michigan in January. But this year's show was even thinner than last, as the big guns held back product for Motor City. By contrast the once huge Tokyo show has failed to face the challenge from the expanding Chinese market. Ford, Ferrari, GM, Kia, Lamborghini, Bentley, Fiat, Alfa, Rolls-Royce and Aston Martin are just some of the names that didn't even bother to turn up.

While the massive European shows in Frankfurt, Paris and Geneva are assured because of their importance for industry networking and corporate willy-waving, those now on the edge face the choice of changing the way they do business, or risk becoming an irrelevance.



### CHARITY BEGINS AT LORDS, WITH HOPE FOR TOMORROW

TO SIR STIRLING MOSS'S CHARITY dinner at Lord's, where the only journos in the room were our own Simon Taylor who was compere for the evening, and your correspondent who had bagged a ticket as a 'guest of' someone who is altogether more important.

Thanks to this obviously significant other, I found myself on the top table with, among others, Martin and Liz Brundle, Sir Stirling and Lady Susie and Chris Rea. Martin was delighted when his main course didn't turn up because "I've only just finished having lunch with Roebuck". I look forward to reading about it.

I still find it funny to think that a 21-year-old Martin and a 51-year-old Stirling were teammates at Audi in 1981, and odd to think that Martin is now the age Stirling was then. And now it's Martin's turn to play seasoned campaigner to a 21-year-old hotshot team-mate, in the form of his son Alex with whom he will race at Le Mans this year. "I think for Alex I'm just going to be one of the blokes who's driving the car when he's not," he told me. "But when I tighten his shoulder straps and send him on his way down the pitlane - well, for me that's going to be something." Liz appears impressively sanguine about the whole thing but as she reminded me, "Martin and I met as teenagers so I've had 35 years to get used to it."

The evening was to support the Hope for Tomorrow charity of which Stirling and Susie are patrons (as are Derek Bell and Sir Jack Brabham). The charity launched the world's first mobile chemotherapy unit in 2007 and will open its third next year. Fundraising was entrusted to Jeffrey Archer. Say what you like about the man, he is one hell of an auctioneer: once all the lots had sold he stormed on to raise another £5000 auctioning nothing more than fresh air. A total of £60,000 was raised, which will at least put a dent in the £250,000 cost of running a unit for three years.

Festivities ended with Simon hosting a Q&A with Stirling, so I asked how long he thought he'd have gone on had his career not been cut short in 1962. "I think I could have managed another 15 or 20 years," he replied.

Another 20 years! Imagine if he'd continued: Stirling battling it out with Prost, Mansell and Villeneuve. To get there he'd have had to have survived an era even more lethal than his own, so I fear there might not have been a Stirling to regale us with funny stories, dirty jokes and make us feel proud to be in the same room as him.

# PORSCHE 911 CARRERA S



**I**wonder if there is a single motoring journalist who has visited the launch of three new Porsche 911s. It doesn't seem like much of a claim for people who earn their living this way, but it is. I've been to two, but before this month the last had been in 1997. The third I missed on account of not having been born. In the little more than 48 years since Porsche revealed a 2+2 sports car at the 1963 Frankfurt Motorshow and called it the 901 (until Peugeot cried foul and forced a change in digit), the 911 has been modified hundreds of times, but only replaced twice.

So there is rather a lot riding on this, the 911 we must get used to identifying by its internal

'991' call sign. It's an odd number considering its predecessor was coded '997', but Porsche says it helped combat industrial espionage in the project's early days. Hmm.

Had its enemies found out what Porsche was up to with this car, they might have been surprised. Of course the new 911 would still have a flat-six engine behind its rear axle, but the 100mm extension to the wheelbase and the adoption of electric power steering smacked of a word not normally included in the 911's lexicon: conformity.

And that's exactly how it feels. The characteristics that once would have been the last thing you'd notice about a 911 – if they were there at all – are now the first. You sit in

a more spacious cabin and survey a landscape of elegantly crafted surfaces, thoughtfully positioned switches and an ergonomically optimised driving position. Crank the motor (which still sounds the same, thank goodness), pull the gear selector into drive (because very few manual versions will be sold despite the novelty factor of their seven forward gears) and ease away.

You'll notice next how comfortably this car rides, and then, as your speed rises, how much quieter it is. I'm not sure where the tyre roar of old has gone, but gone it has.

You could drive it all day, all year or all your life like this. In the role of continental cruiser or daily driver, it gives little or nothing to the





### FACTFILE

**ENGINE:** 3.8 litres, six cylinders  
**TOP SPEED:** 189mph  
**PRICE:** £81,202  
**POWER:** 395bhp at 7000rpm  
**FUEL/CO2:** 29.7mpg, 224g/km  
[www.porsche.co.uk](http://www.porsche.co.uk)

Audis, BMWs, Jaguars and Mercedes that more traditionally play this role. There's even a substantial amount of additional rear room, though it remains defiantly a 2+2.

This is exactly what Porsche has planned. There's no car I've studied harder nor spent more time in than the 911, not just in my career but in my life. And I know the reasons most people buy a 911 and the reasons they would like others to think they bought a 911 are entirely distinct. However they would like to be perceived, the last car in the world most would want is one that behaved in archetypal 911 fashion, locking its brakes on the approach to a wet corner, indicating apparent terminal understeer on the way in and exhibiting ►►



Up! is not as radical as first intended, but still impresses

## VOLKSWAGEN UP!

**T**HIS IS THE CAR THAT WAS meant to be the true spiritual successor to the original Mini, a car so radical and successful in its layout and design it would change the way small cars were built.

Except it didn't turn out that way. When the Up! was first shown almost five years ago, it was a clever, cutesy design with an engine under the rear seat driving the rear wheels. It was a packaging miracle, intended for production. Then VW started crunching numbers. It concluded that while this configuration was potentially ideal for a city car, it wouldn't work for any other environment. And as every new VW platform is expected to stretch into a range of sizes and across a variety of in-house brands, it did not make sound economic sense. The Up! as we knew it was strangled at birth.

Welcome, then, a rather different Up!: a conventional front-engined, front-wheel-drive urban runaround. And were it not so devilishly well executed, I might not have considered it to be worthy of inclusion on these pages.

In the event I drove it 350 miles in six hours, across

country, along motorways and into and back out of London – a challenge that would have had any potential rival wilting under the pressure. But despite its 1-litre, turbo-free motor, the Up! excelled itself.

Its packaging may no longer be miraculous, but it's still in a league of its own relative to its classmates. Its rear seat and boot are perilously close to Polo proportions, a fact of which VW is very aware. Its second unexpected attribute is its mechanical refinement: you might think that persuading

such a car to maintain a steady 85mph would be agony on the ears; in fact the engine is so smooth and wind noise so well managed you could be in a Golf. For such a small, light car on a short wheelbase it rides well too.

If it lacks anything, it's a sense of humour. Viewed objectively, it's an absurdly better product than a Fiat 500. But while its mechanical sophistication will appeal to one of its target constituencies of senior citizens, the fact that it is visually merely pleasant and has an interior more fluent than far out means the Fiat may continue to charm younger prospects.

It's a car I liked very much. But knowing what I do, my strongest feelings are not how good it is, but how much better it might have been.

### FACTFILE

**ENGINE:** 1.0 litre, three cylinders  
**TOP SPEED:** 106mph  
**PRICE:** £10,390 (High Up!)  
**POWER:** 74bhp at 6200rpm  
**FUEL/CO2:** 60.1mpg, 108g/km  
[www.volkswagen.co.uk](http://www.volkswagen.co.uk)



actual irretrievable oversteer on the way out. What they are after is the intrepid image of the 911 driver without actually driving a 911.

Which is exactly what Porsche has provided. Goodness knows what you'd have to do to get into trouble in a 991 – certainly nothing I could throw at it during a full day of hard running in California's Santa Ynez mountains ruffled its composure to any discernible degree. You could, of course, make it slide, and at either end, but if you turn the electronics off and try hard enough you could say the same of any rear-drive car. The point is that the car would do it only in reaction to deliberate and specific provocation. It could never happen inadvertently for there are no unforeseeable circumstances in which you'd happen to be driving with safety nets disabled, turn into a corner very fast on a trailing throttle, and then bang the throttle wide open. There are 15-grand hatchbacks that are trickier to drive on the limit than this.

At first I feared this might not be a good thing. Is a 911 with the challenge removed worthy of the name? Of course it is. Fact is, Porsche has been removing what is loosely thought of as '911-ness' almost since the car's birth. In the '60s came the first of what have so far been three extensions to the original wheelbase. The '70s bought the high grip, low-



Longer-wheelbase 991 has such ability that stability electronics are barely needed. Left, new more ergonomic cabin



profile tyre, the '80s power steering and a quicker rack to help you arrest that fast-moving tail. But the real transformation came in the '90s with the arrival of proper, wishbone-based rear suspension for the 993 series and traction control (and a yet longer wheelbase) for the 996. The last decade saw the introduction of Porsche Active Stability Management, which works less like a Get Out of Jail Free card and

more like immunity from prosecution. It's so good you'll often be entirely unaware of how hard it's working to save you from yourself.

The 991 takes this to the next logical level where it doesn't need to get you out of trouble because, unless you're insane or catastrophically unlucky, you're never going to get into trouble in the first place. Of course the electronics are there, but only because the market commands

that they are, not because the car needs them in anything other than freak emergencies.

I know this because I was so concerned that the process of domesticating the 911 had finally gone a step too far, that I resorted to some fairly base techniques to see if, under all that sleek sophistication, still beat the heart of the world's greatest sports car. In short, it got thrashed.

It was a humbling experience. The limit of





adhesion is now so high that driving it through a curve as quickly as it will go, you fear for the reactions of other road users – not because the car is sliding (it's not), nor using an inch more road than it is entitled to (it doesn't), but because it's going so damn fast. And that steering, while not so garrulously communicative as 911 die-hards might like, makes every other electric steering system I've tried look nothing less than incompetent.

So the result is almost two cars in one. There is the very fast, all-purpose daily weapon whose suaveness and civility will enhance your commute to work or long motorway slog. Then, if you know where to look, there's a hard-core driving machine which, for sheer point-to-point pace, is possibly as nuts as any earlier 911 and far more prejudicial to your licence and liberty. The car's single biggest fault is that you have to search too hard to find this other side of its character, so hard that I fear many owners may never get to appreciate what an extraordinary machine they have bought.

What astounds me is that this is just the start. In time will come the Turbos, GT3s and, lordy me, even GT2 variants – each faster and more ferocious. But if you believe in starting as you mean to go on, it's hard to see how Porsche could have done a much better job of replacing its icon than this.



Close inspection of the new Lexus sours initial impressions

## LEXUS GS450H F-SPORT

**W**HEN TOYOTA'S Lexus luxury brand was launched all its established European rivals must have been quivering at the prospect. The LS400 set new standards of ride and refinement not just for that type of car, but for the entire automotive sector. Then when Lexus let it be known that the LS400 was its 'practice' car the inference was clear: just wait for the finished article.

Well, we've been waiting over 20 years now and the closest Lexus has come to building another as talented as the LS400 is the extraordinary but ultra-expensive and low-volume LFA supercar. Every Lexus that any mere mortal might be able to buy has been, at least by comparison to the stratospheric standards of the first, a disappointment.

On the surface this new GS has the ability to buck that trend. It's a good-looking car, the petrol/electric hybrid motor gives performance, economy and CO<sub>2</sub> figures to rival the best European diesels, and the packaging issues that blighted the old GS have now been resolved: it's as big in the back and

boot as you could reasonably expect such a car to be.

So far so good. Step a little closer, however, and you'll see why that far from being the second coming, the GS is another missed opportunity.

The interior may have the largest navigation screen yet to inhabit the inside of a road car, but it will take more than that to imbue the class and style that provides such a sense of occasion in Mercedes, Audis and

Jaguars. It looks like a top-of-the-range Toyota.

And when you drive it you discover that while the performance is strong, it's not particularly pleasant: the continuously variable transmission making the not very sonorous V6 sound like it's attached to a permanently slipping clutch. Its ride is also too firm. Lexus was keen to point out how well its new four-wheel steering system makes the GS handle on the limit, and it does handle well. But I couldn't help feeling that if they'd tried as hard in other important areas of an executive saloon car's endeavour, a rather more rounded and impressive product might have resulted.

### FACTFILE

**ENGINE:** 3.5 litres, six cylinders, with hybrid electric motor

**TOP SPEED:** 155mph (limited)

**PRICE:** £50,000 (approx)

**POWER:** 338bhp at 6000rpm

**FUEL/CO<sub>2</sub>:** 47.9mpg, 137g/km

[www.lexus.co.uk](http://www.lexus.co.uk)





The first Jaguar in two decades to sell for six figures does its job well

## JAGUAR XKR-S CONVERTIBLE

IT'S BEEN A WHILE SINCE Jaguar's XJ220 debacle, but those involved at the time will never forget it. In 1988 Jaguar showed a very beautiful concept car powered by a 48-valve V12 motor driving all four wheels. In the tertiary stage of Thatcher's bull market, orders were not hard to find. But when the car went into production in 1993, it and the world were very different. It was not just the economy that had shrunk in the interim: the XJ220 was smaller, had lost its all-wheel drive and dropped half its cylinders. Ugly rumours that its V6 was based on that in the Metro 6R4 rally car abounded. Suddenly the £403,000 list price didn't look so appealing after all.

It's been almost 20 years since the XJ220 project turned sour, but it's only now that Jaguar has felt able to offer a car for sale with a six-figure price tag. The XKR-S convertible is a very different kind of supercar to the XJ220, but, coincidentally or otherwise, has the same 542bhp and, at £103,000, is pushing the Jaguar brand back into a territory in which it has long feared to tread.

As I've mentioned before, I think the fast open sports car is a fundamentally flawed concept, but it should be said that this Jaguar has impressive answers for the inherent issues of structural weakness and refinement at speed. Besides, despite being Jaguar's most sporting open car for many years and its pumped-up appearance, it's still not a true sports car. It's a sporting Grand Tourer whose ageing and tonsorially-challenged owners are unlikely to require

### FACTFILE

**ENGINE:** 5.0 litres, eight cylinders, supercharged

**TOP SPEED:** 186mph (limited)

**PRICE:** £103,000

**POWER:** 542bhp at 6500rpm

**FUEL/CO<sub>2</sub>:** 23.0mpg, 292g/km

[www.jaguar.co.uk](http://www.jaguar.co.uk)

it to deliver ultimate dynamic finesse. It's more likely they'll want it to be comfortable, fast and make a great noise.

Such buyers will not be disappointed. This is one of those rare rapid machines that is actually improved for the removal of its roof: the performance loss is negligible, the gain in automotive theatre palpable. Roof down, you can hear the 5-litre supercharged motor in all its glory. And if I tell you that even in North America, where the noise of a V8 is part of the soundtrack of daily life, that one blip of the throttle is enough to gain the undivided attention of an entire street, you'll have a good understanding of this Jaguar's simple but undeniable charms.



## AND THAT REMINDS ME...

As Goodwood plans its 20th Festival of Speed, it's worth recalling the first event

**M**agazine publishing schedules being what they are, you may be reading this in 2011, but as its time on the shelves spans the New Year that's all the excuse I need to gasp at the fact that this year Goodwood will host the 20th Festival of Speed.

My memory of the first is vivid. It was seen as a stopgap, a way for Lord March to return motor sport to Goodwood while continuing his efforts to re-open the circuit and bring actual racing back to West Sussex. Now it's the world's largest historic motor sport event and the de facto venue for the British motor show.

How different it was then. I still have the original programme, a mere pamphlet compared to today's magnificent doorstep production, and can remember my first sight of the famous hill, with the odd hay bale but much of the course demarcated only by a thin ribbon of Tarmac.

It didn't seem quaint at the time for no one had any idea of what was to come, and I was more amazed by the machinery gathered there then than I am today simply because I had no expectations. I remember my first glimpse of an Aston Martin DB7, mounted on a simple plinth outside Goodwood House. Compare that to some of the spectacular Gerry Judah installations that have appeared since.

I did drive up the hill that year, in a Honda NSX wearing a blue boiler suit for some reason. It scared me then as it does now – it's not a place I've ever felt inclined to drive as fast as I can. But I remember most the first of the now famed Saturday night parties. I suspect there are more catering staff today than there were guests then, and I have what I hope is a faithful image of Ron Dennis and Ken Tyrrell sitting outside the house, plates in their laps, lost in presumably F1-grade chat.

I don't think anyone there, not even his Lordship, had an inkling of how popular or important the Festival would become. As stopgaps go, it's gone pretty well. **M**





# Sidetracked

WITH ED FOSTER



Pietro Fittipaldi raced under a special licence to win the 2011 NASCAR Limited Late Model series

Hiro Sato



## IN THE NAME OF THE FOREFATHERS

MOTOR RACING'S NEXT GENERATION INCLUDES A COUPLE OF FAMOUS MONIKERS

**W**hile Sebastian Vettel, Michael Schumacher and Jenson Button were busy hammering around Düsseldorf's ESPRIT arena for the Race of Champions on December 3/4, various other Formula 1 drivers were competing against each other in Felipe Massa's annual kart race.

Rubens Barrichello, Jaime Alguersuari, Adrian Sutil and Pastor Maldonado were all in Brazil for the event, but as your eyes travelled down the entry list you had to do a double take. Fittipaldi? Surely not? No, this was *Pietro* Fittipaldi, the grandson of double Formula 1 World Champion Emerson.

The 15-year-old has just won the 2011 NASCAR Limited Late Model series and has his heart set on making his way up the ranks to the top-level Nationwide and Sprint Cup series. Pietro is so young that in order to compete in last season's championship he had to race under a special licence.

Fittipaldi Jr started karting at the age of five, and even though his grandfather spent his entire career in single seaters – with 11 years in F1 and 13 in CART – Pietro isn't interested in a similar career.

"You know, I've been watching Formula 1 and going to Grands Prix my whole life," he tells me. "I know Bernie [Ecclestone] and I've even had dinner with him! I've always loved F1, but I watched NASCAR as well. I was in

the United States, and to me it seems more competitive. There are more drivers and teams racing against each other and there can be 20 or 30 lead changes in a race. In F1 there are really only two or three teams that can win, but in NASCAR there are six or seven. I just like the competitiveness. In the next four or five years I hope I'll be in the Nationwide series or the Sprint Cup. That's the aim, anyway."

Bet against it at your peril. This is a family that has motor sport running through its veins. Emerson clinched two F1 titles, a CART championship and a brace of Indy 500 wins, while his brother Wilson set up Copersucar and raced in F1 from 1972-3 and in 1975. Add to that Emerson's nephew Christian, who has also spent a life in the sport, competing in CART, F1 and NASCAR. And if that wasn't

enough, Emerson's daughter married ex-F1, IndyCar, CART and NASCAR driver Max Papis. Not many families can claim such success in the world of motor sport.

Of course, the Fittipaldi name has helped Pietro with sponsors and he freely admits that,

but it's also added a huge amount of pressure. "When I used to race go-karts – especially at the higher competitive levels – a lot of drivers would say 'if I can't win the race then I want to be in front of Fittipaldi,'" he says. "It brings some pressure, but I've got used to it because it's always been there. I had to start dealing with it when I was very young."

Although you can tell you're speaking to a youngster, Pietro is remarkably mature for his age. He's well aware of what the Fittipaldi name means to fans around the world, but he's adamant that it never pushed him into racing. "My family didn't really pressure me into motor sport. I was the one who asked them whether I could get a go-kart and start racing. I practiced every week – alongside school – and I just picked up the love for it."

Pietro may have Emerson to guide him through the pressures of modern motor sport, but it was the late Dan Wheldon who helped to



LAT

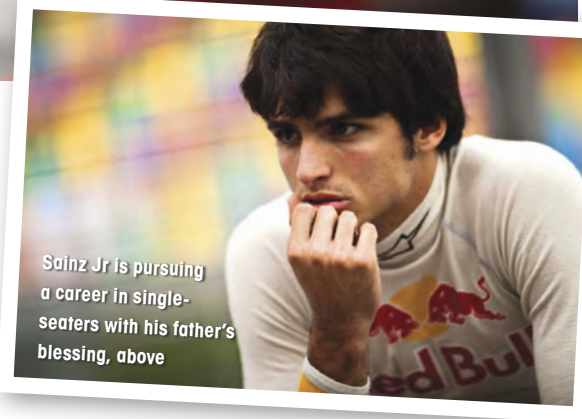
hone his driving skills. In 2010, when the 2005 IndyCar champion was without a full-time race seat, he stepped back to compete in karting with up-and-coming driving talent. “I remember what it meant to have people believe in me and my talent at that age,” he said at the time, “and I can’t wait to see what these kids are able to do.” One of those kids was Pietro and over the course of the season Dan taught the young Brazilian everything from chassis set-up to the perfect racing lines.

“My grandfather’s also helped a huge amount,” adds Pietro. “He doesn’t actually get into the driving part because he knows I’m with a good team [Lee Faulk Racing] and that they know what they’re doing. Sometimes there’s a lot of pressure before the race and he’s very good at helping me to calm down.”

Another chapter in Fittipaldi motor sport history begins. Did I mention that Emerson had another son in 2007 and called him Emerson? Maybe that’s a story for another day...

**A**nother racing driver competing with a surname you’ll recognise is Carlos Sainz. No, this isn’t the two-time World Rally Champion, it’s his son, who has just won the Formula Renault 2.0 Northern European Cup.

“It’s been a good season,” says Sainz Jr. “We had the opportunity to win both championships [he was also competing in the Eurocup Formula Renault 2.0 series], but we had a few mechanical problems and at Silverstone we suffered an engine issue on the grid when I was on pole.” He still racked up two wins in the series and finished second in the championship.



Sainz Jr is pursuing a career in single-seaters with his father’s blessing, above

“I’ve watched F1 on television since I was three and even then I said ‘yeah, that’s my dream’. I started doing indoor karting with my Dad, and then when I was 11 I said to him ‘let’s make this a little more serious’. We did some national and even international races and it’s all gone from there.”

I can’t help asking whether Carlos ever considered a career in rallying, following in his father’s footsteps. “You know,” he says, “I have always liked the rallying side of motor sport as well... but not so much.”

“My father supports me 100 per cent [with his single-seater career]. He’s been a great aid, but he never tells me how to take a corner, how to brake or how to drive. He just tells me what the right attitude is to become a World Champion. He knows what he’s talking about, he’s got the experience.”

Ex-Toyota WRC driver Sainz may not be giving his son one-to-one tuition, but it’s clear that Carlos Jr has inherited his speed. With a prime seat at Carlin in the 2012 British Formula 3 Championship and backing from Red Bull, he’s well on his way to a bright future.

*For Trevor Carlin’s view on young drivers, including Carlos, see right*

FARNHAM, SURREY

## CANNY CARLIN THE TALENT SPOTTER

TEAM BOSS KNOWS WHAT TO  
LOOK FOR IN YOUNG DRIVERS

**S**OME OF YOU MAY REMEMBER that in the January 2011 issue I talked to Trevor Carlin (below) about Carlin Motorsport. The team – which competes in British F3, GP2, GP3 and the Renault World Series – has employed the services of many current Formula 1 drivers and ran 2011 World Champion Sebastian Vettel in the ’06 Formula Renault 3.5 series.

Racing director Trevor is not easily impressed, but I remember at the time he was singing the praises of Jean-Eric Vergne. Fast-forward 10 months and the Frenchman has driven for Red Bull in the young driver tests in Abu Dhabi. He was only four-tenths off Vettel’s pole position time and there is talk about a Friday practice role in 2012. In other words, Carlin knows what to look for. >>>



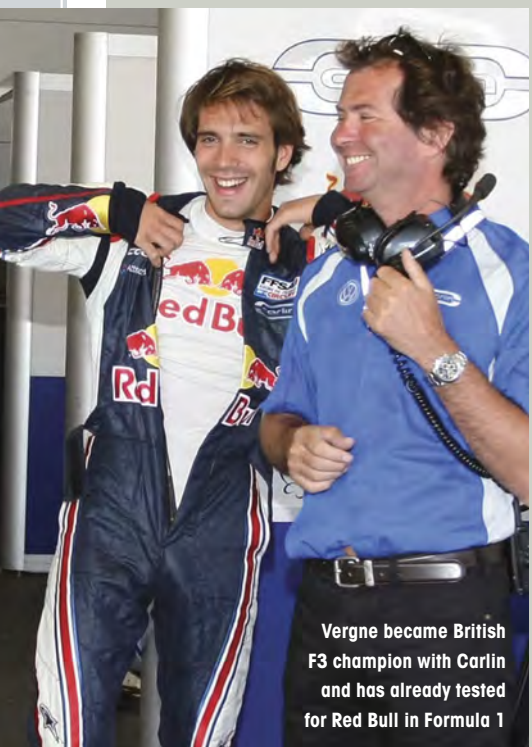


"Vettel stood out in the World Series," he says. "He's got a great attitude but he's also very quick. I haven't spoken to him in a little while, but when I bump into him at the track he's the same now as he was in 2006 when he first ran for us. He's a nice kid, but he's very focused."

"What you find is that a lot of drivers can drive a car quickly and a lot can do it regularly. It's the 'something different' about a few drivers. All they're interested in is themselves and their car, they're totally focused and they almost don't give a shit about the team. So long as we're doing the right job for them they are happy, but they'll drop us the minute they need to and move on. They're totally single-minded."

"That all works well for us when they're up at the front, but when they're not you really know about it. They just can't accept being second or third, they're pissed off and they want to know why. I think that makes the difference between a good driver and a great driver – that little bit of attitude. I think Vettel's got it and I see that with Jean-Eric. We haven't had the chance yet to really get to know Carlos (Sainz Jr), but the big thing you can see with him straight away is his absolute commitment and car control. And, of course, he's completely driven like his dad!"

Once you've had an introduction like that from Trevor Carlin, you may not have a guaranteed Formula 1 seat, but you know you're on the right track. Whether or not Carlos Jr has what it takes to make it to the top remains to be seen, but he's certainly made the right start.



Vergne became British F3 champion with Carlin and has already tested for Red Bull in Formula 1

LAT



PORTLAND, OREGON, USA

## A DRAGSTER WITH ELECTRIC PERFORMANCE

JOHN WAYLAND'S ELECTRIC CAR ISN'T SOME SEDATE RUNABOUT, BUT A RACER CAPABLE OF 0-60MPH IN 1.8 SECONDS

**E**LECTRIC-POWERED VEHICLES HAVE their critics. For many people, they're just not powerful enough. In order for manufacturers to make the cars affordable and cover a reasonable mileage in between charges, power is usually kept to a certain level.

John Wayland has gone some way to proving that electric cars can "blow the doors off" their petrol-powered cousins, however. Wayland built his first electric car – a converted 1972 Datsun 1200 – in 1980 and has been at it ever since. His most recent electric project is called the White Zombie (above, driven by Tim Brehm) and, like his first foray into the world of electric cars, it is based on a '72 Datsun.

This isn't just any electric eco-hatch, though. This is a fully-fledged dragster that is capable of doing 0-60mph in a staggering 1.8 seconds and the standing quarter mile in 10.2sec at 123mph.

"It's not been easy to make it that fast," Wayland tells me. "There are two aspects of electric power – energy density is how far you can go on a charge and power density is how fast you can go. We knew we were building a dragster so we could concentrate on the power. We got rid of a big obstacle right away."

Even without focusing on energy density, John can still drive to his local drag strip 16 miles away, race the car all night and then drive home without going anywhere near a plug.

"It's taken many years of hot-rodding to get the technology to work, because when we started we only had a 24-volt motor and we were trying to put 300 volts into it. It didn't like that at all and it got real pissed off." Years spent fiddling the design – and the current specification (right) of a 330-volt motor, a 2000-amp controller and 355-volt battery pack – mean that the car now

regularly beats its petrol-powered equivalents.

However, it's still not that easy to race an electric dragster. "I'm a founding member of the NEDRA (National Electric Drag Racing Association) in America," says Wayland. "Before the NHRA (National Hot Rod Association) adopted the rules we drew up in 1999 they had no classes for us. In fact, they wouldn't even let us race because they thought we were dangerous. There they were running liquid fuel that can melt city blocks and they were worried about our batteries!"

"We still don't have classes, but we do now have voltage divisions. What I really like doing is the 'heads up' racing, which means you compete against whoever draws up to the line next to you. We go down there with the electric cars and everybody will say 'what's that electric piece of crap?'. Then we blow their doors off in front of all their friends. When we do, we say 'you just got beaten by the future'."

The future? "Absolutely. Electric dragsters really are the future and I'm sure we're going to take almost all the records away from the normal machines. We've got a long way to go in the (most powerful) Top Fuel category, but if you look



at the motorcycle classes, the fastest bikes are running six-second quarter miles. There are some running nitromethane in the fives, but we're already approaching the sixes with electric bikes.

"Yes, the battery packs are heavy," adds Wayland. "A lead acid battery pack used to weigh 400kg, but you can now get a lithium one that only weighs 68kg and which gives you 800bhp. Our motors are only 68kg, and when you compare that to a 230kg engine it's not actually too bad." With standard bodywork, windscreen and windows Wayland's Datsun weighs in at 1065kg. That's only 200kg heavier than our MGB racer, and that certainly doesn't do 0-60mph in 1.8sec.

Whether electric dragsters are the future or not, you have to admit that Wayland is making a convincing case for them. **M**



# Historic Scene

WITH GORDON CRUICKSHANK

## TROPHIES AND RECOGNITION

A HISTORIC RACE SERIES SUPPORTED BY A MAINSTREAM MANUFACTURER? THERE'S VALUE IN HISTORY

**A**wards evenings abound as the season runs down but those for historic racing don't often resonate outside our little world. So the dinner for the Jaguar E-type Challenge, held at the RAC club in November, was a little different.

Recently the RAC club has been pushing its motoring heritage, something many may be unaware of. Built by and for early motorists, the London club now has no connection with the breakdown service, but the palatial clubhouse with its glorious marble and gold-pillared swimming pool displays many racing paintings and trophies and a library packed with motoring and racing literature. Whether most of its members are aware of the history I'm unsure, but the staff must be getting used to manoeuvring racing cars through the front door as I've seen a few in the oval hallway recently. Certainly it was hard to ignore the E-type at the foot of the stairs as we filed in.

What made this event more significant was the presence of Dr Ralf Speth, CEO of Jaguar Land Rover, and Frank Klass, global head of communications for JLR. It's rare to see such high-level figures at a historic prize-giving, but the E-type Challenge, which boasts 95 drivers, is funded by the company. Pointing out that no other manufacturer supports serious racing for its old cars in this way, Klass said "the past is at our heart, but we still need to amaze drivers with the XKR around the Nürburgring". It may be a soundbite, but if there's a firm trying to make it true, it must be Jaguar. In his turn Speth pointed out that exactly 50 years before to the day, Norman Dewis was hammering an E-type round Silverstone – and here was the veteran test driver himself, now 92, still full of spark and stories, dressed cowboy-style and twinkling at the ladies.

Martin Brundle (himself a V12 E-type owner) was good value as the evening's host, firing quips and doing a grid walk round the tables to quiz various prize-winners, such as all three racing Minshaws who carried off the three class awards, and doing a great double act with his old team-mate Win Percy (left) about their time in Le Mans Jaguars. Win recalled Tom Walkinshaw's concern with economy, such as not snapping the intercom cable when getting out of the car, which stuck in Win's head even during his enormous 1987 accident in the XJR-8LM on Mulsanne straight. "I'd just flown 200 metres, then slid upside down for few hundred more, and I'm scrambling out of the shattered wreckage worrying about unplugging myself because I can hear Tom's voice telling me not to break this bloody plug worth about £1.50!"

A light-hearted evening, but perhaps an indicator that manufacturers, under the shadow of recession and facing the ever-increasing quality of Asian brands unheard of 10 years ago, are recognising the importance of their past as a foundation for marque loyalty. A glorious history is one thing you can't buy.



Roger Kemp, JDC

WIMBLEDON, LONDON

## CLASSICS ON THE GOLF COURSE

FROM THE FOG OF A WINTER'S DAY EMERGED A SURPRISING HAUL OF HISTORIC VEHICLES



HO'D HAVE THOUGHT ONE London village concealed so many classic vehicles?

When my neighbour Tony Covill organised a lunch for those of us Wimbledonians who keep old cars, I imagined a turnout of half a dozen. In fact the frontage of Royal Wimbledon Golf Club was packed, Alvis 4.3 nudging XK120, Rolls Phantom V towering over AC Ace, Volvo 544, 911RS, 3-litre Bentley, Alvis TD21 and SL Mercs. I was impressed by the dedication of Nigel Batchelor, who having pattered through the fog in his 1904 Cadillac went back home to collect his supercharged Bentley 4½ with its skimpy two-seater body. Mark Finburgh couldn't get the family GT40 MOTd in time, so contented himself with arriving in a handsome Ferrari 250GT.

There was no aim for all this except to natter about cars, but the fact that I rarely see these vehicles around Wimbledon did make me realise why the FBHVC Drive It Day (April 22 for 2012) is worth supporting: there are more old cars around than you think, and far from being just a handful of enthusiasts we add up to a significant element of the motoring market.





## EAST COAST, USA

# SECRET HOME OF 50 LITTLE INDIANS

A FAMILY HOARD HIDDEN AWAY ON AN AIRFIELD FOR YEARS IS FINALLY COMING TO LIGHT

SEE THAT BONHAMS IS SELLING 50 motorcycles from the private and little-known Du Pont car and 'bike museum. Years ago I was taken by a member of the Du Pont family to see this collection, housed in a hangar on a small airfield on the East Coast of the USA. I was fascinated by the contents. This branch of the Du Ponts (the same family as the industrial giant) once manufactured cars and there were several of these inside, cars which in their time aimed to be a high-quality rival to Lincoln and Stutz. Sadly the firm was shot down by the Wall Street Crash after Paul Du Pont had also bought the Indian motorcycle business – hence this hangar packed with dusty, unrestored 'bikes of all types but notably Indians, which has got two-wheel fans drooling over the sale.

But over three generations the family had collected plenty of other mechanical excitement: several Vincent 'bikes, a 500cc Cooper untouched since the '50s, a pedal-powered aeroplane (honestly!) and scads of model planes, cars and automobilia, including a motorised mini-Du Pont built by the factory for a junior family member. My personal highlight was something the firm was making before cars – a petrol-powered washing machine. I guess that if you lived out west in the 1900s and mains



electricity wasn't coming your way any time soon, the idea of filling, priming and pull-starting a small four-stroke seemed a small price to pay to banish those washday blues...

Though Du Pont cars folded in 1932, it arranged an ongoing service service, if you see what I mean, for owners which remarkably was still extant in the 1990s when I visited, still run from the same factory building by the same man. Allan Carter joined the firm in 1926, and while we inspected a very grand Model G Du Pont he told me all about 1929 when, along with Chrysler and Stutz, Du Pont went to Le Mans.

Allan, who effectively was the competition department, prepared the car, a pointed-tail Speedster with 5.3-litre straight-eight Continental engine, and went to La Sarthe with it. If you look it up you'll find the car reported as retiring after four hours because the sandbag ballast (cars had to carry the weight of four people) broke through the floorboards and damaged the driveshaft, but Allan told me that in fact the team didn't want to admit that the transmission simply failed. Dissimulation is nothing new.



## IN THE WORKSHOP

# Hardy Hall Restorations

## WHAT'S YOUR HISTORY?

I started the firm in 1999 after a 15-year career in motor racing which culminated in rebuilding a six-wheel Tyrrell. During that time I built and prepared cars that won historic F1 and F2 championships and a modern F3 championship.

## WHAT'S YOUR RANGE OF SKILLS?

We are primarily chassis engineers, and alongside ground-up restorations we also undertake the straightening, repairing or replacing of complete chassis frames and suspension components. We frequently manufacture new parts from scratch, and supply the Frazer Nash Club with new steering arms and complete front axles.

## DO YOU HAVE A SPECIALISATION?

Restoration and preparation of historic sports and racing cars from vintage through to Can-Am and F5000. We employ the same sound engineering practice and close attention to detail on all the cars we work on, from chain-drive 'Nashes through to the later single-seaters, and are passionate about building in reliability and maintaining originality.

## WHAT'S IN THE WORKSHOP NOW?

A good mix, from a 1968 Lola T140 nearing completion to a 1922 GN Vitesse which is being recommissioned by us having not rolled a wheel in 45 years. Then there is the one-off 1965 Kincraft Formule Libre, originally built by Jack Pearce. We are working to return the car to its original configuration using the original drawings. A T43 Cooper, the one-off 1959 Kieft-Climax and a 1929 Frazer Nash complete the line-up.

## WHAT PROJECTS ARE YOU PROUD OF?

I have enjoyed the challenge of rebuilding the Lola T140 which came as a damaged chassis and which we believe is the only one in the UK. However, I am most proud of rebuilding a Cooper T56 MkII (top) that arrived in a similar condition and took a lot of work to return to its original state. It was one of two cars run by Team Tyrrell for Cooper which was later sold to Steve McQueen who raced the car in California.

GC was speaking to Jonathan Hall  
[www.hardyhallrestorations.co.uk](http://www.hardyhallrestorations.co.uk)

## DREAM GARAGE

WHAT WE'D BLOW THE BUDGET ON THIS MONTH



ECURIE BERTELLI  
ASTON MARTIN  
ULSTER

A pre-war racer which can also do the Mille Miglia. Raced at Phoenix Park and elsewhere, it was later used as a milk float! (Luckily most of it remains original.) A unique claim?

£750,000  
[www.ecuriebertelli.com](http://www.ecuriebertelli.com)



FANTASY JUNCTION  
AUSTIN-HEALEY  
SEBRING SPRITE

A very special Sprite – it headed the A-H team 1-2-3 in class in the 1959 Sebring 12 Hours. Retains works disc brakes and close-ratio 'box. An important piece of British racing history.

\$135,000  
[www.fantasyjunction.com](http://www.fantasyjunction.com)



DAMAX  
GEBHARDT  
ADAJC843

Historic Group C racing has taken off recently, with spiralling prices; this would be a good way into the 'junior' category. C2 class winner at Le Mans in '86, and racing successfully since.

£155,000  
[www.damax.co.uk](http://www.damax.co.uk)



GRAEME HUNT  
LAMBORGHINI  
ISLERO

One of Sant'Agata's sleepers, the Islero's unflashy lines clothe that wonderful V12 in cool Sixties style. This one even has film history, with Roger Moore's signature on the sun visor!

£157,000  
[www.graemehunt.com](http://www.graemehunt.com)

# ||| Auctions |||



## Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

Scottsdale Car Week is upon us once again and with it come five American sales from five different auction houses.

### - GOODING AND COMPANY -

Not many would deny that Gooding has one of the headline cars of the week. On January 20-21 the American auction house will offer a 1956 Ferrari 500 Testa Rossa Scaglietti Spider (above) for sale. Chassis 0650MDTR was campaigned by John von Neumann, Bruce Kessler and Pete Lovely at many US tracks including Pomona, Lime Rock, Riverside and Laguna Seca. With only 17 examples made, the pre-sale estimate of £1.34-1.66 million sounds entirely feasible.

Other cars going under the hammer in the same sale include a 1965 Ferrari 500 Superfast (£600-800,000), a 1971 Maserati Ghibli 4.9 SS Spider (£450-575,000) and a 1971 Lamborghini Miura P400 SV (£770-900,000).

### - RM AUCTIONS -

Ferraris are the order of the day at RM Auctions during Scottsdale week with the Canadian firm offering a 1957 Ferrari 410 Superamerica (£1.12-1.44m), a 1991 Ferrari F40 (£415-480,000), a 1952 Ferrari 342 America Pinin Farina coupé (£510-640,000) and a 1973 Ferrari 365 GTB/4 Daytona Spyder (£575-700,000).

The 410 Superamerica is one of just six Series II cars built and was originally owned by the main importer of Johnnie Walker Scotch in Italy, Dottore Enrico Wax.

If you're not a Ferrari fan there is also an extremely handsome 1957 BMW 507 Roadster which RM expects to fetch £575-770,000.

### - BARRETT-JACKSON -

It's muscle car heaven over at Barrett-Jackson on January 17-22. Over 200 cars will go under the hammer including a 1970 Plymouth Superbird, a 1969 Ford Talladega prototype, a 1969 Chevrolet Camaro SS and a 1969 Plymouth Super Bee. All estimates are available on request.

### - BONHAMS -

The latest company to join the throng of sales in Scottsdale, Bonhams has an auction scheduled for January 19. It includes a 1924 Isotta Fraschini Tipo 8 Torpedo Tourer with custom coachwork by Carrozzeria Sala (£270-335,000), a 1932 Packard Model 904 Custom convertible (£380-450,000) and an ex-Andy Warhol 1974 Rolls-Royce Silver Shadow (£25-40,000).

Back in Britain Bonhams hosted a successful sale on December 1 at Mercedes-Benz World in Surrey. The ex-Lance Macklin 1953 Austin-Healey '100' Special - involved in the 1955 Le Mans disaster - was understandably a highlight lot and went for an impressive £843,000.

### - RUSSO AND STEELE -

Race car fans will have their ears pricked and eyes peeled when the 1967 Chevrolet Corvette Pickett racer (POA) comes up for sale on January 18-22. This particular example was converted

from a road car into SCCA A/Production specification when new and was raced by Dr Bill Green. He joined forces with Greg Pickett and the Pickett Racing Team was formed. The car was driven in SCCA National events including Trans-Am and IMSA rounds throughout 1976, and underwent a full restoration in 2002.

### - MECUM -

On January 24-29 Mecum has lined up a veritable grid of stock cars for its Kissimmee sale. At last count there were five NASCAR machines crossing the block, ranging from a 1992 Ford Thunderbird which helped Bill Elliott to three poles and five wins that year, to a road course-engineered 2006 Chevrolet Monte Carlo SS campaigned by Kevin Harvick.

Those after something other than a NASCAR might be interested in the 1961 Chevrolet Corvette Gulf car which won that year's SCCA B-Production National Championship. The Don Yenko/Ben Moore/Dick Thompson racer finished third in the GT 3000 class at the Sebring 12 Hours and went on to take 11 victories that year. All estimates are available on request.

### - COYS -

January 14 sees the return of Coys' Autosport International sale. As always there are some interesting lots, including an ex-Colin McRae 2001 Ford Focus WRC (£85-95,000). This particular chassis was used to win that year's Acropolis Rally. There's also an ex-Derek Daly 1981 March 811 (POA) up for grabs. **M**

### FORTHCOMING AUCTIONS

**JAN 12-14 AUCTIONS AMERICA** Las Vegas Premier Motorcycle Auction, West Flamingo Road, Las Vegas, Nevada Tel: 001 954 566 2209

**JAN 14 COYS** Autosport International Sale, NEC, Birmingham Tel: 020 8614 7888

**JAN 17-22 BARRETT-JACKSON** Scottsdale Sale, Scottsdale, Arizona Tel: 001 480 663 6255

**JAN 18-22 RUSSO AND STEELE** Scottsdale Auction, North Scottsdale Road, Scottsdale, Arizona Tel: 001 602 252 2697

**JAN 19 BONHAMS** Scottsdale Sale of Exceptional Motorcars, Scottsdale, Arizona Tel: 020 7447 7447

**JAN 19-20 RM AUCTIONS** Arizona Sale, Arizona Billmore Resort and Spa, Phoenix Tel: 001 519 352 4575

**JAN 20-21 GOODING AND COMPANY** The Scottsdale Auction, Scottsdale Fashion Square, Arizona Tel: 001 310 899 1960

**JAN 24-29 MECUM** Muscle Cars & More, Osceola Heritage Park, Kissimmee, Florida Tel: 001 262 275 5050

FOR FULL AUCTION LISTINGS  
AND RESULTS VISIT  
[www.motorsportmagazine.com](http://www.motorsportmagazine.com)



# Reviews



## AUTOCOURSE (E-BOOK EDITION)

**A DETAILED RECORD OF THE 1971 SEASON**

For *Motor Sport* loyalists this will be familiar territory. Our own archive discs, which for anyone with a computer opened up quick and easy access to every issue of this magazine from 1924 to 1999, proved a hit even with those whose shelves, garages or attics are bursting with bound volumes of the title. And the same is sure to be the case for the publishers of motor racing's definitive series of season review annuals.

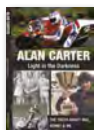
Old volumes of *Autocourse* are collectable and, in the case of some specific years, rare. So will the release of the first *Autocourse* 'eBook' in disc format pull the rug on the niche collectors' market? We suspect not. There's still a place for paper and ink in the 21st century (at least we hope so!) and anyway the value is in originality, rather than the content itself.

Still, there's no doubt that having such a fantastic resource as *Autocourse* available in disc format is great news. So far, just one single volume – the 1971-72 edition – has been released, but the rest are set to follow.

It's a great era in which to start, both for the sport and *Autocourse* itself. From the World Champion's foreword written by Jackie Stewart, through the sobering obituaries for Pedro Rodríguez and Jo Siffert, and on to the features and reviews on Formula 1, sports cars, US racing and more, *Autocourse* circa 1971 is a feast of great writing and sumptuous photography – just as it remains today.

Easy navigation, strong legibility, quality reproduction and a reliable search function are essential for such releases, and happily this first disc hits all those marks. Roll on the rest of the series. **DS**

[www.autocourse.com](http://www.autocourse.com), ISBN 978 1905334650, £19.99



**ALAN CARTER, LIGHT IN THE DARKNESS**  
A brutally personal account of motorcycle racer Alan Carter that, while lacking the polish of some autobiographies, provides an interesting insight into the highs and – very deep – lows of the Carter family.  
[www.retro-speedway.com](http://www.retro-speedway.com), ISBN 978 0 9559340 6 3, £16



**TEN THOUSAND MILES AGAINST THE CLOCK** Philip Young and Gerard Brown  
Hefty review of the 2010 Pekin-Paris. There are some fantastic photos and it's actually a good read – rare for an event review... **Endurance Rally Association**, [www.endurorally.com](http://www.endurorally.com), £70



**ASTON MARTIN ULSTER** Alan Archer  
Surely unsurpassable story of Aston's greatest racer, packed with detail, photos, period reports and results plus individual histories of all 29 Ulsters. Usual superb Palawan quality – and price. **Palawan**, £400 (£800 leatherbound)



## DONALD CAMPBELL BLUEBIRD AND THE FINAL RECORD ATTEMPT

by Neil Sheppard

There have been many accounts about Donald Campbell and his doomed water speed record attempt, but few delve so deep into this epic story and get under the skin of the man and his ambition to emulate his great father Malcolm. This final record attempt came when the great British speed record tradition was under attack from those American upstarts and their jet-powered challengers. Many people saw the record attempt at Coniston, and they contribute greatly here to the picture of a man pushing the boundaries of speed and bravery for Queen and country.

Above all, Campbell's legacy still promotes Britain at the forefront of speed records for the next generation of thrill-seekers. Highly recommended for those interested in this great man and his spirit of adventure. **DC**

**History Press**, ISBN 978 0 7542 5973 8, £30



## IN THE NAME OF GLORY – 1976

**THE GREATEST EVER SPORTING DUEL**

by Tom Rubythron

The greatest ever sporting duel? That's debatable, but James Hunt and Niki Lauda's fight for the 1976 World Championship definitely didn't lack in drama, what with the Austrian's near-fatal crash at the Nürburgring and the rain-soaked title decider at Mount Fuji.

Rubythron's is an entertaining and sensational tale – not hard when Hunt is one of your lead characters – which flows along merrily. It's well timed too, with shooting on the new Ron Howard film depicting the Hunt-Lauda battle due to continue in February.

