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JIM CLARK'S INDY WINNER; LUNCH WITH TOM KRISTENSEN; JACKIE STEWART

JULY 2010 VOL.86 NO.7

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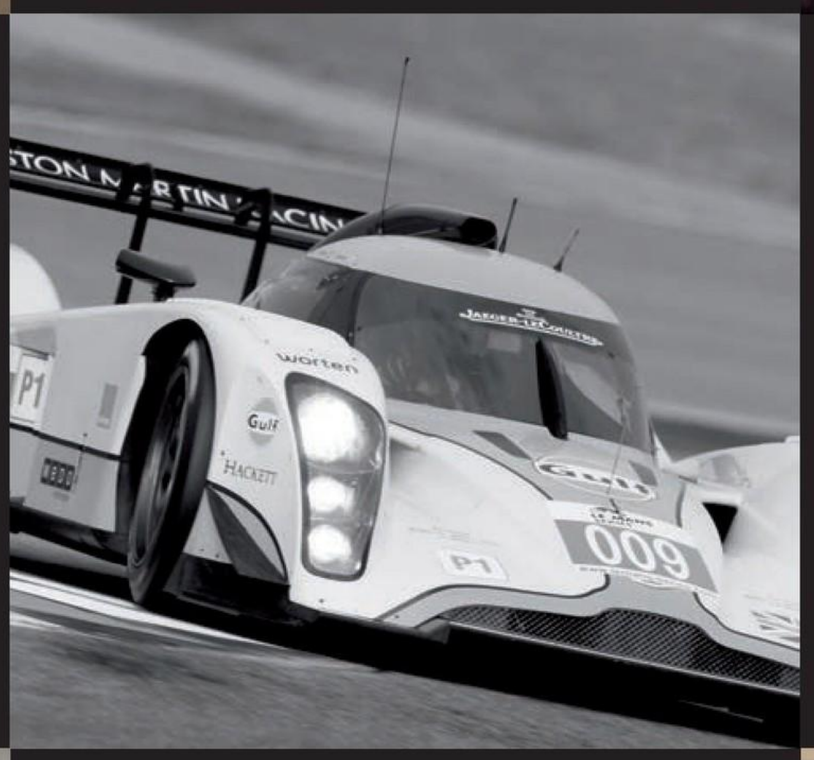


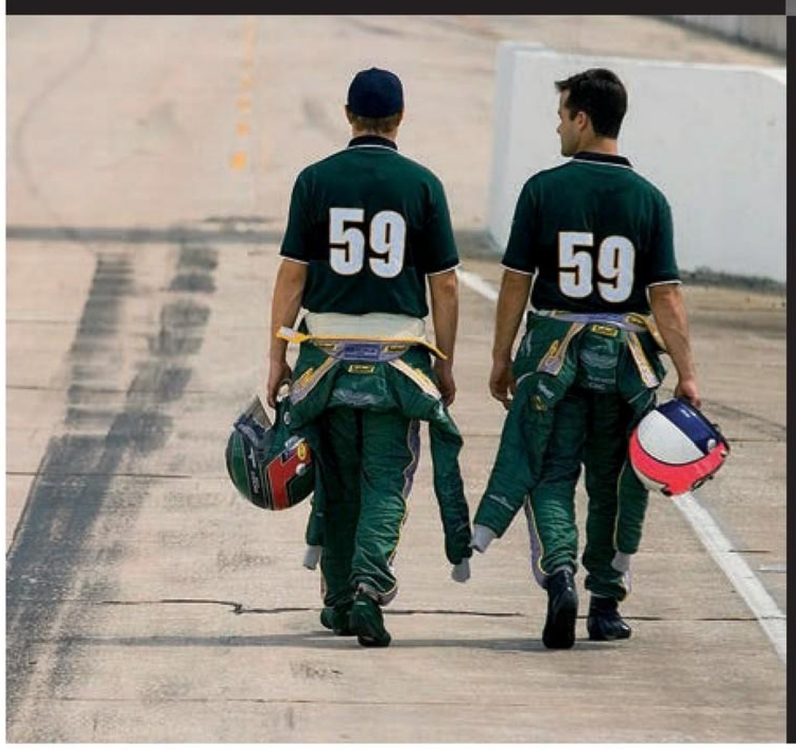

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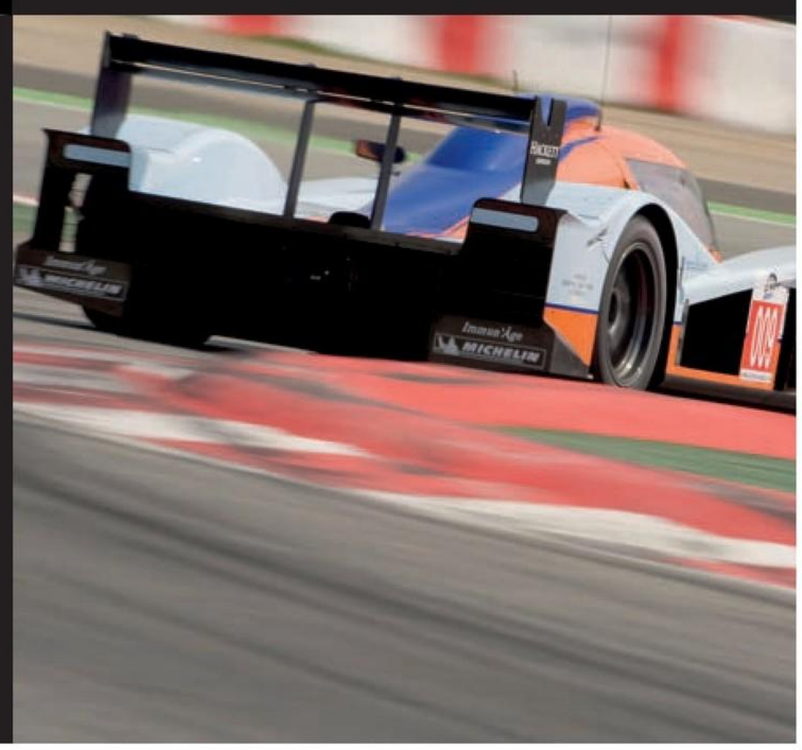



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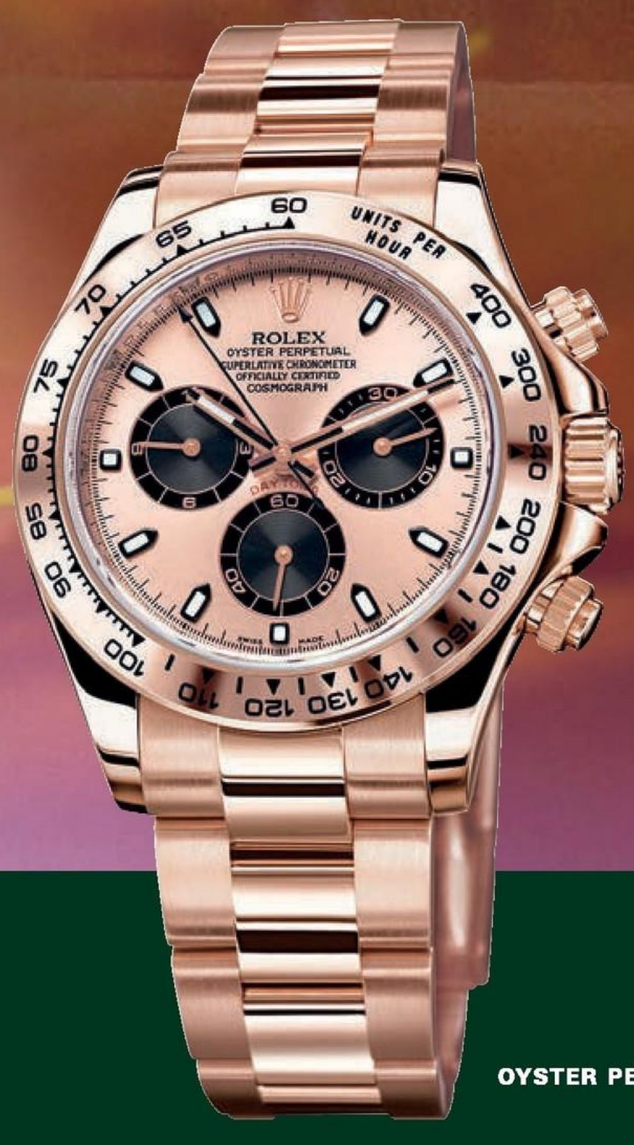
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LAT

Cover image: Greg Pajo

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Greg Pajo

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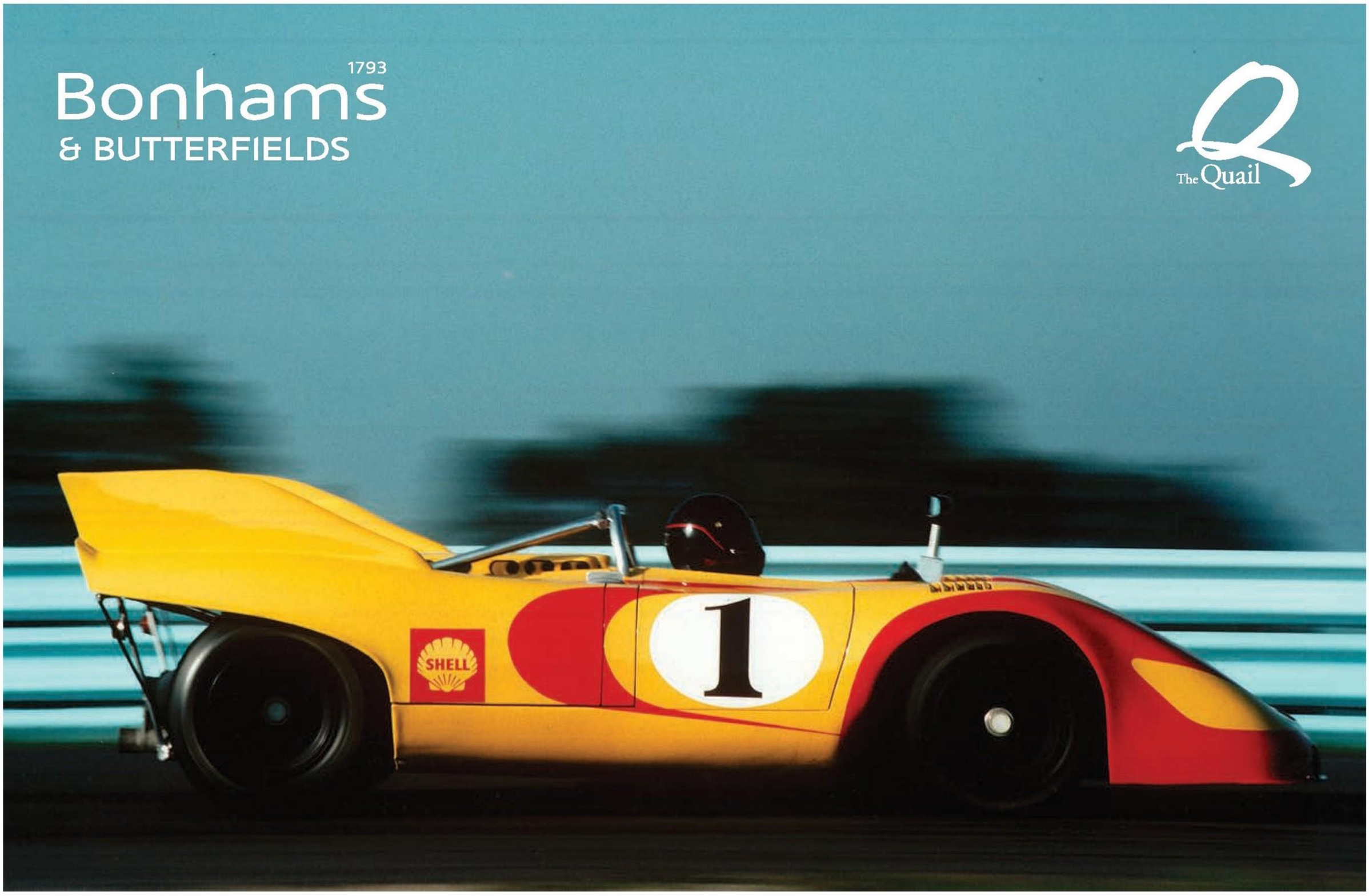
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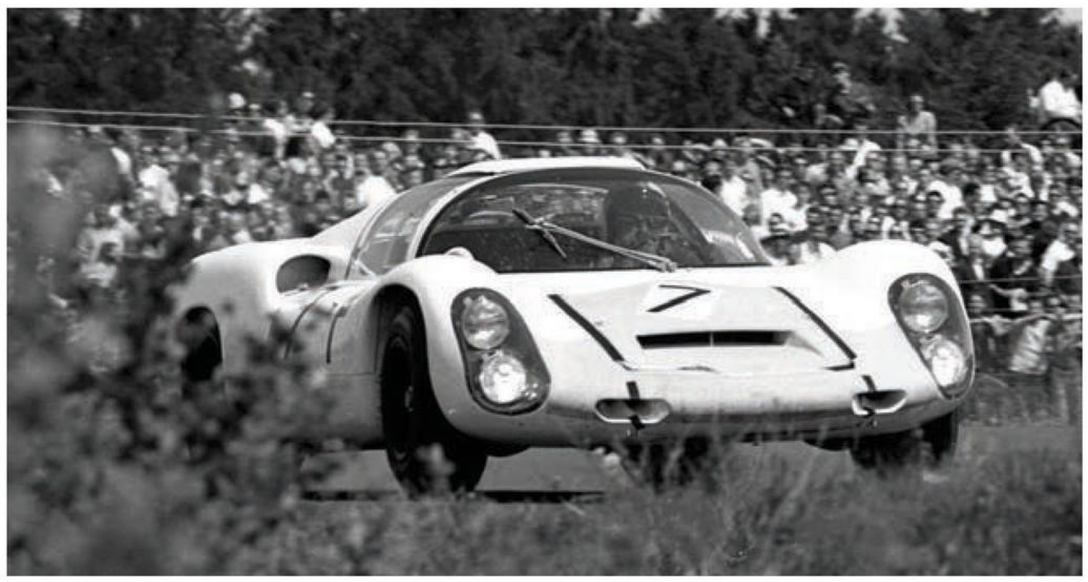
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Top: **1970 Porsche Type 917**
While currently configured as an Interserie racing (European Can-Am) Spyder, this 5.4-liter flat 12-cylinder, air-cooled projectile began life in Porsche 917K Coupe form sporting the illustrious blue-and-orange Gulf Oil livery of the JW Automotive Racing Team.
Photo credit: GP Library

***Ex-Works, Mitter/Bianchi, Nurburgring 1000km***
**1967 Porsche 910/6 Prototype Coupe**
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**1969 Porsche 908/02 Flounder Spyder**

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# Clark's finest comes home

We don't often feature an Indycar on the cover of *Motor Sport*, but then the green and yellow number 82 on the front of this issue isn't any old Indycar, is it? It's Jimmy's. The one in which he beat AJ, Parnelli and the rest in their own Brickyard. The one in which he scored arguably his most significant victory. The one that sealed the death of the front-engined roadsters and heralded the irrepressible rise of sleek, soon to be be-winged rear-engined missiles. As with ground-effect aerodynamics, Lotus didn't do it first – but it did do it best.

My generation has got used to 'foreign' success at the Indianapolis 500. Today's race is still a great sporting spectacle, but to us 'over here' it's no longer exotic, alien territory. The cars are all identical Italian Dallaras, the engines carry the Japanese badge of Honda, the drivers (at least those who haven't paid for their rides) are mostly familiar, groomed graduates of the European school rather than tough, bare-knuckle survivors of the short-oval dirt tracks. The great American motor race has become much less American.

After Clark and Graham Hill's win in '66, the home team grabbed back its hold on the race for the next three decades. But as I write ahead of this year's 500, only two of the past 10 have been won by American drivers. These days Brazilians, Kiwis and Scots (again!) thrive 'back home in Indiana'. No wonder it's hard for us 'young 'uns' to comprehend just how much it meant when Jim Clark crossed the yard of bricks for the last time 45 years ago.

At the third time of trying, Colin Chapman, Clark and the boys at Team Lotus delivered the perfect performance at Indy. That they were willing to miss the Monaco Grand Prix to conquer Indy says much about what was at stake: this really was the biggest race in the world back then, in every way – including, significantly, the size of the purse…

As you can read in Gordon Cruickshank's comprehensive story on page 40, Clark's Lotus 38 has been a museum piece in the States since that day in May. Last year at Goodwood it returned 'home'. Now, thanks to the hard work of Classic Team Lotus, it will run for the first time since Clark wheeled it into Victory Lane, driven up Lord March's hill by Sir Jackie Stewart. It will also make a static appearance at the Lotus Festival being held at Snetterton on June 20. Then after Goodwood it will return to The Henry Ford museum across the Atlantic – probably forever. In short, this is one return not to be missed.

When I paid a visit to the Indianapolis Motor Speedway's own museum, curator Donald Davidson proudly showed off its collection of Indy winners from the past 100 years. I noted the absence of recent cars and Donald couldn't help but admit they fail to light his fire. Somehow it's hard to imagine a 2010 Dallara on the cover of *Motor Sport* in 2055, isn't it?

Mark Webber's won in Monaco before, of course. Back in 2001 he was flawless in the Formula 3000 race on the streets of the principality. At the time, his confidence was sky-high, he was at one with his car and that combination took him to another level on the day. Sound familiar? There's been surprise in some quarters that Webber has been capable of consummate back-to-back Grand Prix victories. Perceptions once formed are tough to break, but if you look close enough the truth is out there.

That truth in 2001 also told another story. Webber made far too many mistakes that season to win the F3000 title. In a season as close as this one, errors under pressure will probably decide who will be World Champion. The real test for Mark is yet to come.

*Damien Smith, Editor*

## CONTRIBUTORS



### Eric Dymock

Eric's oeuvre of motoring and racing books and his long career writing in newspapers and magazines on the subject might lead you to think he had a narrow world view. In fact he's equally hot on World War II and Gilbert and Sullivan, though the story he has uncovered about the sad fate of Ecurie Ecosse founder David Murray is a very long way from light opera.



### Franca Davenport

Daughter of John Davenport, the works rally co-driver and one-time Austin-Rover motor sport director who also writes for us, Franca has been a motor sport journalist for 10 years. Having tried co-driving, she decided for the driver's safety to stick to the keyboard. She's been driven by some of rallying's greats, but so far only men, so she is intrigued by the FIA's initiative to boost female inclusion in motor sport.



### Andrew Marriott

Andrew doesn't often get the chance to roam the race track nowadays as he's usually in the commentary box or the editing suite. But he started out in print reporting for both *Motor Sport* and *Motoring News*, which is why he was at Hockenheim in April 1968. Recently he went back there with his hiking boots and set off through the forest to locate the modest marker to a great driver.



### Karl Ludvigsen

With a design and engineering background and a lifetime in the auto industry with GM, Fiat and Ford, Karl's 50 or so books on the people and technologies of motor racing have something of an authoritative stamp, backed up by his well-known Ludvigsen Library. He knew Colin Chapman from 1958, so his new book promises to be a searching profile of the Lotus founder. Read more on page 54.



Webber cools off after victory in Monaco (below)

# Webber dives ahead

MARK WEBBER'S TWIN POLES AND victories in Spain and Monaco have turned the World Championship battle on its head, and even if Red Bull continues to provide the Australian and his team-mate Sebastian Vettel with a dominant car, the duel between the two of them should keep us entertained.

Despite scoring two wins last season Webber had slipped into the shadow of Vettel, the man widely regarded as the true heir to Michael Schumacher, and a protégé of Red Bull and its racing guru Helmut Marko. This year also got off to something of a disappointing start. Webber was a lowly eighth after a difficult weekend in Bahrain (below right), had a clumsy tangle with Felipe Massa in Australia, and was again a frustrated eighth in the rain in China.

He had, however, signalled his intent with an opportunistic pole in Malaysia, when he gambled on slick tyres. Webber lost out to Vettel at the start, but still set fastest lap in the dry race – something he also did in Australia.

Nevertheless his charge up the title table with two near-perfect weekends – leaving Vettel trailing in his wake – came as a surprise. Inevitably in an era packed with young superstars, years in mediocre cars have pigeonholed Webber as a solid supporting act, and it's hard for people to accept that he is the real deal.



Red Bull/Getty

Michael Schumacher's reaction after Webber took pole in Monaco was an example, as he struggled to explain the Aussie's achievement. It was as if Vettel being so comprehensively beaten just didn't compute.



LAT

"I think Mark got a perfect lap in, and this counts for an extra few tenths," said the Mercedes driver. "You know Sebastian is usually a sort of a benchmark… Mark is a fantastic driver, and he proved that as well in Barcelona, but it's one of those moments where everything is in harmony and then you do this sort of extra job. Congratulations to him, because he managed it."

Webber is clearly at the top of his game now, benefiting from a great relationship with his race engineer Ciaron Pilbeam, the son of legendary designer Mike.

"Mark's just had the best week of his life," said team principal Christian Horner in Monaco. "I don't know what he's eating for breakfast at the moment, but it's a combination of confidence and the fact that he's really in the zone."

Monaco pushed him to the top of the table, leaving him equal on 78 points with Vettel, but ahead on race wins. With Fernando Alonso, Jenson Button and others still close behind, Red Bull cannot afford to slip up, and yet the team will let its two drivers race and take points off each other.

And race they certainly have this year, at least to Turn One. They swapped places at the start in both Malaysia and China, and things got very tight in Spain, where Mark just stayed ahead.

Webber's current contract runs out at the end of this year, at which point he will be 34. Sources confirm that the plan at the start of the season was for him to retire, leaving the door open for Kimi Räikkönen – should the Finn decide to return from his world rally sabbatical. It was no surprise in Monaco to hear talk of RBR enticing Webber to stay on.

And a final historical twist. Aussies won the World Championship in 1960 and 1980. Will 2010 continue that pattern? *Adam Cooper*

Red Bull/Getty

# Test lined up at Abu Dhabi

THE FORMULA 1 TEAMS ARE CLOSE TO finalising an agreement to run the winter young driver test session in Abu Dhabi in November, immediately after the final Grand Prix of this season.

The test is now the only official opportunity for F1 cars to run before the end of the year. In 2009 it took place at Jerez in the first week of December.

The consensus among the teams is that it would be more cost-effective to stay in Abu Dhabi after the GP. The equipment and personnel will be on site, and it would allow Bridgestone to end its F1 involvement sooner, rather than having the expense of supplying a test in Spain several weeks later.

Abu Dhabi boss Richard Cregan said: "If the teams and Formula One Management can come to an agreement, we'd happily support it."

There is a suggestion that the teams might stay on after the rookie session for their first tyre test with the new 2011 supplier. That would involve the regular drivers and give the teams a good baseline from which to start.

# Michelin and Pirelli woo F1

AS *MOTOR SPORT* CLOSED FOR PRESS the FIA and F1 teams had yet to decide whether Pirelli or Michelin would win the tyre contract for 2011 and beyond.

As the battle hotted up Michelin dropped its annual price from €5 million to €1.5m, although the different commercial packages on offer made it hard to make a direct comparison between the two brands.

Michelin is favoured by many teams, especially those who worked with the French supplier up to its F1 withdrawal at the end of 2006. However, Pirelli's package proved surprisingly attractive. The company's renewed presence at F1 races this year, via its role in the new GP3 series, has not hurt its case.

"It's not clear which way it will go," said Mercedes GP CEO Nick Fry. "The technical and commercial packages are different. We think Pirelli and Michelin can both do the job, and to be honest we are ambivalent about it."

## IN BRIEF

■ McLaren's veteran chief engineer Pat Fry has left the team after 18 years in a variety of key roles with the Woking outfit. He was previously with Benetton from 1987-92.

■ Bernie Ecclestone's recent visit to the World Touring Car event in Marrakesh has led to speculation that he is considering adding a Moroccan Grand Prix to the Formula 1 calendar. In the only previous World Championship race in the country – at Casablanca in 1958 – Bernie's friend and protégé Stuart Lewis-Evans crashed and received fatal injuries.



■ Christian Klien (left) has joined the HRT team as test driver, and will share the role – which includes Friday morning running on GP weekends – with Sakon Yamamoto. Since his last race with Red Bull in 2006, the Austrian has had spells as a Honda and BMW tester.

■ The sixth F1 in Schools World Championships will be held at Ngee Ann Polytechnic's Convention Centre in Singapore before the country's Grand Prix on September 19-26. Over 250 students from around the globe will attend the knockout competition, where they will use CAD/CAM software to design, build and 'race' a balsa wood F1 car of the future.

■ Joan Villadelprat's Epsilon Euskadi team is now one of the favourites to win the bid for the 13th F1 team slot for 2011, having missed out on a place on the grid for this year. But the Spanish outfit could face stiff competition from ART, which is co-owned by Nicolas Todt, son of FIA president Jean. ART has been linked with the stillborn 2010 Toyota project that Stefan GP no longer holds the rights to.

■ Fernando Alonso was the star of the F1 drivers' team in the annual charity football match before the Monaco GP. Alonso scored twice and team-mate Felipe Massa once as they beat Prince Albert's own team of motley celebrities 4-2. Nico Rosberg, Vitaly Petrov, Jarno Trulli, Lucas di Grassi and Jaime Alguersuari also played.



Schumacher ducks under Alonso's Ferrari in Monaco

FOA Ltd

# FIA to review safety car rule after Schumacher penalty

MICHAEL SCHUMACHER BECAME embroiled in the first controversy of his 'second' career when he was penalised for passing Fernando Alonso on the last lap in Monaco.

Schumacher jumped the Spaniard for sixth place when the safety car peeled into the pits before the last corner of the race. He was subsequently given a retrospective drive-through penalty, which dropped him to 12th. Mercedes initially announced its intention to appeal, then thought better of it on the Tuesday after the race.

The case pinpointed an anomaly in the rules that had not previously appeared. It's long been understood that if a safety car is out on the last lap, it will peel into the pits and allow the cars to stage a photogenic finish. Overtaking is explicitly banned, and in any case under a normal safety car release no passing is allowed before the startline.

This year, however, passing is allowed from the safety car line, in other words the pit entry. The Mercedes view was that in Monaco the safety car went in because the track was actually clear, not just as a prerequisite for a TV finish. Since green flags flew, drivers could race from the last corner to the startline.

The FIA has agreed to review the new rule at a later date.

# Teams call for KERS in 2011

KERS IS ALMOST CERTAIN TO BE BACK IN Grand Prix racing in 2011, at the behest of the teams.

The technology has remained in the FIA regulations this season, but it has not been employed after the teams came to an agreement not to use it. The consensus now, however, is that it provides the manufacturers with a green angle with which to justify their involvement in the sport.

It is also seen as a potential benefit for the racing, with suggestions that drivers will be able to use it more often on a lap than in 2009, or will be required to engage it 15 seconds before its use, so that a rival won't be able to react defensively.

The smaller teams are concerned about the cost implications, but Renault has said it will sell its system at an agreed price.

"I think F1 needs to be a little bit greener, and we maybe need to be closer now to the technology of the road cars," team principal Eric Boullier told *Motor Sport*. "Everybody is talking about hybrid cars. We have spent a lot of money to develop KERS, and for me it's stupid to have it somewhere in the factory and not on our cars.

"The second thing is that at Renault there is marketing interest to run some hybrid technology on an F1 car, so this is why we strongly support it. The final thing is the FIA is very keen as well."

# Nigel Roebuck



## REFLECTIONS
– The young Germans outshining the older one…
– Should there be room for 'the little guy' in F1?
– A moment with Rindt that money couldn't buy

After qualifying at Monte Carlo, Sebastian Vettel muttered something about traffic being a problem, even though there had been but 10 cars in Q3, the final segment. Doubtless there was something in what he said – Vettel was third-fastest when it was all done, but he set his time only at the very end, and was disconcerted to find that the other Red Bull – driven by M Webber – was on pole position, just as he had been at Barcelona seven days earlier. Worse, Webber was *four-tenths* of a second quicker than him; worse yet, even Mark's second-best time would have been good for pole position.

For Sebastian, a situation like this doesn't compute. If someone has driven an identical car quicker than he, then normality has been suspended – it *cannot be*. And when, the following day, Webber went on to win the Monaco Grand Prix as majestically as I have ever seen it done, his young team-mate seemed at the press conference to be almost in a state of shock.

I first met Vettel as I first met Robert Kubica, when he became a test driver for BMW. The team's PR invited me to breakfast at the motorhome, 'to get to know our new driver', and when Sebastian arrived it would have been easy to take him for 'our new driver's' kid. He looked about 12, and seemed very eager to please, laughing easily, and revealing a clearly genuine enthusiasm for British institutions like *Fawlty Towers* and The Beatles.

When in mid-2007 Toro Rosso decided – not a moment too soon – to dispense with the services of Scott Speed, a pitch was made to Vettel, Gerhard Berger being very well aware of how much of a talent this was. Unaccountably BMW allowed Sebastian to slip through its fingers, and in 2008 he scored Toro Rosso's only Grand




**BMW let go of Vettel, who won for Toro Rosso, and didn't always gel with Kubica**

Red Bull/GEPA

Prix victory at Monza, after an astonishingly mature drive in appalling conditions.

Since transferring to the Red Bull team in 2009 Vettel, championed by no less than B C Ecclestone, has grown accustomed to success, and if the schoolboy smile has been less in evidence perhaps we shouldn't be surprised. "Show me a good loser, and I'll show you a loser," said Frank Gardner (perhaps not originally) countless years ago; it has become clear that Vettel is not a good loser – but then the great ones rarely are, and assuredly he is on course to be numbered among them.

"If I had a team," said Martin Brundle in Monaco, "the guys I'd go for would be Alonso and Vettel – but I'd go for Sebastian first, because he's five or six years younger than Fernando…"

At the press conferences in Monaco Vettel said all the right things, complimenting his team and so on, but it was evident from his body language – as we have seen before – that he does not enjoy those occasions when the spotlight is on Webber.

> "It is clear that Vettel is not a good loser – but then the great ones rarely are"

"The one thing about motor racing that *never* changes," Jacky Ickx said to me recently, "is that your team-mate is your worst enemy – he may be your best friend, but he is also your worst enemy…"

Vettel became BMW's test driver when Kubica was promoted to the race team following the departure of Jacques Villeneuve. Robert, for all his sad bloodhound eyes, has a dry sense of humour and a nice sense of irony, sometimes expressing himself in a manner which reminds you of a young Mario Andretti. A no-nonsense character, in other words.

A superb racing driver, too, for my money as good as there is in Formula 1. Whenever he is asked to define what he sees as his strengths, he is inclined to put emphasis on his consistency rather than outright pace, and in this respect is very similar to his buddy Fernando Alonso. Both sell themselves short: yes, they have the ability – and the *will* – to keep banging in the times, lap after relentless lap, but they are also blindingly quick. »»

# Nigel Roebuck

*Drivers'* drivers. Although such things are never revealed in interviews, it is a fact – I have it from an unimpeachable McLaren source – that Lewis Hamilton fears Kubica more than any other rival. And Lewis has known whereof he speaks for a long time – he and Robert go back to karting days together.

What makes Kubica so formidable is that, although he wrings the last drop from his cars, he makes *remarkably* few mistakes. At Renault they love him, because although he drives them hard, he requires at least as much of himself, and nothing rewards a team like seeing its efforts reflected instantly in lap times. Invariably Kubica is the last driver to leave the paddock at the end of the day, but if he has Michael Schumacher's work ethic, his reputation on the track is never questioned: hard, undoubtedly, but always fair.

Although Robert was a BMW driver for several seasons, he did not enjoy the cosiest of relationships with the team, for he said







Vettel test drove for BMW. Right: his lighter side is less obvious than it once was

BMW

what he thought, and quite often that didn't chime well with the management. In 2008, during which he took the team's first pole position and scored its first victory, he was in with a shot at the World Championship, and it hugely frustrated him when an early decision was taken to abandon development of the car so as to concentrate on 2009, when the rules were due substantially to change. In the event, the '09 car was profoundly disappointing, and the company announced its intention to quit.

That put Kubica (and Nick Heidfeld) on the street, of course, and I was amazed that none of the front-running teams made a serious pitch for Robert. Although his name was quickly mentioned in connection with Renault (which was losing Alonso to Ferrari), there was considerable doubt that the team would continue with F1, and for a long time Kubica's immediate future looked to be in doubt. Had I been a team principal, I would have signed *nobody* until Robert's unavailability was confirmed.

Of late there has been considerable speculation about the composition of the Ferrari team in the coming years. Alonso may be taken for granted, of course, but Massa's Maranello future is much less secure. Felipe is immensely popular within the team, and over time has produced many an apparently effortless flag-to-flag victory, but Fernando's arrival has inevitably brought about a certain amount of reassessment (not least of Kimi Räikkönen's contribution to Ferrari over the three years past).

Massa, should he impress over the next few races, may yet survive in the team,

but the Scuderia has an option on Kubica, and there's little doubt that an Alonso/Kubica combination would make most people quake.

At Monaco a Ferrari man told me of the impact Alonso has had on the team. "He's *very* firm in the way he talks – how he wants things to be. Maybe even more than Michael [Schumacher]. But Ferrari – and the *tifosi* – have taken Fernando to their hearts, like no one since maybe Gilles [Villeneuve]. Michael was admired, you know – *really* admired, obviously, for what he achieved with Ferrari. But loved? No, he was never loved. And Kimi? Well, everyone liked Kimi, but in the end he was not so… interested in the job, was he? He liked to race, but that was about it. Sometimes you get a guy who was *born* to be a Ferrari driver, and Fernando seems to be the latest one. Of course it helps that he is a Latin, that he has passion…"

This is, I think, a quite exceptional crop of Grand Prix drivers, the best for a couple of decades – as Schumacher is finding out. In Spain and Monaco he and Nico Rosberg drove a much-modified version of what had worked very well for Nico in the first four races, less well for Michael.

Before the season so much as started, Jackie Stewart suggested that it wouldn't be long – the start of the European season, he correctly assessed – before Schumacher's influence began to make itself felt. "The car may not suit Michael initially," said Stewart. "He *hates* understeer, and he can't cope with it very well. He'll develop the car the way *he* wants it – a way he knows, and Ross [Brawn] knows, too."

The revamped Mercedes is indeed less of an understeerer, which in fact pleases both drivers, but is bound relatively to benefit Schumacher more than Rosberg, because Nico was comfortably quicker with the original configuration. At Barcelona he had a horribly messy weekend, when everything possible went wrong, and for the first time Schumacher finished ahead of him. But in Monte Carlo – once a holy grail for Michael – Nico was again the quicker of the two.

> "Ferrari and the *tifosi* have taken Fernando to their hearts"

After qualifying Schumacher was uncharacteristically – and overtly – angry as he spoke to sundry German TV crews, suggesting that Rosberg had held him up during the final segment of qualifying. He might have done better to speak to Brawn before shouting the odds.

In Q2 Nico had been fastest of all, and looked a sound bet, if not quite for pole position, at least for a place in the top two or three. With only 10 minutes available, the team wished devoutly to keep its drivers from being on the same part of the circuit at the same time, so as to keep them from inadvertently delaying each other. As it was, Rosberg popped out on the circuit immediately behind Barrichello's Williams – and immediately ahead of Schumacher. Rubens, clearly, couldn't run at quite the Mercedes pace, but he was out there to set a time for himself and not about to say, 'After you…'

Thus neither Merc driver finished the session with the time he felt he could have achieved – hence Michael's ire when interviewed by TV. In point of fact, though, Rosberg's exit from pitlane, to begin his final qualifying run, was delayed by 30 seconds, and the reason for this – the car stayed up on jacks for too long – lay with the team, and not the driver. When informed of this by Brawn, Schumacher was mollified to a degree, but the damage to the *perception* of the team, and the camaraderie within, had been done.

In the race Michael nipped ahead of Nico into the first corner, and the two silver cars ran in tandem (again behind Barrichello, whose getaway had been brilliant) until lap 19, when both Rubens and Michael came in to exchange the soft compound Bridgestones, on which they had qualified and begun the race, for the harder ones which would see them through to the finish.

This left Rosberg, finally, with a clear track, and immediately he set the two fastest laps of the race, building up an advantage which was bound to leave him ahead of Barrichello – and Schumacher – after his own stop, which would presumably come soon.

It didn't, though. Everyone assumed that the team would bring Nico in on lap 22 or 23, but instead of that he was left out until lap 28, by which time his tyres were seriously past their best and losing him at least a second a lap. Although his 'pitstop' lap was a second and a half quicker than his team-mate's, when he rejoined the race he found himself behind… Schumacher.

I think it's fair to say that one or two people in the press room found that ➤➤➤



Kubica could form a formidable double act with his pal Alonso at Ferrari

LAT

# Nigel Roebuck

rather curious. There were even some who found it rather… convenient.

No one needs to be told of the commercial significance of the tie-up between Mercedes-Benz and Michael Schumacher. It is, in the Fatherland, the ultimate marketing deal from heaven, something of which Mercedes people wistfully dreamed through all those years when Schumacher and Ferrari dominated F1 as none had ever done before them. Whenever pressed on the subject, they would insist that, no, no, they were entirely happy with their drivers at McLaren-Mercedes, that having Michael on board was to them potentially a double-edged sword – in Germany, they said, when he won a race, it was *Schumacher* who had won; when he lost, it was the fault of the car. Thus there were risks implicit in being associated with him, and they were well satisfied with the drivers they had, thank you very much. You *almost* believed them, too, although methinks they did protest too much…

The deal, when it came to be, was almost too deliciously easy to be true. Mercedes had long wished to have a team, rather than be known simply as an 'engine partner' (even with a team as celebrated as McLaren), and Ross Brawn's immensely successful outfit, now devoid of Honda money and major sponsorship, was clearly open to an approach. Mercedes bought a majority shareholding, Petronas was signed as the primary sponsor – and then Jenson Button, against all expectation, decided to leave for McLaren.

In the wings, meantime, was Schumacher, who had been bored stiff through three years of premature retirement, and whose competitive juices – never dormant – had been well and truly stirred by the possibility of a return to racing with Ferrari, as temporary stand-in for the injured Massa.

I don't believe for a second that at that stage Michael was contemplating more than a brief adventure, a step back into the environment he had most relished, with the team he had most loved. When his neck injury, sustained in a Superbike accident, ultimately made impossible a return at Valencia and beyond, he was mortified. Ferrari, rewarding loyalty as loyalty had never previously been rewarded in F1, put the hapless Luca Badoer in with Räikkönen for a couple of races, then the fading Giancarlo Fisichella for the balance of the season. And Michael, when he turned up at the races in his 'consultancy' role with Ferrari, looked more miserable than ever: that could have been *him* out there alongside Räikkönen…

Still, that was that. Luca di Montezemolo assured Massa from the outset that, as and when he recovered, one of the two Ferraris in 2010 was for him, the other for Alonso.

Perhaps, with 20:20 hindsight, it's a pity that Schumacher's neck injury kept him from a temporary comeback last summer. Assuredly, even denied the testing he always so much savoured, he would have done a far better job than Fisichella, an *infinitely* better one than Badoer, but Ferrari's '09 car was by no means a great one (KERS alone taking it to its one and only victory at Spa), and miracles would not – could not – have been expected. Michael could have done half a dozen races or so, enjoyed the sensation of driving an F1 car again, and then slipped back into retirement.

As it was, his thirst was unquenched, and the thought of working again with Brawn, the architect of so much of his success, proved impossible to resist. Now, when he returned, it was with every fanfare imaginable – but how odd it seemed to see him in silver overalls, not red. Mercedes marketing people were out of their minds with joy: at last they had *him* to help them




**Schumacher prepares to pounce on Alonso during the final safety car period**

Ferrari

sell cars. The great German icon, who had raced sports cars for the company as a youngster, had finally come home.

The problem is that Schumacher isn't what he was, despite understandable Mercedes protestations to the contrary. He is still an extremely fine Grand Prix driver, perhaps on a given day even a great one, but he isn't the man who made F1 his personal fiefdom for a generation. There are more great drivers competing in 2010 than ever he has come up against before, and one of them – Rosberg – is driving his car faster than he is, a situation which he has never before had to confront.

I don't suggest, at this stage, that Michael will never win another Grand Prix, to add to the 91 already in the bag, but the fact is that the *perception* of him – as, for rather different reasons, with Tiger Woods – has changed irrevocably, in the sense that his very name no longer makes rivals quake. I can well understand why Mercedes folk are willing him on in the way that all too clearly they are, but their best hopes – in terms of success on the race track, anyway – lie with the younger man in the other car.

"Who's fast?" someone said, arriving at the side of a track years ago. "They're all fast…" Denis Jenkinson murmured.

Typical Jenks response, and he was right, of course. Think of a safety car period, when all the F1 cars circulate behind the Mercedes SLS AMG, driven by Bernd Maylander. I've been driven by Maylander, and trust me, he can move a car along. When he is pacing the F1 field, he is clearly driving very seriously, making full use of the Merc's 570 horsepower – yet behind him the Grand Prix drivers are struggling to keep awake. All right, they're on the radio to the pits, playing around with this and that on the steering wheel, trying to keep some heat in their tyres, but plainly they are tooling. *That* is what an F1 car is like, so yes, they're all fast…

Some, of course, are faster than others, and nothing new there. Not every team has the resources, financial or human, to come up with a natural pole car, and that's accepted. In 2010, though, the gap between fastest and slowest has mushroomed. Take Barcelona. I'm aware that the qualifying procedure has changed this year, but even so the differences are striking.

Last year the fastest time set in qualifying for the Spanish Grand Prix (by Rubens Barrichello's Brawn in Q2) was 1min 19.954sec, the slowest (by Giancarlo Fisichella's Force India in Q1) 1min 22.204sec. To save you bothering with a calculator, that's a difference of 2.250sec. This time around Webber's Red Bull set the pace (1min 19.995sec in Q3), and at the other end of the scale was Bruno Senna's HRT (1min 27.122sec, set in Q1). And *that* is a difference of 7.127sec…

Back in the days of my youth, in the 1960s, for a brief period there was the curious phenomenon of cars in a supporting race being faster, and by some margin, than those in the F1 race on the same programme. These were the Group 7 sports cars (forerunners of those in the Can-Am series), built by such as McLaren and Lola, powered by American V8s, and driven by Jim Clark, Bruce McLaren, Chris Amon, John Surtees *et al*. Personally I loved the cars, with their muscular sound and lurid angles of drift, but at the same time it disconcerted me that *anything* should be faster than a Grand Prix car.

"In 2010, the gap between the fastest and slowest has mushroomed"

At Monte Carlo I felt the same when I took in that the qualifying times of several F1 cars were slower than half a dozen of the GP2 cars. Can't be right, can it? If I'm making a fuss about nothing, and it doesn't really matter, then why don't we put Alonso, Hamilton, Webber and the rest into GP2 cars, and have done with it? Max Mosley's 'budget caps' wouldn't be so much as approached.

For a long time there was a culture, very much promoted by Bernie Ecclestone, that in F1 quality mattered far more than quantity, that only the best were welcome. "We don't," Bernie would say, "want any of these 'startline specials' any more…"

Ah, but that was then, and this is now. A year or so ago, F1 was in a state of tumult, with Mosley, then still president of the FIA, at war with the newly-formed FOTA (Formula One Teams Association), and Ecclestone as usual managing to keep a foot in both camps. By the time of last year's British Grand Prix, a FOTA breakaway championship looked to be very seriously on the cards, with all the leading teams – save Williams – apparently committed to going their own way.

You need only look at Indycar racing to see what happens when a series splits itself in half. In 1995 Tony George took it upon himself to form the Indy Racing League, and there was a lot of rhetoric about looking out for the 'little guy', about promoting American grass roots talent, bringing into the big time kids from midget and sprint car racing, as had been the norm 30 and 40 years before.

It was all hot air, of course, because in the end motor racing always comes down to money. All the major teams stayed with CART, and the IRL teams were obliged to run drivers who had a budget, whatever their country of origin. The 'little guy' remained just that, and one of the many reasons for the sad decline of Indycar racing is that it contains virtually no home-grown talent. Such as Jeff Gordon and Tony Stewart made their names in sprint cars and, in their hearts, would probably have preferred to stick with single-seaters, but they 'went south' because in this era that's where big-time racing – and big-time money – is in the USA. As the veteran journalist Chris Economaki said to me countless years ago, "This is how you spell auto racing in this country nowadays, Nigel: N-A-S-C-A-R…"

It's true. Fundamentally, there is NASCAR and there is the Indianapolis 500, and that's it. Had Tony George – until being deposed by his own family last year – not been at the helm of the Indianapolis Motor Speedway, he would never have had the clout to get the IRL off the ground, but he did, and in the end it was the overwhelming significance of the 500 that caused CART, riven by in-fighting, finally to collapse. In 1995 one strong championship split into two weak ones, and now, following 'reunification' last year, into one weak

# Nigel Roebuck




The IRL, at Disney World in '96, was trumpeted by George (below) as being for 'the little guy'

IMS

one. As a lifelong aficionado of Indycar racing, championship racing, call it what you will, I find its decline extraordinarily sad, and for those who have given their professional lives to it, of course, it is rather more than that.

Could a similar thing have happened in F1? Although the pragmatist in me always assumed that wiser counsels – or, to put it another way, vested interests – would prevail, there did come a point last summer when I began seriously to believe that FOTA might go it alone, that the FIA might be left with an official F1 World Championship entry list comprising Williams and not much else.

Undoubtedly Mosley had been right in his long-time assertion that costs had to come down (albeit not to quite the draconian degree he advocated). There was a moment, if you recall, when he proposed a 'budget cap' of €30 million, later amended to 40, and on this basis a number of teams aspiring to membership of the F1 fraternity thought they could see a way of making it work. Later the 'budget cap' was quietly forgotten, replaced by a commitment from FOTA to work towards reducing spending levels to those 'in the early 1990s'. Suitably vague, you might say, but undoubtedly they were serious about drastically cutting costs – in this financial climate they had to be.



LAT

"In '95, one strong series split into two weak ones"

Suddenly, after years of making it prohibitively expensive to enter F1 (with huge 'registration fees', and the like), the FIA had become the friend of the 'little guy', and four teams – Lotus, Manor (later Virgin), Campos (later HRT) and USF1 – gave notice of their intention to compete. The last named unfortunately disappeared even before the season began, but on the grid in Bahrain were indeed six new cars. If it were no surprise to find them at the back of it, many of us were taken aback by the number of seconds they were adrift of the slowest F1 regulars.

There are always people keen to support the underdog, of course, and that's as true of motor racing as anything else. In the USA, particularly, they love to get behind 'the little guy'. I have some sympathy for the sentiment, but I've never been convinced that the 'little guy' syndrome has any place in Grand Prix racing.

The first F1 race of which I have any memory at all was the Gold Cup at Oulton Park in 1954. I was disconsolate when Jean Behra's Gordini expired after only a couple of laps, but gratified that my other hero Stirling Moss won in his Maserati after starting from the back, the car having arrived too late to take part in practice.

Even at eight, I was aware of a severe discrepancy in performance between the cars, and if I have a clear picture in my head of Stirling drifting his 250F through Old Hall, so I can still recall the leisurely progress of the car at the other end of the race. All these years on, I remember that the driver's name was Horace Richards, and he was at the wheel of the presumably self-built HAR.

It probably sounds cruel now, and perhaps it was then, but so tardy were Horace and his car that the spectators at Old Hall were reduced to fits of laughter every time he came through.

Not quite as extreme, but memorable in its own way too, was the time – in the '90s – when, so slowly was he going, that Jean-Denis Deletraz managed to stall his engine on the steep climb out of the hairpin at Estoril. Then there was Philippe Adams, who somehow talked Lotus into allowing him to buy – or promise to buy – his way into one of its cars at Spa, his local race. Even if we couldn't see him, we could tell when it was Adams approaching La Source for he appeared to back off somewhere round the start/finish line.

What I'm saying is that if Jenks was fundamentally right that 'they're all fast' in terms of what normal mortals can imagine, some are considerably less so than others. One of Mosley's loopier ideas was that, in the course of an F1 season, all the drivers should drive all the cars. "Be absolutely fascinating," Max would say, "to see what Michael could do in a Minardi…"

Given the *huge* discrepancy between the fastest and slowest in F1 this year, many drivers were extremely apprehensive as the Monaco Grand Prix approached. Within half a dozen laps of the start, someone calculated, the front-runners would be looking at lapping the backmarkers – and as for Q1, the first segment of qualifying, when all 24 cars would be out, trying to set a time to get through to Q2…

There were even suggestions that qualifying should be broken up somehow, so as to limit the number of cars on the track at any one time, but the FIA decided to leave things as they were, and rightly so. »»»




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# Nigel Roebuck

Keke Rosberg and Martin Brundle were among the retired F1 drivers to agree with the governing body. "Oh, give me a break!" said Rosberg. "We used to have 26 cars qualifying at Monaco – and half of them were… slow. It's the same for everyone – you've got find your way past people…" Keke concluded by pointing out that, oh by the way, in the old days the drivers were expected to change gear, as well.

True enough. As Alain Prost has said, "In reality, Monaco used to be a one-handed race circuit – your right hand was *always* on the gear lever…"

These things being so, there was little sympathy from retired drivers for the predicament faced by the current lot. Brundle, a motor racing fundamentalist, put it this way: "It gets crowded sometimes, but you've just got to find a clear lap – and all the good guys will manage to do that, like they always have…."

By and large, Martin is much encouraged by many changing aspects of F1 in 2010. "Since the whole steward system has been revamped, and Max's man [Alan Donnelly] has been removed from the process, and a retired driver installed at every race to advise the stewards, the whole thing's been much more adult, hasn't it? It was getting ridiculous last year, with drivers being fined – sometimes to the tune of €20,000 – for quite minor misdemeanours. Now the drivers are getting away with things they haven't been able to for years…"

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Some years ago, at the auction at the Goodwood Festival of Speed, two of the lots on offer were trophies won by Jochen Rindt in his final season of 1970. One was from the French Grand Prix, run at the majestic Clermont-Ferrand circuit (right up there with Spa-Francorchamps, the Nürburgring and Rouen Les Essarts as far as I'm concerned), which Rindt won in the Lotus 72.

The other, though, was of far greater consequence, for it was from Monaco, where Jochen scored the most fabled victory of his life in the Lotus 49. The trophy was in fine condition, and also included in the lot was a photograph of it being held aloft in the Royal Box (below), Rindt standing there with Prince Rainier and the divine Princess Grace. I looked on that scene myself, and remember that tears poured down Jochen's face, evidence of the stress involved in those final laps as he chased down Jack Brabham.



LAT

After Ayrton Senna set pole position at Monaco in 1988, *two seconds* clear of McLaren team-mate Prost, he spoke afterwards of some kind of out-of-body experience in the course of his fastest lap – it was as if, he said, he were somehow above and ahead of the car, rather than in it, and the experience frightened him, for he knew it was beyond conscious understanding. Returning to the pits, he declined to go out again that day.

Rindt was a far more down-to-earth character than Senna, but if in 1970 he had had a similar experience, it would have been no surprise – for he, too, went beyond the bounds of what was logically possible. In qualifying he set a best time of 1min 25.9sec, and that seemed pretty good for what was now a vintage car. But in the race, once he had sight of Brabham, he found… something from somewhere, there's no other way to describe it, and put in consecutive laps at 1min 23.3sec and 1min 23.2ec – almost a second faster than Jackie Stewart's pole position time. As he announced Rindt's time – '*Un record du tour sensational: une minute vingt-trois secondes* deux *dixiemes!*' – the commentator's voice quavered with emotion, and the gasp of the crowd, even in the post-race tumult, was audible. You could understand why Jochen trembled and wept.

And now here was the trophy, available to the highest bidder, which I *knew* could not be me, for I expected it to go for telephone numbers. Even if I were to get involved in the bidding, I suspected I would swiftly be left behind, so I simply listened as three, then two people went for it – and then suddenly down came the hammer!

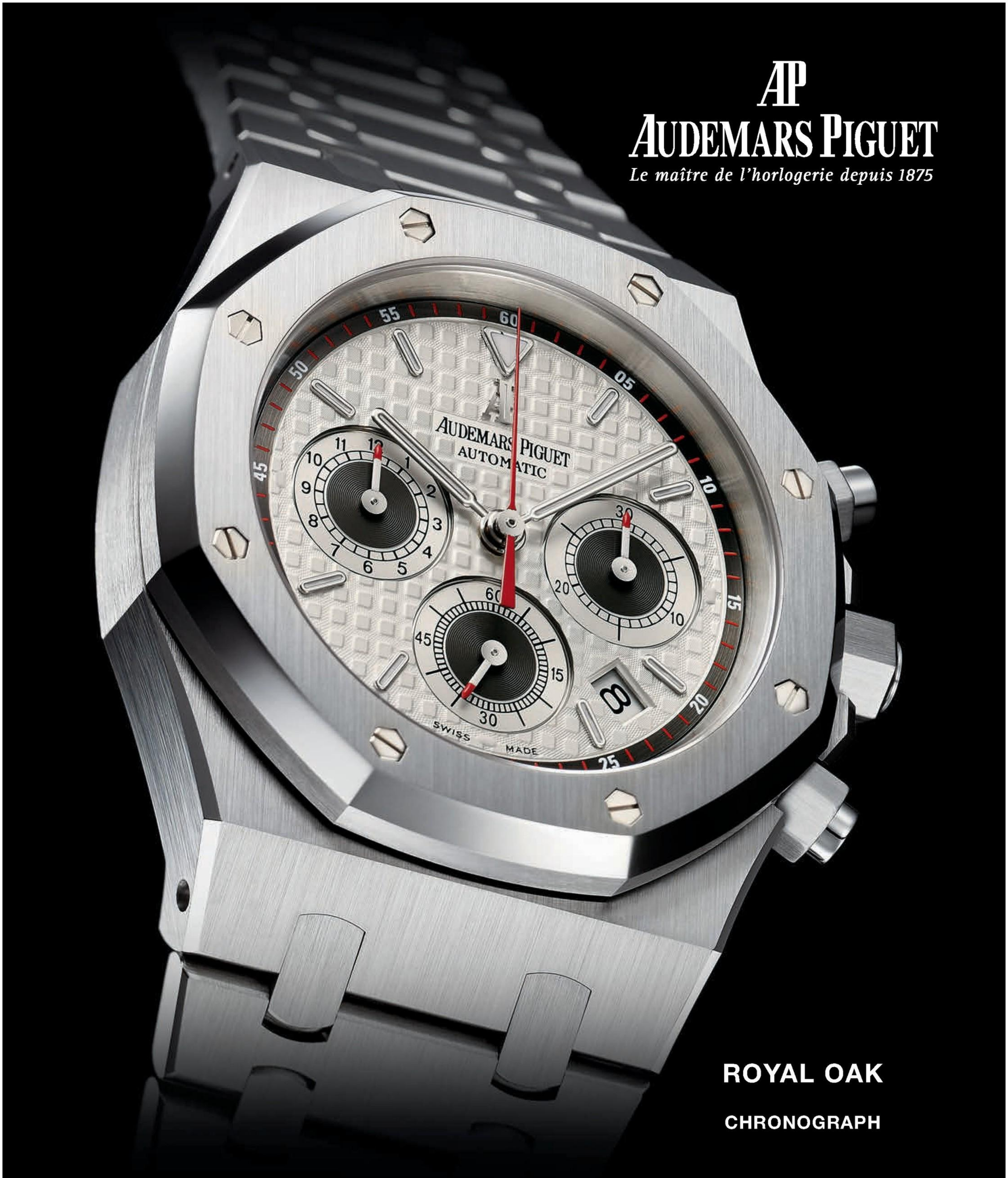
It was at that moment that I took in – yet again – that I am not from the Ecclestone mould. Rindt's trophy, remarkably, had gone for a little over £2000, and a dealer had bought it. I think he probably picked up the Clermont trophy, too. Within days an ad appeared in *Autosport*, and there was the Monaco trophy, offered, you will not be surprised to learn, at a figure many times the price paid at Goodwood. I can hope only that the trophy's eventual purchaser was one to whom it meant something.

I have my memories, though. I did witness the moment, at the last corner – the old Gasworks Hairpin – on the last lap, when Brabham understeered straight on into the barrier and Rindt, utterly disbelieving, took the lead in the last 10 seconds of the race. And a few hours later I was in Casino Square when Jochen and Nina emerged from the Gala in the Hotel de Paris, and walked – swinging *that* trophy between them – down the hill to the Tip-Top Bar, where the fans awaited.

There wasn't a PR in sight. Forty years ago, come to think of it, there probably wasn't one in Monaco.

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# Audi ready for La Sarthe battle

YOU'LL NEED A LONG memory to recall the last time Audi got it wrong at Le Mans. It was way back in 1999, the year the German manufacturer entered the sports car arena, and what happened next is a salutary lesson for those predicting that Peugeot is a clear favourite to retain its Le Mans crown this year. Audi returned with a new car and began a decade of domination on the Circuit de la Sarthe.

Audi may have picked up third and fourth positions with its open-top R8R in '99, but the car wasn't on the pace in what was a high point in manufacturer participation at Le Mans. Its reliability and the Audi's quick-change rear-end, which came to the rescue of the fourth-placed car on three occasions, resulted in what was a decent debut.

Audi didn't rest on its laurels. Asked if he started designing the new car that became the all-conquering R8 on the Monday after Le Mans, Audi Sport technical director Wolfgang Appel once joked: "No, the Tuesday!"

Work on a successor to last year's R15 probably began almost as quickly, or at least the inquest did into why the new-for-2009 turbodiesel challenger was beset by problems during its maiden Le Mans.

Audi's attempt to complete a ninth Le Mans victory of the Noughties was hit by two major problems. The high-downforce R15 overloaded its front tyres and fine sand clogged the car's intercoolers when it started to rain in the night.

Those problems, combined with rule changes that have mandated revisions to the Audi front end and reduced the power for the turbodiesels, have resulted in the R15-plus. This car is best described as a major aerodynamic revision of the original R15.

The problems with the R15 at Le Mans last year can in part be attributed to a test programme blighted by poor weather and interrupted by two major accidents. Audi hasn't had those issues with the R15-plus, which is fortunate because it didn't run for the first time until the end of February.

Audi traditionally runs its new Le Mans contender just before Christmas of the previous year. That wasn't possible this time courtesy of the late publication of the 2010 Le Mans regulations. So late were the new rules that Audi had to scratch its participation in the Sebring 12 Hours because the R15-plus would be insufficiently tested ahead of the race. Plans to run an interim car, with a 2010 engine and '09 aerodynamics, were vetoed by Peugeot.

Even so, Audi reckons that its understanding of the R15-plus is better now than it was with the R15 at the start of Le Mans week. Allan McNish, who is again joined by Tom Kristensen and Rinaldo Capello, attributes that to a "very focused test and race programme".

That race programme was composed of the Paul Ricard and Spa Le Mans Series events. Audi is happy with the knowledge it gained from those races, but they offer little in the way of a form guide to the 24 Hours on June 12/13. Peugeot was represented only by the semi-works ORECA team at Ricard and then chose, unlike Audi, not to race its 908s in Le Mans specification at Spa.

"The result doesn't make a tremendous amount of difference," said McNish after Peugeot's Spa victory. "But the event served its purpose. We came here to get more experience, and our pace indicated we will be in the fight."

## PEUGEOT driver line-up

**No.1** ANTHONY DAVIDSON (GB)/ALEXANDER WURZ (A)/MARC GENE (E)
**No.2** STEPHANE SARRAZIN (F)/FRANCK MONTAGNY (F)/NICOLAS MINASSIAN (F)
**No.3** SEBASTIEN BOURDAIS (F)/SIMON PAGENAUD (F)/PEDRO LAMY (P)

## AUDI driver line-up

**No. 7** ALLAN McNISH (GB)/TOM KRISTENSEN (DK)/RINALDO CAPELLO (I)
**No. 8** MARCEL FASSLER (CH)/ANDRE LOTTERER (D)/BENOIT TRELUYER (F)
**No. 9** ROMAIN DUMAS (F)/TIMO BERNHARD (D)/MIKE ROCKENFELLER (D)

# BMW prepares for DTM return

**BMW IS GEARING UP TO RACE IN THE German-based DTM touring car championship in 2012, almost 20 years after it quit the series.**

The German manufacturer withdrew from the original DTM at the end of the 1992 season over a rules wrangle concerning its forthcoming E46-shape M3. Now, it has announced that it has come to a "positive policy decision regarding the company's involvement" in the DTM.



BMW

BMW's statement explained that "for this to happen, certain basic requirements must be met". The exact nature of these requirements has not been clarified, but BMW Motorsport boss Mario Theissen has repeatedly stated that his company would only be interested in joining the DTM if the car it develops for the German series can be raced elsewhere in the world. This demand is linked to the organisers of the DTM, the ITR, seeking alliances with both the Japanese-based Super GT series and Grand-Am in the US.

BMW is already working on a DTM car, based on the latest M3, built to the new regulations that are likely to come into force for next season. Its statement said it was making "appropriate preparations on the technical side" and that a final decision on its participation in the series "is expected during the year".

BMW twice won the DTM with the original E30-shape M3. Eric van de Poele triumphed in 1987 with the Zakspeed team and Roberto Ravaglia won in '89 driving for Schnitzer Motorsport (above). Volker Strycek also won the first DTM title with a 635CSi in '84.

## IN BRIEF

■ The 2010 Race of Champions will be held at Düsseldorf's ESPIRIT arena in Germany rather than the 'Bird's Nest' stadium in Beijing, China, which hosted the event in '09. Michael Schumacher and Sebastian Vettel have been confirmed for the RoC, which is set to take place on November 26-27.

■ Ferrari has become the first manufacturer to lap the Nordschleife in under seven minutes with a production car. A 599 GTO, driven by test driver Raffaele de Simone, posted a time of six minutes 58.1 seconds. The Formula 1 lap record, set by Niki Lauda in qualifying for the 1975 German Grand Prix aboard a Ferrari 312T, was 6min 58.6sec.



■ Aston Martin Le Mans driver Darren Turner, FIA GT1 racer Oliver Gavin and various other BRDC members completed the London Marathon, raising more than £88,000 for children's charity CLIC Sargent. Gavin (above) completed the 26.2-mile run in 2hr 54min 20sec. "My time should be enough to qualify me for the Boston and New York marathons, but if I want to do either of those my legs need to recover first," he said.

# Works M3 prevails at the Nürburgring

THE BMW M3 GT2 OF WORLD TOURING Car Championship drivers Jörg Müller and Augusto Farfus, Peugeot LMP1 driver Pedro Lamy and 1994 Porsche Supercup champion Uwe Alzen won the Nürburgring 24 Hours in May.

The works BMW (below) only qualified eighth on the grid, but made the most of the retirements of other cars and held off the Ferrari F430 GTC of Dominik Farnbacher, Allan Simonsen, Lehman Keen and Marco Seefried – which had worked its way up from 46th on the grid – to the finish.


BMW

Lamy, who has now won the race five times in Chrysler Vipers and BMWs, said: "This win was the most difficult as we were suffering near the end of the race with mechanical issues. The team did a great job – the other car (which finished seventh) was not as lucky as we were – but I'm just very happy for everyone at BMW."

The race-favourite Manthey Racing Porsche, which has won the event for the past four years, looked set to add to its record. However, in the seventh hour it was involved in a collision with a backmarker while leading by three minutes and was forced to retire.

The seven Audi R8 LMS customer racers suffered similar luck, and after locking out the first four spots on the grid its cars fell foul of backmarkers, drivetrain failure, broken engine mounts and coolant loss after hitting a kerb. The number 100 Audi of DTM driver Oliver Jarvis briefly held the lead after the Manthey Porsche retired, but a matter of moments later it too was caught out by a slower car. The Porsche GT3 R Hybrid (with an electric motor on each front wheel) that Williams F1 ace Nico Hulkenberg tested in April came close to becoming the first hybrid car to win the 24 Hours, but broke down while leading by a lap with less than two hours left to run.

The gas-powered Sciroccos lamented the lack of rain throughout after being extremely competitive in damp conditions earlier in the weekend. But the number 117 car, with Nasser Al-Attiyah, Vanina Ickx, Dieter Depping and Klaus Niedzwiedz at the wheel, still managed to finish 16th overall.


LAT

**The Arena Ford team and Tom Chilton took a first British Touring Car Championship victory for an LPG-powered car at Brands Hatch in May. The win for the privately-developed Focus ST was the first for Ford in the BTCC since it ended its works participation after winning the 2000 title.**

# Star line-up for Surfers Supercar race

A RAFT OF INTERNATIONAL STARS WILL JOIN THE AUSTRALIAN V8 SUPERCAR GRID at Surfers Paradise in October. Dario Franchitti, Jacques Villeneuve, David Brabham, Scott Dixon and Heinz-Harald Frentzen are just a few of the big names signed up as 'compulsory international drivers' for the Surfers round, which will be run as a pair of two-driver, 300km mini-enduros for this season.

The new international slant on the V8 Supercar round follows the end of the Indycar fixture that started life as a Champ Car race. Surfers had been due to host the A1GP World Cup of Motorsport until the demise of that series.

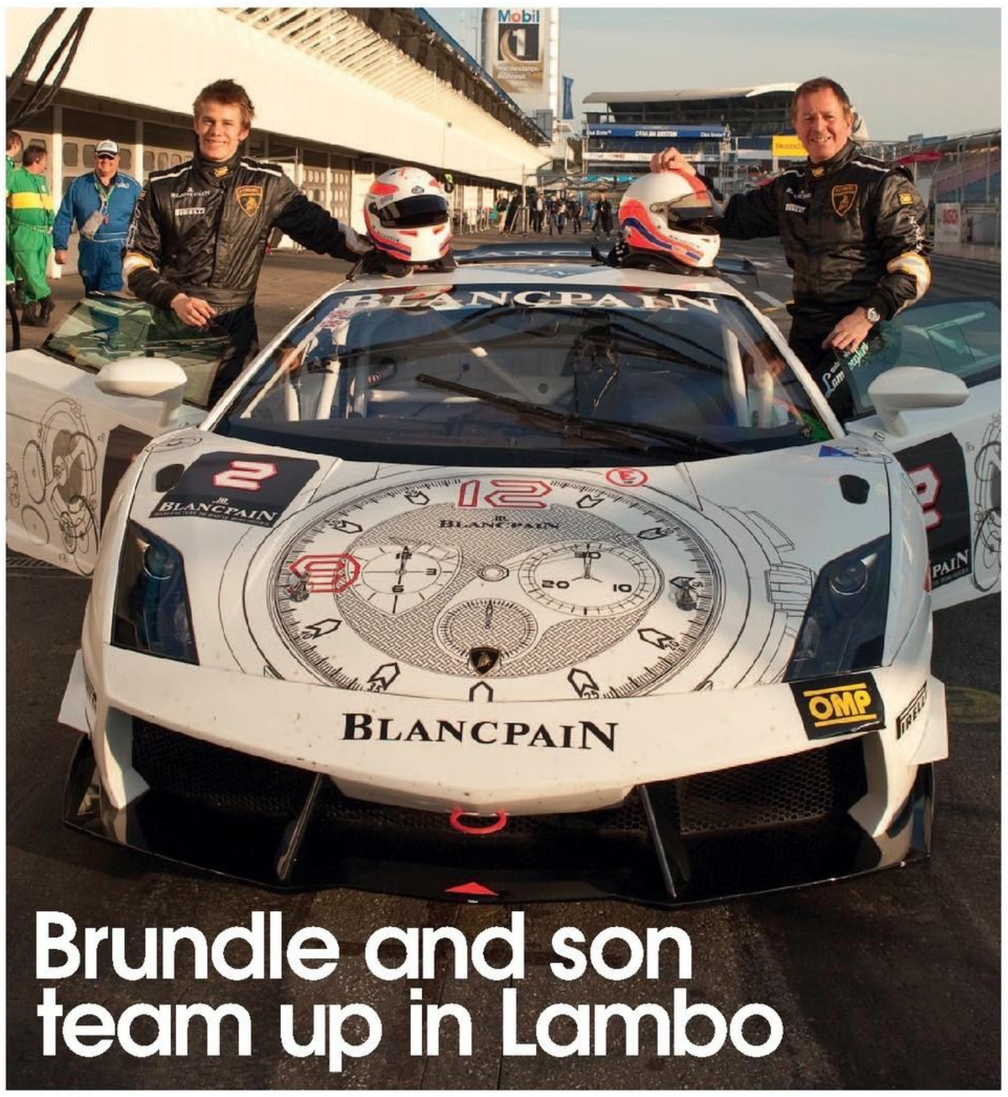
# Pescarolo forced to miss Le Mans

SPORTS CAR LEGEND HENRI Pescarolo will have no competitive involvement in the Le Mans 24 Hours for the first time in 40 years.

Pescarolo, 67, will not be involved in this year's edition of the 24 Hours after the team that bears his name pulled out of the event. Pescarolo would have run the team he set up for the 2000 season had a buyout with the owner of the Renault Formula 1 team gone ahead.

Gravity Sports Management and Genii Capital pulled out of a deal to take over Pescarolo Sport in April. The Sora composites group, which bought the team in the winter of 2008-09, subsequently scratched its Le Mans entries at the start of May.

# The Motor Sport Month




## Brundle and son team up in Lambo

MARTIN BRUNDLE TEAMED UP WITH HIS son Alex for the first time when they raced in the Lamborghini Super Trofeo round at Hockenheim on April 23-25.

The pair (above) had previously raced against each other in Formula Palmer Audi at Spa in 2008 where Martin finished a creditable eighth, seventh and sixth in the three races, compared to Alex's sixth, ninth and 10th.

The Hockenheim Super Trofeo round also consisted of three races, and, despite Alex being punted off in the first, the Brundles managed to climb from last to fourth in the second race, and then equalled that result in the final despite a spin.

"Alex did a great job, especially since he'd never driven the circuit or a car like this, and he matched my pace by and large," Martin told *Motor Sport*.

"I came in during first practice to hand the car over to him and afterwards he said, 'Your eyes were out on stalks, Dad, what happened out there?' It wasn't what had happened, it was what I thought might happen: it's four-wheel drive, 570bhp, it's certainly quick and you need to be ready to get it all slowed down from about 170mph as it weighs about 1300kgs. It was an act of blind faith strapping Alex in there to be honest! It was great fun, though."

Brundle hasn't ruled out doing more races with his son. "I don't want to corrupt his Formula 3 programme by making him jump in cars that are somewhat different," he said. "But if we get a chance we'll do some more, why not? Something like Le Mans would be great." So are we looking at a Mansell family *part deux*? (Nigel and his two sons are racing a Ginetta-Zytek Z09R together at Le Mans this year.)

"That would be nice," said Martin. "What this race has done is show Alex that he can definitely drive a GT car. He was doing lap times at the end on old tyres that were better than mine earlier in the race, and I wasn't exactly slow."

During the same weekend Brundle Sr also raced in the Scirocco Cup, which *Motor Sport* covered in *On The Road* in our June issue. The tin-top series has replaced the Polo Cup as the DTM support race and uses methane rather than petrol to power the 25-car grid. Volkswagen is inviting various 'legends' to race in each round. Brundle, Jacques Laffite, Carlos Sainz and Frank Biela all contested the Hockenheim race, bringing with them over 340 Grand Prix starts, 11 Le Mans 24 Hour wins, two World Rally Championships, a BTCC title, a DTM title and a Dakar win.

Despite having not raced a front-wheel-drive car since 1981 (when he shared an Audi 80 with Stirling Moss in the BTCC), Martin finished third behind Maciek Steinhof and Kris Heidorn as top 'legend'. Biela finished seventh, Sainz 12th and Laffite 17th.

"I got on the podium with two 21-year-olds, which I was quite pleased about!" he said. "I started on the front row and had a cracking race. I had a proper little scrap with some guys who were significantly less than half my age.

"You really need to left-foot brake in these cars, which I can't do because my left foot isn't too great after knocking it off in a Tyrrell once (during practice for the 1984 Dallas GP). But I worked round it to a certain extent and finished with a huge smile on my face."

Martin is also competing in the Scirocco Cup round at Brands Hatch on September 3/4, where he will no doubt be fighting for a second podium.

## New Jaguar targets Silverstone 1000

THE JAGUAR THAT WILL BRING THE historic marque back to the Le Mans 24 Hours is on course to race on British soil later this year.

Paul Gentilozzi's RSR team, which will field its XKR GT2 racer at Le Mans this month, has announced its intention to compete in the new-for-2010 Intercontinental Le Mans Cup. This means the car will be on the grid for the Silverstone 1000Kms round of the Le Mans Series on September 12.

Gentilozzi said his team would "very much like to do the Intercontinental Cup". He added that he had made the necessary requests to series organiser the Automobile Club de l'Ouest.

*See page 94 for Jaguar feature*




RSR Jaguar

## This month on the *Motor Sport* website

www.motorsportmagazine.co.uk

### FORUM FOCUS

A big topic of conversation this month has been the speed of Michael Schumacher, and the rumours that Mercedes is making the car more suited to the seven-times World Champion rather than his team-mate Nico Rosberg.

"Remember that talk before the season with all and sundry speculating that old Schumi just wouldn't have the killer instinct against the young guns? Ho ho," said Marty Harris after the Spanish Grand Prix.

But Hugo Boss (a person, not the shop) is adamant the team isn't favouring Schumacher. "The thought that Mercedes GP is sacrificing their quicker man for their slower man... Words nearly fail me. F1 teams are there to win. Full stop. It is an insult to Ross Brawn and his engineers to suggest their goal is to somehow make Schumacher look good."

### NIGEL'S NEWSLETTER

Nigel Roebuck stirred things up with his latest newsletter on how to improve the 'F1 show'. "As the powers that be contemplate the future," he wrote, "let them concentrate not on tricks and artifices – a minimum number of pitstops and the like – but on tailoring the next generation of Grand Prix car so that it can race more effectively. The technical gurus may not like it, but in the end it's the fans who matter most. They're the ones who pay for it, after all."

'Sit down with a laptop, a pot of tea and a Grand Prix' (an online name if ever we heard one) is keen on banning wings altogether. David Redfern agreed, saying: "I've been proposing that artificially-induced downforce be eliminated for years. The arguments I have had with some of the F1 stalwarts on the BBC's 606 have been huge: pseudo aerodynamicists stating that without downforce the cars would fly off the track!"

Log on to the address below to have your say.

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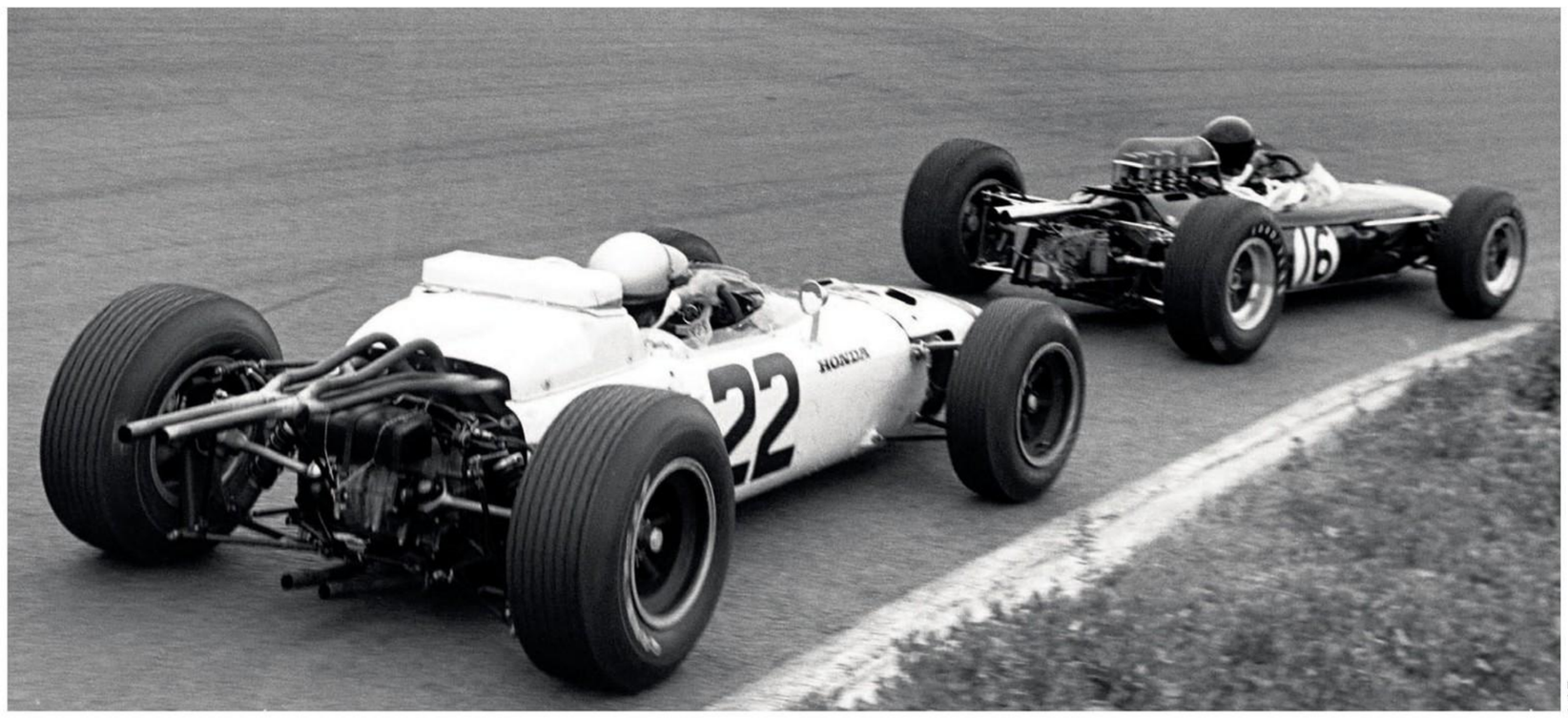
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RACING LIFE




LAT

# F1 ON HOLD IN AMERICA

THIS MONTH I WANT TO SAY SOMETHING ABOUT FORMULA 1, in particular the collapse of the USF1 deal and the prospects for Grand Prix racing returning to the United States.

There's no question that the failure of USF1 has been a big blow to American motor sport and the potential for young American drivers to get into F1 in any kind of consistent way, as it was in the '60s when you had three or four Americans racing on a regular basis, such as Dan Gurney and Richie Ginther (above). Frankly, it's all been a bit embarrassing, and from the outset it seemed like a tall order. In principle, it was achievable, but there was a lot of scepticism in the States as to whether it was a realistic project or not. In the end it didn't live up to its promise anyway because they were taking money from a South American driver, so they were no different to any other team. It didn't matter whether it was called USF1 or not, they were gonna take money from anywhere, or anyone, because they had to. So the whole premise that this would help American drivers get into F1 has to be seen as a failure.

The idea that you can build F1 cars over here was maybe a little misguided. Of course you can build them here, but is that the most efficient way of doing it? I think the answer to that is clearly that it's not. There is the technology here, a lot of smart people, and the manufacturing capability is here – but they're not building stock cars in England, they're building them down south in the heart of stock car country. You don't build F1 cars outside the heart of Formula 1, and that happens to be in England.

Having said all this, F1 does need an American Grand Prix. Right now it's the world's biggest market, though China's catching up, and if you look at the car market then the States is it. So there are a lot of commercial reasons for F1 to be back in the US and maybe even to hold more than one race here because the country is just so big. The major roadblock to Formula 1 in the USA is that F1, like it or not, is just a blip on the radar in terms of sports. It has no imprint. Even Michael Schumacher can walk through the middle of Times Square in New York and nobody knows who he is. That is unfortunately the reality. Of course NASCAR is the 800lb gorilla and Indycar is bigger than F1 too, so it's very much a niche sport here. The only way for it to work in the States is for F1 to have an imprint, like when Mario Andretti won the title in 1978, or in the '60s when you had Gurney, Hill and Ginther racing. Then there's the commercial terms that F1 is able to negotiate: the funds just aren't available here, so until F1 is prepared to accept reduced fees and invest in the long term it's not going to happen. The teams, sponsors and manufacturers all want to be here, but they have to invest in making it happen.

I've been interested in how the new teams are doing in F1 this year and it reminds me of the challenges we had when I was at Jaguar. I told our board members that for the team to attract the best talent then Jaguar Racing had to be seen as the island in the storm, not the storm itself. Unfortunately, with all the drama that went on at Jaguar, anyone who was any good would not risk going to the team because there were questions about how long it would exist. There wasn't the stability you have with teams like Ferrari, McLaren, Williams and now Red Bull. It's tough to make your mark, because there's only X amount of talent in the pool and the top people are already embedded in the top teams, and that's a result of many years of investment, spending billions of dollars to get where they are.

Formula 1 is very much a meritocracy; the benefits are based on how you did the previous year, so in many ways the rich get richer and the poor get poorer. But that's how it should be – the top teams have worked hard to get where they are and they're not about to hand that over. It's a huge uphill battle for the new teams and I really don't see that getting any easier. Formula 1 is a long, hard slog and it requires time and patience.

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# A LEAF FROM NISSAN'S BOOK

LATER THIS YEAR (AND NEXT SPRING IN THE UK) THE PACE OF automotive change is going to forsake its customary crawl and take something of a leap. This may not be a Model T moment but it's bigger than anything we've seen in over a decade, at least since the launch of the Prius a dozen years ago. It comes when Nissan puts the Leaf on sale, the world's first purpose-built, mass-market production all-electric car. This is not a hybrid of any sort, nor is it one of those dreadful plastic quadricycles. It's not an unaffordable esoteric like a Tesla nor adapted from an extant conventional car like a Mini E: it is a spacious, five-seat family hatch with a big boot and a likely list price of just over £20,000. And it is designed to be powered by electricity and electricity alone.

Nissan's bravery in making this move makes me want to hide behind the sofa. It missed the hybrid wave, surfed so skilfully by Toyota and, perhaps less deftly, Honda but it is first into the water with the Leaf and by some distance. In three years time, Nissan will have assembled the global capacity to construct a quarter of a million Leafs (not Leaves, I checked) in Japan, America and, rather gratifyingly, Sunderland. And all in the hope it can persuade that many buyers to part with that much money for a car which even Nissan admits won't have much chance of achieving the 100-mile range it quotes. It also hopes you'll be happy to park it for up to eight hours before you get going again. That is some gamble.

This makes it exist in a strange space. Nissan has to market the Leaf as a commuter car or a second car, because it knows it will command zero credibility as an all-purpose, go anywhere machine. But if you're buying a car to commute or as an addition to the go-anywhere do-anything car you own already, why does it need to seat five and have a vast boot? Simply because within its life cycle Nissan anticipates technology becoming available to enable the Leaf to do 350 miles on a charge and those who buy Leafs now won't need to sell them then: they'll just change the batteries. And the Leaf's role and relevance will be transforming.

I've had a quick run in a Leaf, albeit one wearing the body of another domestic market Nissan (called the Tiida…) and aspects of what it does surprised not at all. The silence that accompanies your progress is eerie but hardly unpredictable; the same can be said for the spritely step-off: after all the torque is there all the time.

But two things I failed to predict, and both pleased me. Although its top speed is a mere 90mph, Nissan says its mid-range acceleration is similar to a 2.5-litre V6 saloon and I'd not disagree. More encouraging and more surprising still is the fact it handles rather well. Because it is a clean-sheet design the batteries lie flat across the floor, keeping the bulk of the car's weight both very low and within the wheelbase, with commensurately desirable results. Its steering is light, crisp and direct, and the lack of anticipated body roll suggests that if an all-electric car can be this good to drive without trying, then one conceived with the provision of driving pleasure in mind has the potential to be exceptional.

The biggest challenge for the Leaf is what its creators call 'range anxiety', and can be described as that empty feeling in your stomach as you realise the number of miles left in the batteries is lower than the number between where you are and where you need to be. This is why all Leafs will be hooked up to a global navigation network and will display on a screen the remaining radius and all available charge points within it, updated automatically as the network (hopefully) expands.