John Watson provides a very nice foreword and Rainer Schlegelmilch's photo selection is well up to the job. Note to the author though: it's Jacky Ickx, not Jackie! Overall this is a lively read with broad appeal, and fans of Rubythron's previous tomes will no doubt be well satisfied. **GR**

**Myrtle**, ISBN 9780 9565656 93, £14.95



## ARCHIE FRAZER-NASH ...ENGINEER

by Trevor Tarring and Mark Joseland

This first biography of a famous name, begun by Joseland and completed by Tarring, tells us that the GN and Frazer Nash cars are only a fraction of the work of this creative engineer, ranging from WWI fighters through WWII gun turrets to atomic bomb triggers. And if there's more detail than you needed on machining uranium or DC generators, it at least indicates the huge range of projects that Frazer-Nash was involved in after the cars, and the complexity of his businesses. The book gives a good picture of Archie, churning out patents from his bomb-proof bunker on Kingston Hill, but also a capable driver, golfer, skier and 'forger' of one single banknote leading to trouble with the Revenue. **GC**

**Published by Frazer Nash Archives**, ISBN 978 0 9570351 0 2, £35



# ||| Desirables |||



## Winter warmers

*Clockwise from top left:*

**SPECIALISED COVERS** Jaguar XKR car cover, £269

Tel: 01943 864646 [www.specialisedcovers.com](http://www.specialisedcovers.com)

**ALFRED DUNHILL** leather driving gloves, £195

Tel: 0845 458 0779 [www.dunhill.com](http://www.dunhill.com)

**WILLIAM & SON** Tweed Field Coat, £660

Tel: 020 7493 8385 [www.williamandson.com](http://www.williamandson.com)

**VICTORIA** car care set, £169

Tel: 01572 822662 [www.gearboxgifts.com](http://www.gearboxgifts.com)

**WINDRUSH** fully managed and all-inclusive car storage, from £155 per month

Tel: 01451 821008 [www.windrushcarstorage.co.uk](http://www.windrushcarstorage.co.uk)

**RALPH LAUREN** Rowan backgammon set, £595

Tel: 0203 450 7750 [www.ralphlauren.com](http://www.ralphlauren.com)

**BARBOUR** Steve McQueen collection, quilted Hilson jacket, £169.95

Tel: 0800 009988 [www.barbour.com](http://www.barbour.com)





# YOU WERE THERE

Motor Sport articles prompted two readers to share their memories with us, while our third contributor has enjoyed some classic Indianapolis 500s



1

## GRAHAM POTTER

Graham was a keen fan at the 1977 Brands Hatch Six Hours, in which Hans Stuck and Ronnie Peterson gave the BMW 320 Turbo its European debut, as described by Stuck in his recent 'Lunch With' (December).

{1} Peterson qualified the flame-spitting 320 second, but Stuck crashed out in part one of the rain-delayed race. {2} Team performs an engine change, as Peterson looks on {3}.



2



3

## SHOTARO KOBAYASHI

Tokyo auto historian Shotaro adds to Andrew Frankel's Aston Martin DB3 story (July 2011), recalling that in 1957/58 the car was owned by Preston Hopkins, a civil engineer in the US Occupation Forces in Japan. {1} Rebodyed car arrives at Yokohama dock. {2} Shotaro says he and Preston struggled to get DB3/5 fired up on the quay. {3} Car gathers speed on the Murayama oval. {4} Preston prepares for "high-speed slalom stage" at the Yokota US Army Base in '57. Son Riley, "an ardent Stirling Moss fan", looks on.



1



2



3



4





1 2

## DAVID SMITH

A motor sport fan since the age of five, Kentucky-based David enjoyed great access to events at the Indy 500 while working in television during the late '70s/early '80s. [1] Danny Sullivan (53) and Bobby Rahal (19) prepare for a restart at their first Indy 500 in 1982. They finished 14th and 11th. [2] Eventual winner Gordon Johncock and Rick Mears battle for the lead in that year's race. [3] Huge mass of crew and media on the front straight before the '83 race. [4] Tom Sneva was second in '77 race aboard Penske McLaren M24-Cosworth. [5] Three places further back came Johnny Parsons Jr in Wildcat Mk2-DGS. [6] Danny Ongais is all smiles in '83. [7] Gordon Smiley (Wildcat) collides with Tony Bettenhausen (McLaren) in '81 race, before crashing into the wall [8]. [9] Johnny Rutherford (McLaren M24) pits en route to 13th-place finish in '78. [10] Remains of Ongais' wrecked Interscope in '81 race.



4

5

6



7 8



9



10



# ||| Doug Nye |||



Mechanics misspelled 'Behra's' name on 250F at Monaco '55. No doubt Jeannot was not amused...

anyway he was not going to start in the race at all.'

Finally the Franco-American driver's safety valve blows off its seat: 'I was then called in the garage by Mr Spear [chief engineer of BRM-owning company Rubery Owen] and Mr Berthon told me 'Harry . you must take another car as Berha refused to start in the race if he has not your car. He has threatened us to cancel his contract you understand the situation so which car do you prefer of the remaining two cars'... Everybody was furious of the attitude taken by Mr Berha. I hope that all the facts will be told to you exactly the way they happened... I am sure I could have won the race for you or at least be second anyway...'

That was one very upset F1 driver, and in the French GP the following day Behra

broke his BRM Type 25 "plainly through over-revving" as Berthon reported to Owen. "This I think he did, possibly justifiably, to confirm his view that the Schell practice car was faster..." Meanwhile 'Arree's car broke its clutch and vibrated badly enough to fracture a water pipe.

Behra was very self-consciously Champion of France and to him performing well before his home crowd meant everything. He had hurled a Gordini around Reims to beat the Ferrari 500 fleet there in 1952, and the year after his BRM team tantrum – having joined Ferrari – he became so overheated by what he saw (again) as having been provided with an inferior car, that he punched innocent team manager Romolo Tavoni. In that case the absent team owner was Enzo Ferrari, but his wife Laura witnessed the attack. While Peter Berthon of BRM had been able to gloss over a little of Behra's behaviour, Tavoni had no such choice – had he even wanted to. The Old Man's justice was swift and emphatic. Behra was sacked. One month later the hair-trigger Frenchman crashed his sports Porsche at AVUS in Berlin, and was killed...

But it had not only been Harry Schell who had trouble spelling 'Jeannot's' surname. At the Monaco Grand Prix in 1955 his Maserati works mechanics had brush-painted his name on his 250F. That's right, they spelled it 'Bhera'.

## WHEN BEHRA SPELLED TROUBLE

The Frenchman's demands at Reims '58 prompted team-mate Harry Schell to pen a furious (and somewhat muddled) missive to BRM's boss

I have never particularly rated top-class racing drivers as being the most literate people around. Nor need they be. Literacy counts for nothing wheel-to-wheel round the outside at Curva Grande, or braking into Les Combes. But I was once greatly impressed to find a letter from Harry Schell to Sir Alfred Owen of BRM concerning goings-on in the 1958 French Grand Prix at Reims. It read in part – and I quote verbatim – as one-finger typed:

'As you know for the past three races I have always been doing the best time in training; due to better cars or better driving I don't know but the facts are there... On Friday the last day of training I did a few laps with my own car

in 2.24 6/10 going very carefully; Behra was doing 2.27 2/10 with his own car and with the new engine which came at night with Mr Berton XXXX I was asked by Mr Berha to try his own car I accepted this offer and put a time of 2.24 2/10 which is three seconds faster than him.'

One can sense that 'Arree is building up a good head of steam, as he witters on: 'Then five minutes before the end of practice Mr Behra asked for my car; Mr Berthon answered no so Mr Berha said in these conditions he was not started in the race and that he could not drive any more such a bad car anymore etc. etc.

'The next day from 10 am in the morning till 4pm Mr Behra stayed at the garage trying to persuade Mr Berton to give him my car by saying he wanted to cancel his contract and

# Mansell plays his cards right on Veteran run

The annual London-to-Brighton Veteran Car Run, for vehicles manufactured no later than 1904, is – so far as I am concerned – something of an acquired taste. I had done two Runs before, the last probably in the '90s. I remember both as having been 'interesting' but little more than that. My view was somewhat jaundiced by the fact that since I was the heaviest person on board, the moment any significant uphill gradient was encountered, I was ejected overboard to trot alongside as far as the summit. There are plenty of hills on the Brighton road, so I soon twigged why it is called the Brighton 'Run'. After four or more hours of that, I was wet, cold and frankly knackered...

Both times when we got to Brighton we were too late to qualify as finishers. Indeed the sun was setting, dusk was closing in, the finish-line arch was being dismantled, and more reliable – or fortunate – cars were already loaded up and being trailed home.

Ooh I've just remembered a third Run in which I was involved, on that occasion tuf-tuffing to the startline beside London's Serpentine in a wickerwork-bodied contraption of French manufacture, with single-cylinder engine somewhere round the back. It had been a 5am start-up just to get to the line. The skies were grey, freezing drizzle drifted down, and seagulls were coughing into the fog. Two of us were crammed into this thing, we were flagged away and that tiny little engine which might – just – have powered an adequate coffee grinder went tuf-tuf-tuf-cough-urrgghhh. And it died.

What blessed relief! We had covered all of 10 yards, and hadn't even reached the park gates. By this time I was thinking more of a warm coffee bar and breakfast than bracing sea air at Brighton – and we leaped from the car with broad smiles, ready and willing to retire on the spot. But beware the enthusiastic British spectator. Wouldn't you know there was one right where we stopped. "Bit of trouble boys?" he bawled, followed by the dreaded, "Don't worry. I'll get you going" – and he did...

Grim-faced, we tuf-tuffed away onto Park Lane, down Birdcage Walk and past Buckingham Palace... getting wetter and colder by the yard. Over London Bridge, down into Brixton where thankfully the hill finally killed our car beyond sight of any expert



A bearded Mansell enjoyed Run in 1904 Mercedes. Top: Doug passed first casualty near start



spectators. Back into my warm and comfy estate car we then cruised through the appalling traffic down to Brighton, arriving in time for lunch.

I hadn't even thought of tackling the Run again until Mercedes-Benz offered its Stuttgart Museum 28/32hp 1904 Simplex for last November's edition. Coo, a proper car – 50mph cruising, gated gearchange, low-slung reinforced steel chassis, honeycomb radiator... one of the seminal Maybach designs with which Daimler AG had first defined the truly modern motor car.

Sure enough, this time we thundered imperiously down to Brighton without the Simplex's 5.3-litre four-cylinder engine missing a beat. One team-mate was German girl Anke Ruckwarth in her father's prodigiously powerful Mercedes 'Sixty' (horsepower), which she blasted down to Brighton's Madeira Drive so rapidly that she arrived far too early and

was disqualified – an achievement which she wore quite proudly...

But absolute number one for the Mercedes team that day was Nigel Mansell, who seemed really to enjoy himself in the 1904 Mercedes 'Forty'. He learned to drive it around Lowndes Square in London the previous evening, and did a splendid job on the way down – delighting the Lotus Seven Club members in their rest stop at Hassocks by mixing in extremely well.

But what really entranced the Mercedes mechanics was that while they were hanging around in a pub on the outskirts of Brighton – waiting for yours truly to catch up (honest – he had more than an hour's start) – Nigel entertained them all with his extraordinary dexterity and new-found talent for card tricks. Apparently he took it up seriously to retrain neurologically after his Le Mans incident, and has found an innate talent for it. Well I never. >>>





## Tinseltown's motor racing rush

The success of the *Senna* movie seems to have sparked something of a feeding frenzy among Hollywood industry moguls. Suddenly motor racing appears to have become one of moviedom's favoured themes with a number of projects either under active development or about to enter production.

Academy Award-winning director Ron Howard of *Cocoon*, *Apollo 13* and *A Beautiful Mind* fame is poised to start shooting in February 2012 a new feature film entitled *Rush*, which is based upon the 1976 Formula 1 World Championship rivalry between James Hunt and Niki Lauda.

Recently I spent some time with the *Rush* production team, being grilled about what racing was like back in '76, how we regarded Hunt and Lauda, any ticks and nuances they should perhaps consider, and more and more and more. Ron Howard – who came across as a very pleasant cove – seemed particularly interested in why it is that a majority of confirmed enthusiasts seem to consider that a decent motor racing movie has never yet been made. One thing – apart from risible scripts – which sprang to mind was the habitual cutaway, whose frequent use in John Frankenheimer's *Grand Prix* epic whenever a following driver pulled out to pass the chap ahead would show us his right foot pressing down harder on the throttle. Explaining how corner exit speed, slipstream effect and impetus – rather than 'extra' throttle opening – really gets the job done seemed to fall on receptive soil. I could hardly imagine

any proper racer ever leaving some degree of throttle opening unused.

In addition to *Rush* on 1976 and the Hunt/Lauda duel, there are a couple of still classified projects boiling up which feature some of their contemporaries as the star characters of new movie scripts. The old chestnut of *Mon Ami Mite* and the Hawthorn/Collins relationship of 1956-58 has had new life breathed into it, and the pre-war story of Dick Seaman and Erika Popp, Mercedes-Benz and Auto Union Silver Arrows etc is also being actively promoted – though that would demand an immense budget, probably more than *Rush's* alleged \$60 million (£38m). And there's also the 1961 season story of Phil Hill/'Taffy' von Trips, written by Michael Cannell and being energetically promoted in Tinseltown.

Way back, the movie companies actually bought obsolescent racing cars to feature in their big-screen productions. MGM bought freshly retired 1½-litre F1 cars for its 1966 *Grand Prix* production, as did Warner Brothers for its still-born parallel production, what should have been Steve McQueen's *Day of the Champion*. But with the current interest levels in historic and even modern-era F1 cars – and their commercial values – today the movie makers are leaning heavily on enthusiastic owner-drivers. There's earning in the air, boys... and many regular runners are queuing up right now to participate.

Whether all of this will just result in another waste of good celluloid, or of good electrons, remains to be seen...

## Stopping for fuel and champagne...

During his archive movie film researches, my motorfilms.com colleague David Weguelin once found fabulous footage of Fangio's great drive in the 1957 German Grand Prix at the Nürburgring, one sequence of which features Jean Behra making a pitstop in his works Lightweight Maserati 250F. We see him leap from the cockpit and eagerly wash his face and hands with soap and hot water from an enamel bowl proffered by his wife. By the time his ablutions were complete, his car had been refuelled and its wheels and tyres had been changed – and so he scrambled aboard and was push-started back into the fray.

During that same race Bruce Halford – the Torquay hotelier-turned-Formula 1 owner/driver – finished 11th in his privately-entered 250F. In Weg's German-commentary film footage, Bruce is seen several times, but every appearance is accompanied by Germany's answer to Murray Walker identifying him in the commentary as 'Brass Hellendorf'.



Francisco Godia-Sales, here in his Maserati, was a gentleman racer with a gentleman on hand

Well, good old 'Brass' used to enjoy reminding us of how privateer F1 racing could be at that time. One anecdote featured the Spanish nobleman Francisco Godia-Sales in that same race, running his Maserati 250F from the adjoining pit. At one stage 'Paco' Godia pulled sedately to rest, and like Behra alighted from his car. As his mechanics refuelled it and checked the tyres, the Spanish gentleman's gentleman stepped forward to place an enamel bowl, warm water and towel before his master on the pit counter. And after 'Paco' had enjoyed a quick wash, a silver tray was then offered on which stood a glass of champagne. With that drained, the mechanics had completed their work and were bawling 'Avanti!', at which Godia started towards the car. But he then hesitated, looked back at his man and the empty champagne flute, and he made the big decision. "No – I'll have another glass first..." And according to 'Brass', he did. **M**



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## ||| Parting Shot |||

**BOAC 500, Brands Hatch, July 30, 1967**

Paul Hawkins watches as the Ferrari crew works on the 330 P4 he shared with Jonathan Williams (in car). The pair finished sixth behind the other two works cars to help Ferrari beat Porsche to that year's Group 6 Manufacturers' Championship.

To buy this photo or other classic motor racing shots, visit [www.latphoto.co.uk](http://www.latphoto.co.uk)

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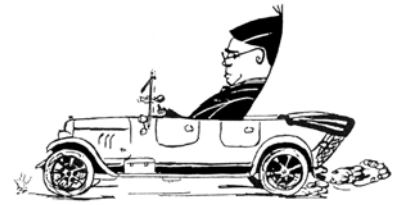
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# Contents



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## FEATURES

- |   |  |
|---|--|
| <p><b>46 HALL OF FAME 2012 PREVIEW</b><br/>Win tickets to see four more motor racing greats join our exclusive club</p> <p><b>48 F1 2011 SEASON REVIEW</b><br/>Round-table discussion of the year just gone and Nigel Roebuck's top 10 drivers</p> <p><b>64 JENSON BUTTON</b><br/>Exclusive interview with the driver who came closest to rivalling Vettel in 2011</p> <p><b>75 FIFTY YEARS OF THE DAYTONA 24HRS</b><br/>Highlights from half a century of the Florida classic, plus the star drivers</p> | <p><b>90 MARIA TERESA DE FILIPPIS</b><br/>The first woman to appear on a World Championship grid on racing in the '50s</p> <p><b>96 LUNCH WITH... MIKE COSTIN</b><br/>He gave his name to Cosworth, which gave F1 its most successful engine ever</p> <p><b>104 ALAN MANN</b><br/>Racer-turned-entrant rose to prominence in the '60s before leaving it all behind</p> <p><b>112 ROAD CARS</b><br/>Car of the Year candidates; Porsche 911 road test and Goodwood memories</p> |
|---|--|

LAT

see  
p88

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# Contents



## FAVOURITES

- |  |   |
|--|---|
| <p><b>14 THE MOTOR SPORT MONTH</b><br/>Kimi comeback assessed; Gethin tribute</p> <p><b>20 EVENTS OF THE MONTH</b><br/>Race of Champions; Safari/RAC rallies</p> <p><b>24 ROEBUCK'S REFLECTIONS</b><br/>Räikkönen's return; Ireland's ire raised</p> <p><b>35 PATRICK HEAD</b><br/>Final column looks at Williams' future</p> <p><b>37 DISPATCHES</b><br/>Stars gather for Wheldon tribute race</p> <p><b>39 ON TWO WHEELS</b><br/>John Barnard's impact on MotoGP</p> <p><b>41 THE US SCENE</b><br/>The perfect winner for NASCAR</p> <p><b>42 LETTERS</b><br/>A lap of the Nordschleife with Stuck</p> | <p><b>120 SIDETRACKED</b><br/>Young driver special; electric dragsters</p> <p><b>124 HISTORIC SCENE</b><br/>Jaguar celebrates heritage at RAC club</p> <p><b>127 AUCTIONS</b><br/>US prepares for Scottsdale Car Week</p> <p><b>129 BOOK REVIEWS</b><br/><i>Autocourse</i> e-book on the 1971 season</p> <p><b>131 DESIRABLES</b><br/>Winter warmers for you and your car</p> <p><b>132 YOU WERE THERE</b><br/>A golden spell for the Indianapolis 500</p> <p><b>134 DOUG NYE</b><br/>Schell minces his words over Behra</p> <p><b>138 PARTING SHOT</b><br/>Ferrari chases sports car glory at Brands</p> |
|--|---|



MARCH 2012 ISSUE ON SALE JANUARY 27



# ||| Matters of Moment |||

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An early-morning trundle up the M1 and I find spirits are high at the parkland circuit, nestled in rolling countryside just south of Derby. New managing director (and old friend) Christopher Tate is relishing the considerable challenge of reviving the track's fortunes in the wake of the infamously disastrous bid to become the home of the British Grand Prix. Local council politics, neighbours bristling over noisy racing cars... it's familiar territory for Tate, who played a pivotal role in the creation of the Rockingham Motor Speedway down in Corby a decade ago (see October 2011 issue). Subsequent spells working for Don Panoz at Elan Technologies, Martin Birrane at Lola and juggling the expectations of demanding historic racers at the Masters Series qualifies Christopher as a captain of diplomacy. He'll need all his patience in this job, and he knows it.

Kevin Wheatcroft, the man who has given Christopher the keys to Donington, joins us for a stroll around his late father Tom's jaw-dropping Grand Prix Collection, the finest Formula 1 museum in the world (there are roughly four other people taking it in – which is part of Tate's challenge...). Unassuming doesn't come near it when describing Kevin, but still he's a hero around these parts. Stricken by grief over the loss of his beloved dad, it was only two years ago that he was handed back a ravaged 650-acre site. As he admits, Wheatcroft wasn't short of offers from a line of potential

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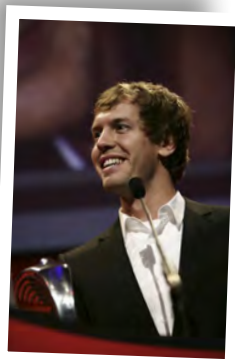
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# ||| Matters of Moment |||

In early December it was on to the ubiquitous Grosvenor House Hotel for the *Autosport* Awards where World Champion Sebastian Vettel quite rightly stole the limelight, and even joined in the feisty BBC vs Sky banter, a recurrent theme of the evening. As speakers go, we should be thankful that he's more Graham Hill than Kimi Räikkönen, whom he mimicked with a wickedly accurate impression. No



wonder he's said to be Bernie Ecclestone's favourite driver – and judging by the reaction of the crowd at the Race of Champions back in Düsseldorf, from where he'd just flown in, Vettel has finally won over his home nation, too. The Germans still go crazy for Michael Schumacher, but this time it was Vettel who got the wilder cheers. About time.

The following lunchtime, it was lounge suits and conventional ties for the British Racing Drivers' Club awards. New president Derek Warwick stepped up to honour his predecessor Damon Hill with the club's highest honour, the Gold Medal. It wasn't Damon who personally negotiated Silverstone's grail-like British Grand Prix deal with Bernie (circuit chairman Neil England was the real man taking the flak – and firing back, from what we heard), but his contribution as a unifying force within a club riven by squabbles for too long deserved such recognition. As he acknowledged a standing ovation, it was the closest we'd seen Damon to tears since Adelaide '94 and Suzuka '96.

Next up, it's our own awards night: the *Motor Sport* Hall of Fame, which will take place at the stylish Roundhouse in London on February 16. We're busy gearing up for what has become the season curtain-raiser for motor racing's movers and shakers, and there's still a chance for you to join us on our big night. Go to the Hall of Fame section of our

website ([www.motorsportmagazine.com](http://www.motorsportmagazine.com)) to win one of five pairs of tickets. And you won't even have to wear a tie...

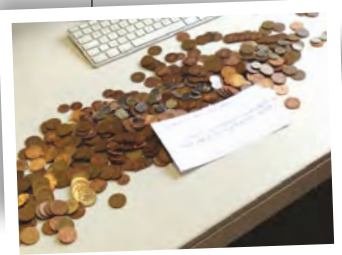
**W**hatever you do, don't wish Patrick Head a happy retirement. He doesn't like it. The ebullient co-founder of Williams Grand Prix Engineering might have stepped down from a frontline role at his F1 team, but he is not about to go gently into the night. That's not really his style.

Instead, Patrick will attempt to quench his thirst for innovation in a new role at Williams Hybrid Power, working on new technologies that will feed back into the sport he loves.

For the past year, we've been honoured to include Patrick as a columnist in these pages. As he signs off in this issue, we thank him for his valued insight and wish him well for the future. But you'll be glad to hear we haven't heard the last of him. In fact, he's back next month when we'll be offering a suitable sign-off to an incredible career as a Grand Prix engineer.

He was determined not to make a big deal out of his change in employment, but we just couldn't agree with that. Why? Because his contribution to the sport of F1 over the past 30 years has been simply immense – and it won't be the same without him.

**N**o one can claim our man Ed Foster is afraid to stand up and be counted (although at 6ft 7in, he looks like he's standing even when he's sitting at his desk). Having lost his bet with art editor Damon Cogman that Michael Schumacher would win a race in 2011 (optimistic!), our associate editor didn't delay



in paying up. He even went to the bank to draw the money specially. All of £10 – in small change. There's nothing like a good loser. Well, not around this office anyway. **M**



PATRICK HEAD



RICHARD HESELTINE



GARY WATKINS



DAVID TREMAYNE

## CONTRIBUTORS

As **PATRICK HEAD** changes direction to concentrate on Williams' expanding hybrid technology business, we bid farewell to our star columnist, but look forward to a Williams special in the next issue. We've also asked him back later in the year to report on progress in his new job. So it's *au revoir* rather than goodbye.

Loud cars and a groovy paint scheme – it was obvious that **RICHARD HESELTINE** was the man to talk to Ford prep hero Alan Mann about his colourful racing days. It gave him a chance to put a few more miles on his Fiat Barchetta, currently bidding to become the longest-lasting example of the pretty little Italian, though Richard's neighbours may have a view on this after the episode of the holed exhaust.

It's been a milestone season for **DAVID TREMAYNE** as he racked up his 400th Grand Prix as a reporter. He's known Jenson Button since he was a rookie, so there was no need for introductions as they sat down for this month's interview. David's also a Land Speed Record expert who plans to experience extreme speeds from the cockpit himself when he drives his own jet car 'Stay Gold' next year.

Knowing he'd been to the past 16 Daytona 24 Hours in a row, it made sense to mark 50 years of the sports car classic by asking **GARY WATKINS** to pick out his greatest races at the Florida speedway. The latest edition will also be the 50th 24-hour race Gary has covered, so he's well used to propping his eyelids open in the small hours in case the leader spins out just when he's having a snooze. He's also had his own first taste of banked racing when the Golf GTi series he runs in visited Rockingham.

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## ■ FORMULA 1

# What to expect as Räikkönen returns

**Can Kimi Räikkönen still cut it in Formula 1 when he returns with Lotus in 2012? That's the inevitable question as we enter a season that will see a remarkable six World Champions on the grid.**

When Räikkönen left Ferrari at the end of 2009 he was thoroughly disillusioned. Not only was that year's car hugely disappointing, but from early on in the season the team had been trying to ease him out of the way to make room for Fernando Alonso for 2010. It was an uncomfortable environment to say the least – and yet Kimi still managed to win the Belgian Grand Prix.

He was eventually paid a large sum *not* to drive for Ferrari, on the understanding that he would not race for anyone else. In other words, had he taken up an offer elsewhere he would have lost out financially. He had talks about rejoining McLaren before Jenson Button got the job, but familiar with

the team's demanding PR schedule, and drained by the '09 season, he opted out.

It was against this background that Räikkönen tried his hand in the World Rally Championship. He retained a foothold in F1, however, as his Citroën was backed by Red Bull – a company that could help ease him back into a prime F1 seat.

Räikkönen was convinced that Mark Webber would retire at the end of 2009, so creating a vacancy alongside Sebastian Vettel. In fact Webber had a great season in 2010, and extended his Red Bull Racing deal to 2011, and later to 2012. And with the likes of Daniel Ricciardo and Jean-Eric Vergne climbing the

Red Bull ladder, any chance Kimi had of joining the team has since receded.

Over the past two years he has often professed his satisfaction with the WRC and a lack of interest in F1. He now admits he has missed the buzz of actual racing – something he realised on trying NASCAR earlier this year.

Aware he had to get back in the game in the best available car, Räikkönen talked to Williams, but prior to the Brazilian GP it was clear negotiations had stalled – and instead he was linked to Lotus.

A deal seemed unlikely given that tentative talks a year before had ended somewhat acrimoniously. This time both sides needed each other, especially after it became clear that

**“HE DOESN'T NEED TO BE DOING THIS – WHICH PROBABLY SAYS ENOUGH ABOUT HIS DESIRE TO RETURN”**



Robert Kubica would not be fit to return to Lotus for the start of the 2012 season. Any past misunderstandings were quickly forgotten, and a deal was soon concluded.

There has been a lot of scepticism about Räikkönen's motivation, but the bottom line is that he doesn't need the money and doesn't need to be doing this – and that probably says enough about his desire to make it work.

It's easy to forget now that the 32-year-old was thrown into F1 in 2001 at Sauber with little chance to do any growing up, and then spent eight years under an intense spotlight at McLaren and Ferrari. Between his WRC commitments he's had a chance to clear his head and see a bit more of the world.

Can he prove the sceptics wrong? He's the same age Damon Hill was when he was starting with Williams and is potentially in his prime. Now it's a question of how good the car is... *Adam Cooper*

*For more F1 analysis, see Nigel Roebuck's Reflections, p24*

## ■ DTM

# DTM champion Tomczyk switches rides

BMW has poached Audi's reigning DTM champion driver Martin Tomczyk for next season.

The 30-year-old German has left Audi after 11 seasons. Tomczyk won the title in 2011 after being demoted from the Abt Sportsline squad to race a year-old car for the Phoenix team.

Tomczyk said on the announcement of his



departure from Audi: “I'm delighted I could repay the trust by winning the 2011 championship title together with team Phoenix. Despite this success, and after careful

consideration, I have decided to accept a new challenge.”

BMW has signed four of the six drivers it needs for next season in Tomczyk, Andy Priaulx, Bruno Spengler and Augusto Farfus Jr. It has yet to announce how they will be distributed among its three teams, Schnitzer, Bart Mampaey Racing and the new Rheinhold Motorsport (RMG) squad.

## ■ FORMULA 1

# Rules change on safety restarts

**For 2012, the FIA aims to make safety car restarts more exciting by removing lapped cars from the leading group.**

These will be allowed to unlap themselves and join the back of the queue before restarts. There will also be a clampdown on cars cutting corners as they head back to the pits. During qualifying in Korea Sebastian Vettel bypassed a chicane to gain

seconds before his final run, but went unpunished.

Races can now last no longer than four hours, even allowing for any red flag suspensions. In 2011 the Canadian GP officially stretched to 4hr 4min.

But the change likely to bring most controversy stops drivers returning to the racing line after they have made a defensive move.



■ FORMULA 1

## New deal revives Texas GP

The US Grand Prix in Austin has remained on the 2012 calendar after the Circuit of the Americas (COTA) agreed a last-minute deal with Bernie Ecclestone.

The original contract for the race was held by Full Throttle Productions, the company run by race founder and Ecclestone associate Tavo Hellmund. However, Hellmund had a disagreement with the investors he had brought in to finance the construction of the new circuit, and when he was unable to pay Ecclestone the fee for the first race, the contract was terminated.

Ecclestone subsequently offered COTA a revised deal with stronger guarantees that the track could pay for events in future years. COTA, owned by financier Bobby Epstein, finally agreed to the new contract just before the World Motor Sport Council meeting on December 7.

The concern now is whether the track can still be built on schedule after construction was stopped during the stand-off.

Elsewhere, despite obvious concerns about safety, the Bahrain GP remains on the calendar as the fourth race of the season.



■ HISTORICS

## Racers return to Nassau

After a break of 45 years, the island of Nassau in the Bahamas reverberated with the wail of racing engines at the start of December, as a group of classic racers took to the street circuit in the inaugural Bahamas Speed Week Revival.

Sir Stirling Moss and veteran cars from the original end-of-season meet were back, including Rob Walton's Maserati 450S which came third in the Governor's Trophy in 1957, a '59 Bocar that had been the spare car on the Scarab team in 1960 and a Bristol-engined AC Ace that appeared in '58. Also back after 52 years away was the 1958 Lotus 15 Climax which won the Governor's Trophy in '59.

As well as a concours d'elegance, two events were offered for the 40-odd cars entered – a hillclimb and a sprint race. The racing was informal, but with the enthusiastic backing of the government and tourist board, as well as talk of a dedicated track being built, this exotic winter event is full of potential.

■ SPORTS CARS

## Brundles pair for Le Mans

Former Le Mans 24 Hours winner Martin Brundle will end a decade-long absence at the French enduro to share a car with son Alex in 2012.

The Brundles will join up in a Zytek-Nissan Z11SN LMP2 prototype (below) entered by the British Greaves Motorsport squad, winners of the P2 crown in this year's Le Mans Series. Alex, 21, will also contest a full schedule with the team in the renamed European Le Mans Series.

Brundle Sr, who last raced



at Le Mans with Bentley in 2001, said: "Racing with your son at Le Mans is obviously a big appeal, but I was also motivated by doing the Daytona 24 Hours this year [he finished fourth in a Riley]. I was surprised at how much I enjoyed it and that my speed was still there.

"There is probably a small window of opportunity for Alex and I to share a car at Le Mans. He's 21 and still developing, but I'm heading into my mid-fifties. This is the right time to do it."

Brundle didn't rule out racing at Le Mans in future, but said that it would depend on his TV schedule. The new Sky Sports F1 commentator has been freed up to do the 24 Hours because the race weekend and the Test Day two weeks before do not clash with a GP.

The identity of the third driver in the Greaves Zytek has yet to be revealed, but the pro-am rules for LMP2 mean that it has to be a non-professional driver.



■ FORMULA 1

## Options shrink for GP drivers

The 2012 Formula 1 grid was still taking shape as *Motor Sport* went to press, but it was already clear that several regulars from the past season will be without jobs. Rubens Barrichello, Adrian Sutil, Vitaly Petrov and Bruno Senna were among those without a confirmed place.

The biggest news is Kimi Räikkönen's comeback with Lotus (see separate story), while Frenchman Romain Grosjean (top) will return from F1 exile to partner the former World Champion.

The Franco-Swiss driver raced for the team under its previous guise as Renault in 2009 after he was drafted in to replace Nelson Piquet Jr. He was dropped at the end of the year having performed poorly alongside Fernando Alonso, but has since rebuilt his reputation by winning the GP2 title.

Also coming back is Pedro de la Rosa (below), the 40-year-old having signed a two-year deal with HRT, while French GP2 graduate Charles Pic (middle) joins Timo Glock at Marussia, the team's third rookie second driver in as many years.

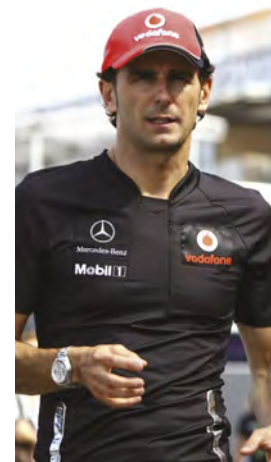
As we closed for press Force India was expected to announce that Nico Hulkenberg had graduated to a race seat alongside Paul di Resta after a season as the team's third driver.

That would have left Adrian Sutil – who finished ninth in the 2011 World Championship behind the top four teams' drivers – still

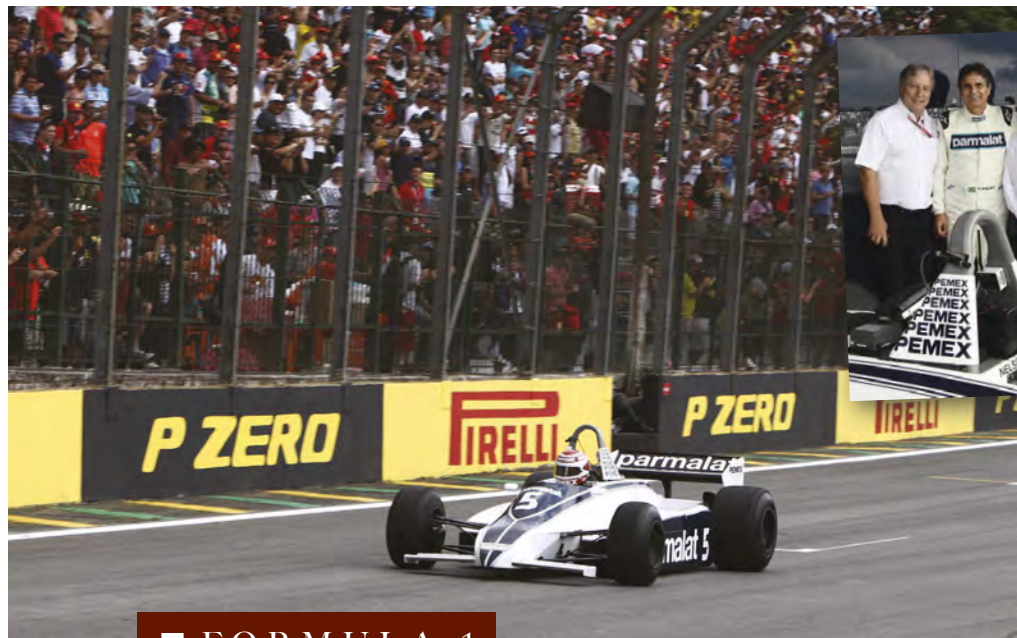
looking for a position. The German was a favourite to land a place at Williams, where Pastor Maldonado has been confirmed for the new season.

There was no firm news on Scuderia Toro Rosso as Red Bull decides what to do with Sebastian Buemi, Jaime Alguersuari, Daniel Ricciardo and Jean-Eric Vergne.

Of the other teams, Red Bull, McLaren, Ferrari, Mercedes, Sauber and Caterham (formerly Team Lotus) have unchanged line-ups, although there is some doubt over Jarno Trulli's position at the last named.



# ||| The Motor Sport Month |||



## ■ FORMULA 1

# Piquet turns clock back in Brabham

**Nelson Piquet took a step back in time at the Brazilian Grand Prix meeting when he had a run in a Brabham BT49 to mark the 30th anniversary of his first World Championship.**

Not usually known as the sentimental type, Piquet was also reunited with many key members of his team, and acknowledged that he had found the occasion more emotional than expected.

Piquet has always turned down invitations to sample historic cars – he and Kimi Räikkönen were the only living World Champions to miss the 60th anniversary celebrations in Bahrain in 2010 – but a personal request from Bernie Ecclestone, and the chance to drive in front of family members, persuaded him to change his mind.

The 59-year-old had not sat in a Formula 1 car since

he finished fourth in his last Grand Prix at Adelaide in 1991 with Benetton, and aside from some outings for fun in Brazil in his son's F3 car, had not driven a pukka single-seater since the 1993 Indianapolis 500. His last race was the 2006 Interlagos 1000 Miles, where he shared victory in an Aston Martin with Nelson Jr.

Piquet first raced Gordon Murray's BT49 in Montréal at the end of 1979, after Ecclestone decided to abandon Alfa Romeo power and return to the Cosworth DFV. In 1980 Nelson took three victories with the car and finished second to Alan Jones in the World Championship.

He scored three further successes in 1981, clinching the title at the Las Vegas finale. While the new BMW-powered BT50 was being

revamped he also used the BT49 in two races in early 1982, losing victory in Rio because of the water-cooled brakes affair.

The car he sampled at Interlagos is owned by Ecclestone and raced regularly by Joaquin Folch. Piquet had two brief sessions, one early on Sunday morning to get a feel for the car, and another shortly before the Grand Prix.

Nelson Jr and other family members watched from the pitwall, while former Brabham men Charlie Whiting, Herbie Blash, Nigel de Strayter and Alan Woollard (above) – all of whom still work in F1 either for the FIA or Formula One Management – went along to wish their former driver well.

Always known for his questionable sense of humour, Piquet taunted the

otherwise appreciative São Paulo crowd by waving the flag of the city's deadly soccer rivals, Rio's Vasco da Gama...

"It's not for me, it's more sentimental for the family, for the kids," Piquet told *Motor Sport*. "They didn't see this before. It was 30 years ago I drove this car, and now they've seen me drive Formula 1. It's a little bit good for that."

"I've been working a lot, and I have no time for things like this. But when Bernie suggested the idea, here in Brazil, I thought for me it would be a pleasure."

"It feels quick for me! I had not expected it to be so quick. The car is not the same, because it had sliding skirts and a lot more downforce, and this has less downforce. But everything came back to me, it felt normal, no problem. For me, it was a very good thing."

Piquet insisted, however, that the outing had not reignited his passion for racing: "No, not at all. I did some F3 races to promote Brasilia, I did Le Mans twice, I did the 1000kms here. My time has already passed, and I have no wish for that."

Nelson Jr is carrying on the family tradition in NASCAR truck racing. "He had a talent to do well in F1, and he was learning," said Piquet. "After all the shit happened, he decided to go to NASCAR, and he likes it very much." *Adam Cooper*

## ■ SPORTS CARS

### F1 allies in GT1 battle

**McLaren and its Formula 1 engine supplier Mercedes-Benz will go head to head in the 2012 FIA GT1 World Championship.**

Two frontrunners in the World Championship will run the respective GT3 cars produced by the two manufacturers. Hexis Racing, which won the 2011 teams' title with Aston Martin, will field a pair of McLaren MP4-12C GT3s in the 10-round series, while All-Inkl.com/Münnich Motorsport will run two Mercedes-Benz SLS AMG GT3s.

The championship is adopting GT3 rules for next season in a move that series boss Stephane Ratel hopes will allow him to assemble a field of 10 two-car teams each representing a different manufacturer. His back-up plan is to amalgamate the series with the FIA GT3 European Championship.

## ■ HISTORICS

### E-type series to continue

**The E-type Challenge, created in 2011 to mark the 50th anniversary of the Jaguar classic, will, against initial expectations, continue in 2012 when the HSCC hosts E-type races at a series of high-profile historic events.**

Initially conceived as a one-off programme, driver demand for another series prompted the HSCC to arrange a second season.

"We spoke to competitors and there was widespread support for the concept," said Grahame White of the HSCC. "We plan to run it on similar lines. There's a pool of about 70 cars ready to race."





■ HISTORICS

## AC Cobra to star in Revival

The 50th anniversary of the AC Cobra will be marked at the 2012 Goodwood Revival with a race dedicated to 30 examples of the Anglo-American sports car.

Goodwood organisers are promising the finest collection of significant and authentic racing Cobras ever assembled in the UK next September.

The special all-Cobra race, the first such event ever run in Britain, will be a 45-minute two-driver contest, with driver changes between 15 and 30 minutes.

It is expected that this one-off race will feature an array of historically significant competition Cobras, including some of the special-bodied aerodynamic Cobra-based coupés. It is hoped that the man behind the Cobra, Carroll Shelby, will be able to attend the Revival.

In September 1961, Shelby asked AC in Britain to supply a chassis modified to accept a V8 engine, and by early 1962 the first Ford-powered Cobra was being road-tested.

■ FORMULA 1

## FOTA hit by teams' departure

The future of the Formula One Teams Association (FOTA) is in doubt after Ferrari, Red Bull and Sauber all signalled their intention to leave.

With HRT having departed in 2010 only eight teams are now represented by the organisation, which is chaired by McLaren's Martin Whitmarsh. In addition Scuderia Toro Rosso – owned by Red Bull and an engine partner of Ferrari – is believed to be on the verge of leaving.

In recent months FOTA, founded in essence to give the teams a united voice in negotiations with Bernie Ecclestone, has been struggling to reach a consensus on various issues.

Key among them is the Resource Restriction Agreement (RRA), FOTA's attempt to keep a lid on costs. Some elements have proved hard to police, leading to a climate of suspicion.

"The RRA really only affects four teams, because they are the only ones big enough to reach the limit," said Nick Fry of Mercedes GP. "If those teams that do have enormous backing end up with a free situation, it's only going to be to the detriment of the whole sport. We will end up even more than we have done already

with the same position as the Premier League, where there are four or five wealthy teams at the top. That's not good for anyone.

"I don't think we should be naïve enough to believe that we can find the perfect solution. People will always be suspicious of others, because if someone's winning and you're not, many people's first idea is that the other person must be doing something that's not allowed. It's usually the situation that somebody's done a better job than the other one."

In the background has been the build-up to the signing of a new Concorde Agreement for 2013 and beyond, as the teams have their own ideas about the size of the slice of the F1 pie they are entitled to.

"That needs to be agreed in the next year or so," said Fry. "The teams were very successful last time in sticking together and negotiating with the promoter.

"I think it goes without saying that all teams would like a bit more money, that's always going to be so. I'm sure FOM [Formula One Management] would say they'd like more money too, and the same with the FIA. So that's a very simple and obvious point."

## OUR NEW WEBSITE

WWW.MOTORSPORTMAGAZINE.COM

The motor sport season may be over, but it seems that doesn't stop enthusiasts wanting to talk about all the racing action and controversies from 2011. The *Motor Sport* site is a popular place to talk everything 'racing', so come and say hello.

### NEW WRITERS

We finished the January issue just days after our new-look website went live on November 14. We announced the arrival of Paul Fearnley, Andrew Frankel and Mat Oxley as new web writers, but at that stage they were so new that they hadn't even had a chance to pen anything!

They have now, though, and the online reaction has been great. Honda's latest electric motorbike, the MotoGP testing rules turnaround, the new Shelby GT500 Mustang and the search for Rubens Barrichello's heir apparent are just some of the topics that have been covered in recent weeks. The online content has broadened even more than ever.

### NIGEL'S NEWSLETTER

Following news about work being temporarily stopped on the Circuit of the Americas, Nigel wrote about the US Grand Prix's rocky history: "As F1 flitted around the USA, trying this venue and that, with sometimes a race in the World Championship calendar, sometimes not, it's hardly surprising that it slipped increasingly out of the American consciousness."

John Miller was quick to

point out that "history shows us that a nation's enthusiasm for F1 is in direct proportion to the success of one of its sons. Alonso, Schumacher, Mansell... need I go on? Bernie needs to get a top-quality racer from across the pond to do the business in F1."

"I'm Canadian," said ASGilbert, "but I hope the US can sustain an F1 race. For those of us who value motoring history, America has earned its place on the schedule. That value of sentiment no longer matters though – France has no race and they merely invented Grand Prix racing."

The new race in Austin, Texas is still on the 2012 calendar, so here's hoping work on the track is finished in time.

### CLASSIFIEDS SECTION

The *Motor Sport* office is often brought to a halt with questions such as, 'if you were going to race a historic saloon for a season, what would you go for?' And it's got even worse since the classifieds section on our website was launched.

Current favourite is the 1991 BMW M3 raced by Cor Euser in the Dutch Touring Car Championship as the official Marlboro BMW entry. Now we just need the budget...



■ HISTORICS

## Senna display is centrepiece of racing car show

Displays celebrating the career of Ayrton Senna, six decades of Formula 3 and 30 years of Group C racing will be key elements of the 2012 Autosport International show at Birmingham's NEC from January 12-15.

The showcase Senna Display will feature karts and cars from his early career as

well as a selection of the F1 machinery that took him to three titles, 41 race wins and 80 podium finishes.

Scottish stars David Coulthard, Allan McNish and Paul di Resta will attend, as will the 1980 World Champion Alan Jones.

An HSCC display will trace the 60-year history of

F3 from the 500cc era through to the modern day, while Group C racing will celebrate its 30th anniversary.

The annual Motorsport Safety Fund Watkins Lecture will feature McLaren team boss Martin Whitmarsh.

And *Motor Sport* will be there. Find us at the bottom of Hall 6 on stand 6922.



## ||| Events of the Month |||

# East African Safari Classic Rally



Björn Waldegård was delighted to finally win a Safari for Porsche, with son Mathias, below, and following rollcage repairs, right

### Mombasa, Kenya

WET WEATHER ON A SAFARI RALLY IS seldom welcomed by the competitors, whose vocabulary will quickly include such phrases as 'mud holes', 'black cotton' and 'flash floods'. The winner of the last really wet Safari, the one held in 1977, was **Björn Waldegård** and so it was no surprise to find him winning the Kenya Airways East African Safari Classic Rally when the weather turned nasty in November.

Winning it in a Porsche 911 also fulfilled some unfinished business from the '70s when Waldegård had tried several times to claim the Safari for the Porsche factory and so nearly succeeded. Since then, he has won the Safari three times with Toyotas, and the Safari Classic in 2007 in a Ford Escort. But to win with a 911 was something special. On the two occasions Waldegård has won the Safari Classic it's been a family affair with his son, Mathias, guiding him to victory.

It didn't pour solidly throughout the nine days and more than 4000km (2500 miles) of the Safari Classic, but the rain

was always around and its effect was to create mud holes and stretches of the infamous black cotton that is worse to drive on than ice. The 46 cars that started the rally in Mombasa were the epitome of the preparer's art with their shining coachwork, but at the finish, after 1740km (1080m) of competitive sections, they all looked much the worse for wear and universally brown. Even Waldegård hadn't escaped, for he had lost the lead on the fifth competitive day when his Tuthill-prepared Porsche slid sideways into a truck that was occupying more than half a particular mud hole.

From the start 2009 winner **Ian Duncan** (Ford Capri 3.0) took the lead, but within two sections Waldegård overtook him, while another former World Rally Champion, **Stig Blomqvist**, saw his chances knocked back when he broke the axle on his Ford Escort RS1800. There was a strong Porsche entry and at the end of the first day seven of the German cars were in the top 10. Waldegård's most serious challenger was **Grégoire de Mévius** in a Kronos 911 who, by the end of day



A mud-covered Gérard Marcy and co-driver Stéphane Prevot were fourth in another 911



two, lay just three seconds behind the leader. One quick time the next morning and de Mévius was ahead, but then his engine stopped on the third section and he lost six minutes. Fellow Belgian **Gérard Marcy** was keeping his Porsche in third place despite a lack of top-end power, while Duncan broke some wheel studs and dropped back to 22nd overall.

The conditions did not favour the low starting numbers since once a car was stuck in a flood, a ditch or a mud hole, then others tended to suffer the same fate. This was the case for **Steve Perez** in his Datsun 260Z, but, as with many others, he found that mechanical problems were also costing time, in his case with a misfire and broken rear control arm. When Waldegård hit his truck and lost 40 minutes of road time repairing the Porsche's rollcage, it was **Geoff Bell** (Datsun 260Z) who took the lead. Waldegård chased the Datsun relentlessly over the next two days, and got back in front despite a puncture with one day left. Also in a frantic race to catch up was Blomqvist, who set several fastest times on competitive sections to finish third, just ahead of Marcy's BM-Autosport Porsche.

The first half of the rally had been enlivened by the presence of extreme sports star **Travis Pastrana**, who drove a Tuthill Porsche navigated by Fabrizia Pons. Though a wet Safari was very different to his normal experiences, the American set two fastest times and was sixth at the end of day two before losing road time with brake problems. Although only able to stay for four days, Pastrana said: "This rally is absolutely epic - one of the best experiences of my life." *Franca Davenport*

**Ian Duncan/Amaar Slatch Ford Capri led early on before falling to seventh**

McKlein



**Gwyndaf Evans/John Millington survived gearbox change in Mk2 to win the RAC**

## Roger Albert Clark Rally

**Helmley & Carlisle, UK**

ULTIMATELY, **GWYNDAF EVANS** AND **John Millington** scored a resounding victory on the 2011 Roger Albert Clark Rally, but that does not tell the full story of the eighth running of this challenging event.

Created to re-live the RAC Rallies of the 1970s and '80s, the Roger Albert Clark was once again a fierce test of man and machine as the four-day event tackled the forests of Yorkshire, southern Scotland and Kielder. With the main focus on historic cars, the event drew thousands of spectators and a very competitive entry, topped by 2009 winner Evans in the Ford Escort Mk2 built and run by former WRC-winning co-driver **Phil Mills** and his Viking Motorsport team.

Although their winning margin was nudging eight minutes by the time they sprayed the champagne in Carlisle, Evans and Millington had to work hard to earn victory. This is an event that is run on maps and not the route or pace notes which dominate modern events, and Evans was quick to admit that driving without route notes took him well outside his comfort zone.

Then, over the opening two days, a concerted challenge from

the Escort Mk2 of **Paul Griffiths/Sam Collis** kept Evans on his toes. But the biggest threat to the Welsh ace came late on Sunday when he lost all but fifth gear in the Twiglees stage. They got out of the stage and the Viking team changed the 'box in less than 15 minutes on the side of the road to get them going again. "This is a proper rally and the Viking team was magnificent," said Evans after his first competitive outing since the snow-bound 2010 event.

Griffiths kept to within two minutes of the leader until Sunday morning when he elected for a major attack in Ae, his favourite forest stage. But on the second run through a snowy and slippery Ae his rally came to an end in a ditch. The 14-mile stage also claimed three other top 10 runners.

However, it was the final Monday

morning leg that offered some of the toughest conditions as deep snow hit the 18-mile test in Kershope forest. Evans had enough in hand to set a measured pace. "That was certainly the sting in the tail," he said.

**David Stokes** and **Guy Weaver** had taken second place when Griffiths went out, but went into Kershope on gravel tyres, and a 1min17sec advantage over **Tim Pearcey** and **Neil Shanks** turned into a 34sec deficit as Pearcey capitalised on second-hand snow tyres. On his first attempt at the rally, Pearcey was jubilant to finish second, but it nearly went wrong in Kershope. "We had the most enormous moment halfway through and I really thought we were going off," he admitted.

**Charlie Taylor/Steve Bielby** had another fine run to take fourth place for the third time, while best of the older category one cars was the Lotus Cortina of the evergreen **Bob Bean**, partnered by **Malcolm Smithson**. Even a trip into a ditch in Ae after the throttle stuck open failed to deter the 73-year-old veteran of 37 RAC Rallies. *Paul Lawrence*

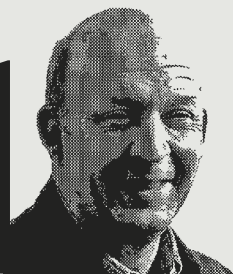


**David Stokes/Guy Weaver Escort was third, behind RAC rookie Tim Pearcey/Neil Shanks, left. Above: evergreen Bob Bean won Historic class**



Mark Whittle & Paul Lawrence

# Nigel Roebuck



## REFLECTIONS

- The return of Räikkönen, the decline of Massa
- How the party turned sour for Ireland at Lotus

**S**ave that the order was different – and unique in 2011 – with Mark Webber winning and Sebastian Vettel finishing second, the Grand Prix season finale in Brazil was pretty much a reflection of the whole year: the Red Bulls away on their own, with McLaren next up and then Ferrari (or, to be more accurate, Alonso).

“When they told me about my gearbox problem,” Vettel said, “I had to turn down the engine and start short-shifting...” Given that, even in this compromised state, Sebastian’s Red Bull was able to set a new fastest lap soon after half-distance, one was left with the thought: Ye Gods, how quick *is* that thing?

Interlagos has always been potent, a cauldron of a race track. In its contemporary, shortened form it holds not a candle to the original circuit, but still it retains the flavour of the old place with some testing

and unorthodox corners, and as long as the *Paulistas* never lose their passion for Formula 1 (inconceivable), it will remain a classic venue, one of increasingly few on the World Championship calendar.

Bernie Ecclestone recently said that he could see the day coming – and before too long – when Europe, the traditional heartland of F1, would be left with only five Grands Prix. “I think Europe’s finished,” he added. “It’ll be a good place for tourism, but little else. Europe is a thing of the past.”

Observing the dithering machinations in Brussels over the last few months, in particular the Napoleonic struttings of the dreadful little Sarkozy, it is not easy to fault Bernie’s logic, but in fact this is not a thought which has come to him recently. Back in the mid-90s he explained to me the way his thinking was going when it came



Spa and Massa: both circuit and driver face an uncertain future in Formula 1



to the composition of future World Championship schedules. “We’ve got to look for new places,” he said firmly. “In 10 years Europe will be Third World...”

At the time of that conversation there were 16 races on the championship calendar – Ecclestone was adamant he would never, ever, *ever* put on more than that! – and 11 of them were in Europe. This season past, without the merciful cancellation of Bahrain, we would have had 20, 11 of them *outside* Europe.

The balance, then, has swung strongly towards – in F1 terms – the New World. In Europe we have lost such as Imola, Estoril and Magny-Cours; outside of it we have picked up Grands Prix in Malaysia, China, Bahrain, Singapore, Korea, India and Abu Dhabi. For now Europe retains Spain (two races), Monaco, Britain, Germany, Hungary, Belgium and Italy, and, according

to Bernie’s latest prognostication, three of those will shortly disappear.

Spain will obviously lose one, with Barcelona and Valencia perhaps alternating in the manner of Hockenheim and the Nürburgring, but where else will the axe fall? You can reasonably assume that Monaco, Silverstone and Monza are set in stone, so the places known to be struggling financially are logically going to offer themselves up for sacrifice – and one of those, inescapably, is Spa.

Ecclestone, I know, has a soft spot for Spa, in the sense that the racer in him – and it’s still there, however much he may seek to disguise it – appreciates that the place is in the very fabric of motor racing. And Bernie knows, too, that getting rid of it would appal an untold number of F1 aficionados. I know people who religiously make the trip to the Belgian Grand Prix

each year – just as others wouldn’t miss Le Mans – yet are quite happy to give Silverstone a miss.

Ecclestone, though, is no longer the one-man band he was, and thus even less inclined than ever he was to allow heritage and sentiment to influence the shaping of the World Championship. These days he is effectively an employee – albeit one with certain privileges – of commercial rights holder CVC Capital Partners, where only the bottom line counts.

Why else would we have finished up with a dump of a Grand Prix like Korea? I didn’t go to the first race there, in 2010, and when colleagues got back and told me about it, I made a firm resolution not to go to the second, either. Their experiences rather reminded me of the film critic who was asked what he thought of *Titanic*: “I’d rather have been on it...” >>>

All Images LAT

# Nigel Roebuck

Fortunately, though, we still have venues like Spa and Suzuka and Monza, and we should perhaps take care to savour them while we can. Interlagos, too. To my mind, the great disappointment of the 2011 season-closer was that Felipe Massa, so often brilliant for Ferrari at his home circuit in the past, failed to make any impact at all. It hardly needs to be said that his season was beyond disappointing, but still I hoped that in Brazil he might remind us of the driver who, as team-mate first to Michael Schumacher, then to Kimi Räikkönen, won several Grands Prix for Ferrari, often consummately.

There are those who reckon Felipe has never been the driver he was before his life-threatening accident at the Hungaroring in 2009, but Martin Brundle's theory is that more damaging was that day at Hockenheim the following year, when Ferrari – mindful of the World Championship – ordered him to let Fernando Alonso through for the win. 'Team orders', it will be remembered, were then banned, and while that might have been idiotic in itself, nevertheless it was in the rules at the time. Hence, the coded radio message to Massa which was never going to fool anyone: 'Felipe, Fernando is faster than you. Have you understood?'

No question about it, Alonso was faster than Massa, and if DRS had been around at the time he would have been able to pass him without problem; as it was, he was stuck in his team-mate's 'dirty air', and thus the instruction was given.

"I'm a fan of Felipe's," says Brundle, "because, apart from his driving ability, I think he's a thoroughly nice person, as



"I think Hockenheim affected Felipe more than anything else"

well. Having said that, though, I know it's the stopwatch that matters – and he's up against Fernando..."

On the stopwatch, Massa didn't actually show too badly in 2011. He may have been out-qualified 15-4 by Alonso, but he was one of only four drivers to make it into Q3 at every race, and often he wasn't far away from his team-mate. On race day, though, the picture was very different. While Fernando won at Silverstone and made nine further podium appearances, Felipe never once finished higher than fifth. At the end of the season he was 139 points adrift of Alonso – and Ferrari was 124 points behind McLaren in the constructors' championship. Very well, neither was anywhere near Red Bull, but the statistics within his own team have not escaped Luca di Montezemolo, which is why next year – the last of his contract – will be Massa's final season with Ferrari.

"I actually believe," says Brundle, "that what happened at Hockenheim in 2010, when Felipe was ordered to give way, affected him more than anything else – including his accident. I think it buried him psychologically. Should it have done? No – he should have been able to see that it was in Ferrari's interests for Fernando to win that day, and move on, but..."

In the lull which inevitably follows the final Grand Prix of the year, the big talking point – forgetting the rift in the Formula One Teams Association over the vexed question of cost capping – was that Räikkönen, after a two-year sojourn in the World Rally Championship, was coming back to Formula 1 with Renault, lately renamed Lotus.

As soon as Robert Kubica let it be known that he would not, in spite of everyone's hopes, be fit enough to resume his F1 career at the beginning of next season, Renault team principal Eric Boullier had to consider his options. Already he had Vitaly Petrov and Bruno Senna on board, with Romain



Grosjean in the wings, but none could be considered number one driver material, and that is what any serious team obviously needs, not least so as to *know* the true competitiveness of the car.

Although Räikkönen at first professed to love his new life as a rally driver, saying that it was a more relaxed world, and therefore much more to his taste – indeed he made a point of stressing how much he did not miss F1. No doubt that was true, in many ways: even more than Lewis Hamilton, Kimi always disliked the strenuous PR regime in F1, and although he had conspicuously less of it at Ferrari than McLaren, still he found the whole business of personal appearances and the like both tedious and onerous.

Once in a while, indeed, he needed to be reminded that his telephone-number retainer wasn't for driving alone: Räikkönen thought it should be – and perhaps, if he had always driven as he *could* drive, he might have got away with it. The problem was that, although sometimes touched by genius, too often





Räikkönen, seen here in Sweden 2010, has struggled to get to grips with WRC. Left: dabbling in NASCAR last summer. Below: success with Ferrari in '07 was short-lived

Daniel Roeseler



Kimi sold himself – and therefore his team – short. At McLaren they used to say that they could tell on the Thursday if this were going to be an ‘on’ weekend for Räikkönen or not, while at Ferrari they were mystified that so often the highest-paid driver in the world was outpaced, and sometimes consummately, by team-mate Massa.

As the news began to do the rounds that Räikkönen was returning to F1 – and not, as long anticipated, with Williams but with a team further up the grid – it was inevitable that his Ferrari performances, relative to Massa’s, should come up for discussion. Felipe, people murmured, had more often

than not been quicker than Kimi, yet plainly couldn’t live with Alonso, so...

These things are rarely as simple as they seem, as Brundle points out: “For one thing, that was the Felipe of 2008 – not the Felipe of today.”

For another, has Räikkönen himself changed? His three years at Ferrari were always a mystery to me in the sense that, although he won his first race for the Scuderia at Melbourne in 2007, his form was then patchy until the second half of the season, when he drove with consistent brilliance, putting himself in contention for the World Championship, which he duly took – by a point – at the final race.

Thereafter Kimi was sometimes a factor, but too often not, and by 2009 Luca di Montezemolo – the man instrumental in bringing him to Maranello, at the expense of Michael Schumacher – decided he could wait no longer for Alonso, and declared that Räikkönen’s contract would be terminated a year ahead of time. Ironically, following Massa’s accident in Hungary, Kimi – now partnered by such as Giancarlo Fisichella and even Luca Badoer – very much stepped up to the plate, looking far more like the driver of old.

It had come too late, though – and

perhaps Räikkönen himself wasn’t too sorry to leave. At Ferrari everyone had liked him, but it was never felt he had made much of an effort to integrate with the team, as Alonso was to do, and he was hardly ever seen at Maranello. For a time there were serious discussions about a return to McLaren, now in the post-Dennis era, but ultimately fiscal agreement proved impossible to reach. Martin Whitmarsh signed Jenson Button, and Räikkönen went off to try his luck with Citroën.

In many ways, it was absolutely the right thing to do, for there was evidence that Kimi had become worn down by the life of a Grand Prix driver. A party animal of considerable renown he may be, but no driver I can remember ever had less taste for the razzamatazz of F1, and in the paddock he invariably cut a morose, even bored, figure. A break with all that was probably no bad thing, and most observers doubted he would ever be back.

Ah, but that was then, and this is now. Much as Räikkönen had always adored driving a rally car, it’s fair to say that his new career did not pan out the way he – or Citroën – had hoped. Invariably Kimi was quick, although not to a point that he threatened the Loeb and Ogier, but there were a great many shunts, and some wondered if he had the temperament for this new line of work.

For him, too, the glitter began to fall away. Competing against the clock was one thing, but increasingly Räikkönen found that he missed wheel-to-wheel combat. During the early summer of 2011 he competed in a couple of NASCAR events, but although he enjoyed them and they rekindled his taste for racing, no one expected anything to come of this brief adventure, not least because a 36-race season was unlikely to appeal to the Kimster...

When it became known that he had visited Williams, that discussions of a possible deal were underway, everyone wondered why Räikkönen, late of McLaren and Ferrari, would wish to return to Formula 1 with a team far removed from its glory days, one unlikely to provide him with a front-running car. Then they wondered how, even if the principles of an agreement could be reached, Williams could meet Kimi’s inevitably lofty financial requirements. >>>

# Nigel Roebuck

In the end nothing came of that, and Räikkönen's managers instead negotiated a contract with Renault/Lotus which means – apart from anything else – that in 2012, for the first time in history, no fewer than six World Champions will be on the grid. A quarter of the entire field.

"I know," says Brundle, "that a lot of people think the teams should be taking on new, young drivers, and I can see their point of view, but for me the great story is, 'Will Kimi do a better job in his comeback than Michael?' He should, because he's younger, he's been away for a shorter time – and he has been competing while he's been away. The question is, will all the frustrations that made him leave F1 in the first place still be there, or not? Let's be honest, Kimi lacked motivation, didn't he – and that was when he was driving for Ferrari!

"Should he have put more effort in? Of course he should – he never really integrated with Ferrari, but that's him. When you sign a driver, you take the whole package, don't you? If you take Kimi Räikkönen on, you're not hiring a stand-up comedian...

"I was talking to Petter Solberg about Räikkönen the other day, and he said that the guy they saw when he arrived in rallying was completely different from the one they know now, two years later. Much more approachable, much less smart-ass... Solberg thinks he's a different character altogether.

"How will he go? I think it depends completely on the car – that worries me more than his ability, to be honest. If you give Kimi a race-winning car, he can win the race – but then I think you can also say that still about Michael.

"It seems to me that a number of things built up with Kimi over the years – things he doesn't like, like media, PR, and to an extent testing. Never forget that there's no testing now – there are 20 races, and the drivers love that, but they're actually doing a lot less driving now. They're not pounding round Barcelona, doing three Grand Prix distances in a day, and I think that'll suit Kimi very well. He's got to drive that team

forward, and make them believe in themselves. If he's as lazy this time as he was the last, it won't work, but if they have the wherewithal to provide him with a car that gives him a sniff of victory..."

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**S**peaking of party animals, among those of us who knew him, it's amazing how often the name of Innes Ireland crops up. Just recently I was with a group of colleagues, discussing the predicament of a well-known contemporary Grand Prix driver, and it occurred to me that Innes would have used a particular word to describe his condition. It is not a word I can reproduce here, but it made everyone laugh – and perhaps offered a little insight into Ireland's irreverent character to those present who never had the good fortune to know him.

And a character is what he was. We miss him to this day, just as we do Rob Walker: mere mention of either man tends to cause the anecdotes to flow, rather as with Noël Coward and John Gielgud in theatrical circles. They got along famously, Innes and Rob, not least because they shared a natural gift for dry wit, not least because they were – in the old-fashioned sense of the word – gentlemen.

This doesn't mean, however, that Ireland was unfailingly affable. In mixed company, certainly, his behaviour was invariably impeccable, but in certain circumstances his fuse was almighty short, and policemen – particularly officious Italian policemen – had a particular gift for igniting it.

On race day at Monza one year I had lunch in the paddock with Innes, and afterwards – the race started at mid-afternoon in those days – he proposed a stroll through the pitlane. A certain amount of red wine had been taken, and he radiated bonhomie as we chatted with people along the way.

Having walked the length of the pitlane, Innes then suggested a wander down to the first corner, and this is where everything started to go awry. We had the correct passes, of course, which – theoretically anyway – gave us carte blanche to go pretty



well where we wished. But for reasons unexplained a member of the *carabinieri* stepped forward, and indicated we should go no further.

Innes – still uncoiled – attempted to persuade him that all was in order, that our credentials entitled us to proceed, but to no avail. Instead the man, encouraging us to turn around, prodded Innes hard in the chest, and at that point my heart went into free fall, for I had seen my friend in similar situations before and knew they did not bring out the best in him.

At once Innes grabbed the policeman's tunic – in the area of the neck to be precise – and began loudly advising him, in words of few syllables and almost exclusively four letters, that he would go where he wanted, thank you very much, and no \*\*\*\* in a





Graham Hill pursues Ireland at the Glen in '61, where the Scot was in fine form after scoring the first GP win for Lotus and Chapman, right



uniform was going to stop him. This had a bad effect on the \*\*\*\* in the uniform, who at once slipped the rifle off his shoulder and waved it in the direction of his assailant, screaming excitedly as he did so.

By now I was becoming seriously concerned, for Innes showed no sign of relenting: I could see the pair of us being marched off to the clink somewhere, and – apart from anything else – missing the race, which was now near at hand. “Innes,” I said urgently, “the start’s in half an hour...” He gave me to understand that he wasn’t greatly concerned.

By now we had been joined by two further members of the constabulary, and

they, too, had their rifles at the ready. Innes seemed not to notice – or, at least, not to care – and I began to wonder how I was going to explain to *Autosport* that I hadn’t written an Italian Grand Prix report because I hadn’t seen the Italian Grand Prix.

Then – thanks be to God – RRC Walker

arrived. The cavalry, in genteel form. He and a friend had also decided on a stroll, and they took in at a glance what was happening here. Crucially, something about Rob rang a bell with one of the cops – “Aye, Stirling Moss!” He smiled graciously, and tried to explain – he was no linguist, having an innate distrust of foreign tongues – that the wild man they were attempting to contain was himself a former Grand Prix driver, indeed a close friend of Stirling’s...

I will never know how he got the message across, but it worked like a magic trick. At once the aggression evaporated, the rifles were reshouldered, and handshakes proffered. Would Rob and Innes sign autographs? They would, and so we went on our way back to the pits finally, Innes keen to give them the final flourish of a distant V-sign, Rob successfully discouraging him. And thus it was that we all got to see the Italian Grand Prix, won, I seem to remember, by René Arnoux.

As the 2011 season came to a close, the thought occurred one day that 50 years had passed since Team Lotus won its first World Championship Grand Prix. True, the marque Lotus had won several times before, thanks to Moss in Walker’s privately-entered car, but Ireland’s victory at Watkins Glen in 1961 was the first by a Lotus in green. It was also to be Innes’s only Grand Prix win.

There had to that point been two Grands Prix in the United States, the first in 1959 at Sebring, where circuit organiser Alec Ulmann had a three-year option on the race. Unlike the celebrated 12 Hours sports car race, the US GP at Sebring was not a commercial success, and so the following year Ulmann put the race on at Riverside, one of the finest circuits in the country.

F1, though, didn’t play well in California in those days, either, and although Ulmann tried to ‘place’ the race elsewhere in 1961, he was unable to do a deal. Plainly his mindset was that if he couldn’t put it on, neither was anyone else going to, and he stubbornly clung on to his option to the very day of its expiry. In the international calendar the US Grand Prix had been granted a >>>

# Nigel Roebuck

date of October 8, and once Ulmann was out of the picture finally, and an offer made to Watkins Glen, only six weeks remained.

They were simpler times, were they not? In today's world, putting on a Grand Prix at only 40 days' notice would be utterly out of the question, but in the little town in upstate New York they set to work, and everything necessary was accomplished. At last the US GP had a home, and for the next two decades 'The Glen' was a fixture in the World Championship, invariably hosting the season's last race and creating an end-of-term feeling never equalled by any other circuit.

That first Grand Prix at the Glen pulled a crowd of 60,000, hugely more than Sebring or Riverside, and in all probability the numbers would have been greater still had Phil Hill – America's first World Champion – been among the starters with a 'sharknose' Ferrari.

Hill had clinched the title at Monza a month earlier, but this was of course the race in which his team-mate – and title rival – Wolfgang von Trips was killed after a touch with Jimmy Clark on the second lap. Fourteen spectators also lost their lives, and Italian motor racing was plunged into frenzy.

"You can't imagine what it was like," Hill told me. "The Vatican pitched in like always, saying Ferrari should stop building cars, and racing should be banned, and so on... I was with the Old Man for days afterwards and there was all this, 'Oh, what are we going to do?' stuff. It seemed like everyone in the damn country was milling around, and there's Ferrari, with three days' beard growth, and bathrobes and everything, to appear... He'd probably been through it dozens of times."

Originally three Ferraris were entered for the US Grand Prix, but von Trips was gone, and Richie Ginther – having announced, like Dan Gurney before him, that he was leaving Ferrari for BRM – had been shown the door. Perhaps, had the cars made the trip across the Atlantic, the team might have put Giancarlo Baghetti or Lorenzo Bandini in with Hill, but it soon became clear to the new World Champion that he wouldn't be racing in his home Grand Prix.

How, I asked Phil, were you ever able to forgive Ferrari for denying you that? "Oh," he laughed, "I didn't have enough sense to know that he was supposed to go to the Glen, you know – I thought it was clever that he could go into mourning and get out of it! Yes, it was terrible we didn't go, and today it would just be unthinkable, wouldn't it? I was pissed off, but the whole Trips thing was a big trauma – I just sort of fell into it and felt that it would be selfish, in this time of great trauma, for me

to say, 'I want to go race some more...'"

No Ferraris, then, at this last Grand Prix of a season dominated by the team. Had they made the trip, Hill would likely have won; as it was, he was at the Glen in the capacity of honorary chief steward.

Formula 1 was far less rigid in times gone by, and an attractive feature of Grands Prix in countries like the USA and South Africa was one-off appearances by local drivers. Hill and Ginther may have been absent from the grid at Watkins Glen, but still American fans had no fewer than *eight* drivers

to cheer for, F1 regulars Gurney and Masten Gregory being joined by Roger Penske, Walt Hansgen, Jim Hall, Lloyd Ruby and Hap Sharp, as well as the Philadelphia-born Canadian Peter Ryan.

Of the newcomers the quickest in practice was the 21-year-old Ryan, at the wheel of a Lotus 18. Just the weekend before, at the wheel of a 19, he had won the Canadian Grand Prix sports car race at Mosport,

with Pedro Rodríguez second, and S Moss, no less, third. At the time many saw Ryan as something of a prodigy, and he had his hopes of a Lotus F1 drive some time soon. The following year, sadly, at the wheel of a Lotus in the Formula Junior race at Reims, he tangled with another car and died in the ensuing accident.

If the Ferraris had cleaned up through the 1961 season, beaten only by the virtuosity of Moss at Monaco and the Nürburgring, there were already signs that the following year would be different. The four-cylinder Climax motor – used even by BRM in '61 – had been out-powered by Ferrari's V6, but by now the V8 Climax was coming on stream and BRM's own V8, tested but not raced by Graham Hill at Monza, also looked highly promising.

Partnering Hill at BRM was Tony Brooks, who retired after this final race at the Glen, and thus never got to experience the V8 car – until 1997, believe it or not, when he drove it in the one-off 'Basildon Grand Prix', a fund-raising event put on by Canon Lionel Webber. Tony, I remember, was positively glowing afterwards: "Now," he said, "I understand how Graham won the championship in '62..."

To America, though, BRM brought only the old 'Climax' cars, and the only V8s present were in Jack Brabham's factory Cooper and Moss's Walker Lotus. Troubled by a severe misfire, Stirling opted to race the four-cylinder engine, but still he was able to give Jack a decent fight on race day.

Soon after half-distance both, though, were out, and Ireland took over the lead, pursued first by Hill, whose magneto began to play up, and then by Roy Salvadori, driving perhaps the best F1 race of his life. In the Yeoman Credit Cooper, Salvadori began to hack into Ireland's lead in the late laps, and Innes was powerless to do much about it: his fuel pressure was falling, for the very good reason that he had very little fuel left.

In practice Ireland had been lucky to escape with only bruises from a big accident, brought about by the failure of a steering arm. No barriers in those days of course, and, as Innes inimitably described it, the Lotus 'took to the woods...' Although the mechanics were able to rebuild the car, they couldn't do anything about a sizeable dent in the fuel tank, which reduced its capacity by a couple of gallons. >>>



“Chapman just mumbled something about not needing me”



# Nigel Roebuck

As the race wound down, that looked like being crucial: it seemed that it would be the inspired Salvadori rather than Ireland who would score a first GP victory, but then Roy came up to lap Clark, whom he felt held him up in an effort to help Innes, his team-mate. Finally Salvadori did find a way through, but almost immediately – with three laps to the flag – his engine blew, the consequence, he believed, of over-revving in his efforts to get by.

“Quite honestly, there were only a couple of times in my career,” he told me a few years ago, “when I really felt I might win a Grand Prix. One was at Silverstone in ’56, when I was in the Gilby Maserati, and eventually went out with fuel starvation. I’d been running second to Moss’s factory 250F, and I couldn’t do anything

about him, but I was ahead of Fangio and Collins – and they finished 1-2 after Stirling eventually retired. And the other time, of course, was that day at Watkins Glen...”

After facing pressure at the very end from Gurney’s Porsche, Ireland – running on fumes – scampered over the line to win, and the post-race photographs amply reveal the joy not only on his own face but also that of Colin Chapman: Team Lotus had finally won a Grand Prix.

What Chapman already knew at that moment – and his driver did not – was that Ireland had raced a factory Lotus for the last time. At the Earls Court Motor Show a fortnight later Innes got into conversation with Geoff Murdoch, the competitions manager of Esso, a longtime sponsor of Lotus, and it was from him that he got the first inklings that something was afoot.

Unforgivably Chapman had seen fit to share his plans with sundry folk associated with Lotus, yet not troubled to mention it to the man who had just broken the team’s Grand Prix duck. Ireland tracked him down elsewhere at the show and demanded to know what was going on.

“He wouldn’t look me in the face,” Innes said years later, “which is never a good sign with anyone – and particularly Colin. He just mumbled something about not needing me for 1962...”

This was Chapman at his most pragmatic, which was very pragmatic indeed. Although Ireland had usually outpaced Clark in ’61, if not by much, their boss had concluded that the future of the team lay with Jimmy. In itself, Chapman’s logic couldn’t be faulted, and events bore



out the wisdom of his decision to focus on Clark. But the cursory manner in which he dealt with Ireland was dreadfully disrespectful to a man who had given his all to Lotus for some years, and I always felt – to the day he died – that there was a part of Innes which never got over it.

“Chapman,” says Moss, “was pretty horrible in the way he treated Innes, and that’s all there is to it. I was appalled – but not surprised, quite honestly.”

It was a fact that Ireland and Clark, while both Scots, had not got on especially well during their period of working together, and it must be said, too, that they differed considerably in their approach to motor racing – and to life. My late friend Jabby Crombac was close to both Chapman and Clark, but he was also fond of Ireland.

“This was very early in Jimmy’s career, of course, and at that time he had not seen much of the world, and was perhaps... a bit of a prude. He hardly touched a drink, whereas Innes was the opposite – I don’t think Jimmy approved of some of his behaviour, and at the same time Innes thought Jimmy a bit of a goody-goody...”

“I felt very sorry for Innes when Colin sacked him,” Crombac said. “Of course it was clear that Jimmy was the driver of the future, but at the same time Innes had been very faithful to Lotus. When Graham [Hill] left to go to BRM after 1959, Innes was invited to go with him, but he told me that he stayed with Lotus because he thought it would be hard on Colin to lose both his drivers at the same time – and I believed him. Colin was my great friend for so many years, but he was... not always kind...”

Once Ireland retired from motor racing, early in 1967, he took up journalism. An extremely well-read man himself, he could write quite beautifully, I thought, and no words on motor racing ever moved me more than those he wrote for *Autocar* on the occasion of Clark’s death. When I asked him about that piece, he told me he had stayed up most of the night writing and re-writing, wanting to get it right.

“It’s true that Jimmy and I weren’t close when we were driving together,” he said, “but we got along much better as time went on. I didn’t consider him

the best ever – for me that will always be Stirling – but undoubtedly he was the greatest of his generation. I was extremely sad when he died.”

For years Ireland worked for *Road & Track*, writing race reports and features, and I remember a huge party at a Grand Prix somewhere in the late 1980s, laid on by Camel, then the primary sponsor of Lotus. Everyone with a press credential was invited, it seemed – except, by some oversight, Innes. I quietly pointed out to the PR that this was the man who had scored the first Grand Prix victory for Team Lotus, and was met with a blank expression.

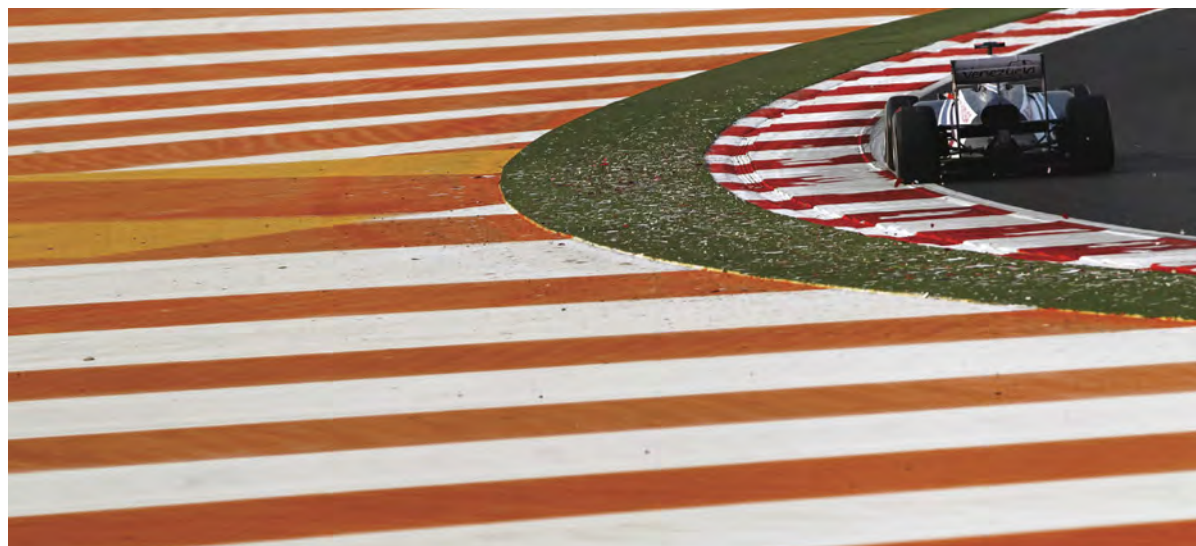
Ireland, it must be said, always grappled with the concept of public relations, but to his credit he roared with laughter. Apparently they didn’t know, I told him, about you at Watkins Glen in 1961. “Why should they?” he said. “Neither did bloody Chapman!”

Innes, I raise a glass to you. **M**

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# ||| Patrick Head |||

## RACING LIFE



LAT

## A CHANGE IN DIRECTION

**I**N MY FINAL COLUMN FOR *MOTOR SPORT*, I TURN TO A PAINFUL subject: the performance of Williams F1 in the 2011 World Championship. It is seven years since we won our last Grand Prix – in Brazil in 2004 – and eight since we were serious title contenders in '03, a championship we should have won.

Since 2004 we have experienced a number of commercial challenges, starting with the departure of BMW at the end of '05. With 10 GP wins together but no titles we did not achieve our joint targets, but BMW's one race win in four years of running their own team shows that Formula 1 is never easy – a part of its fascination.

Frank Williams and I have always been very supportive of reinvestment and we have strong facilities for our engineers. Since '05 the budget has somewhat restricted engineering bandwidth, design and manufacturing resource, but increased budget is generally linked with improving track performance. The challenge is to punch above our weight and move upwards.

In recent years Williams has made well-intended positive predictions about new cars, only to fall below expectations. We have then usually made relative progress through the year, but this characteristic had become so repetitive we concluded that changes in senior technical positions had to be made.

The mix of technical abilities and personal characteristics required in leading an F1 team is complex, and the subject of detailed consideration. It is a challenge to get these aspects right.

Adrian Newey is seen as F1's most successful designer of the last two decades, but his record at Red Bull is particularly impressive. Much credit must go to Christian Horner in his direction of a large, complex structure, which combines getting the best from Adrian with the organisation and engineering discipline that wins titles.

So we have new senior staff at Williams. Technical director Mike Coughlan, head of aerodynamics Jason Somerville and chief operations engineer Mark Gillan are reviewing what they find.


They seem pleased with the facilities, although obviously they bring some plans for improvement, and pleased with the standard of engineering design and manufacturing staff. I'm sure there will be some restructuring over the winter under their leadership.

The FW33 design was bold in a few areas, particularly the transmission and rear suspension, but the car has exhibited the same corner-entry rear-end instability all season. This has been challenging for the team and drivers, but operational disciplines have been maintained, and the car has been generally reliable. But regular 11th, 12th and 13th place finishes earn nothing in points.

The Williams-designed and built KERS has been good, if sometimes limited by cooling considerations, but a considerable achievement by the system designers and technicians. However, this alone does not overcome the handling weaknesses.

Without intending to detract from the achievements of teams that have moved ahead of us in 2011, some have benefitted from being able to apply the developments of larger teams that they are associated with or purchase assemblies from. The benefits to a car from the sophisticated management of engine exhaust 'blowing' has been considerable, but not available to ourselves.

If Williams is to maintain its design and manufacture of almost the whole car in-house, it must justify it by producing a faster car capable of consistent top 10 qualifying and podium places. This is a big challenge for the new technical staff, but meet it they must.

I am confident that the new technical leadership will bring Williams back to a stronger position. Our recent performances have been affected by unexpected engine problems, often limiting practice mileage, and at Abu Dhabi preventing Rubens (Barrichello) from qualifying. We've been working with Renault for some months on the installation of their engine in our 2012 car and, with a second straight title behind them powering the Red Bulls, we know this part of our package will be fully competitive. 



# ||| Rob Widdows |||

## DISPATCHES



## A RACE TO HONOUR DAN

**M**ONDAY NIGHT IN MILTON KEYNES. COLD, DARK, NEON lights and roundabouts as far as the eye can see. Doesn't sound too promising, does it? But it was an uplifting night. The motor racing community had come together to remember a friend.

Last summer I spoke at length to Indy 500 winner Dan Wheldon. I liked him very much, found him to be open, thoughtful and honest. Along with a great many others, I was deeply shocked by his untimely death in the IndyCar Series finale at Las Vegas. So I happily accepted an invitation from sports car racer Johnny Mowlem, who conceived and organised the event, to go to the Daytona Milton Keynes circuit to celebrate Dan's memory with a kart race that raised £20,000 for the Alzheimer's Society.

The response from fellow drivers was incredible, his mates and past rivals happy to give up their time in memory of the man who went to America to make his name. Each team was led by a star driver. Jenson Button, who pipped Wheldon to the 1998 Formula Ford title, was back on a kart for one night only, winning the race with Dan's father Clive. A mischievous 'cash for penalties' system ensured lots of money was raised and that Messers Button and David Coulthard, who came second with Dan's brothers Elliott and Ashley and Jason Moore, kept the likes of Anthony Davidson well down the field. Black flags and other spurious penalties meant the winners went home with their wallets that bit lighter. All great fun, and the 2009 World Champion was just happy to be there.

"From the first year I raced, Dan was the guy to beat with the big number one on the front of his kart," said JB. "We had some great tussles, he was my main challenger. I think we only fell out once and that was when we went to Formula Ford. We didn't all make it to Formula 1, but he should have gone there, and it's just great to see so many people here for him tonight."

Jenson's father John was present and for him the night stirred

memories of the old days. "Your mind goes back, they were the real glory days. All the F1 drivers love to talk about their karting and Dan was a special guy. His death hit Jenson very hard - they were always battling on the track - and that's why he's here."

Dan had become close friends with Dario Franchitti in America and the Scot was at Milton Keynes for one final farewell.

"It's great to see so many people here for him, he would have loved this," he said. "You do anything to beat the other guy on the track, but we became very close off the track, and then what happened in Las Vegas reminds you of what's really important. For me it's bitter-sweet, and to see so many people here on a freezing night says a lot about Dan. Even those F1 soffies Jenson and DC have come over from Monaco... It's terrific."

Having returned to the real Daytona in 2011, the darkness was no problem for Martin Brundle, who came dressed in his motorcycle gear. Fireproofs were swapped for 'frostproofs' as the track temperature hovered around the freezing mark.

"I wish I'd remembered my rib protector," said Martin, "but hey, we're here to show our respect for what Dan achieved and who he was. We race each other hard but it's a close community, and when the helmets come off there's huge respect, dare I say affection, among the drivers and that's why we're here for Dan."

Fellow broadcaster Coulthard recalled something that his mate Button had told him earlier. "I was a generation ahead of Dan but Jenson was there in the karting days. He told me that when he woke up in the morning the person he feared most to compete against was Dan - not because he was a scary individual, but because he was so talented. And he was just a very nice person too which is what makes it all so tragic."

Despite the frosty darkness, you could feel the warmth of friendship. This was the perfect farewell to Dan Wheldon after a year of triumph and tragedy. **M**

# ||| Mat Oxley |||

## ON TWO WHEELS



## ORIGINAL THINKING

**J**OHN BARNARD HAS ALWAYS BEEN FASCINATED BY motorcycles. So when he was offered the chance to become chief engineer at the Banbury-based Team Roberts MotoGP outfit, he couldn't resist.

The very different challenges of making a motorcycle go round a race track intrigued Barnard, who had spent much of the previous few decades revolutionising Formula 1. He was certainly fascinated by the lean angles achieved in MotoGP – currently 64 degrees from the vertical, but slightly less than that when he joined King Kenny Roberts' operation in 2003.

"When you start looking at the lean angles you scratch your head and think, it just can't work, can it?" he says. "The angles are mind-blowing, but science says these are the numbers and this is how it works, so get on with it. Relatively speaking the contact patch is very small, so the tyre frictions are massively high."

Barnard is nothing if not a scientist, and science is what he wanted to bring to bike racing, a motor sport that often seems to think it exists somewhere beyond the laws of physics in a nebulous realm where muscle is more important than metal.

He found that Team Roberts was indeed flying by the seat of its pants, designing chassis with artisan know-how rather than through hard numbers. So Barnard set off on a data-gathering mission. He fed chassis stiffness, centre of gravity and aerodynamics numbers into the computer, then built his first motorcycle chassis.

His creation (above) certainly caused a stir when it was rolled out in the pitlane for the first time at Le Mans in May 2003. As usual, Barnard had brought his original thinking to the project and done things differently. Instead of fabricating the chassis in the traditional manner with sections of pressed and welded sheet aluminium, he had the main frame sections and swingarm machined from solid aluminium billet. Italian factory Aprilia had used similar technology in its RS3 MotoGP bike, but Barnard took it to the next level.

Barnard's method offers several advantages, including much improved consistency of manufacture and the ability to accurately create flex in certain areas of the chassis by spark-eroding the core of the billet to adjust wall thickness. If you walked down a MotoGP pitlane now you would notice that the Japanese factories also use CNC-machined sections in their chassis.

Unfortunately, Barnard arrived at Team Roberts just as it was completing its own V5 engine. It was beset with all kinds of problems that were a disastrous drag on the project which never recorded a decent result until the team installed a Honda V5 some time after Barnard's departure. Roberts was moved to call Barnard's chassis "a work of art" while he called his own Proton-funded V5 "a boat anchor".

While at Team Roberts Barnard was struck by how a motorcycle needs to be tailored to each individual rider. "The integration of the rider to the engine and bike is much more critical than in F1. Witness the whole Casey Stoner/Ducati thing. He's the only guy who's been able to ride that bike competitively and it's not like the others aren't any good."

This is the source of that feeling that motorcycles are somehow more human than mechanical. And that's why Barnard met resistance to some of his ideas. "It's a biker problem – they're very anti-different and anti-new. If somebody tried something once a few years ago and it didn't work out of the box, then it's no good."

Given the time, Barnard would no doubt have countered such resistance with incontrovertible science. But the budget wasn't there and he left Team Roberts after just over a year, believing it would have taken another two for his ideas to come to full fruition.

"I'd have loved to have a go at getting there, but the resources aren't there in bikes," he says. That is perhaps the biggest technical difficulty in motorcycle racing – a lack of the kind of R&D budgets that might allow serious development of radical new ideas. **M**



# ||| Gordon Kirby |||

## THE US SCENE



## A FOYT FOR TODAY

**T**ONY STEWART PUT ON A SUPERB SHOW IN THE CLOSING rounds of the 2011 NASCAR Sprint Cup championship. In the first 26 of 36 races he had failed to win, publicly criticising his team and crew chief Darian Grubb. But in the last 10 rounds, known as 'The Chase for the Sprint Cup', Stewart came to life, winning five races and driving magnificently to clinch the season-closer and the title at the Homestead-Miami Speedway (above).

Stewart and championship rival Carl Edwards finished 1-2 at Homestead after Tony lost time in the pits, first to fix damage to his car's nose and then recovering from trouble with a wheel gun while changing tyres. In the end Stewart charged into the lead on the race's final restart with Edwards chasing him all the way. Edwards led the most laps but couldn't do anything about Stewart, crossing the line one second behind the winner.

Stewart and Edwards finished the year tied on points, but Tony prevailed because he had more wins – five versus one. It's the first time in NASCAR's 63-year history that the championship was finished in a tie. "If this doesn't go down as one of the great title battles in history I don't know what will," said the winner.

This is the third time Stewart has won the Sprint Cup and his first as a team owner/driver since buying into Stewart/Haas Racing at the end of 2008. He also becomes the first owner/driver to win NASCAR's premier championship since the late Alan Kulwicki achieved the feat 20 years ago.


Stewart claimed USAC's midget and sprint car titles in 1995 and went on to win the IRL championship in '97 before switching to NASCAR in '99 with Joe Gibbs' team. He was competitive straight away, winning two titles with Gibbs in 2002 and '05 before buying a half interest in machine tool manufacturer Gene Haas's outfit. When he bought into Haas's team Stewart also made a deal with Rick Hendrick for a supply of cars and engines, considered to be the best in the business.

Stewart, 40, is one of NASCAR's most popular drivers, second only to Dale Earnhardt Jr. Brash and outspoken, he's had his run-ins with NASCAR and the media and is often ready to offer a jibe or a dig at anyone who rubs him up the wrong way. He is a great antidote for those who dislike five-time champion Jimmie Johnson's metronomic professionalism.

Since becoming a team owner in 2009 Stewart is a little more buttoned up, but only just. He's still a slightly overweight, plain-talking Indiana boy who loves to race anything. He owns a pair of midget and sprint car teams and three Midwestern dirt tracks, including the legendary Eldora Speedway.

After winning an unprecedented five championships in a row Johnson and Hendrick Motorsports had a slightly off year in 2011, although Johnson, Jeff Gordon and Earnhardt Jr made the Chase. Johnson and Gordon both won races and Jeff enjoyed his strongest season for some time. Earnhardt failed to win any races but at least he made the Chase and also signed a long-term contract to continue with Hendrick until 2015. Kasey Kahne has replaced veteran Mark Martin in Hendrick's fourth car for the coming year. Kahne is an excellent driver and should make Hendrick's team even better.

Meanwhile the crowds continue to dwindle at many NASCAR races. At some tracks the swathes of empty seats are shocking to take in and it will be interesting to see if and when this trend bottoms out. Selling tickets is a tough proposition in today's economy and it's difficult to see the climate improving in the immediate future. But the good news is that after four years of decline NASCAR's television ratings – the most important measuring point of course – were up almost 10 per cent in 2011.

No doubt Stewart will help drive interest in the sport. His car carries the number 14, that of his hero AJ Foyt, whom Tony is like in many ways. NASCAR couldn't have a better champion. 

# ||| Letters |||

## Gentlemen and racers

Sir,

December's *Motor Sport* was absolutely brilliant with Sir Jackie Stewart as guest editor and Simon Taylor outdoing himself again in Lunch With Hans Stuck. Having had the fortune to grow up at the Zandvoort circuit, I have been privileged to meet many famous drivers like Jackie and Hans, both true gentlemen.

I first met Hans probably in 1962, when we were both put in a Mercedes 600 to be taken for a lap around the Nordschleife on the Saturday before the German Grand Prix. Our fathers, who knew each other well, probably wanted to get rid of us for a bit.

It's funny to read that, being infected with motor sport through our fathers, we both started driving cars at the age of nine and both started in competition in 1970. When I was racing for Ford in Holland in 1972/3, I was at most of the ETCC races and vividly remember certain drivers being locked out of their hotel room stark naked because of another Stuck practical joke. I don't think he's changed much!

Whenever I meet Jackie Stewart with other people he always talks about my father's efforts to make circuits and racing safer, and how drivers' lives were saved because of him. I am always very grateful for this and it makes me feel proud of my dad's achievements.

Jackie was always my hero and his guest editor special shows what a smart businessman and true gentleman he has always been.

*Hans (John) Hugenholtz, Schilde, Belgium*

## Bravo to Delta designer

Sir,

The article on the new Delta Wing design from Ben Bowlby in the December issue made me smile and at the same time feel very pleased that Ben has finally been recognised as the iconic designer that he really is.

I first met Ben at Thruxton in around 1985 when he, and I think his dad, were competing with his own Clubmans car of unique and inventive design. Building the car on a shoestring probably meant that its reliability was a bit compromised, but it was quick alright! It was therefore really nice to meet Ben again when in 1992 my company Automotive Consultants had started a project with Sheffield University, Lola Cars, and Zytek called Project ZERO (Zero Emission Racing Organisation). Eric Broadley had assigned the newly-employed Ben to the project. We were going to build 11

electric-only single-seaters, the idea being to demonstrate, on GP days around the world, that electric traction vehicles are not slow like milk floats or golf carts. Jackie Stewart was helpful in providing some data logs of their Formula 3 car around Donington for us to aim at. Our projections showed that Ben's design could do around six laps at F3 speeds, but would out-accelerate the F3 car with a 0-100mph time of 5.8 seconds.

Ben created a really slippery car and I still remember as superb his designs for the four uprights including the 32kW, 12,000rpm electric motors, a 9-1 ratio reduction casing with narrow lightweight gears and all the necessary pick-up points as a piece of sheer beauty. And at 27lb a corner it rivalled the unsprung weight of the F3 wheel, tyre and brake combination. We were all in awe. It is therefore really fantastic to see that Duncan Dayton and Don (not Dan) Panoz have shown such faith in him and his creation, which I think will be a game-changer in our otherwise anodyne, samey race car design era.