A lot depends on the establishment of a so-called 'fast charge' infrastructure where you can get an 80 per cent charge in the time it takes to queue for, buy and drink a large cappuccino. There are hardly any at present, but Nissan says they are coming. I hope so: it would be simply unfair for a car as bold, inventive, effective and relevant as the Leaf to become derailed by something so prosaic. Then again, this is a far from fair world.




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# MODERN-DAY GLADIATORS

AT THE INAUGURAL MOTOR SPORT HALL OF FAME EVENT A few months ago, two grand old men of racing stepped onto the stage and discussed the thorny issue of race track safety. Jacky Ickx delighted in the huge advances made in driver security during recent decades. "Today's racers have the chance to be alive, a pure joy," he said. And you'd find it difficult to argue with that sentiment. Nonetheless, Sir Stirling Moss did disagree. "Motor racing should be dangerous," he replied. "You're a young man and you want to show how brave you are."

It's a subject worth debating. Many older racing fans might agree with Moss, feeling that the sport has lost something since the brave old days of swashbuckling racers who stared death in the face each time they took to the track, then came back – if they were lucky – to regale their drinking mates with terrifying tales of derring-do. But who would suggest that we replace run-off areas with concrete walls and Nomex with string-back gloves? Surely no one; and yet there are some racers who willingly choose to inhabit that old-fashioned world of racing danger.

Riders who contest the annual TT races on the Isle of Man are fully aware of the risks they take. Eleven-time winner David Jefferies had this to say about his favourite event: "You have to be totally at ease with yourself, know exactly what you're doing, and accept that you might be going home in a box." Jefferies died in a 160mph accident during practice for the 2003 event.

The 37-mile TT circuit incorporates mostly B- and C-grade country roads that wind tortuously between dry-stone walls; yet the lap record stands at more than 130mph. Over the past 102 years the circuit has killed 227 racers, and there will be more because the circuit can never be made safe.

Critics of the TT (and, unsurprisingly, there are many) continue to argue for its demise. The only reason the event continues in a safety-conscious world is because the Isle of Man is a self-governing state that does well out of the racing.

In recent decades the TT has shrunk as an event (it lost its Grand Prix status way back in 1977) and was long ago cast asunder from mainstream motorcycling, which mostly regards it as a ghastly orgy of death that blackens the name of the entire sport. But currently the TT is enjoying something of a renaissance.

It is difficult to work out why, but perhaps it has something to do with the western world's suffocating health and safety obsession. The safer our world becomes, the more some people want to search out extremes to live a more raw and visceral life. TT riders simply say they find modern short circuits too boring.

Last year the TT was given the ultimate honour when MotoGP king Valentino Rossi graced the event. Rossi watched some racing and then rode a respectably fast lap, following 1960s and '70s legend Giacomo Agostini.

When Rossi – a man with plenty of old-school racing swagger – presented Superbike TT winner John McGuinness with his laurels he looked him straight in the eye and said: "You are a true gladiator." As usual, he was spot on. It's a corny analogy, but TT racers are about as close as you'd get to 21st-century motor sport gladiators.

The TT has other respected admirers, among them Red Bull F1 driver Mark Webber who, after witnessing his first TT, commented: "This is the first time I've been blown away as a spectator". And presumably Webber has watched a lot of races over the years.

Once christened 'Death Island' by Fleet Street, the TT's rehabilitation as a respectable, marketable happening continues apace with news that Porsche will provide course cars at this year's event. However, the event can always turn into a PR disaster.

The TT isn't the easiest race meeting to visit, with ferries and flights booked up months in advance, but the latest TV coverage is superb, with breathtaking on-bike and helicopter camera footage. ITV4 covers race week action from June 5-11.

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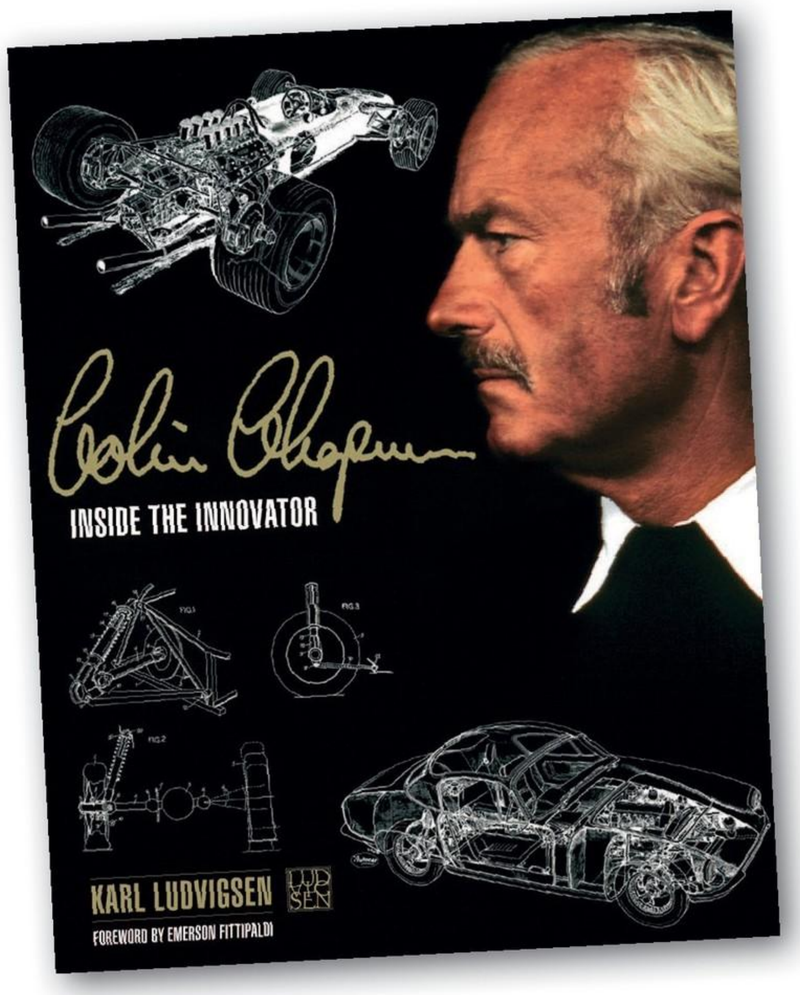
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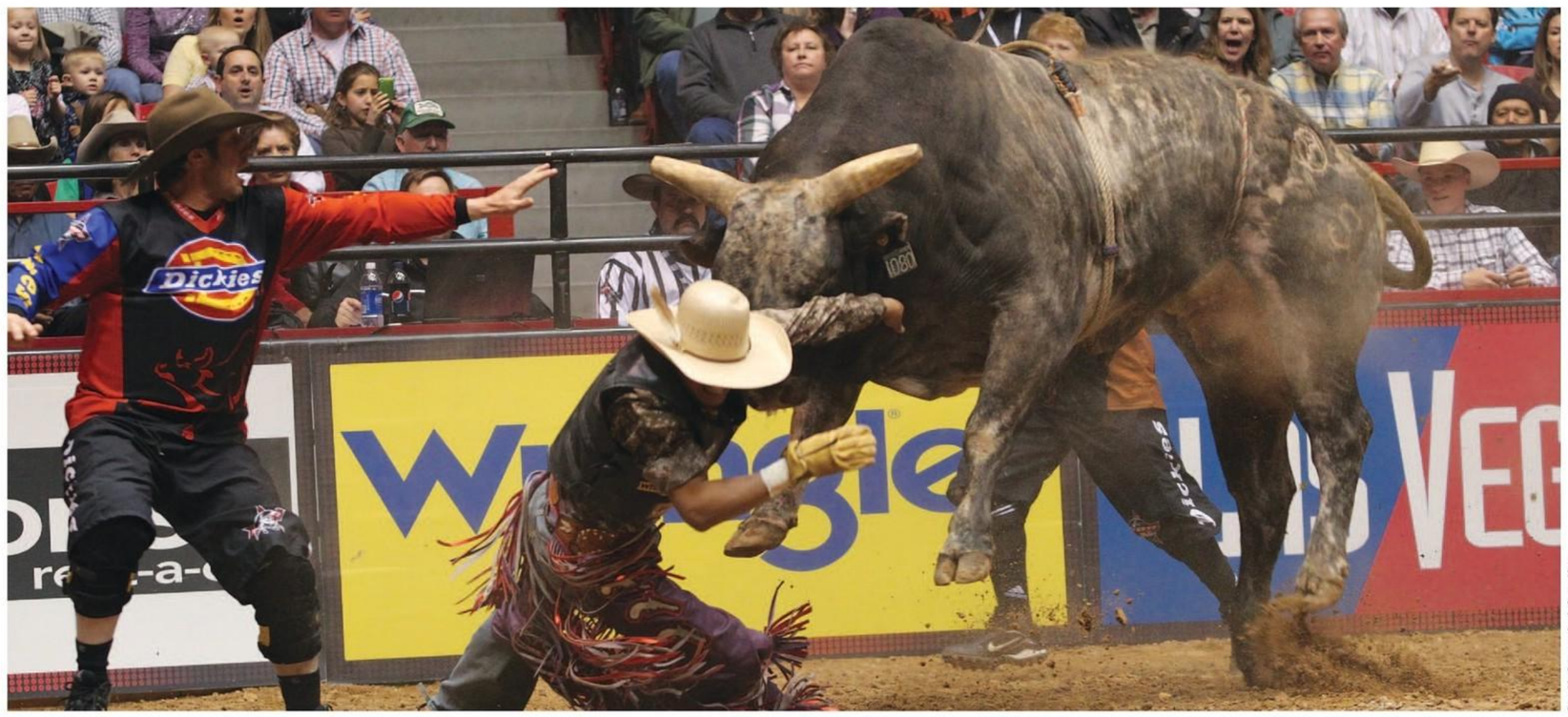
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THE US SCENE



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# BULLISH FOR THE FUTURE

AFTER TONY GEORGE'S MOTHER AND SISTERS VOTED him out of power last June at both the Indianapolis Motor Speedway and in the IRL IndyCar Series, the Hulman George family, led by Tony's sister Josie and new IMS president and CEO Jeff Belskus, started looking for someone capable of fixing the mess that's been made of Indycar racing over the past 15 years. They settled on Randy Bernard, who was very successful in running America's Pro Bull Riding tour. Bernard had run PBR for the past 15 years and built the niche sport of bull riding into a mainstream television event, vastly increasing its market share and profits.

Bernard, 43, started his new job as the IRL's CEO at the beginning of March and I had the pleasure of meeting him at the Long Beach race in April. I was impressed by Bernard's open and inquisitive mind. But on top of that he appears to be a highly motivated man who is brimming with ideas, many of them 'outside the box'.

One of the first things he did upon arrival was to put into place a seven-man committee to determine the IRL's new car and engine formula for 2012. The IRL has largely wasted the past two years dithering and spinning its wheels over this much-debated decision, and Bernard showed he's a man of action by immediately establishing a means of determining the new rules. He selected retired United States Air Force general William R Looney III to mediate the committee and insists the new formula will be determined by the middle of June. "I would love to see a completed decision by June 15," said Bernard in mid-April. "So there's a tremendous amount of work we have to do in a very short time."

On the table are logical progressions of the existing Dallara Indycar proposed by Dallara, Lola and Swift, plus the radical Delta Wing concept described in these pages in the April issue. The choice of engines lies between Honda's proposed 2-litre turbo V6, or the 1.6-litre turbo four-cylinder 'Global Racing Engine' favoured by many from the Volkswagen-Porsche Group to Ford and General Motors. American Honda's racing boss Erik Berkman said Honda is ready to start building its proposed engine.

"The league has given us assurances for two years that this is the right path," said Berkman. "We haven't built any prototypes or ordered any tooling, but we've started the design process and we're ready to pull the trigger on building the V6. We've told the league that June 1 is a hard date for us as an engineering company to get to our objectives for 2012. It should have been April 1. But we respect and appreciate that Randy needs these two months to be able to do his process. It's a complicated and important thing to decide but now is the time. Everybody can't be happy because everyone can't win. But hopefully he can strike the right balance."

Former Champ Car co-owner Kevin Kalkhoven continues to run his team, KV Racing, in the Indycar series. Kalkhoven also co-owns Cosworth with Jerry Forsythe and has become a cynic about Indycar racing. "This committee is a sham," he claimed. "It's already been decided. It'll be a Dallara-Honda."

Some people, most notably Roger Penske, would like to see the new formula moved back to 2013, and there's been talk of grandfathering the existing Dallara-Honda for a few years to enable the IRL's many cash-strapped teams to survive. "The committee will make that decision," said Bernard. "If they come back to me and say we need to wait until 2013 we'll push it back. Their decision will be what we'll go with."

By the time most of you read this the decision on the IRL's new formula will have been made. It's the first step in Randy Bernard's mission to rebuild Indycar racing, and everyone in the sport hopes he will succeed.

# Letters

## Oh so wrong, Mr Wright

**Sir,**

I read Peter Wright's thoughts on the future of Grand Prix racing with a mounting sense of disbelief and irritation (Shaping the future of F1, June issue). His proposal to introduce a lame little 1400 turbo four, if accepted,will succeed in hammering the final nail into my sport's coffin. I have watched GP cars in action for 40 years and fell in love with the sport the second I saw JYS power-slide his Tyrrell out of Lodge corner at Oulton Park.

A huge part of the charisma of F1 'live' is the shriek of a racing engine, and sorry Peter, but a turbo four doesn't cut it. They weren't even that dramatic-sounding when bolted into the back of Piquet's Brabham, even if the 1300bhp did keep the driver fairly busy…

A question for readers – you are at Brands Hatch and are given the opportunity of watching a few laps by either a 1975 Ferrari 312T or a 2010 Formula Renault. Both will lap at a similar pace, the newer car able to do so with half the 312's 500bhp thanks to its immense grip and supreme braking ability. Any takers? Thought not, because like me you want to hear a squalling flat 12, watch a power-slide out of every corner and listen to the driver heel and toe into Druids.

F1 is running scared of its perceived opponents and Mr Wright's suggestion is just another doomed attempt at placating them. I'd love to meet the environmentalist who says, "Peter, the turbo four is just fine, it's the V10s and 12s we worry about". If this sport wants to do something intelligent about its footprint then reduce the number of flyaway races to Tilkedromes – you know, those races at identikit circuits attended by a couple of hundred ex-pats, a posse of sheikhs and the usual celebrities sharing their airhead thoughts with Martin Brundle on the grid.

My blueprint for the 2013 GP car? Four litres (six, eight, 10 or 12 cylinders), revs restricted to 14,000, thumping big slicks, a gated shift and, yes, a clutch pedal! Half the aero grip of the 2010 car and brakes which are reliable but inefficient enough to double or even treble current braking distances. And if I want to listen to a bloody turbo 1.4 I will go and test drive a Golf…

*John Aston, Over Silton, North Yorkshire*

## Silverstone shapes up

**Sir,**

I was looking forward to the GT1 World Championship round at Silverstone as it was to be the debut of the new revised circuit layout. Having seen so many great circuits emasculated over the years I expected to be underwhelmed by the changes. To my great surprise, I was impressed by what I saw, and I believe Silverstone is a better circuit as a result.

Let's face it, the section we have lost was hardly classic; granted Bridge was a pretty good corner, but I won't miss the Abbey chicane and the Luffield/Brooklands sequence was always far too tight and twisty. The Wellington straight is a terrific addition and the new Brooklands is a far more exciting corner than before and was the scene of much overtaking. We watched the GT1 race from Becketts and were also able to see the cars negotiate the Loop and Aintree, which greatly enhanced our viewing experience.

In terms of the layout, the only disappointment was the new Village corner – I'd have liked to see a faster corner leading into the low-speed Loop. I realise the 'building site' look can't be helped as the new pits complex is under construction, but I hope they give the asphalt run-offs a lick of paint, otherwise Silverstone will always have that 'not quite finished' look. Something must also be done to the exit of Club, where the run-off is used as an extension of the track.

Put these small things right and Silverstone will again be the great circuit it was before 1991.

*Nicholas Bird, Knowle, Fareham, Hants*

## Todt gets my vote

**Sir,**

Like Nigel Roebuck, I had some doubts as to whether Jean Todt was going to be any better than his predecessor as FIA president. However, I agree that his performance to date has been a pleasant surprise and I hope this continues.

He made a good impression on myself and some colleagues in Bahrain when he visited the weighing bay before the end of the GP, where I was working as part of the scrutineering team. He made a point of introducing himself and shaking hands with all the team members. I have been involved with the Bahrain marshalling and scrutineering teams since 2004 and never saw his predecessor, let alone shook hands with him!

*Les Winder, Awali, Bahrain*

**LETTERS TO THE EDITOR**

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

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

## Manners from heaven

**Sir,**

After Jonathan Palmer took over Snetterton some years ago, I wrote to him asking that he do something to spruce up the memorial to Archie Scott Brown, which at that time was looking very neglected in the paddock. (I was born and grew up in Norfolk, and ASB was my boyhood hero.)

Then, in 2006, and directly as a result of that plea, my wife and I were invited to the opening of the new Archie Scott Brown scrutineering building at the circuit. Among the other guests was Jack Sears. I decided that his autograph would be a fitting addition to my copy of Robert Edwards' excellent book *Archie and the Listers*. I proffered book and pen towards him with the request. He looked slightly surprised that, so many years on from his 'heyday', someone was asking for an autograph.

He signed, handed book and pen back to me and, making direct eye contact, asked if that was OK, adding: "I always felt that a legible signature was so important; none of today's hurried squiggles…"

It was said without any degree of pomposity but was an example of what Simon Taylor (Lunch With…, June issue) described as his "courteous good manners".

A real gentleman.

*Mike Dodman, Bromsgrove, Worcs*

## Ferrari's early gearchange

**Sir,**

John Barnard (Lord of the black arts, June issue) tells us that when Vittorio Ghidella first arrived at Ferrari to take over Enzo's role, he was "super-nervous" about the next Formula 1 car having no conventional gearchange mechanism because "what happens if it doesn't work?". In fact, both Jody Scheckter and Gilles Villeneuve had tested a 'push-button gearchange device' at Fiorano before the 1979 South African Grand Prix.

This version was never raced and seems to have been largely ignored by history, though it was described in some detail by *Autocar* that year.

The project was then set aside, but a much-revised system was reported as being tested on a turbocharged V6-powered F1 Ferrari in 1987, though no such car would be brought to a race track either. Maybe Signor Ghidella's doubts were not totally unjustified…

*David Cole, Oakham, Rutland* ➤➤➤

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# Letters

## Part of Goldie's gang

**Sir,**

I read with great interest the insight column, 'Experiments in Speed' (MG K3 test drive, June issue). The picture at the bottom shows Goldie Gardner by the cockpit of his MG, and to the left my father, Walter Hassan, then the Chief Development Engineer of Jaguar Cars, because the MG was fitted with the four-cylinder XK100 engine for this single occasion. He seemed to be listening to the engine note, presumably while setting up the twin SU carburettors.

It is interesting to postulate that this was the only time the XK100 engine ran in anger for that run on the Jabecke Autoroute in Belgium in 1948, when a speed of some 180mph was achieved. Rather different are the dress codes in the photo compared with today!

*Peter Hassan, St Mawgan, Cornwall*

## I go back to Nuvolari...

**Sir,**

I was interested to see Geoff Bell's letter in the June issue – I can tell him of someone who has been reading *Motor Sport* longer than him!

Remember Tazio Nuvolari, Geoff? When Tazio won the German GP in 1935 I was already an enthusiastic MS reader and Tazio was my hero. I only met Jenks four or five times, but we wrote and phoned each other often. In 1991 when I was 70 my daughter took me to the Italian GP. Jenks gave me lots of advice on how to go about things, and in the March '92 edition he wrote about my trip, which was fun to read.

In the 1940s we lived near the Cooper garage in Surbiton and knew John and Charlie. Lots of lovely memories, including getting to know Denny Hulme, Bruce McLaren and Jack Brabham. I cannot say I enjoy GP racing these days – too many rules and fortune-hunting. Plus I no longer know anyone involved!

*Alan Thomson, Seaton, Oakham, Rutland*

*Can any reader beat this for loyalty? – Ed*

## Giacomelli's heroics at FoS

**Sir,**

What a fantastic article on Bruno Giacomelli in the June issue. I have always taken a huge interest in the participants of our sport who slip slightly under the radar of most motor racing and certainly Formula 1 viewers.

The final paragraph could not be more correct about Bruno being so taken with the art of driving. I recall a trip to the startline of the magnificent Festival of Speed a year or two back. In among a batch of 1970s and '80s F1 machinery sat Bruno in the Alfa 179, V12 gently revving. Even though a few years had passed and a modest getaway would have been highly excusable Bruno displayed smooth and assured skill, immediately obtaining a perfect balance between throttle and clutch, modulating the noisy throttle to feel the traction.

The only person on the day who opened my eyes in the same way was Jackie Stewart in the Cologne Capri. If I thought Bruno had skill in a car he was now unaccustomed to, then Jackie's departure in the Capri was sublime to say the least. They say you should not meet your heroes, but on this day Giacomelli cemented his place as a hero of mine. It really makes me wish I had not been just a toddler in 1979!

*Nick Bradley, Worthing, W Sussex*

## Round or spherical?

**Sir,**

Doug Nye's piece about Pedro Rodríguez's BRM at the 1970 Belgian Grand Prix (May issue) was, like the rest of *Motor Sport*, concerned with historical accuracy. So, following that lead, I would like to suggest that his Churchillian quote regarding "spherical objects" was possibly just that.

I may be wrong but my understanding is that, in the 1960s, Foreign Office paper featured a column for reader's comment. In this instance someone had observed "Round Objects!" in this column and the top man had returned the paper demanding, "Who is Round, and why does he object?".

I am sure that, in the interests of historical accuracy, we'd all like to know if this too is spherical objects.

*Tim Greenhill, Herts*

### KEEP IN TOUCH

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

## Don't forget Jo and Pedro

**Sir,**

Thank you for probably my best *Motor Sport* ever (May issue), but I was surprised to see in Alan Henry's report on the 1970s the omission of the fatalities of those two great rivals and BRM and Gulf-Porsche team-mates, Jo Siffert and Pedro Rodríguez. Both sadly missed.

*Peter Haynes, Needingworth, Cambridgeshire.*

## In defence of Alfa Romeo

**Sir,**

Regarding Andrew Frankel's view on past Alfa Romeos being dull or bad (June issue), yes, there have been a few dodgy ones, mostly in the '80s and early '90s. I didn't particularly like the 145 I drove for a while. However, I've owned five Alfas ranging from a Ti Sud which I loved to the current 1.4 TB Mito Veloce. I've been around cars for 33 years, and if Alfa were bad I simply wouldn't go there with a bargepole. But I can honestly say they always excite in their own Italian charismatic way.

Yes, the early stuff like the Alfetta 158/9s, Tipo Bs and 8Cs were incredible. But to imply Alfa have only just turned a corner is ridiculous. I got excited about them again around the turn of the new century when they brought out the 156. Then came the 147 GTA screamer, the 159 with that gorgeous front end, not to mention the Brera, which with the 3.2 V6 is a cracker.

I'm mostly proud of Alfa Romeo and their motor sport history, and I think they are doing a pretty good job right now.

*Geoff Osborne, Cumbria*

## F5000 highlights

**Sir,**

I enjoyed the Formula 5000 article (April issue) but the picture on p114 shows Frank Gardner in a Lola T300 not a T400, this being his idea to put the Chevrolet engine into the F2/FB chassis.

I first saw the T300 race at Oulton Park in 1971 when Frank beat Mike Hailwood in the Surtees TS8. I confess I wanted Mike to win, just like I did when I watched him leading Emerson Fittipaldi's JPS Lotus 72 at the 1972 Silverstone International Trophy meeting when he was driving the similar-liveried (Brooke Bond Oxo Rob Walker) Surtees TS9B.

And I was there when Peter Gethin beat the F1 cars at Brands Hatch in the F5000 Chevron – I never realised the damage that win did!

*Alan Toft, North Vancouver BC, Canada*

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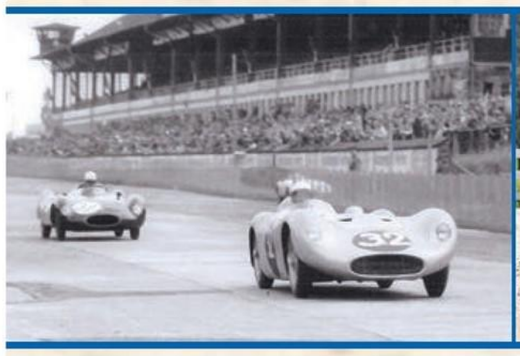



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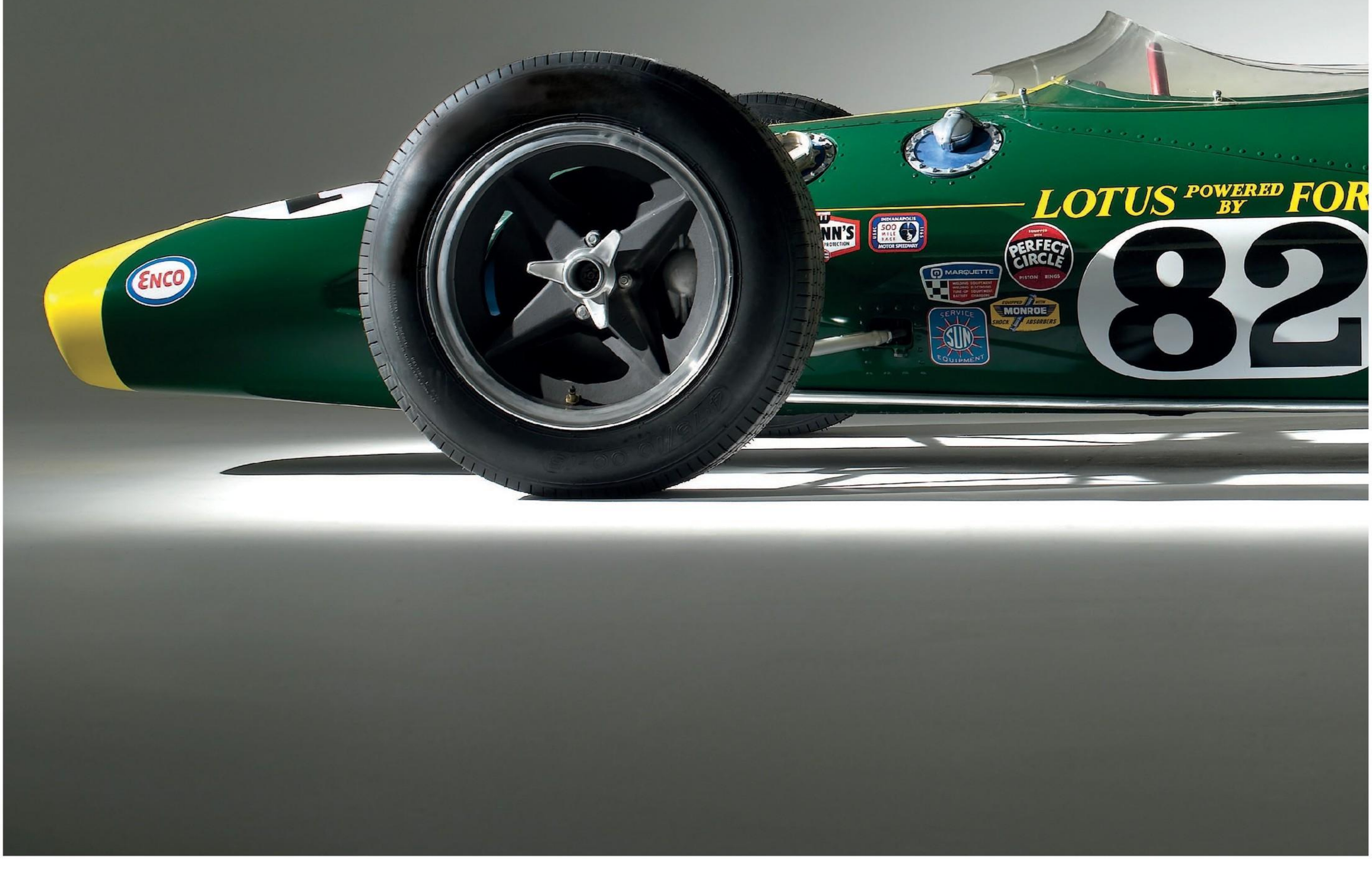



CLARK'S INDY WINNER

# HISTORY IN THE REMAKING

Jim Clark's Indy-winning Lotus 38 will run at Goodwood in July following a meticulous rebuild by Classic Team Lotus. It's a job 'the boys' relished...

**BY GORDON CRUICKSHANK**



"I just want a picture of the boys." Hazel Chapman, Colin's widow, lifts her camera and 'the boys' stop talking. Boys. Their bus passes are dog-eared now, but they were lads when they built the machine in front of us. It was 1965 when this was last in a Lotus workshop, when these boys slaved through many an April night to get it ready for the Indianapolis 500, to give Jim Clark a chance to avenge the cruel reverse of 1964. That year shredding tyres tore up an almost certain win. A year later some of these boys were there to see Clark in his funny little back-to-front device lift the greatest prize in American racing.

From that glory moment to this, the green and yellow Lotus 38 has been preserved in the museum called The Henry Ford, virtually unchanged. It came to Goodwood last year and sat quiet and still. Now the museum wants it restored to bellow up Lord March's drive at the Festival, and here at Classic Team Lotus Clive Chapman's team are about to strip it to its nuts. Before that, on this chilly January day, the Team Lotus mechanics who built it 45 years ago will pore over every detail while Clive makes copious notes. He needs to know exactly what every button, scoop and tube is for so that the rebuilt car can be absolutely authentic. So here are Dave Lazenby, Bob Dance, Bob Sparshott, Graham Clode, and the car's designer Len Terry. They've been chatting eagerly but they go quiet when the cover comes off the yellow-striped projectile. This thing is special to them, and to history. It flies Indy firsts like flags. First rear-engined winner, first Ford victory, first 150mph average, first foreign driver to win since WWI, first British car ›››




Greg Pajo

to hi-jack the solid-silver beer barrel of the Borg-Warner trophy. Track records lay in shreds as Clark climbed out of this device.

Part of the Ford deal was that it kept the winning car, and for 45 years it's been a proud but silent trophy in the museum. (The car that went to two Swiss hillclimbs in 1966 wasn't this one, despite reports.) Over the years it began to look weary, so in 2001 it had a cosmetic clean-up; that's why the paint is shiny. But as the guys remove the panels and peer inside we can see the dull alloy, faded labels and grimy corners that tell you no one has had this device apart before. Clive points out details, like the protrusions on the seat back, that confirm this is chassis 38/1. That dull red wheel is the one Jimmy gripped; that stubby gear lever the one he tugged from low to high for 200 laps. All these parts crossed that finish line together, as 200,000 people cheered and Indianapolis history turned a page.

You could argue that Chapman was lucky that the fruits on the machine clicked into line just when the jackpot was brimming: Jack Brabham had impressed with a rear-engined interloper in '61, Dan Gurney schemed an Indy attack from 1962, got Ford on board and promoted Chapman as the guy who could deliver, while the Lotus chief had Len Terry to draw it and Jim Clark to sit in it. But luck is made of hard work, and you have to swallow some grit on the way. For Lotus it came coated in a face full of Parnelli Jones' oil in '63, when Clark had to concede a rookie victory behind the leaking roadster, followed by the PR disaster of '64 and those disintegrating Dunlops. The whiff of petrol tainted the Lotus-Ford alliance, too; you burn less of it than the usual Indy methanol, so Chapman chose it for fewer pitstops – but it erupts more easily. There were mutterings that the fireball smash which killed two drivers in '64 wouldn't have happened if Ford hadn't listened to that Limey, and for a breath or two the marriage looked rocky. But Chapman's charms soon had a '65 deal signed: an uprated methanol version of the four-cam mechanically injected 4.2 would be on its way to Cheshunt. Please build two new cars – oh, make that three. Dan Gurney reckons he'll go it alone if you sell him a car.

At Lotus Len Terry sometimes clashed with Colin Chapman over design matters, and was happiest left alone. He doesn't count the first Lotus Indy cars, 29 and 34, as his – merely modified 25/33s. But for the 38 he had carte




"Development is correcting the designer's mistakes. That's why you had an easy time"

LEN TERRY

blanche because Colin was out at the Tasman races, and he made full use of it to push aero design principles. Instead of the 33/34 'bathtub' – driver sitting between two stressed-skin tubes – he drew essentially a single rigid hull with a hole for the pilot and two sponsons behind to cradle the V8. "When Colin came back he didn't like the full monocoque because of accessibility. But it was too late! And I wouldn't have changed it." He may be slight, but Len was never one to be slighted.

Holding the wheels on was a lop-sided variant of the F1 car's suspension – wishbones and top link up front, reversed wishbones, top link and radius arms behind, heftier discs and uprights all round. Len beckons me round the back to show how despite the asymmetry – body hunching 3in left to even out loads on ovals – the swing axle lengths work out equal for even steering response. Pointing at the rear cross-member he explains how to plot pivots to give over- or understeer as the driver prefers. "What did Jimmy like?" I ask, and he laughs. "He didn't care! He could adapt to anything, he was absolutely brilliant. In testing you didn't dare let him have more than two full-out laps, because by the third lap he'd have adapted to anything wrong with the car and covered it up!"

The result just looked – right. Slim, questing nose (running dope allows a smaller radiator), curved rump hiding the two-speed ZF transaxle, air-gulping intakes and those mustard tailpipes pointing skyward like ack-ack guns. A broad-shouldered cousin to the 33 F1 car.

Though he knows this car inside-out, Lazenby marvels at it. "It's so purposeful, so right. One of the best cars ever." Crew chief at Indy, he recalls how smoothly the long, leisurely May run-up went. "It was finished on time, and once we got to Indy there was nothing to do. We'd just push it out each day in the evening cool, Jimmy would go faster yet, and we'd put it away again. The whole month was brilliant." Len Terry grins: "Development is correcting the designer's mistakes. That's why you had an easy time."

Easy if you don't count building up a second 38 and running Cortinas at two US races…

"How long did it take you to draw, Len?" Lazenby asks.

"Four months. I was always quick on the drawing board."

By now Lotus had separate Indy and F1 teams but this race mattered so much to Chapman – he'd smelt the money – that ➤➤➤



Lotus forwent Monaco, run on the Sunday before the Speedway classic. So they spent all month in the USA, and loved it. Clark even had time for a quick trip to Scotland, while the Lotus crew played up national stereotypes: they all laugh at the shot of them in deerstalkers.

The lads don't pay so much attention to the big vee in the back. They didn't build that, it came straight from Dearborn. Shortly it will be extracted and sent back to the US, to Walt Goodwin at Race Car Restorations in Indianapolis. His is the tricky job of assessing how good the innards are, and what he dare keep.



Laz leans in – "I remember making those pedals!". Suddenly there are pointing fingers and a jumble of talk about breathers and fuel valves. Fuel flow was crucial to the 38: new USAC rules for '65 meant only gravity fuelling, so to fill the tanks – two side, one behind the seat – Terry fitted a fast-flow funnel inside the rig tank and turned the one fill, one vent system into two fill pipes, increasing fuel flow by a third.

"Remember [legendary team boss] Andy Granatelli staring at the extra weld on the rig? laughs Lazenby. "He knew we'd done something, but he couldn't figure it."

"Clark took home £46,000. His world title brought him £13,340"



IMS

"Fifty gallons in 19 seconds," says Len with restrained satisfaction. "They all thought we'd have to stop again." In his eighties now, Len still has a schoolboy twinkle as he recalls the tricks that went along with the science, like his self-feeding 'bird bath' oil tank that baffled Indy denizens by looking too small to last. They couldn't see the back-up on the bulkhead.

The other ace in their hand was the Woods brothers (and two cousins) – drawling Southern stock car boys who manned the pumps. Famed for their pitwork, they were flown in by Ford. Helped by Len's device, the brothers took slices out of pitlane downtime, keeping Jimmy in front for most of the race. Laz: "They spoke so slow you thought they'd never do a quick stop – but in action they were amazing!"

"We could hardly understand each other, though. They kept asking 'you really English?'" says Bob Dance, in his rich Norfolk burr.

With these 'unfair advantages' lined up, Colin could safely afford to choose slower but hardier Firestones over faster, fragile Goodyears.

As more panels come off the grey heads crowd in, excited as small boys. Determined on accuracy, the museum has collated a huge amount of research material. Armed with photos, drawings and laptop video, Clive quizzes them on metal finishes, switches, instruments. He not only wants to get it right, he needs to show it's right. CTL has drawers of drawings, but this was a race team – you modded on the hoof, and you didn't bother drawing what you knocked up. And because you were there doesn't mean you remember…

"Who made these?"

"You did!"

There are oddities that puzzle everyone – welding stumps where something's been moved. And "What are these four pull knobs for?" They work back into the car and into memory: "Indy made you have a fuel shut-off, that's this one… This one's for mixture…" Torches come out – they're the sort of men who carry torches; Laz's head gets further inside. It's archaeology crossed with a logic puzzle. The collective 'ahhhh' when they figure out the final one – a two-gallon get-you-home tank fitted in practice – is like finishing *The Times* crossword.

Now they debate a patch of glue in the cockpit. Period or a museum fix?

"Could be for padding for Jimmy," Len suggests. "Remember I designed the car for Dan, who was much bigger."

"One reason why Bobby Johns was a good second driver – he was the same size as Jim," says Graham Clode. ›››

INSIGHT

# ANOTHER DEBUT FOR CLARK'S WINNER

The 1967 Dutch GP-winning Lotus 49 graced the Monaco Historique grid in as close to original specification as possible

**BY MARCUS PYE**

The cumulative genius of Colin Chapman, Jim Clark, Mike Costin and Keith Duckworth, first evidenced in 1960 during the Scot's brief Formula Junior sojourn in a Lotus 18, stunned the Formula 1 world with the Ford Cosworth DFV-engined Lotus 49's debut victory in the Dutch Grand Prix at Zandvoort on June 4, 1967. (The news footage made my ninth birthday…)

That chassis, R2, served Clark well over the final year of his life, although lack of reliability precluded a third world title. Having carried him to victory in a drama-laced British GP at Silverstone (just!) and the US GP at Watkins Glen, it was fitted with a 2.5-litre (DFW) engine for the '68 Tasman Cup series.

The Lotus green and yellow warpaint gave way to brash red, white and gold as sponsorship from John Player's Gold Leaf cigarette brand alleviated Chapman's hitherto omnipresent cash worries during the Antipodean tour. Four wins from eight races in New Zealand and Australia earned Jimmy his third Tasman crown.

In the aftermath of Clark's death at Hockenheim, barely a month later, and the incineration of Rob Walker's R4 in a workshop fire, R2 was loaned to the celebrated privateer entrant for Jo Siffert, pending the triumphant arrival of its B-spec car (R6). Subsequently returned to Gold Leaf colours and uprated to 49B configuration, R2 saw out the year with Jackie Oliver.

After 20 GP starts (five in B-spec), the car's later career remained hazy for decades, although it never fell off the radar. When Chapman sold it to American Volkswagen dealer and Lotus nut Pete Lovely in late '68, the chassis was re-numbered R11.

Phase two of the gallant machine's life began when the works team borrowed it back for Mario Andretti to




**The historic 49 resurfaced at Monaco in Team Lotus colours**

Jim Houlgrave

contest the 1969 South African GP, and four starts with Lovely – culminating in the 1970 British GP at Brands Hatch – would take its World Championship roster to 25 races.

'Used up' racing cars made no headlines then; indeed only when writer Michael Oliver was charting individual chassis histories for his splendid book *Lotus 49, The Story of a Legend* did the deep significance of updates and modifications made by Clark's mechanic Allan McCall and associates to the sole surviving earliest-spec monocoque hit home. Among these, the unique separate fuel filler atop the front of the cockpit gave the game away. R11 was R2!

Turn the clock forward 38 years from the car's final contemporary race, the Seafair 200 USAC at Seattle International Raceway in August, 1971) and it finally has a new American owner in Chris MacAllister. A man who loves history, and respects it. His decision to return the car to its 1967 spec would have been bold without agenda. But Classic Team Lotus accepted his challenge with a four-month window to a projected debut at the Monaco GP Historique!

The rolling chassis arrived at Clive Chapman's concern last Christmas, whereupon legendary mechanic Bob Dance, JPS era wrench Chris 'Doc' Dinnage, lead mechanic Kevin Smith and a talented crew with Lotus blood in their veins set about the monumental task. The honour of restoring the most iconic early 3-litre Formula 1 car, and Clark's memory, sustained them.

Getting the aluminium monocoque – to which, fundamentally, the compact DFV mates as a stressed member – absolutely right was crucial. The tub received upgrades in mid-67 (further bulkheads to stiffen it aft of the front suspension, and larger, stronger integral fairings behind the rockers operating the inboard coilover dampers) but later 49B work had to be undone.

Sheet aluminium was let into the tub's lower flanks, closing the deep cut-outs to accommodate longer radius rods, and external rear suspension pick-up points were reinstated. Posts for the more substantial rear-braced 49B roll hoop were left for racing, although the car can be demonstrated with its original vestigial twin roll hoops. Remember, there were no seat belts in '67…

The repackaging then began. The reliable variable-ratio Hewland FG400 transaxle was replaced by a ZF 5DS-12 from old Team Lotus stock. Off came the swept-forward front suspension rockers in favour of straight ones which reined the wheelbase back 3in to 95in. Out went the improved rear suspension location, and the front was retro-engineered to match, with 15inx8in wheels replacing 13in rims. Modern patterns to recreate the 15in rears were modified to provide the correct 13in width.

Also in the metamorphosis, the dry sump oil tank which had migrated to the back, saddling the gearbox, returned to its old home behind the water and oil radiators in the cowled nose, now shorn of winglets. Naturally, the rear aerofoil was also set aside.

In the absence of any 1967 Cosworth DFVs in running order, the engine numbered 814 was built by Phil Reilly in the USA to 1968 specification: 85.6mm bore and 64.77mm stroke. While FIA Appendix K rules unfathomably permit use of any DFV in any chassis of a type which used the constantly-evolved powerplants, MacAllister chose not to follow rivals down the 'easier' short-stroke route to increased performance.

Brake spec is strictly period too. While 49s were initially raced with wide ventilated discs, these were replaced by solid discs during 1967. The Girling 14-4 calipers were re-cast by Bob Green, then the company's field engineer, through his BG Developments enterprise.