I cannot think of a better way to demonstrate his superb design than its participation and a victory at Le Mans. Long may Ben carry on giving us his innovative ideas.

*Gerard Sauer, Streattham, London*

## FIA action needed

Sir,

I wholeheartedly agree with Dr Hambridge's sentiments on Bahrain expressed in December's Letters. The FIA should not award rounds of its most prestigious series (first Formula 1 and even more disappointingly the World Endurance Championship) to a country which classifies treatment of the wounded as a crime.

One has to question the level of treatment that would be given to such as Mark Webber, who was openly critical of the current regime, in the event of an accident. Surely if there's the slightest doubt then the race should not take place regardless of the amount of money Bahrain contributes to the coffers of the FIA and BCE?

*Mark Bowley, Coalville, Leicestershire*

## LETTERS TO THE EDITOR

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15 Lots Road, London SW10 0QJ

or e-mail: [editorial@motorsportmagazine.co.uk](mailto:editorial@motorsportmagazine.co.uk)

(Please include your full name and postal area)

## One hippy says his piece...

Sir,

Speaking as a Mk1 hippie and lifelong gearhead, I would like to reply to self-described "grumpy old man" S Campbell's jeremiad as printed in the December issue (Letters). Sir, hippies existed for years before the late press 'discovery' of us in 1967, and they, not us, invented the non-existent 'Summer of Love'. Since there neither was nor is a standard issue uniform for hippies, I can assure you that there were hippies at Goodwood, Snetterton, Brands Hatch and every other racing venue in the early to late 1960s and afterward.

However, there is a bright spot in all this. I was planning on attending Goodwood, and now I am sure I know what to wear: not only period but actual worn-in-period gear. Look for me in my faded but authentic 1966 green and blue paisley Nehru jacket, velvet trousers and Hare Krishna medallion!

*Norman E Gaines Jr, Hartsdale, New York, USA*

## Tale of two Taylors

Sir,

For several years now I have been researching the life and times of the late John Taylor, who perished in the 1966 German Grand Prix. I have been working in close collaboration with John's widow Mrs Irene Peutrill, who has very kindly loaned me John's extensive archive of scrapbook cuttings, photos and motor racing memorabilia.

For the record, John was a very successful '60s privateer racer who was capable in all disciplines. He competed in five Grands Prix between 1964 and 1966, scoring a World Championship point in the French GP at Reims in '66 – the last Grand Prix to be held at this classic slip-streaming venue.

Imagine my delight at seeing the article about Peter Sutcliffe and his lovely old '1009' GT40 (January issue). Sorry to be a pedant, but it was John Taylor and not Henry Taylor who shared the drive to sixth place in the Nürburgring 1000Kms race in the summer of '66. This race was only a few weeks before John's ultimately fatal first-lap accident in the German GP aboard his Brabham-BRM BT22, when his car left the circuit at Quidelbacher Hohe in appalling weather conditions.

It was, however, an excellent article about the GT40. It's wonderful to see these old cars surviving in authentic condition.

*Ady Stimson, Bestwood, Nottingham* >>>



# Letters

## Just the ticket

Sir,

I very much enjoyed the Private View feature on Mont Tremblant (December), as I was there as well. The 1966 Can-Am race was my first visit to 'Le Circuit' but certainly not my last.

After the first Canadian Grand Prix at Mosport in 1967, our centennial year, the F1 cars and drivers travelled to Mont Tremblant in the late September of '68. As you can see (below), my three-day ticket cost \$12 CDN and \$15 for my paddock pass – definitely pre-Bernie days, don't you think?

The atmosphere was so relaxed, as I recall. The teams were garaged under large tents and separated only by rope barriers. The night before the race I was able to walk freely throughout the garage area, mere feet from the cars and the mechanics working on them. Security just wasn't an issue. One exception was the Honda team, which for some reason was garaged in a cinder block building in the infield! Their cars had to travel down a short gravel road and cross the track in order to reach the pit area. The race ended with the McLaren-Fords of Denny Hulme and Bruce McLaren finishing 1-2, with Pedro Rodríguez third in his BRM.

The race track's setting in the Laurentian Mountain area north of Montréal was, and is, simply beautiful. Thanks for reviving some great memories.

Bob Beattie, Ivanhoe, Ontario, Canada

## A helping hand from Hines

Sir,

It was sad to hear of the passing of Martin Hines. My little story begins with our epic trip to the Danish Grand Prix at Jyllandsringen in the summer of 1980.

We boarded the ferry at Harwich with Stirling Moss and the Audi team – and the Hells Angels bound for a rock concert at Roskilde.

At first practice we had the nose frame damaged on our Jamun Formula Ford. "You boys have got trouble," said Martin. "No problem, I'll get my lads to weld it up for you." They dropped everything to get the job done. After a few Tuborgs with them in the marquee following the race they invited us to the local

Kro in Silkeborg. Imagine our surprise when the Hines crew appeared at the windows after shinning up the drainpipe in dinner suits with the arms and legs cut off their outfits. The waitresses didn't bat an eyelid.

Sadly missed, a great friend to all.

David Naylor, St Neots, Cambs

## View from the cheap seats

Sir,

I received the November issue and, as usual, went straight to Nigel Roebuck's Reflections and spotted the photo of Eau Rouge at Spa. This was especially apposite as I had not long returned home from a weekend spent at the Spa Six Hours, wallowing in nostalgia with my brother on our first trip there since visiting the Grand Prix in the late 1960s and finally seeing Pedro Rodríguez win in 1970.

I could not believe my eyes when I saw the picture of the €424 Eau Rouge grandstand ticket for the GP. For €25 each we had two days of free access to all areas of the circuit, and fantastic historic racing with cars ranging from ERA R1B to a Williams FW07 in the single-seater class, Can-Am monsters,

'50s and '60s saloons and sports cars, etc.

For even cheaper spectating, come to Portugal and visit the Caramulo Motor Festival on the first weekend in September. The road up to the next village is closed for most of Saturday and Sunday for a timed hillclimb. The variety of cars is extraordinary. In 2008, for example, the entries included a Swallow Doretta, Unipower GT, Denzel and Siata. There is no entry charge but you need to get to the village fairly early



## KEEP IN TOUCH

The new-look *Motor Sport* website is the place to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to [www.motorsportmagazine.com](http://www.motorsportmagazine.com) and tell our writers exactly what you think!

Also, don't forget that if you have any images which would be suitable for our You Were There feature in the magazine, please send them to the office (address on p42).

each day because there is no official car park either. It is like a time warp of a 1950s British club event.

Thank you for 50 years of my monthly motoring fix. I was once able to express my personal thanks to WB when I found myself standing next to him spectating at Loton Park hillclimb and he seemed genuinely surprised that someone had recognised him. Happy days.

David Fraipont-Baker, Azere, Portugal

## Grin and hear it

Sir,

I offer this succinct critical review of your track test of the 1991 Le Mans-winning Mazda 787B (January issue): Sam Hancock, not a lucky bugger – a lucky b\*\*\*\*\* more like! As I read the piece, I swear my grin was toothier than his every time he pressed on the Wankel engine's loud pedal!

Great copy about a great car. Well done Sam, and well done *Motor Sport* for choosing him for the mission.

Justin Stanton, Croydon, South London

## Atmospheric pressure

Sir,

In reference to Mr Holt-Chasteauneuf's letter (January), of course the Goodwood Revival cannot recreate the "camaraderie and atmosphere" of the original meetings (of which I attended several on Easter Mondays), but Lord March is doing a pretty good job of it!

Peter Haynes, Needingworth, Cambs

## Forced into a corner

Sir,

With regards to the Delta Wing article, the first question that springs to mind is how on earth is it going to generate any decent cornering force given the extremely narrow front track coupled with extremely narrow tyres. Racing is all about speed through corners, as this determines speed out of the corner, which governs the ultimate speed along the next straight.

It's a pity that your correspondent did not challenge Ben Bowlby on this obvious point, simply accepting his answer which seemed to be more of a sales pitch than a technical explanation. Also there was no mention of any performance simulations being made – surely the first thing to do before any construction takes place.

IS Coleman, Headington, Oxon 



## Win tickets for our night of the year!

It's not long now until *Motor Sport* inducts four more great names into our illustrious Hall of Fame – and this is your chance to join us

BY ED FOSTER

### WANT TO JOIN US AT THE 2012 MOTOR SPORT HALL OF FAME?

Although it's an invitation-only awards evening for the motor sport fraternity, we are giving away five pairs of tickets to our readers. All you need to do is tell us who you think should be inducted into the 2012 *Motor Sport* Hall of Fame. By offering us your opinion you will be entered into a prize draw to win one pair of tickets. We'll be giving two tickets away every week from December 30 and the last pair will be drawn on Friday January 27.

For further details or to enter please go to the Hall of Fame section on the *Motor Sport* website at [www.motorsportmagazine.com/2012-hall-of-fame/](http://www.motorsportmagazine.com/2012-hall-of-fame/)

For full terms and conditions please see [www.motorsportmagazine.com/comp/](http://www.motorsportmagazine.com/comp/)



It seems like only yesterday that Dario Franchitti emerged onto the Roundhouse stage in front of a 400-strong crowd to be inducted into the 2011 *Motor Sport* Hall of Fame. Since then, Dario has claimed a fourth IndyCar Series title – and we are now preparing to honour more of the great names in our sport.

The *Motor Sport* Hall of Fame, held in association with TAG Heuer, will take place once again at Camden's stylish Roundhouse in London on Thursday February 16. It will be the third edition of our invitation-only event which is gaining in stature in the motor sporting world.

Last February Franchitti told host Jake Humphrey that he was "very proud to be a part of" the magazine's exclusive club of stars. "You see all these great names," he said, "and you think 'my name's going up there, maybe I'm bringing down the tone a little bit.'" He certainly wasn't, and that evening he was joined as an inductee by the co-founder of Williams Grand Prix Engineering Sir Frank Williams, triple Formula 1 World Champion Sir Jack Brabham and 1979 F1 World Champion Jody Scheckter.

The genesis of our Hall of Fame for racing greats was back in 2009 and in February the following year we announced eight founding members (see right) – men who can be described





as ‘pillars of the sport’ and whose achievements made their inclusion in the Hall of Fame a given. Four more luminaries were inducted on the evening and in 2011 another four joined them. Now we are in the process of selecting our latest group of legends to add to the roll-call. The Hall of Fame represents a ‘who’s who’ of international motor racing.

But this isn’t just an awards ceremony. When the format was first launched there was one stipulation, and that was to keep the evening informal. We’ve stuck fast to that brief and last time it was just as easy to bump into Scheckter eating some of his Laverstoke Park buffalo milk ice cream as it was to find Karun Chandhok happily chatting with ex-BBC F1 commentator Murray Walker. A typical awards ceremony this was not.

The 2012 edition will be no different. Once again it’s a chance to honour some of the key personalities who have shaped the sport’s past, as well as those who are writing history today.

As Tony Brooks said in 2010 the evening has become “an indispensable part of the winter season”. It’s a night of catching up with old friends and a chance to take a final breather before the new motor racing season begins.

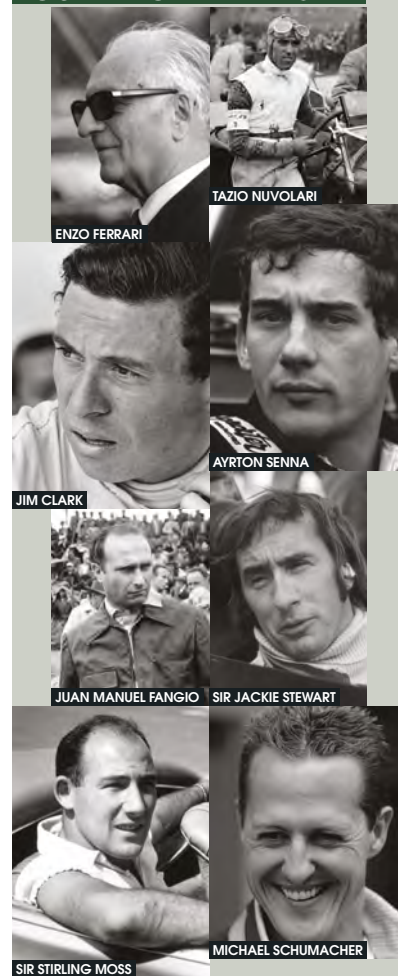
“It is with a huge amount of honour that we pay respect to the ‘great and the good’ of motor racing at these awards, giving recognition to their outstanding achievements,” says editor Damien Smith. “Every month we write about individuals from both the past and the present who make motor racing the phenomenal sport that it is. Through this event we try to give something back to them, and this year we will be adding another four worthy names to our exclusive line-up.”

Of course, we aren’t going to tell you who will be inducted. For that you’ll have to wait until February 16 – and not necessarily via the *Motor Sport* website. You could be there too, mixing with the stars on the night by entering our competition to win tickets. We’re giving away five pairs (see left) and we’d be delighted to see you there – so make sure you file an entry.

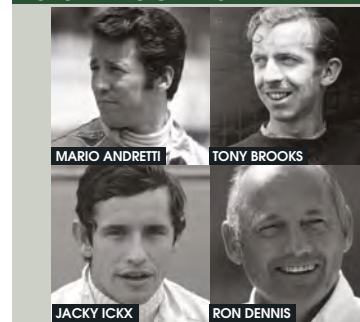
In the meantime, keep an eye on our website ([www.motorsportmagazine.com](http://www.motorsportmagazine.com)) for more news and information on the Hall of Fame. The countdown to February 16 has begun. **M**



## FOUNDING MEMBERS



## 2010 INDUCTEES



## 2011 INDUCTEES





# IN HIS HAPPY PLACE

If Jenson Button justified his move to McLaren in 2010, last season he went some way to making the team his own

**BY DAVID TREMAYNE**









### ||| JENSON BUTTON

Looking back, it seems ludicrous that the end of 2008 saw Jenson Button facing the scrap heap. With only one Grand Prix victory to his credit, the end of the road loomed as Honda pulled out. Then came the fairy tale World Championship triumph with Brawn, the oh-so prescient move to McLaren, and the two 2010 victories which demonstrated that he was, against the expectations of many, far from overawed or overshadowed by his mercurial new team-mate Lewis Hamilton.

But did any of this really prepare us for the 2011 Jenson Button, the first of Hamilton's team-mates to beat him over the course of a season? The driver who consistently took the fight to the runaway Sebastian Vettel even though his unobtrusive style could so often be overlooked and who might have, given a more competitive car from the outset, fought the German for the title...

Even before Hamilton's recent personal problems became so heavily publicised, 31-year-old Button's demeanour stood out at McLaren. Of course everyone there under the more easy-going Martin Whitmarsh regime loved Lewis, the kid who had grown up with them and then surprised them all with his superb first two seasons in Formula 1, but they loved Jenson too. He was good-humoured, relaxed, approachable. An uber-urbane role model who never made waves, always maintained an even strain. It's his trademark. Since I first met him in 1998, I've never seen Jenson publicly discombobulated, even when it seemed the title was slipping through his fingers in the second half of 2009. The unappreciative have at times suggested that he's simply boring; those who look deeper see a man who is very much at peace with himself, who understands just where he fits into the overall perspective of one of the most competitive eras there has ever been in F1. And if there is one thing that really stood out in 2011, it is that more and more observers are coming to see where Button fits in, too. It surprised them.

Ask the man himself the obvious question – was the last his best season in Formula 1 – and his response is instant.

“No, because I'm not winning the World Championship.”

It's a typical racer's reply, and confirmation that while he might have achieved his dream of becoming World Champion, he would like to



Button's dramatic victory in Montréal was one of his best, especially as he beat both Red Bull drivers, right

All images LAT

validate that success by doing it again. The success boosted his confidence, but has not assuaged the hunger that set him on the F1 road in the first place.

“I am very happy with second place overall,” he adds after a moment's reflection, referring to his runner-up status to Vettel. “I feel that I got the best out of the equipment, the team and myself. I think I played a good role in helping the team to move forward. But no, it doesn't count for me as my best season because I didn't fight for the title.”

Button seemed to do everything but in 2011, however. After the wet/dry wins in Australia and China the previous season, he won brilliantly in the rain in Canada after climbing back from last place, hounding Vettel and passing him after pushing him into a mistake; hung tough on tyre choice in Hungary to win again after a great wheel-to-wheel scrap with Hamilton; and beat Vettel fair and square after some superb tyre management on a bone dry track in Japan. In between he was strong pretty much everywhere: second in Malaysia, Italy, Singapore and India; third in Spain,

Monaco, Belgium, Abu Dhabi and Brazil; fourth in China and Korea. He retired only twice, in Britain when a wheel was improperly secured in his pitstop, and Germany where the power-steering failed.

If Canada was his greatest victory, Abu Dhabi showed the depth of his ability to operate clearly while racing wheel-to-wheel as he struggled with a periodic KERS problem. His engineers told him how to reset the system and he had to do this continually as it functioned and then malfunctioned. “It meant pushing lots of buttons on the steering wheel every couple of laps because it only returned intermittently,” he explains. “So I'd arrive at a corner and not know whether I had any engine braking because I had

no warning. So selecting the right spot at which to brake was tough.” Nevertheless, he finished on the podium, moving Whitmarsh to comment: “During all that time he was trying to keep rhythm, trying to keep pace, trying to defend position, trying to get through traffic, his brake balance was swinging wildly with the failure of KERS or not. So it was really an incredible job

“I feel that I got the best out of the equipment, the team and myself”





Essential Team Button members:  
father John and girlfriend Jessica



by him because it makes a huge difference, not just in lap time but also in balance. Every time it went off he just had to arrive at a corner with a violently different brake balance. I imagine at any of these hairpins, if you are coming down to them at quite a big speed wondering, 'Have I got a functioning KERS system and is my brake balance appropriate?', that is not an easy thing mentally or physically to deal with. It's difficult to convey the challenge we gave him. It was a great, great job to be on the podium with all that."

If Jenson Button was Ayrton Senna, he would have gone into Lewis Hamilton's camp intent on deconstructing it and making it his own as Senna had done with Alain Prost, just as Nelson Piquet attempted to do with Nigel Mansell when he joined him *chez* Williams. But Button is his own man, and simply went into Hamilton's team with an open-minded, open-eyed curiosity, keen to see where he stood in comparison with one of the greatest young talents on the stage. There was no master plan to take control, no innate wish to prove the doubters wrong, just a desire to fit in and to learn, to do his best and see where that left him.

"I'm very, very happy with the decision that I made," he says of the switch, before adding

with a laugh: "I've made a lot of wrong decisions but I'm really happy with the one to move to McLaren. With Brawn I had some of the best experiences of my life and in the end I achieved what I wanted to achieve – the World Championship. But one of the many things that excited me was how much McLaren improves its cars. And the challenge of McLaren was the main reason why I made the move. I have a lot of respect for Lewis as a driver, and he'd been seven years with the team. For me it was like going to a new school. But it kept me hungry, and it still does."

Clearly, having greater input to the design of the 2011 MP4-26 was an advantage. "That definitely helped. The MP4-26 suited me more. The balance was where I like it. My input was to help develop the car in the direction that I

like. A lot of it centred on getting a rear end that was stable on corner entry, which everyone knows is what I always work for."

After an unsettled period of pre-season testing in which its blown floor did not work, McLaren went to Melbourne with an untried car, but it did work; Lewis was a surprise second, Jenson sixth. "But the car is so much better now!" Button grins. "Actually, it was pretty good in Melbourne considering that we hadn't really tested it in the form that we raced it there. We hadn't had any time to set it up after the launch car had been changed because of the problems we'd experienced all through testing with the new exhaust system. We were on our back foot, whereas Red Bull was completely ready. So all year we have worked so hard in so many areas, but most >>>



### ||| JENSON BUTTON



especially with the blown diffuser and aerodynamic efficiency. Every step we made improved the car slightly, and it's great that the team listens to what I have to say. We made really good steps, increased the grip and got to the point where we could really look after the tyres, too."

Ah, the tyres... If the less durable Pirellis were designed for anyone, they might as well have been created specifically for the man whose smooth and flowing style at the wheel has so often been compared to that of Prost. It hurt him with Brawn in 2009; in 2011 it was a trump card. His savvy and engineering understanding, the patience to work his way through from less than headline grid positions, to race effectively yet often unobtrusively, created the situation in which he truly came of age. The expression 'matured intensity' goes a long way to encapsulating why Jenson Button had such a great year.

If 2011 wasn't his best in F1, does he at least concede that he was driving better than ever?

He pauses for a long time, considering the proposition. "It was more a mental thing, back in 2009," he says. "I built up such a huge points lead, and then suddenly there was no pace in the car and the lead was dwindling as Seb and Rubens [Barrichello] started to catch me, so that was very tough.

"But I had a lot of confidence in my ability after winning the World Championship. I had achieved my original dream, and that meant a huge amount to me."

Interestingly, he avoids a direct answer to the question, but observers are adamant that he has never driven better, never got more from his car and himself.

He has always been a laid-back character, and as 2011 developed the difference between his comfort zone and Lewis's became ever more starkly drawn. The latter would hide himself

away, keep himself to himself, and by Korea, his nadir, he was avoiding any eye contact or apparent invitation to shoot the breeze. Button, by contrast, always seemed to be available, surrounded by the key members of Team Button, the people who are crucial to his feeling of well-being: father John, girlfriend Jessica Michibata, manager Richard Goddard, and friends Chris Buncombe and Richard Williams. John Button, a colourful and amusing character variously known as Sloop John B or Papa Smurf, has always been there in the background for his boy; Goddard is the quiet businessman who refused to take payment initially when he took over Button's oft-troubled management, telling him to pay him what he thought he was worth only at the end of the season; Buncombe and Williams are racing drivers Button has known since his school days; and Jessica is his delightful companion who leads her own life as an international model and UN ambassador yet



Top: clashes with Lewis are rare. L-r: Webber is hardest rival; Alonso is tough but fair; Vettel pushes his luck in Japan







knows as much about tyre compounds as anyone in the paddock because she takes such an active interest in her man's career as well. Alternately naïve and savvy, she's another reason why the now worldly Button sees the bigger picture of life.

"I'm not always relaxed!" he laughs, and Monaco was a case in point as pressures close to him added to those that every driver feels in the Principality. "It can never be perfect all the time. But more often than not I do feel very relaxed within the team itself, and within Team Button.

"You have to live in the moment. You have to concentrate on your work. But to do that to your best you need the right people around you. Racing has been a massive part of my life for 23 years, so you think of the people you care about and gather them around you."

Button's remarkable ascent has coincided with one of the greatest eras Formula 1 has ever seen, reminiscent of the high-calibre '60s when

Jimmy Clark, Jackie Stewart, Jochen Rindt, Jack Brabham, Dan Gurney, John Surtees and Graham Hill did battle.

It's a suggestion that Button embraces warmly. "Yes, I think so," he agrees. "It's a tough time to be in F1, but that's such a great challenge. And for me to finish ahead of a double World Champion (Fernando Alonso), a World Champion (Hamilton) and a multiple World Champion (Michael Schumacher) is a great feeling, and especially great to see that we are usually among the top four cars on the grid. There are five World Champions and Mark Webber and Felipe Massa are also very close, so there are seven of us running really close at many races."

The almost magnetic attraction between Hamilton and Massa apart, driving standards are currently very high in F1, but the competition is perhaps even hotter than ever before since the cars are generally so closely matched.

"We are all pretty aggressive," says Button, who is generally regarded as the least hard-nosed of the bunch, Mr Nice Guy. "We all push to the limit, and though we all know where that limit is we are running literally millimetres apart so there's always potential for us to touch. We all know it could happen tomorrow."

He breaks off with a sheepish grin. "Of course, Lewis and I did touch in Canada, but that really was a racing incident!" Try looking in the mirrors of an F1 car running in the rain, and you'll see what he means. He could see nothing as Hamilton sought to pass him on the pit straight in Montréal.

Many drivers prefer not to open up about their rivals, but Button isn't one of them. So is Lewis his toughest rival?

"He's tricky!" he says. "It's always tough to race your team-mate. Even if the balance of the car is not 100 per cent, the way I like it, Lewis can be very quick. I need a car that is more >>>



### ||| JENSON BUTTON



Button outscores Hamilton in 2011, but a healthy respect exists between the pair

stable. When the car isn't right it makes me work very hard as a driver to get the car I want. In that respect Lewis is very strong.

"I'm a straightforward person, I think. I don't take any shit. I know that if something bothers me I have to get it on the table, that's important. I don't hold back and I say what things I have to say face to face and not through other people. As far as things with Lewis have been concerned, I apologised to him during the break in Canada, and in 2010 there was only one time we had words and that was in Turkey. I said something to him as soon as I got out of the car. We resolved those issues immediately, and we moved on."

**H**ungary gave Button a shot at redemption after Canada, the chance to demonstrate his ability to race wheel to wheel with his team-mate, without contact. They put on a superb display. "It was very satisfying to come out on top, but you know that Lewis is always going to be a very tough contender," he concludes.

And Vettel, the unstoppable champion?

"Funnily enough I haven't really raced him much this year. But he did piss me off in Japan."

That was where Vettel pulled hard to the right immediately after the start, blocking Button's challenge from the other front-row position to the point where he had two wheels on the grass and called over the radio for the young German to be penalised for what was generally seen to be a bit of forcefulness that was right on the borderline of acceptability.

"That sort of thing is frustrating because it can ruin your race," Button says. "I was angry at the time because the adrenaline was running. I felt that he kept coming when I wasn't alongside him but had half my car up the inside. I thought he was coming across more than I expected and didn't give me any room and I was on the grass. At that moment in time I felt that it was a little bit more than was needed."

They had a minor exchange afterwards in the press conference, in which a little of Button's hidden steel came through. He had been gracious, acknowledging Vettel's success in winning the World Championship again. "It

should be Seb that we talk about, as this guy has done a great job this year," he said. "However hard we have tried we haven't been able to touch him in a lot of races, so congratulations."

But as they discussed the incident, Vettel offered: "Initially I wasn't sure where he was, I didn't really see him. I thought he was either on the right or he was far away on the left. I saw Lewis and I thought I had a good start and kept moving to the right, looking for Jenson. By the time I saw him, I realised that maybe I was a little bit too far to the right and then he was backing off. Obviously no intention to put him in any danger..."

As they moved on to talk of the remainder of the season, Button said: "Hopefully we will race exactly the same," to which Vettel replied jocularly, referring to Jenson parking at the wrong end of the pitlane and having to run back up it: "So you're always going to park just after the chequered flag?"

"Yeah," Jenson said quietly. "I might not lift off next time you pull across at the start, though." What he didn't say then was that he knew the real truth. "The worst thing was for him to say that he didn't see me, when I could see him staring at me in his mirrors..."

Vettel, of course, had a moment of his own when Alonso put him on the grass on his way to victory at Monza, and Button immediately acknowledges that the Spaniard is one of his toughest rivals. "He is very intelligent, a real thinker. And he's been around so long and seen so much that beating him is very tough, but he's

fair. He'll push to the limit, so when you are able to come out on top after a fight with him, you really enjoy it."

Interestingly, the man he rates as the hardest in a close fight is Webber. "Mark doesn't give you a millimetre more than you need," he says, respect rather than censure evident in his tone. "He's the toughest nut, and he takes

more risks than the others."

Because of the man he is Button accords his rivals their due deference, but at the same time the inner confidence he radiates these days makes it crystal clear that, given a fully competitive McLaren from the outset in 2012, he sees no reason why he shouldn't beat them all again on his way to a second world title. **M**

Mark is the toughest nut, and he takes more risks than the others"





Charlie Best

# F1 SEASON REVIEW 2011

Vettel's brilliance, Button's rise at McLaren and Alonso's never-say-die spirit... Those were the topics served up for starters when *Motor Sport* met for lunch and a post-F1 season chat

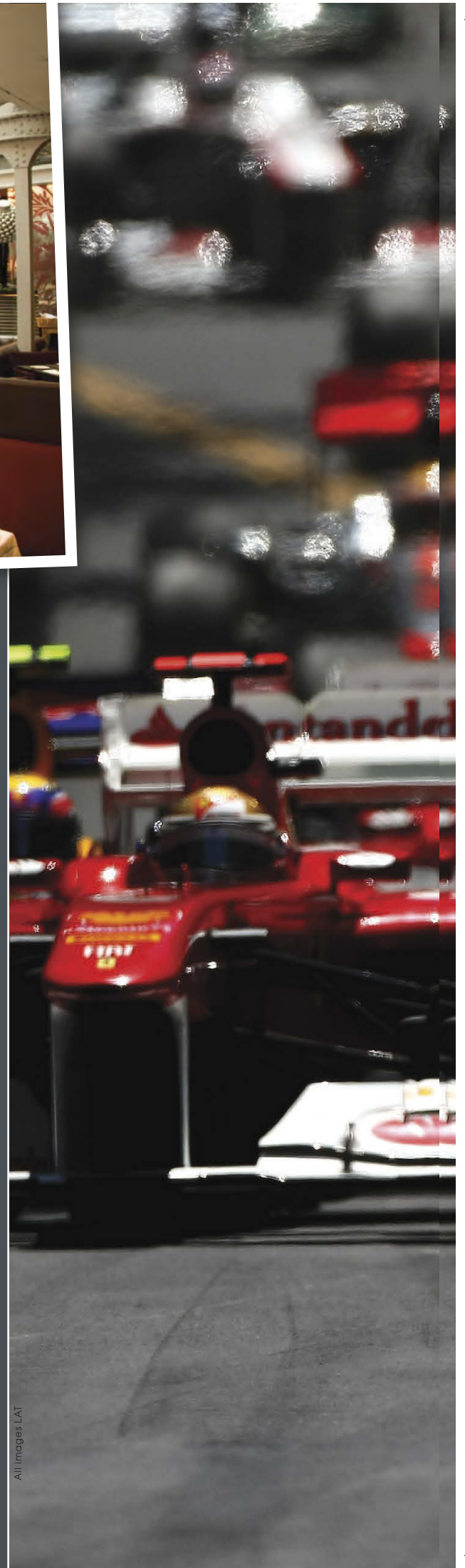
**D**avid Coulthard has a lot to answer for. The 13-time Grand Prix winner was the glue that forged a lasting bond between the two men who have masterminded the dominance of an energy drinks brand over the most established and best-known racing teams in Formula 1. Boosted by Dietrich Mateschitz's Red Bull millions, Christian Horner and Adrian Newey have out-thought, out-performed and, if you listen to some of their rivals, out-spent their way to consecutive World Championships. The axis of power has been completed by the young master in the cockpit, Sebastian Vettel, a driver who appears destined to deliver in the years to come on the formidable potential we've suspected of him since that first Grand Prix victory, for Toro Rosso at Monza, back in 2008.

As Horner told Simon Taylor during last month's 'Lunch with' interview, it was in 2005 that Coulthard brokered the first contact

between his new team principal and the most influential F1 designer of his generation. They met for dinner at The Bluebird on the Kings Road in London, hitting it off straight away – but apparently keeping clear of any deal to lure Adrian from his dissatisfied position at McLaren.

The negotiations came later, but it's fitting that it should be in a restaurant that inspires a direct association with total speed where such a partnership should be born. The spectacular Art Deco Bluebird, built in 1923, used to be one of Europe's finest garages with a strong link to Land Speed Record and British Grand Prix hero Malcolm Campbell.

The Bluebird also happens to be just up the road from *Motor Sport's* office in Chelsea. Its motoring past – and specifically its place in the Newey/Horner story – gave us the perfect excuse to adjourn to its stylish dining area and review the F1 season just past. Joining your host Rob Widdows were editor-in-chief Nigel Roebuck, editor Damien Smith and associate editor Ed Foster... >>>



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[1] Vettel scored his sixth win from eight races around the streets of Valencia. [2] Sebastian goes wheel to wheel with Hamilton in Hungary. [3] For once Red Bull was outgunned at the Nürburgring – Webber led home Vettel in third. [4] India made its F1 debut in 2011 – no prizes for guessing who won... [5] Webber finally got that winning feeling at Interlagos.



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## SEBASTIAN VETTEL TURNING IT ALL THE WAY UP TO 11

RW

Here we are at The Bluebird on the Kings Road in Chelsea, where Christian Horner and Adrian Newey first came to dinner and had a friendly chat. We know what that led to in 2011: Sebastian Vettel's total domination of the Formula 1 World Championship. He has absolutely blown them away this year, hasn't he?

NR

Without a doubt he has, Rob. Of course, he hasn't been faultless, and no Grand Prix driver ever will be, but this has been a season that any driver dreams of having once in his life.

It was the case of a guy who won the previous World Championship unexpectedly at the last dance of 2010 – he never led the points until that last race – and went off into the winter as World Champion, with his confidence unexpectedly off the clock, had a serene winter and came back for 2011 with Adrian having dealt the team another perfect hand. Sebastian drove the whole year like a bloke who turned up to every race expecting to win. And that doesn't happen very often.

RW

Is this success down to Vettel or is it because he has obviously got the very best car in the field?

DS

It's down to the whole package. It's always been the case, a driver cannot do it on his own. The clever thing about Red Bull is the structure of the team. Dietrich Mateschitz was very canny putting Christian Horner in charge, then telling him to go out and put a team together that can win the World Championship. And Christian homed in on Adrian as the obvious man to help him do that. He's given Adrian the structure and the team to work as he likes to. We know about the fabled drawing board and his very hands-on

approach. But Adrian's also got a very good team behind him to give him the support in every department. It's just worked perfectly.

As for Vettel himself the thing that's stood out for me this year is the comparison with his team-mate. In 2010 Mark Webber matched and was sometimes quicker than Sebastian. This year he hasn't been anywhere near him. That might be something to do with Mark's own performances, but the fact is that Vettel has raised his game and he has taken what is undoubtedly a very good car and made the very most of it.

EF

What I find amazing about Vettel this season is that he's made mistakes, as you mentioned Nigel, but they have nearly always been in practice sessions. When it comes to qualifying or the race he's always there. He tends to have these mistakes early on in the weekend. He finds the limit and then usually goes on to completely dominate the race. And of course Webber has really struggled with the Pirelli tyres.

DS

Christian said that after Abu Dhabi in 2010, with the season over and Vettel having just won the World Championship, Sebastian stayed on for the young driver tests, the first with the Pirelli tyres, and he wanted to know every detail that Pirelli could give him. The World Champion was already thinking about 2011.

NR

Montréal was one of the only times during the year when we saw Sebastian under pressure. The only thing Vettel did in 2011 that surprised me was that he let Jenson Button get so close in the final stages of that race. I'm sure he was being canny, trying to do the Fangio thing and win by the slowest possible speed, but in allowing Jenson to get as close as he did that inevitably put pressure on him. Had he gone a bit quicker in the later laps and kept Jenson further away, that pressure wouldn't have been there.

DS

Does it give you hope, Nigel, that there is a chink in the armour and we're not about to head into an era of domination?

NR

Well, of course, I hate to see an entire era dominated by one driver. You think back to those years when you set off to a race every two weeks knowing before you left home that Michael Schumacher was going to win and it was quite difficult to find the motivation to pack on those occasions. I don't want to see a return of that.

RW

What seems more likely to me is that we will be going into yet another era of Adrian Newey domination because the

man is clearly in a league of his own right now when it comes to designing a Grand Prix car. Coupled with Vettel's extraordinary attention to detail I think one has to fear an era of domination.

NR

It's not fair to say that Red Bull were fortunate in any way this year, except in the sense that both McLaren and Ferrari began badly for different reasons. So the first quarter of the season Red Bull had it very easy because there wasn't really any pressure on them. But that just says everything about Adrian and it's a criticism of McLaren and Ferrari rather than of Red Bull.

## MARK WEBBER WHAT THE HELL HAPPENED?

RW

Poor old Mark, he's been in the background a bit, hasn't he?

NR

He has. He did win the last race of the season in Brazil, but prior to that he'd only been second twice. And this is in a car that in his team-mate's hands cleaned up. I've been a little bit mystified this season by the gulf that has suddenly opened up between Sebastian and Mark. In 2010 you'd say that Vettel had the upper hand, but it really wasn't by much at all. There were occasions when Mark flat beat him and beat him on sheer pace. This year it's almost entirely been a one-way street.

I know it's a fact that Mark had the opposite problem of Michael Schumacher in that he did not care for the characteristics of the Pirelli tyres compared to the Bridgestones, whereas Michael was the other way round. So that certainly didn't help, but it still doesn't – to me – explain the extent of the gap between them.

There were times this year when I thought Mark seemed almost as baffled as we were. I'm hoping that in 2012 the gap will be reduced and it would be nice to think we could have a situation like we did in 2010 when once in a while Webber had the beating of him. >>>



## McLAREN BUTTON TAKES CONTROL

**RW** I think most of us have been surprised by how Jenson Button has imposed himself on this team. He's clearly adored by everybody at McLaren. He's driven absolutely beautifully. I think most people assumed that Lewis Hamilton would have been faster every weekend, but it's been very far from the case, hasn't it Nigel?

**NR** It certainly has. I think that this year Jenson and McLaren really became comfortable with each other for a number of reasons. For one thing, Jenson did have some say and influence in the design of the car, in the sense that it was a car that suited him which he hadn't had in the first year because he signed too late. Also, Pirelli and the new tyre regime – of having deliberately inefficient tyres if you like, or tyres that had to be looked after – could have been made for Jenson as it would have been made in his time for Alain Prost. Plus Jenson's head was absolutely together while his team-mate's patently wasn't.

I think a lot of things came together for Jenson this year and he made the absolute best of them. It was apparent by mid-season that race in, race out, he was McLaren's best hope.

**RW** Damien, can Lewis Hamilton bounce right back?

**DS** Oh yes, he definitely can. I think the victory in Abu Dhabi was evidence that if *that* Lewis turns up every weekend then he will win another World Championship. The interesting thing about Lewis Hamilton is that he's had a bad season, he's been beaten by his team-mate for the first time, but when you think about it, he's still won three Grands Prix – so he's not been that bad. He's had a terrible season by his own high standards and he's had personal problems to deal with, but he has the

ability – if he can get his head together and get in the position that Jenson is in, where he's happy with life – to win multiple World Championships. But this season will always mark him for the rest of his life.

**RW** I think Lewis, at some time this season, realised that the team really did adore Jenson Button. There's a lot of energy around Jenson and maybe these factors came together just to dent Lewis' confidence, and I think when you drive as close to the limit as Lewis does the one thing you desperately need is confidence and you need to feel absolutely on top of yourself.

**DS** I think you're right, Rob. But McLaren couldn't do any more to make Lewis feel part of the team. They have bent over backwards for him. But he's shown himself to be very immature at times.

**NR** Yes, fragile...

**DS** Absolutely. And I think that's the biggest question mark over him for the rest of his career. How will he react in these situations? Things in life don't always go swimmingly and you've got to rise above personal problems, in any walk of life.

## DRS, PIRELLI AND KERS DID NEW RULES PASS MUSTER?

**RW** I'm not in favour of gimmicks, but you can't deny that we saw a huge amount of overtaking this year. Pirelli did a fantastic job overall, the racing was invariably exciting. What was your take on the new elements for 2011, Nigel?

**NR** I've written it many times, I don't like anything artificial. Having said that, I thought the new tyre strategy –

manufacturing tyres deliberately to have an effect on the outcome of the race – actually worked extremely well. Less so towards the end of the year because I think Pirelli became a little more conservative.

**DS** They were starting to do too good a job!

**NR** Well, exactly! They started doing what race tyre manufacturers had always done, which was to make good tyres. I was actually quite OK with the tyres that didn't last and I was absolutely delighted that Ross Brawn said "we absolutely do not need DRS, the introduction of this new tyre regime was enough to transform the quality of the racing in F1", and I agree with that.

I'm not a great KERS fan, but I understand that it's popular because it's green and we need to be seen to be responsible and so on, but again not all the teams have it. But overall, I'm perfectly happy with the tyres and I'd be perfectly happy to go down the road simply with the tyre philosophy we have now and forget the rest.

**EF** With the DRS I slightly disagree. Yes, there have been times when they have got it wrong and overtaking has become a bit of a joke. But the big thing I really hated in the past was when a much faster car just could not get past, or even close, to the car in front. It would completely ruin someone's race through no fault of their own. That's what I really love about DRS. It gives people a better chance to get out of that situation.

**NR** I entirely agree with what you're saying Ed, but I would have preferred it if they had fundamentally addressed the actual cause of the problem rather than coming in with what is – to my mind – a fairly cheap sidestep around it.

Look at it this way. The best single moment of the 2011 season for me was Mark Webber's pass on Fernando Alonso at Eau Rouge. I don't know how many times I've seen it now, but every time I watch it I expect them to have an accident. It was just a perfect piece of driving by both of them.

At Monza I was talking to Fernando about that and he said "you know, I couldn't quite believe that he was going to do it, and then I realised that yes, he probably is! But I knew it wasn't a problem because I knew that a lap later I would do him on the hill with the DRS", which he duly did.

To me, that just negated it all. The greatest 10 seconds of the season were wiped out a lap later, up the hill. "Right, I'm behind him, open the flap, bye bye." That's not the same thing to me. >>>





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[1] Hamilton was out of control at Spa, but started the season well enough with second in Australia [2]. [3] As Lewis sank into personal despair, Button's star rose. [4] Jenson's win in Montréal was well-deserved, but he'd clashed with his team-mate en route [5]. [6] Elsewhere the McLaren team-mates raced cleanly, but Red Bull stayed out of touch.



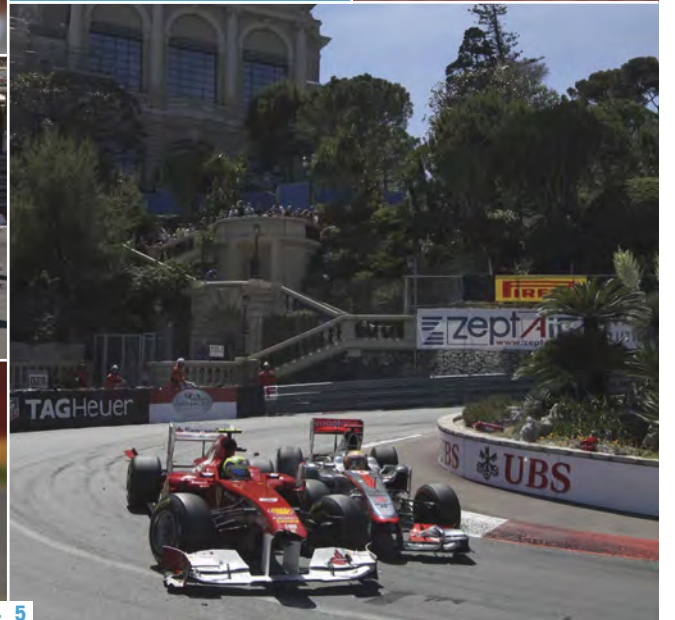
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[1] Alonso's sole success came at Silverstone, though he deserved more and certainly had the beating of Massa [2]. [3] Schumacher was an equal for Rosberg in the races, if not in qualifying, while Nico's tyre management was questionable [4]. [5] Massa and Hamilton clash at Monaco – a recurring theme. [6] Michael was in the hunt in Montréal.





## FERRARI ALONSO CARRIES HIS TEAM

**NR** Ferrari were disappointing, no question about it. They had a wind tunnel problem at the beginning of the year which they found out about quite late in the day. They were never able to understand why their wind tunnel figures were fantastic and on the track their performance was not a match for that. When it was eventually discovered that they had a major calibration problem it was almost 'start again'. So they've had a very hard year. You know, they've won a race.

Having said that, and yes I know I'm absolutely an Alonso fan, I think Fernando was magnificent in 2011. To be able to qualify in the first three only three times and to finish in the top three 10 times says everything about his attitude. Alonso did more with what he had this year than any other driver.

At the same time I am frankly a little mystified by Massa... a fifth place.

**DS** I've really struggled to understand how he's kept his drive for next year. There are so few top drives in F1 and there are so many young drivers knocking on the door that surely it's time for Ferrari to take a chance on a Jules Bianchi or one of these up-and-coming drivers. At the moment I'm frustrated that they can't find anywhere to go.

**NR** I'm not sure, Damien, that a top team is going to do that. It is only three years after all since Massa, for a few seconds, was World Champion. There were times when he was Michael's team-mate at Ferrari when he plain blew Michael away, and it's easy to forget now that in that period of 2006, '07 and '08 Felipe won a lot of races. He won them beautifully and dominated them.

Perhaps he isn't the driver he was before his accident. Let's face it, he was nearly always the lead Ferrari driver when Räikkönen was there.

First of all, I think Alonso is that good, and I think perhaps Felipe is not quite what he was.

He was unlucky this year in terms of the number of incidents with Hamilton (five) and he did get punted out of quite a few races, but even so. He always qualified well – he was one of only four drivers to make it to Q3 in every race... Alonso's races would always go better than qualifying, Felipe's would go the other way, and that was disappointing.

**DS** Do you think there's any way Massa can keep his drive beyond next year?

**NR** No, I don't. I don't think there's any way he can keep his drive. If Robert Kubica was back and fit I don't think he would have kept it for 2012.



## MERCEDES- BENZ BETTER – BUT NOT GOOD ENOUGH

**RW** A lot of us thought that Ross Brawn would turn this team round, and why wouldn't we think that? Benetton,

Ferrari... Ross is known to be an extremely clever guy. But it hasn't happened. They finished fourth in the Constructors' Championship, but they didn't get on the podium once in 19 races. Nigel, what's going on here?

**NR** I'm not sure I can give you a definitive answer, Rob. I think it is just taking a bit longer than everyone expected. It will happen. Ross has been recruiting of late, Aldo Costa has gone there from Ferrari, and Ross and Aldo go way back. You know, it was a reasonable car this year – blindingly quick in a straight line, but not particularly kind to the tyres, which certainly compromised Nico Rosberg a time or two.

**DS** We should probably remember that when Adrian Newey joined Red Bull he didn't just wave his magic pencil and suddenly Red Bull were there on the pace. It took them time to gel and create what we see now. I get the feeling that the synergy between what was Brawn GP and Mercedes-Benz hasn't been smooth.

**NR** No, it hasn't been the easiest.

**RW** Rosberg has been more than a match for Schumacher. In fact, Nico has out-qualified him most of the time. Is it time for Michael to retire?

**NR** You have to say that Michael was considerably better in 2011 than he was the year before. I truly didn't think that at the end of 2010 he deserved to keep his drive. And had he been anyone other than Michael Schumacher he would have been gone. Having said that, he was the very opposite of Webber this year, in that he liked the Pirellis infinitely more than the Bridgestones. We are never going to see Michael as he was – he is just simply not as quick as he used to be. But he still tended to start very impressively, he always seemed to make up places in the first minute of a race. His opportunism and awareness is as sharp as ever. But he certainly compromised himself in qualifying. It was 16-3 to Nico and that gives you a lot to do on race day.

**DS** There's no sign of flagging motivation is there? He still seems to be up for it.

**NR** Yep, I think he is. It's hard for me to understand someone who used to be on the podium, or on the top step of the podium, every fortnight and hasn't once been on the podium since he's come back. It's quite hard to understand how the motivation does keep going. He's one of those people who simply loves driving F1 cars. >>>





RENAULT vs  
FORCE INDIA  
vs SAUBER  
THE MIDFIELD  
GRITTY  
DOGFIGHT

**RW** Let's start with Renault. Should they have dropped Nick Heidfeld mid-season, the 'safe pair of hands' who was drafted in to replace the unfortunate Robert Kubica?

**NR** Well, Heidfeld finished 11th in the World Championship despite the fact that he didn't do a lot of the races. He virtually had as many points as Vitaly Petrov.

**EF** Yep, he was just three short.

**NR** The team started the year off very well with Petrov's third-place finish in Melbourne. They were both routinely qualifying in Q3, and Nick was third in Malaysia. He made a great start and was up to third at the first corner. So I thought it was a bit harsh. Some of Eric Boullier's decisions surprised me – let's put it that way. Yes, there were times when Heidfeld struggled and they certainly lost their impetus. I suppose to a degree they felt 'well our season will be average, so let's give Bruno Senna a run'.

**RW** And get some money on board... I would have dropped Nick on the basis that he wasn't going to do anything

exciting. Why not try somebody with potential? But, as Nigel suggests, if you want to score points then Nick Heidfeld's your man.

**DS** He's always reminded me of a Thierry Boutsen-type character: a very good pro who – with a fair wind – could have won a Grand Prix or two like Thierry did. He never really had an ultra-competitive car, but he was always touted after his F3000 title as being a McLaren driver and that never happened.

**NR** I think in many ways he never got over that. Quite seriously. I think when Kimi Räikkönen suddenly, out of nowhere, went there that had a profound effect on Nick.

**RW** Let's talk about Force India. A good year for the team?

**NR** Yep, absolutely. In general terms it was a much better second half of the year, particularly for Adrian Sutil. Maybe I'm biased because he's a new young Brit or whatever, but Paul di Resta was quietly yet thoroughly impressive all year long. He qualified sixth at Silverstone – that's pretty impressive.

**EF** The thing that always strikes me about di Resta and his first season is that he hit the ground running. That's all very well if you've been testing non-stop like Hamilton did before his debut in 2007, but Paul didn't need three or four Grands Prix weekends to get up to speed, he was just on it from the first race.

**DS** Deeply competent guy, Paul di Resta, and I think the key for his career now is next year to step it up another gear. That's what he will need to do if he's going to get a big drive in the future. But what a start, he's done a great job and you can't emphasise enough what an achievement it is to compare well to Sutil – who deserves better in F1 himself.

**RW** Sauber's a funny team, isn't it? They've been around forever yet nothing ever quite happens. They don't have a lot of money, they inherited a lot of good resources from BMW, they've got two exciting drivers there – that's the fun part, isn't it?

**NR** Invariably Sauber start off a season pretty well and then as the season goes on they just get out-developed by everybody else. As you say, it's not a rich team. They can't compete with the top teams and they probably finish up the year with a car far closer to the one from the beginning of the season than most people.

Their drivers... Kobayashi has oddly enough been quieter this year, hasn't he? I was thinking

the other day, has he been quieter or is it simply that DRS has enabled everyone else in the world to overtake? In 2010 we were getting quite excited about some of Kamui's overtaking moves. They were nearly always clean, they were incisive, beautifully executed...

**RW** Kobayashi sort of had a personal DRS, didn't he?

**NR** Sergio Perez I find quite difficult to read because some races he's looked really quite exceptional – notably his very first race in Melbourne when he nearly ran the whole race without a tyre change which everyone thought impossible.

There's obviously a huge amount of talent there, but I'll be interested to see how he progresses in the future.

**DS** Sauber re-signed the drivers very early on and I wonder whether they should have kept them on tenterhooks for 2012 just a little bit longer.

**NR** That's fairly typical Peter Sauber though, he's not a tricky guy.

**EF** Heaven forbid, if I was ever a driver I'd like to know as early as possible. The knowledge that my seat was safe for the next year would make me perform better because I wouldn't be worrying about whether I had a job or not. Hint, Damien... I think they benefitted from that, rather than every weekend going out and thinking 'oh God, if I make a mistake that may be the end of my career'.

**NR** I think fundamentally drivers react well to job security. For example, it was a very smart thing for Martin Whitmarsh to get Jensen on a new contract for the future.

**RW** Back to Sauber, I don't think Perez has been the same since the accident at Monaco. To me, if you look at his season he didn't have the fire in his belly, he didn't have the incredible attacking verve that he came into F1 with and it seems to me that that was after Monaco. Just a view...

**DS** That midfield is so intense. I'm just looking at the drivers in the championship order here from Sutil, Petrov, Heidfeld, Kobayashi, di Resta, Alguersuari, Buemi, Perez... That midfield group is incredibly competitive and actually as a battle it's as intense and interesting as what goes on at the front of the field. We don't see so much of it, but it's amazingly tough to make your mark out of that lot and it's so difficult to be noticed by the Ferraris and McLarens of this world. >>>





[1] Heidfeld was unceremoniously dropped by Renault, and found himself in the kitty litter in Germany [2]. [3] Petrov got the team off to a good start in Melbourne with third. [4] Di Resta had a strong rookie season at Force India. [5] Kobayashi was perhaps a little underwhelming at Sauber. [6] Did Perez's Monaco crash blight the rest of his year?



# F1 SEASON REVIEW

[1] Barrichello fought on gamely at Williams in perhaps his last year of F1. [2] Buemi was solid but no more at Toro Rosso. [3] Glock and di Resta get too close for comfort at Spa. [4] Ricciardo got some running at HRT, and has since been touted as a Buemi replacement. [5] Lotus was the only 'new team' to progress in 2011; Trulli was outpaced by his team-mate.







## SCUDERIA TORO ROSSO A TEAM TREADING WATER

**RW** Sebastien Buemi and Jaime Alguersuari have not managed to impress enough to be mentioned as potential graduates to Red Bull Racing, have they? Will they be dropped in favour of Daniel Ricciardo or Jean-Eric Vergne? Nigel, Buemi and Alguersuari are two good, very competent midfield drivers and that's about it, yes?

**NR** I think so, yes. It's not really fair to say that they both deserved to be dropped, but on the other hand you tend to think, well, really what's the point in going on for another season with them because we've got a fairly clear idea of what we'll get. I don't see either of them ever being thought of in terms of promotion to the Red Bull proper team, so I would be very happy to see Vergne and Ricciardo in the Toro Rossos next year.

**DS** It just shows what a tough world it is in Formula 1, doesn't it? Two guys who haven't really done a lot wrong and their F1 careers are in danger of being more or less all over.

## WILLIAMS HITTING ROCK BOTTOM

**RW** What can you say about Williams? It's just been a very sad year. Sam Michael has gone to McLaren, Patrick Head has stepped down, Mike Coughlan has arrived. Nigel, will they bounce back, do you think?

**NR** I don't know, Rob. Not that long ago I would have said 'oh yeah, in time they will because they're Williams'. Most of my working life I thought of Williams and McLaren in the same breath. They both employed Adrian Newey at different times. Both had their glory years and if they had a bad year they usually sprang back fairly quickly. Now, in Williams' case, I'm really not sure. You know, Interlagos was the seventh anniversary of Williams' last Grand Prix win with Juan Pablo Montoya. Since then it's really gone from bad to worse to catastrophic. Even last year they had 40-odd points; this year they've got five.

Unfortunately, and sadly, it is increasingly a Williams team that is harder to recognise. Yes, Frank is still Frank and he will never change. He is Williams, the figurehead. Other than that it's harder to find anything resembling Williams Grand Prix Engineering as we knew it.

There's certainly been a regime change and thus far you can't say it's working out terribly well. I think to a degree Sam was too much of a one-man band, in the sense that he worked absurdly hard and it was probably more than one guy could cope with. Their car this year was in many ways quite radical and they did have high hopes for it and sadly it was a dud.

**RW** I have optimism for Williams. They have a new Renault engine, new senior management and I think there's a really strong will to get back up from where they are. I cannot imagine Frank Williams accepting this situation ad infinitum. I think they have hit the low point and they are going to go back up.

## LOTUS vs VIRGIN vs HRT DROP THE 'NEW-TEAM' TAG

**RW** We call them the new teams, except they aren't anymore, are they Nigel? These teams ought to be banging on the door of the midfield by now, should they not?

**NR** You have to draw a clear distinction between Lotus and the other two. Lotus did progress in 2011. And they certainly put some distance between themselves and HRT. But they were still mired in Q1. There are points for the first 10, and the fact remains that after two years not one new team has scored a point.

Lotus has progressed – but still not to the point that they can score a point. I expect they will next year when they are Caterham, or Dorking, or whatever they are called...

**RW** Damien, does HRT deserve a place in F1? Should Jarno Trulli still be racing?

**DS** It was strange to see Trulli still pedalling around at the back. He was one of the fastest F1 drivers five or six years ago. But he's clearly one of those people, like Schumacher... He's an F1 driver, that's what he does for a living, and he'll do it as long as he can. It would be nice to see Lotus take on new blood.

Virgin is an interesting case – they've had a write-off of a season. The car didn't work from the start, there was the embarrassment of the fuel tank being too small, they ditched Nick Wirth and the CFD-only philosophy, they brought Pat Symonds in as a great troubleshooter to give the team some structure. I'll be interested to see what progress they make next year with a more conventional approach. There's no point in judging them this year.

One of the big wastes for me in F1 is Timo Glock, who deserves to be in that midfield scrap. He's much better than Virgin at the moment.

I've got nothing to say about HRT. I don't know why they exist or why they're in F1. >>>



Florida's sports car classic celebrates its 50th anniversary in 2012. Out of some great finishes during that half-century, we pick 10 stand-out races

BY GARY WATKINS

**T**he origins of the Daytona 24 Hours can be found in the name of the track that this month celebrates the 50th birthday of the event. NASCAR founder Bill France Sr had christened the giant facility that emerged from the Florida scrub in 1958 the Daytona International Speedway (DIS). It was most definitely a speedway – witness its 31-degree banking – but international it wasn't. The idea of a long-distance sports car race was conceived half a century ago to change that.

“There wasn't a whole lot international about NASCAR in those days,” says Jim France, Bill's second son and today the boss of NASCAR. “It was just the good ol' boys from the south. That's why he came up with the idea of a sports car race.”

France points out that DIS was built to be much more than a replacement for the Daytona Beach road course. It hosted an Indycar event in its inaugural season in '59, while the infield road course section was in place from the word go.

France's plan to put Daytona on the racing map involved inviting the great and the good from North America, Europe and beyond to his new event.

The first long-distance enduro, the Daytona Three-Hour Continental of 1962, had an all-star grid. Fireball Roberts and AJ Foyt were on the entry, and so too was Roger Penske and Grand Prix drivers Jim Clark, Stirling Moss and Innes Ireland.

Dan Gurney was the winner of the first race aboard a Frank Arciero-entered Lotus-Climax 19B. The race increased in duration to 2000 miles in 1964 and then to 24 hours in '66. France remembers that his brother, Bill Jr, was responsible for the race morphing into a twice-around-the-clock classic.

The Daytona enduro has had its highs and lows since then, running to any number of rule books. In today's Grand-Am it stands aloof from the world order of sports car racing, but just like in 1962, it still attracts big-name drivers from all over the world. What follows are some of the best battles from a classic race.

# Golden days (and nights) at Daytona



LAT





# '67

## FERRARI'S REVENGE

**T**HIS WAS A GRUDGE MATCH. Ferrari was out for revenge after the beating it received at the hands of Ford at Le Mans in 1966. The result was one of its all-time classic sports car designs, the 330 P4, and a clear-cut victory in its big rival's backyard at Daytona in '67.

Chris Amon, who shared the winning car with Lorenzo Bandini, has no doubts that his new employer had upped the ante.

"I got a very distinct impression that they wanted revenge," says the Kiwi, who had been signed up by Ferrari for '67 as a result of his part in Ford's first Le Mans triumph. "I think more effort went into the P4



than had gone into their long-distance cars over the previous few years."

Ferrari dominated the Daytona 24 Hours that year: the second P4 driven by Mike Parkes and Ludovico Scarfiotti finished second and the North American Racing Team's old P3 came home third in the hands of Pedro Rodríguez and Jean Guichet. And Ford? Its bid for a third straight victory in one of the 24-hour enduros disappeared, quite literally, in a cloud of oil smoke – gearbox oil smoke.

Ferrari was on top all the way apart from an early cameo from the untried seven-litre Chaparral 2F (left).

"We had the upper hand from the start," says Amon. "You could drive the door handles off the P4 for





24 hours and the chances were it would keep going. It was bulletproof, but you had to look after the Ford."

The Fords were in trouble early on. Six GT40 Mk2s were on the entry, and between them they underwent nine changes of the latest Kar Kraft gearbox until there were no spares left. The only car to make the finish, the Shelby entry driven by Bruce McLaren and Lucien Bianchi, came home a distant seventh after reverting to the previous year's 'box.

The final indignity for Ford came after the race when its hero from '66 was asked to draw comparison between the GT40 and his Daytona-winning P4: "I think I made some comment to suggest that the Ford was like a truck compared with the Ferrari."

**N**O ONE WANTED TO DRIVE the Porsche 917 in 1969, yet by the following year it was the car to have. The instability problem that had made it such a monster had been cured and after a winter's worth of development it was reliable, too. That combination allowed one of the all-time great racing cars to notch up its first victory in one of the classic enduros at Daytona in 1970.

"We knew the handling was good and that it was reliable," says Brian Redman, "and we'd already been testing at Daytona. That car was so fast there; we were lapping tail-enders on lap three."

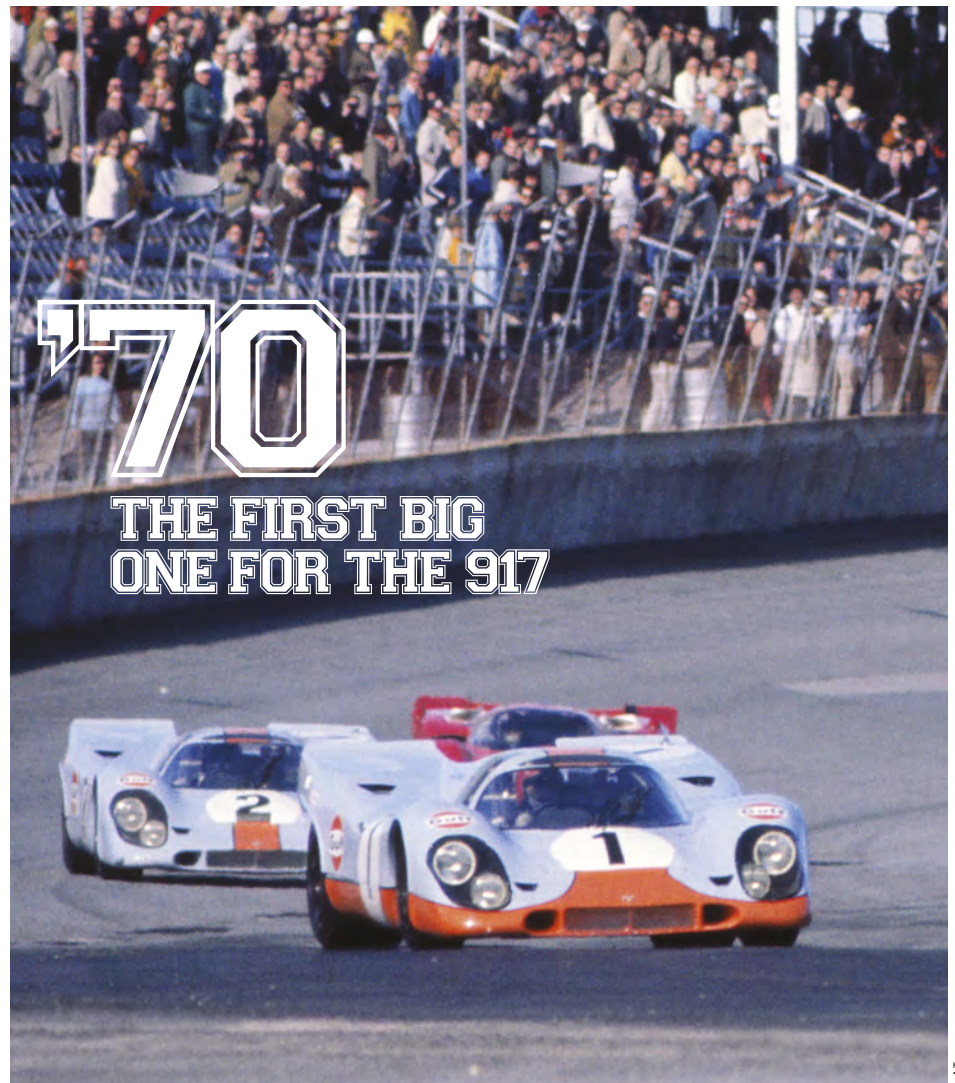
The JW team dominated once the Ferrari challenge had fallen by the wayside, but it wasn't plain sailing. The 917K Redman shared with Jo Siffert was hit by a myriad of problems, although the sister car driven by

Pedro Rodríguez and Leo Kinnunen ran without delay to claim a 45-lap victory.

Redman, who lost time with a tyre blowout and collapsed rear suspension, thought that he and Siffert weren't going to see the finish.

"The clutch went early in the morning," he recalls. "I don't think the JW crew had ever changed a clutch before, and I thought that was it. At that point, David Yorke [JW's team manager] said he wanted me to do a stint in the lead car because they couldn't get Leo to stick to the pace they wanted. I went out and near the end of that stint who should come hurtling by me on the banking past the pits but Seppi."

The JW team had been told that a clutch change would take 90 minutes, but despite their lack of experience managed to complete its replacement in 80. That enabled Redman and Siffert to get back up to a distant second and complete a Porsche 1-2. >>>







# '73

REPUTATIONS  
WERE BUILT  
ON THIS

**E**T WAS THE FIRST OF FOUR for Peter Gregg, the first of five for Hurley Haywood and the first of 10 for the eternal Porsche 911 shape. Daytona '73 was a year of firsts and will always have a special place in the history of US endurance racing.

Haywood knows just how important that victory was with Gregg, Brumos Racing and the brand-new Porsche 911 Carrera RSR. It put the team and its drivers on the map, not least because to seal the victory they had to overcome the might of Penske Racing with equal machinery.

“That was the race which put my name up in bright lights,” he says today. “Peter and I had a real desire to beat a team of the stature of Penske and the quality drivers it had in Mark Donohue and George Follmer.

“That gave us the confidence that we were good enough to take on the best America had to offer and compete on an international stage. And, of course, we backed it up with another victory at Sebring in March.”

Penske and Brumos were each armed with a brand-new ‘ducktail’ Carrera RSR delivered straight from the factory. They weren’t supposed to challenge for outright honours, but when the last prototype standing – the Matra driven by François Cevert, Henri Pescarolo and Jean-Pierre Beltoise – stopped during the night, the race became a straight battle between the two 911s.

There was little to choose between two cars that were never separated by more than a couple of laps until five o’clock on Sunday morning. The Penske car’s engine failed, and now it was up to Gregg and Haywood to get their flat-six home, with a little help from a certain famed Porsche engineer.

“Norbert Singer was there to work with us and Penske,” remembers Haywood. “He was really concerned that we weren’t slowing down enough and I distinctly remember a pit signal reading, ‘Singer says slow’.”

Haywood can’t remember if he really did obey the command, but the 911 went on to take its first overall victory in one of the blue-riband 24-hour races.

The 911 and its derivatives would go on to win all the major enduros and notch up a further nine victories at Daytona.



# '83

## SUPER-SUB FOYT MAKES THE HEADLINES

**W**HO THE F\*\*\* IS AJ FOYT?" Those words were uttered live on TV by the late Bob Wollek in 1983. The Frenchman was never one to pull his punches and certainly wasn't about to do so after manhandling an 800bhp Porsche 935 around Daytona for two hours. He'd just realised that an extra member had been drafted into the team with which he was leading the 24 Hours and wasn't best pleased. When an intrepid pitlane reporter asked what he thought of having a bona fide US racing legend on the squad, the expletives flowed.

Wollek had just jumped out of Preston Henn's Swap Shop 935L he thought he was sharing with the team owner and Claude Ballot-Lena and strapped the next driver in. Only there were Henn and his fellow Frenchman standing at the wall.

Kevin Jeannette, Henn's crew chief, takes up the story: "I don't exactly remember what happened, except Wollek saying, 'Who's in the car?' I said it was Foyt, and you could tell he was livid."

Before Wollek could collect his thoughts, a microphone was thrust in his face. "So Bob, what do you think of AJ Foyt joining the team?" came the question. The Frenchman's famous response followed.

Wollek wasn't the only one to doubt Foyt's abilities in a sports car, even if he had been a Le Mans 24 Hours winner 16 years before. Jeannette had argued against team boss Henn when he had suggested bringing in the Indycar star, pointing out that Foyt was being drafted in to a strange car mid-race after the retirement of the Aston Martin Nimrod in which he'd started the event.

Foyt's preparations for taking the controls of Henn's 935L extended to sitting in a 935 that had already retired and asking what he calls today a "few stupid questions".

"AJ said, 'What's the shift pattern?'" remembers Jeannette. "I said, 'It's just like a Volkswagen, except that reverse is over and forward.' His reply was: 'First of all, do you think I've ever driven a Volkswagen? And second, why would I need reverse?'"

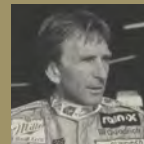
Wollek, Henn, Ballot-Lena and now Foyt went on to win the race by four laps, with the Indy legend playing his part. Jeannette recalls him being quickest of all in the wet.

That gained a begrudging respect from Wollek and the pair became firm friends.

"He was one of the best co-drivers I ever shared a car with," says Foyt today. "I thought a lot of Bob, and I think he thought a lot of me." >>>



## 10 KEY DAYTONA 24 DRIVERS



### Derek Bell

Bell's name will forever be associated with Le Mans, but his record at Daytona during the peak of his sports car career is phenomenal. In eight starts in the 1980s, he claimed three victories and four runner-up spots.



### AJ Foyt

The Indycar legend refound a love for sports car racing late in his career. The Texan became a regular at Daytona in the '80s and ended up winning twice and finishing second twice in six years.



### Peter Gregg

'Peter Perfect' remains the greatest driver-entrant in Daytona history with his Brumos Racing concern. No one else has won three Daytonas on the trot in his own cars, starting in 1973 (see left). A fourth win followed in '78.



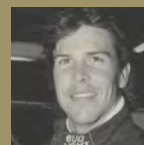
### Hurley Haywood

Five wins in a 24 Hours career spanning five decades mean Haywood is rightly regarded as 'Mr Daytona'. A race without him is unthinkable, so it's only right he's entering this year's 50th anniversary event aged 63.



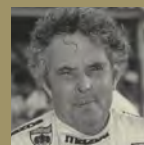
### Al Holbert Jr

Holbert was the ultimate driver-engineer according to just about everyone who raced with him. There would undoubtedly have been more than two victories but for his untimely death in 1988.



### Scott Pruett

Pruett first won at Daytona in 1994, but with Chip Ganassi's squad his sports car career has blossomed. A further three wins in the Daytona Prototype era mean he can equal Haywood's record tally this year.



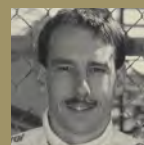
### Brian Redman

Redman claimed three victories in the Daytona 24 Hours, but it is his 14 hours out of 21 in the shortened 1976 race aboard the winning BMW that makes him one of the true heroes of the event.



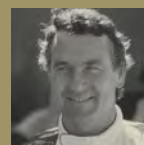
### Pedro Rodríguez

Lists of sports car greats inevitably include the elder Rodríguez brother. Four victories in a classic such as Daytona, scored with Ferrari and then Porsche, mean there's no leaving him out of this one.



### Andy Wallace

The Briton was a trooper of a sports car driver, the man you wanted in the car when the chips were down. He won with Jaguar and twice in Dyson Riley & Scotts, but could and perhaps should have won more.



### Bob Wollek

'Brilliant Bob' never won the 24 Hours at Le Mans, but he made a habit of winning its American counterpart. The late Frenchman was one of the top Daytona drivers of the 1980s and early '90s.



## DAYTONA 24 HOURS



DAYTONA '87 WAS ONE OF THE HOTTEST IN years. And in more ways than one. In unseasonably high temperatures, a pair of Porsche teams entered by two legends of US motor sport fought out the race at a red-hot pace, a battle that lasted from the green flag to almost within sight of the chequered flag.

There was history between AJ Foyt and Al Holbert Jr, whose Porsche 962s contested the 20th running of the 24 Hours. Foyt, then driving with long-time sports car entrant Preston Henn's squad, had come from behind to triumph in 1985 and notch up the first victory in the Daytona enduro for Porsche's all-conquering 962. Twelve months later, the roles were reversed and it was Holbert's squad that came through to pinch the victory laurels from Henn's Swap Shop team.

This time both Holbert and Foyt's cars ran without significant delay until the final stages. There was little to choose between either of the two Porsches, the Holbert car driven by Derek Bell, Chip Robinson and Al Unser Jr, Foyt's own entry by the team boss, Danny Sullivan and Al Unser Sr. So much so that during the night Little Al and Sullivan came together as they battled for the lead.

The Holbert crew eked out a narrow lead on Sunday morning, but all three drivers were in trouble after the team's strategy of punching out a side window during the night to get some cool air into the car backfired.

"The air backed up in front of the intercoolers and went straight through the window," explains crew chief Kevin Doran. "Once the sun came up we were toast."

Almost literally, as Bell explains.

"It was so hot our lips were burning," he says. "I remember finishing a stint on Sunday and struggling to get my overalls off. I was finished."

Holbert, who had opted to concentrate on team management duties that year, had no choice but to take the wheel to help out, though it was Bell who climbed back in for the finish.

The Briton, the elder statesman of the Holbert line-up, never had to find out how much he had left in the tank. The Foyt car's engine went pop in the final hour. >>>



# '87

## RACING LEGENDS SLUG IT OUT





# '88

## THE XJR'S FIRST 24-HOUR VICTORY

**I**T'S EASY TO OVERLOOK TWR-Jaguar's triumph at Daytona '88. And for good reason. Less than six months later Tom Walkinshaw's organisation would give Jaguar its first Le Mans 24 Hours victory for more than 30 years. But for many involved in the team's successes over the next five seasons, it is the American race which will forever be etched in their memories.

For Tony Dowe, who was brought in to set up TWR's US operation, the race was the successful culmination of the "toughest 16 weeks of my life". And Martin Brundle, part of the winning driver line-up, describes it as the "hardest race of my career".

It was hard for Dowe and his crew because TWR Inc didn't even exist the previous October after Jaguar made a very late decision for Walkinshaw's organisation to take over its IMSA GTP campaign from Bob Tullius's Group 44 squad. Dowe had to magic a team from scratch: there were no premises, no staff and no cars.

It was hard for the drivers, too. The Jaguar XJR-9 wasn't the fastest car around Daytona and it didn't make it through the race without technical problems. That's why there was never any let-up for Brundle and his co-drivers.

An electrical glitch early on put the car three laps down, but a combination of hard work (courtesy of Brundle and team-mates John Nielsen and Raul Boesel) and pitwork (thanks to race engineer Ian Reed) brought the car back onto the lead lap.

The race boiled down to a straight fight between the winning XJR-9 and Jim Busby's Porsche 962 driven by Bob Wollek, Brian Redman and Mauro Baldi, which was only settled in Jaguar's favour when the latter went off behind the safety car.

"We drove it flat out all the way," says Brundle. "I remember coming up to a gaggle of cars on the banking and thinking there was no way I was getting out of the throttle. I dived down onto the apron and went past them all. It was pure lunacy."

So hard had Brundle, Nielsen and Boesel driven that Walkinshaw opted to bring in Jan Lammers from one of the other two Jags for one stint on Sunday morning.

Like Wollek five years before him, Brundle didn't think any help was required.

"I found Tom and started to scream at him. He let me have my rant and then told me it was his team and he'd do what he liked. As I spun around and walked off, I collapsed in a heap."



**H**ISTORY AND A REPUTATION were made at Daytona in '96. The flamboyant pursuit of the ailing Riley & Scott out front by a Formula 1 refugee resulted in what was then the closest finish in the race's history. That chase was also the making of Massimiliano Papis.

The Italian lost out on victory in the Doran-run Momo Ferrari 333SP by just over a minute. What he gained was the 'Mad Max' moniker and a new-found career momentum that carried him back into frontline single-seaters in CART.

The Ferrari, co-driven by car owner Giampiero





## MAX GOES MAD FOR IT

# '96

Moretti, Didier Theys and Bob Wollek, had been playing catch-up for the final two-thirds of the race, its pursuit aided by an AWOL second gear on the leading Riley & Scott (right). That chase was further interrupted by ECU and gearbox problems, and then with two hours to go, a collision with a backmarker.

That should have been the end of it, only for a new problem for the works Riley-Oldsmobile, a fuel pick-up issue. The R&S in the hands of Wayne Taylor was going slower and slower, the Ferrari, now driven by Papis, faster and faster.

"I was driving over the limit every corner of



every lap," says Papis. "I was taking so many risks passing slower cars, and I was having to hold the gearbox in third and fourth."

Papis brought the Ferrari back onto the lead lap, but a late stop for fuel and tyres left him with too much to do. Taylor and team-mates Scott Sharp and Jim Pace took the victory, but Papis took the plaudits.

"When I arrived in Daytona, no one knew how to spell my name," he says. "I left after meeting Jim France and speaking to Ferrari president Luca di Montezemolo on the phone. Without that race I wouldn't be where I am today." >>>





'98

## FERRARI ENDS ITS DROUGHT

**F**ERRARI'S 333SP WAS A LOT OF things. It was the Italian marque's first prototype in 20 years and the saviour of IMSA's new World Sports Car class. It was also successful, phenomenally so. From its winning debut at Road Atlanta in 1994, it triumphed in 18 IMSA races over four years before its '98 Daytona success, a tally that included two victories in the Sebring 12 Hours. But there was one thing it wasn't: a 24-hour car.

The 333SP, the brainchild of Piero Lardi Ferrari and long-time sports car entrant Giampiero Moretti, wasn't conceived for the rigours of around-the-clock racing. It was aimed squarely at the sprints that made up the bulk of the IMSA WSC schedule.

"It was seen very much as a sprint car," says Tony Southgate, who joined Ferrari as a consultant engineer in the latter stages of the design process. "It was certainly never engineered as a 24-hour car."

That much became apparent on its 24-hour debut at Daytona in 1995. Engine problems resulted in three of four cars entered that year going out.

There were near-misses in 1996 and '97 before the 333SP finally came good in '98. Fittingly, it was the cigar-toting Moretti at the wheel when the flag fell to end the Italian manufacturer's 31-year drought at the 24 Hours.

Moretti shrugged off the victory with the joke that he could have bought 1000 Rolex watches (one of the coveted timepieces that are awarded to class winners) with the amount he'd spent trying to win the race since his first attempt in 1970. Yet those around him know that victory meant something special.

"He was truly elated," reckons Kevin Doran, who ran Moretti's cars from 1993. "I think he'd resigned himself to never winning at Daytona, but to finally do it with the Ferrari so late in his career was special."

## '00 VIPERS BITE

**D**AYTONA 2000 WAS BOTH A race of attrition and a flat-out dogfight to the line. And that's no contradiction. Sure, the French ORECA squad won with its GTO class Dodge Viper because the faster prototypes hit trouble, but it had to fight tooth and nail all the way for the victory with the factory Chevrolet Corvette squad.

The best of the ORECA Viper GTS-Rs, driven by Olivier Beretta, Karl Wendlinger and Dominique Dupuy, led the class battle for much of the duration, yet never by much. Only very briefly did the car have a lap worth of breathing space on its pursuers on the way to victory by a scant 31sec.

Outright victory was never on the agenda for ORECA. The French squad had only been told it was doing the race the previous November after a successful campaign in the US in 1999, and winning the GTO class was its first priority. But team boss Hugues de Chaunac did have higher aspirations.

"The important thing was to win the class," he remembers, "but we thought a podium was maybe possible."

Yet such was the rate of attrition among the

prototypes that the Viper was up to second overall just 10 hours into the race. Another 10 hours into the race, and victory for a GTO car looked assured. Dyson Racing's Riley & Scott MkIII lapsed onto seven cylinders and could only limp to the flag.

Which marque of GTO car, a Dodge or a Chevrolet, would win remained in doubt into the final hour. The battle had been nip and tuck all the way.

The Corvette C5-R driven by Andy Pilgrim, Franck Freon and Kelly Collins was the thorn in the Viper's side until gearbox problems on Sunday morning. It was at this point that the second 'Vette, in which Ron Fellows was joined by Justin Bell and Chris Kneifel, moved into the equation after minor delays early on.

It wasn't plain sailing for the Viper, though. Its drivers had been nursing fifth gear over the final two hours.

"We had to push hard but at the same time carefully manage each gearchange when we went into fifth," remembers Beretta, who had to overcome his own battle with chickenpox. "The Corvette was pushing us so hard. That's what makes it such an important victory for me, and I think for Hugues." >>>





# '09

## THE CLOSEST EVER

**T**HE CUMULATIVE MARGIN OF victory over the past three years at the Daytona 24 Hours is less than a minute, so an ultra-close finish is almost expected. The 2009 race started the trend and remains the closest finish in the event's history.

Four cars were on the lead lap at the start of the final hour and two of them were still battling hard as they crossed the line for the final time. Chip Ganassi driver Juan Pablo Montoya trailed David Donohue's Brumos Racing entry (right) by six tenths of a second at the start of the final lap and failed to catch him by just 0.167sec at the end of a thrilling sprint from the last round of pitstops.

Donohue's Porsche-powered Riley, shared with Darren Law, Antonio Garcia and Buddy Rice, had tailed Montoya's Lexus-powered example after the



stops prior to getting a run on the NASCAR star out of Bus Stop chicane with 35 minutes to go. The roles were now reversed, Montoya looking for a way past Donohue for the remainder of the race.

The Ganassi drivers - Montoya, Scott Pruett and Memo Rojas - subsequently bleated about the new four-litre Porsche engine having a power advantage, but Donohue reckons the

cars were evenly matched. "I couldn't pass him on the straights, but I could draft alongside," he remembers. "I was just trying to annoy him to see what happened."

"Everyone said I played the traffic perfectly to make the pass, but I'd tried that a dozen times. It's just that when I got it wrong, no one noticed."

Donohue reckons that Brumos ran the perfect race in '09 and that every man on the crew played his part. "There were so many little things that won us that race," he says. "Where the pit sign went out at the last stop was crucial, because we had to clear our team-mates ahead of us. We changed drivers and they didn't, but we still got out in front."

"I got to wave the flag as it were, but what made it special was doing something for the guys. I made them smile and you can't buy that." **M**



LAT



# “Fangio told me I drove too fast”

Always feisty and competitive, Maria Teresa de Filippis was the first woman to make a Grand Prix grid. And the determination the Maestro saw then is still evident today

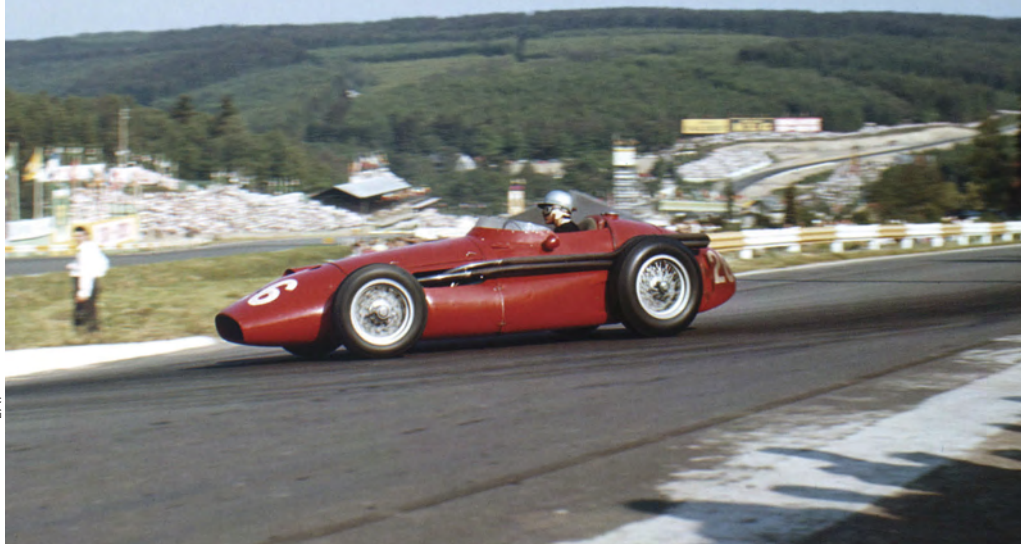
BY ROB WIDDOWS

**I** have recently spent some time with a remarkable woman, so spirited, so passionate, so bright-eyed. And she is 85 years old. We salute the first woman to race in a World Championship Grand Prix, now the grand old lady of motor racing.

On May 18, 1958 Maria Teresa de Filippis drove onto the streets of Monte Carlo in a Maserati 250F, the car that Juan Manuel Fangio had used to win his fifth World Championship the previous year. This was a big moment, not only for Maria Teresa but also for the sport. Women in the 1950s were popular in the pits, but not in the cockpit.

Born in Naples into a wealthy family, de Filippis has never been one for toeing the line. From childhood she was headstrong, knew her own mind. Her aristocratic and competitive father, Conte de Filippis, masterminded the electrification of large parts of rural southern Italy while running many successful companies. He had steered his daughter towards horses, and for a while she was happy in the saddle, and very competitive; keeping up with three brothers had stiffened her resolve.

“My brothers, they had a bet that I could never be a really fast driver,” she says, eyes flashing. “So my father, he gave me a Fiat 500 – I was 22 and I won my first ever race in that car. And that is how it began – after the horses, it was cars. I loved the speed, the thrill of it.” >>>



LAT



De Filippis in the pits at Spa '58 and in the race, left. She scored a sole World Championship GP finish aboard the Maserati 250F with 10th place









Monaco debut ended in disappointment when de Filippis failed to qualify. Left: Maria Teresa added some glamour to the pitlane

LAT

By 1954, the 28-year-old was winning races across Italy and finished runner-up in the Italian Sports Car Championship, racing her own Urania-BMW, a more powerful Giau, then an OSCA. The wins kept coming and de Filippis began to think about a move to single-seaters. Eyebrows were raised about a woman who had the nerve to take on the men's world.

"It never worried me, all of that," she says. "I just wanted to race. My father helped me, of course; he inspired me to succeed in whatever I chose to do. My mother didn't object too much either – because I was winning. She liked that, you know. Physically it was not a problem, not in the sports cars anyway – I was fit, riding horses and competing all the time as a teenager."

There are three of us involved in this chat – Maria Teresa and her husband Theo Huschek chipping in with translation. There is clearly a deep bond between husband and wife, married for half a century and working as a team.

"You have to understand," Theo dives in, a look of amused admiration in his eyes. "Maria Teresa is a very determined woman, not afraid of anything, and nobody can tell her what to do, or not to do. And she can be intolerant, passionately so, when someone stands in her way or insults her intelligence."

Earlier in the day de Filippis had given short shrift to a young reporter who wanted to ask her about Formula 1. What had been the problem, I wondered? Theo laughs heartily.

"She was asked how she dealt with sponsors when she was in F1. Sponsors? My God, Maria Teresa is from one of Italy's richest families.

There were no sponsors, no managers. She raced her own cars, made her own decisions, and even at Maserati she took no orders. Just because they were men, that didn't mean they could tell her what to do."

De Filippis is smiling, becoming animated. "That is why I went to Maserati," she says, "and why I never wanted to go to Ferrari. Why would I want to be at Ferrari? Just because I am Italian? No. At that time I did not want to be commanded by Mr Ferrari. I spoke to him and I told him I didn't want to drive for his team. In those days he would say one word and everybody jumped. That was not for me. Also, I felt there was no real culture, no real depth to it all. At Maserati it was more a family concern, with more real people and they were easier to talk to. And I could take my own car to the team, that was important for me."

"Let me tell you, Maria Teresa is not at all a normal person," adds Theo. "She was taught privately, taught the values of the real world at that time – honour, engagement, responsibility, things like that – and they never talked about money. It was not worth speaking about in the family. The attitude was that nobody was going to tell a de Filippis what to do."

Maria Teresa had built a reputation through the lower formulae for having exceptional courage, even being a little too brave at times. Moving to the Maserati Grand Prix team in



GP Library

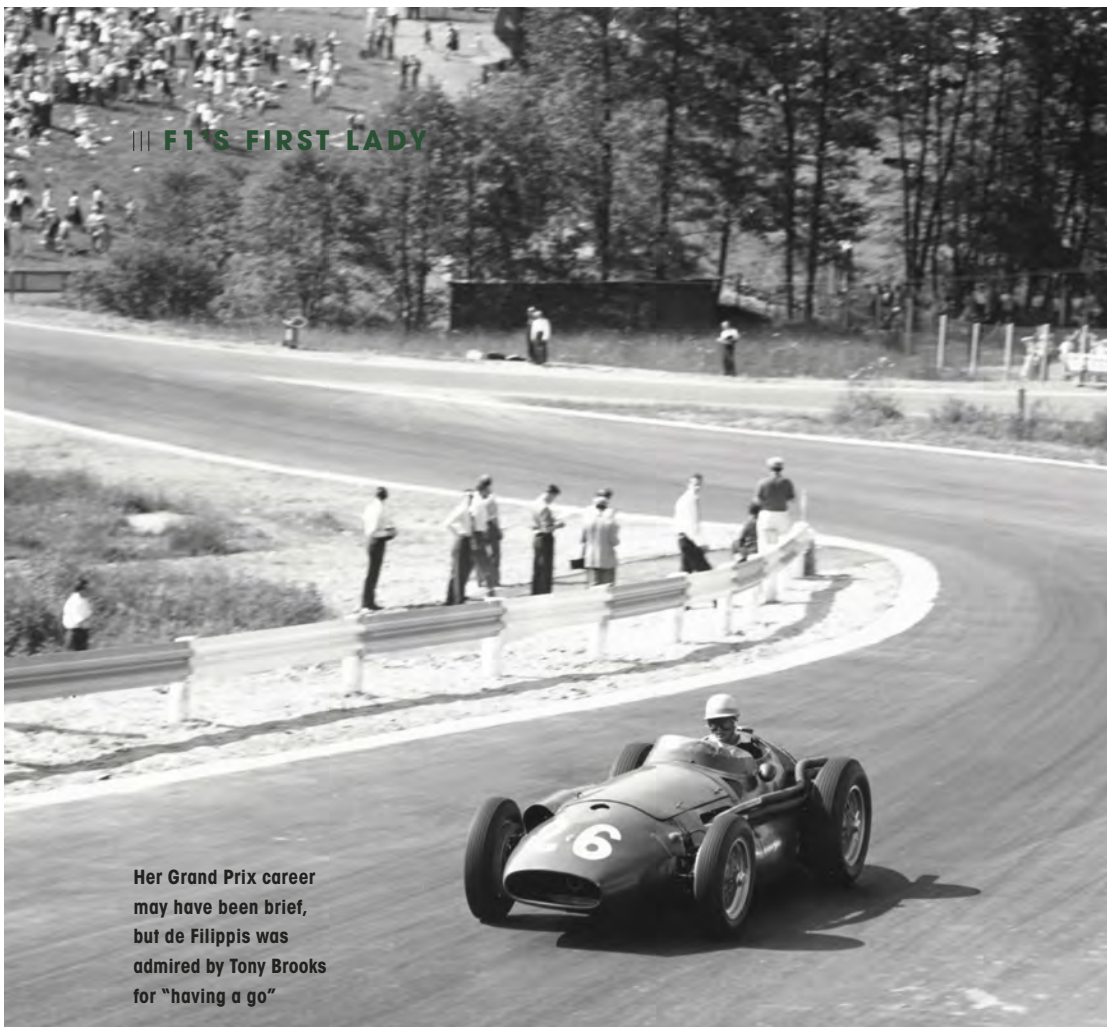
1958 was by far her biggest challenge.

"Fangio told me I drove too fast, that I should try to go a little slower," she says, her face alive with the memory. "But I was never anxious, I didn't

feel any fear. These men in F1, they were my heroes – Fangio, Ascari, Villorosi – and they were good to me. I never had any problems with the big drivers, only the smaller ones who didn't like it when I beat them. I admired Fangio, as a person and a driver, because he was a simple man and he worked very hard to achieve all the success he had. Nothing was given to him. On the track I called him my 'race father' because he treated me so well, so normally, and I admired him for that. He was a gentle man."

**I**n those far-off days de Filippis was a glamorous addition to the pitlane, a tough racing driver but also a beautiful young woman – a fact that did not escape her many admirers. But she won't be drawn into tales of romance, let alone any revelry, in the heady world of Grand Prix racing.

"The relationships within the team were influenced by the older drivers. They were all older than me so they would protect me from anything like that. I could look after myself, you know, and when things became too intense or too vulgar then I would joke with them, make fun of them, and they would go away." >>>



Her Grand Prix career may have been brief, but de Filippis was admired by Tony Brooks for "having a go"

LAT

Tony Brooks, who raced against her in 1957, backs this up: "There must have been a bit of chauvinism around – not much has changed there, Formula 1 is pretty macho – but she was well able to cope. She was an attractive lady, and I believe she was courted by Luigi Musso, but she was admired not only for her beauty but also for her courage in a racing car. She had guts, and was respected by her fellow competitors for that. I thought it was absolutely great she was having a go in Grand Prix racing."

In her book, *La Signorina F1*, de Filippis describes the challenge of Monaco in a Maserati 250F. But the book is now out of print, so to hear it from the woman herself is a pleasure.

"*Si, si, va bene*, I tell you," she begins, gesticulating for me to listen. "For Monte Carlo, I was aware there was some craziness, something missing in my head. Everybody was encouraging me, they say 'Maria Teresa, pay attention when you drive in Monte Carlo'. But I had courage, maybe too much, and the limit of my fear was perhaps too far away. I was not frightened of speed and that's not always a good thing."

"I was at the limit of my physical stamina – the steering on the 250F was so heavy in the slow corners," she says, moving around in her seat as if perched in the cockpit of the Maserati, leaning her head to one side. "It was OK at speed, but in the bends it was very tiring. That was one of my problems in Monte Carlo, it was man's work there, and I came to the point where physically it was too much. At somewhere like Spa it was not a problem. But nobody expected

me to win in Monaco, so in those circumstances I could do what I wanted with no shame."

In the end, she failed to qualify for the race, but a point had been made.

As she talks, Theo grins: "She was always known as 'pilotino' because she was by far the smallest person racing. The older people, they still call out to her – 'hey, pilotino' – but there are less and less of them now."

**D**e Filippis took part in three more GPs in 1958 with the Scuderia Centro Sud Maserati team, finishing 10th in Belgium and retiring in Portugal and Monza. But she had made an impact on those around her.

"She was a toughie, and full marks to her for having a go," observes Brooks. "She didn't run at the front but she was very competent, commanded the respect of the men, and she played the game. I never heard anything negative about Maria Teresa, and remember she'd done very well in sports car racing with her OSCA."

For 1959 de Filippis joined forces with Jean Behra, only to walk away from racing that August in tragic circumstances.

"For the '59 season Jean had built the Behra-Porsche in Modena, based on an RSK, and this car was built for me to race," she explains quietly. "There were many, many delays and the car was ready just in time for second practice in Monte Carlo. The gearbox was from an RSK, so the gears were much too high for the circuit and I could not qualify. So Hans Herrmann had

a go, and Wolfgang von Trips, and neither could get the car onto the grid. Stirling Moss advised me not to go any further in the car, there was no way to qualify, and that was that."

"Then, in August, I was supposed to race the car at AVUS. But Behra had had a fight with Ferrari and left the team, so he was without a drive and offered to go to AVUS with me to help run the car. I said 'no, it's your car, you must race and I'm not going'. In the sports car race that weekend Behra was killed and that was just too much for me. So tragic, too many friends dying."

De Filippis turned her back on the sport, went away to start a family, and it was not until 1978 that she returned to the fold, joining the *Club International des Anciens Pilotes de Grand Prix F1* and re-establishing old acquaintances.

"I have got to know Maria Teresa much better since her involvement with the *Anciens Pilotes*," says fellow member Brooks. "When we were racing we were all so absorbed in our own teams that we really only met at the dinners we had after the Grands Prix. She's a remarkable lady, no doubt about that."

Indeed. She became the club's vice-president in 1997 and was made honorary president days before celebrating her 85th birthday last October with a party in Modena, hometown of Maserati.

These days she lives a quiet life near Milan, but her work for the club keeps her in touch with the sport for which she still has a passion.

"I like to go to some events, I like the atmosphere of the historic races, the old cars that I remember," she says. "But I like not so much the modern racing. Very little remains of the sport we knew when all the drivers were friends and spent time together. I watch some races on television but so much of what the modern drivers say is so predictable. Maybe they are not as free as we were in our time."

Free she most certainly was, and is. Predictable she is not. These days, when out and about with the *Anciens Pilotes*, de Filippis is besieged by autograph hunters clutching photographs and copies of her book. She captured the imagination of people inside and outside the sport, was admired for her skill and bravery, and above all for her free spirit.

As Theo and Maria Teresa walk away she takes my arm, flashes me a conspiratorial smile. "You want to know more, maybe you need to read the book, no? Many more stories!"