The only insurmountable difference which Classic Team Lotus had to live with was tyre availability. Team Lotus ran Firestones in '67, with a rolling diameter of 24.4in front and 26.8in rear. Dunlop, which now supplies Historic motor sport of the period, has standardised its control rubber for the treaded era at 24in and 25.2in diameter respectively.

This most fastidious of restorations would not have been possible without Bob Dance's original notes, constant reference to Team Lotus drawings, and access to R3 at the National Motor Museum, in Beaulieu. R2 ran for the first time post-restoration on April 16, on the old Lotus airfield test track at Hethel, where 49s were always shaken-down. Poignantly, Dance was working on it, running in original specification and Team Lotus colours for the first time in more than 42 years.

MacAllister achieved his ambition to race R2 at Monaco, where it was a star turn. Amid a barrage of clicking cameras and flashguns, he set off strongly but a gearbox problem forced retirement. Ironically, it was transmission failure that halted Jo Siffert's race on the car's only previous appearance in the principality, on May 26, 1968. What priceless authenticity.




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They'd been due to run first at Trenton, NJ, but after an accident to the second car (which meant building up a fresh one under the same chassis plate) they went straight to Indiana, where stock car veteran Johns stepped up alongside Clark. The other candidate, Parnelli Jones, ended up in his Agajanian-modified Lotus 34, while AJ Foyt in another 34 and Gurney in his go-it-alone All-American Racers 38 meant that as the crowd baked and the majorettes glittered and strutted, four of the high five were Chapman cars, split by Mario Andretti's Hawk Brabham copy. Nine of the top 10 bore Ford blue ovals, two-thirds of the grid sat ahead of their power plants. No matter who won, after this the old order of tube frames and up-front Offenhausers was a sideshow.

Clark's 160mph qualifier was a record-smasher, but Foyt topped it to grab pole in the older car. No matter; Clark led into Turn 1 and that wrote the script for 190 of the 200 laps.

The boys crowd round Clive's laptop to watch the period video. Andrew Ferguson, then Competitions Manager, says in his book that Jimmy meant to trail Foyt into Turn 1, passing him inadvertently. It fits with Dave Lazenby's comments now, eyes fixed on the fuzzy grey image. "Jimmy took two laps to settle, then he was gone." Lap 3 arrives. "There, see? He's off!" They're all round-eyed and quiet. They were in the middle of it; they know what happened; they're still riveted.

AJ heads Jim briefly, but those fuel stops, and the overwhelming pace of car and driver, tell. The commentator goes all Murray over the quick pitstop – surely he'll have to stop again. "Everyone else was shell-shocked by it," smiles Graham. The leaders trade race records, but Foyt's stops take two, almost three times as long. Dan's Yamaha 38 drops back – a cam gear is breaking up – leaving Parnelli Jones to hassle Foyt for second. It's all there is to fight for. AJ is great in traffic but it doesn't help. Jimmy has lapped everyone bar Foyt when, just after halfway, the Texan's transmission breaks.

"You were slow with that pitboard saying FOYT OUT!"

"Yeah, I still remember the sign language coming from Laz…"



Stripdown confirmed remarkable originality. Rebuild took only four months




The throne room, used once. Below, exhaust paint from original firm



Now rookie Mario Andretti is after Parnelli, and Jones is staring at Clark's gearbox, but dangerously low on fuel and on the wrong lap. Clark's two-minute lead is practically the other side of the International Date Line.

"I was standing biting my nails, thinking is he going to get there?" says Lazenby. "When he made it I just felt huge relief."

Sparshott shakes his head. "I can't remember any of this. I was too scared!"

Tinny cheering from laptop. Crowd on feet. Chequer waves. Jim makes history, in this car right here. What was it like in the pitlane?

"Euphoric," says Graham.

"Special," says Lazenby. "When he crossed the line I thought 'that's my darling!' Your dad leapt up to go and meet him."

Clive points out that Laz is first to speak to Clark. What did he say? "Probably 'thank god that's over. Where's the money?'" Everyone laughs; Jim did enjoy the cash. For this one win Clark collected £46,000. In the same year his F1 World Championship brought him £13,340.

"There's George Bignotti. He came up to Colin and asked 'so how much did you win?'" Over $166,000 is the answer. On screen the onlookers surge, Jim holds up the newspaper and drinks the milk. Hazel recalls proudly that despite the men-only tradition she and Clark's girlfriend Sally Stokes pushed into the winners enclosure. "They weren't going to keep me from that!"

And all America watched; this was the first time the 500 made national TV, so Ford's cup overflowed. Eight of 11 finishers had Henry's V8s; the marque would dominate Indy for the next six years. Of course, a US driver would be even better; Ford decided to back Gurney's AAR-Eagle affair, and Len, already working out his contract, went with him to build an even more beautiful machine.

Meanwhile everyone wanted a 38 and while No82 went off to begin a show tour at the New York World's Fair Chapman plotted a production line. But the tub was complex to build; the various Teams Lotus were stretched. In the end two customers – Foyt and Andretti – got 38s, built elsewhere in different alloy. Known as the Soft Alloy Specials, they weren't successful, and comments about them still make Len bristle. "They weren't more *flexible*, they just weren't as *strong*. People don't know the difference. They don't understand about modulus of elasticity."

All this was in winter, before the strip-down. Lotus designer Martin Ogilvie checked the tub was sound; Ford historians went over »»

Clive Chapman's comprehensive report deciding line by line how to treat each part so it would look just – no, *be* just as it crossed the line. Then the Classic Team Lotus crew under Lewis Cullington got going (even they retain one original component – Bob Dance, with his comprehensive notes of everything he did). There's also the racks of drawings, photos and old-new parts preserved from Team Lotus, not to mention the wide-ranging skills, which make this the right place to bring your 38 for its first 500-mile service. It's in good company: they're also working on a 94T, 97T and another Clark treasure – the 1967 Dutch GP-winning 49, Chapman's Next Big Thing (see page 44).

Many of CTL's restorations are for racing, which demands fresh components. This one is different. Originality was paramount. Over the years the front lower wishbones got bent being tied down by over-eager truckies, so for safety there are fresh ones, plus new hydraulic lines, and to preserve the real things there's a temporary seat and steering wheel. That's all. Even Graham Clode's wiring is retained, after checking. But the Henry Ford plans to run the car only at Goodwood and possibly at Indy; after that the straightened 1965 wishbones and Jimmy's seat and wheel go back. It's the same with the motor. Once Walt Goodwin got it apart he was able to re-use even pistons, pins and bearings, knowing that no one is going to be hitting the red line with this V8. Replacements were limited to trivialities like O-rings. These are no qualifying words. This machine is original. And seminal. Not only a winner of huge significance, this car sired a line of Indy success, including Gurney Eagles and AJ Foyt's Coyotes, and altered the vocabulary of racing car design.



CLARK FANS HAVE AN EXTRA CHANCE TO see the Indy-winning 38 before Goodwood, when it joins Jimmy's triple GP-winning 49 and title-winning 25 at the Classic Team Lotus Festival at Snetterton on June 20. Remarkably, one of every Formula 1 Lotus from 1958 12 to 1994 109 will be on show, and Lotus Racing will also bring this year's T127, on the eve of the marque's 500th GP. The 'Clark trinity' won't run, but there will be racing as well as the full range of Lotus road cars. Call 0870 950 9000 or visit www.snetterton.co.uk

Though '82' will also go to Pebble Beach, the museum forbade shiny show flourishes; it had to look transported by Tardis from May 31, 1965. And, boy, does it. Once Jackie Stewart has brought it back to the Goodwood paddock, if you can push through the crowd, check the decals on the deep green cellulose (matched to original paint found inside) against the photos. Or the cable runs. Or any of a hundred tiny details. A gorgeous machine, sensitively restored by people who care about getting it right. This is one of racing's great cars, exactly as it was on one of racing's great days.

There's only one thing wrong. It needs 500 miles of grime on it. That's 431 runs up Goodwood hill. Sir Jackie, start your engine.




Even the wheels of the restored 38 are those which in May 1965 carried Clark to a historic victory

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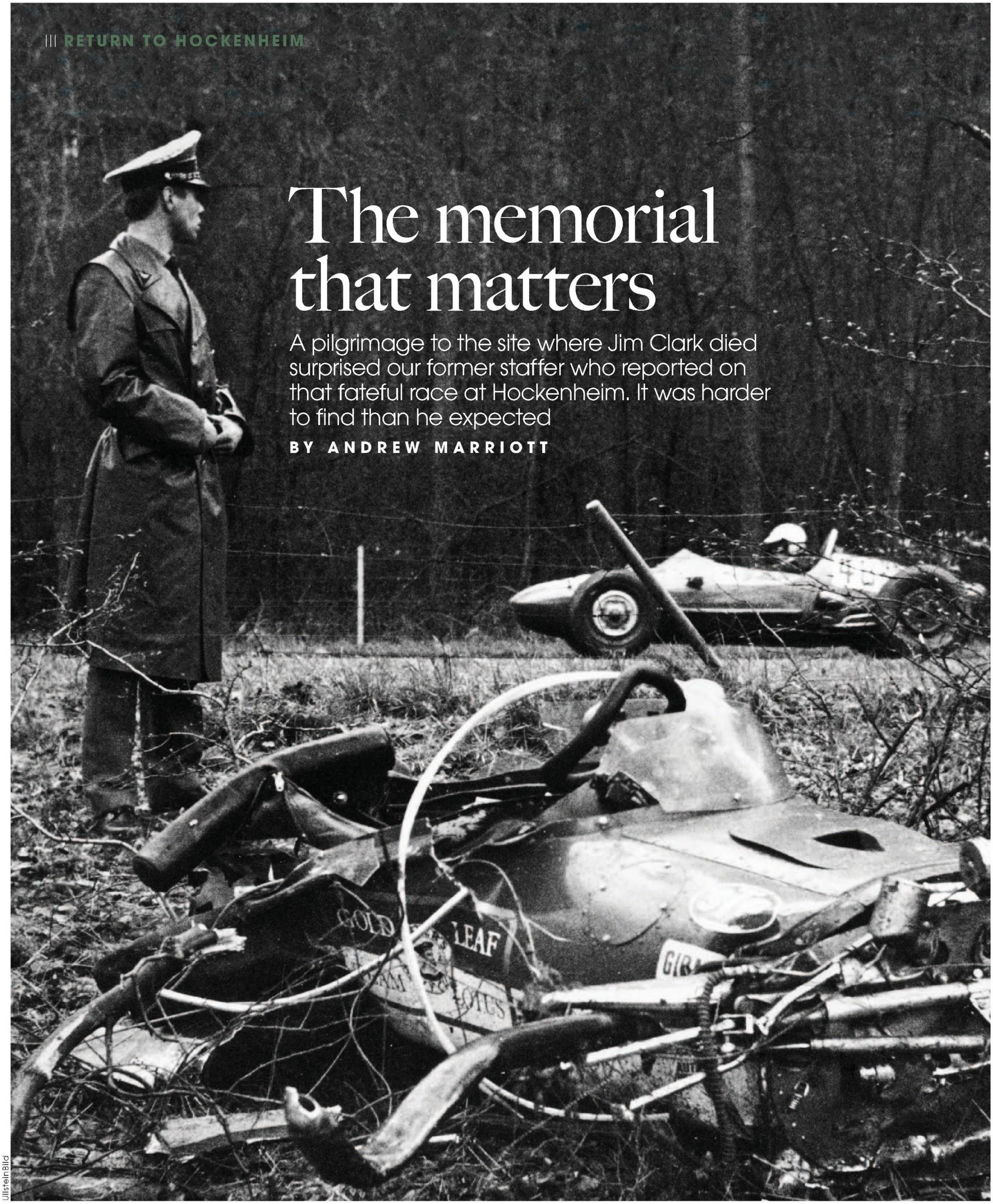
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# The memorial that matters

A pilgrimage to the site where Jim Clark died surprised our former staffer who reported on that fateful race at Hockenheim. It was harder to find than he expected

**BY ANDREW MARRIOTT**




Ullstein Bild

Clark faced tough opposition and conditions at Hockenheim. Below: the official memorial

Jutta Fousel Ward

The weekend of April 6-7 1968 was somewhat hectic for me. As a *Motoring News* staffer it was my task to head off to Hockenheim to report and photograph, for both *MN* and *Motor Sport*, the opening round of the European Formula 2 Championship – the Martini Gold Cup. The week before I'd been in Barcelona for the Formula 2 meeting but that was a non-championship race, although I'd enjoyed my first real in-depth chat with my hero Jim Clark.

Hockenheim was where I wanted to be because I was also the de facto team manager of a fledgling new F2 organisation we had called the London Racing Team. The drivers in the Brabham BT23Cs were my flatmate, the hugely talented Chris Lambert who was entering his second year in the series, and a newcomer to single-seater racing, the reigning Clubmans Champion and a barrister-at-law. His name – Max Mosley.

The previous year Lambert, a top karter and Formula 3 racer, had used an uprated F3 chassis in F2 and the cut-price machine hadn't matched the pace of the regulars' BT23 Brabhams. Plus, we'd decided that a team-mate would be a bonus and Mosley was keen to make the step up and reckoned he could learn from Chris.

So we'd acquired two new BT23Cs and a transporter – much more professional than Chris' Jaguar Mk2 with trailer. Anyway, the Jag still bore the scars of me dancing on its roof during a successful night out after the Jarama meeting the previous October.

I'm not really sure what the redoubtable Mr Wesley Tee, proprietor of *Motor Sport*, thought of my double life but he can't have been too worried because at the end of the season he packed me off to Argentina for a month to cover the Temporada F2 Series, and then promoted me to be *MN's* F1 reporter the following year.

Hockenheim was firmly in the grip of one of those grey, cold and wet spring weekends. But I was in heaven. This event is often referred to as a "minor race meeting", which always ➤➤➤



irks me. Take a look at the entry list – a factory Ferrari for Chris Amon, factory Matras for Jean-Pierre Beltoise and Henri Pescarolo, factory Tecnos for Clay Regazzoni and Carlo Facetti, a factory Lola for Chris Irwin, factory McLarens for Robin Widdows and Graeme Lawrence, Frank Williams' Brabhams for Piers Courage and Derek Bell. Then, of course, in their new Gold Leaf Team Lotus colours were the two 48s for Graham Hill and Jim Clark. Not to mention the likes of Peter Gethin, Jo Schlesser and a host of privateers.

Back in Britain there was the BOAC 1000 sports car event, but as far as I was concerned this was where it was at. For some reason the race was run over two heats of 20 laps and the result decided on aggregate.

Chris loved the new Brabham and qualified near the front of the grid, while Max was coming to terms with the huge jump from a U2 Clubmans car. On race day I left Paul Vincent and the small crew from P & M Racing Preps in the pits and headed off into the Hockenheim infield. The plan was to photograph as much as I could but also keep a lap chart – no electronic timing in those days – and this would be the basis for my *MN* report. I did this by taking photos as the leaders turned into the Stadium section, then swinging round and trying to lap chart them as they poured into the final corner before the pits. Pretty dexterous I admit, and it worked reasonably well, except my photos weren't up to much. The real problem came when I had to change the film…

The Matra M5As were the class of the field and they roared into camera view with poleman Beltoise ahead of Pescarolo. Clark was somewhere near the front and so was my mate Lambert. Max was near the back but not disgracing himself.

Lap three and I raised my camera and got a good shot of Jim in the Lotus, although he seemed to be dropping back. Chris was up to third place – this former chemistry student had Formula 1 potential. The next lap and I reckoned I hadn't seen the Gold Leaf car with No 1 on the side. A lap later I scribbled 'Clark out' in the lap chart book. I was oblivious to the crushing fact that my hero and, for me, the most naturally gifted driver of all time lay dead in the crumpled Lotus.

From my photographer/lap charting piece of German turf I couldn't see the pitlane; I didn't see any ambulances or safety vehicles which might have headed into the forest and the crash site over two miles away. Instead I was excited that Chris was heading for a podium behind the two Matras. Jim, I thought, must have stopped somewhere with a mechanical problem.

As the race ended I headed back to the paddock and quickly heard the news that "Jim had had a big one", but the details were pretty scarce. I talked to Chris and Max. They hadn't really seen much, but Chris said that early in the race Jim had waved him by, and commented, "He must have known there was something not right with the car, he wouldn't normally do that."



Ullstein Bild

"I scribbled 'Clark out' on the lap chart, oblivious to the fact my hero lay dead"

Ugly rumours were starting to float around and I think I caught a quick word with Lotus mechanic 'Beaky' Simms, still in racing to this day running the Risi Competitzione Ferraris in the American Le Mans Series. Soon I needed to be back in position for heat number two.

This passed off without incident and Beltoise in the Matra won again, but only just from Courage, with Pescarolo third this time. Ominously Graham Hill had not started the race. Lambert finished fifth for an aggregate fourth behind the Matras and Courage.

But we weren't thinking about that. By then it was pretty clear that Jim Clark was dead. I conferred with *Autosport's* reporter Paul Watson and it appeared that Clark's Lotus had speared off into the trees and Jim had been killed instantly. Deaths in the sport were a regular occurrence in those days, but surely not someone of Clark's sublime talent and skill? People reckoned a rear tyre had deflated, and there was another theory that the mechanical metering unit on the Cosworth FVA engine had seized and this had caused Clark to crash.

I drove back to the hotel and started to write the race report in something of a daze, beating the little portable typewriter's keys with an extra ferocity. Then a short night's sleep, and the hire car drive to Frankfurt Airport. But strangely the enormity of it all didn't really hit me until we landed at Heathrow and saw the national newspapers on display, with the Clark news splashed across them.

Last season, 41 years since that black day, I found myself back at Hockenheim, still a motor racing journalist. I'm the English language commentator for the DTM touring car series' world TV feed. I'd been back to the circuit a number of times since 1968, and this time – as always – I returned with a heavy heart.

The Euro F3 race had been run and DTM qualifying was over; Timo Scheider looked as if he would clinch the title for Audi but Gary Paffett would make it as difficult as possible. I was in a nostalgic mood, having just looked at a magnificent display of Mercedes-Benz Grand Prix cars assembled in the busy paddock. What next? It was too early to go back to the hotel. Then it came to me, I would go and seek out the spot where Jim Clark had died. I knew there was a tribute and had seen photographs of a stone cross. But I'd never made the pilgrimage.

Of course, Hockenheim is so much different these days, the track shortened in 2002 with the forest section abandoned and, as I was to discover, re-planted with trees. I walked into

the spectator area and, as I got to the spot where the new track deviates from the original, I spotted the Clark tribute but on the other side of a chain-link fence.

Backtracking so I could get closer, I had time to reflect that my flatmate Chris Lambert had died just four months after Jim in an avoidable accident at Zandvoort; that Max Mosley had continued into a second season of Formula 2, only to quit mid-season to follow a career in team ownership, the governance of the sport and controversy.

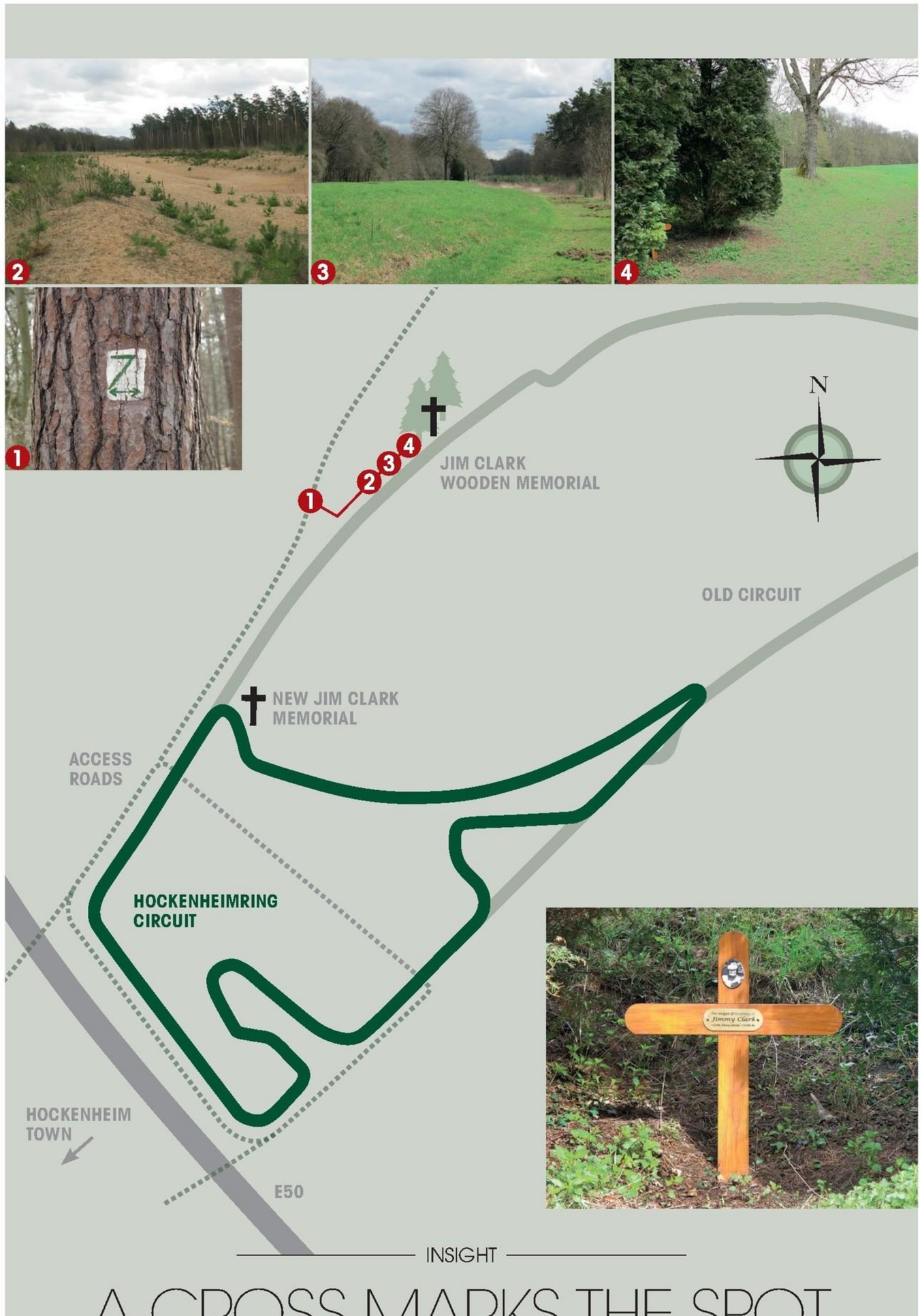
Now I was in front of the Jim Clark Memorial, complete with the stone cross I had seen in photographs, but this was definitely not the spot where Jim had died. It was a rather more elaborate tribute because on either side of the cross were two 'tourist' explanation boards – one in English and the other in German. Alongside this was a much smaller tribute to another man I knew and who had perished at Hockenheim in a 1972 F2 race, the tough Irish-born Kiwi Bert Hawthorne. But there was nothing to mark the death of Patrick Depailler.

I read the information about Clark's death, well-written by respected historian and *Motor Sport* contributor Doug Nye, plus the explanation on why the tribute had been moved from the original spot. Pointedly, it said it was because of the "re-forestation". It inferred it was now impossible to reach the actual spot where Jim had perished.

I still had some time on my hands, so I decided to try to get as close as possible to the crash area. I reckoned I'd have to walk about a kilometre into the forest and it was possible to follow the line where the old track went. That's what I did, occasionally pushing through brambles. After I had walked for a while I thought I might be in the right area, so I took a few photos of nothing but small trees and shrubbery. Then I decided I hadn't gone far enough and trotted further along the line of a raised bank, which must have been for spectators. No sign of anything, so a little disappointed I turned round and started to walk back towards the paddock.

Then something caught my eye. Two tall pine trees on their own and between them a wooden cross where the stone one had been originally. It was a much simpler but certainly more poignant tribute than the official one. I stood for a while thinking that the Lotus had careered much further off the track than I ever imagined. Then I headed back to the paddock, on the way finding out that, actually, there is a much easier route to the tribute (see sidebar).

Jim Clark's death remains a mystery, but now there is another one. Why have the Hockenheim authorities decided to dupe fans into thinking you can't reach the original site? And who placed the wooden cross there? Ⓜ




INSIGHT

## A CROSS MARKS THE SPOT

It takes dedication and a good sense of direction to find Clark's crash site

To find the new Jim Clark memorial, drive along the road called Ernst-Wilheim-Sachs-Strasse that runs along the north side of the Hockenheim circuit. Once the new track bends away from the road, you'll see it on the right.

Sadly, finding the old memorial isn't as easy, but it is still very much possible. Carry on down this road, over a crossroads, and a few hundred metres later on the right is a tree marked with a green number seven (1). If you reach a bridge over a stream you've gone too far.

Turn right at the seven and head down the forest track which leads to the old circuit – now planted with new trees. The path bends to the left and starts to run alongside the old circuit; carry on along here and soon the trees will stop (2) and you'll reach a stream with grassy banks (3). Walk alongside this and you'll see two pine trees in front of you (4) and, between them, the wooden cross marking the site of Clark's crash.

The locals aren't too keen on having cars parked by the 'number seven' tree, as we discovered, so it's better to leave an hour to walk there and back from the new circuit.

COLIN CHAPMAN

# "He could charm the birds from the trees"

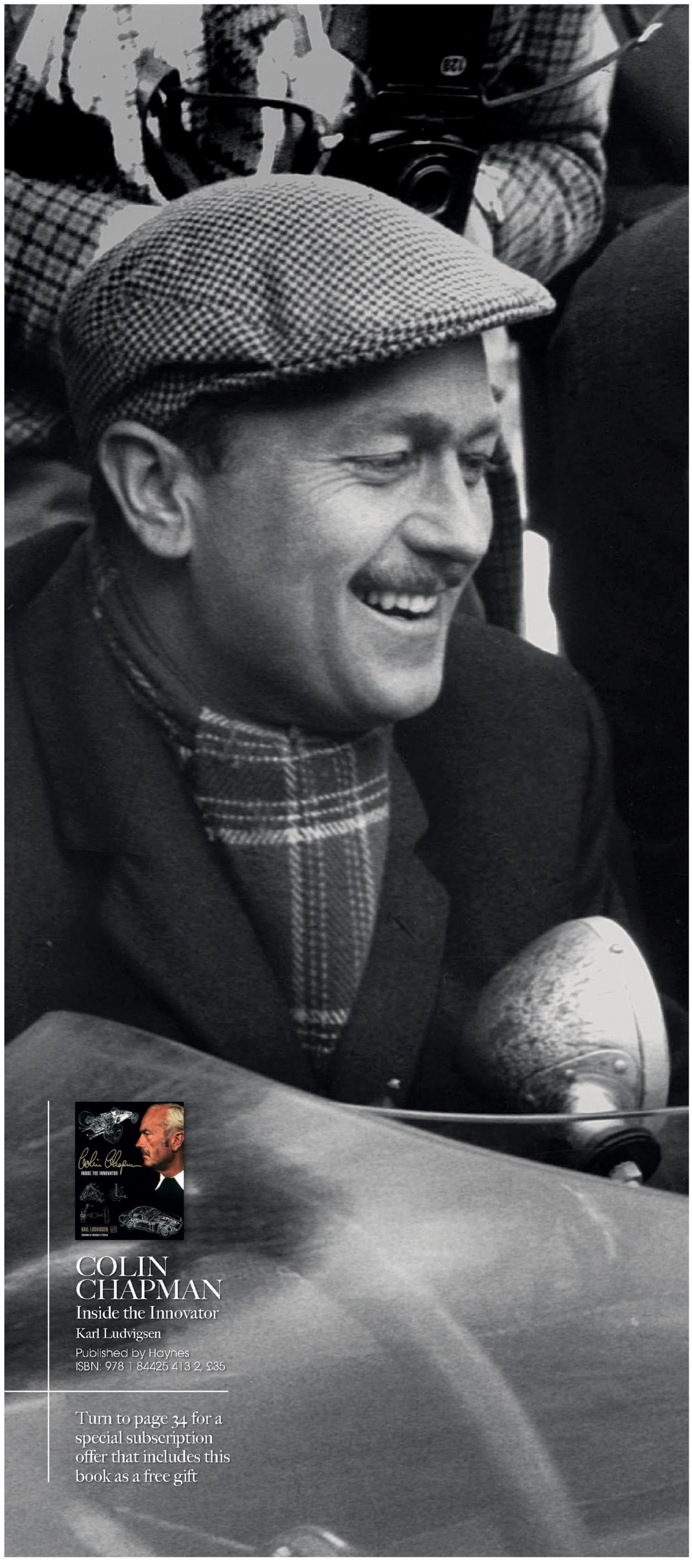
Colin Chapman was a brilliant engineer and a shrewd businessman. But as a new book tells us, the Lotus boss knew how to get what he wanted from people, and it was one key to his success

**BY KARL LUDVIGSEN**

'His persona is ebullient, buzzing, fast-moving, joke-cracking,' wrote Robert Heller about Colin Chapman, 'but for all that outwardness the personal armour is difficult to pierce and the man is dangerous to cross. One businessman claims that Chapman is the only person who has ever thrown him out of an office. He reacts vigorously to failure, real or imagined: his language in that event fits the image of the brisk, efficient commanding officer.'

Of medium height, with a physique that fluctuated between sleek and well-padded – the state that gave rise to his 'Chunky' nickname – Colin Chapman was the personification of the purposeful and successful businessman. »»»








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Inside the Innovator
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LAT


DUNLOP

Warm though he could be when required, he offered few apertures through which his inner feelings could be discerned. This was an asset, an armour behind which he shielded when necessary from people or events not to his liking. He also deployed social correctness, warding off the unwashed at Indianapolis by saying, "In my country you don't talk to people until you've been introduced to them."

An oft-quoted resemblance to film star David Niven was largely evinced by a neat moustache and features that were regular rather than remarkable. Errol Flynn might have been more apt as an archetype, albeit more flattering as well. In visage and carriage Chapman oozed the confidence and sincerity that were his stock in trade. These were important assets as he built the businesses that stood behind his ability to innovate in engineering.

'His features are neat,' wrote Ted Simon in 1970, 'his hair carefully tended, his body compact. He is, as the old song has it, "dapper from his napper to his feet" and moves with brisk agility, sometimes swinging a key chain from his hip.' Judging Chapman a 'tight-lipped titan', Simon called him 'a millionaire at forty, controlling his Lotus empire with a strong, personal hand. Usually impassive, he released his pleasure at the success of his car in short bursts of enjoyment.'

Chapman gradually gained an aptitude for the skills of personal presentation. In earlier years he didn't worry much about his turnout. Engineer Bill Milliken recalled lunching with him at London's Steering Wheel Club in 1956 when Colin was "very poorly dressed, wearing a long, threadbare top coat". Milliken was driven in an "undistinguished" Mini to Hornsey to see the Lotus facilities. "His office was a stand-up office," Bill recalled, "it was so small." In those days his lucky Clydella tartan shirt and chinos often sufficed at the track.

Later Chapman adopted neat single-breasted suits and sober ties that bespoke a businessman in whom it would be prudent to invest. He wore a tie at the track as well, sometimes with a vee-neck pullover that saw frequent use. Later he established a trademark image with the fisherman's cap that he famously flung to the skies at a victory. He could wear a sponsor's kit with the best of them, tailored trimly in the glory years of John Player and Essex sponsorship.

Never one to embrace the hoi polloi, Chapman grew even more remote in later years. He became "much harder and more cynical", said close associate Tony Rudd. "He made a cult out of his impatience and intolerance of anything that appeared to him to be wasting time. This applied to everything. He had learned the meaning of the rosettes in the Michelin guides, stayed at the best hotels and used the best restaurants, when before a Kit-Kat and a bag of peanuts in the aircraft sufficed." However, added Rudd, "there would be whole days when he was his old cheerful self. It was just as if he devised the character that he thought the world wanted him to be, and he was playing that part."



At the heart of the action with Clark and Lotus 49 at 1967 Belgian Grand Prix

John DeLorean and Essex Petroleum's David Thieme introduced Chapman to the Good Life, to "staying in the Hotel de Paris", said team manager Peter Warr. "The black and gold helicopter to ferry him from airport to circuit, the black and gold Lotus to get him from helipad to paddock. Instead of being in the garages until 11pm trying to work out solutions to problems and writing job lists, 15 minutes after practice he was gone, back to the five-star hotel."

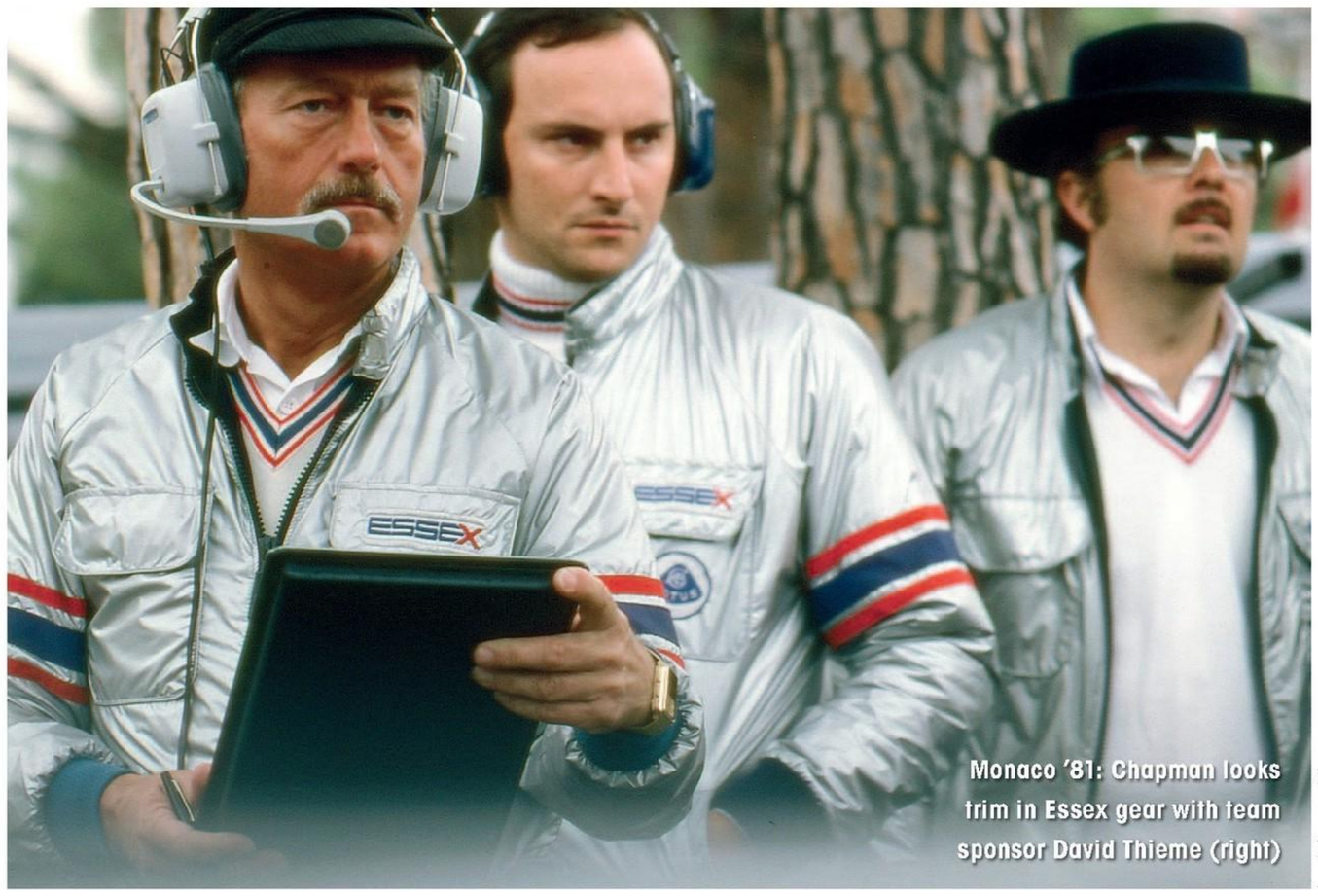
This modus operandi challenged the opportunities for his people to interact with Chapman. Designer Ralph Bellamy found a solution in hitching a ride with his chief. "Going to races was the time when we used to talk a lot about the new car, principally when we were flying in his aeroplane. Nobody could interrupt so we'd hammer it out right there. A tough engineering session at 5000 feet!" Private flying allowed confidentiality, which Colin dealt with in his own way on commercial flights, said Dan Gurney: "He used to write notes to himself. When on an aeroplane he'd write them so small that nobody could read them over his shoulder."

From beginning to end of his three-decade career Chapman never lost his voracious appetite for information. His dives into the technologies of suspensions, structures and materials were always deep. During the gestation of the first Elite he was driving a Porsche 1600 because, said Denis Jenkinson, "he felt that Porsche standards would have to be the very minimum in the way of detail finish on his own Gran Turismo car, and with that we could not agree more." A passion for lightness and low drag, however, kept the Elite from achieving the Porsche-like amenities that Chapman had come to comprehend.

"He was an absolute past master at soaking up knowledge," said Tony Rudd. Looking to



Ford



Monaco '81: Chapman looks trim in Essex gear with team sponsor David Thieme (right)

Ludvigsen Library

replace the costly aluminium bodies of the Eleven, Rudd added, Colin needed to learn about glass-fibre: "He read all the books that he could find on the subject and soaked up the knowledge. It was the same with boats and again with microlights." This thirst for knowledge was evident from an early age, said his father: "Even before he could read it was remarkable. Colin collected cigarette cards concerning aircraft. I would read aloud the details on each card to him and, days later, he would recount them to me – technical information, performance, history... and it was always amazingly accurate."

His ability to absorb and retain information made Chapman a formidable discussion partner. "He got up much earlier than most people!" said one-time employee Keith Duckworth. "He could marshal his arguments in a superhuman fashion. You'd be having a discussion about something and he would say 'Well, this follows' and I would look doubtful, without having been able to sift into my mind why I didn't like what he said.

"At that stage," Duckworth added, "realising that he might be out-argued, or that there was something fallacious about what he'd said, he would change the subject and throw in a red herring and I would lose the main argument while chasing this useless red herring. And I'd find I'd agreed to something which I shouldn't have done! I gradually learnt that all I could do was to say, 'Yes Colin, I've heard your arguments, I need time to think about them. I'll let you know my view in the morning.' And with that proviso, there wasn't a problem."



LAT

"He wore a tie at the track, sometimes with a vee-neck that saw frequent use"

"Colin has an inquisitive, logical and demanding mind," said his close associate Peter Kirwan-Taylor. "He has to understand 'the moving parts'. He tests his ideas in discussion 'at the limit' and thus determines the critical factors which will result in the successful solution to a given problem. Then he develops and refines an elegant answer. I have seen him apply this scientific method to cars, factories, boats, houses, mortgages, aeroplanes, price/earnings ratios, labour relations, wage structures and racing formulae with equal success. It is a formidable ability admitting no compromise."

Allied with this analytical ability was an awesome resourcefulness. Alvin Cohen heard from a friend about an adventure he had with Chapman after the war when the two of them were tasked with inspecting London's bomb-damaged buildings. In the cellar of one "they discovered an Aladdin's cave of hundreds of shelf supports, racking and shelving, all in precious steel. Knowing that this building had long been abandoned, Chapman concluded that this particular treasure hoard required liberating!"

The two of them, Alvin Cohen continued, "commandeered a flatbed lorry and loaded it with all the steel components and went off touring London, flogging off their windfall to all the engineering companies so desperate for steel." Chapman's gains from this enterprise, so the story went, produced the capital he needed to start dealing in used cars, another discipline in which his resourcefulness was well rewarded.

A friend of Colin described his business technique as "a dazzling combination of charm and calculation", adding that "Colin will sell you the right time, and probably get a commission from the chap who owns the watch!" His resourcefulness was well expressed by Rudd: "I think it was part of his mystique that he imparted confidence to ➤➤➤

the people around him. You had the feeling, however bad things were, that somehow or other Chunky would get you out of it. You forgot that he probably got you into the mess in the first place."

An indication of Chapman's resourcefulness came from the early proliferation of his operating companies. "There were a lot of them," said early colleague Mike Costin. "Lotus Engineering, Lotus Components and Racing Engines Limited. The reason why there were so many companies was that the buyer of a kit car could buy the chassis from one company and the engine and gearbox from others, so that he could legitimately avoid purchase tax by buying the components from different sources."

The multiple companies posed puzzles on occasion. Driver Trevor Taylor recalled filling up his racing car transporter, signpainted 'Team Lotus', at a Cheshunt petrol station. "Just as we were filling up," he said, "a voice came out, shouting 'Stop, stop!' We wondered what was going on. 'You can't fill up here, not as Team Lotus anyhow.' I said, 'What about Lotus Cars?' 'No, no,' was the reply. 'Lotus Components?' I asked. 'No, no,' again. I was trying to think of another Lotus company. 'What about Lotus Developments?' I said. 'I'll just check – yes, that's all right. Fill up with that account.' Lotus had very little money then and what they had was made to go around the best it could."

The multiple companies also facilitated jiggery-pokery with funds in later years. "Team Lotus's financial year used to be about six months different from Lotus Engineering and Lotus Cars," recalled designer Martin Ogilvie. "They used to swap the money around. [Finance director] Fred Bushell got the money in and looked after it and Chapman used to spend it. He would say, 'Fred, your job is just to get the money so I can spend it.' But the money was never there, so they had to do a sponsorship deal as early as possible. Sponsorship got more and more difficult to come by, as it was realised by sponsors like Camel that their money was paying off the previous year's debts."

The financial struggles of his companies' early years contributed to Chapman's passion for good hard cash. "I formed the view of a shrewd, tough businessman," said Bill Milliken, who as chief steward at the rich US Grand Prix at Watkins Glen had many dealings with Chapman. "He was a smart guy, pretty shrewd, pretty tough. An hour or so after each race we paid out the prize money. Chapman always insisted on getting everything in cash. He got it in $50 bills. The other teams seemed much more relaxed about this." Colin took the same line with other race organisers.