To this day, the only other women to follow her example and make a World Championship Grand Prix grid were Lella Lombardi and Desiré Wilson (though the latter was in the 1981 South African GP, later stripped of its championship status). One day we will surely see another woman on the Formula 1 grid, but de Filippis will remain the original, feisty pioneer who proved that gender need not be a barrier. *Salute La Signorina!* **M**



||| LUNCH WITH...



James Mitchell





The 49's rollout at the Lotus factory with (l-r) designer Maurice Phillippe, Keith Duckworth, Graham Hill, Mike Costin and Colin Chapman

Ford

## Lunch with... **MIKE COSTIN**

At one time Colin Chapman's deputy, Costin is famed for his engine business with Keith Duckworth. And when it came to product testing, he was handy at the wheel

**BY SIMON TAYLOR**



**T**he first seeds of many a great enterprise have been planted by the meeting of two young people with similar ambitions and complementary talents: like the day in May 1904 when Charles Rolls and Henry Royce sat down to lunch in a Manchester hotel. Over a century later, the combination of their names remains a household word. When Mike Costin (27) and Keith Duckworth (23) bumped into one another in the hectic little Lotus works behind a North London pub in 1956, they could hardly have dreamed that the combination of their names – the first syllable of one and the second of the other – would be cast on the cam-covers of the most successful racing engines in history.

Mike might have spent his life in the aeronautical industry. The youngest of four children, he was passionate about aeroplanes from an early age, and left school at 15 to take up a five-year trade apprenticeship at the De Havilland Aircraft Company. His eldest brother Frank, nine years older, was already working in aviation, helping to sort out the aerodynamic quirks of the twin-boom Vampire jet fighter.

Mike was no academic at school, but after two years De Havillands appreciated his practical intelligence and upgraded him to engineering apprentice. "That made a vast difference. At the end of my apprenticeship I did my National Service in the RAF, and then went back to De Havillands designing test rigs for, among other things, the Comet airliner.

"A De Havilland student apprentice, Peter Ross, had a friend called Adam Currie who was into motor racing. I went with them to some 750 Motor Club pub meetings – they called them noggin-and-natters – and one of the people I met was Colin Chapman. He was winning everything in 750 Formula events with the Lotus Mk3, and was building the Mk3B for Adam. One night Colin wanted to borrow an Ulster camshaft and another of the gang, Derek Wootton, had one at home in his shed. He had this 1928 Chummy with a Ford 10 engine. They set off in the dark with Wooty driving flat out and Colin, in the Mk3, struggling to keep up. The Chummy had no headlights and windscreen, and it wasn't until they got there that Colin realised Wooty was wearing a pair of sunglasses to stop his eyes watering. In the dark, with no lights..." >>>



### ||| LUNCH WITH...

Chapman was quick to see the potential in Costin. He'd set up Lotus as a going concern at the start of 1952 with the Allen brothers, Nigel and Michael, but in January '53 Colin began a new arrangement with Mike. "After his bust-up with the Allens I was his only member of staff. At first there'd be nobody there during the day, because Colin still had his job at British Aluminium, and I was at De Havillands. I'd do a full day's work there, eight till six, then drive my Austin 7 from Hatfield to Hornsey, get there for 7.30pm, work through till around 2am building up Lotus Mk6 kits, and then drive home for four hours' sleep. Then back to De Havillands with various bits that needed heat-treating and stuff like that, and my pockets full of cigarettes to bribe my work-mates to do it.

"After we'd built the first batch of eight Mk6s, Colin decided we'd pulled in enough funds to build one for ourselves to race. I did everything on that car. I lined the engine down from 1172cc to 1098cc, so I'd drive it in 1172 Formula races and Colin could race it the same day in 1100cc sports car events. For 1172 racing you weren't allowed to change the camshaft, so Colin thought, 'Why not reshape the tappets, so they open the valves earlier and keep them open for longer?' I designed the tooling to do this and made it all up, and the car was very quick.

"In 1954 Colin wanted to progress from cycle wings to an all-enveloping shape. He had some ideas of his own, and came up with a balsa-wood buck which looked sort of like a C-type Jaguar. I didn't think much of it, so I showed it to Frank. Frank said, 'What are you mucking around with cars for? We're aircraft people.' But I persuaded him to tell us what to do. He covered Colin's balsa buck with plasticine, giving it a low wide front and long fin-shaped rear wings. Colin took one look at it and said, 'That's no good at all. Far too long, far too wide, far too much frontal area.' Frank said, 'You want aerodynamics, you've got them there.' So Colin went along with it, and that was the Mk8.

"Of course it worked brilliantly, and Frank had input into all the Lotus shapes for a long time after that. Later on Derek Wootton ended up working for Vanwall. He suggested to Tony Vandervell that Colin should be consulted on the chassis of the new Formula 1 car, and Frank should come up with the aerodynamics. That Vanwall won nine Grands Prix and the first Constructors' Championship. Frank went on to be the Cos in Marcos, and then did his own cars like the Costin-Nathan and Costin Amigo, all using the wooden monocoque construction that he was so fond of. He was a total enthusiast and a wonderful character, but he was no businessman. He'd tell me about his latest project, all excited, and I'd say, 'Frank, is the money all right?' And he'd say, 'This time it's fine, it's all tied up.' But it usually wasn't. He got taken for a ride over and over again."

In January 1955 Mike bowed to the inevitable, left De Havillands and started at Hornsey full-time, on a salary of £15 a week. "By then Lotus had grown to about 15 people, with Nobby Clark managing production. I effectively became Colin's number two. And in 1957 this college leaver turned up, called Keith Duckworth. He was hired by Colin as development engineer on the Lotus sequential gearbox, the infamous 'queerbox'. Keith had already been a Lotus owner: he'd built up a Mk6 kit with a Climax engine, and raced it three times before deciding that he wasn't a racing driver. We actually came across each other first when he did some vacation work at Hornsey during the summer of '56."

**K** eith's full-time employment at Lotus didn't last long. "He became frustrated with the queerbox, which he thought was fundamentally flawed. But he sorted out the oil circulation, and he designed the positive-stop change mechanism. That really impressed me: he did the drawings, made the bits, assembled it, and it worked straight off, didn't have to be modified at all. Actually, the queerbox would have worked if it had been made an inch and a half longer, so each individual gear could have been a quarter of an inch bigger, and the shaft and its dogs would have been able to work in the middle of the dog instead of putting all the forces on the end. But Colin wouldn't have it. He always wanted everything to be as compact and light as possible." It may have been as early as this that Duckworth came up with one of his famed aphorisms: "Development is only necessary to rectify the ignorance of designers."

Meanwhile Lotus had moved to Cheshunt and was going from strength to strength, its sports-racers running through the 11, 15 and 17 while its single-seaters were the 12 and the 16. "Nobby and his team were building the production cars, while I was developing the prototypes. And there were always modifications to do, like when a customer wanted to use a different engine which wouldn't fit. I'd have to look at it, decide which tubes to move, do a quick sketch for some different brackets. I wasn't doing much racing of my own now, I was working too hard." But he had a rare outing at the 1958 Boxing Day Brands Hatch meeting, when Lotus took three pre-production Elites for Jim Clark, Colin Chapman and Mike.

"The three of us were on the front row, and when the flag fell and we were hammering three abreast down into Paddock Bend I knew I'd be the first to lift. Colin was super-competitive and

very brave, he could really hang it out. He and Jimmy had a wonderful battle, which Colin won. I was third, a respectful 6sec behind.

"Keith and I got on well from the start. His personality was completely different from mine, but we struck up a real friendship. By the end of each racing season I would be fairly well knackered, and I was always thinking of moving on somewhere and having a better life. At Lotus it seemed there was never time to do it right first time, but then we always had to find time to do it again. Keith couldn't really get on with Colin, because Colin always wanted a quick answer to every problem, and Keith refused to give him a quick answer because he liked to think everything through logically. That was really what gave rise to Cosworth.

"Keith and I talked about it a lot and decided to set up a small engineering company doing motor racing work. Cosworth Engineering Ltd was incorporated on September 30 1958. But to start with it had to be just Keith on his own. The thing was, he was unmarried: I had a wife and three kids by now, and I needed a steady salary. So when my contract with Lotus came up for renewal I signed on the dotted line for three more years. I was able to help Keith peripherally, but at Lotus we were getting the Elite into production, which was a real headache."

After humble beginnings in a corner of a shared mews garage in Kensington, Duckworth moved to a dilapidated stable in Friern Barnet. He spent his £600 savings on a dynamometer which was bolted to the floor, with the exhaust pipe going through the roof. At first most of the work was preparing existing cars for racing

customers, but a big turning point came when Lotus announced its Formula Junior single-seater, the 18. FJ was taking off in a big way, and the rules required use of a pushrod production engine. In Europe Fiat engines were popular, while in the UK most felt the BMC A-series was the natural choice.

"Graham Hill, who had worked for Lotus for

several years and been a works driver for us, was also a director of Speedwell, which specialised in tuning the BMC engine. He pushed Colin hard to use it in the Lotus 18, but I knew the A-series, with its small bore/long stroke architecture, was near the end of its development. Keith heard that the new Ford Anglia 105E, which was about to be launched, would have an over-square engine, capable of much higher revs." Thanks to Mike's persuasion, Chapman decided to use a Cosworth-tuned 105E unit for the Lotus 18.

"Initially Lotus laid down 25 FJ chassis. But with Jim Clark winning everywhere, the >>>

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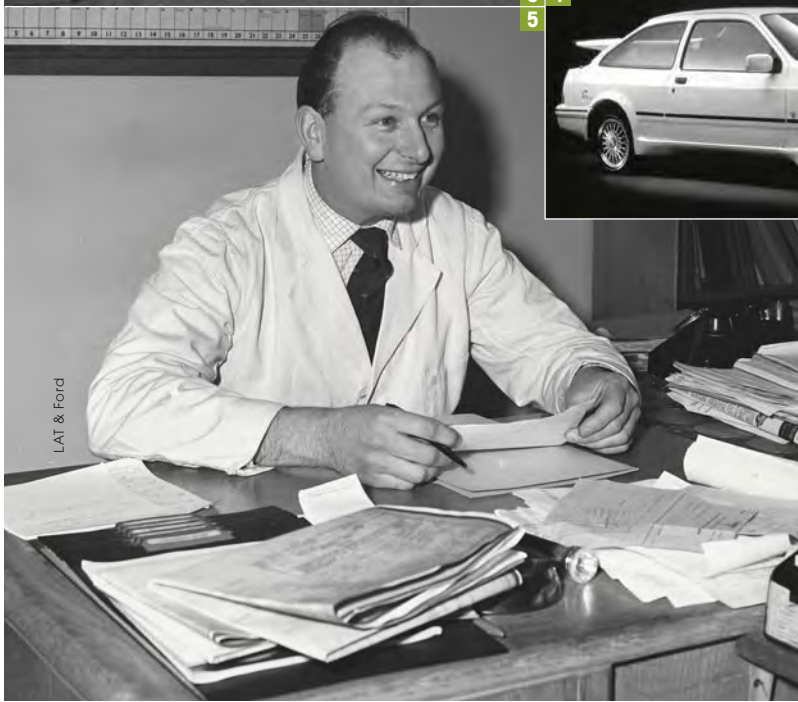
"Frank said,  
'Why are you  
mucking around  
with cars? We're  
aircraft people'"

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[1] From left: Bill Brown, Keith Duckworth, Mike Costin and Ben Rood pose with the first DFV on the testbed in 1967. [2] Mike tested Cosworth's abortive 4WD car at Silverstone in '69. [3] Chaparral 2K Indycar (5) used turbocharged DFX for Johnny Rutherford to win the 1980 USAC title. [4] Deliveries of the Ford Sierra RS Cosworth began in July '86. [5] Mike at his desk in trademark white coat. [6] Chapman in Frank Costin-styled Lotus 8. [7] Mike race-tested Lotus 20 Formula Junior with Cosworth-tuned 105E unit.





### ||| LUNCH WITH...

Cosworth-powered 18 quickly proved to be the chassis and engine to have. By October we'd made 125 cars. We bought 105E engines in batches of 10 and shipped them down to Friern Barnet. The Cosworth 105E went through Mk2, Mk3 and Mk4 variants, getting different crank, rods and pistons and a better cam profile along the way, and in the end we were getting 100bhp per litre from a production block pushrod engine. It's all about revs: as long as you can keep your volumetric efficiency, more revs means more power." Only a few years earlier, 100bhp per litre had been enough to win in F1.

In August 1962 Mike's contract with Lotus expired, and he was free to join Cosworth full-time. "Colin understood, but a lot of people couldn't work out why I was leaving a nice secure job as technical director of Lotus for this tin-pot operation up the road. Cosworth had outgrown Friern Barnet and moved to a scruffy old building in Kenninghall Road, Edmonton, where Lotus had assembled the first Elites. By the time I arrived there were already 16 people there – in premises about 60ft by 30ft! – with Bill Brown as general manager. We had five engine builders, a little area where we had a test rig, lathe and milling machine, and a dyno shop with three dynamometers. Keith and I had a little office up in the roof, right over where they did all the brazing and bronze welding. What with the fumes coming up through the floor and Keith's chain-smoking, it's a wonder I'm alive today."

Keith Duckworth used to say that, in their working relationship, he was the idealist and Mike was the realist. "Maybe that's right. Keith wasn't one for mad ideas, his feet were always firmly on the ground, and he never wanted to do anything that was too dreadfully Chapman-ish. But if he dreamed up anything that was what you might call outside the box, he'd always ask me what I thought about it. Another key member was Ben Rood. To start with Ben had his own machine shop in Walthamstow, and Keith was giving him more and more work until he was our prime supplier of machined parts. In the end he closed his shop and joined us full-time. Ben had a brilliant brain, and he was a totally different character. The three of us got on well together, we did a lot of laughing."

For his new road-going sports car, the Elan, Chapman had got Harry Mundy to design a twin-cam head for the five-bearing 1600cc Ford engine, and in 1963 it was adopted by Ford for a high-performance version of the Cortina. Lotus was contracted by Ford to race a works team of Lotus-Cortinas, and Chapman needed

Cosworth to develop the engine into a reliable racing unit. "Not long after I'd left Lotus, I was back in Colin's office with Keith working out what we could do with the Twin Cam. In the end we had to re-engineer the whole thing, different porting, different cam profiles, rethinking the oil system." A former Fleet Street editor called Walter Hayes had been hired as Ford's director of public affairs, and he was the driving force behind its new performance image. He helped forge strong links between the giant manufacturer and the little workshop in Edmonton.

In 1964 Formula Junior was replaced by the new 1-litre F2 and F3, the latter restricted to one carburettor. For F3 Cosworth developed the Ford 105E into the hugely successful MAE – with typically dispassionate logic, the letters stand for Modified Anglia Engine. Ultimately it would produce the magic 100bhp per litre on a single-choke carb, revving to 10,000rpm. For F2 Cosworth produced its first overhead-cam

Keith never wanted to do anything too dreadfully Chapman-ish"

engine, the SCA (Single Cam type A). "That was a big jump, because up to then we hadn't designed a cylinder head. Using one camshaft, the problem was to get the ideal combustion chamber shape. Keith went for a Heron head design, a flat head with the chamber formed by a bowl in the top of the piston, the idea being that you're not shrouding the valves. It was a good system in principle, but when we got into it we found it was diabolical. We were machining different shapes into the tops of pistons every week. When Harry Mundy and Wally Hassan were working on Heron heads for the Jaguar V12, I offered to show them the work we'd done because we knew it wasn't the way to go. But they didn't want to listen.

"But the SCA still won every F2 race in 1964. In '65 BRM did a little twin-cam F2 motor – effectively half their F1 four-cam V8 – but we beat that too, every time except once. Then for '66 Honda came up with their little twin-cam with four valves per cylinder, which Jack Brabham got for his works F2 cars, and that was pretty well unbeatable. That got us thinking about four valves per cylinder."

At the end of 1964 Cosworth had been forced to move out of its cramped premises in Edmonton to a new greenfield site in Northampton. "We chose it because most of our customers were in the south, and most of our suppliers were in the Midlands. Only 14 of us made the move: Keith, me, Ben and Bill Brown, and 10 blokes." The first factory there was 7500 sq ft; but, prudently, a lot of extra land was purchased. Within seven years Cosworth would be occupying 45,000 sq ft in and around St James Mill Road.

Meanwhile at the upper levels of motor racing, things were changing dramatically. For 1966 the old 1500cc F1 was to be superseded by what the promoters were calling 'The Return of Power': 3-litre engines. This would be supported by a 1600cc F2. And in February '65 Coventry Climax, which provided engines for most British F1 teams, announced it was quitting racing altogether. Cosworth was already working on a four-valve F2 engine (the FVA – Four Valve type A) when Chapman, anxious to know where his next F1 horses were coming from, approached Keith. Keith reckoned the work he'd done on the FVA could easily double up into a 90-degree V8. Plucking a figure from the air, he told Chapman he could probably design, develop and build a batch of five F1 engines for £100,000. Chapman undertook to find the money.

He tried the British motor industry via the SMM&T, and also his petrol sponsors Esso, all without success. David Brown, owner of Aston Martin, was interested, but only if he could buy Cosworth. Then Walter Hayes got involved. The engine could be badged as a Ford, and if it won races that would generate the right image for the blue oval. Very quickly, Hayes got board approval for the investment, and the DFV – Double Four Valve – was given the go-ahead.

"In Ford terms, £100,000 was an astonishingly small sum of money – about a tenth of what it cost Ford to give the Cortina synchromesh on bottom gear. Actually it was really £75,000, because £25,000 went on the FVA. The FVA was pretty good straight out of the box." Producing around 140bhp per litre from the start, it completely dominated F2 for five years, and was also successful in other applications. "We made a 1500cc version, the FVB, to test the bore and stroke of the DFV. We put it in a Brabham F2 chassis and I did several races, just to check it out. I had some wins and broke lap records at Brands and Club Silverstone, and I wasn't going barmy, just doing some engine testing." At the time I wondered why one of the bosses of Cosworth would suddenly pop up in a club race in an anonymous-looking Brabham. I also noted that this friendly, practical engineer was, in his quiet way, a very competent racing driver.

Keith started work on the DFV in early 1966. "He used to work a lot from home when he was designing, and he got stuck over where to put the cylinder head bolts. He'd got three entirely different schemes on the go, three combinations of cylinder head, combustion chamber, cams and oilways, and I had to go and give him a bit of a kick to make up his mind, because time was marching on. The big thing was how the bores should be spaced. The outer bores were differently spaced from the inner bores, and the whole thing was 0.7in offset for the crank and rods. It was a four-throw flat

crank, with two conrods sharing each throw.”

A revolutionary feature of the DFV's first home, the Lotus 49, was that the monocoque ended immediately behind the driver. The engine was hung on the back and itself carried the rear suspension. “It was Keith's idea that the engine should be a structural member, not Colin's. It was held onto the monocoque by two bolts at the bottom and two at the top. It wasn't that big a deal, structurally. The torsional loads going through the engine in heavy cornering were only about 4000lbs. Our big-end bolts were much smaller, and stood a load of 10,500lbs in each one.”

The first DFV was delivered in April 1967, and the first man to drive it was Mike. “Dick

decided to take it to Snetterton the next day. We had a few bits and pieces back at Cosworth we wanted to try, so Colin said, ‘Take my Cherokee 260 and fly back in the morning.’ I'd never flown a 260 before, so I did a quick circuit with Colin to try it out, and then Keith and I flew back to Northampton. Next day we were flying to Snetterton. It was a perfect gin-clear morning, and I said to Keith, ‘What's that ahead of us? It's going very slowly. Is it a glider?’ We went past this thing at about 2500 feet, and it was a Harrier Jump-Jet, just sitting there parked in mid-air. Except not many people knew about the Harrier then, so we didn't know what it was.

“The 49 was good sport to drive at Snetterton.

worked far better. So we went back to that. We didn't tell Jack we'd discovered his tweak – he'd probably have wanted paying!”

The DFV made its debut at the Dutch Grand Prix at Zandvoort on June 4, 1967. Graham Hill put his 49 on pole while Jim Clark was delayed in qualifying with a wheel-bearing problem. Hill led from the start, but retired when a cog in the cam drive broke up. Clark, from eighth on the grid, came through to score a historic win first time out for car and engine. For the rest of the season the 49 started every Grand Prix from pole. But Hill's Zandvoort retirement had pointed to a serious problem.

“There was a torsional vibration, so we were breaking timing gears. In tests we discovered that the loads were fantastic – the peak load on those cog wheels was more than the mean load coming out of the flywheel. That was the force we had to absorb. It would have been easy to deal with if there'd been lots of space, but there was none. So Keith came up with his famous quill hub. Where the second compound gears were, we built into the hub 12 tiny shafts, six driving one way and six the other, so they could twist and absorb the forces. That did the trick.”

The DFV quickly became far and away the most successful F1 engine of all time. In the next 15 seasons it clocked up over 150 GP victories, 12 World Championships and 10 constructors' championships. When Keith retired his leaving present from the company was a polished example of his multi-quill timing gear, mounted on a wooden plinth, with the inscription: ‘With these quills, you wrote a new book in the history of motor racing.’

**I**t quickly became clear that the DFV was going to be almost unbeatable. Chapman, of course, wanted exclusive rights to the engine for Lotus. As Mike remembers, “Keith said, ‘No bloody way!’” Walter Hayes strongly agreed: if only Lotus had the engine, F1 would have become very boring with Clark and Hill winning every race. Soon every British team except BRM was using the DFV. “That first year we initially did seven engines, but once the thing took off we were making 25 or more a year, and they were always sold before we could make them. The two things that made F1 grow as it did in the 1970s were the Cosworth engine and the Hewland gearbox. Teams could make chassis, suspension, wheels, all the rest, but they couldn't make an engine or gearbox. With those two components everybody could build their own F1 car.”

Which is what Cosworth decided to do. In those pre-wings, pre-ground-effects days, >>>



Mike's prime role at Cosworth was to translate Keith's designs into production reality

Scammell, who was at Lotus then but later worked for us, he'd got the first 49 all bolted together. Jimmy was out of the country, and we didn't really want Graham to be first, because we knew he'd immediately come up with a huge list of things that he thought were wrong with it. So Keith and I drove to Hethel and there was this brand new car, all ready to go. I motored up and down the runway, and the bloody thing was undriveable. All over the place, I couldn't keep it straight. The Lotus guys said, ‘It's just because you've never driven anything this powerful.’ ‘Rubbish,’ I said, ‘let's find out which way the wheels are pointing.’ We found the rear wheels had 2.5 inches of toe-out. When we changed that to 0.25in toe-in, it ran straight as a die. We

We worked out I was pulling 175mph on the Norwich Straight past the filling station. The engine seemed pretty strong, although the pick-up after a gearchange wasn't very good. It stayed like that for a long time. Dare I say it, it was Jack Brabham who solved that. The fuel injection system had a little cam which we'd designed by doing various tests at different throttle openings and optimising the stroke. We reckoned it would go weak going into a corner, so about where you blip we richened it up a bit. Whenever an engine came for in a rebuild that cam was taken out, put into a jig and checked. Two years later, the guy rebuilding one of Brabham's DFVs came to me and said, ‘The fuel cam is different.’ We checked it, and it was virtually the same as our original before we'd made the change, and it



### ||| LUNCH WITH...

as horsepower levels went up four-wheel drive began to look more attractive. At the start of 1968 Cosworth lured young Robin Herd away from McLaren to design a four-wheel-drive F1 car. But with other priorities at Cosworth the complex machine, with three differentials and curiously angular lines, wasn't ready for testing until early '69. Once again Mike did the testing. "The torque-split in the middle of the car was designed by Keith and made by Ben Rood, and it was a masterpiece. Keith also designed the hubs, stub axles and wheels, which were held on by a single nut. When Robin moved to March he used exactly the same wheel arrangement. If you wanted to wind up Keith, you'd say, 'Bloody nice wheel on that March. Didn't Robin do a good job?'"

"But the four-wheel-drive car didn't work. The only people who drove it were me and Trevor Taylor. Trevor was a lovely lad, and a very good driver, and the idea was he'd make its debut at the British GP in July. But the car was useless. It didn't handle, and you could only do about three laps before your arms fell off. The steering was incredibly heavy, and the feedback was dreadful. The first thing we'd have to do was design power steering for it. It needed special tyres, which Dunlop weren't able or willing to come up with, and about 50 other things. It would have been a major project, and we were very busy then with DFV development. And of course the arrival of wings made it much less attractive. So it never raced."

Over time the DFV appeared in many versions. The DFL was a long-stroke variant for endurance racing, and twice won Le Mans. The DFX was the hugely successful turbocharged Indianapolis engine. By 1988 the DFV line had reached the DFR, an updated 3.5-litre unit. And in '89 came the HB, an all-new, more compact 75-degree V8 which showed clear ancestry back to the original DFV but shared no common parts, and won races for Benetton and McLaren. With its successor, the Zetec-R V8, Michael Schumacher and Benetton achieved another drivers' World Championship for Cosworth in 1994 – 27 years after the first DFV.

Other projects ranged from the BDA (belt-drive) family of Ford-based four-cylinders to the GA four-cam V6 using the Granada block. Although Keith publicly stated his dislike of turbocharging in a controlled racing formula, in 1985 Cosworth produced its twin-turbo GB F1 engine for the Beatrice Haas-Lola team. Perhaps for reasons more political than technological, that was never a winning project. There was also now a huge amount of contract work on

high-performance road cars for Mercedes-Benz, General Motors and, of course, Ford.

"The 16-valve turbocharged Sierra Cosworth was something that Keith took on with a quick, 'Yes, we'll have a go at that.' Then one morning he came into my office and said, 'We're in the shit with this Sierra project.' Building the prototype, getting the power, then going through all the approvals with Ford was going to be a massive task, especially as we were in the middle of Mercedes and Opel contracts too. Keith said, 'We'll split the company down the middle. You be chief engineer, road engines. I'll be chief engineer, race engines. You'll have to go off and do it somewhere else.' I moved into another building over the road with Mike Hall, the ex-BRM guy who'd been with us since the

start of the DFV, as my chief designer. We started again. Then we built a new factory in Wellingborough for production.

"The initial Sierra contract was for 5000 engines a year. Plus there were much more powerful rally specials with a bigger turbo. Later on the boy racers could buy third-hand Sierras for very little money, chip them and get massive

horsepower. Some claimed 550bhp or more. But the truth is we had to get 250bhp out of that engine in all types of everyday usage, utterly reliably. The book of tests we had to comply with for Ford was several inches thick. One was we'd take a new engine off the line, we were allowed 15 seconds to get the oil pressure up, then we had to run it at 7000rpm from cold, like somebody abusing a cold car on a winter's morning. Then take the hot water out, put cold water in, do it again. Then take it to bits and there wasn't to be any scuffing, anywhere. Then there was the 300-hour test: 24 cycles of 12.5 hours each, maximum power for a set period, then drop to maximum torque, then to tickover, then to maximum power again. For 300 hours. Then strip the engine, and all wear had to be within strict limits. Then reassemble the engine, you're only allowed to change gaskets and O-rings, and the same cycle for another 300 hours. It was all in the Ford contract, but I don't think Keith read the small print when he signed...

"We also got involved with boats. There was a DFV-powered craft that set some water speed records, and an open-class boat in America with two turbocharged DFXs, running nitrous-oxide injection. It won a big race, but they wouldn't give it the prize because they said it didn't comply with the rules, even though it had passed scrutineering. Ben and I reckoned we should do a light aircraft motor, but Keith never wanted to do that. But there was a 750cc twin motorcycle

engine that we did for Norton-Villiers-Triumph, like a two-cylinder vertical DFV. We made some prototypes in the 1970s, then NVT had all their problems, and they gathered dust on a shelf. In 1984 Keith gave two engines to Bob Graves, who developed it with some help from Cosworth and ex-Cosworth guys. He built a special bike for it, and Roger Marshall rode it to win the 1988 Daytona Battle of the Twins."

**W**hen Cosworth was founded in 1958 Keith and Mike wanted to create a small specialist company, a tight organisation that was the best at what it did. Despite their best intentions, it grew into a substantial group, eventually employing over 800 people in two continents. In 1980 Cosworth was sold to United Engineering Industries and Keith distanced himself from day-to-day management, retiring completely in 1988. A long-time victim of heart trouble – he'd had his first heart attack at 40 – he died in 2005, aged only 72.

Mike succeeded Keith as chairman of Cosworth, before retiring himself in 1990. Through a complex sequence of public company deals, by 1998 Cosworth had ended up in the hands of Volkswagen. VW sold the racing division to Ford, and passed the rest over to Audi. In 2005 that was bought by Mahle and is now called Mahle Powertrain UK, but it's still based in Costin House, St James Mill Road, Northampton. When Ford called time on its F1 programme in 2004 and sold Jaguar Racing to Red Bull, US motor sport tycoons Kevin Kalkhoven and Gerald Forsythe bought Cosworth Racing. As well as motor sport, including F1 and Indycar, it's also active in energy generation, aerospace and defence. It operates from Northampton and Cambridge, and three locations in the USA.

Even though Mike's career switched from wings to wheels, aircraft never stopped playing a role in his life. At 82 he is still a hands-on glider pilot, doing competitions up and down the country. "At Lotus Colin always had aeroplanes – even in my day he had a Miles Messenger which I used to fly a lot. At Cosworth we always had a company plane, even if in the beginning it was an old Auster. I still have shares in two, a Europa and a Robin Regent. But gliding takes up a lot of my time."

So Cosworth, now, is a huge multinational enterprise stretching from Torrance, California to Maharashtra, India. But it would never have been born had not two young men coincided in the little Lotus works over 50 years ago. The chemistry could not have been better: the brilliantly inventive, determined idealist who always thought things through to find the best solution; and the hugely talented yet always down-to-earth engineer who just liked making things happen. **M**

“The book of tests we had to comply with for Ford was several inches thick”



Coterie Images

# MANNN

OF THE

# DECADE

His career was confined to the 1960s but what an era it was, with Alan Mann acting as a lynchpin in Ford's competition drive

**BY RICHARD HESELTINE**

**I**t holds true in broad outline that the closer you get to the truth, the more the legend evaporates. Racer-turned-entrant Alan Mann has just skewered an eminent figure of '60s motor sport, outlining how he was caught with his fingers in the corporate till. The anecdote is delivered deadpan, our hero allowing himself a wry chuckle at our reaction. Mann was at the centre of the most concerted competition programme of its kind ever

undertaken, but he clearly has little time for fame-chasing self-publicists. Stage-managed reputations are for others. Yet while his achievements as a talisman for Ford's global competition programme that decade are fêted, his spell in the motor sport limelight was brief. Alan Mann Racing lasted barely six years, yet his team achieved success in virtually every category it participated in. And that's before you factor in his unlikely role as creator of one of pop culture's most fondly remembered

movie cars. But first came a spell as a driver.

"I was working down in Fleet when I got to know Dudley Gahagan who was a prominent VSCC man. He invited me to join him on a trip to Silverstone in his Bugatti Type 37. That got me interested and I did my first race at Brands Hatch in October 1956," he smiles. Not that Mann started out on the nursery slopes, you understand. "I had an Alta-powered HWM which had belonged to Ted Whiteway. I got decent start money so I ran it in quite a >>>





Frank Gardner took first of two British Saloon Car titles in AMR Escort in 1968. Left: Mann at the Snetterton 500Kms in '65



few races, the last of which was the [non-championship] Naples Grand Prix in 1957. That was a real pain as it alternated between three and four cylinders. Then there was a HWM-Jaguar, a Jaguar C-type, Lotus Elite; all sorts of stuff. I ran a garage in Sussex [with future British Saloon Car Champion Roy Pierpoint] before setting up a Ford dealership. After that I gradually wound down the driving.”

Largely dismissive of his achievements as a wheelman, he says: “I did OK but I was always a step behind. The top cars always seemed to be just out of reach.”

The first hesitant steps towards international prominence were as much down to accident as design: “As a Ford dealer I went to see [competition manager] Syd Henson and tried to get a Lotus Cortina to race. This would be 1963 when the car was still brand-new. That was still some way off being homologated so instead I got a Cortina GT. Syd offered me a spare engine, too, and I got Jimmy Blumer to drive the car.” Following some strong performances in the BSCC under the Alan Andrews Racing banner, the Mann equipe then headed Stateside. “Ford of America was launching the Cortina over there and entered two Willment cars in a 12-hour race at Marlboro, Maryland to get some publicity. We were then invited to do it, too, and the Cortinas finished first and second. We were second.

“While I was out there I got to know John Holman of Holman Moody. He was a NASCAR man and all the mechanics supplied to us had stock car backgrounds. Anyway, we got to talking about pitstops and at that time we reckoned about two minutes for refuelling and changing the tyres was about right. The NASCAR boys used air jacks and were really well drilled so they could do it all in about 30 seconds. There was no way we could do it that quickly. Over time I came to really respect the discipline of NASCAR people.”

And it was via Holman that Mann became a major player. “I was shipped off to Detroit where I was asked if I’d like to run Ford’s European competition operations with John Wyer. I replied ‘no’ as I couldn’t have worked with him. Not a chance – John was too difficult. He could be very prickly; he wasn’t called ‘Death Ray’ for nothing. There was no way we would get on. I was then asked to manage the Falcons on the Monte Carlo Rally for 1964.

Holman had done it in ’63 but hadn’t really taken to rallying. There had been a lot of arguments and he really didn’t like Europe all that much so I was recommended.” Hence the establishment of Alan Mann Racing. “We were given 12 Falcons – six of them practice cars – and had 14 weeks in which to prepare them. Ford spent £1 million to do that one event and we were fastest on every special stage, with Bo



From top: Cowan/Procter Mustang; Mann and Gardner with '67 Falcon; Jopp/Bertaud car in '64 Monte rally

Ljungfeldt finishing second to Paddy Hopkirk’s Mini Cooper. We should have won but that wasn’t going to happen once the handicapping system was factored in.”

And just to heap on the pressure, Mann was also tasked with homologating the Mustang for its debut on the Tour de France later that year. “That was hard going,” he says. “We got a very early car from Detroit in February ’64, a few months before it was officially launched. Nobody knew it was coming and I was told I would be shot if photos leaked out so there was a lot of secrecy involved. I borrowed a workshop from Roy Pierpoint to get it sorted and did all the testing down at Goodwood. We took off the badges, the lights, the grilles – anything that might give it away. There was one snapper there during what was a private test day. He was asked, politely, to leave and he said he would but what he actually did was go out to the Lavant straight and hide in a bush.

Fortunately his photos came out all blurry.

“Anyway I did all the homologation submissions myself. We had high-ratio steering, a Galaxie rear axle, 15in wheels, the lot.” The result was first and second in the Touring category on this gruelling 14-day marathon. “It was one hell of an event and at one point we even lent our welding gear to the works Porsche team as the 904s kept breaking. You can’t imagine that sort of thing happening between rivals these days. I’m glad we did as they were very grateful and made life a lot easier for us whenever we raced at the Nürburgring.”

**F**or 1965, AMR took the European Touring Car Championship at a canter with John Whitmore dominating from the outset aboard his Lotus Cortina. “I’d seen him racing Minis and was impressed. He was ragged but consistently fast and could get down to a time very quickly, which is the mark of a good driver.” The team also developed lightweight

GT40s and oversaw Carroll Shelby’s bid for GT honours in the World Sports Car Championship. “The regular Cobra was a terrible car,” he laughs. “It was very fragile. The Daytona Cobra, though, was surprisingly easy to drive but there was no logical reason why it went so quickly. It had an old ladder chassis which used

to flex like mad, leaf-spring suspension and a four-speed ’box. It was quite heavy, too, but it was just as quick as a GT40.

“Carroll was a real charmer but he only ever came to one race, and that was the 1965 Monza 1000Kms [in which Bob Bondurant and Allen Grant claimed class honours]. He was a Goodyear distributor and we sometimes used Firestones so I instructed him not to come back. The GT40 programme, though, was way too political. There was more Ford brass than mechanics at Le Mans in 1966. The politics really didn’t help and the overall bosses didn’t mind who won just as long as Ford did. Nobody wanted to let the side down and a lot of backside-covering went on. Also, I never understood the reasoning behind why they put the big-block V8 into the GT40 when we could get a reliable 425bhp out of a 289cu in small-block with a single carb and cast manifolds. The 7-litre motor made 450bhp, weighed a ton and was just unnecessary. If you drove them hard the brakes would go, then the tyres, but I suppose it did the job in the end.”

Yet if the GT40 has since earned legendary status, Mann’s own brand of sports car is remembered largely for all the wrong >>>



### ||| ALAN MANN'S RACING

reasons. Project P68, or F3L as it's more commonly known, was one of the most beautiful racers of the 1960s – itself quite an achievement considering the opposition – yet over the 1968-69 seasons this shapely device failed to cover itself in glory. “We could never get it to last for more than two hours at a time,” Mann admits. “It was designed by Len Bailey who we inherited from Ford and the whole thing came about because we had the chance to use the DFV engine. That was too good an opportunity to pass up. Unfortunately we didn't get permission from Cosworth to stress it. We had the exhausts running down each side, the heat from which used to melt the rubber donuts. That was the car's Achilles heel. That and the packaging: it took a day to get the engine out. We did a Spider version, too, but that never raced because it was useless.”

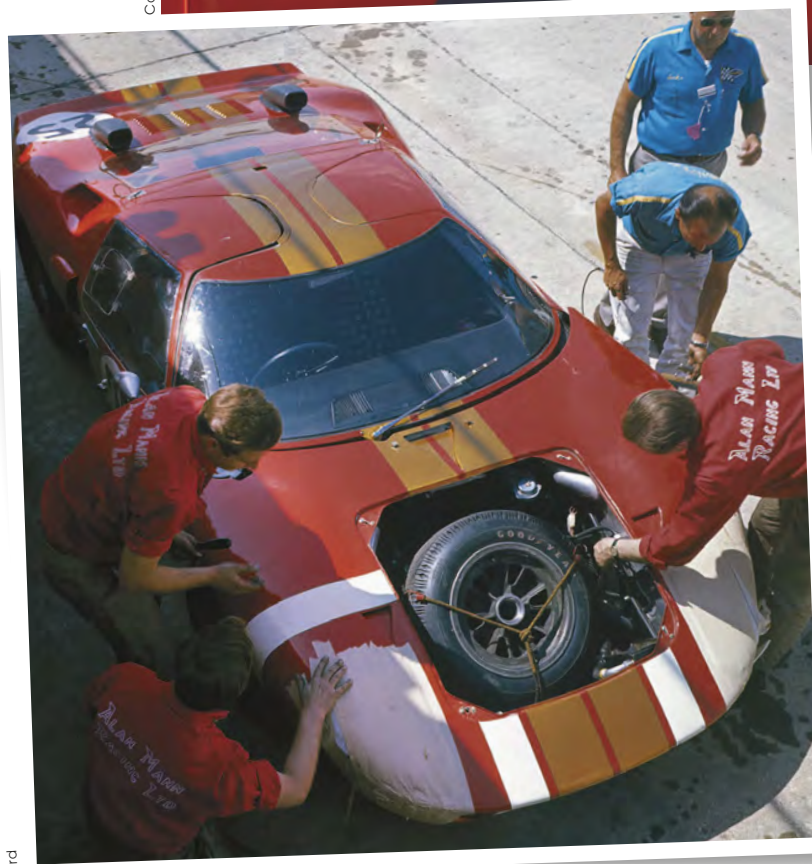
This gorgeous flop did, however, spawn the brilliantly named Honker. Built for Holman Moody, and likely the only car ever to race in metallic lilac, this Ford-powered Can-Am racer never prevailed for all Mario Andretti's efforts. Nonetheless, it did find some level of silver screen immortality after being driven by Paul Newman in the otherwise forgettable racing flick *Winning*.

Altogether less celebrated is Mann's own involvement with the business of show. Having already played a peripheral role in *Goldfinger* after helping stage the car chase in the Swiss Alps, he returned to Ian Fleming-rooted material on being asked to build cars for *Chitty Chitty Bang Bang*. “That all happened after [Ford motor sport supremo] Walter Hayes had been out for dinner with the film's producer, Cubby Broccoli. The film people had been trying to do something with these old Bedford lorry chassis, making them look like 1920s cars, which wasn't working. I went to see their special effects people and told them to draw what they wanted and we'd make it. We built three of them with Ford Zephyr V6 engines for £80,000 including one that was all-alloy, which was hung underneath a helicopter for the flying sequences.”

We also did the cars used in a film called *Doppelgänger* [the cars subsequently appeared regularly in the TV show *UFO*]. That was the best of a bad job. We went to Ford and got the younger lads to come up with some ideas of what they thought cars of the future might look



Whitmore was dominant in AMR Lotus Cortina in 1965. Below: Ford brass weighed down GT40 campaign



like. We then picked one. Ford of Germany did us a scale model and we went away and made some cars; horrible bloody things with very heavy gullwing doors.”

There would be no further celluloid interludes – “they've got a different mentality, that lot,” he says. Instead Mann stuck exclusively to motor racing, claiming 1968-69 BSCC honours in the glorious bubble-arched Escorts with Aussie star Frank Gardner driving. “He was a good lad but perhaps not quite as fast as Whitmore. He also had his own unique way of describing what a car was doing. When we were testing he'd come out with all this stuff

and we'd have no idea what he was talking about! We did two seasons without the cars picking up so much as a scratch, though.”

And having achieved back-to-back titles, Mann walked away from motor racing. “In 1968 I was informed that Ford was reducing its competition budget by \$25m, so it made sense to stop. At the end of '69 I decided to sell out to Frank.” Mann changed tack completely, operating a trawler and establishing a hugely successful helicopter-leasing firm, which he sold in 2008. Having largely avoided the sport for decades, Mann has recently returned to race paddocks, the legendary gold over red livery finding a new audience in historics thanks to the efforts of his son Henry (who claimed his

first outright win at Oulton Park last March) and veteran charger John Young.

“The reason behind the colour scheme was simple,” he adds by way of a parting shot. “The first time we took the Lotus Cortina to the Nürburgring we waited about 10 minutes for the cars to come by at the end of the first lap. Then about a dozen came into view – all in the usual white and green livery – and in the wet we couldn't make out which one was ours. We needed a colour scheme which was easy to see and hard to replicate.” That it became one of the most evocative in motor sport lore was a happy by-product. **M**

# Road cars



by  
Andrew  
Frankel

I'm sitting here looking at a list of 35 newly designed cars from which I am required to put forward seven as my candidates for the 2012 European Car of the Year award. The winner won't actually be announced until the Geneva Motorshow in March, but as one of the UK's six jurors there is much driving, cogitating and whittling down to be done once this long list has been turned into a seven-strong shortlist. I won't go through them all, but these are some I won't be voting for:

Audi Q3: fluently executed but breaks no new ground at all.

Citroën DS4 and DS5: the former too dull, the latter too flawed.

BMW 1 and 6-series: both good, but not enough for top honours.

Honda Civic: reheated rather than replaced; being merely mildly improved is not going to trouble the VW Golf.

Lexus GS: another Lexus that has it all on paper, but rather less on the open road.

I shall wait until the last possible second before deciding which ones to put forward but clear candidates include the impressive VW Up! reviewed this month, Vauxhall's range-extending Ampera hybrid, Land Rover's classy Evoque, Fiat's cute Panda and I guess the Ford Focus, which is clearly a good car though in many ways a retrograde step. I'm also going to vote for the new Porsche 911, not that it stands a Tory's chance in Scotland of winning. Unlike other jurors who weight their decisions according to the market importance of each contender, I judge on pure merit or, more precisely, fitness for purpose.

Of course there are many cars I've driven this year that I'd love to have considered, but the stipulation that any contender must be

completely new rather than a new variant, and built in volumes of no less than 5000 per year, rather rule out some of my favourites.

Happily on these pages I can make my own rules, so here are my top seven cars of the year according to rules I've made up myself.

From the list above, the 991, Up! and Evoque have to make it: the Porsche you can read about on page 114, the VW (p115) is not the small car revolution it once promised to be, but still the most complete A-segment car we have yet seen.



And the Evoque proves Land Rover has retained the knack of designing cars people didn't know they wanted. It did it with the first in 1947, with the Range Rover in 1970 and the Discovery in 1988: all true originals like the Evoque.

I'd then put the Renault Twizy forward: I don't think Renault will sell many of its tandem two-seat electric quadricycle because it's too expensive and it can't be used by people without off-street parking, but I love cars with a singular focus, be it a Ferrari F40 or Land Rover Defender. And in the urban environment, the Twizy is the most effective four-wheeled transport yet devised.

Next is Toyota's GT86, which cannot be officially considered because it's not on sale until the summer. But I've driven it and the only time I've been more excited in a Toyota, I was driving a 562bhp Lexus LFA around the Nürburgring. I'll be writing about this amazing £26,000 sports car soon, but it takes the modern belief that such cars need to have a turbocharged engine, front-wheel drive, fat tyres and excessive weight and throws it on the fire. Low, light, rear-wheel drive and shod with the tyres from a Prius, this is a 21st-century interpretation of an old-school sports car and all the better for it. How good?

The last affordable Japanese sports car with this much promise was the Mazda MX-5.

Next, Morgan's 3 Wheeler. Like the Twizy, this car knows exactly

what it has to do and precisely how it's going to do it. Though I've never even sat in an original three-wheeler, so have no sense of the history, this to me is every inch what a Morgan should be.

I make no apology for the last car being another 911, the GT3 RS 4.0 to be precise. It's here because although it's out of production and is yet another variant of an extremely familiar theme, it's also without a doubt the car I enjoyed driving most in 2011 and the one I'd most like to own.

The most notable omissions from this list are the two Italian supercars, the Lamborghini Aventador and Ferrari FF. Actually I liked them very much, but both have issues that, to me, keep them out of contention. Lamborghini



could have made the Aventador a landmark with those looks, its carbon tub and all-new 691bhp V12 motor. All it got wrong was the set-up, which means the car is far less capable when driven fast than it looks: the paddleshift gearbox is too violent and the suspension too inclined to let the car push into stodgy understeer in slower corners. Though I enjoyed my time in it, ultimately it remains a car more for posers than drivers.

The Ferrari, by contrast, is almost too good. With four-wheel drive and a double clutch gearbox, its sin is to sit the driver some distance removed from the action. It is, of course, a Grand Tourer and as such the loss of a little driver interaction is more forgivable than it is in a mid-engined supercar. But it is also a Ferrari, and to equip a car with steering that is too light and too quick and a nose-led handling balance is not to me what this brand is about. In the end it was a car I admired very much but, unlike the exceptional 458 Italia, was unable to love.

**N**ext month I will preview the more important cars I hope to be driving in 2012, but I know none will be Maybachs and I doubt any will be Saabs.

It's hard to imagine anyone mourning the passing of Mercedes' failed ultra-luxury car project. Long after many of us predicted Maybach would fall, Mercedes has finally put its rebadged, last generation, long-wheelbase S-class out of its slow-selling misery.

To much of the motoring press, the Maybach provided something convenient to kick to show we're not always impressed by cars just because they're large and expensive. Very ugly, wildly overpriced and based on obsolete technology, it was an easy target. But returning to my earlier theme, what many missed is that the Maybach, like a Twizy or an F40, was exceptional in its intended role. Viewed not as an ostentatious wealth statement like a Rolls-Royce Phantom, but simply as a place for tired executives to work or rest while moving between places unsuited to helicopters or private jets, it was unrivalled. Its ride and refinement set new standards and, if you had the long-wheelbase version, you could run a government from the back seat.

As for Saab, I'll be amazed if it sees the year out. Too many life-saving deals have come and gone, while wages remain unpaid, cars remain unbuilt and debts spiral higher. If a knight in shining armour was going to appear, his charger would have shown up on the horizon long ago. There is no shortage of people to blame, from the Swedish government and General Motors to the various Chinese backers who have appeared and retreated, but the fact is if Saab still built cars people wanted, it would still be in business. But it doesn't and, very shortly I fear, it will be gone.

## MY MOTORING MONTH



### FINGS AIN'T WOT THEY USED TO BE IN SHOW BUSINESS

TWO MOTOR SHOWS ON EITHER side of the Pacific this month, both supporting my view that this form of exhibition is an anachronism with less and less relevance to the modern world.

Before 24-hour broadcast media, if you wanted to see the latest machinery, your local motor show was about your only chance. Now you can sit in the comfort of your own home and, through the internet, these cars will come to you. And if you want to see them for real, you can go to Goodwood in the summer and see and hear them in action, not parked like statues on a stand, which is why Britain will never have a conventional motor show again – a passing I will barely miss let alone mourn. If Goodwood were to export the idea and exploit its brand at similar locations around the planet, it could change the way the world looks at new cars.

Besides, the real excitement of a motor show used to be the certainty that someone would throw the wraps off some amazing new machine no one even knew existed. Today that never happens: the way media exploitation has evolved over the past 20 years means everything is now trailed months in advance. In Tokyo Porsche went through the pantomime of leaving its new 991 under a sheet until its official unveiling, despite the fact that the official pictures were released months earlier, this was the third motor show for the car, its press launch had already taken place and many of us had already driven and written about it.

Both Tokyo and Los Angeles are now seen as small shows. LA has long been predicted to overtake Detroit as the premier US show; California in November is more attractive than Michigan in January. But this year's show was even thinner than last, as the big guns held back product for Motor City. By contrast the once huge Tokyo show has failed to face the challenge from the expanding Chinese market. Ford, Ferrari, GM, Kia, Lamborghini, Bentley, Fiat, Alfa, Rolls-Royce and Aston Martin are just some of the names that didn't even bother to turn up.

While the massive European shows in Frankfurt, Paris and Geneva are assured because of their importance for industry networking and corporate willy-waving, those now on the edge face the choice of changing the way they do business, or risk becoming an irrelevance.



### CHARITY BEGINS AT LORDS, WITH HOPE FOR TOMORROW

TO SIR STIRLING MOSS'S CHARITY dinner at Lord's, where the only journo in the room were our own Simon Taylor who was compere for the evening, and your correspondent who had blagged a ticket as a 'guest of' someone who is altogether more important.

Thanks to this obviously significant other, I found myself on the top table with, among others, Martin and Liz Brundle, Sir Stirling and Lady Susie and Chris Rea. Martin was delighted when his main course didn't turn up because "I've only just finished having lunch with Roebuck". I look forward to reading about it.

I still find it funny to think that a 21-year-old Martin and a 51-year-old Stirling were teammates at Audi in 1981, and odd to think that Martin is now the age Stirling was then. And now it's Martin's turn to play seasoned campaigner to a 21-year-old hotshot team-mate, in the form of his son Alex with whom he will race at Le Mans this year. "I think for Alex I'm just going to be one of the blokes who's driving the car when he's not," he told me. "But when I tighten his shoulder straps and send him on his way down the pitlane – well, for me that's going to be something." Liz appears impressively sanguine about the whole thing but as she reminded me, "Martin and I met as teenagers so I've had 35 years to get used to it."

The evening was to support the Hope for Tomorrow charity of which Stirling and Susie are patrons (as are Derek Bell and Sir Jack Brabham). The charity launched the world's first mobile chemotherapy unit in 2007 and will open its third next year. Fundraising was entrusted to Jeffrey Archer. Say what you like about the man, he is one hell of an auctioneer: once all the lots had sold he stormed on to raise another £5000 auctioning nothing more than fresh air. A total of £60,000 was raised, which will at least put a dent in the £250,000 cost of running a unit for three years.

Festivities ended with Simon hosting a Q&A with Stirling, so I asked how long he thought he'd have gone on had his career not been cut short in 1962. "I think I could have managed another 15 or 20 years," he replied.

Another 20 years! Imagine if he'd continued: Stirling battling it out with Prost, Mansell and Villeneuve. To get there he'd have had to have survived an era even more lethal than his own, so I fear there might not have been a Stirling to regale us with funny stories, dirty jokes and make us feel proud to be in the same room as him.

# PORSCHE 911 CARRERA S



**I**wonder if there is a single motoring journalist who has visited the launch of three new Porsche 911s. It doesn't seem like much of a claim for people who earn their living this way, but it is. I've been to two, but before this month the last had been in 1997. The third I missed on account of not having been born. In the little more than 48 years since Porsche revealed a 2+2 sports car at the 1963 Frankfurt Motorshow and called it the 901 (until Peugeot cried foul and forced a change in digit), the 911 has been modified hundreds of times, but only replaced twice.

So there is rather a lot riding on this, the 911 we must get used to identifying by its internal

'991' call sign. It's an odd number considering its predecessor was coded '997', but Porsche says it helped combat industrial espionage in the project's early days. Hmm.

Had its enemies found out what Porsche was up to with this car, they might have been surprised. Of course the new 911 would still have a flat-six engine behind its rear axle, but the 100mm extension to the wheelbase and the adoption of electric power steering smacked of a word not normally included in the 911's lexicon: conformity.

And that's exactly how it feels. The characteristics that once would have been the last thing you'd notice about a 911 – if they were there at all – are now the first. You sit in

a more spacious cabin and survey a landscape of elegantly crafted surfaces, thoughtfully positioned switches and an ergonomically optimised driving position. Crank the motor (which still sounds the same, thank goodness), pull the gear selector into drive (because very few manual versions will be sold despite the novelty factor of their seven forward gears) and ease away.

You'll notice next how comfortably this car rides, and then, as your speed rises, how much quieter it is. I'm not sure where the tyre roar of old has gone, but gone it has.

You could drive it all day, all year or all your life like this. In the role of continental cruiser or daily driver, it gives little or nothing to the





#### FACTFILE

**ENGINE:** 3.8 litres, six cylinders  
**TOP SPEED:** 189mph  
**PRICE:** £81,202  
**POWER:** 395bhp at 7000rpm  
**FUEL/CO<sub>2</sub>:** 29.7mpg, 224g/km  
[www.porsche.co.uk](http://www.porsche.co.uk)

Audis, BMWs, Jaguars and Mercedes that more traditionally play this role. There's even a substantial amount of additional rear room, though it remains defiantly a 2+2.

This is exactly what Porsche has planned. There's no car I've studied harder nor spent more time in than the 911, not just in my career but in my life. And I know the reasons most people buy a 911 and the reasons they would like others to think they bought a 911 are entirely distinct. However they would like to be perceived, the last car in the world most would want is one that behaved in archetypal 911 fashion, locking its brakes on the approach to a wet corner, indicating apparent terminal understeer on the way in and exhibiting >>>



Up! is not as radical as first intended, but still impresses

## VOLKSWAGEN UP!

**T**HIS IS THE CAR THAT WAS meant to be the true spiritual successor to the original Mini, a car so radical and successful in its layout and design it would change the way small cars were built.

Except it didn't turn out that way. When the Up! was first shown almost five years ago, it was a clever, cutesy design with an engine under the rear seat driving the rear wheels. It was a packaging miracle, intended for production. Then VW started crunching numbers. It concluded that while this configuration was potentially ideal for a city car, it wouldn't work for any other environment. And as every new VW platform is expected to stretch into a range of sizes and across a variety of in-house brands, it did not make sound economic sense. The Up! as we knew it was strangled at birth.

Welcome, then, a rather different Up!: a conventional front-engined, front-wheel-drive urban runaround. And were it not so devilishly well executed, I might not have considered it to be worthy of inclusion on these pages.

In the event I drove it 350 miles in six hours, across

country, along motorways and into and back out of London – a challenge that would have had any potential rival wilting under the pressure. But despite its 1-litre, turbo-free motor, the Up! excelled itself.

Its packaging may no longer be miraculous, but it's still in a league of its own relative to its classmates. Its rear seat and boot are perilously close to Polo proportions, a fact of which VW is very aware. Its second unexpected attribute is its mechanical refinement: you might think that persuading

such a car to maintain a steady 85mph would be agony on the ears; in fact the engine is so smooth and wind noise so well managed you could be in a Golf. For such a small, light car on a short wheelbase it rides well too.

If it lacks anything, it's a sense of humour. Viewed objectively, it's an absurdly better product than a Fiat 500. But while its mechanical sophistication will appeal to one of its target constituencies of senior citizens, the fact that it is visually merely pleasant and has an interior more fluent than far out means the Fiat may continue to charm younger prospects.

It's a car I liked very much. But knowing what I do, my strongest feelings are not how good it is, but how much better it might have been.

#### FACTFILE

**ENGINE:** 1.0 litre, three cylinders  
**TOP SPEED:** 106mph  
**PRICE:** £10,390 (High Up!)  
**POWER:** 74bhp at 6200rpm  
**FUEL/CO<sub>2</sub>:** 60.1mpg, 108g/km  
[www.volkswagen.co.uk](http://www.volkswagen.co.uk)



actual irretrievable oversteer on the way out. What they are after is the intrepid image of the 911 driver without actually driving a 911.

Which is exactly what Porsche has provided. Goodness knows what you'd have to do to get into trouble in a 991 – certainly nothing I could throw at it during a full day of hard running in California's Santa Ynez mountains ruffled its composure to any discernible degree. You could, of course, make it slide, and at either end, but if you turn the electronics off and try hard enough you could say the same of any rear-drive car. The point is that the car would do it only in reaction to deliberate and specific provocation. It could never happen inadvertently for there are no unforeseeable circumstances in which you'd happen to be driving with safety nets disabled, turn into a corner very fast on a trailing throttle, and then bang the throttle wide open. There are 15-grand hatchbacks that are trickier to drive on the limit than this.

At first I feared this might not be a good thing. Is a 911 with the challenge removed worthy of the name? Of course it is. Fact is, Porsche has been removing what is loosely thought of as '911-ness' almost since the car's birth. In the '60s came the first of what have so far been three extensions to the original wheelbase. The '70s bought the high grip, low-



Longer-wheelbase 991 has such ability that stability electronics are barely needed. Left, new more ergonomic cabin



profile tyre, the '80s power steering and a quicker rack to help you arrest that fast-moving tail. But the real transformation came in the '90s with the arrival of proper, wishbone-based rear suspension for the 993 series and traction control (and a yet longer wheelbase) for the 996. The last decade saw the introduction of Porsche Active Stability Management, which works less like a Get Out of Jail Free card and

more like immunity from prosecution. It's so good you'll often be entirely unaware of how hard it's working to save you from yourself.

The 991 takes this to the next logical level where it doesn't need to get you out of trouble because, unless you're insane or catastrophically unlucky, you're never going to get into trouble in the first place. Of course the electronics are there, but only because the market commands

that they are, not because the car needs them in anything other than freak emergencies.

I know this because I was so concerned that the process of domesticating the 911 had finally gone a step too far, that I resorted to some fairly base techniques to see if, under all that sleek sophistication, still beat the heart of the world's greatest sports car. In short, it got thrashed.

It was a humbling experience. The limit of





adhesion is now so high that driving it through a curve as quickly as it will go, you fear for the reactions of other road users – not because the car is sliding (it's not), nor using an inch more road than it is entitled to (it doesn't), but because it's going so damn fast. And that steering, while not so garrulously communicative as 911 die-hards might like, makes every other electric steering system I've tried look nothing less than incompetent.

So the result is almost two cars in one. There is the very fast, all-purpose daily weapon whose suaveness and civility will enhance your commute to work or long motorway slog. Then, if you know where to look, there's a hard-core driving machine which, for sheer point-to-point pace, is possibly as nuts as any earlier 911 and far more prejudicial to your licence and liberty. The car's single biggest fault is that you have to search too hard to find this other side of its character, so hard that I fear many owners may never get to appreciate what an extraordinary machine they have bought.

What astounds me is that this is just the start. In time will come the Turbos, GT3s and, lordy me, even GT2 variants – each faster and more ferocious. But if you believe in starting as you mean to go on, it's hard to see how Porsche could have done a much better job of replacing its icon than this.



Close inspection of the new Lexus sours initial impressions

## LEXUS GS450H F-SPORT

**W**HEN TOYOTA'S Lexus luxury brand was launched all its established European rivals must have been quivering at the prospect. The LS400 set new standards of ride and refinement not just for that type of car, but for the entire automotive sector. Then when Lexus let it be known that the LS400 was its 'practice' car the inference was clear: just wait for the finished article.

Well, we've been waiting over 20 years now and the closest Lexus has come to building another as talented as the LS400 is the extraordinary but ultra-expensive and low-volume LFA supercar. Every Lexus that any mere mortal might be able to buy has been, at least by comparison to the stratospheric standards of the first, a disappointment.

On the surface this new GS has the ability to buck that trend. It's a good-looking car, the petrol/electric hybrid motor gives performance, economy and CO<sub>2</sub> figures to rival the best European diesels, and the packaging issues that blighted the old GS have now been resolved: it's as big in the back and

boot as you could reasonably expect such a car to be.

So far so good. Step a little closer, however, and you'll see why that far from being the second coming, the GS is another missed opportunity.

The interior may have the largest navigation screen yet to inhabit the inside of a road car, but it will take more than that to imbue the class and style that provides such a sense of occasion in Mercedes, Audis and

Jaguars. It looks like a top-of-the-range Toyota.

And when you drive it you discover that while the performance is strong, it's not particularly pleasant: the continuously variable transmission making the not very sonorous V6 sound like it's attached to a permanently slipping clutch. Its ride is also too firm. Lexus was keen to point out how well its new four-wheel steering system makes the GS handle on the limit, and it does handle well. But I couldn't help feeling that if they'd tried as hard in other important areas of an executive saloon car's endeavour, a rather more rounded and impressive product might have resulted.

### FACTFILE

**ENGINE:** 3.5 litres, six cylinders, with hybrid electric motor

**TOP SPEED:** 155mph (limited)

**PRICE:** £50,000 (approx)

**POWER:** 338bhp at 6000rpm

**FUEL/CO<sub>2</sub>:** 47.9mpg, 137g/km

[www.lexus.co.uk](http://www.lexus.co.uk)





The first Jaguar in two decades to sell for six figures does its job well

## JAGUAR XKR-S CONVERTIBLE

IT'S BEEN A WHILE SINCE Jaguar's XJ220 debacle, but those involved at the time will never forget it. In 1988 Jaguar showed a very beautiful concept car powered by a 48-valve V12 motor driving all four wheels. In the tertiary stage of Thatcher's bull market, orders were not hard to find. But when the car went into production in 1993, it and the world were very different. It was not just the economy that had shrunk in the interim: the XJ220 was smaller, had lost its all-wheel drive and dropped half its cylinders. Ugly rumours that its V6 was based on that in the Metro 6R4 rally car abounded. Suddenly the £403,000 list price didn't look so appealing after all.

It's been almost 20 years since the XJ220 project turned sour, but it's only now that Jaguar has felt able to offer a car for sale with a six-figure price tag. The XKR-S convertible is a very different kind of supercar to the XJ220, but, coincidentally or otherwise, has the same 542bhp and, at £103,000, is pushing the Jaguar brand back into a territory in which it has long feared to tread.

As I've mentioned before, I think the fast open sports car is a fundamentally flawed concept, but it should be said that this Jaguar has impressive answers for the inherent issues of structural weakness and refinement at speed. Besides, despite being Jaguar's most sporting open car for many years and its pumped-up appearance, it's still not a true sports car. It's a sporting Grand Tourer whose ageing and tonsorially-challenged owners are unlikely to require

### FACTFILE

**ENGINE:** 5.0 litres, eight cylinders, supercharged  
**TOP SPEED:** 186mph (limited)  
**PRICE:** £103,000  
**POWER:** 542bhp at 6500rpm  
**FUEL/CO2:** 23.0mpg, 292g/km  
[www.jaguar.co.uk](http://www.jaguar.co.uk)

it to deliver ultimate dynamic finesse. It's more likely they'll want it to be comfortable, fast and make a great noise.

Such buyers will not be disappointed. This is one of those rare rapid machines that is actually improved for the removal of its roof: the performance loss is negligible, the gain in automotive theatre palpable. Roof down, you can hear the 5-litre supercharged motor in all its glory. And if I tell you that even in North America, where the noise of a V8 is part of the soundtrack of daily life, that one blip of the throttle is enough to gain the undivided attention of an entire street, you'll have a good understanding of this Jaguar's simple but undeniable charms.



## AND THAT REMINDS ME...

As Goodwood plans its 20th Festival of Speed, it's worth recalling the first event

**M**agazine publishing schedules being what they are, you may be reading this in 2011, but as its time on the shelves spans the New Year that's all the excuse I need to gasp at the fact that this year Goodwood will host the 20th Festival of Speed.

My memory of the first is vivid. It was seen as a stopgap, a way for Lord March to return motor sport to Goodwood while continuing his efforts to re-open the circuit and bring actual racing back to West Sussex. Now it's the world's largest historic motor sport event and the de facto venue for the British motor show.

How different it was then. I still have the original programme, a mere pamphlet compared to today's magnificent doorstep production, and can remember my first sight of the famous hill, with the odd hay bale but much of the course demarcated only by a thin ribbon of Tarmac.

It didn't seem quaint at the time for no one had any idea of what was to come, and I was more amazed by the machinery gathered there then than I am today simply because I had no expectations. I remember my first glimpse of an Aston Martin DB7, mounted on a simple plinth outside Goodwood House. Compare that to some of the spectacular Gerry Judah installations that have appeared since.

I did drive up the hill that year, in a Honda NSX wearing a blue boiler suit for some reason. It scared me then as it does now – it's not a place I've ever felt inclined to drive as fast as I can. But I remember most the first of the now famed Saturday night parties. I suspect there are more catering staff today than there were guests then, and I have what I hope is a faithful image of Ron Dennis and Ken Tyrrell sitting outside the house, plates in their laps, lost in presumably F1-grade chat.

I don't think anyone there, not even his Lordship, had an inkling of how popular or important the Festival would become. As stopgaps go, it's gone pretty well. **M**





# Sidetracked

WITH ED FOSTER



Pietro Fittipaldi raced under a special licence to win the 2011 NASCAR Limited Late Model series

Hiro Sato



## IN THE NAME OF THE FOREFATHERS

MOTOR RACING'S NEXT GENERATION INCLUDES A COUPLE OF FAMOUS MONIKERS

**W**hile Sebastian Vettel, Michael Schumacher and Jenson Button were busy hammering around Düsseldorf's ESPRIT arena for the Race of Champions on December 3/4, various other Formula 1 drivers were competing against each other in Felipe Massa's annual kart race.

Rubens Barrichello, Jaime Alguersuari, Adrian Sutil and Pastor Maldonado were all in Brazil for the event, but as your eyes travelled down the entry list you had to do a double take. Fittipaldi? Surely not? No, this was *Pietro* Fittipaldi, the grandson of double Formula 1 World Champion Emerson.

The 15-year-old has just won the 2011 NASCAR Limited Late Model series and has his heart set on making his way up the ranks to the top-level Nationwide and Sprint Cup series. Pietro is so young that in order to compete in last season's championship he had to race under a special licence.

Fittipaldi Jr started karting at the age of five, and even though his grandfather spent his entire career in single seaters – with 11 years in F1 and 13 in CART – Pietro isn't interested in a similar career.

"You know, I've been watching Formula 1 and going to Grands Prix my whole life," he tells me. "I know Bernie [Ecclestone] and I've even had dinner with him! I've always loved F1, but I watched NASCAR as well. I was in

the United States, and to me it seems more competitive. There are more drivers and teams racing against each other and there can be 20 or 30 lead changes in a race. In F1 there are really only two or three teams that can win, but in NASCAR there are six or seven. I just like the competitiveness. In the next four or five years I hope I'll be in the Nationwide series or the Sprint Cup. That's the aim, anyway."

Bet against it at your peril. This is a family that has motor sport running through its veins. Emerson clinched two F1 titles, a CART championship and a brace of Indy 500 wins, while his brother Wilson set up Copersucar and raced in F1 from 1972-3 and in 1975. Add to that Emerson's nephew Christian, who has also spent a life in the sport, competing in CART, F1 and NASCAR. And if that wasn't

enough, Emerson's daughter married ex-F1, IndyCar, CART and NASCAR driver Max Papis. Not many families can claim such success in the world of motor sport.

Of course, the Fittipaldi name has helped Pietro with sponsors and he freely admits that,

but it's also added a huge amount of pressure. "When I used to race go-karts – especially at the higher competitive levels – a lot of drivers would say 'if I can't win the race then I want to be in front of Fittipaldi,'" he says. "It brings some pressure, but I've got used to it because it's always been there. I had to start dealing with it when I was very young."

Although you can tell you're speaking to a youngster, Pietro is remarkably mature for his age. He's well aware of what the Fittipaldi name means to fans around the world, but he's adamant that it never pushed him into racing. "My family didn't really pressure me into motor sport. I was the one who asked them whether I could get a go-kart and start racing. I practiced every week – alongside school – and I just picked up the love for it."

Pietro may have Emerson to guide him through the pressures of modern motor sport, but it was the late Dan Wheldon who helped to



LAT

hone his driving skills. In 2010, when the 2005 IndyCar champion was without a full-time race seat, he stepped back to compete in karting with up-and-coming driving talent. “I remember what it meant to have people believe in me and my talent at that age,” he said at the time, “and I can’t wait to see what these kids are able to do.” One of those kids was Pietro and over the course of the season Dan taught the young Brazilian everything from chassis set-up to the perfect racing lines.

“My grandfather’s also helped a huge amount,” adds Pietro. “He doesn’t actually get into the driving part because he knows I’m with a good team [Lee Faulk Racing] and that they know what they’re doing. Sometimes there’s a lot of pressure before the race and he’s very good at helping me to calm down.”

Another chapter in Fittipaldi motor sport history begins. Did I mention that Emerson had another son in 2007 and called him Emerson? Maybe that’s a story for another day...

**A**nother racing driver competing with a surname you’ll recognise is Carlos Sainz. No, this isn’t the two-time World Rally Champion, it’s his son, who has just won the Formula Renault 2.0 Northern European Cup.

“It’s been a good season,” says Sainz Jr. “We had the opportunity to win both championships [he was also competing in the Eurocup Formula Renault 2.0 series], but we had a few mechanical problems and at Silverstone we suffered an engine issue on the grid when I was on pole.” He still racked up two wins in the series and finished second in the championship.



Sainz Jr is pursuing a career in single-seaters with his father’s blessing, above

“I’ve watched F1 on television since I was three and even then I said ‘yeah, that’s my dream’. I started doing indoor karting with my Dad, and then when I was 11 I said to him ‘let’s make this a little more serious’. We did some national and even international races and it’s all gone from there.”

I can’t help asking whether Carlos ever considered a career in rallying, following in his father’s footsteps. “You know,” he says, “I have always liked the rallying side of motor sport as well... but not so much.”

“My father supports me 100 per cent [with his single-seater career]. He’s been a great aid, but he never tells me how to take a corner, how to brake or how to drive. He just tells me what the right attitude is to become a World Champion. He knows what he’s talking about, he’s got the experience.”

Ex-Toyota WRC driver Sainz may not be giving his son one-to-one tuition, but it’s clear that Carlos Jr has inherited his speed. With a prime seat at Carlin in the 2012 British Formula 3 Championship and backing from Red Bull, he’s well on his way to a bright future.

*For Trevor Carlin’s view on young drivers, including Carlos, see right*

FARNHAM, SURREY

## CANNY CARLIN THE TALENT SPOTTER

TEAM BOSS KNOWS WHAT TO  
LOOK FOR IN YOUNG DRIVERS

**S**OME OF YOU MAY REMEMBER that in the January 2011 issue I talked to Trevor Carlin (below) about Carlin Motorsport. The team – which competes in British F3, GP2, GP3 and the Renault World Series – has employed the services of many current Formula 1 drivers and ran 2011 World Champion Sebastian Vettel in the ‘06 Formula Renault 3.5 series.

Racing director Trevor is not easily impressed, but I remember at the time he was singing the praises of Jean-Eric Vergne. Fast-forward 10 months and the Frenchman has driven for Red Bull in the young driver tests in Abu Dhabi. He was only four-tenths off Vettel’s pole position time and there is talk about a Friday practice role in 2012. In other words, Carlin knows what to look for. >>>





"Vettel stood out in the World Series," he says. "He's got a great attitude but he's also very quick. I haven't spoken to him in a little while, but when I bump into him at the track he's the same now as he was in 2006 when he first ran for us. He's a nice kid, but he's very focused."

"What you find is that a lot of drivers can drive a car quickly and a lot can do it regularly. It's the 'something different' about a few drivers. All they're interested in is themselves and their car, they're totally focused and they almost don't give a shit about the team. So long as we're doing the right job for them they are happy, but they'll drop us the minute they need to and move on. They're totally single-minded."

"That all works well for us when they're up at the front, but when they're not you really know about it. They just can't accept being second or third, they're pissed off and they want to know why. I think that makes the difference between a good driver and a great driver - that little bit of attitude. I think Vettel's got it and I see that with Jean-Eric. We haven't had the chance yet to really get to know Carlos (Sainz Jr), but the big thing you can see with him straight away is his absolute commitment and car control. And, of course, he's completely driven like his dad!"

Once you've had an introduction like that from Trevor Carlin, you may not have a guaranteed Formula 1 seat, but you know you're on the right track. Whether or not Carlos Jr has what it takes to make it to the top remains to be seen, but he's certainly made the right start.



Vergne became British F3 champion with Carlin and has already tested for Red Bull in Formula 1

LAT



PORTLAND, OREGON, USA

## A DRAGSTER WITH ELECTRIC PERFORMANCE

JOHN WAYLAND'S ELECTRIC CAR ISN'T SOME SEDATE RUNABOUT, BUT A RACER CAPABLE OF 0-60MPH IN 1.8 SECONDS

**E**LECTRIC-POWERED VEHICLES HAVE their critics. For many people, they're just not powerful enough. In order for manufacturers to make the cars affordable and cover a reasonable mileage in between charges, power is usually kept to a certain level.

John Wayland has gone some way to proving that electric cars can "blow the doors off" their petrol-powered cousins, however. Wayland built his first electric car - a converted 1972 Datsun 1200 - in 1980 and has been at it ever since. His most recent electric project is called the White Zombie (above, driven by Tim Brehm) and, like his first foray into the world of electric cars, it is based on a '72 Datsun.

This isn't just any electric eco-hatch, though. This is a fully-fledged dragster that is capable of doing 0-60mph in a staggering 1.8 seconds and the standing quarter mile in 10.2sec at 123mph.

"It's not been easy to make it that fast," Wayland tells me. "There are two aspects of electric power - energy density is how far you can go on a charge and power density is how fast you can go. We knew we were building a dragster so we could concentrate on the power. We got rid of a big obstacle right away."

Even without focusing on energy density, John can still drive to his local drag strip 16 miles away, race the car all night and then drive home without going anywhere near a plug.

"It's taken many years of hot-rodding to get the technology to work, because when we started we only had a 24-volt motor and we were trying to put 300 volts into it. It didn't like that at all and it got real pissed off." Years spent fettling the design - and the current specification (right) of a 330-volt motor, a 2000-amp controller and 355-volt battery pack - mean that the car now

regularly beats its petrol-powered equivalents.

However, it's still not that easy to race an electric dragster. "I'm a founding member of the NEDRA (National Electric Drag Racing Association) in America," says Wayland. "Before the NHRA (National Hot Rod Association) adopted the rules we drew up in 1999 they had no classes for us. In fact, they wouldn't even let us race because they thought we were dangerous. There they were running liquid fuel that can melt city blocks and they were worried about our batteries!"

"We still don't have classes, but we do now have voltage divisions. What I really like doing is the 'heads up' racing, which means you compete against whoever draws up to the line next to you. We go down there with the electric cars and everybody will say 'what's that electric piece of crap?'. Then we blow their doors off in front of all their friends. When we do, we say 'you just got beaten by the future'."

The future? "Absolutely. Electric dragsters really are the future and I'm sure we're going to take almost all the records away from the normal machines. We've got a long way to go in the (most powerful) Top Fuel category, but if you look



at the motorcycle classes, the fastest bikes are running six-second quarter miles. There are some running nitromethane in the fives, but we're already approaching the sixes with electric bikes.

"Yes, the battery packs are heavy," adds Wayland. "A lead acid battery pack used to weigh 400kg, but you can now get a lithium one that only weighs 68kg and which gives you 800bhp. Our motors are only 68kg, and when you compare that to a 230kg engine it's not actually too bad." With standard bodywork, windscreen and windows Wayland's Datsun weighs in at 1065kg. That's only 200kg heavier than our MGB racer, and that certainly doesn't do 0-60mph in 1.8sec.

Whether electric dragsters are the future or not, you have to admit that Wayland is making a convincing case for them. **M**



# Historic Scene

WITH GORDON CRUICKSHANK

## TROPHIES AND RECOGNITION

A HISTORIC RACE SERIES SUPPORTED BY A MAINSTREAM MANUFACTURER? THERE'S VALUE IN HISTORY

**A**wards evenings abound as the season runs down but those for historic racing don't often resonate outside our little world. So the dinner for the Jaguar E-type Challenge, held at the RAC club in November, was a little different.

Recently the RAC club has been pushing its motoring heritage, something many may be unaware of. Built by and for early motorists, the London club now has no connection with the breakdown service, but the palatial clubhouse with its glorious marble and gold-pillared swimming pool displays many racing paintings and trophies and a library packed with motoring and racing literature. Whether most of its members are aware of the history I'm unsure, but the staff must be getting used to manoeuvring racing cars through the front door as I've seen a few in the oval hallway recently. Certainly it was hard to ignore the E-type at the foot of the stairs as we filed in.

What made this event more significant was the presence of Dr Ralf Speth, CEO of Jaguar Land Rover, and Frank Klass, global head of communications for JLR. It's rare to see such high-level figures at a historic prize-giving, but the E-type Challenge, which boasts 95 drivers, is funded by the company. Pointing out that no other manufacturer supports serious racing for its old cars in this way, Klass said "the past is at our heart, but we still need to amaze drivers with the XKR around the Nürburgring". It may be a soundbite, but if there's a firm trying to make it true, it must be Jaguar. In his turn Speth pointed out that exactly 50 years before to the day, Norman Dewis was hammering an E-type round Silverstone – and here was the veteran test driver himself, now 92, still full of spark and stories, dressed cowboy-style and twinkling at the ladies.

Martin Brundle (himself a V12 E-type owner) was good value as the evening's host, firing quips and doing a grid walk round the tables to quiz various prize-winners, such as all three racing Minshaws who carried off the three class awards, and doing a great double act with his old team-mate Win Percy (left) about their time in Le Mans Jaguars. Win recalled Tom Walkinshaw's concern with economy, such as not snapping the intercom cable when getting out of the car, which stuck in Win's head even during his enormous 1987 accident in the XJR-8LM on Mulsanne straight. "I'd just flown 200 metres, then slid upside down for few hundred more, and I'm scrambling out of the shattered wreckage worrying about unplugging myself because I can hear Tom's voice telling me not to break this bloody plug worth about £1.50!"

A light-hearted evening, but perhaps an indicator that manufacturers, under the shadow of recession and facing the ever-increasing quality of Asian brands unheard of 10 years ago, are recognising the importance of their past as a foundation for marque loyalty. A glorious history is one thing you can't buy.



Roger Kemp, JDC

### WIMBLEDON, LONDON

## CLASSICS ON THE GOLF COURSE

FROM THE FOG OF A WINTER'S DAY EMERGED A SURPRISING HAUL OF HISTORIC VEHICLES



WO'D HAVE THOUGHT ONE London village concealed so many classic vehicles? When my neighbour Tony Covill organised a lunch for those of us Wimbledonians who keep old cars, I imagined a turnout of half a dozen. In fact the frontage of Royal Wimbledon Golf Club was packed, Alvis 4.3 nudging XK120, Rolls Phantom V towering over AC Ace, Volvo 544, 911RS, 3-litre Bentley, Alvis TD21 and SL Mercs. I was impressed by the dedication of Nigel Batchelor, who having pattered through the fog in his 1904 Cadillac went back home to collect his supercharged Bentley 4½ with its skimpy two-seater body. Mark Finburgh couldn't get the family GT40 MOTd in time, so contented himself with arriving in a handsome Ferrari 250GT.

There was no aim for all this except to natter about cars, but the fact that I rarely see these vehicles around Wimbledon did make me realise why the FBHVC Drive It Day (April 22 for 2012) is worth supporting: there are more old cars around than you think, and far from being just a handful of enthusiasts we add up to a significant element of the motoring market.





## EAST COAST, USA

# SECRET HOME OF 50 LITTLE INDIANS

A FAMILY HOARD HIDDEN AWAY ON AN AIRFIELD FOR YEARS IS FINALLY COMING TO LIGHT

SEE THAT BONHAMS IS SELLING 50 motorcycles from the private and little-known Du Pont car and 'bike museum. Years ago I was taken

by a member of the Du Pont family to see this collection, housed in a hangar on a small airfield on the East Coast of the USA. I was fascinated by the contents. This branch of the Du Ponts (the same family as the industrial giant) once manufactured cars and there were several of these inside, cars which in their time aimed to be a high-quality rival to Lincoln and Stutz. Sadly the firm was shot down by the Wall Street Crash after Paul Du Pont had also bought the Indian motorcycle business – hence this hangar packed with dusty, unrestored 'bikes of all types but notably Indians, which has got two-wheel fans drooling over the sale.

But over three generations the family had collected plenty of other mechanical excitement: several Vincent 'bikes, a 500cc Cooper untouched since the '50s, a pedal-powered aeroplane (honestly!) and scads of model planes, cars and automobilia, including a motorised mini-Du Pont built by the factory for a junior family member. My personal highlight was something the firm was making before cars – a petrol-powered washing machine. I guess that if you lived out west in the 1900s and mains



electricity wasn't coming your way any time soon, the idea of filling, priming and pull-starting a small four-stroke seemed a small price to pay to banish those washtday blues...

Though Du Pont cars folded in 1932, it arranged an ongoing service service, if you see what I mean, for owners which remarkably was still extant in the 1990s when I visited, still run from the same factory building by the same man. Allan Carter joined the firm in 1926, and while we inspected a very grand Model G Du Pont he told me all about 1929 when, along with Chrysler and Stutz, Du Pont went to Le Mans.

Allan, who effectively was the competition department, prepared the car, a pointed-tail Speedster with 5.3-litre straight-eight Continental engine, and went to La Sarthe with it. If you look it up you'll find the car reported as retiring after four hours because the sandbag ballast (cars had to carry the weight of four people) broke through the floorboards and damaged the driveshaft, but Allan told me that in fact the team didn't want to admit that the transmission simply failed. Dissimulation is nothing new.



## IN THE WORKSHOP

# Hardy Hall Restorations

### WHAT'S YOUR HISTORY?

I started the firm in 1999 after a 15-year career in motor racing which culminated in rebuilding a six-wheel Tyrrell. During that time I built and prepared cars that won historic F1 and F2 championships and a modern F3 championship.

### WHAT'S YOUR RANGE OF SKILLS?

We are primarily chassis engineers, and alongside ground-up restorations we also undertake the straightening, repairing or replacing of complete chassis frames and suspension components. We frequently manufacture new parts from scratch, and supply the Frazer Nash Club with new steering arms and complete front axles.

### DO YOU HAVE A SPECIALISATION?

Restoration and preparation of historic sports and racing cars from vintage through to Can-Am and F5000. We employ the same sound engineering practice and close attention to detail on all the cars we work on, from chain-drive 'Nashes through to the later single-seaters, and are passionate about building in reliability and maintaining originality.

### WHAT'S IN THE WORKSHOP NOW?

A good mix, from a 1968 Lola T140 nearing completion to a 1922 GN Vitesse which is being recommissioned by us having not rolled a wheel in 45 years. Then there is the one-off 1965 Kincraft Formule Libre, originally built by Jack Pearce. We are working to return the car to its original configuration using the original drawings. A T43 Cooper, the one-off 1959 Kieft-Climax and a 1929 Frazer Nash complete the line-up.

### WHAT PROJECTS ARE YOU PROUD OF?

I have enjoyed the challenge of rebuilding the Lola T140 which came as a damaged chassis and which we believe is the only one in the UK. However, I am most proud of rebuilding a Cooper T56 MkII (top) that arrived in a similar condition and took a lot of work to return to its original state. It was one of two cars run by Team Tyrrell for Cooper which was later sold to Steve McQueen who raced the car in California.

GC was speaking to Jonathan Hall  
[www.hardyhallrestorations.co.uk](http://www.hardyhallrestorations.co.uk)

## DREAM GARAGE

WHAT WE'D BLOW THE BUDGET ON THIS MONTH



ECURIE BERTELLI  
ASTON MARTIN  
ULSTER

A pre-war racer which can also do the Mille Miglia. Raced at Phoenix Park and elsewhere, it was later used as a milk float! (Luckily most of it remains original.) A unique claim?

£750,000  
[www.ecuriebertelli.com](http://www.ecuriebertelli.com)



FANTASY JUNCTION  
AUSTIN-HEALEY  
SEBRING SPRITE

A very special Sprite – it headed the A-H team 1-2-3 in class in the 1959 Sebring 12 Hours. Retains works disc brakes and close-ratio box. An important piece of British racing history.

\$135,000  
[www.fantasyjunction.com](http://www.fantasyjunction.com)



DAMAX  
GEBHARDT  
ADA JC843

Historic Group C racing has taken off recently, with spiralling prices; this would be a good way into the 'junior' category. C2 class winner at Le Mans in '86, and racing successfully since.

£155,000  
[www.damax.co.uk](http://www.damax.co.uk)



GRAEME HUNT  
LAMBORGHINI  
ISLERO

One of Sant'Agata's sleepers, the Islero's unflashy lines clothe that wonderful V12 in cool Sixties style. This one even has film history, with Roger Moore's signature on the sun visor!

£157,000  
[www.graemehunt.com](http://www.graemehunt.com)

# ||| Auctions |||



## Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

Scottsdale Car Week is upon us once again and with it come five American sales from five different auction houses.

### - GOODING AND COMPANY -

Not many would deny that Gooding has one of the headline cars of the week. On January 20-21 the American auction house will offer a 1956 Ferrari 500 Testa Rossa Scaglietti Spider (above) for sale. Chassis 0650MDTR was campaigned by John von Neumann, Bruce Kessler and Pete Lovely at many US tracks including Pomona, Lime Rock, Riverside and Laguna Seca. With only 17 examples made, the pre-sale estimate of £1.34-1.66 million sounds entirely feasible.

Other cars going under the hammer in the same sale include a 1965 Ferrari 500 Superfast (£600-800,000), a 1971 Maserati Ghibli 4.9 SS Spider (£450-575,000) and a 1971 Lamborghini Miura P400 SV (£770-900,000).

### - RMAUCTIONS -

Ferraris are the order of the day at RM Auctions during Scottsdale week with the Canadian firm offering a 1957 Ferrari 410 Superamerica (£1.12-1.44m), a 1991 Ferrari F40 (£415-480,000), a 1952 Ferrari 342 America Pinin Farina coupé (£510-640,000) and a 1973 Ferrari 365 GTB/4 Daytona Spyder (£575-700,000).

The 410 Superamerica is one of just six Series II cars built and was originally owned by the main importer of Johnnie Walker Scotch in Italy, Dottore Enrico Wax.

If you're not a Ferrari fan there is also an extremely handsome 1957 BMW 507 Roadster which RM expects to fetch £575-770,000.

### - BARRETT-JACKSON -

It's muscle car heaven over at Barrett-Jackson on January 17-22. Over 200 cars will go under the hammer including a 1970 Plymouth Superbird, a 1969 Ford Talladega prototype, a 1969 Chevrolet Camaro SS and a 1969 Plymouth Super Bee. All estimates are available on request.

### - BONHAMS -

The latest company to join the throng of sales in Scottsdale, Bonhams has an auction scheduled for January 19. It includes a 1924 Isotta Fraschini Tipo 8 Torpedo Tourer with custom coachwork by Carrozzeria Sala (£270-335,000), a 1932 Packard Model 904 Custom convertible (£380-450,000) and an ex-Andy Warhol 1974 Rolls-Royce Silver Shadow (£25-40,000).

Back in Britain Bonhams hosted a successful sale on December 1 at Mercedes-Benz World in Surrey. The ex-Lance Macklin 1953 Austin-Healey '100' Special - involved in the 1955 Le Mans disaster - was understandably a highlight lot and went for an impressive £843,000.

### - RUSSO AND STEELE -

Race car fans will have their ears pricked and eyes peeled when the 1967 Chevrolet Corvette Pickett racer (POA) comes up for sale on January 18-22. This particular example was converted

from a road car into SCCA A/Production specification when new and was raced by Dr Bill Green. He joined forces with Greg Pickett and the Pickett Racing Team was formed. The car was driven in SCCA National events including Trans-Am and IMSA rounds throughout 1976, and underwent a full restoration in 2002.

### - MECUM -

On January 24-29 Mecum has lined up a veritable grid of stock cars for its Kissimmee sale. At last count there were five NASCAR machines crossing the block, ranging from a 1992 Ford Thunderbird which helped Bill Elliott to three poles and five wins that year, to a road course-engineered 2006 Chevrolet Monte Carlo SS campaigned by Kevin Harvick.

Those after something other than a NASCAR might be interested in the 1961 Chevrolet Corvette Gulf car which won that year's SCCA B-Production National Championship. The Don Yenko/Ben Moore/Dick Thompson racer finished third in the GT 3000 class at the Sebring 12 Hours and went on to take 11 victories that year. All estimates are available on request.

### - COYS -

January 14 sees the return of Coys' Autosport International sale. As always there are some interesting lots, including an ex-Colin McRae 2001 Ford Focus WRC (£85-95,000). This particular chassis was used to win that year's Acropolis Rally. There's also an ex-Derek Daly 1981 March 811 (POA) up for grabs. **M**

### FORTHCOMING AUCTIONS

**JAN 12-14 AUCTIONS AMERICA** Las Vegas Premier Motorcycle Auction, West Flamingo Road, Las Vegas, Nevada Tel: 001 954 566 2209

**JAN 14 COYS** Autosport International Sale, NEC, Birmingham Tel: 020 8614 7888

**JAN 17-22 BARRETT-JACKSON** Scottsdale Sale, Scottsdale, Arizona Tel: 001 480 663 6255

**JAN 18-22 RUSSO AND STEELE** Scottsdale Auction, North Scottsdale Road, Scottsdale, Arizona Tel: 001 602 252 2697

**JAN 19 BONHAMS** Scottsdale Sale of Exceptional Motorcars, Scottsdale, Arizona Tel: 020 7447 7447

**JAN 19-20 RMAUCTIONS** Arizona Sale, Arizona Billmore Resort and Spa, Phoenix Tel: 001 519 352 4575

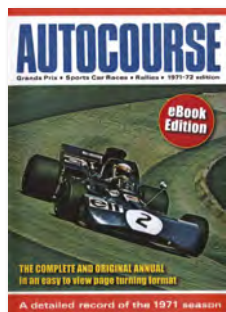
**JAN 20-21 GOODING AND COMPANY** The Scottsdale Auction, Scottsdale Fashion Square, Arizona Tel: 001 310 899 1960

**JAN 24-29 MECUM** Muscle Cars & More, Osceola Heritage Park, Kissimmee, Florida Tel: 001 262 275 5050

FOR FULL AUCTION LISTINGS  
AND RESULTS VISIT  
[www.motorsportmagazine.com](http://www.motorsportmagazine.com)



# Reviews



## AUTOCOURSE (E-BOOK EDITION)

**A DETAILED RECORD OF THE 1971 SEASON**

For *Motor Sport* loyalists this will be familiar territory. Our own archive discs, which for anyone with a computer opened up quick and easy access to every issue of this magazine from 1924 to 1999, proved a hit even with those whose shelves, garages or attics are bursting with bound volumes of the title. And the same is sure to be the case for the publishers of motor racing's definitive series of season review annuals.

Old volumes of *Autocourse* are collectable and, in the case of some specific years, rare. So will the release of the first *Autocourse* 'eBook' in disc format pull the rug on the niche collectors' market? We suspect not. There's still a place for paper and ink in the 21st century (at least we hope so!) and anyway the value is in originality, rather than the content itself.

Still, there's no doubt that having such a fantastic resource as *Autocourse* available in disc format is great news. So far, just one single volume – the 1971-72 edition – has been released, but the rest are set to follow.

It's a great era in which to start, both for the sport and *Autocourse* itself. From the World Champion's foreword written by Jackie Stewart, through the sobering obituaries for Pedro Rodríguez and Jo Siffert, and on to the features and reviews on Formula 1, sports cars, US racing and more, *Autocourse* circa 1971 is a feast of great writing and sumptuous photography – just as it remains today.

Easy navigation, strong legibility, quality reproduction and a reliable search function are essential for such releases, and happily this first disc hits all those marks. Roll on the rest of the series. **DS**

[www.autocourse.com](http://www.autocourse.com), ISBN 978 1905334650, £19.99



**ALAN CARTER, LIGHT IN THE DARKNESS**  
A brutally personal account of motorcycle racer Alan Carter that, while lacking the polish of some autobiographies, provides an interesting insight into the highs and – very deep – lows of the Carter family.  
[www.retro-speedway.com](http://www.retro-speedway.com), ISBN 978 0 9559340 6 3, £16



**TEN THOUSAND MILES AGAINST THE CLOCK** *Philip Young and Gerard Brown*  
Hefty review of the 2010 Pekin-Paris. There are some fantastic photos and it's actually a good read – rare for an event review... **Endurance Rally Association**, [www.endurorally.com](http://www.endurorally.com), £70



**ASTON MARTIN ULSTER** *Alan Archer*  
Surely unsurpassable story of Aston's greatest racer, packed with detail, photos, period reports and results plus individual histories of all 29 Ulsters. Usual superb Palawan quality – and price. **Palawan**, £400 (£800 leatherbound)



## DONALD CAMPBELL BLUEBIRD AND THE FINAL RECORD ATTEMPT

by Neil Sheppard

There have been many accounts about Donald Campbell and his doomed water speed record attempt, but few delve so deep into this epic story and get under the skin of the man and his ambition to emulate his great father Malcolm. This final record attempt came when the great British speed record tradition was under attack from those American upstarts and their jet-powered challengers. Many people saw the record attempt at Coniston, and they contribute greatly here to the picture of a man pushing the boundaries of speed and bravery for Queen and country.

Above all, Campbell's legacy still promotes Britain at the forefront of speed records for the next generation of thrill-seekers. Highly recommended for those interested in this great man and his spirit of adventure. **DC**  
**History Press**, ISBN978 0 7542 5973 8, £30



## IN THE NAME OF GLORY – 1976

**THE GREATEST EVER SPORTING DUEL**

by Tom Rubythron

The greatest ever sporting duel? That's debatable, but James Hunt and Niki Lauda's fight for the 1976 World Championship definitely didn't lack in drama, what with the Austrian's near-fatal crash at the Nürburgring and the rain-soaked title decider at Mount Fuji.

Rubythron's is an entertaining and sensational tale – not hard when Hunt is one of your lead characters – which flows along merrily. It's well timed too, with shooting on the new Ron Howard film depicting the Hunt-Lauda battle due to continue in February.

John Watson provides a very nice foreword and Rainer Schlegelmilch's photo selection is well up to the job. Note to the author though: it's Jacky Ickx, not Jackie! Overall this is a lively read with broad appeal, and fans of Rubythron's previous tomes will no doubt be well satisfied. **GR**  
**Myrtle**, ISBN 9780 9565656 93, £14.95



## ARCHIE FRAZER-NASH ...ENGINEER

by Trevor Tarring and Mark Joseland

This first biography of a famous name, begun by Joseland and completed by Tarring, tells us that the GN and Frazer Nash cars are only a fraction of the work of this creative engineer, ranging from WWI fighters through WWII gun turrets to atomic bomb triggers. And if there's more detail than you needed on machining uranium or DC generators, it at least indicates the huge range of projects that Frazer-Nash was involved in after the cars, and the complexity of his businesses. The book gives a good picture of Archie, churning out patents from his bomb-proof bunker on Kingston Hill, but also a capable driver, golfer, skier and 'forger' of one single banknote leading to trouble with the Revenue. **GC**

**Published by Frazer Nash Archives**, ISBN 978 0 9570351 0 2, £35



# ||| Desirables |||



## Winter warmers

*Clockwise from top left:*

**SPECIALISED COVERS** Jaguar XKR car cover, £269

Tel: 01943 864646 [www.specialisedcovers.com](http://www.specialisedcovers.com)

**ALFRED DUNHILL** leather driving gloves, £195

Tel: 0845 458 0779 [www.dunhill.com](http://www.dunhill.com)

**WILLIAM & SON** Tweed Field Coat, £660

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# YOU WERE THERE

*Motor Sport* articles prompted two readers to share their memories with us, while our third contributor has enjoyed some classic Indianapolis 500s



1

## GRAHAM POTTER

Graham was a keen fan at the 1977 Brands Hatch Six Hours, in which Hans Stuck and Ronnie Peterson gave the BMW 320 Turbo its European debut, as described by Stuck in his recent 'Lunch With' (December).