That Chapman was both Lotus's design brains and its entrepreneurial spirit was seen by company insiders as an advantage. "One of the great things with Chapman," said engineer Peter Wright, "was the fact that he was involved on the business side as well as the design side. As a result he was able to commit finance to high-risk projects which he believed passionately to be correct." Among such projects were the Indianapolis 'wedges', the radical Type 72, the research leading up to the 78 and 79, the 88 – for good or for ill – and the active suspension that was under development at his death.



Ludvigsen Library

"His talent as an engineer was matched by his understanding of what motivated people"

Hand in hand with this duality of disciplines went Chapman's ability to persuade people and companies to fund his initiatives. His persuasiveness was legendary both inside and outside Lotus. Mike Warner – who ran Lotus Components – recalled that "the best tip I ever had" was given by Fred Bushell before he went in for a meeting with Chapman. "Colin's a terrific chap," said the finance man, "but he can charm the birds from the trees. I'm just giving you that tip." It was fair warning for Warner as the company chief asked him to take on new responsibilities.

"He had charisma," seconded Colin's road-car chief Mike Kimberley, "when he cared to use it." The Lotus engineer and manager recalled a winter when he and his family were snowed in at home. "I was on the phone to Colin about this and that. Then I heard one of my youngsters: 'Daddy! There's a helicopter outside!' Sure enough, it was circling around the yard. In it was Colin, shouting, 'I brought your work!' He threw out a box, giving me a big grin and a thumbs up."

Mike Warner had a ringside seat to observe the Chapman charm: "What I saw was this ability, not just on the racing side but also on the engineering side, of pulling people beyond what they even contemplated they were capable of. Chapman would come up with this concept and would often draw people beyond what they had taught themselves and their abilities. Len Terry is a classic example, a brilliant designer, the peak of whose career was the work he did under Chapman. There are several other people like that – Maurice Philippe, very, very similar, did nothing after Lotus.

"Chapman was like a chameleon," Warner added. "He could tune his shade to the exact shade of the person that he wanted to work for him."

"He had everybody analysed and catalogued," added Rudd. "He used a different technique with different people. He always argued he did not understand high finance, but it was surprising how many finance people he managed to charm into providing him with millions to fund Team Lotus. Despite the criticisms, they certainly got value for money."

Rudd was among those around Chapman who knew they were being manipulated yet succumbed to the Lotus chief's charm. "His talent as an engineer was matched by his understanding of what motivated people," said Rudd. "He knew that the way to get me to perform was to say, 'When I am in trouble, I always know which of my old friends to turn to.' I would confront him breathing fire and brimstone and flatly refusing to do something. A few minutes later I would be completely talked around and trying as hard as I could to make it work."

"Chapman was first and foremost a very good engineer, far-thinking and innovative," said one of his last designers, Geoff Aldridge, "and he was also a shrewd businessman. Thirdly – and more important than both those things – he could motivate people and he could charm the birds from the trees. He'd come in, put his arm round you, and you'd work all night. And with those three things going for him, he couldn't fail." He didn't – not very often, anyway.

# THE Midsummer CLASSIC





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£95 per person to include entry to the Concours d'Elegance event, Pimm's reception, Alfresco buffet & afternoon tea. Junior Tickets available at £40

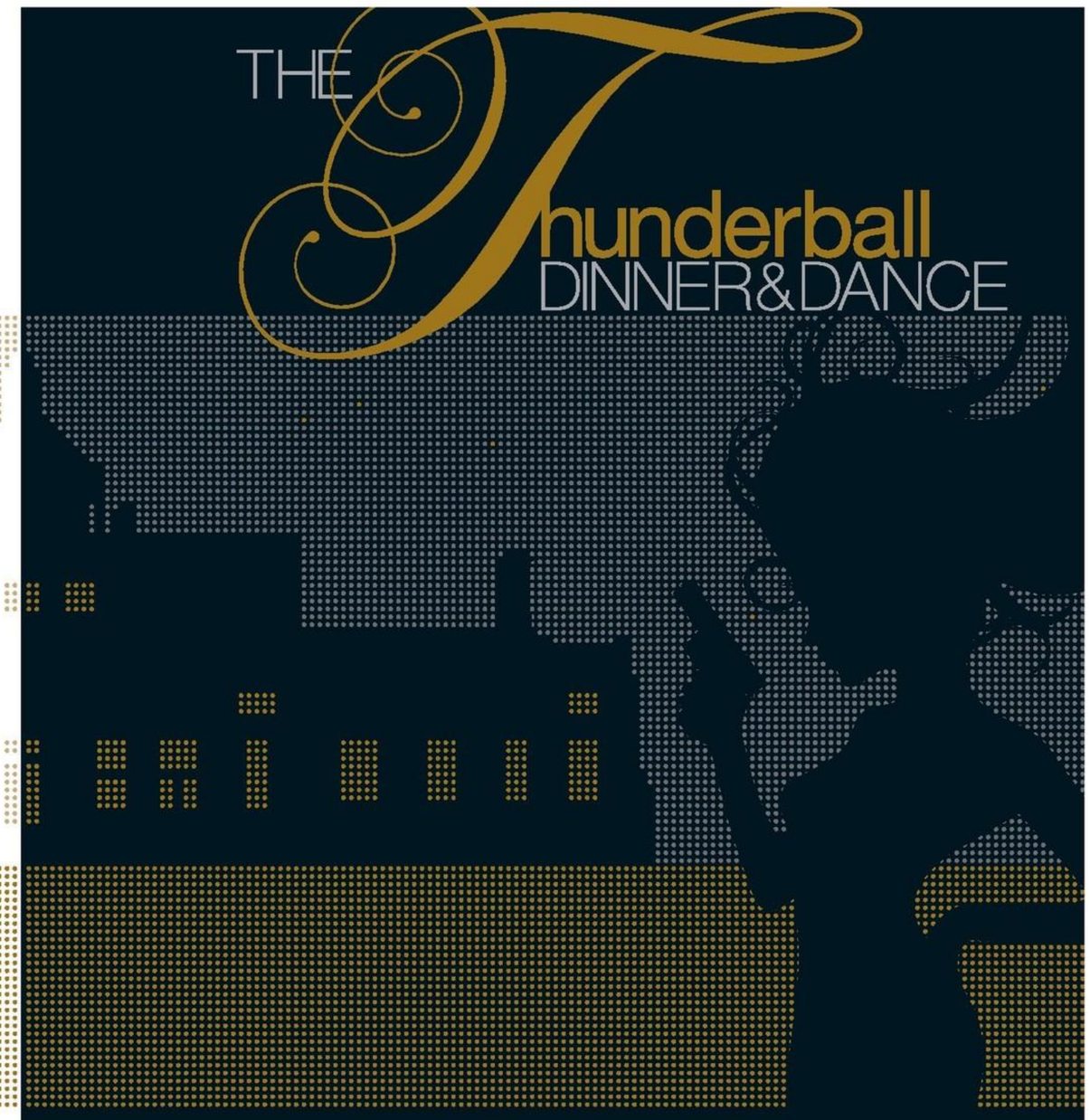
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Lord March has extended his auto bonanza to four days

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# The show that won't stand still



Almost 60 years after our Founder Editor made a plea for a 'Motoring Garden Party', it's uncanny how close the new rolling motor show takes the Festival of Speed to WB's dream

**BY ROB WIDDOWS**

## *Motor Sport, November 1952. Bill Boddy writes…*

*"Practically every form of motoring competition and social now has its following and it is exceedingly difficult for organisers to think up anything original. We want to put in another plea for a Motoring Garden Party. The Guild of Motoring Writers Motor Show Test Day at Goodwood points the way. The plot would be to find a venue with grass lawns, refreshment tents and band and so on (Goodwood circuit would do very well) and then away with speed, noise, excitement, to parade interesting cars individually before onlookers, while a knowledgeable and talented commentator described their (the cars not the onlookers) purpose in life. The success of the thing would probably depend on striking a balance between too few or too many cars. The 'groupings' could be varied from party to party. Thus it is not difficult to visualise a simple 'Veteran-Edwardian-Vintage-Moderns' parade, later varied by one-make 'evolution' parades, or again, groups of 'age-cum-size', perhaps later to branch out into purely one-make, or one-type (vintage-light cars, vintage-heavy cars, open cars, town carriages etc) meets. After the formal parades members could no doubt sample each other's vehicles and, naturally, there would be a bar. For the ladies, fashion parades from summer frocks to bathing costumes could be incorporated and we feel many manufacturers would gladly send their latest models to the bigger parties. Any takers?"*




Road car day now joins F1, racing, rallying, concours and bikes in thrill-packed weekend









Well, Mr Boddy, there was a taker, even if it took some 40 years to respond to your plea. His name, of course, is Charles, Earl of March, grandson of Goodwood motor circuit founder Freddie March. In the summer of 1993 he launched the ultimate motoring garden party, calling it the Festival of Speed, and this year the 18th incarnation will yet more closely resemble what Bill Boddy and the Guild of Motoring Writers had in mind.

The 2010 Festival of Speed will extend over four days to include the 'Moving Motor Show' on Thursday July 1. This new attraction will showcase the latest road cars, with more than 20 manufacturers present, including Ferrari, Alfa Romeo, Ford, Volvo, Nissan, Mercedes, Jaguar, Honda, Audi and BMW. New car buyers and enthusiasts will get to see the latest models in action and there will be chances to ride in the cars on an evaluation route that takes in the hillclimb course before diving behind Goodwood House. Tickets to the Moving Motor Show may be bought separately from the Festival itself.

"We are reacting directly to the continued enthusiasm and demand from manufacturers and the car-buying public for a proper annual motor show in this country," says Lord March. "Recently the British motor show has been held every two years and this year the show has been cancelled altogether, so we wanted to give the manufacturers a chance to demonstrate their new models in a new kind of motor show that we hope will become a popular part of an extended Festival of Speed."

So, if we are now into a fourth day at Goodwood in July, what about a Speed Week? Lord March is always looking to surprise and entertain the huge crowds who visit his home in Sussex every summer. Would he be keen on such an extravaganza?

"No, I don't think so – we have more than enough to cope with right now," he says. "The addition of an extra day for the motor show is very much in response to the car manufacturers, who have been fantastically loyal and supportive since we started the festival. Even through the bad times, the recession, they have brought so much to the event and I hope that everybody will enjoy seeing a wonderful collection of cars out on the track instead of simply being on display.

"I love to see Jenson and Lewis racing past my front door, and racing cars in the park are still so exhilarating, still the core attraction for the fans, but we need to keep refreshing it. This new motor show will add another dimension, giving people a really great day out."

# CARS YOU'LL LOVE TO SEE

## 1 ALFA ROMEO
**8C 2900B LE MANS**

This is Alfa's fantastic entry for Les Vingt-Quatre Heures in 1938, driven by Raymond Sommer and Clemente Biondetti. This sensational aerodyne was the class of the field, setting fastest lap at 97mph and leading until it blew a tyre on the Mulsanne and retired after 219 laps. One of a magnificent collection of Alfa Romeos to celebrate the company's centenary this year.

## 2 FORD
**FALCON XC**

The Falcon won the 1977 'Great Race' at Bathurst in Australia. The works cars ran the last lap side by side, Allan Moffat and Jacky Ickx leading home Colin Bond and Alan Hamilton in a triumphant 1-2 victory for Ford in this demanding race. The XC is a part of the rich history of Bathurst.

## 3 HURON
**COSWORTH 4A**

The Dutch manufacturer DAF built this car to prove the effectiveness of its Variomatic transmission and it topped the 1972 Belgian Hillclimb Championship. On the Goodwood hill this will be a sight worth seeing and hearing, with the engine consistently wailing at maximum revs.

## 4 AVS SHADOW
**CHEVROLET**

This unique and quirky Can-Am prototype was touted as the most radical racing car ever made and was the brainchild of Trevor Harris in 1970. The idea behind the extremely low design, using tiny Firestone tyres, was to reduce the frontal dimensions by as much as 14 inches in places compared to rival McLaren. But the idea proved to be just too radical out on the track.

## 5 FERRARI
**250 TR59/60**

This car won Le Mans in 1960, driven by Belgian pairing Olivier Gendebien and Paul Frère, and the Buenos Aires 1000Kms in the hands of Phil Hill and Cliff Allison. One of the great sports cars from Ferrari and now extremely valuable. A racing car with many stories to tell.

## 6 GHIA
**GILDA X COUPE**

You'll find this car in the Cartier Style et Luxe design competition on the lawn outside the Goodwood stables. Designed and built in 1955 at the request of Chrysler executive Virgil Exner, the Gilda is an exquisite exercise in extreme styling and ambitious performance. An extraordinary and daring piece of automobile design.

## 7 FERRARI
**158**

This gorgeous Grand Prix Ferrari, one of the prettiest F1 cars to emerge from Maranello, is the car that took John Surtees to his World Championship in 1964, giving him the unique achievement of being the only man to have won world titles on two and four wheels. Surtees will be back at the festival this summer.

## 8 MARCOS
**MANTIS XP**

Wild styling and a wooden chassis make this one of the wackiest Le Mans cars ever. Under its perspex doors and roof the plywood monocoque cradled an F1 Repco-Brabham V8, but after one unsuccessful outing in the 1968 Spa 1000Kms Marcos boss Jem Marsh installed a 3.5-litre Buick V8 and used it on the road. Look out for the tiny luggage locker in the nose.

## 9 PORSCHE
**550 COUPE**

One of two coupés built in 1953 for races including Le Mans and the Carrera Panamericana, winning their class in both events. This one is Chassis 1 and thus is effectively the first ever purpose-built racing car that Porsche produced. A rare and significant car in both the history of motor racing and the story of Porsche.

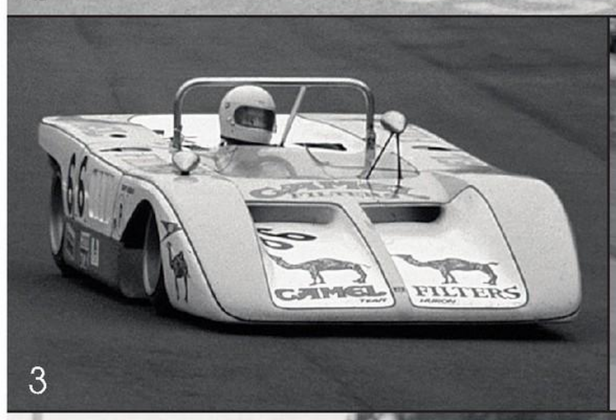
## 10 ALFA ROMEO
**TIPO 159 ALFETTA**

Successful in pre-war racing, competing in Tipo 158 specification in the Voiturette GP category, the Alfetta went on to become a Grand Prix winner when racing resumed after the war. Both Giuseppe Farina and Juan Manuel Fangio used the Tipo 159 to win the first two World Championships in 1950 and '51.


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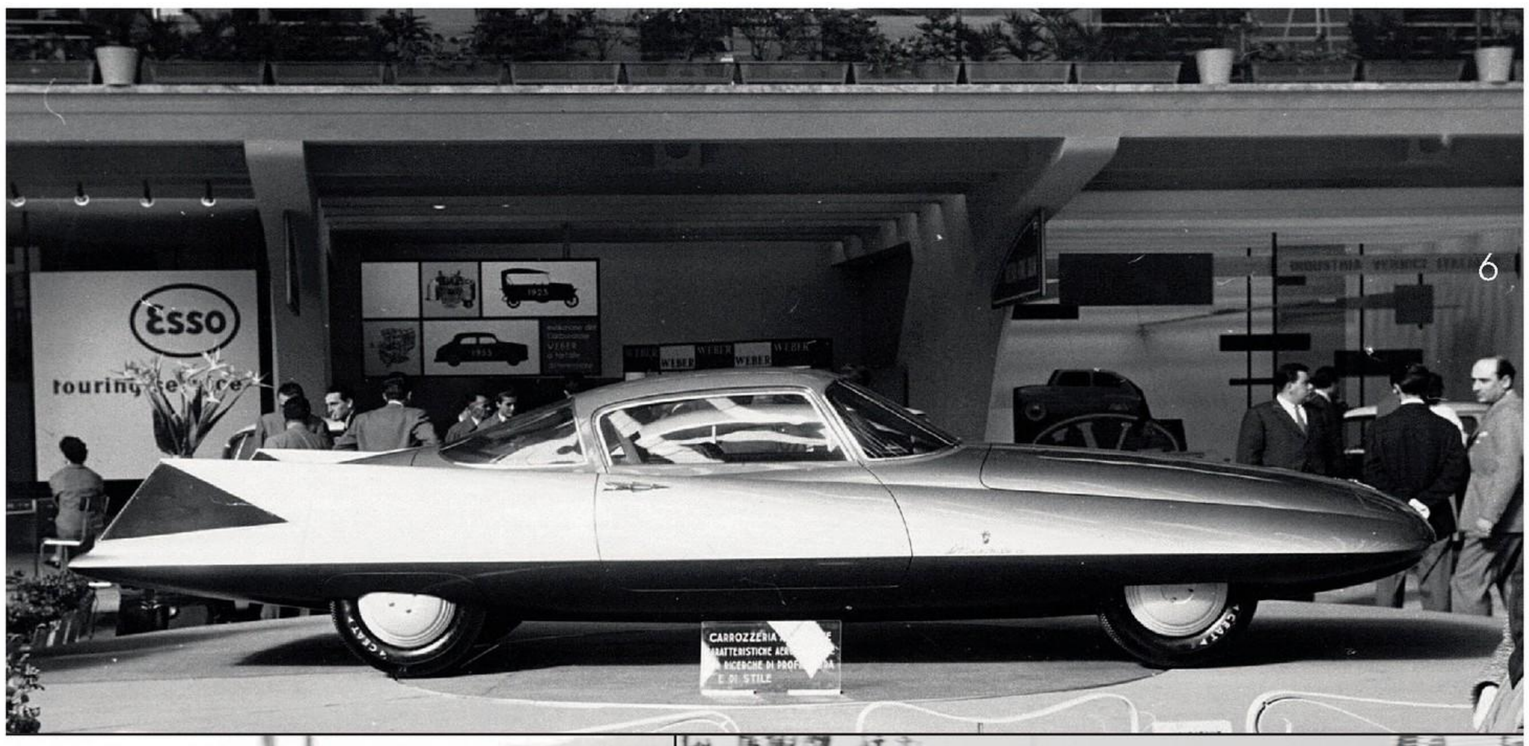


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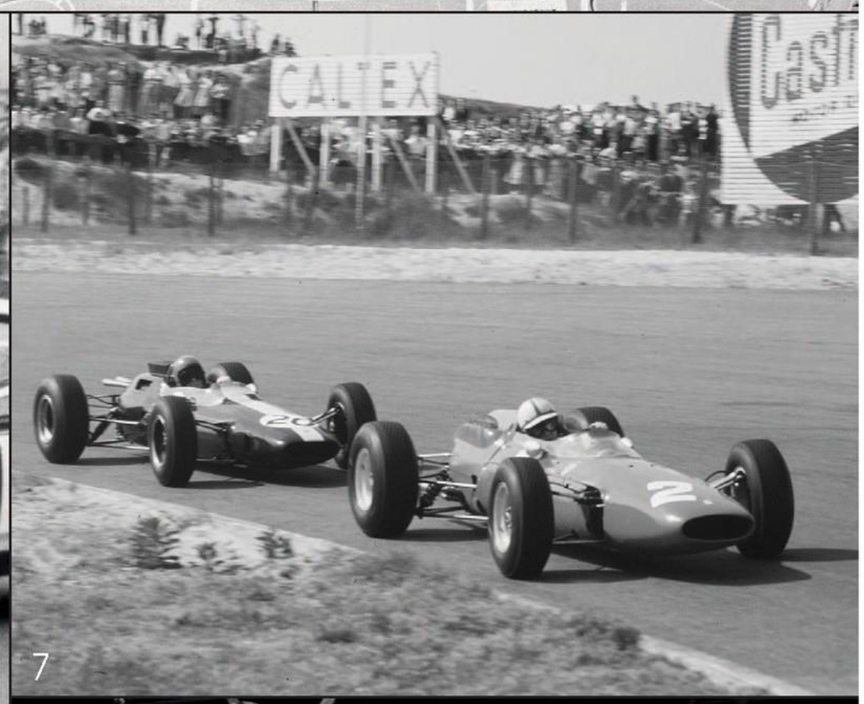


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INSIGHT

# THEMES AND SPECIAL FEATURES

## 'Viva Veloce! The Passion for Speed!'

That is the theme for the 2010 Goodwood Festival of Speed. And you can imagine what it involves – lots of wonderful red racing cars and lots of red-blooded racing drivers.

More precisely, the festival will celebrate the centenary of Alfa Romeo, focusing on the cars from Milan, and will illustrate Italy's global influence on motor sport as well as the country's all-consuming passion for anything on wheels.

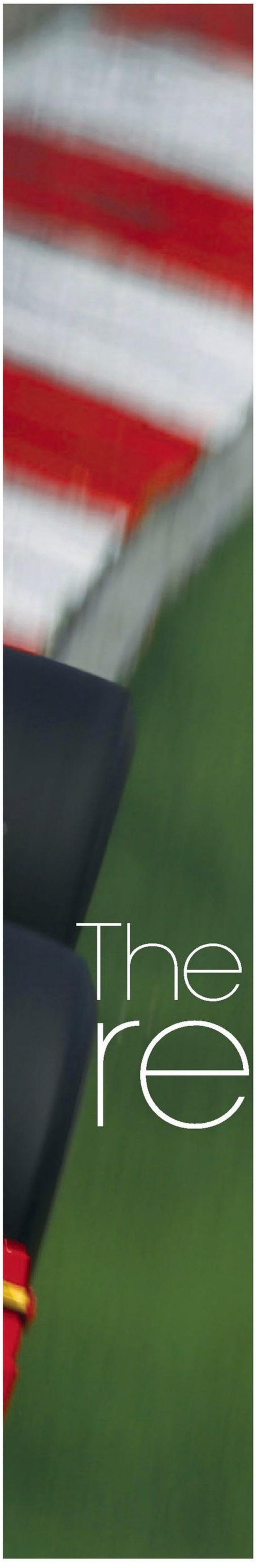
There is always something new and surprising about the Festival of Speed and this year is no exception. 'Stars, Cars and Guitars' will satisfy celebrity spotters, petrol-heads and rockers alike. Among those with guitars will be Jeff Beck, Chris Rea, Billy Gibbons from ZZ Top and American blues player Jimmy Vaughan. Alongside them will be cars such as Mustang Sally and Little Red Corvette.

A big attraction is always the Formula 1 brigade, this year starring our two World Champions Lewis Hamilton and Jenson Button (above), both in McLarens and celebrating 60 years of the GP World Championship. An increasingly big draw is the Forest Rally Stage, this year homing in on 50 years of the RAC Rally, with multiple World Champion Sebastien Loeb in his Citroën C4. If you like them big, noisy and heavy then Michael Waltrip will be there with the NASCAR boys, while bike racing fans will welcome American hero Kevin Schwantz on his festival debut, alongside legendary Italian Giacomo Agostini on an MV Augusta.

For the first time aeroplanes will join the party, a new 'Aviation Show' adding to the ever-expanding list of attractions, featuring aircraft both on the ground and in the air.

This year's festival supports the head injuries charity Headway in memory of Henry Surtees, whose father John is one of the Goodwood event's founding patrons.


RENAULT
TW STEEL
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LAT

# The regeneration game

Renault looked on the verge of quitting F1 last year. Now with the help of new owners and Robert Kubica, the team is reborn

**BY ADAM COOPER**

Honda's total and immediate withdrawal from Grand Prix racing in December 2008 sent shockwaves through the sport, and as the FIA/FOTA battle developed last year, Max Mosley insisted that more manufacturers would follow them. Sadly, the then FIA president was right, and in July we lost BMW, while Toyota slunk away in November.

But the big gun that everybody expected to go is not only still here and supporting the sport, it is also undergoing a resurgence that few could have predicted last autumn.

For years Renault's future in Formula 1 appeared to look shaky. It seemed that every winter there was a battle of wits between autocratic team boss Flavio Briatore and the French manufacturer's hard-hitting chief, Carlos Ghosn, a man for whom the bottom line is all. Briatore's ability to keep sponsorship coming in and costs in check served him well for years, but as others pulled out, Renault seemed certain to be the next in line.

Then the 'Crashgate' scandal broke at the Belgian GP in August. A few weeks later, after sponsor ING left and Briatore and engineering boss Pat Symonds had been thrown out of the sport, the team was in disarray – and Renault had been branded a cheat, suffering a huge blow to its corporate image. In addition Fernando Alonso was on his way to Ferrari, and the team's form had slumped. Ghosn surely needed no further excuses to pull the plug.

And yet instead of leaving, Renault ultimately agreed a deal that led to Luxembourg-based investment concern Genii Group taking a majority share of the F1 team, and ultimate responsibility for funding it. The company in effect found a way to go racing on the cheap, with a dynamic new management team led by Genii figurehead Gerard Lopez and the man he's installed as team principal, former GP2 engineer Eric Boullier.

Renault veteran James Allison, who took over as technical director when Bob Bell became acting team principal during the height of the scandal, admits 'Crashgate' was a huge blow for morale. "In terms of the day-to-day impact on the people at the factory, they weren't involved in any of the discussions with the FIA or any legal arguments," he explains. "They were just dismayed onlookers as they realised what their team had been involved in. And of course all of us were absolutely distraught at being involved in something that was so utterly dishonourable and disreputable.

"Given how much everyone in an organisation like this puts into their working lives, to have your sense of worth ripped away from you like that was very distressing for all of us. And there's no doubt that for many people here it was a very disillusioning episode, and that inevitably had a fair consequence in terms of morale.

"But it was relatively short-lived inasmuch as the only response to something like that is just to pick ourselves up and show that we're a good outfit in the only way we can, and that is to put a car on the track that's got credible pace, and then to operate that car with the sort of integrity that we all expect of this team. ›››

So very, very quickly that was the attitude from top to bottom in this company, that we're just going to put it right on the track."

Nevertheless until the new deal was agreed, there were doubts about Renault's F1 future.

"I'd be fibbing if I said there was no disruption in that regard," says Allison. "But during that period Renault were pretty handsome, they at no point gave anyone either in the public or the team any reason to think that they were walking away from us, and in fact they didn't."

Renault flirted with Prodrive and Genii with BMW Sauber before the two parties tied the knot in December. Genii already had some motor sport interests, including Gravity, a driver management company with a roster of talented GP2 and F3 names on its books.

Just prior to the Renault deal Gravity had headhunted Eric Boullier, the man who had been running the DAMS GP2 outfit. The timing was fortuitous for the Frenchman. He was initially asked to offer advice when Genii conducted due diligence at Enstone, and then some weeks later, he was offered the job of team principal.

"I had three days to think about it!" he recalls. "I didn't sleep much to be honest, knowing that F1 is tough, and it was obviously a big step in terms of responsibilities. I didn't know what to expect, but now I know that being team principal in GP2 or in F1 is exactly the same job, except you have much more people, much more money and much more politics!

"I spent those three days thinking. I did call some people for advice, and they all told me I had nothing to lose, just try to do the best, and if I don't fit, then quit. That's it."

He had big shoes to fill. Love him or loathe him, Briatore was a larger than life character who had – aside from a short break – been the dominant personality at the team for two decades, running it as if it was his personal fiefdom. A quiet, methodical engineer, Boullier could not be more different.

But that, to a large degree, was the point. This is a new era, and Renault F1 is now steered by a committee that is compromised of Lopez and his partner Eric Lux, Boullier, MD Bob Bell and Jean-François Caubet, the former communications boss who represents the manufacturer and gives it a clearer understanding of what is going on. Boullier's job description is not the same as Briatore's.

"He was not based full-time in Enstone, so that's one thing. The other thing is the team was used to running on its own. I think today the difference is maybe Renault is in the loop for decisions. I have to say that Renault also made my life easier by changing completely the colour of the team, the structure inside. And Genii also is very, very present in the daily management. We split completely all the responsibilities."

Taking the reins would have been tough for anyone, but the Enstone staff quickly learned to trust a guy they had not previously heard of.

"The morale was down not just because of the affair, but mainly because winning two World Championships in 2005-6 and ending up eighth in '07 was very bad for them. They are proper racing people, so they are really affected by this. But it's definitely now back to the top, even if they have to work with the new organisation under new constraints, which is completely different from what they are used to, at least for the past six or seven years.




"I will gain the team's respect once they understand I'm doing my job. That's it"

ERIC BOULLIER

"I just have to gain their respect. I will not gain their respect by telling them they have to trust me, I will gain the respect once they understand I'm doing my job. That's it."

Allison agrees that the new management structure has transformed the team: "I would say with Eric in particular and Genii in general we've had a group of people who've come to lead us and offer us a lot of vigour and absolute focus on performance, an absolute focus on success, who are a demanding group of people but who are not afraid of the type of medium- and long-term investment that is necessary in a sport that is as difficult as ours.

"This determination to be successful matches in every way the determination that we have, I hope, always had here at Renault. It's just a partnership that appears to be working well."

What really matters is what happens on the track, of course. Aside from any other concerns, Renault lost its way technically over the past two or three years, but that has been addressed. Planned long before Genii came on the scene, a long overdue wind tunnel upgrade was completed in November. In addition at the start of last year Briatore had made a large chunk of the aero department redundant, partly in response to the resource restriction agreement, but also to appease Renault with job cuts. It was a false economy, and aero – the heart of any F1 operation – is back up to full strength.

The R30 might not be the quickest car at the moment, but it's not bad, and Robert Kubica – as Alonso did before him – has wrung every possible point from it. He's been helped by a race operation, led by team manager Steve Nielsen and engineering chief Alan Permane, that knows how to win races, and has made some great calls. But taking the odd opportunistic podium is not what this team is about.

"I'm happy and satisfied and not so satisfied," says Allison. "It's a funny position to be in. You don't want to be overly pleased that you're the fifth-best team – I shan't be boasting to my grandchildren about it! However, coming from where we came, it's a very good step. It's where we imagined we could be if we had a good development period for the car, both pre-season and also in these early races.

"But it by no means represents the upper boundary of our ambition, neither mine nor anybody here on the technical side, nor our owners. The challenge for us is to nibble away at the gap to the guys in front at every single race."

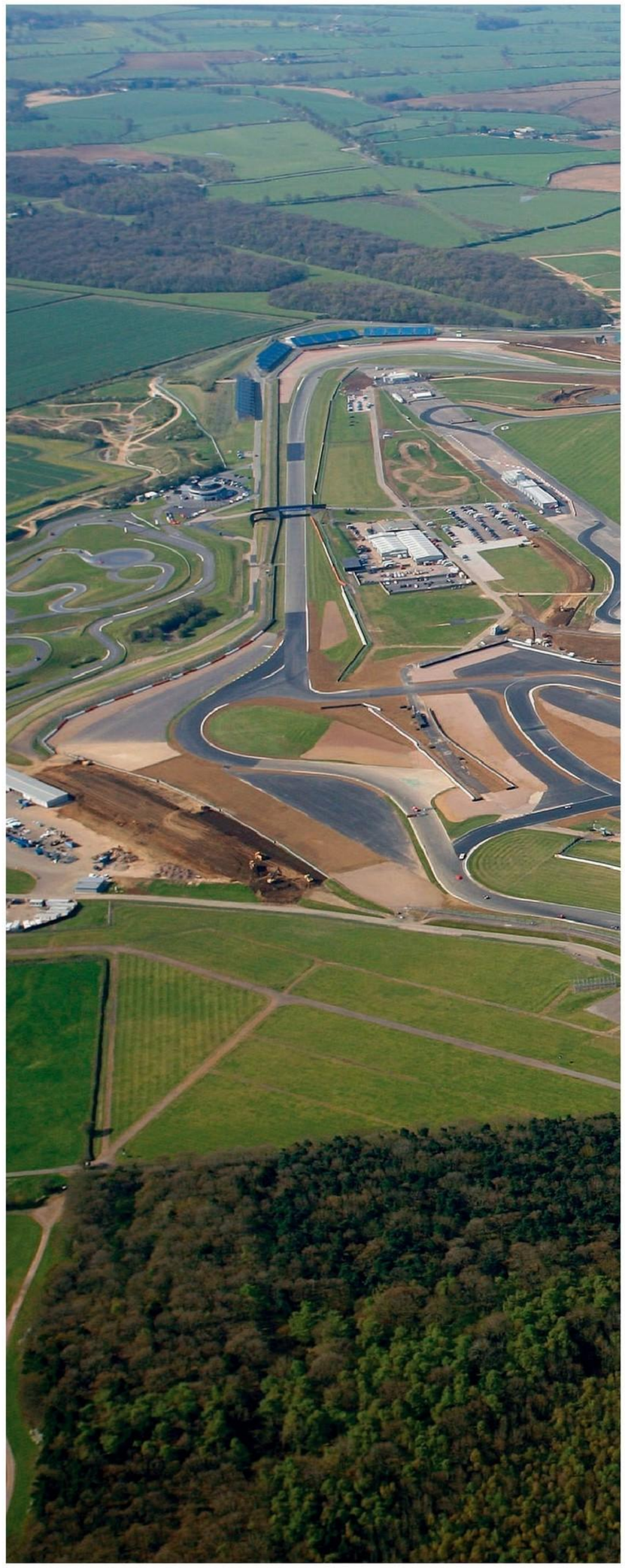
Now back in the yellow and black colours of the turbo era, Renault F1 has undergone an amazing turnaround over the past six months, and Paris must be relieved that last year's PR disaster has been consigned to history. Almost as a bonus, engine customer Red Bull Racing has been the class of the field. With a return to turbos beckoning for 2013, Renault looks set to be around for a while.

"Renault is interested in F1," says Boullier. "In terms of the marketing value or the image for the manufacturer, it is very strong for them. I think Carlos Ghosn was very clear: he didn't want to do F1 like before, as it was costing too much money.

"I think today the strategic alliance with Genii is working fine on a daily basis, and I think it's also true in terms of business as well. Now Renault does not have to pay the full bill, and still we are wearing the Renault colours. If we have some successes on track Renault will be happy to stay there."


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# "THIS IS WHAT WE'VE DREAMED ABOUT"

With a long-term GP deal in the bag, Silverstone has forged ahead with circuit improvements that should benefit fans at this year's race. The results even have a royal seal of approval...

**BY ROB WIDDOWS**

Silverstone is a typical English village, these days bypassed by the trunk road on which trucks rumble towards Northampton and beyond; perhaps left behind by the modern world and, some would argue, the same could be said of the nearby racing circuit. But not any more.

Silverstone circuit, the 'Home of British Motor Racing', is now also the 'Home of the British Grand Prix' for the next 17 years. Formula 1 supremo Bernie Ecclestone has relented, the dust has settled on one of the longest-running battles in the sport, and the old lady of Northamptonshire has gathered up her skirts to take a run at the 21st century.

I have been watching cars racing at Silverstone for half a century, ever since my father showed me to our seats in the old grandstand at Stowe Corner. We returned for the Grand Prix each year until we could face the traffic no longer, or at least until I could join the queue in my own car. The racing cars were closer to us then, of course, but times change and now there is yet another reincarnation of the circuit.

There's something about this place. It has history, tradition and some of the greatest high-speed corners in the world. Now, thanks to the skills and doggedness of the British Racing Drivers' Club, the Grand Prix has a home for the foreseeable future. It has not been an easy path to tread, but nothing is ever simple when it comes to negotiating with Ecclestone. He once famously described the BRDC as a "gentleman's club without any gentlemen", a phrase that did not pour any oil on already turbulent waters. But that's all in the past, and it's generally accepted that company chairman Neil England and club president Damon Hill have together brought both a toughness and a new subtlety to the negotiating table. This



Silverstone's new Grand Prix circuit is ready, while building work continues elsewhere

venerable British club has come out fighting and there are ambitious plans for the future prosperity of the former wartime aerodrome.

Silverstone has been reinvigorated, relaunched and rebranded, with a Grand Prix layout that will stage events for both cars and motorbikes. And there's a busy summer ahead, with the British round of MotoGP on June 20, the F1 race on July 11 and World Superbikes in August. First to experience the new-look track were the FIA GT1 World Championship drivers in late April. There was widespread approval.

A key player in the successful negotiations over the future of Silverstone Circuits Ltd has been managing director Richard Phillips. Surrounded by the cream leather and glinting chrome of his Jaguar XF, I am struck by the man's enthusiasm and energy as we take a tour of what, at the time of writing, is effectively six huge building sites. There are enough earth movers, bulldozers, graders and trucks to keep Bob the Builder busy for the rest of his life. As far as the eye can see, men in yellow hats are transforming the circuit into a state-of-the-art centre of racing and technology. 'Let Yourself Grow' urges the motto of Northamptonshire County Council. This message has been taken very seriously here. Apart from the new GP circuit, there is a new national circuit, new grandstands, new pits and paddock (under construction for 2011 and insisted upon by Ecclestone), new spectator banks and new corporate hospitality buildings. There are now no fewer than four circuit layouts at Silverstone, and that's not counting the Porsche Experience Centre, the Rally School, the off-road track and various other two- and four-wheeled 'experiences'. This lot, and further developments to come, are costing the BRDC a total of £37 million. The club very much hopes that we, the enthusiasts, will approve – and that it will get its money back as the years go by. ➤➤➤

## A 'NEW' SILVERSTONE

"We are finally investing in the long term," says Phillips. "It's what we've always dreamed about and having the contract for the Grand Prix for 10 years, and possibly another seven, we are able to see a return on the investment. We had to build a new section for the F1 circuit because the approach to Bridge Corner was deemed to not be safe for the bikes, and therefore it made sense to combine both the F1 and MotoGP tracks. The new layout is 0.4km longer, but it will still be the fastest Grand Prix circuit in the world. We think the lap times will change very little as we have a fast new corner [Abbey] after the new pits and a very fast straight [Wellington Straight] leading back to Brooklands and Luffield. Of course we still have Copse, Becketts and Hangar Straight. The bikers are very happy with the layout and the F1 drivers reckon it will be just as much of a challenge."

So far so good then, but what about the fans? At the time of writing, 92 per cent of tickets have been sold for the Formula 1 race and a huge crowd is expected for MotoGP.

"We are acutely aware that we need to have the best possible viewing and sort out the negatives associated with watching the Grand Prix," says Phillips. "We've raised the grandstands by three metres, giving the seated spectators a far better view. We've built new grass banks, again with plenty of height, and we are bringing the crowd much closer to the action on track, especially at the new Village Corner where we will have a raised grandstand overlooking the exit of Farm Curve, the approach to Village and the run through the Loop and onto the straight that leads back to the old circuit. Same at Becketts, where we've raised the spectators much higher to give them far better sight lines across the circuit. I believe these are major improvements that will go down well with the fans."

A star-studded cast turned out on a beautiful spring morning to launch a new era for Silverstone. This was surely auspicious, a chill wind and rain holding off until the latter part of the day. The road that took our 'tour bus' to a vantage point at Village Corner was laid the previous night, contractors having worked 24-hour shifts to prepare for this, the grand opening in the presence of the UK's Special Representative for International Trade and Industry, otherwise known as the Duke of York. We know that certain F1 drivers have considered themselves to be royalty, but this time we had the genuine article – and riding pillion with Damon Hill in a two-seater F1 car known, in deference to its sponsor, as the Santander. Walking out to the car with Hill, the Duke looked like an astronaut en route to his first flight, suited up in fireproofs and a new white helmet. A couple of warm-up laps, chased by David Coulthard in a Red Bull, and Damon got his foot in, throwing the red car sideways out of Village and squirting it hard onto the new straight. Coulthard, ever the diplomat, kept a respectful distance before chucking his car into a series of donuts once the royal visitor was safely back behind the fence. The black circles will be there come July.



"I could see the smile on Damon's face right round to the back of his helmet," says the Duke, who accepted Hill's offer of an honorary BRDC membership. "It was interesting, a great experience." Master of Ceremonies Tony Jardine suggested the Duke was a brave man to ride with the former World Champion. "You calling me brave?" he responds. "I don't think so, no." Earlier in the day he had opened a new fire station at nearby Brackley, watching a demo by local firefighters. Perhaps he had a different kind of bravery on his mind.

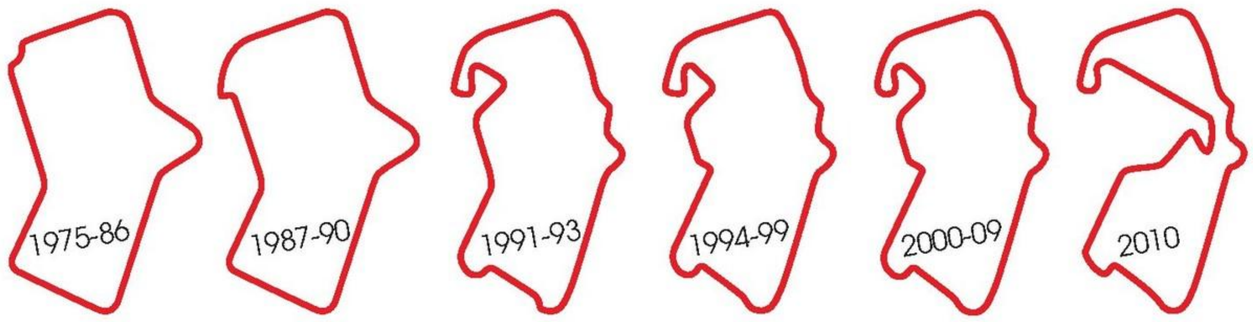
In keeping with Silverstone's new era, the day was not confined to cars. Ron Haslam, who has a bike school at Silverstone, took to the track along with his son Leon, a leading World Superbike competitor for Suzuki. 'Rocket' and 'Pocket' proceeded to carve each other up in the wake of the F1 cars, father and son both enthusing about the new circuit.

Not allowed to take part due to the F1 testing ban, but a keen spectator nonetheless, was Mark Webber, who cut his teeth in Formula Ford at Silverstone. "This was the first circuit I saw when I came to England and it's always meant a lot to me," he says. "I'm absolutely wrapped to see what's been done here after all the arm-wrestling between the BRDC and Bernie. I'm just looking forward to getting out here in July – it's still going to be very quick and challenging."