{1} Peterson qualified the flame-spitting 320 second, but Stuck crashed out in part one of the rain-delayed race. {2} Team performs an engine change, as Peterson looks on {3}.



2



3

## SHOTARO KOBAYASHI

Tokyo auto historian Shotaro adds to Andrew Frankel's Aston Martin DB3 story (July 2011), recalling that in 1957/58 the car was owned by Preston Hopkins, a civil engineer in the US Occupation Forces in Japan. {1} Rebodyed car arrives at Yokohama dock. {2} Shotaro says he and Preston struggled to get DB3/5 fired up on the quay. {3} Car gathers speed on the Murayama oval. {4} Preston prepares for "high-speed slalom stage" at the Yokota US Army Base in '57. Son Riley, "an ardent Stirling Moss fan", looks on.



1



2



3

4







1 2

## DAVID SMITH

A motor sport fan since the age of five, Kentucky-based David enjoyed great access to events at the Indy 500 while working in television during the late '70s/early '80s. {1} Danny Sullivan (53) and Bobby Rahal (19) prepare for a restart at their first Indy 500 in 1982. They finished 14th and 11th. {2} Eventual winner Gordon Johncock and Rick Mears battle for the lead in that year's race. {3} Huge mass of crew and media on the front straight before the '83 race. {4} Tom Sneva was second in '77 race aboard Penske McLaren M24-Cosworth. {5} Three places further back came Johnny Parsons Jr in Wildcat Mk2-DGS. {6} Danny Ongais is all smiles in '83. {7} Gordon Smiley (Wildcat) collides with Tony Bettenhausen (McLaren) in '81 race, before crashing into the wall {8}. {9} Johnny Rutherford (McLaren M24) pits en route to 13th-place finish in '78. {10} Remains of Ongais' wrecked Interscope in '81 race.



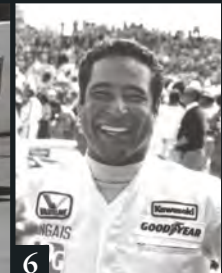
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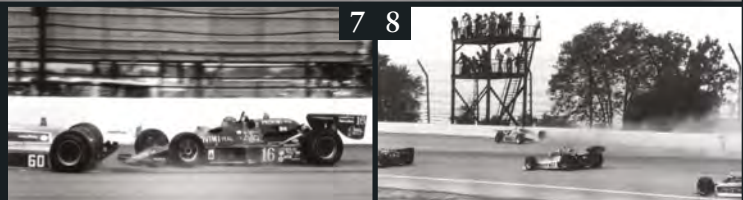
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7 8



10



9



# ||| Doug Nye |||



GP Library

Mechanics misspelled 'Behra's' name on 250F at Monaco '55. No doubt Jeannot was not amused...

## WHEN BEHRA SPELLED TROUBLE

The Frenchman's demands at Reims '58 prompted team-mate Harry Schell to pen a furious (and somewhat muddled) missive to BRM's boss

I have never particularly rated top-class racing drivers as being the most literate people around. Nor need they be. Literacy counts for nothing wheel-to-wheel round the outside at Curva Grande, or braking into Les Combes. But I was once greatly impressed to find a letter from Harry Schell to Sir Alfred Owen of BRM concerning goings-on in the 1958 French Grand Prix at Reims. It read in part – and I quote verbatim – as one-finger typed:

'As you know for the past three races I have always been doing the best time in training; due to better cars or better driving I don't know but the facts are there... On Friday the last day of training I did a few laps with my own car

in 2.24 6/10 going very carefully; Behra was doing 2.27 2/10 with his own car and with the new engine which came at night with Mr Berton XXXX I was asked by Mr Behra to try his own car I accepted this offer and put a time of 2.24 2/10 which is three seconds faster than him.'

One can sense that 'Arree is building up a good head of steam, as he witters on: 'Then five minutes before the end of practice Mr Behra asked for my car; Mr Berthon answered no so Mr Behra said in these conditions he was not started in the race and that he could not drive any more such a bad car anymore etc. etc.

'The next day from 10 am in the morning till 4pm Mr Behra stayed at the garage trying to persuade Mr Berton to give him my car by saying he wanted to cancel his contract and

anyway he was not going to start in the race at all.'

Finally the Franco-American driver's safety valve blows off its seat: 'I was then called in the garage by Mr Spear [chief engineer of BRM-owning company Rubery Owen] and Mr Berthon told me 'Harry . you must take another car as Behra refused to start in the race if he has not your car. He has threatened us to cancel his contract you understand the situation so which car do you prefer of the remaining two cars'... Everybody was furious of the attitude taken by Mr Behra. I hope that all the facts will be told to you exactly the way they happened... I am sure I could have won the race for you or at least be second anyway...'

That was one very upset F1 driver, and in the French GP the following day Behra

broke his BRM Type 25 "plainly through over-revving" as Berthon reported to Owen. "This I think he did, possibly justifiably, to confirm his view that the Schell practice car was faster..." Meanwhile 'Arree's car broke its clutch and vibrated badly enough to fracture a water pipe.

Behra was very self-consciously Champion of France and to him performing well before his home crowd meant everything. He had hurled a Gordini around Reims to beat the Ferrari 500 fleet there in 1952, and the year after his BRM team tantrum – having joined Ferrari – he became so overheated by what he saw (again) as having been provided with an inferior car, that he punched innocent team manager Romolo Tavoni. In that case the absent team owner was Enzo Ferrari, but his wife Laura witnessed the attack. While Peter Berthon of BRM had been able to gloss over a little of Behra's behaviour, Tavoni had no such choice – had he even wanted to. The Old Man's justice was swift and emphatic. Behra was sacked. One month later the hair-trigger Frenchman crashed his sports Porsche at AVUS in Berlin, and was killed...

But it had not only been Harry Schell who had trouble spelling 'Jeannot's' surname. At the Monaco Grand Prix in 1955 his Maserati works mechanics had brush-painted his name on his 250F. That's right, they spelled it 'Behra'.



# Mansell plays his cards right on Veteran run

The annual London-to-Brighton Veteran Car Run, for vehicles manufactured no later than 1904, is – so far as I am concerned – something of an acquired taste.

I had done two Runs before, the last probably in the '90s. I remember both as having been 'interesting' but little more than that. My view was somewhat jaundiced by the fact that since I was the heaviest person on board, the moment any significant uphill gradient was encountered, I was ejected overboard to trot alongside as far as the summit. There are plenty of hills on the Brighton road, so I soon twigged why it is called the Brighton 'Run'.  
L2B

After four or more hours of that, I was wet, cold and frankly knackered...

Both times when we got to Brighton we were too late to qualify as finishers. Indeed the sun was setting, dusk was closing in, the finish-line arch was being dismantled, and more reliable – or fortunate – cars were already loaded up and being trailed home.

Ooh I've just remembered a third Run in which I was involved, on that occasion tuf-tuffing to the startline beside London's Serpentine in a wickerwork-bodied contraption of French manufacture, with single-cylinder engine somewhere round the back. It had been a 5am start-up just to get to the line. The skies were grey, freezing drizzle drifted down, and seagulls were coughing into the fog. Two of us were crammed into this thing, we were flagged away and that tiny little engine which might – just – have powered an adequate coffee grinder went tuf-tuf-tuf-cough-urrggghh. And it died.

What blessed relief! We had covered all of 10 yards, and hadn't even reached the park gates. By this time I was thinking more of a warm coffee bar and breakfast than bracing sea air at Brighton – and we leaped from the car with broad smiles, ready and willing to retire on the spot. But beware the enthusiastic British spectator. Wouldn't you know there was one right where we stopped. "Bit of trouble boys?" he bawled, followed by the dreaded, "Don't worry, I'll get you going" – and he did...

Grim-faced, we tuf-tuffed away onto Park Lane, down Birdcage Walk and past Buckingham Palace... getting wetter and colder by the yard. Over London Bridge, down into Brixton where thankfully the hill finally killed our car beyond sight of any expert



A bearded Mansell enjoyed Run in 1904 Mercedes. Top: Doug passed first casualty near start



spectators. Back into my warm and comfy estate car we then cruised through the appalling traffic down to Brighton, arriving in time for lunch.

I hadn't even thought of tackling the Run again until Mercedes-Benz offered its Stuttgart Museum 28/32hp 1904 Simplex for last November's edition. Coo, a proper car – 50mph cruising, gated gearchange, low-slung reinforced steel chassis, honeycomb radiator... one of the seminal Maybach designs with which Daimler AG had first defined the truly modern motor car.

Sure enough, this time we thundered imperiously down to Brighton without the Simplex's 5.3-litre four-cylinder engine missing a beat. One team-mate was German girl Anke Ruckwarth in her father's prodigiously powerful Mercedes 'Sixty' (horsepower), which she blasted down to Brighton's Madeira Drive so rapidly that she arrived far too early and

was disqualified – an achievement which she wore quite proudly...

But absolute number one for the Mercedes team that day was Nigel Mansell, who seemed really to enjoy himself in the 1904 Mercedes 'Forty'. He learned to drive it around Lowndes Square in London the previous evening, and did a splendid job on the way down – delighting the Lotus Seven Club members in their rest stop at Hassocks by mixing in extremely well.

But what really entranced the Mercedes mechanics was that while they were hanging around in a pub on the outskirts of Brighton – waiting for yours truly to catch up (honest – he had more than an hour's start) – Nigel entertained them all with his extraordinary dexterity and new-found talent for card tricks. Apparently he took it up seriously to retrain neurologically after his Le Mans incident, and has found an innate talent for it. Well I never. >>>



# ||| Doug Nye |||



## Tinseltown's motor racing rush

The success of the *Senna* movie seems to have sparked something of a feeding frenzy among Hollywood industry moguls. Suddenly motor racing appears to have become one of moviedom's favoured themes with a number of projects either under active development or about to enter production.

Academy Award-winning director Ron Howard of *Cocoon*, *Apollo 13* and *A Beautiful Mind* fame is poised to start shooting in February 2012 a new feature film entitled *Rush*, which is based upon the 1976 Formula 1 World Championship rivalry between James Hunt and Niki Lauda.

Recently I spent some time with the *Rush* production team, being grilled about what racing was like back in '76, how we regarded Hunt and Lauda, any ticks and nuances they should perhaps consider, and more and more and more. Ron Howard – who came across as a very pleasant cove – seemed particularly interested in why it is that a majority of confirmed enthusiasts seem to consider that a decent motor racing movie has never yet been made. One thing – apart from risible scripts – which sprang to mind was the habitual cutaway, whose frequent use in John Frankenheimer's *Grand Prix* epic whenever a following driver pulled out to pass the chap ahead would show us his right foot pressing down harder on the throttle. Explaining how corner exit speed, slipstream effect and impetus – rather than 'extra' throttle opening – really gets the job done seemed to fall on receptive soil. I could hardly imagine

any proper racer ever leaving some degree of throttle opening unused.

In addition to *Rush* on 1976 and the Hunt/Lauda duel, there are a couple of still classified projects boiling up which feature some of their contemporaries as the star characters of new movie scripts. The old chestnut of *Mon Ami Mate* and the Hawthorn/Collins relationship of 1956-58 has had new life breathed into it, and the pre-war story of Dick Seaman and Erika Popp, Mercedes-Benz and Auto Union Silver Arrows etc is also being actively promoted – though that would demand an immense budget, probably more than *Rush's* alleged \$60 million (£38m). And there's also the 1961 season story of Phil Hill/'Taffy' von Trips, written by Michael Cannell and being energetically promoted in Tinseltown.

Way back, the movie companies actually bought obsolescent racing cars to feature in their big-screen productions. MGM bought freshly retired 1½-litre F1 cars for its 1966 *Grand Prix* production, as did Warner Brothers for its still-born parallel production, what should have been Steve McQueen's *Day of the Champion*. But with the current interest levels in historic and even modern-era F1 cars – and their commercial values – today the movie makers are leaning heavily on enthusiastic owner-drivers. There's earning in the air, boys... and many regular runners are queuing up right now to participate.

Whether all of this will just result in another waste of good celluloid, or of good electrons, remains to be seen...

## Stopping for fuel and champagne...

During his archive movie film researches, my motorfilms.com colleague David Weguelin once found fabulous footage of Fangio's great drive in the 1957 German Grand Prix at the Nürburgring, one sequence of which features Jean Behra making a pitstop in his works Lightweight Maserati 250F. We see him leap from the cockpit and eagerly wash his face and hands with soap and hot water from an enamel bowl proffered by his wife. By the time his ablutions were complete, his car had been refuelled and its wheels and tyres had been changed – and so he scrambled aboard and was push-started back into the fray.

During that same race Bruce Halford – the Torquay hotelier-turned-Formula 1 owner/driver – finished 11th in his privately-entered 250F. In Weg's German-commentary film footage, Bruce is seen several times, but every appearance is accompanied by Germany's answer to Murray Walker identifying him in the commentary as 'Brass Helldorf'.



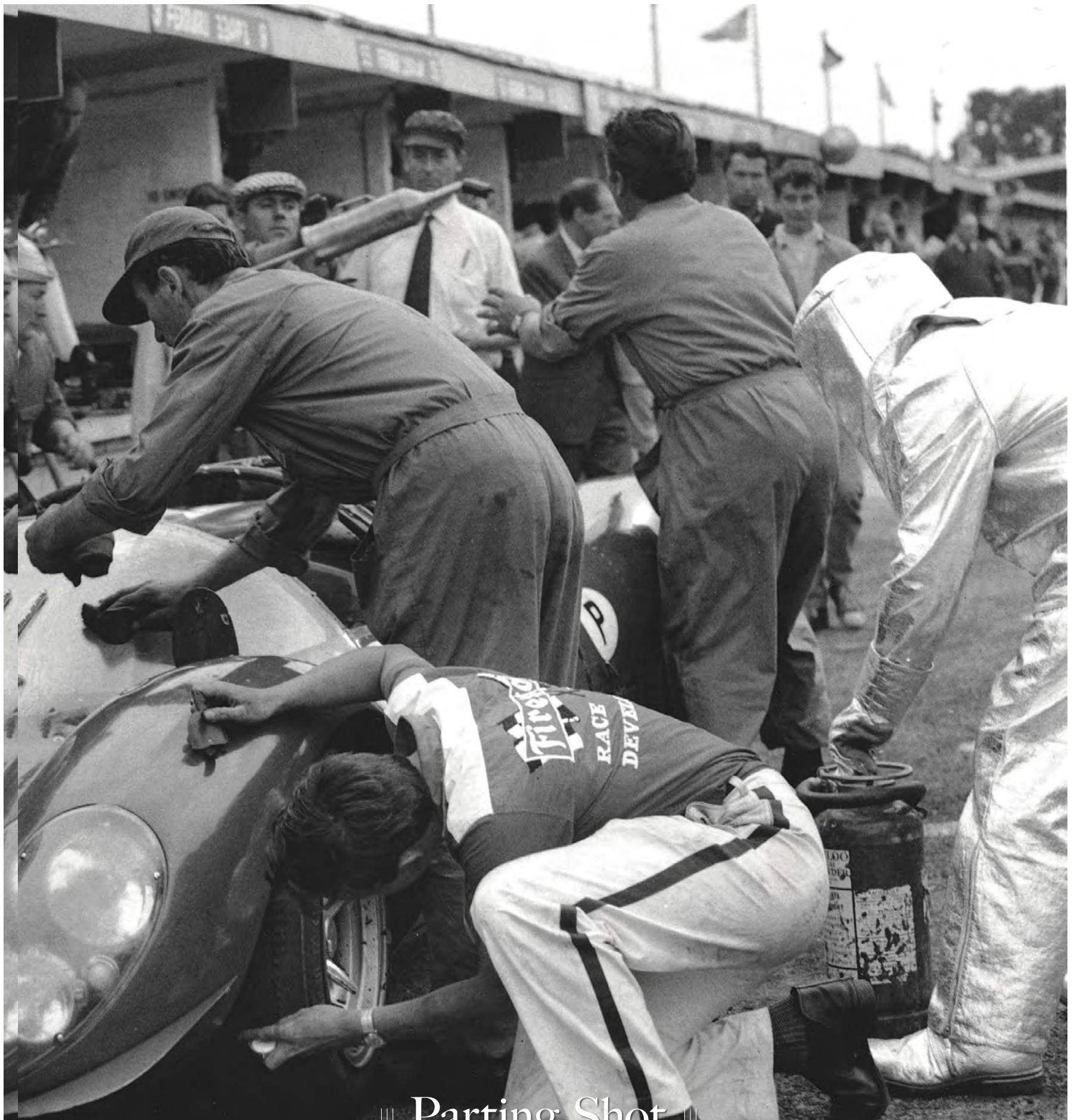
Francisco Godia-Sales, here in his Maserati, was a gentleman racer with a gentleman on hand

Well, good old 'Brass' used to enjoy reminding us of how privateer F1 racing could be at that time. One anecdote featured the Spanish nobleman Francisco Godia-Sales in that same race, running his Maserati 250F from the adjoining pit. At one stage 'Paco' Godia pulled sedately to rest, and like Behra alighted from his car. As his mechanics refuelled it and checked the tyres, the Spanish gentleman's gentleman stepped forward to place an enamel bowl, warm water and towel before his master on the pit counter. And after 'Paco' had enjoyed a quick wash, a silver tray was then offered on which stood a glass of champagne. With that drained, the mechanics had completed their work and were bawling 'Avanti!', at which Godia started towards the car. But he then hesitated, looked back at his man and the empty champagne flute, and he made the big decision. "No – I'll have another glass first..." And according to 'Brass', he did. **M**









## ||| Parting Shot |||

**BOAC 500, Brands Hatch, July 30, 1967**

Paul Hawkins watches as the Ferrari crew works on the 330 P4 he shared with Jonathan Williams (in car). The pair finished sixth behind the other two works cars to help Ferrari beat Porsche to that year's Group 6 Manufacturers' Championship.

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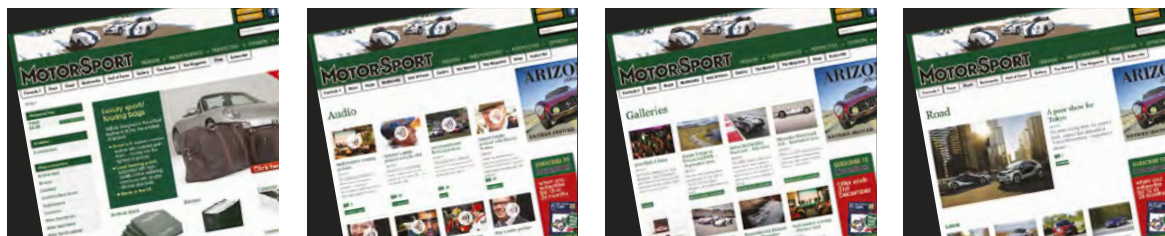
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# ||| The Motor Sport Month |||



## ■ HISTORICS

### Masters unveils 2012 plans

The 2012 Masters Historic Racing calendar will take in Europe's three biggest historic festivals as well as a new event at Zandvoort and two Masters Festivals in the UK.

While several low-key dates have been trimmed from its UK programme, Masters classes will race at the Silverstone Classic, the Nürburgring Oldtimer and the Spa Classic Six-Hour events next summer as well as at the new Zandvoort Historic Festival on September 1/2.

The Dutch event will include races for Grand Prix Masters, World Sportscar Masters, Sports Racing Masters and Gentleman Drivers, along with Historic Formula 2 and the Historic

Grand Prix Car Association.

For the second time, the Masters domestic season starts early on March 17 at Oulton Park and includes Snetterton on Easter Monday (April 9), but the traditional three-day Brands Hatch event over the Whitsun Bank Holiday weekend has been trimmed to two days on the GP circuit on May 26/27. The season will finish with a festival at Donington (October 13/14).

"This is an excellent calendar," said Rachel Bailey of Masters. "We are committed to providing value for money for our drivers, and the cost per minute compares very favourably with other race organisers."

## ■ HISTORICS

### Classic aims for bumper entry

The first details of the 2012 Silverstone Classic (July 20-22) have been unveiled, with grids set to include Grand Prix Masters and the Historic Grand Prix Car Association along with Group C as organisers aim to top the previous event's 1100 entries.



Back by popular demand after turning in sensational races last time will be Formula Junior and the U2TC touring car category (left), and both are expected to deliver capacity 58-car grids.

To cope with the scale of the event, the entire Silverstone site will again be used, including both paddocks. Planned improvements include better access as well as a significant increase in the number of buses transporting visitors around the venue. Live music will again be a key element of the weekend and topping the bill will be Adam Ant and Mike and the Mechanics. Fans can now take advantage of early-bird tickets, offering significant savings until March 31 2012.

## ■ HISTORICS

### Rallying call for Eifel event

Organisers of the second Eifel Rallye Festival are aiming for the world's biggest gathering of ex-works machinery, including Group B cars, for the event in Germany's Eifel Mountains on July 26-28.

The 2012 event will celebrate the 60th anniversary of the first East African Safari Rally. In addition to asphalt special stages around the host town of Daun, a new gravel stage is planned and owners of ex-Safari cars, along with period drivers, are invited.

Event founder Reinhard Klein said: "The new gravel stage will be a real highlight as well as the perfect setting for all the ex-Safari cars."



## ■ OBITUARIES

### Sheridan Thynne

Former commercial director of Williams F1 and a motor racing personality for the past half century, Sheridan

Thynne died suddenly while on holiday with his wife in Egypt. He was 72.

Thynne discovered motor sport as a schoolboy at Eton and raced a variety of unlikely machines in his teens and twenties, finally settling on an 850 Mini. He campaigned this with some success until deciding that his talents lay more in advising and helping his racer friends – people such as Piers Courage, Charlie Crichton-Stuart, Charles Lucas and Frank Williams.

In 1979, as the Williams F1 team grew in stature, Frank appointed him as commercial director and he filled this role for 13 years, becoming one of the first and most successful of the modern breed of sponsor hunters. When Nigel Mansell left Williams acrimoniously in 1992 Thynne (above left) sided with him and followed him to the USA to help co-ordinate his Indycar campaign. Always a shrewd and articulate commentator on the current racing scene, in recent years he had become a familiar sight in British hillclimb paddocks, helping his son Piers with his 2-litre Dallara single-seater.



### Jim Rathmann

The oldest surviving Indy 500 winner has passed away, aged 83. Jim Rathmann won the great race in 1960 to add to his Race of Two Worlds victory at Monza in 1958.

Rathmann broke the winning streak of double Indy victor Rodger Ward at the Brickyard after the most sustained duel the race has ever seen. He had finished second to Ward the

previous year, and over the final 80 laps of the 1960 race the pair exchanged the lead no fewer than 14 times. With three laps to go Ward was forced to concede when the cords began to show in his right front tyre, allowing Rathmann to win comfortably. Even now that race retains the 500's record for lead changes, 29 in all.

Rathmann won driving the Ken-Paul Special, a classic Watson-Offenhauser roadster named after his sponsors Kenny Rich and Paul Lacy. The legendary Chickie Hirashima was Jim's chief mechanic. Rathmann competed in 14 Indy 500s between 1949-63 and finished second three times in 1952, '57 and '59.

Rathmann scored another classic win in the Race of Two Worlds, claiming all three heats of the 500-mile race on the high-banked 2.64-mile Monza oval at a record-setting average speed of 166.722mph. He also won the only USAC race run at the Daytona Speedway in '59, taking just 35 minutes to complete the 100-mile race and averaging 170.261mph. He retired in 1964.

Jim became a very successful automobile dealer in Melbourne, Florida and is survived by his wife Kay, two sons, two stepsons, five grandchildren and one great-grandchild.

**P**eter Gethin, who has died aged 71 after a long illness, is best remembered for his dramatic BRM victory in the 1971 Italian Grand Prix. But he was also a versatile and successful racer in F5000, sports cars and Can-Am. After making his mark in British events with Lotus 7 and 23 sports-racers he graduated in 1965 to Formula 3, first as team-mate to Piers Courage in the Charles Lucas team and then for '67 in the works Chevron. He was a frequent front-runner in an F3 era which included the likes of Chris Irwin, Roy Pike, Derek Bell and Jonathan Williams.

In 1968 Peter moved up to F2 with Frank Lythgoe's team, but he really came into his own with the arrival in '69 of Formula 5000. First in an orange McLaren M10A, run by Church Farm Racing but with unobtrusive works input, and then with Sid Taylor's M10B, he dominated the first two years of the series. This earned him a reserve seat in the McLaren F1 team, and he was sixth in the 1970 Race of Champions at Brands Hatch. The tragedy three months later of Bruce McLaren's death promoted him to Denny Hulme's number two. He also supported Hulme in the Can-Am Series, winning one round and finishing second twice. But his races in the second F1 McLaren were more or less fruitless, and in August 1971 he switched mid-season to BRM. This was once again in the wake of tragedy, for the vacancy was due to the death of Pedro Rodríguez in a sports car race in Germany.

The Italian GP was only his second race for the Bourne team. In an enthralling Monza slipstreamer he started 11th,



# Peter Gethin

## 1940-2011

but somehow towed his way up the field to be fourth in the leading five-car group as they started the final lap. He sneaked past Mike Hailwood and then, with two wheels on the grass, Ronnie Peterson to arrive at the Parabolica, wheels smoking, on François Cevert's inside. As they sprinted to the line the race was Gethin's by, officially, a hundredth of a second. His winning speed, a shade over 150mph, remained F1's highest average for over 30 years.



He took no pleasure from winning the non-championship Brands Hatch Victory Race a month later, for it was stopped when his BRM team-mate Jo Siffert crashed fatally. The following year brought but a single championship point, and after a couple more unrewarding rides for BRM and Embassy Lola Peter turned back to F2, winning for Chevron at Pau, and F5000. The 1973 Race of Champions mixed the two big single-seater formulae: his F5000 Chevron qualified on the fourth row, 0.8sec slower than Emerson Fittipaldi's Lotus and 0.1sec faster than Hulme's McLaren, and when unreliability slowed the F1 front-runners he scored a surprise win. He then found a berth with the Belgian Count Rudi van der Straaten's team and continued to enjoy F5000 success, just missing out on the European title in '74 and campaigning the red VDS colours in Can-Am and American F5000. He was second to Patrick Tambay in the '77 Can-Am Series, and then retired.

But he remained involved in the sport, managing drivers and briefly joining Toleman as F1 sporting director. He also ran a racing school at Goodwood and was an ambassador for Ferrari UK. Small in stature like his father, the famous jockey Ken Gethin, Peter was laid-back, open and friendly to everyone – especially the opposite sex, in whom he had an abiding interest (usually reciprocated). Indomitably cheerful and with a mischievous sense of humour, he bore his final illness with philosophical equanimity. Although he raced cars for a living, he did it, as he did everything else, for fun. In that respect he was a proper old-fashioned racing driver.  
*Simon Taylor*



Gethin hangs on for famous Monza win. Above (l-r): Can-Am at Riverside for McLaren in 1970; he beat F1 rivals to 1973 Race of Champions in F5000 Chevron



# ||| Events of the Month |||

# Race of Champions



Star line-up included Petrov, Button, Vettel and Pastrana



Vettel in Chevy 'Touring' car, above; KTM X-Bow for Schuey

Coulthard in Škoda Fabia S2000, above; Ogier tries VW Scirocco



## Düsseldorf, Germany

WITH THE INK ON HIS NEW VOLKSWAGEN World Rally Championship contract barely dry, **Sébastien Ogier** held off Audi legend **Tom Kristensen** in the final to claim victory in the 2011 Race of Champions.

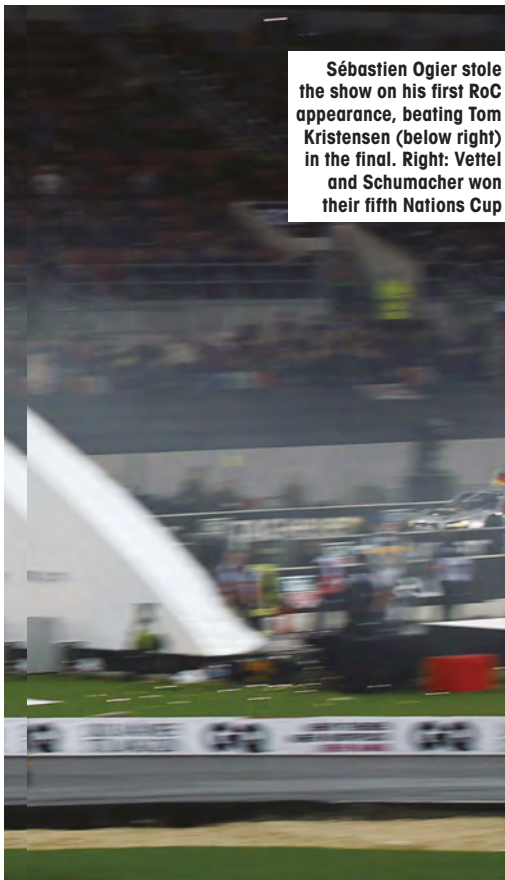
Inside the ESPRIT Arena, with its roof firmly shut to keep out the December weather, Ogier disposed of current DTM champion **Martin Tomczyk** and World Touring Car star **Andy Priaulx** en route to the final. The RoC rookie had plenty to smile about after the win. "I'm

so happy," he said, "it was a very nice weekend. Tom is a really good driver but to win this race at the first attempt is amazing. I was proud to be invited to the Race Of Champions. It's very nice to do it and to have the chance to meet all these great drivers. It's a good party and a happy end to the year."

Kristensen was equally happy after reaching the final by defeating no fewer than five current Formula 1 drivers. **Vitaly Petrov**, **Romain Grosjean**, **Jenson Button**, **Sebastian Vettel** and **Michael Schumacher** all fell by the wayside to 'Mr Le Mans', who was



Sébastien Ogier stole the show on his first RoC appearance, beating Tom Kristensen (below right) in the final. Right: Vettel and Schumacher won their fifth Nations Cup



in fine form all weekend. He was no match for Ogier in the final, but was nevertheless thrilled with his performance. "Sébastien is a very deserved winner. To beat both Michael and Sebastian (Vettel) was a really big achievement for me today, particularly in Germany. It's something very special but it's difficult to celebrate when you're not exactly giving the crowd the result they want! I did all I could in the final and I love being part of this event. It's almost better than Christmas!"

Local heroes Vettel and Schumacher took the Nations Cup with an incredible fifth straight win in front of their adoring home crowd. "It's special to win five in a row," said Vettel. "You jump into different cars and it's easy to lose it, so you have to push yourself to the limit. Winning at home makes up for the Nürburgring, which wasn't my best race of the F1 season! I enjoyed tonight. The fans were incredible."

Schumacher added: "Sebastian and I are good mates and we work well together. Unlike him this is one of the few wins I've had this year. There are so many great drivers here and we're all good in our own area. So this is just

a nice competition, and the social moments that we spend together behind the scenes are special."

Other notable performances came from American X-Games star **Travis Pastrana**, who spent every moment out on the circuit either going sideways or knocking lumps out of the barriers, and usually brought his car home with considerably less bodywork than when it started. Although Team America went out in the early stages, Pastrana and team-mate **Brian Deegan** got the fans cheering with their wild antics.

As the RoC team start preparing for next year's event, keep an eye out for where the caravan of superstars pitches up next time. After all, where else can you see F1 World Champions go head to head with rally drivers or extreme sports stars in a motorbike-engined buggy or a V8-powered stock car? *Daman Cogman*

#### FORTHCOMING EVENTS

JAN 12-15 AUTOSPORT INTERNATIONAL NEC Birmingham

JAN 17-22 WRC Rallye Monte Carlo

JAN 23-28 HISTORICS The Winter Trial

JAN 28-29 GRAND-AM Rolex 24, Daytona

JAN 26-FEB 2 HISTORICS Rallye Monte-Carlo

## Ogier ready to lead VW

HOT ON THE HEELS OF HIS STUNNING win in the Race of Champions, *Motor Sport* caught up with French rising star Sébastien Ogier (below) in Germany and talked to him about his surprise switch to World Rally Championship newcomer Volkswagen from the mighty Citroën squad.

Ogier famously clashed with eight-time World Champion team-mate Sébastien Loeb at Citroën last season as both sought to gain the upper hand at the dominant French team. So news of Ogier's departure at the end of the year was not wholly unexpected.

"It was an easy decision to make in the end," said Ogier, sporting his new VW overalls for the first time. "I had the opportunity to join the team and start with a clean sheet of paper developing the Polo.

"There are plenty of very experienced people at VW who I'm looking forward to working with, and together we can start to fight to get the Polo ready as soon as possible."

Over the weekend in Düsseldorf, Ogier treated the crowd to a few demo runs in his new rally car, but was quick to point out that this was just a show car and that the WRC version would only be ready once

an intensive test programme of 20 weeks during 2012 is complete. With this and a full programme of WRC events in a Super 2000 Škoda Fabia to contend with, Ogier is prepared for a busy year.

"It's OK," he shrugged. "When I was at Citroën I helped develop the new car more than Loeb..." A suggestion, we're sure, that will be met with a raised Gallic eyebrow or two over at his previous employer. The new VW team leader clearly doesn't shy away from a challenge but maintains that he left Citroën with a heavy heart and described how he had a very good relationship with the mechanics, engineers, team personnel and management. Interestingly, there was no mention of his ex-team-mate...

"It's important to continue to race," added Ogier. "Next year is a learning year and maybe we can pick up points in some events (in the Fabia) and hopefully be fighting for the podium by the end of the season."

With a driver who some think is the natural pretender to Loeb's crown and the mighty resources of a full factory VW effort behind him, who would bet against an Ogier/Polo tilt at the WRC title in 2013?





## ||| F1 SEASON REVIEW



**10** HEIKKI KOVALAINEN

FELIPE MASSA FINISHED SIXTH in the championship with 118 points, but basing top 10 driver ratings on 'what they did with what they had' no case can be made for a Ferrari driver whose best result was fifth. Kovalainen didn't come close to scoring a point, and made Q2 only once, but routinely got the absolute best from his Lotus (out-qualifying Trulli 17-1), and his unstinting resilience and motivation – having been a McLaren driver and a GP winner – were beyond price for a 'new team' still striving to take the next step. No surprise that Tony Fernandes stresses Heikki is not for sale.



**9** ADRIAN SUTIL

LEWIS HAMILTON HAS ALWAYS had a high regard for the abilities of his former F3 teammate, and Sutil ended the season in Brazil with perhaps the drive of the race, finishing sixth for Force India after qualifying eighth, just as he'd done in Germany. Adrian's inherent pace was apparent from the start of his F1 career, but whereas formerly his performances were erratic, in 2011 – particularly in the second half of the year – he drove with a new maturity, made fewer errors, frequently got into Q3 and scored points eight times. Whether he can become a natural team leader remains to be seen.



**8** PAUL DI RESTA

DI RESTA LOOKED LIKE A BORN F1 driver in 2011, one of those who belongs from the start. In the points in his first Grand Prix, and in his second, Paul handled his arrival at the top level with calm and consummate maturity, and at circuits familiar to him – not least Silverstone, where he qualified a remarkable sixth ahead of such as Rosberg and Hamilton – was invariably at least a match for the far more experienced Sutil. There were inevitably a few errors, but di Resta always seemed quietly under-awed by his own performances, and that said everything about his confidence and self-belief.



**7** MICHAEL SCHUMACHER

UNLIKE WEBBER, SCHUMACHER was much happier with the switch from Bridgestone to Pirelli, and although he never made the podium in 2011, there were at least reminders of the driver we thought gone. In qualifying he couldn't live with Rosberg, but in the races their pace was often similar – invariably he gained places at the start of races, and at 42 he remains a consummate opportunist. Some of Michael's native speed is surely gone forever, and occasionally there is evidence of over-driving to compensate, but undoubtedly he restored some of the credibility lost in the first year of his comeback.



**6** MARK WEBBER

IN 2010 WEBBER WAS A TRUE title contender, so this was a mysterious season, for although he won in Brazil, to that point a couple of seconds had been his best results with third or fourth a more normal finishing position – and this in a Red Bull almost unbeatable in Vettel's hands. True, the Pirellis suited him less well than the Bridgestones, and poor starts cost him dear, but still Mark sometimes seemed baffled after a disappointing result. That said, he remains the hardest racer of all – his move on Alonso at Eau Rouge was the pass of the year – and it would be a mistake to ever discount him.



## NIGEL ROEBUCK'S TOP 10 DRIVERS OF THE YEAR



**5** NICO ROSBERG

IN TERMS OF POINTS NOT A match for the season before, but Rosberg – still underrated by some, if not by Ross Brawn – often showed what he might do if a truly competitive car ever came his way, not least when he confidently led in Shanghai and when, from fifth on the grid, he briefly snatched the lead from Vettel at Spa. In qualifying he defeated Schumacher 16-3, but in the races it was much closer, and although Nico – always an incisive overtaker – usually made the most of what he had, sometimes his tyre management was not the best. Sooner or later the winning will start.



**4** LEWIS HAMILTON

OCCASIONALLY SUBLIME, sometimes atrocious. Lewis's head seemed to be all over the place – there were driving errors unfathomable in one of his stupendous talents – and it seemed an inappropriate time to moan about McLaren, which he often did. When even vaguely at peace with himself his fundamental quality shone through, but although there were three wins, six podiums from 12 top-three starts sum up an uncomfortable year. Lewis sold himself short, as he knows better than anyone. To bring back 2007 – his rookie season, and also his best to date – he must sort out his demons.



**3** JENSON BUTTON

IN BUTTON'S SECOND SEASON at McLaren, driver and team seemed to find a perfect fit. In a car which suited him better – and in whose design and development he had some influence – Jenson looked better than ever before, not least in qualifying, never his strongest suit. The Pirelli tyre regime might have been designed for his fluid style, and as Hamilton floundered he became the man to whom McLaren looked on race day. The wins – particularly that in Montréal – were from the top drawer, the instant dismissal of Schumacher at Monza a moment to savour. Button keeps it simple – and it works.



**2** FERNANDO ALONSO

IF EVER A GRAND PRIX DRIVER flattered his car, it was Alonso in 2011. The Ferrari was good enough to qualify in the top three on only three occasions, yet 10 times Fernando finished on the podium, and he did it with a blend of intelligence, relentless pace and unmatched opportunism. There were also – given that he ran constantly at the edge – remarkably few mistakes. You learn most about a driver when he is in a middling car, and Alonso – the best starter in the business – never lost motivation, nor once criticised his team. Only one victory, but in terms of pure driving, a magnificent season.



**1** SEBASTIAN VETTEL

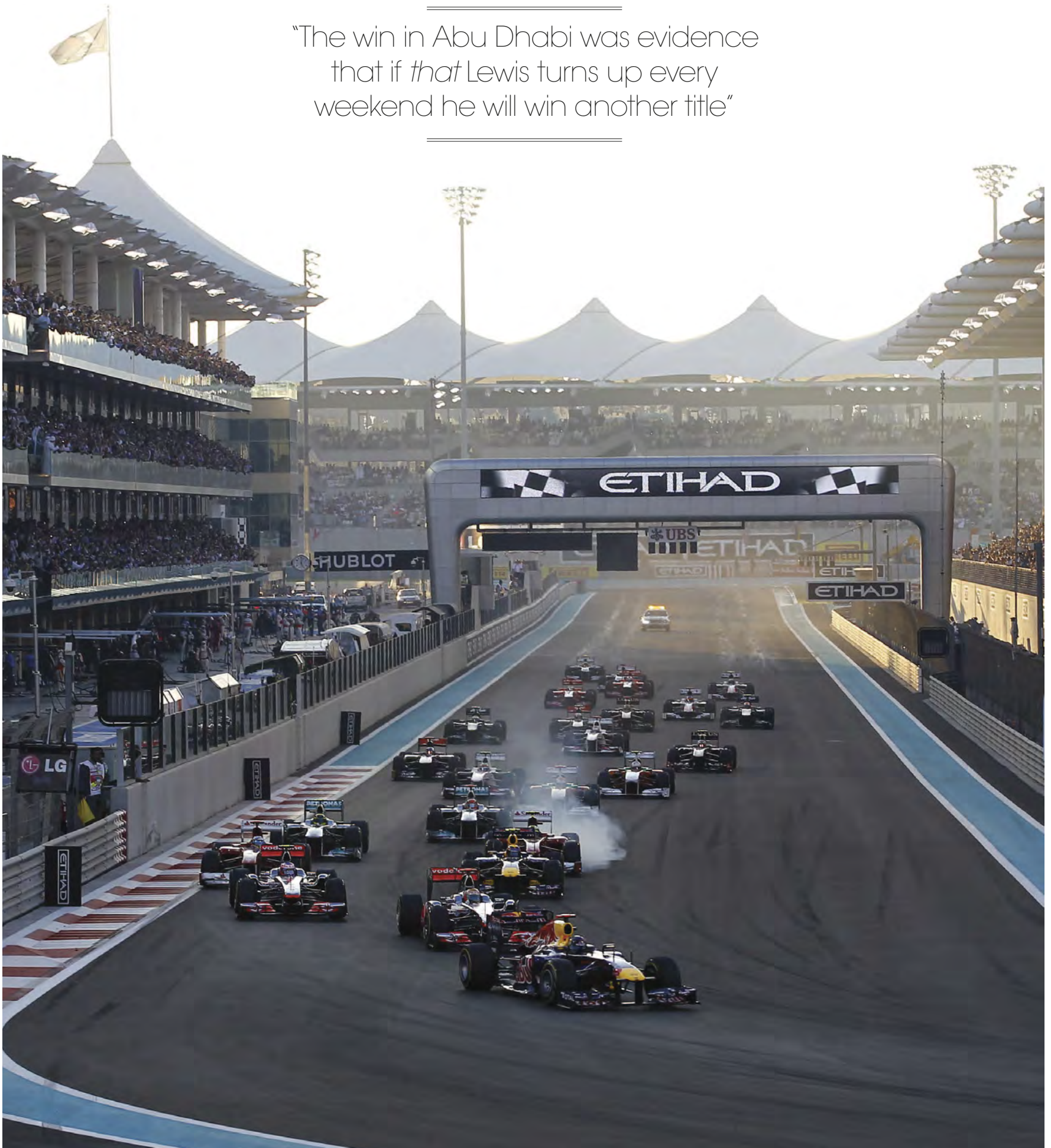
NO GRAND PRIX DRIVER'S season can ever be perfect, but in 2011 Vettel's came unfeasibly close: 15 pole positions and 11 victories from 19 races. Yes, he again had quantifiably the best car, and this year reliability too was impeccable, but he could hardly have made more of it – races seemed to surrender to him. When necessary – as in the two-wheels-on-the-grass pass of Alonso at Monza – Bernie's favourite driver raced with absolute commitment. There was a mistake under pressure from Button in Canada, but that's about it. At 24, Seb's maturity is already a match for his pace. >>>



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“The win in Abu Dhabi was evidence  
that if *that* Lewis turns up every  
weekend he will win another title”

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## SEASON HIGHLIGHTS WE CHOOSE THE BEST BITS

**RW** In all, a great season, Nigel. Exciting racing, and I know neither you nor I are keen on gizmos like DRS, but it was a good to watch with a wonderful lack of politics. Do you have a highlight of your year in F1?

**NR** I tend to remember memorable passes. I thought in Brazil... I know Jenson tried to tone it down by saying 'oh well, I was backing up because Michael had put rubbish all over the track', but I thought Alonso's pass round the outside on Jenson was glorious. I've never seen a car overtake on the outside at that corner before.

The other times were when Alonso was the victim. One was Mark's pass at Eau Rouge, which I thought was simply extraordinary. I don't ever recall, in all my years of going to Spa,

an F1 car making a genuine, competitive pass on another into Eau Rouge.

The last I thought was early in the race at Monza at the second Lesmo where Vettel was right behind Alonso and knew he absolutely had to get clear before DRS came into play. Fernando did what he always does on these occasions and, as Jenson says, he's hard but he's completely fair – so he put his car on the line and said 'this is where I'm going and if you want to pass me boy, you have to go right or left, it's up to you, I'm not moving'. Sebastian chose to go left and in doing so put two wheels on the grass, didn't lift and got the lead. I thought, in the case of both drivers in every instance I've just mentioned, 'that's proper Grand Prix driving'.

**RW** For me it was Fernando Alonso's demonstration laps at Silverstone in Bernie Ecclestone's 1950s González Ferrari. For me that was an absolute high for the year.

Vettel's four-wheeled slide through the Ascari chicane in qualifying for the Italian Grand Prix. I've replayed it a few times and it makes me laugh every time. Absolutely fantastic.

And finally, everything about Jenson Button and McLaren. I just thought he was an amazing example of a great British racing driver in a great British team, having a good time and coming right back on top form. I thought it was a great year.

**NR** Agreed. **M**



### 2011 DRIVERS CHAMPIONSHIP STANDINGS

1	SEBASTIAN VETTEL	RBR-Renault	392
2	JENSON BUTTON	McLaren-Mercedes	270
3	MARK WEBBER	RBR-Renault	258
4	FERNANDO ALONSO	Ferrari	257
5	LEWIS HAMILTON	McLaren-Mercedes	227
6	FELIPE MASSA	Ferrari	118
7	NICO ROSBERG	Mercedes	89
8	MICHAEL SCHUMACHER	Mercedes	76
9	ADRIAN SUTIL	Force India-Mercedes	42
10	VITALY PETROV	Renault	37
11	NICK HEIDFELD	Renault	34
12	KAMUI KOBAYASHI	Sauber-Ferrari	30
13	PAUL DI RESTA	Force India-Mercedes	27
14	JAIME ALGUERSUARI	STR-Ferrari	26
15	SEBASTIEN BUEMI	STR-Ferrari	15
16	SERGIO PEREZ	Sauber-Ferrari	14
17	RUBENS BARRICHELLO	Williams-Cosworth	4
18	BRUNO SENNA	Renault	2
19	PASTOR MALDONADO	Williams-Cosworth	1
20	PEDRO DE LA ROSA	Sauber-Ferrari	0
21	JARNO TRULLI	Lotus-Renault	0
22	HEIKKI KOVALAINEN	Lotus-Renault	0
23	VITANTONIO LIUZZI	HRT-Cosworth	0
24	JEROME D'AMBROSIO	Virgin-Cosworth	0
25	TIMO GLOCK	Virgin-Cosworth	0
26	NARAIN KARTHIKEYAN	HRT-Cosworth	0
27	DANIEL RICCIARDO	HRT-Cosworth	0
28	KARUN CHANDHOK	Lotus-Renault	0

### 2011 CONSTRUCTORS CHAMPIONSHIP STANDINGS

1	RBR-RENAULT	650
2	McLAREN-MERCEDES	497
3	FERRARI	375
4	MERCEDES	165
5	RENAULT	73
6	FORCE INDIA-MERCEDES	69
7	SAUBER-FERRARI	44
8	STR-FERRARI	41
9	WILLIAMS-COSWORTH	5
10	LOTUS-RENAULT	0
11	HRT-COSWORTH	0
12	VIRGIN-COSWORTH	0

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“Sebastian Vettel hasn’t been faultless, and no Grand Prix driver ever will be, but this has been a season that any driver dreams of having once in his life.”

*Nigel Roebuck on the Formula 1 season, p48*

“It’s a tough time to be in F1, but that’s such a great challenge. And for me to finish ahead of a double World Champion [Fernando Alonso], a World Champion [Lewis Hamilton] and a multiple World Champion [Michael Schumacher] is a great feeling.”

*Exclusive Jenson Button interview, p64*

“I never had any problems with the big drivers, only the smaller ones who didn’t like it when I beat them in races. I admired Fangio, as a person and a driver, because he was quite a simple man and he worked very hard to achieve all the success he had. On the track I called him my ‘race Father’ because he treated me so well, so normally, and I admired him for that. He was a gentle man.”

*Maria Teresa de Filippis, p90*

“Keith [Duckworth] couldn’t really get on with Colin [Chapman], because Colin always wanted a quick answer to every problem, and Keith refused to give him a quick answer because he liked to think everything through logically. That was really what gave rise to Cosworth.”

*Lunch with Mike Costin, p96*

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