Martin Brundle, an influential BRDC member and fighter for the cause, summed up his feelings thus: "It's really great to see Silverstone maxing out its full 760 acres. There are corners here that scare you silly, it's a big challenge in a Formula 1 car, and it also has history and heritage."

The plaudits continued to flow as champagne was sprayed on the asphalt. "It's fantastic what's been done here," says Derek Warwick, "and this is just the beginning of an exciting

### PREVIOUS CIRCUIT CONFIGURATIONS




> "I'm looking forward to getting out here in July – it's still going to be very quick and challenging"
>
> MARK WEBBER




The Duke rides pillion to Hill and, above, with Phillips (right)

new chapter for Silverstone. Not just for the drivers, but also for the fans, who I believe will have a much better experience when they come to the Grand Prix this year. The BRDC has worked hard to get where we are today."

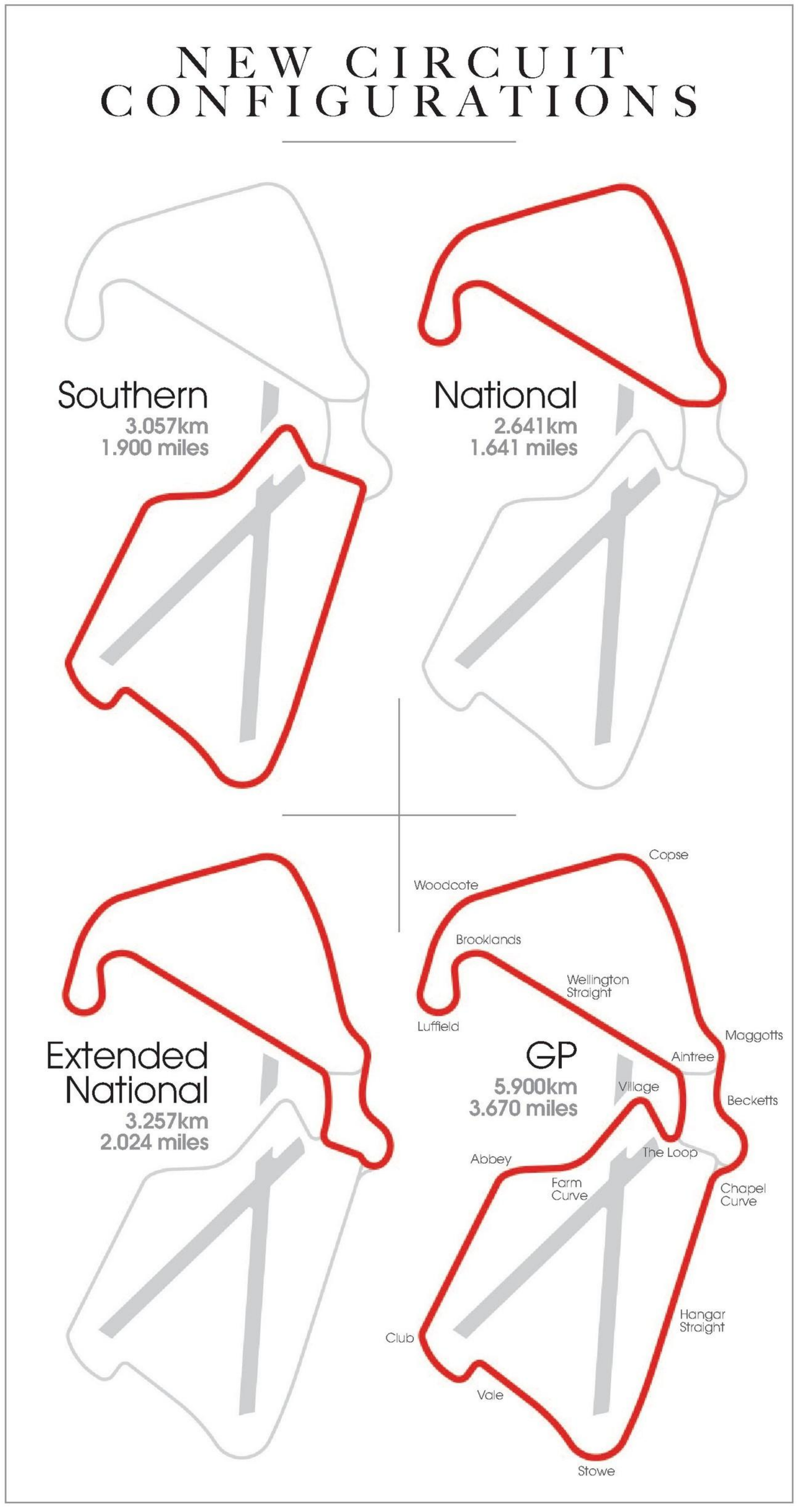
Equally ebullient is Johnny Herbert. "I think they've got it right," says the 1995 British GP winner. "The new contract means they can invest properly in what was always a wonderful place to race. Looking at the new sections I reckon there are places to pass and that will make for better racing. And the crowd is such an important factor here, you can really feel the support all the way round."

The investment at Silverstone is about much more than motor racing, however. There is a bigger commitment, an ambition to make this a world-class centre for high-performance engineering, education and automotive technology which, as the Duke of York told us, is vital for inward investment into the UK. The country has a worldwide reputation for this kind of engineering, and is of course the manufacturing base for F1. More than half the engines on this year's grid were built in Northamptonshire, a fact that has not gone unnoticed by the leaders of the county council, which has lobbied long and hard in support of Silverstone's bid for a long-term GP deal.

"This is motor sport valley," says Phillips, "and our long-term plan is to create a technological hub for motor sport that will ensure Silverstone remains a vibrant and healthy business. The new circuits represent an important stepping stone in the overall redevelopment plan, which will also help us diversify into areas such as leisure, education and high-performance engineering – which makes such a big contribution to the UK economy. We want to be a cornerstone of the success of the British motor racing industry, and we will continue to develop the circuit to ensure Britain really does have a world-class home for both racing and its related technologies. There will be hitches and glitches along the way – that is the nature of these huge projects – but I do believe the spectators will have an enhanced experience."

Perhaps the true test will come in 2011 when the pits and paddock have moved to their new home on the straight between Club Corner and the new super-fast Abbey Corner. Meanwhile, you may be pleasantly surprised, and you can – unusually these days – still walk around the entire length of the circuit, pausing to watch pretty much where you please.

Notable by his absence on the launch day was Ecclestone who, it was said, does not enjoy large numbers of people gathered at official functions. We expect that come July he'll be surrounded by a very large crowd indeed.



DONE THE ARGENTINIAN
k and there were two
ore the Brazilian Grand
went with Emerson to
just south of Rio. It was
y a man called Braga who
of the richest men in
de later sold the island
on Senna. It was a fantastic
. We were supposed to be
competitors but we were
est of friends. I notice we both
trunks by 'Terrible'!

DENNY HULME WAS KNOWN AS 'BIG BEAR', because he was so grumpy. He didn't suffer fools gladly and couldn't be bothered with the whole media circus. His father was an amazing character. He had won the Victoria Cross in World War II before becoming a water diviner who never wore shoes.

Then Jody Scheckter arrived, this arrogant young South African. He was known as 'Baby Bear'. The two of them were one and two in the Yardley McLaren team, which made for quite a combustible combination!





| | | | | | | |
|---|---|---|---|---|---|---|
| | D. Prophet | Brabham Cosworth | 2 | 04.2 | 80.66 |
| | P. Robinson | Lola Cosworth | 2 | 04.8 | 80.03 |
| | W. Bradley | Brabham Cosworth | 2 | 05.2 | 79.64 |
| | G. Oliver | Lola Cosworth | 2 | 05.6 | 79.39 |
| | | Brabham Cosworth | 2 | 06.4 | 78.51 |
| | | | 2 | 07.4 | 78.02 |
| | | | 2 | 08.6 | 77.29 |
| | | | 2 | 08.8 | 77.17 |
| | | | 2 | 22.2 | 69.90 |

Not seen during either of this morning's official practice periods: 8, 16, 19, 22.

Weather Conditions: Raining, track very wet

RACE CANCELLED- WEATHER

| | | |
|---|---|---|
| 1 | MIDLAND RACING DEVELOPMENTS LTD. (Chairman: E. Arbuthnot) | Repco Brabham Cosworth 998 Green/Gold |
| 6 | MIDLAND RACING PARTNERSHIP (Chairman: E. Arbuthnot) | Brabham Hondia 998 Green/Gold |
| 7 | TYRRELL RACING ORGANISATION LTD. (Driver: J. Stewart) | Lola Cosworth 998 Blue |
| 8 | TYRRELL RACING ORGANISATION LTD. (Driver: J. Ickx) | Lola Cosworth 998 Blue |
| 9 | JOHN COOMBS (Driver: G. Hill) | Matra Cosworth or B.R.M. 998 Green |
| 10 | GERARD RACING (Driver: R. Anderson) | Matra Cosworth or B.R.M. 998 Green |
| 11 | (c. BONNIER (Driver: J. Siffert) | Matra or Brabham Cosworth 998 Green |
| 12 | H. M. GRIFFITHS (Driver: T. Taylor) | Cooper B.R.M. 998 Grey |
| 14 | ROY WINKELMANN RACING LTD. (Driver to be nominated) | Cooper Cosworth 998 Green/White |
| 17 | ROY WINKELMANN RACING LTD. (Driver: A. Rees) | Brabham Cosworth 998 Red/White |
| 14 | FRANK LYTHGOE RACING LTD. (Driver: I. Taylor) | Brabham Cosworth 997 Blue |
| 19 | I. OPPENSTADT | Brabham Cosworth 997 Green/Silver |
| 20 | D. PROPHET | Brabham Cosworth 997 Green/Silver |
| 21 | D. PROPHET (Driver: W. Bradley) | Brabham Cosworth 998 Blue |
| 22 | FORD-FRANCE (Driver: G. Lidell) | Lola B.R.M. 997 Black |
| 24 | THE CHEQUERED FLAG (Driver: R. Stacy) | Brabham Cosworth 998 White |
| 25 | IAN EABY (RACING) LTD. (Driver: I. Raby) | Brabham Cosworth 998 White |
| 26 | ROBERT LAMPLOUGH (Driver to be nominated) | Brabham Cosworth 997 Blue |
| 27 | MOTOR RACING STABLES LTD. (Driver: L. G. Kerr) | Brabham Cosworth 998 White/Black |
| 28 | G. OLIVER | Brabham Cosworth 998 Red/White |
| 29 | MERLYN RACING (Driver to be nominated) | Brabham Cosworth 998 White/Blue |
| 30 | W. A. JONES (Driver: P. Robinson) (Reserve) | Brabham Cosworth 997 Yellow Red |
| | | Brabham Cosworth 997 Blue |
| | | Merlyn Cosworth 997 Red |
| | | Lola Cosworth 998 Green |

GRANDS PRIX DE FRANCE - PAU

Dimanche 17 Avril 1966

PILOTE

Voiture N° 22

M J. STEWART

Carte strictement personnelle donnant droit pendant les temps d'essai et de Course de l'épreuve ci-dessus, à l'occupation du

Stand N° 11

JACKIE STEWART

Jackie Stewart, who leads the Tyrrell Racing Organisation team of Matra drivers, recently won the Tasman championship for a series of races in Australia and New Zealand with a special formula for racing cars up to 2½-litres.

Stewart's team-mate is Jacques Ickx, a young Belgian who has driven a wide variety of cars in the past year or two, and who shows great promise.

JACK BRABHAM

JIM CLARK

BOB ANDERSON

JOCHEN RINDT

FRANK GARDNER

RICHARD ATTWOOD

international
'200' car race
MEETING
for formula 2 and supporting events
Saturday 2 April 1966
OULTON
PARK CHESHIRE
ORGANISED BY BRITISH AUTOMOBILE RACING CLUB
Sponsored by the DAILY EXPRESS

THE RACE AT OULTON PARK, where it says 'Race cancelled — weather', was cancelled due to snow... It was April! I flew straight out from the circuit — with Graham Hill piloting his own plane — to Le Mans for a test day. I remember it because I was driving

STARTING GRID

| | | | |
|---|---|---|---|
| 10 J. Stewart (Matra-Cosworth) 1 min. 20.5 sec. | 3 J. Brabham (Brabham-Honda) 1 min. 20.1 sec. | | 10 D. Hulme (Brabham-Honda) 1 min. 20.0 sec. |
| 12 G. Hill (Brabham-B.R.M.) 1 min. 27.5 sec. | | 2 J. Clark (Lotus-Cosworth) 1 min. 20.7 sec. | |
| 4 P. Arundell (Lotus-Cosworth) 1 min. 29.3 sec. | 16 J. P. Beltoise (Matra-Cosworth) 1 min. 28.7 sec. | | 26 J. Rindt (Brabham-Cosworth) 1 min. 28.4 sec. |
| 42 T. Taylor (Brabham-Cosworth) 1 min. 29.0 sec. | | 14 J. Schlesser (Matra-B.R.M.) 1 min. 29.0 sec. | |
| 9 P. Revson (Lotus-Cosworth) 1 min. 29.4 sec. | 18 R. Attwood (Lola-Cosworth) 1 min. 29.3 sec. | | 28 A. Rees (Brabham-Cosworth) 1 min. 29.3 sec. |
| 34 H. Grandjean (Alpine-Renault) 1 min. 30.8 sec. | | 48 G. Lagier (Brabham-Cosworth) 1 min. 30.7 sec. | |
| 36 R. Anderson (Cooper-Cosworth) 1 min. 30.5 sec. | 24 J. Ickx (Matra-B.R.M.) 1 min. 31.3 sec. | | 32 M. Bianchi (Alpine-Renault) 1 min. 30.8 sec. |
| | 40 S. Moser (Brabham-Cosworth) 1 min. 30.3 sec. | 20 V. Gardner (Lola-Cosworth) 1 min. 34.8 sec. | |

Non-starter: J. Siffert (Cooper-B.R.M.), 1 min. 30.3 sec.

F. F. S. A.
CIRCUIT DE PAU
1966
242

PUSHING HARD.—Stewart, having taken over the B.R.M.-engined Matra of Ickx, had to drive hard to work up through the field to take fourth place.

DUEL.—Behind Rindt in the opening laps, Hill and Clark disputed fourth place. Clark retired locking electrical bonnet, leaving Hill to tackle Rindt.

BRAKING.—Rees circulated steadily behind the first three for most of the race after the retirement of Rindt and Clark. He signalled, failed to tell him of Stewart's approach and he conceded fourth place thinking Stewart was a lap in arrears.

# CUT OUT AND KEEP

Thanks to Sir Jackie Stewart's wife Helen, we now have a unique perspective on his racing career

**BY NIGEL ROEBUCK**

I have always loved scrapbooks. When I was a kid, I kept one devoted to the doings of Jean Behra, my great hero, and absolutely nothing got in the way of it – I would blithely, to the horror of my father, cut photographs even from *Automobile Year* so as to have them where they belonged – in *my* scrapbook. It constituted, in its way, my first attempt at 'writing about racing', for each photograph was elaborately captioned – at 10 I was wont (I recall with some embarrassment) to use phrases like 'Courage Indeed!'

The green-covered book rarely left my side, but somehow – alas – it went missing in the course of a house move 20 or so years after Behra's death. I would part with a great deal to have it back now – in its way it was as much about my own life as his.

Having spent almost all of my career around motor racing, I have been privileged over time to examine a great many 'personal' scrapbooks kept by the great and good – I remember, for example, the exquisitely presented volumes put together by Rob and Betty, detailing all the years of the 'R.R.C. Walker Racing Team', when such as Jo Siffert, Maurice Trintignant and, above all, Stirling Moss drove for this most celebrated of all 'private' teams.

Then there are the books – 17 in total – put together over the years by Helen Stewart, documenting the career of her husband and recording their lives together. Many a time, when visiting them, I have studied them with Jackie – it always starts when he seeks to remember a detail of a particular race weekend or party or journey, but as soon as the books are open this leads to that, and an hour passes in a flash.

The great thing about them, I always thought, was that although they were creatively laid out by Helen, they were not in any sense 'professional' – nor would she claim them to be, and nor, I imagine, *wish* them to be. Photographs and cuttings from newspapers and magazines are included, of course, but so also are programme covers, driver's passes, postcards, telegrams and the like – and it is these that make the whole thing *live*, that provide memories of what it was really like that weekend at Monza or Clermont-Ferrand, in 1965 or '69 or whenever.

An entire page, for example, is given over to the First Class menu on a TWA transatlantic flight of the time, and it's enough to make you dewy-eyed for an era long gone. Back in 1965, his first year in Formula 1, Jackie was accustomed to flying economy. But on this occasion, he says, someone must have paid for the upgrade, for it was his first time at the front of the aeroplane – memorable enough for him to keep the menu. Caviar, lobster, champagne, French pastries… you know the kind of food you get on a plane…

Now, nearly 37 years on from Stewart's retirement as a racing driver, Genesis Publications has put together a sumptuous book, which faithfully reproduces highlights from the original scrapbooks and is entitled, *Collage: Jackie Stewart's Grand Prix Album*. As you'd expect of anything to do with JYS, it is manufactured to the highest standards, complete with hand-finished fine leather bindings. A limited edition of 1500 individually numbered books have been printed, each one signed by Stewart.

"This is Helen's book, not mine," says Jackie as we look through it together. "She did all the work, and I must admit that at the time I perhaps didn't take as much notice as I should have done. Once I'd retired, though, I was so glad she'd kept on with them, so grateful to have them."

In point of fact, it was Stewart's mother who began the practice of collecting clippings and photographs to do with Jackie's career, notably in his clay pigeon shooting days, when he represented Great Britain and was of Olympic standard. A page of the book is given over to his days with the gun, and then we are on to his marriage to Helen, early races with Ecurie Ecosse – and then to what was to be the most important professional relationship of his life, with Ken Tyrrell, for whom he raced a Cooper in F3 in 1964.

'Jack Stewart', reads a cutting on page 15, 'kept up his brilliant run of victories in Formula Three racing at Oulton Park yesterday'.

Throughout the book are short pieces by Stewart, giving a slice of background to the situation of the moment. His first important win, without a doubt, came in the F3 race at Monaco in 1964 – his very first race 'abroad'. The plan had been for him to drive down from Scotland with Helen in an MGB convertible, staying en route with Bruce McLaren and his wife at their Surbiton flat. Come the next morning, they left for Dover, Jackie omitting to notice that his briefcase – containing passports, tickets, money – was on the roof of the car as they drove off.

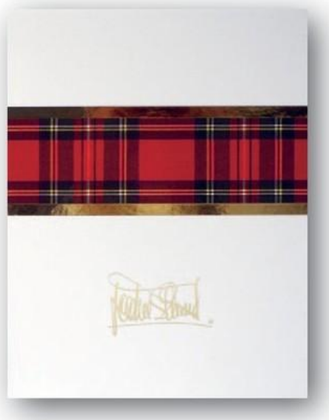
Nearing Dover the briefcase's absence was noted, whereupon Stewart phoned McLaren, who fortunately had seen it fly off the roof and said he would leave it at the police station before himself leaving for Monaco – "Because he was an F1 driver, they were flying down…"

By the time the Stewarts had driven back for the case, it was too late to drive down the length of France in time, so they flew to Nice via Geneva: "I didn't have enough money for two return tickets, so I bought a one-way for myself, thinking I'd get a ride back with someone…"

In some respects, a scrapbook of this kind tells a tale in a way that a formal autobiography never can. 'New Ace in the Motor Racing Pack' reads the headline above a story about Stewart in November 1964, and on closer inspection you realise it is from the *Eagle* comic. "I always used to get it when I was a boy," Jackie says. "When I was featured in the *Eagle*, that was a really big deal for me!"

At the time of the story, Stewart had recently signed his first Formula 1 contract, and would

*Continued on page 76* ›››



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Three of the four corners of the globe are represented by Jackie Stewart (left) from Scotland, Bill Dunne (centre) from America and Bruce McLaren (right) from New Zealand and they are probably talking about the chances of the Japanese Honda Grand Prix car.

Jackie Stewart, at 1967 USGP:
". . . and then when he starts to pass me, I'll reach down, pick this up, and POWH

95

A QUARTER of a million pounds worth of Formula One racing cars line up at Oulton Park this afternoon for what must surely be the greatest day in motor racing in the North.

Their goal: The 112 miles an hour lap. Think of it as an average of 112 miles an hour or more round Oulton's 2½ miles of dips and bends.

Jack Brabham made history in last year's Gold Cup race by creating an outright circuit record of 106.51 miles an hour.

Many people thought that time would be the ultimate speed for the track had been reached but yesterday five drivers exceeded that speed and two others

Fantastic

Graham Hill, one man who has driven in every Gold Cup race since 1958, is confident that the record will be broken. "The car is fantastic," he said. "I think we can do 107 miles an hour."

JUSS FANGIO
Starts today's race

OULTON RECORD BUSTERS

Weather: Occasional thundery showers

Special splint for Jackie

128 m

OULTON PARK

FANGIO CAME TO THE GOLD CUP at Oulton Park. He started the race and I won it. He was my biggest hero and carrying him to his final resting place years later was one of the most important moments of my life.

Fangio, one of the stars at today's Gold Cup race at Oulton Park, Cheshire. Jack Ickx, of Belgium, Jackie Stewart, Graham Hill and Jack Brabham, have a talk at the pits as they prepare for the big event.

STARTING GRID

LOTUS-FORD
MATRA-FORD
FERRARI
BRM
BRM
LOTUS-FORD
FERRARI
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BRM
LOTUS-FORD
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MONACO

STEWART WINS

Jackie Stewart won the Monaco Grand Prix yesterday in a Tyrrell Ford. He led from start to finish, lapping all but three of the other 17 starters.

Colin Dryden—Page

Stewart wins

Jackie Stewart won the Monaco Grand Prix yesterday in a Tyrell Ford. He led from start to finish, lapping all but three of the other 17 starters.

h Jackie breaks record

Tense

U.S. Grand Prix Practice

STEWART HAS FASTEST LAP

GRAND PRIX OF THE UNITED STATES
WATKINS GLEN, N.Y. OCTOBER 4-5-6
COMPETITOR
DRIVER - JACKIE STEWART
CAR # 15
1968

sick... but
ackie still
wins big race

and nearly won the world championship. Looking back
d a maturity that I lacked then. He knew how to talk,
being world champion for the sport as Graham was.

THE REPORT THAT I WAS 'CAR SICK' was from when I had mononucleosis. It's a blood disorder that, in those days, was commonly diagnosed in college students burning the candle at both ends — studying and partying. In my case I contracted it because I made 86 trans-Atlantic crossings that year; I traveled 450,000 miles going back and forth between Europe and America racing Formula One and Can-Am. That was the first time I seriously thought about retiring from the sport, I was so exhausted.

thanks for a grand afternoon we were in Monte Carlo to see you win again congra tulations the letters have arrived O.K. Be regards

Juan Antonio

TELEGRAMM

AFTER MONACO CRASH

DUMBARTON'S Jackie Stewart smashed his Tyrrell Ford into a crash barrier during the Monaco Formula One Grand Prix on Sunday.

But then he went on to outstrip all the competition to win "the best race of his life".

Jackie's smash came 36 laps from the end of the race. The Dumbarton race-ace, who led from start to finish was going into the Tobacconiar Corner when he hit the barrier "quite hard" at high speed.

"If the car had been anything but a Tyrrell, then it would have been my race," said after the Grand Paldi was also

Weekend of a Champion

To my lady Cecile with love Ronnie

Race ace Jackie— film star

RACING driver Jackie Stewart revealed yesterday that he plans to make a new career in films.

Jackie, 32, said he is to star in an Alistair Maclean thriller.

He added: 'At the moment it is called The Hands Are Still Now. I play a character called Johnnie Harlow, who is a world champion, but there is not much motor-racing. It is about drug trafficking, and Harlow is a James Bond type hero.'

The truth
Stewart..
to his und

STEWART AND POLANSKI: Scot

BY CECIL WILS

under are not everything to
. He is also a motor-racing
he Ritz Cinema, Leicester
ursday you may see how
state that addiction to the

analysis of the fears, the
fads and the whole philo-
sophy of a driver who com-
bines courage, humour and
lucid sensitivity to a degree
rare even in this highly
articulate profession.

The whole idea began
when he brought back a
new cine camera from
tour and asked his friend
Jenski to try it out for

Jenski obliged by
ing parts of the 1970
Prix, and they were
so pleased with the
that they decided to
full-scale documen-
last year's race,
the middle of

him around
four days be-

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UAL GRAND PRIX OF THE UNITED STATE
PIONSHIP OF DRIVERS -- WATKINS GLEN, NEW YORK -- OCTOBER 6, 19

Be it kn
Jackie
undertook and ful
Dri
for the 10th Grand Prix o
making a valuable contribut

Henry Valent
President
Watkins Glen Grand Prix Corp.

C. R. Argetsinger
Ex
Watkins Glen Grand P

OCT 4
UNITED STATES
$1
CHAMPIONSHIP OF DRIVERS

Firestone

SEEING EYE TO EYE ABOUT SPE
AFTER ALL, IT'S THEIR WORL

THESE are the men who live in a world of speed . . . Jackie Stewart, in cap and dark glasses, and Graham Hill. And speed is what they are talking about in the sunshine of Watkins Glen, New York.

There today they are due to compete in the United States Grand Prix. Jackie, the world champion racing driver, is 31. Graham, who has won the championship twice, is 41.

FITTIPALDI IS TOP IN PRIX

EMERSON FITTIPALDI, who lives in Norwich, driving a Lotus-Ford, won the United States Formula One Grand Prix yesterday.

Fittipaldi's victory meant no one could overtake the late Jochen Rindt of Austria in this year's world drivers championship. Rindt, who was killed in practice for last month's Italian Grand Prix, amassed 45 points before his death.

Fittipaldi, who won first prize money of 50,000 dollars (about £20,000), has already proved he was up-and-coming as a member of Gold Leaf Team Lotus. His rise to fame since he started in Brazil in 1967 has been meteoric.

A Brazilian, Fittipaldi came to Britain nearly two years ago. He enrolled with the Snetterton-based Jim Russell racing drivers' school.

DOMINATED

A man who has dominat
Formula Ford, he lives
Catton Chase, Norwich.
The final Grand Prix in
year's 13-ran series will be
Mexican event to be stage
Mexico City on October 25
In yesterday's Grand
Pedro Rodriguez, Grand
driving a Yardley team
finished second, of
Reine Wisell, of
driving a Lotus-Ford.
Jackie Stewart, of
was selected as "man
race" by correspondent
ing the event to win th
Overseas Airways Co
trophy and 5000 dolla
£2000). He was chos
he led for 83 of th
before engine trou
him out.

EXTRA
The Indiana Journal
HOME EDITION

STEWART NEEDS A HAIRCUT

'MOD' CHAMPION

Long-haired Scot with a taste for "mod" clothes that's Jackie Stewart the current world champion racing driver who was snapped at the Brands Hatch circuit recently.

Stewart takes an early lead in U.S. Grand Prix

Jackie Stewart took the lead in his Tyrrell Ford on the first lap of the United States Grand Prix at Watkins Glen, New York, yesterday.

Stewart, the second fastest driver in the trials with a lap speed of 130.23 m.p.h., was quickly out in front in the field of 24 cars.

The 108-lap race over 250 miles is the last event but one in this year's world championship series.

Race officials announced that Tim Schenken of Australia and his De Tomaso Ford dropped out before the event began, but just in time he got his engine started and was allowed to re-enter.

Schenken's good fortune was bad luck for England's Peter Westbury who had been advised to enter his Yardley B R M in Schenken's place. It would have been Westbury's third grand prix race after having been made number one reserve.

Robert wins

Belgian rider Joel Robert won the world championship title for the 250 c.c. motor-cross class in Launsdorf, Austria, yesterday for the fourth time.

Machine trouble

The 26-year-old garage owner placed second in yesterday's 12th and final grand prix contest on the Launsdorf course with his strongest opponent, Sylvain Geboers, also of Belgium, forced to give up because of machine trouble.

The Launsdorf contest with two 40 min. races plus two additional 1500-metre rounds, was won by Heikko Mikkola of Finland. Mikkola was fourth in the 1970 world championships.

Results of yesterday's race: 1 Mikkola, Finland, Husqvarna, 2 pts; 2 Robert, Belgium, Husqvarna, 3 points, 36.48 min.; 3 Czerbowski, Poland, Jawa, 4 pts, World Champion after 3 rounds; 4 Z. Chaloupka, Czechoslovakia, 5 pts; 5 Rouff, Germany, 6 pts; and Cooper, 7 Mikkola.—Reuter

Championship for Rindt after Ickx loses to Brazilian

An unknown Emerson Fittipaldi, of Brazil, won the Grand Prix at Watkins Glen, New York, yesterday, after Belgium, Jacky Ickx, of when his was forced to fuel.

Ferrari driver Fittipaldi's win eliminated Ickx from the championship world with nine to which late Jochen Rindt in Austria who practice a of crash during Grand Prix at the Italian month ago.

Fittipaldi's victory that Ickx, driver, eliminated a former champion, saw the Stewart, with 82 laps, leading for Pedro Rodriguez, Mexico's over the end then took from Fittipaldi eight laps out of fuel, the lead.

Lap record

After a brief refueling stop, Rodriguez got second place, half minute behind the race driver, third. In the about a Another, was fourth. In of Sweden, was Ickx to set battle he set a lap record of lead 82 miles (131.89 mph) 132.09 mph mark of practice.

Chris was fifth in and was Derek Bell of had not been checked as a lead until the came down.

Youngest driver

It had not been for the broken lap on been in the lead Ickx would have Rodriguez was over. tion to Stewart retired. had been when Stewart ace for more The Belgian lap. chasing, the race less than half, the Ickx line minute to a minute by competition, a rare, out of 32 starters, the youngest driver in the

PASS OUT CHECK
GRAND PRIX OF THE
UNITED STATES
WATKINS GLEN, N. Y.
OCTOBER 2, 3, 4, 1970

GRAND PRIX OF THE UNITED STATES
WATKINS GLEN, N.Y. OCTOBER 2-3-4
MEMBER
JACKIE STEWART
DRIVER
CAR 1
1970

153

drive in 1965 for BRM – a car, it was breathlessly noted, worth £14,000! At the same time the *Daily Sketch*, with whom Jackie had signed a contract, revealed that he would be paid £100 a week to drive it…

The first Grand Prix of '65 was in South Africa, and there Stewart duly scored his first World Championship point. His telegram to Helen, reproduced in the book, wasted no words: 'Finished sixth. Jackie'.

Telegrams were so much more potent than e-mails, were they not? After the Monaco Grand Prix, in which JYS finished third, he received one from Sir Alfred Owen, frozen in another time: 'Thank you for your wonderful efforts on Sunday at Monaco. Your courage, stickability and guts were outstanding, and the job of work you did was extremely well done. Keep it up'.

Sir Alfred Owen was British, by the way.

When we think of Jackie Stewart, we think primarily of Grand Prix racing, in which he was king of the hill for so many years, from 1968 to '73. But fortunately Helen did not confine her scrapbooks to F1, so there are memories too of her husband's activities in the Tasman Series, in sports cars and Can-Am – and at Indianapolis.

In 1966 I was one of many who trailed to a cinema – in my case in Manchester – to watch the Indy 500 on a big screen. Live coverage of the Indy 500… it was something unknown in those days, something from an alien world, and when we took our seats it felt like a big adventure. The cinema wasn't quite full, but it wasn't far off – and it turns out, as we learn from this book, that Helen watched the race in Glasgow, Graham Hill's family together with Ken Tyrrell in London, Jimmy Clark's family in Edinburgh.

"When Jackie was leading near the finish," says Helen, "I was dying inside, because all he could do was break down or win. Everyone was getting the champagne out. I said, 'Don't do this – it's not over yet'. I don't count my chickens before they're hatched. Anyway, they did get the champagne out, and of course he broke down…"

That same day Jackie got a telegram of commiseration from Steve McQueen, in whose forthcoming movie *Day of the Champion* he had been contracted to appear. In the event, though, the project came to nought, and I wondered why.

"You know," Stewart says, "I have no idea. All I remember is that Jimmy [Clark] and I had signed to work in the McQueen film, and all the other lads were committed to doing *Grand Prix*, which was being made at the same time. To be honest, I think Jimmy and I were attracted to being in a McQueen film – he was a *big* star at that time. When it was cancelled, *Grand Prix* was still going on, so they came and asked us if we'd get involved – I don't know if Jimmy took money from them or not, but I know I did! Come to that, we were also paid for the McQueen movie…"

> "'I was very sorry,' reads a telegram from Peter Sellers, 'to read about your prang…'"

At Spa in 1966 Stewart had the accident which transformed his attitude to the job he was doing, to what he felt were the *unnecessary* risks he, and all his fellows, were running week after week. Although he was fortunate to escape with only a broken collarbone, he was trapped in the BRM, soaked in fuel, and not surprisingly that registered with him. It took half an hour to release him from the car – and the work was done not by marshals (none around) but by fellow drivers Graham Hill and Bob Bondurant, who had to borrow spanners from a spectator's car to remove the steering wheel.

Finally, 'They took me to what they called the medical centre, and laid me on the floor on a canvas stretcher. I'll never forget seeing the cigarette ends lying on the floor. It was filthy.' Later Stewart was put in another ambulance and transported – with police escort – to hospital in Liège. The escort lost the ambulance – and the ambulance driver didn't know the way…

"I was very sorry," reads a telegram from Peter Sellers, "to read about your prang…"

The events at Spa marked the start of Stewart's campaign for greater safety in racing, and in many quarters it made him extremely unpopular, as evidenced by a letter sent to *Motor Sport* at the time, and reproduced here. Whatever was the matter with the chap? Didn't he *want* to die in a racing car? Well, no, he didn't, and every driver to follow him into the sport is in his debt.

Of the folk who criticised him, Jackie says simply this: "What they seemed to forget was that it was my friends who were being killed." And he considers that improvements in safety were his biggest contribution to motor sport – "Much more," he says, "than winning three World Championships".

Stewart was active in motor racing at a *highly* perilous time in the sport's history. There are parts of his book *Faster*, which deals exclusively with the 1970 season, that are almost painful to read, and must have been excruciating at the time to relate. But this new scrapbook plays down the tragic aspects of life as a racing driver in the '60s and '70s, and deliberately so.

"I don't think," Jackie says, "that either the publisher or Helen or I would want to be accused of… sensationalising the way racing was in those days. There are some dreadful photographs around of some of the fatal accidents in that period, but we took a conscious decision not to linger on anything like that, not least out of consideration for the families of the people who were involved."

There are poignant photographs of François Cevert with the Stewarts at Niagara Falls, and then Bermuda, immediately before his fatal accident in qualifying at Watkins Glen in 1973. This was to have been the 100th, and last, Grand Prix of Jackie's career, but in the event, of course, Ken Tyrrell rightly withdrew his other cars. A little while later, at a function in London, Stewart formally announced his retirement. And, unlike some less fortunate souls, he has never regretted it for a second.

It wasn't all good, this period of racing history, but the best of it was as glorious as the sport has known – not least for a certain innocence now long gone. This book captures it in its entirety. Ⓜ



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Lunch with...

# TOM KRISTENSEN

He won Le Mans at his first attempt, and has barely been off the podium since then. Little wonder the Dane's passion for La Sarthe still shines through

**BY SIMON TAYLOR**

James Mitchell

Le Mans is an extraordinary motor race, and to conquer it takes an extraordinary mix of abilities. Physical fitness and stamina, of course, and high levels of cockpit concentration, often in dramatically changing conditions. And, nowadays, real ten-tenths speed, day and night, hour after hour. Personal discipline too, allied to an unselfish team spirit, and the ability to work under intense pressure with a tightly motivated group of individuals. Plus all the other attributes of a top racing driver – but with some of them in greater supply than even Formula 1 requires.

Thus, to win Le Mans even once is a signal achievement. To win it eight times indicates a truly exceptional talent. Only Tom Kristensen has done this. In 1997 he was an F3000 driver, leading the European championship and knocking on the door of F1, when at a few days' notice he was summoned to Le Mans for the first time. Having never sat in the car before, he won, and set a record fastest lap during the night. Over the next 11 years he went on to win the 24 Hours seven more times. This month he is back, looking for win number nine.

Denmark is a mainly rural country of just 5.5 million people. Tom was born 42 years ago in the small northern town of Hobro, in a flat over his father's little garage business. Today, every inch the professional racer, he lives in Monaco. But to relax he likes to spend time with his young family in his holiday house on the North Jutland coast at Skagen. We meet there, and lunch is at the 100-year-old Ruth's Hotel, a stone's throw from the sea. It's known for its dramatic cuisine, but Tom's fare is healthy: asparagus, local scallops, fresh fruit, a tiny sip of white wine.

"My dad was a big influence on me. He was into hot rod racing and rallycross, even a bit of circuit racing. But money was tight, so he was always struggling with bad equipment. He'd work hard all day and work on his race car all night, and his enthusiasm came across to me. From when I was six I used to go with him. At first I was more interested in stickers to add to my collection, but even then I was aware of the friendship, the paddock camaraderie."

By the age of 10 Tom was karting, and showing real ability. Soon he was clocking up Danish junior titles, and in 1985, aged 18, he was Scandinavian Kart Champion. Second that year was a Finn by the name of Häkkinen. He won the Italian title, finished second in the European Championship, and in 1987 he was second in the World Championship. "It was good for me, racing against karters like Mika, Alex Zanardi, Yvan Muller, Gianni Morbidelli, Vincenzo Sospiri, Christian Fittipaldi. I could only do it because a lot of good people helped me with my travel and equipment costs. Denmark is a small country, and I am so grateful for the support I had.

"But I could not afford to go on. My mother said 99 out of 100 people who try to work in motor sport never get anywhere, and I should have a proper job. Of course, I was hoping to be the one, not the 99, but she persuaded me to get a job in a local bank as a trainee. I didn't dislike it, but it wasn't the aim of my life. I read the English racing magazines every week and I called people up, trying to chase every idea, every opportunity. I had the odd drive in FF2000, and in the end Bertram Schäfer took me on for his 1991 German F3 team." Tom was expected to be the number two in the Ralt-VW outfit, but in his first race, at Zolder, he won from pole and set fastest lap. He went on to win the German championship. Opportunities for a fast young man with no budget were still hard to find, but at the end of the season he got a ride at the prestigious F3 race at Macau.

"I loved that place, a real road circuit. I arrived with [fellow Dane] Kurt Thiim, full of jet lag, but at 4am the rickshaws were busy taking the drunks home. So we took a rickshaw round the track and I learned it that way. And I was fastest in first practice. It didn't count for the grid, of course, but you remember these things." Tom qualified fifth and finished sixth. A week later he did the Fuji F3 race, and was running third in the closing stages when he ran out of fuel. That was when Toyota approached him with an offer to race in Japan.

"I stayed in Japan for five seasons. In F3 I won the Japanese championship and the World Final at Fuji, and I was second at Macau. In touring cars I was twice runner-up in the championship, and I also raced the Nissan Skylines, which had huge power. I did two seasons of Formula Nippon [Japanese Formula 3000], and came second in the championship in 1995. I did a lot of racing. Most Europeans still underestimate the whole Japanese racing scene. It's very professional – a lot of circuits, a lot of people involved, a big industry. The Japanese are incredibly passionate about their racing. And I earned good money. When I went home for Christmas my mother still said, 'When are you going to get a proper job?' I had to tell her I was earning more than I'd be earning in the bank.

"I raced the Supra GT car for Toyota and the V10 Group C car too, with Eddie Irvine and Jacques Villeneuve. Eddie was well established in Japan, and much respected. He was always direct and straight to the point, which I liked, but very business-orientated about his racing. I didn't see so much passion, which was a little bit difficult for me to understand. Jacques, I have a lot of good memories of him. We'd raced together since Japanese F3. He didn't look like a racing driver, long hair, little round glasses. He didn't behave like one either. But it was in Japan that he found out, 'I can do this, I am fast.' I was very focused on my racing, but Jacques was into his music. He couldn't pass a music shop without going in and coming out with a pile of CDs. He had a ground-floor apartment in Tokyo and all it seemed to have in it was a huge American fridge and a huge sound system, not even any curtains. I remember going with him by train to a circuit in the south of Japan for a test. Jacques knew where we were going, but his ears were plugged into his music as usual, and we ended up in the wrong place. It was late, the last trains had run, so we had to find a hotel room. We ended up having to share a bed. I don't know what the people in the hotel thought. We turned up late for the test next day.

"My mentor in Japan was Kazuyoshi Hoshino. Very fast, very calm, didn't say much, but we had great chemistry when we raced together. Just a great guy. There have been quite a few good Japanese drivers on the international stage, but if you ask any of them who was the best, I think they'd say Hoshino."

In 1996 Tom returned home, determined to make his mark in European F3000. The first team he drove for folded mid-season, after which Peter Briggs gave him what drives he could for Edenbridge, but pole positions at Spa and Pau and second place at Silverstone showed his potential. Then Bettenhausen offered an Indycar test. "It was between Jörg Müller, Allan McNish, Patrick Carpentier and myself. It was all very professional, two sets of soft tyres each, and I was fastest, on both my sets. I was hoping to get the drive, but I didn't hear any more, and it went to Carpentier. It's the way things happen.

"So it was F3000 again in 1997, and after the first three rounds I was leading the series. Then the week before Le Mans, on the Thursday, I got a call from Ralf Jüttner of Joest Racing. They were running a Porsche with Michele Alboreto and Stefan Johansson, and at the last minute they thought of me for the third seat. Everything happened very fast. I flew to Germany next day. The car and most of the mechanics had already left for Le Mans, but sitting on the workshop floor was a spare monocoque, and Jürgen Hördt suggested I get in and try it. I wriggled into the seat and I said, 'It's fine, it fits me very well.' Then, starting to feel at home, I said, 'Maybe if the brake could be just a fraction closer, it would be perfect.' And old Jürgen put his head down to me in the cockpit and said, '*Das schnellste bestimmt bei uns*' – with us, the fastest driver decides that. That put me in my place.

"But they gave me the drive. I went to Le Mans, and had just 18 laps in the car in practice, including in and out laps. And we won. Michele and Stefan were so good to me, very open. Michele knew the car well, so I spent a lot ➤➤➤






















Clockwise from top right: a BTCC outing for Honda at Croft in 2000; Kristensen won German F3 title at first try in Ralt-VW in '91; with the man whose Le Mans win record he's now beaten, Jacky Ickx; testing for Williams in '99; Tom, Allan McNish and Dindo Capello saw off Peugeot challenge at Le Mans '08 in Audi R10 turbodiesel; in Formula Nippon in '94 – he was title runner-up in '95; Bentley Speed 8 was "most beautiful Le Mans car ever"; more F1 testing – this time for Minardi; his winning Le Mans debut – Porsche was shared with Alboreto and Johansson; a different Audi in the '05 DTM









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of time with him. We went together on a scooter and looked at parts of the track, and I asked him about lines and gearchange points. He never told me what to do, but when I asked questions he always gave me good answers. He gave me confidence. Michele was such a good guy.

"And during the night I happened to set a few quick laps, which was nice. It was getting towards what we call Happy Hour at Le Mans: it's just starting to get light, so visibility is better, but it's still cool, so you can run a relatively soft tyre compound and the air density is good. I was still learning, getting better as the race went on. We were doing 50-minute stints between fuel stops, and the rules allow you to stay in the car for up to four hours, so I was on my third stint and the tyres were still good. Jüttner came on the radio and said, 'Fastest lap, well done. Keep the pace.' That meant: don't go slower, don't go faster. Three laps later he came on again, and told me I had beaten my new record. That was 3min 45sec, which was the fastest lap of the race. Then, because the tyres seemed OK, he said, 'Tom, can you do another stint?' Of course I said, 'Yes, no problem.' In fact I was completely knackered. It was my first Le Mans and I was concentrating so hard, even on the straights. Back then there was no power steering, no paddle-shift: you shifted with your left hand, a good old Porsche 'box, very strong, but heavy. But they'd given me this chance, and I wanted to pay them back. So I was in the car through the night for three hours 20 minutes. Nowadays at Audi it's quite usual to do four stints.

"I still had my heart set on Formula 1. I tested for BAR and Minardi – they offered me half a season if I could come up with some money, which I couldn't, and so for 1998 I signed with BMW, who were developing their new Le Mans car with Williams. I had a good relationship with Williams, and got on very well with Patrick Head. I hoped it might lead to something, and I tested the F1 car. But they had Zanardi, Ralf Schumacher, suddenly there was Montoya, Button, Junqueira, Jörg Müller, so it didn't work out."

The BMW V12 LM had barely run when the teams went to the May pre-qualifying weekend. "It was only the second time I'd been at Le Mans, and that was when I had my worst scare. On the fast stretch between Mulsanne Corner and Indianapolis, suddenly I had no steering. At around 200mph I was on the grass. I braked with my left foot and managed to keep the car out of the barriers, got back onto the Tarmac, drove back to the pits and said, 'I think I have a rear puncture, or some sort of aero problem.' They couldn't find anything wrong, and my team-mates Steve Soper and Hans Stuck were saying, 'If Tom isn't happy let us take over.' Then they found it: the floor had split, allowing air to build up under the car. Patrick Head showed me later on the telemetry that the front wheels had been off the ground for between 19 and 27 metres. They fixed it, I jumped back in, and posted second-fastest time in the session. In the race we ran in the top six, but there was a problem with the wheel bearings. After four hours we were told to park it."

BMW were back in 1999 with the radically revised V12 LMR. "In the week before Sebring we tested at Homestead, and we kept blowing differentials. Some of the team said we would have to go back to Europe, but the Williams mentality was: we're here, we have Sebring in a few days, we're going to sort it. They did, and we won the race, me, JJ Lehto and Jörg Müller – by 9.2 seconds after 12 hours. But Le Mans was the one that got away. It was a big year for manufacturers – Mercedes, Toyota, Nissan, Audi, BMW – and we led for most of the race. We were three laps in front after 19 hours and it was all looking good. But at Le Mans a small thing can always turn into a big thing. A damper unscrewed itself and pushed against a rollbar, which in turn jammed the throttle cable to one bank of cylinders. JJ was driving, and with half the V12 on full throttle he had a massive crash.

"A couple of months later I had my first meeting with Audi. Dr Wolfgang Ullrich, their head of motor sport, showed me a drawing of the R8, and we made a deal that day." It was the start of a very fruitful relationship. Tom was also racing for Honda in the DTM and then the BTCC, and still got called upon for F1 tyre testing by Williams and Jaguar. But now, at 32, he realised that sports cars were his future. And, teamed with Emanuele Pirro and Frank Biela, he won the next three Le Mans races on the trot.



The photograph is of Carl-Erik Kristensen with the son who absorbed his passion for racing

"The 2001 Le Mans victory is particularly unforgettable for me, because on April 25 that year we lost Michele." Alboreto was killed during a pre-Le Mans test at the Lausitzring, when a rear tyre failure launched his R8 at more than 200mph into a series of cartwheels. "We respected Michele greatly, he won his final race at Sebring, and we felt him missing at Le Mans, we all thought about him. After his crash there had been a lot of talk about the danger of this type of racing. And Le Mans 2001 was wet. Endlessly wet. Heavy rain at Le Mans means you are constantly aquaplaning, because water lies in the indentations in the track. That year the 24 hours felt like a week. There were a lot of accidents, and driving slowly during all the safety car periods the cockpit filled up with water, up to your arms, like sitting in a bath. Because of the conditions, and all the safety car periods, we weren't changing gear at full throttle, and that upset the transmission. In the end I lost fourth gear, so I chugged into the pits in fifth and, with less than four hours to go, they changed the gearbox. We still won by a lap. On the podium I felt completely empty, physically and mentally. Dr Ullrich said, 'This one is for Michele', and we all burst into tears. It was the most emotional Le Mans for me.

"In 2002, close to midnight, I had a right front puncture going into the Porsche Curves. A huge explosion, took out a lot of the front bodywork. I managed to get to the pits on three wheels, but I thought our race was gone – or, at least, we'd be in the pits a very long time. The mechanics were working on the right front, I was just sitting in the cockpit trying to be calm, and after about two minutes the chief engineer said, 'Tom, be ready.' The guy working on the right front caught my eye and put his thumb up. Then the engine was fired up and out I went. I'd been stationary about three minutes. I couldn't believe it. We won the race, and the next morning when I looked at the car I realised there was a metre and a half of bodywork missing, back to the radiator."

In 2003 there were no works Audis at Le Mans, so Tom was seconded to Bentley. With Dindo Capello, already a familiar partner from the ALMS, and Englishman Guy Smith he won again. "The Bentley was a closed car: better aerodynamics, but very little space inside, and very hot. In our open Audis there is heat from the side radiators, and the monocoque gets warm, but you're breathing mainly clean air. In a closed car the air you breathe is really hot – they didn't use air-con in race cars then. Running behind the safety car was almost unbearable, because at low speeds there was no airflow through the car. But for me the Bentley is still the most beautiful-looking Le Mans car ever."

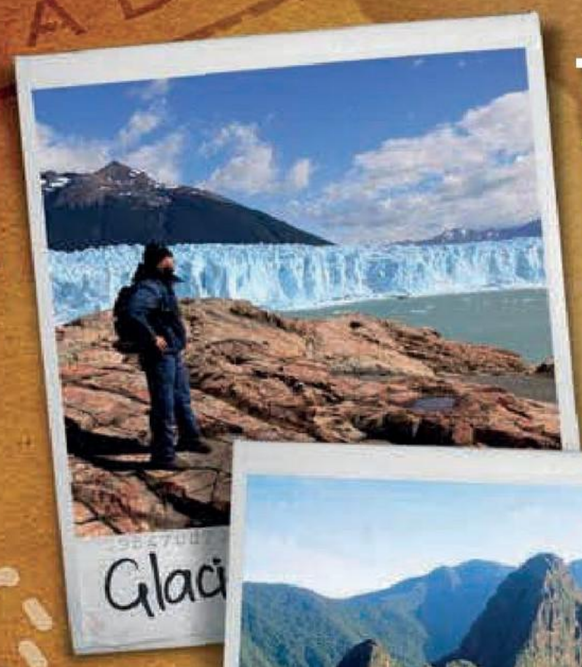
Tom won the 24 Hours again in 2004, with Dindo and Seiji Ara in a Japan Team Goh ➤➤➤

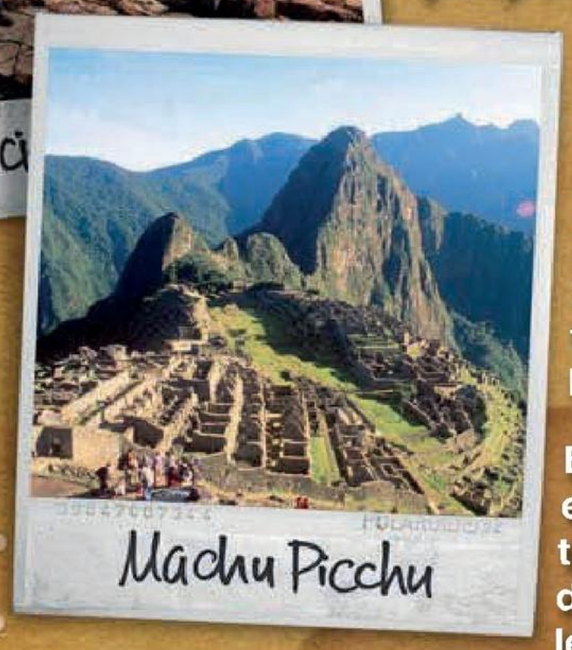
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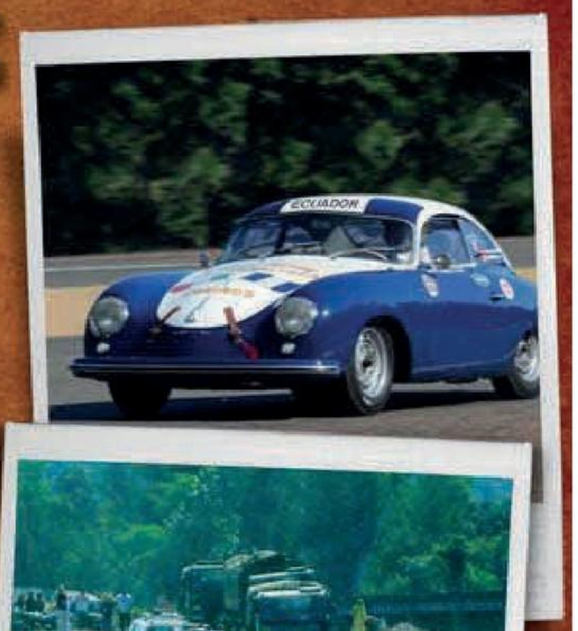




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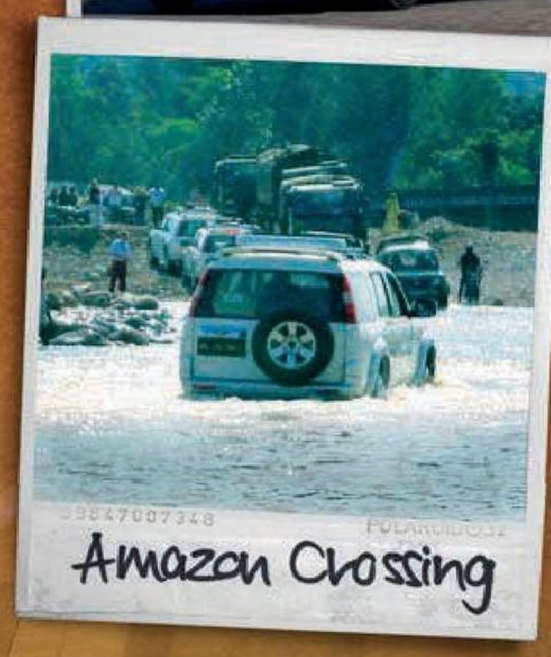
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Audi R8, and in '05 with JJ Lehto and Marco Werner in an American Champion Racing R8. He had now scored a quite astonishing six consecutive victories, and seven in all – beating Jacky Ickx's long-standing record. For '06 the Audi works outfit was back to debut its mould-breaking R10 TDI turbodiesel, and for the first time Tom was teamed with Allan McNish.

"Allan and I, we'd had a fantastic fight at Sebring in 2005. At the end, after 12 hours' racing, we were separated by just over six seconds. A lot of it was in the strategy, short fuelling and tactic games. On the podium we agreed it would be cool to be in the same car. Dr Ullrich agreed to our request and, with Dindo, we've been together for five seasons now."

Tom, Allan and Dindo gave the R10 victory first time out, at Sebring, but at Le Mans Capello had an off avoiding a slower car. Delays to mend battered bodywork and replace a turbocharger left them a distant third. Then in April 2007, doing the DTM for Audi, Tom was involved in a horrifying high-speed pile-up at Hockenheim. His car was T-boned, reportedly generating forces of 63g. "I woke up in hospital feeling fine, because of all the adrenaline, but by Monday night I felt terrible. For a long time I was just unwell, with dizziness and headaches. That reduces your motivation to train. It took me two years to recover fully."

Nevertheless at Le Mans that year things seemed back on script. "We were ahead almost from the start, and after 17 hours we had a lead of over 15 minutes. But at Le Mans the biggest lead can turn into the biggest disappointment. While Dindo was in the car on Sunday morning, he lost the left rear wheel and crashed." Then came 2008, and a major onslaught from Peugeot, determined to end Audi's winning streak.

"The Peugeots were basically quicker than we were, and everyone was waiting to see Audi get beaten at last. We were fighting the fastest Peugeot right up to the end, and we were on the same lap at the flag – but we were in front. That win really meant a lot, because it was so close-fought. For us it was a mega-triumph." But in 2009 Audi did get beaten. The French cars finished 1-2, with Tom, Allan and Dindo only third, six laps down, after many problems with the new R15. "We'd won Sebring first time out with the new car, which created confidence. Then in the bad weather the radiators silted up, a problem we'd never had before. When you run those diesels out of the temperature range you have two choices: run with less power, or blow up the engine within one lap. So we ran with less power. Afterwards the whole Audi team went over and congratulated Peugeot. That evening the Peugeot guys were wearing Audi shirts, all completely out of their heads, with the Germans in Peugeot shirts."

The days when Le Mans was more a test of reliability than outright speed are gone. This is now a flat-out sprint that happens to go on for a day and a night. "You have to be absolutely on it, all the time. But you must be intelligent about it. The car is very strong, but if you are clumsy with it you won't get to the end of the race. You must use the kerbs, but you try to cross them with an unloaded wheel, like the inside wheel on the apex of a corner. When you ride an outside kerb coming out of a corner you're doing it with a loaded wheel, which is more critical.

"The key to being quick at Le Mans is how you deal with traffic. What matters is not your time over a single lap, it's keeping your average up over a whole stint. This year, with the restrictors set by the current rules, we will be doing maybe 210mph. The GT2 Porsches and Ferraris will be doing about 180mph. But the speed difference isn't the thing. It's the braking difference. With their extra weight they will start to brake at, say, 170 metres. We will brake at 120 metres. So when they start to brake we are still flat out, and that's where the danger is. You do touch other cars, it happens. If there are just two cars it's usually not a problem, but sometimes three or four cars are running close together, all different speeds, different weights, different braking points. But that's the challenge, that's Le Mans.

"You have to read the traffic, because driving abilities vary. As you approach a car you can soon tell if there is a pro or an amateur at the wheel. You're constantly making decisions: whether to sneak underneath him and scramble round the corner, using up a lot of brake and tyre, and maybe losing momentum, or whether to roll off the throttle a bit, hang back, get a higher exit speed from the corner, maybe a bit of a tow off him, and pass him on the next straight. Sometimes that can gain you half a second or more. Six or eight times every lap I have this dialogue with myself. Look at the lap times of the smaller GT2 cars and you'll realise we are constantly in traffic. If you catch one on the straight, you're lucky. If you get into somebody's boot going into the Porsche Curves, it can cost you. There's only one line there, unless you want to get onto the marbles, and that picks up on your tyres and loses you more. When you happen to get a clear lap, you produce a fantastic lap time. But you almost never get a clear lap.

> "On the podium Allan and I agreed it would be cool to be in the same car"

"It can rain a lot at Le Mans, in the day, in the night. In the rain you're still flat out on the Mulsanne, but your absolute speed is less because the wet tyres have more drag. Visibility is a problem, because the spray from 50 cars hangs trapped below the trees. For a lot of the time, in traffic, you're driving totally blind. In 2001 we were only on dry tyres for five of the 24 hours. For the other 19 it was wets or inters. And, like I said, the aquaplaning... »»»



"With Allan and Dindo, we blend together well. Guys you've won Le Mans with, you have a bond. You do have disagreements with your co-drivers, maybe discussing the finer points of set-up, but I have so much respect for those two, and we work everything out between us. At Audi all nine drivers get precisely the same in terms of car and equipment, Dr Ullrich insists on that. Of course each driver wants his car to win, but we all share information. I can tell you, not all Le Mans teams are like that.

"Everybody's goal has to be to maximise Audi's chances of winning. In 2008, late in the race when we were fighting the Peugeots, it was raining on one side of the circuit and not the other. One of the Audis was several laps behind for various reasons, so it was used as a guinea pig: it was sent out on intermediate tyres to find out whether they were right for the conditions. Those guys helped us to win, because it's the whole team that wins. If anybody isn't a team player, or is just out for fame and fortune for himself, he doesn't get asked back."

On the Friday of the race weekend Tom makes a point of going into the spectator enclosures to meet some of the Danish fans. "It's so friendly, and it motivates me. The Brits understand Le Mans, you guys have a whole culture of Bentley and Jaguar behind you, and I'm told in the good years about 50,000 go from the UK to watch. But the Danes are chasing you. My brother Jacob, who's also a touring car racer, he runs a travel company. He says that about 25,000 of us make the trip south to the race now. It's a festival. And with Allan and me in the same car, the Brits and the Danes mingle on the terraces and there's a real party – although Allan says he isn't a Brit, he's a Scot!"



In January, playing badminton, Tom tore his left Achilles tendon, which compromised his fitness regime for a while. But, apart from some discomfort jumping in and out of the car during pitstops, he says he's now as good as new. "I do a lot of cardio work – running, cycling with the racing bike, mountain bike work too, plus strength training. When I'm stuck in a hotel room I do exercises to work on my stamina. These cars are physical beasts to drive. We have paddle-shift now, of course, and power steering, but with the diesels we run a lot of downforce. You can't afford to run too soft a brake pedal, because you want the brakes to last, so they're set up with heavy pedal pressure. The clutch too: it's only used at pitstops, but you need enough travel so that, at the end of a hard race, if it's worn you can still get out of the pits.

"You try to optimise the traction control depending on conditions, temperature and particularly the state of the tyres. If you know you're going long between tyre changes you'll maybe adjust the traction control, to nurse the tyres. More traction makes more tyre heat, and tyre heat makes tyre wear. It's a spiral.

"Our stints are normally 50 minutes between refuelling [the regulations restrict tankage to 81 litres]. A lot changed when the diesels came in, because with the extra torque and weight we sometimes struggle to keep the rear tyre durability over more than two stints. So they may leave the driver in for four stints, changing the tyres after the second stint, or they may change the driver and not the tyres. It's all down to the tactics at the time, how the opposition is doing, how much rubber is on the track, the weather, the ambient temperature. But the driver has to know while he is out there what the plan is at that stage of the race, how many more stints he has to do, so he knows how to drive the tyres.

"Some say I talk a lot on the radio, but there are drivers who talk more than me. I talk when I get out of the car. Some drivers just say to the engineer, 'It's OK, it's all good,' and then walk away. On the radio I tell them things they need to know for the pitstop, and then after I'm out of the car I talk to the chief mechanic – I had to avoid a car here, I touched a bit too hard on the floor there. Things like that are easy to remember because they give you a scare. We have an event button on the steering wheel, and if you have a bad shift or maybe you hit a kerb too aggressively, you hit that button and say over the radio what it was. They can check the telemetry and take note of it, and then you can talk about it when you're out of the car. If you've had a bad shift, for example, you can talk to the gearbox engineer, and he'll say, that's OK. Don't worry. Or he'll say, hmm, don't do that again. From every single lap there are positives and negatives that you can pass on. It's a constant process, because you're not going to win the race unless you can keep the average speed over the 24 hours up around 135mph with all the stops. If you don't do every single thing right, you'll be too slow.

> "These cars are physical beasts to drive"

"After I've talked to the engineers and spoken to Ullrich and Jüttner I take a shower, get fresh underwear and overalls, go to the physio and they arrange some food if I want. I just want to calm down, but I don't sleep for long, just small naps. At the start of my Le Mans career, when I wasn't in the car I wanted to be in the pits all the time, like a kid in a candy store. Now I'm more relaxed, better at preserving energy. If I eat it will be a bit of pasta and tomato sauce, which is easy to digest, maybe yoghurt or a banana. And a lot of fluids, isotonic drinks. You lose weight during the race, of course, but you need to keep your fluid intake up. We don't have a drinks bottle in the car, we just get a drink handed to us on a long pole during each refuelling stop.

"Howden 'H' Haynes engineers my car. I've known H since he was a young data engineer at Bentley in 2003. His number two is Leena Gade, a very clever girl. We love working with her, love to wind her up. Then there are 10 mechanics for each of the three cars. Stefan Grimm is chief mechanic on our car. They are all Joest people. The operation is correctly named Audi Sport Team Joest: Joest is actually running the car, but there are Audi people on all three cars as well. On the engine side it's Audi, so it's a carefully worked out mix. You'd struggle to know who was from Audi and who was Joest.

"A driver's working friendship with the mechanics should be automatic: if you have to think about the relationship, it's already too late. But the older you get the more you have to work at it, because it comes more easily when you are a young driver and you are the same age as most of the mechanics. The people working in the pits have just the same passion to win, the same passion for motor sport, as the drivers do. A lot of them would have loved to race but didn't get the opportunity. When we have kart races for fun, it's always interesting to find that some of them are very quick.

"On Monday morning, if the race has gone well, you wake early, still full of adrenaline, and breakfast tastes wonderful. I always go back to the circuit because the guys are all there packing up, and I like to say thank you to all of them, for everything. If the race hasn't gone well you feel different, but I still want to say thank you."

So to this year, and at 3pm French time on June 12 the titanic Peugeot-Audi battle will be joined once more. "Peugeot wants to be sure they win again. And Audi wants to get back to winning. Both teams have very strong line-ups. Peugeot have a new car – they say they have the old car, but they have a new car every year. We have a new car – we call it the R15 Plus, because we've changed a lot of things, optimised everything.

"Le Mans is like nothing else in motor racing. It's a different challenge. There are no excuses, only explanations. All you can do is respect it, and try to do better. It's going to be a fantastic race."

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# Seven-year itch

Mark Blundell will return to racing this summer in an Audi R8 GT3 at the Spa 24 Hours. Understandably, after so long away from competition, he's been keen to get in some practice laps...

**BY ED FOSTER**

He's been away from the sport for seven years, but it's official: Mark Blundell is back. The youngest person ever to get pole position at the Le Mans 24 Hours has signed up to race an Audi R8 GT3 at the Spa 24 Hours on July 31/ August 1 alongside Eddie Cheever, with fellow Grand Prix 'old boy' Stefan Johansson joining them in a sister car. Quite a line-up.

Blundell's last competitive outing was at Le Mans in 2003 aboard the Bentley Speed 8 when he finished second overall. Over the past seven years the ex-McLaren, Tyrrell, Brabham and Ligier driver has graced your TV screens via ITV's F1 coverage and has set up a management company, 2MB Sports Management (2MB for himself and, originally, Martin Brundle), which now looks after Mercedes DTM driver Gary Paffett and Indycar driver Mike Conway.

The decision to get back in a race car wasn't a difficult one, Blundell tells me. "The idea has been floating around in my mind for 12 months or so, but really there just hasn't been time," he says. "Now that my management company isn't so time-consuming, though, it seems like a good time to do it." ›››

Matthew Howell

## BLUNDELL'S AUDI DRIVE

So is this a comeback, the start of a full programme and perhaps even a return to Le Mans, the track where the then 24-year-old made the headlines in 1990? "I'm 44 years old, so I'm not exactly over the hill yet," says Blundell. "I never said I was retiring, I just dropped out of the scene and the last time I drove I was pretty OK.

"If something came along that's got some structure to it and it's a proper programme, then yes, I'd look at it seriously. There has to be a level of commitment, there has to be a level of professionalism and there's got to be enough time available to run the business side of things [at 2MB Sports Management].

"If I'm totally honest with you, if it's a case of getting back to 11st 7lb again and looking like a noodle it isn't going to happen. I can tell you that now. If it's something that requires me to get back into *reasonable* shape, however, then I can look at that. Having said that, like all competitive ex-racers if I'm going to do this, I'm going to do it properly."

Even with a name like Mark Blundell it's not easy to find a professional seat in a good car after so long away from racing. But at United Autosports, the team running the R8 GT3 at Spa, both Richard Dean and Zak Brown, who will share the drive with Mark and Eddie, are fully aware of how fast Blundell was, and still is. Dean, the managing director and part-owner of United Autosports, raced against him in Formula Fords in 1985, while Brown, the team's chairman and co-owner, is a longtime friend.



"This whole idea came about through my friendship with Zak. That and he also felt, in his infinite wisdom, that it would be good fun to have some old-timers like me in the car," says Blundell. "It's a great opportunity, and I'm very thankful, but one of the first things we discussed was that I wanted to do some testing. I'm no good to anybody if I can't understand what's going on with the car, and I wouldn't want to go and do something if I couldn't contribute to it. So the opportunity to test was a big factor."

> "I'm 44 years old, so I'm not exactly over the hill"

It's because of this that we find ourselves at a windy Silverstone. It's the first time Blundell has driven the car – any racing car in fact – for a while: "I had a few problems finding a helmet. I eventually dug this one out that had '2003' written on it. 'That'll be about right' I thought."

After an initial briefing from Dean about the car's controls, Blundell eases the R8 out of the Stowe circuit pits and onto the twisty 1.2-mile track. I ask whether they're taking lap times. "He definitely doesn't need any encouragement," replies Dean. Within two laps Blundell is on it, prompting one of the mechanics to comment: "He's not shy, is he?" Shy he is not, and within another couple of laps Blundell is whipping up the dust on the edge of the track.

"The car's nice, it gives you a bit of feedback on what it's going to do," he says once back in the pits. "It's great fun, it's just a little too much hard work. Can we move the race back to September?" The R8 is nowhere near as physical as some of the machinery Blundell has driven in the past, but his break from the sport makes a busy little circuit like this quite demanding.

Once Blundell has cooled down, it's time to find out exactly what he thinks about Audi's new – and very successful – customer racer. "It was a bit of a baptism of fire – I've not driven the car, nor the track, but at the same time my biggest challenge is that I haven't been in a car full stop. So really I'm just acclimatising." Blundell adds something about "blowing out the cobwebs", a remark that makes some of the mechanics go a little wide-eyed. "Well, you blew them out pretty bloody quickly," says one.

"I'm pleasantly surprised," adds Mark. "I thought the car would be less user-friendly than it is, but it's balanced, there's sufficient grip – probably more than I thought there would be. Most importantly, the car's responsive. It sounds stupid, but if you can jump in a car and get a good response from doing all the basics like using the throttle and the steering wheel, you're halfway there. You've got something to work with, a base to start from.

"You can see why these R8s have been so popular because they're a great entry into full-blown sports car racing. It's mild, but at the same time aggressive. It's an accomplished racing car in its own right and a very good grounding for someone who wants to eventually get into an LMP1 car or something that has big downforce.

"Of course, this is far off an LMP machine because you're then in aerodynamic territory with big venturi tunnels. The trick with a car like this is to marry up the mechanical grip and what aero is available and extract everything from it."

One of the problems Blundell faces today is that the tyres on the R8 have done the whole of the Silverstone GT3 weekend, including qualifying and the race. United Autosports is keen to impart this information on him as he's already thinking of ways to improve the car. "If I was being difficult I'd say it was too loose, because when you start pushing, the front washes out," says Blundell.

"The tyres are fairly bollocks, to be quite honest with you," he's told.

Ignoring this, he carries on: "At the moment you can't lean on it. I could hustle it through the chicane quicker, but it won't hold – you can set it up and throw it in, but you just can't rely on it."

The questions to the mechanics start coming thick and fast. "Can you stiffen the rear roll bar? Will that throw some more front end into it? I had a play around with the ABS, but it didn't seem to change much – what setting do they usually have it on?" He may have been away for seven years, but Blundell is still very much a racer.

Soon it's time to get back on track. "I was just wondering, are there any better tyres, and also, does that lap timer work on the dash? No? That's probably a good thing, I don't want to get too racey…"

The customer R8s have been a great success. So much so that last year – their first on the grid – Christophers Haase and Mies won the FIA GT3 championship in one. No one could quite believe that a manufacturer, even one with Audi's history of success, could come in and succeed like that, so this year all the R8s have been hit hard with penalties. A new ECU has reduced revs in each gear by 1000rpm, the power has consequently been cut by 25/30bhp and 20kg of weight has been added to each car. The result? The highest placed Audi at the Silverstone round was eighth.

"I was trying everything to get some of the penalties taken off last weekend," says Dean. "I even tried crying, going by the rationale that no one likes seeing a grown man cry. Hopefully we'll get it sorted soon because then Mark can go to Spa with the ballast off and the revs and power back."

Even with the penalties removed, could Blundell really be just as useful behind the wheel? "It's like riding a bike for him, isn't it?" says Dean. "I'm certainly not worried that he's been away for so long, because he knows better than anyone what he needs to do in terms of fitness for a 24-hour race. You can either do it or you can't, and he can."

United Autosports is an American team with three American drivers. But it is based in West Yorkshire and many of the team members are British. "It's good to have Mark in the ➤➤➤






GT3 rulemakers have trimmed R8's power and revs. Left: Blundell gets acclimatised



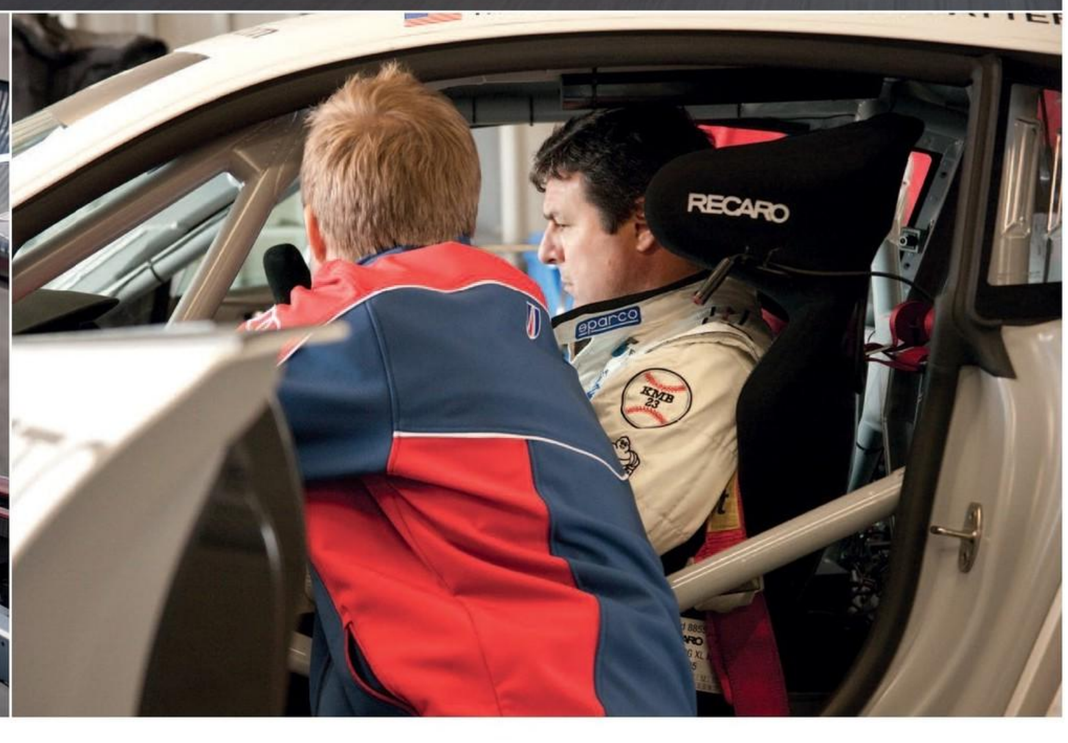




United Autosports is happy with Audi customer programme, but has GT1 ambitions










Blundell is looking forward to sharing the R8 with Cheever, and giving him the night shift...

team because he's British, which certainly helps," says Dean. "He's one of those drivers who the engineers and mechanics love because he's not a prima donna. He gets in, he gets on with it and he's good. You know he's going to get the best out of the car and that he's going to give it 100 per cent."

Although United Autosports' immediate concerns are the Audi's ballast, revs and power, Dean is looking at making the move to GT1 sooner rather than later. "Last weekend we were in the GT3 paddock here and we're pleased to be there. But I looked at the GT1 paddock and it's nice to think we'll be there in maybe two or three seasons. I'd love to do a world series.

"Right now, we're very happy with Audi, but currently it doesn't have a GT1 car [GT3 sits better with its customer car programme]. We'll have to wait and see what happens. Audi customer support in GT3 is a new project for them and we want to be central to that, so I think we've got a three-year view on GT3, but that doesn't mean to say GT1 couldn't come in during that period. We would continue to do GT3 as well, but in a year or two, if the sponsors, car and manufacturer are all in place, why not GT1?"

Back to more immediate concerns; Blundell has his work cut out at Spa. He won't have to be shaped "like a noodle" to last 24 hours, but that doesn't mean he'll be able to do it without any training. However, endurance racing isn't all about one man and lap times. So how is he going to cope with Eddie Cheever as a team-mate? "Eddie's the next generation on from me, so it's good to have someone older around," he jokes. "Seriously, I'm really excited about driving with Eddie as he's a big name with a lot of heritage along with a huge amount of experience and knowledge. It's great that we've got some names coming back to the Spa 24 Hours. OK, maybe they are from yesteryear, but that's not a bad formula. The good news is that I'll only be driving from two o'clock until seven in the evening and then Eddie's doing seven until 4am. He just doesn't know it yet...

"When you're a young driver treading a set path to get to the pinnacle of the sport, a lot of these events you don't get to do as they're not one of the *chosen* races. There are some key events around the world that would be great to compete in, and this will tick the box for sure."

> "You know Mark's going to get the best out of the car and give it 100 per cent"

Blundell and United Autosports will be heading to Spa soon to have a formal test in preparation for the 24 Hours. No doubt there will be fresh tyres and the lap timer on the dashboard will be working by then as Mark gets properly settled in the car.

What can we expect from Blundell, Cheever, Dean and Brown when it comes to the race? Is a podium finish too much to ask? "I think as you get a little older and a little wiser you start to take things as they come," says Blundell. "That's me saying that if I can enjoy the experience with some good guys in the car, then that's great.

"This race is about enjoying myself and if we can be successful then that's the icing on the cake. Actually, if I'm not successful then I'll be really pissed off." Ⓜ

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LAT

# The return they've all been waiting for

## Jaguar flags will be flying at Le Mans with good reason this summer, as Paul Gentilozzi takes the marque back to La Sarthe with the XKR GT2 racer

**BY GARY WATKINS**

Bentley and MG have come and gone; Aston Martin returned and hung around. They all have their supporters among the 50,000 Brits who make the annual pilgrimage to the Le Mans 24 Hours, yet there's another historic marque with just as much support. Jaguar banners can still be spotted in the crowd every year. It appears not to matter that these increasingly tatty flags have been waving, metaphorically as well as literally, at thin air since the mid-1990s. All that changes this year.

Jaguar is back where it belongs, racing at the Circuit de la Sarthe. The honour of ending a 15-year absence goes to Paul Gentilozzi's Michigan-based RSR team, a spin-off of his successful Rocketsports organisation. It has developed the aluminium-chassis XKR to GT2 specification, ostensibly for the American Le Mans Series. But, as Gentilozzi says, "If you are doing sports cars, you have to have the ambition to go to Le Mans. It's like being a horse trainer and never going to the Kentucky Derby."

Gentilozzi won the race to persuade Jaguar back to sports car racing, though there were other suitors. His relationship with the marque



RSR Jaguar

goes back to the early Noughties. Rocketsports started running a Jaguar bodyshape in the Trans-Am silhouette sports car series in 2000, went on to secure factory backing and then won multiple titles for the marque.

"This has been in my heart for a long time," says Gentilozzi, who talked about this ambition to this writer as long ago as 2001. "When we heard about the new ownership [Jaguar was purchased from Ford by Tata Motors during 2008], we were immediately on the phone."

Gentilozzi's group produced what he calls a "White Paper" about the role motor sport has played in the culture of Jaguar.

"We talked about what Jaguar's competitors were doing," says Gentilozzi. "Then we had a page about what Jaguar was doing. It was plain white. I think that really struck home."

Discussions started in earnest at Le Mans in 2008. The basis of a deal was thrashed out by Gentilozzi, Jaguar boss Mike O'Driscoll and former global marketing boss CJ O'Donnell. There was at least one bottle of wine involved and the result was a project designed, says Gentilozzi, "to see how both sides worked together". The plan was to take a near-standard version of the forthcoming XFR saloon and beat the record for the fastest production Jag on the Bonneville salt flats that November.

Gentilozzi hit 225mph and "then drove the car back through town" by way of celebration. "It was truly a production car," he explains. "We changed the pulley on the supercharger, but there were no mechanical changes inside the engine. We did 225mph [seven miles per hour faster than the XJ220 – featured on page 124], but we could have gone faster.

"What we did at Bonneville turned into a big success at the Detroit Auto Show," continues Gentilozzi. "The XFR was launched on the back of our success together."

> "The Jaguar XFR was launched on the back of our success together at Bonneville"

It also proved that Gentilozzi's organisation and Jaguar could work together. "We had a very small window to take a car that was engineered to do 180mph and take it up to 220mph-plus," he says. "We had to interface with several engineering and marketing groups at Jaguar."

The result was a letter of intent from Jaguar and a start on the XKR GT2 project over the winter, although the final contract wasn't signed until April. In fact, it wasn't signed until a couple of days after the official launch of the project at the Long Beach ALMS event that month.

"The first XKR racer was half-built by that point," says Gentilozzi, who goes on to reveal that this car was subsequently scrapped after a visit from the Le Mans rulemaker, the Automobile Club de l'Ouest.

"We read the rulebook and it didn't tell us what we couldn't do," says Gentilozzi. "In reality, you can only do what the ACO tells you you can do."

Gentilozzi describes working with the ACO as "a new science to us" and a "lesson in world affairs". He quickly adds that the organisation has been "very supportive" and is "very much on our side".

The XKR has been developed in close collaboration with Jaguar. O'Donnell, »»»




LAT

whose secondment to Jaguar from Ford came to an end in April, describes the relationship as one of "meaningful support".

"Our engineers in the UK have been very well connected with this programme," he explains. "For example, all the CFD [computational fluid dynamics] was done by [design director] Ian Callum and his group. They have been responsible for all the external surfaces."

The result of their efforts was shown to the world at the Petit Le Mans round of the ALMS last autumn, though a plan to race the car in the 10-hour enduro at Road Atlanta had been abandoned in the run-up to the event. The car wasn't ready, and was even late for the launch, thanks to a puncture on the race truck en route.

That has set the tone for the XKR programme to date. The car made an inauspicious debut two weeks later at Laguna Seca and was far from being competitive. Five months later, after a intense winter development schedule, the Jaguar was still a long way off the pace at the ALMS opener at Sebring and retired early with




RSR Jaguar

**Jaguar has a rich Le Mans heritage. Below (l-r): Rocketsports had success with Jag-shaped Trans-Am car, and then with XFR in speed record bid**




LAT




Jaguar

overheating problems. The car took a step forward at Long Beach and notched up a finish, albeit a distant and troubled one.

Gentilozzi insists that he is not underestimating the task at hand and acknowledges that, in taking on Porsche, Ferrari, Chevrolet and BMW, he has entered arguably the most competitive arena in sports car racing worldwide. Gentilozzi has always billed 2010 as "a development year", though his initial predictions look likely to be some way off.

"I'll be pissed if we're not challenging for victories by the end of the year," he said on the launch of the car, offering the past successes of Rocketsports by way of evidence. "We've won in everything we've done, and I don't see why this programme will be any different."

RSR does face some significant problems to overcome. This is a factory programme and Jaguar has now revealed that it does contribute financially to the project, a fact it refused to acknowledge last year. It is a partnership, however, and that means responsibility for much of the funding falls to Gentilozzi. That means RSR cannot have the same financial resources as its rivals.

The other problem for RSR is the XKR: it's a big car that does not provide the same base for a racing machine as, say, the Ferrari 430. As Gentilozzi points out, there's "a lot of car to push down the straightaways", a reference to the Jaguar's large frontal area.

RSR will be looking, eventually, for the same kind of help given to the Aston Martin Vantage GT2, a car not dissimilar to the XKR in size and architect. It gets a 50kg weight break, a larger-diameter air-restrictor and some help on the aero side.

Some have suggested that RSR and its parent organisation do not have the pedigree to develop a winning car at this level. Put that to Gentilozzi and he replies: "Ask that question of Gary Pratt and see what he says." Pratt & Miller was one of Rocketsports' major competitors in Trans-Am in the late '90s. Since then it has masterminded Chevrolet's successes with the GT1 Corvettes and is now looking to repeat that in GT2.

That said, RSR bolstered its engineering team just days before the Sebring 12 Hours, bringing in Riley Technologies as a consultant. Gentilozzi insists that it doesn't point to any shortcomings in his own team, just the long-standing links between the two companies. Riley & Scott, as it was then known, built the Oldsmobile Cutlass with which Rocketsports won an IMSA GTS title in 1993.

The solo XKR, which is due to be raced in the 24 Hours by Gentilozzi, Ryan Dalziel and Marc Goossens, will not be competitive this year. But then the Group 44 Jaguars were not on the pace when they ended a previous hiatus from Le Mans by the Coventry marque in 1984.

The comparisons between Bob Tullius's Group 44 GTP project and the RSR GT campaign are obvious. Both programmes were conceived to promote Jaguar in the all-important North American market and then grew to include Le Mans.

There's a salutary lesson for Gentilozzi in the Group 44 tale. Tullius was told at the start of the programme by Jaguar boss John Egan that he would eventually lose his deal. "One day," he said, "we are going to do this ourselves from the factory." It didn't quite work out like that, but a British group, Tom Walkinshaw's TWR squad, did become Jaguar's sole factory representative in sports cars on both sides of the Pond.

O'Donnell has insisted that such as scenario is unlikely to be repeated, revealing that Jaguar has a five-year deal with RSR. "We are inextricably linked," he says. "This is a tight marriage."

He has given a little pointer to what could be in the pipeline, however: "There could be much bigger things in the future. GT racing is a good start, but we could look at other categories."

How about a Jaguar attack on outright Le Mans honours? Say in 2015, 60 years after the first D-type victory? Ⓜ

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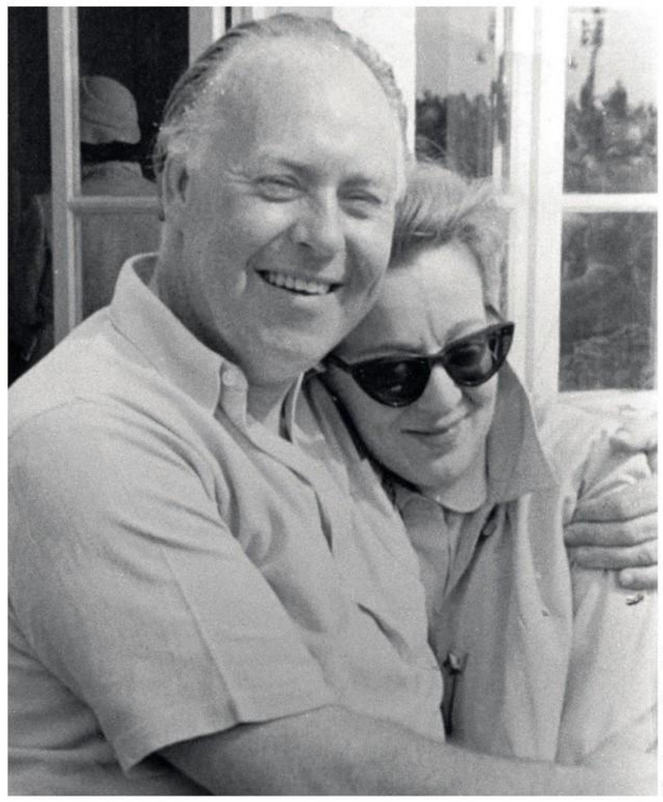
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Murray (arm on car) gives pre-Mille Miglia TV interview in 1956 at Merchiston Mews. 'Wilkie' on right. Right: with wife Jenny



LAT



Graham Gauld

# Keeping up appearances

Ecurie Ecosse was famed for its Le Mans success, but when patron David Murray fled abroad the inevitable question was – why?

**BY ERIC DYMOCK**

Wine merchant, pub owner and chartered accountant – David Murray was all of those. He was also a passionate motor sport enthusiast who turned a small Edinburgh garage business into a racing team which lifted two Le Mans victories from under the noses of big-budget rivals. Never well funded, Ecurie Ecosse survived on minimal sponsorship and voluntary contributions, apparently using up Murray's own substantial reserves too. In 1976 Murray's widow, Jenny Lockhart Murray, maintained that he was brought to ruin by motor racing. If only it had been that simple.

Becoming a team owner was not the plan. Murray was a competent amateur driver, racing the ex-Bira ERA R12B Hanuman before buying a San Remo Maserati 4CLT. But in practice for the 1950 German Grand Prix at the Nürburgring he made a mistake. "Silly, silly Murray in a hurry," he reported. "I steered the Maserati over the brow of a hill and, checking my mental map, began to go into a right turn. Only it wasn't a right turn, the road went left." The Maserati hit a tree and overturned. Though not badly hurt, Murray decided that there were safer ways of being close to the racing.

The charismatic and forceful Murray became patron, organiser and owner of Ecurie Ecosse, supported by Wilkie Wilkinson, one of that rare breed, the famous mechanic. The Le Mans wins of 1956 and '57 remain landmarks in the history of private teams, albeit with covert factory support. He went on from Jaguars and a Cooper-Bristol to Cooper Monaco and the prescient but ultimately unsuccessful Tojeiros raced by Jackie Stewart. In the 1960s Murray ran out of credit on the track as well as, so it seemed, at the bank. He had always grumbled about money, jokingly called the Edinburgh team 'Ecurie Shoestring' and dedicated his 1964 book: "To all who have given me so much encouragement and assistance without thought of monetary reward, and to all who have »»»

taken so much without thought of my diminishing financial resources." He did not make much of an issue over being strapped for cash when Ecurie Ecosse was new, but by the time the book was written it had become a preoccupation. In 1969 it looked as though he had been telling the truth. The Inland Revenue brought an action against him for unpaid tax, but he had taken flight to Las Palmas from which there was no extradition. According to Jenny, he never intended to return.

David Murray's career ended in March 1973. The *Scottish Daily Express*, Tuesday April 10: "David Murray, who put Scotland on the world motor racing map before mysteriously vanishing four years ago, has died after a car crash. Firemen cut him free after a collision with a bus at Las Palmas, in the Canary Islands. He had severe multiple injuries, including a fractured skull, but it was not his injuries that killed him. The 63-year-old enthusiast, who helped to mould champions, made a good recovery over the next three weeks and was able to write to friends, then died from a heart attack. The news reached Scotland yesterday – the first open indication of where he had settled after leaving Edinburgh in 1969 during legal proceedings."



Graham Gauld

"When David died we went to the bank and found there was nothing"

Jenny Murray told me he could not face stepping off a plane to receive a summons for bankruptcy. Their four years in the sun on Gran Canaria was cut short. "He got a job with Turquands Barton Mayhew, a big accounting business, with a London head office. Las Palmas was a small sleepy branch dealing with shipping. David saw the potential. Scandinavians and Germans were building hotels and he enlarged the business. The firm was impressed. When his boss retired they offered David the job. I don't think he knew whether the company was aware of his background. I'll bet they did [know], but didn't care so long as David was doing a good job."

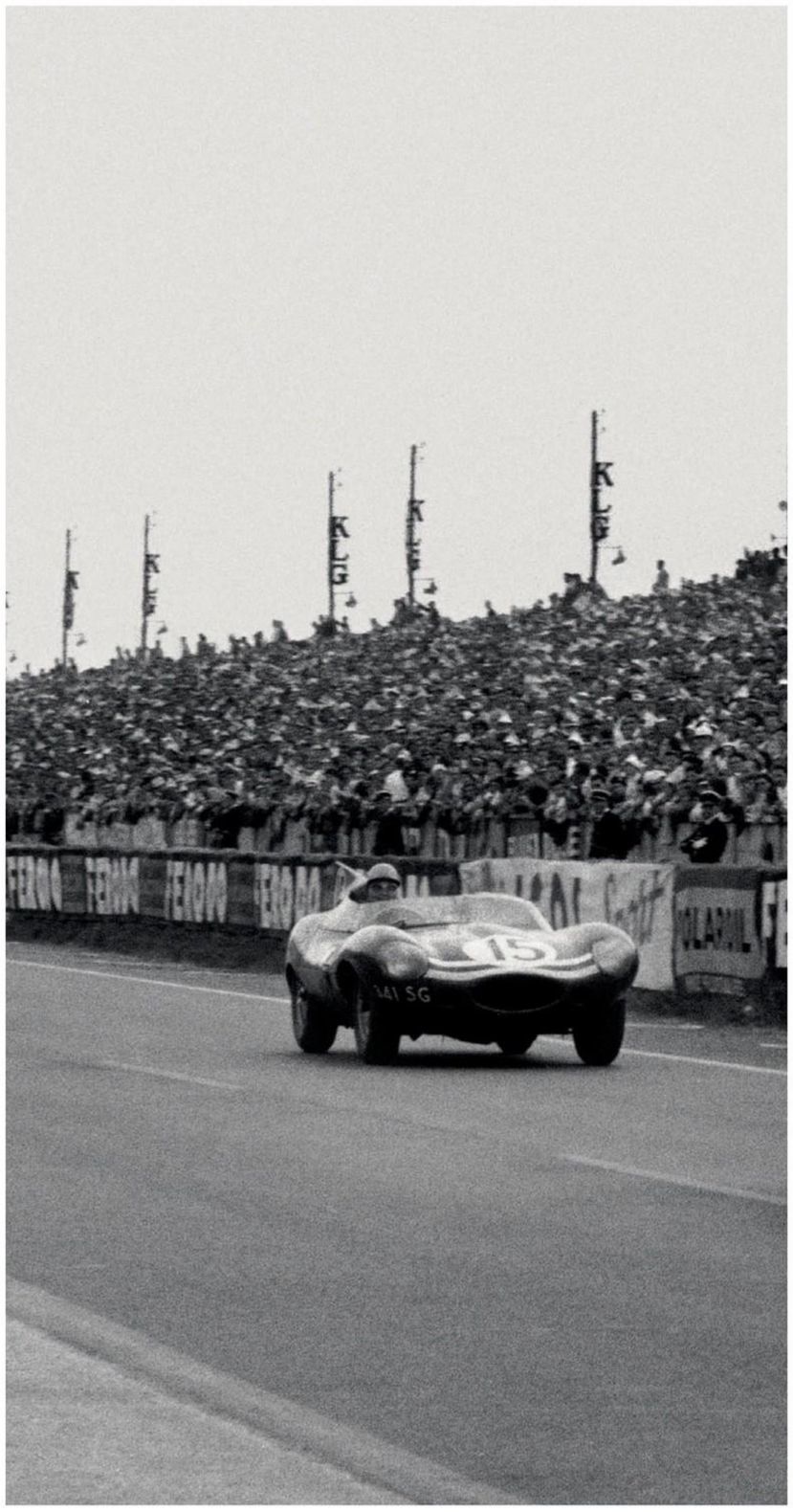
Speculation over Murray's defection continued. Jenny told me of his collision with the bus: "He was terribly smashed. David was in a Mini. It was two o'clock in the morning. We never really found out what actually happened. I didn't know till the next day. He had taken me home from a party and was on his way back when the accident happened. The following morning I never thought anything was wrong because we had separate rooms. About 12 o'clock I found David wasn't there. He had been taken to a ghastly maternity hospital. I got him to the British hospital, where he remained critical for about three days. We were afraid of brain damage, then, when he came to, he was quite bright, seemed perfectly all right. He had his jaw set and lived another two weeks. Then he had a haemorrhage. They had a post-mortem. It was all over."

Murray's fortunes had been ebbing away for years. Research for my book, *Ecurie Ecosse* (PJ Publishing), showed he was not completely without resources. His creditors got 60p in the pound thanks to some Edinburgh properties sold following sequestration.

"He had two jobs in Las Palmas," said Jenny. "He worked full-time for the chartered accountant and then in the evening with a Canarian motor racing association. The man who ran it had been with the Grand Touring Club of Spain. He seemed very happy to have David in the evening, so David was probably earning quite a lot of money. He would start at eight o'clock in the morning and didn't come home until nine o'clock at night. He was doing well and we weren't living extravagantly."

Funds for Murray's motor racing had come from Edinburgh pubs. His father had had two in the High Street and he bought a third. "That's where we had made our money," said Jenny. "Then we went into the wine business and made a lot more. We had a chain of wine shops. We had always been interested in wine – mostly drinking it – and David had contacts through the whisky business. We bottled our own wine, we had wine clubs; it was a good-going business. The best shop was called Alistair Campbell. That was the original name and we just kept it on. It was sold in order to build the Ecosse single-seater Jack Fairman drove at Monza."

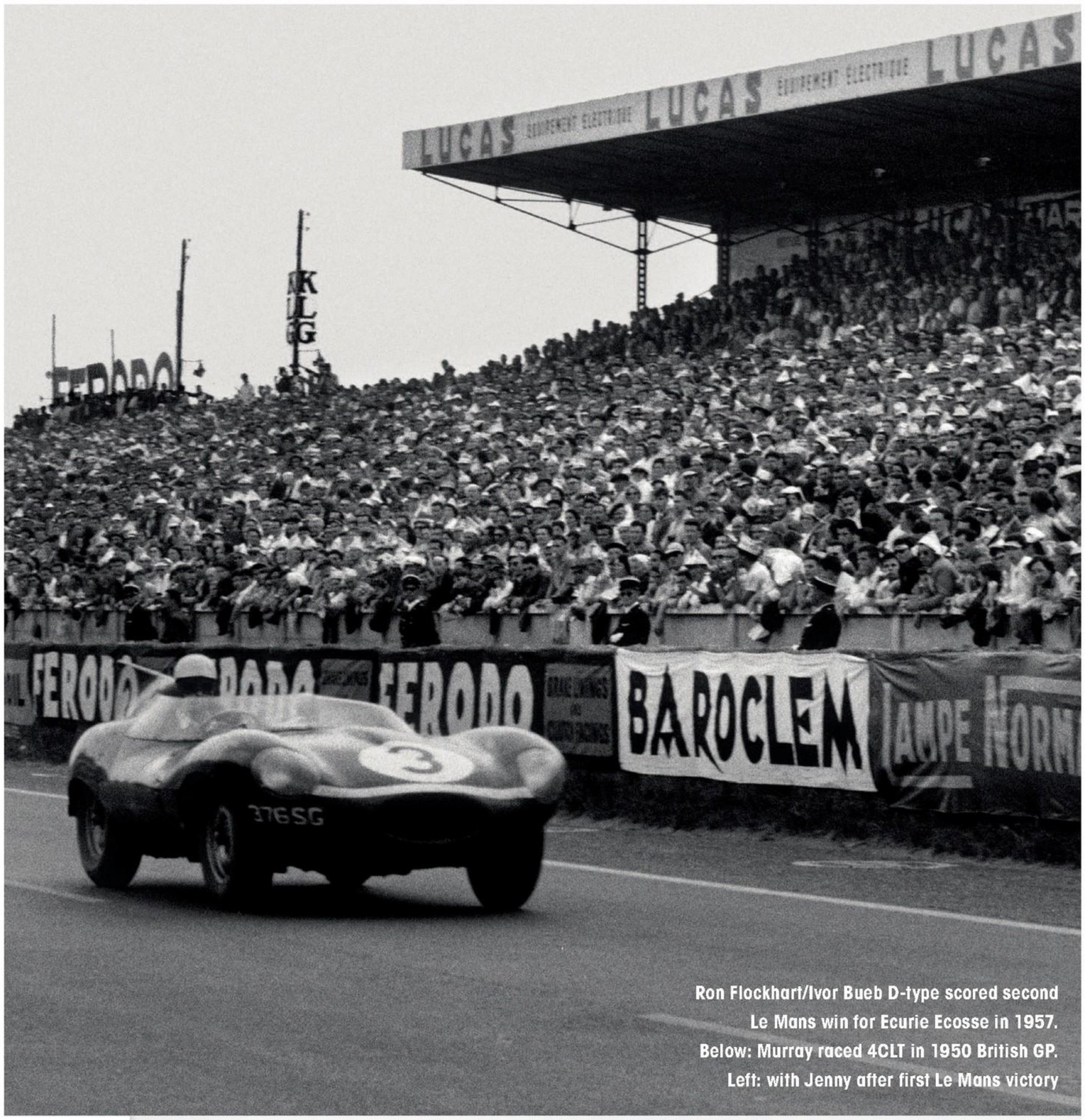
Things were so good Murray had gone into the garage business, buying Merchiston Motors and adjacent properties in Merchiston Mews. As houses fell vacant he bought them too, until



faced with rebuilding as a result of subsidence. "I remember David saying that we were losing a lot of our income. Finally we sold off all the wine shops and were reduced to the garage alone. The banks wanted their overdrafts back and we had to borrow money. He thought it worth keeping the garage because people wanted to put money in to keep it going."

Jenny did not know how serious things were. "I didn't understand about chartered accountancy. David kept everything confidential. So far as I knew things were going along fairly normally until one day he said, 'Look, we have to be less extravagant. Stop, cut down here, cut down there, but after a time it will be OK.' I had no idea we were in such a bad state. Everybody thought he'd spent his money on motor racing; then he got this job in the Canary Islands. A lot of people never believed we had lost our money. They thought we'd stashed it away in the Canary Islands. It may have looked suspicious but that wasn't the case at all. There was absolutely nothing. Nothing. We had to start again from scratch."

Jenny was astonished at her husband's failure. "I just wish I knew. It's mysterious to me, because he appeared to act exactly the same way




Ron Flockhart/Ivor Bueb D-type scored second Le Mans win for Ecurie Ecosse in 1957. Below: Murray raced 4CLT in 1950 British GP. Left: with Jenny after first Le Mans victory

LAT




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during the crisis, and the only explanation I can come to is that he thought he would be able to straighten things out. After a while everything seemed all right, all the bills were being paid and he was going to continue in the garage. It was a terrible shock when the new owners said to him 'I'm afraid you'll have to go'. He thought he was going to run it for them, and of course the person they gave it to proved to be a disaster. The place went bankrupt in about six months."

The crisis that took them into exile was eclipsed by what Jenny faced following the accident. "When he died we went to the bank – we had two bank accounts – and found there was nothing. Well, something like £10 in one and £5 in the other. That was a terrible shock. When I came home I heard that David had been paying his creditors. I didn't know who they were. But now I realised where all the money that he earned in Las Palmas had been going. He must have been sending it back. But to whom I have no idea."

The accountancy firm paid for Jenny's flight home. She also paid tribute to one of Ecurie Ecosse's most loyal supporters, Lord Bruce (now the Rt Hon Andrew Douglas Alexander Thomas, Earl of Elgin and Kincardine, KT), who wrote saying that if she was in difficulty the Ecurie Ecosse Association would pay for her transport home. "I thanked him and said that was very nice but David's firm was going to do that. But if there was a gesture the association would like to make, they could give him a tombstone. In the islands you got buried. There was no cremation. A tombstone would be nice, and they did that. I suspect Bruce just paid that. I brought back the receipts and a picture to prove it had been done."

There was still no money for Jenny in Edinburgh. Turquands Barton Mayhew insured its employees, which had covered Murray's medical expenses, but she had to rely, in failing health, on family, friends and the social services. She survived on the insurance fund until her death, not long after I talked to her.

David Murray could probably have borrowed a few thousand pounds from wealthy friends to buy off the Inland Revenue, yet he chose not to. Jenny's belated discovery that he was sending money back from exile confirmed what his business partners, among others, had long suspected. He had not been paying off creditors, he was almost certainly paying off a blackmailer. Turning up at the pits with young women was a subterfuge to conceal Murray's real sexual predilections. In the Edinburgh of the 1950s homosexual activity was regarded as more scandalous than loose women or false accounting; it was 1967 before it ceased to be a criminal offence.

Murray had been in scrapes before. In 1954 he had gone missing from the Ecurie Ecosse team hotel in Buenos Aires and been retrieved from a house of very ill repute. Ian Stewart, the best Scottish driver before Jim Clark and Jackie Stewart, recalled Jenny having hysterics. "I knew where David was and so did Wilkie. The hotel reception told us where to search. We went to the brothel and pulled him out. What possessed him to be so obvious? I don't know. We never heard what Jenny said to him."

Sir Jackie Stewart's late brother, Jimmy, knew about the blackmail allegations. He told me, "There was concern over David's behaviour with a young mechanic who worked at the Mews." The family of a former business partner confirmed that Murray's homosexuality sometimes got in the way of commercial dealings. Staff at the Mews rarely talked about it. Forty years later it was still difficult to find people who would say much, beyond: "I don't know what went on in David Murray's social life after 10 o'clock, but it was very odd..."



# WHAT WOULD SIR WILLIAM THINK?

## The new XJ fulfils the Lyons ethos of a luxury saloon, but he might question the industry's progress

**BY ANDREW FRANKEL**

It is self-evident that cars get better. I become mildly exercised when I read proclamations that any new car is the best its manufacturer has yet produced because to me the only thing worth reading in this regard would be if it were not. That's progress.

Sometimes, however, manufacturers slip back. Historically Ferrari has proven rather good at this, replacing the lovely 328 with the awful 348, or the wondrous F355 with the overrated F360. F40 to F50 wasn't exactly a step in the right direction either.

But it is Jaguar that has shown the most concerning mastery of this art over the years. Look what happened with the E-type over its lifetime, or the original XKs from the svelte 120 to the bloated 150. But it is the XJ I'm going to dwell on here.

Just before driving this all-new XJ, I was able to spend a couple of hours in an original, 1968 Mk1 XJ6 – Sir William Lyons' daily transport no less and a pleasure that had hitherto eluded me. I was only meant to be gone for 30 minutes or so but it is remarkable how easy it is to get lost in France when in a car you don't want to give back. I thought the old girl's performance was quite good, its handling less woolly than expected and its interior charm personified. But it was its ride quality that left me gasping: if today you wanted to drive a new car with a comparable ability to soak up and smooth away small, everyday bumps and ripples, I think you'd have to fork out for a Phantom. I'm not joking. In this regard if no other over the past 42 years the industry has taken a massive leap. Backwards.

But it was only when I eased from the oldest XJ to the newest that I mourned most the passing of this art. The blunt truth is that even by modern standards the new XJ's ride is entirely unremarkable, and by those set by Jaguar over four decades ago, it is lamentable.

Of course it's like that for a reason. Jaguar could soften up the springs, ease off the dampers and use tyres equipped with old-fashioned things called sidewalls and I am sure this XJ could be made to ride beautifully. But the marketing people, gimlet eyes firmly fixed on



XJ's interior is among car's high points, with design and luxury in the Rolls-Royce and Bentley league

## JAGUAR XJ

ENGINE: supercharged V8 5000cc

POWER/TORQUE: 510bhp @ 6500rpm; 461lb ft at 2500-5500rpm

GEARBOX: six-speed automatic

TYRES (20ins): f: 245/40 R20, and r: 275/35 R20

FUEL/$CO_2$: 23.4 mpg, 12.1 per km (petrol)

ACCELERATION: 0-60mph in 4.7sec (petrol)

SUSPENSION: air suspension with active damper system, f: unequal wishbones; r: lightweight cast aluminium multi-links

BRAKES: ventilated discs all round, f: 355mm; r: 326mm, electric parking brake

TOP SPEED: 155mph

PRICE: SWB £88,000; LWB £91,000



the thrusting types they hope will buy the XJ and help Jaguar shed its superannuated image, would not wear it. These days it seems that all cars, even long-wheelbase Jaguar limousines, have to feel sporting.

It's a shame because this is the one truly bum note the new XJ sounds. When it first started to appear at motor shows it looked strange and a little awkward, but just like the XK coupé, it's a car whose style only becomes apparent when seen in its natural environment: on the move on the open road. There, and from the front and side at least, its looks are captivating.

Yet the interior is better still. There is a sense of occasion inside the XJ you'll not find in any Audi, Mercedes or BMW. Theirs is a functional, almost industrial approach with luxury trappings used as appliqués: you know it's a luxury car because all that wood, chrome and leather says it is. But Jaguar has created an ambience whose luxury seems designed into its very shapes, not tacked onto its surfaces, and therefore brings an authenticity that would require you to go shopping in the Rolls/Bentley end of the market to match.

Nor is there anything retro about its design. Car manufacturers often struggle to find the correct balance between their past and future, allowing the former merely to inform the latter, and it's a task Jaguar has failed at more than most. Not only has it been shackled to its past, but as cars like the disastrous S-type and previous XJ showed, it wasn't even any good at doing what it had done before. Now the XJ looks in the only direction any truly worthy Jag has ever looked, and that is exclusively forward.

There are three different engine tunes available for the putative XJ buyer: a 5-litre petrol model with and without supercharging and a 3-litre diesel with sequential turbocharging. What it lacks is a small-capacity petrol model which you and I aren't going to miss much but whose absence is going to decimate the XJ's potential in critical markets like China. Apparently Jaguar is working on it.

Of those engines you can buy, only the diesel makes real sense. The V8s are quick, the blown one flashingly so, thanks as much to the aluminium XJ's low weight as its power, but when even the diesel will hit 60mph from rest in 5.9sec you really are heading deep into the world of diminishing marginal returns if for some reason you need more shove than that. Consider this: the diesel motor will return over 40mpg, the petrol less than 25mpg, even in normally aspirated form. That's a huge price to pay for knocking around a second off your 0-60mph time and almost 300 miles from the car's potential range on a single tank of fuel. You might want to consider also that a tax disc for the diesel costs £200, compared to a rather more bracing £435 for either petrol model.

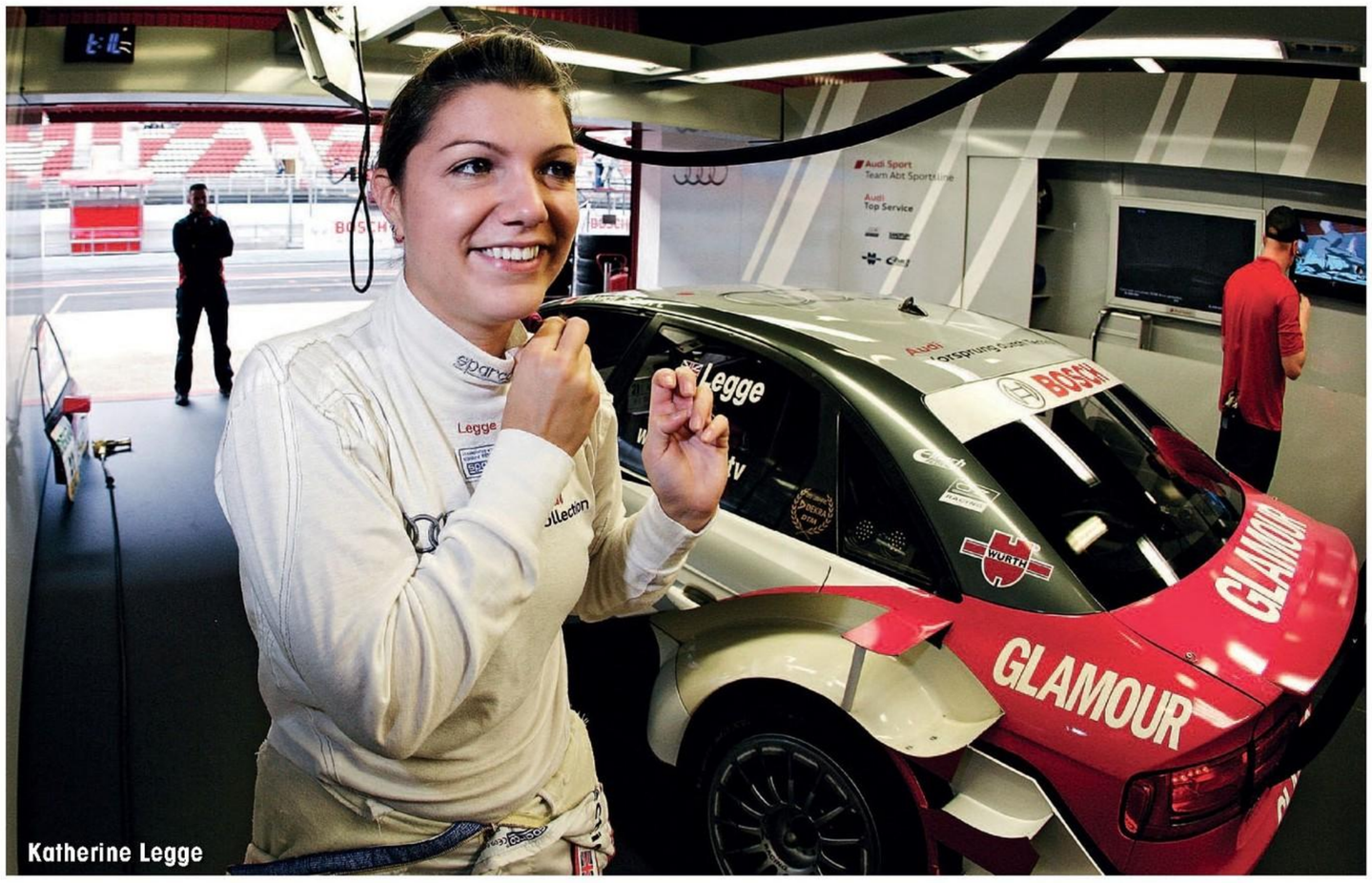
I drove the XJ hard and fast, covering 200 miles across France in little more than three hours without resorting to autoroutes and, ride issues aside, it felt to me as I had always hoped a modern luxury Jaguar saloon would. This is a truly effortless car, entirely at ease both cruising down a dual carriageway and sprinting through the lanes between villages, and it will become better still when sometime in the next year Jaguar replaces its extant six-speed automatic transmission with an eight-speed gearbox they'd rather you didn't know about just yet.

Yet still its mediocre ride irks. Jaguars in general and XJs in particular should breathe and not bludgeon their way down the road. There's no doubt that the iron will of its firm dampers brings a level of primary ride control no former XJ would recognise and that's a good thing when you're door-handling it across France with no one sitting next to you. Where I fear this approach will fall down is the perhaps more representative environment of the British motorway network with either clients, colleagues or family on board who may fail to appreciate its incisive turn-in and impressive grip as much as you.

Happily there is more than enough that is good about the XJ for this not to be its undoing. How good is it? For as many years as I can remember the S-class Mercedes has ruled this class and I'd say the Jag was just a fraction less capable – but, if subjectivity were allowed a say in such judgements, even more desirable. As good now as Sir William's visionary masterpiece was back in 1968? Probably not. But as a credible and capable Jaguar saloon with not just the ability but also the charm to help support the company's recovery over many years to come, it should do just fine. Ⓜ



Desiré Wilson



Katherine Legge



Danica Patrick


Divina Galica






Michèle Mouton

# WOMEN, WHERE'S

Motor sport has a history of great female competitors, but they've always been in the

Last year I saw my first 'grid boy' in Valencia at the European Grand Prix. It was a refreshing sight, and thanks to his rare status he received far more attention than his female counterparts. Currently it seems the same is true for women drivers. Motor sport may allow both sexes to compete on an equal footing, but the numbers are far from equal. In fact, the amount of female race and rally drivers at the top of their profession is probably similar to the number of grid boys present at the top races.

However, the Fédération Internationale de l'Automobile is looking to change the situation. Not just for women drivers but for women in all aspects of the sport, including managers, marshals and engineers. At the end of last year, the FIA formed the Women and Motorsport Commission with world rally star Michèle Mouton at the helm. Mouton has won several World Rally Championship events for Audi and in 1982 was a hair's breadth away from winning the World Championship outright (and that's brunette hair, not blonde). In 1988, she started the Race of Champions, which brings together top drivers from all disciplines to compete. Mouton is clearly a woman who knows and loves her motor sport but, despite her experience, she remains slightly baffled by the current lack of women in the sport.

"It's really difficult to say [why]," she says. "I don't think it's easy for men to get to the top either because the numbers at that level are so small now. I don't know if fewer women are



Ashley Force Hood



Lella Lombardi



Sarah Moore


Rosemary Smith


Pat Moss-Carlsson



Natacha Gachnang

# YOUR PLACE?

minority. It's an imbalance that the FIA is now addressing **BY FRANCA DAVENPORT**

interested and I can't say it's because of a change in the format. I don't have the answer, but I hope this commission will give me one."

Indeed, it seems that with the progression of equal opportunities and women's rights, the number of successful females in motor sport has dwindled. As early as the 1930s women were finishing in the top 10 at Le Mans, and in 1958 Maria Teresa de Filippis was a Formula 1 works driver for Maserati. However, since de Filippis, only four other women have risen above F1's glass ceiling: Lella Lombardi, Divina Galica, Desiré Wilson and Giovanna Amati, and only Lombardi managed to score points, or half a point to be exact. Since 1992 there has been no real female flicker on the F1 radar. "There are girls out there who are competitive and committed," says Galica. "But it's about encouraging them and keeping them in the sport. Sponsorship is key. When I was racing the amounts of money [involved] were much less, and I was lucky to have Brands Hatch director John Webb backing me, who had extremely good contacts."

In America the presence of women in the top racing series seems to be a different and more constant story. Janet Guthrie was the first woman to qualify for the Indianapolis 500 in 1977 and Lyn St James competed in the Indy Racing League during the '90s. Now Danica Patrick is flying high. Last year she finished third at Indy and fifth in the IRL IndyCar Series; this year she is competing part-time in the NASCAR Nationwide Series alongside the IRL.

British driver Katherine Legge raced in the US Champ Car series in 2006 and '07 and

is now an Audi works driver in the DTM German touring car series. She is also a drivers' representative on the FIA commission "I think there was more opportunity in the States," she says. "Danica and I were there at the right time when they were pushing for a female driver, but now, with Champ Car finished and the financial crisis, they're not pushing so hard. Hopefully this new commission will change the situation for women in all aspects of the sport and we will have co-ordinated support in this area. I'm looking forward to being part of it."

Rallying can probably boast the greatest number of successful women drivers. Before Mouton there was a stream of excellent female competitors during the 1950s, '60s and '70s such as Pat Moss-Carlsson (sister of Sir Stirling), Anne Hall and Rosemary Smith. "Maybe it's always been more difficult for women in racing," says Mouton. "In rallying you're alone against the clock whereas in racing your competitors are right beside you. My concern was never to beat the men but to be competitive at their level. It was my own personal pride that made me go fast." As far as Mouton is concerned the main difference between the situation today and when she was competing is the numbers. More drivers are fighting for fewer places, which means any minority will have a lesser representation. Pat Moss-Carlsson, world-class rally driver in the '50s and '60s who is now sadly deceased, also believed there was more opportunity when she was driving. "It was nothing to get 10 or 15 women entered in the big rallies," she once said. "Maybe even 20. You hear girls saying they'd love to rally but there are no opportunities now unless they're mega-rich and usually the rich ones can't drive."

Over the years there have been changes in both the machinery and the format of events, but most female drivers don't believe these have put women at a disadvantage. Especially since Moss-Carlsson drove an Austin-Healey 3000, a machine considered a handful for most male competitors, to outright victory in 1960 on the toughest rally in Europe, the Liège-Rome-Liège. "Driving is not physical in the same way as a runner or a shot-putter," she said. "It is physical-ish and less so now with power steering and computerisation. But it's really down to the last ounce you screw out of yourself – the last bit of risk you're willing to take."

So if it really is a numbers game, what can the FIA do to ensure the numbers add up to more women in the sport? It has started collaborating with international sports organisations and national motor sport bodies, but the work is still in its infancy and the strategies are yet to be fleshed out. Nevertheless Mouton has questions she wants answering and has already flagged up areas for the commission's work.

Training and education are particularly important. By ensuring there are more women at a grass roots level, the probability that they will reach the higher echelons of the sport will increase. In the UK and abroad there are currently a fair number of girls in karts, but later on they seem to fall by the wayside. Legge, who started karting when she was nine years old, believes it's her competitive streak that's kept her in the sport. "I just wasn't going to let the boys beat me," she says. "I think when you get to 16 or 17 and half of them are coming onto you while the other half are making fun of you, it's easy to give up and focus on something else. I would say there's no reason why a girl can't do it physically, but sometimes girls lack the mental strength to get there."

Sarah Moore, winner of last year's UK Ginetta Junior Championship, is only 16 but has her own theory on why there seems to be a No-Woman's Land between karting and racing cars. "At a younger age girls are more fiery," she explains. "And when they get older I think the high speed of cars compared to karts puts girls off. It's all in the head really. The first time I drove a race car I got scared by the speed, but then I got used to it and 100mph became like 20mph." Moore believes that racing is still classed as a boy's sport and girls need better advice. "There's quite a few girls who are interested but don't know what to do," she says. "Moving into cars so early really helped me because I had to get used to the speed and I had to be professional. And as a girl you do get noticed more by sponsors."

Discrimination, whether it's positive or negative, is not really on the commission's agenda. As Mouton says, "We are not a feminist movement and we are not here to push a quota of women into the industry." Mouton is also against all-woman events, believing they would be a regression rather than a progression. It seems most female drivers agree it's best to continue competing against the men and there are few reports of any overt discrimination from the drivers. However, it might be subtler than that. Galica identifies the turning point in her career as being a crash in Argentina, but believes this was more to do with the fact she was a woman crashing than the accident itself. "My sponsor was suddenly very concerned for my safety," she says. "And I think even today an accident involving a woman is seen as being much worse than one involving a man. I don't think it's a conscious discrimination, but it is there."

Legge received huge coverage for her accident in Champ Car in '06. "It was a massive crash," she says. "So it would have been a big deal for anyone, but because I was a girl people were amazed that I was saying I would get straight back in the car." Although she doesn't name this type of response as actual discrimination, Legge feels there is an ingrained belief that women can't make it to the top. "I would say 80 per cent of people don't believe a woman can do it," she says. "And that's fair enough, because in F1 nobody's proved they can. People want it to happen but I don't think they believe it actually can. And that's women just as much as men."

It does seem that belief is a big factor both from the world of motor sport and the women themselves. Currently there appears to be a chicken-and-egg situation, where women drivers need to prove they can get to the top for people to believe they can, but they also need a large dose of self-belief to be successful. The hope is that the FIA commission can foster this belief and that enough women drivers will join the ranks of Danica Patrick to change the mindset of everyone involved. Who knows, there might even come a time when we get more grid boys on the track. At least that would be something for the female drivers! Ⓜ



INFO

## A GRAND GATHERING

Some of the sport's most successful women are in the new FIA group

The FIA's Women and Motorsport Commission has 19 members, including the president Michèle Mouton and FIA commission manager Frédérique Trouvé. The two drivers' representatives are British Audi DTM works driver Katherine Legge and Swiss driver Natacha Gachnang, who raced last year in Formula 2 and this year is competing in the FIA GT1 World Championship. The team representatives are Monisha Kaltenborn, managing director of the BMW Sauber F1 team, and Cathy Muller, team manager of Exagon Engineering. SEAT sport director Jaime Puig is the representative from the FIA's Manufacturers' Commission and there are also representatives from national motor sport authorities, including Mouton's former co-driver Fabrizia Pons.







# Riley & Scott WSC 1996 Championship car

1996 Daytona 24hours: 1st
1996 Sebring 12 hours: 1st
1996 Road Atlanta 3 Hours: 2nd
1996 500 mile Texas: 1st
1996 Lime Rock: 4th
1996 Watkins Glen 6 hours: 3rd
1996 3 hours Sears point: 1st
1996 Mosport 3 hours: 4th
1996 2 hours Dallas: 2nd
1996 WSC Champion.




416 cu/in chevy, Emco 6 speed sequential box, paddle shift, CC movit brakes, Motec engine management.
1 hour on fresh motor, extra set of wheels with brand new slicks, body moulds, rear diffuser. All original parts and spares come with the car.

The car is race ready and in mint condition. I can sell the car as is as it is very competitive in HSR or it can be returned to stock. Stock parts include Oldsmobile Aurora motor, 17 inch BBS wheels, 5 speed box, steel brakes.

**For sale with trailer, pit cart,**
**Polaris as a race ready package.**
**$500,000 or in stock form $350,000.**

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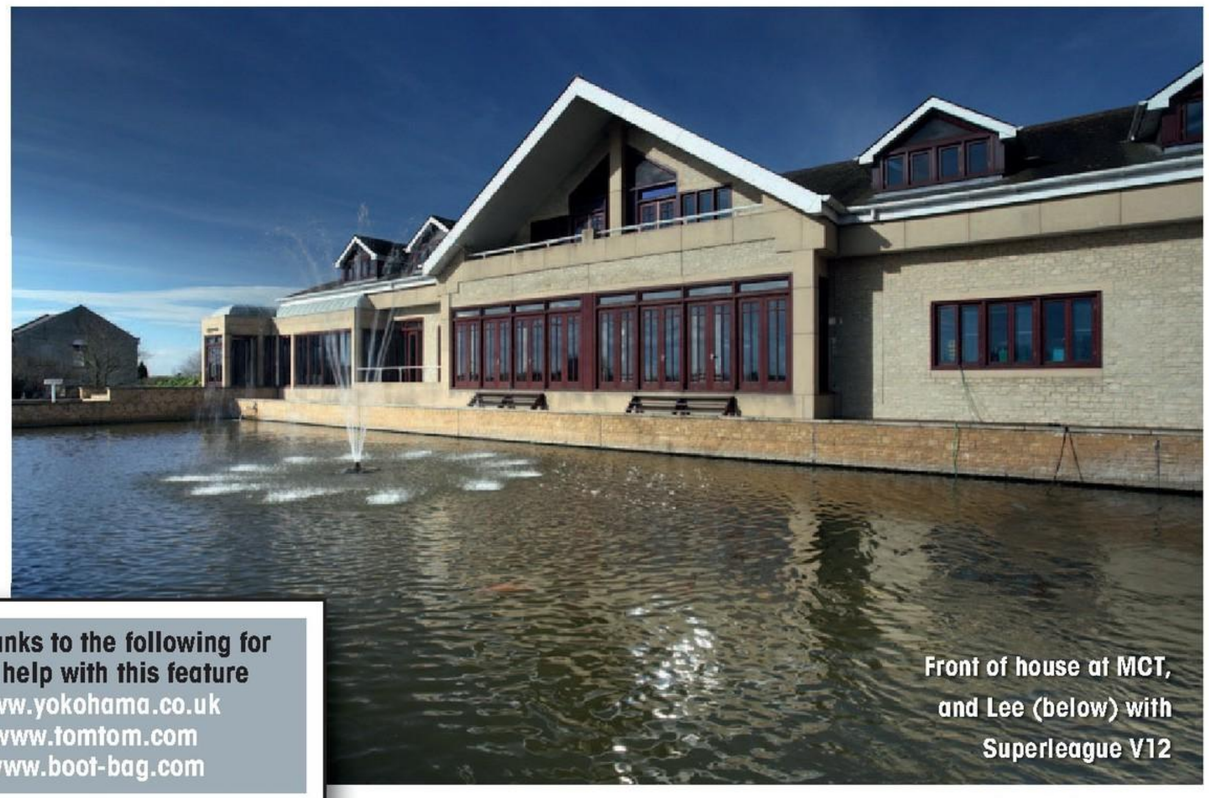
# On the road
WITH ED FOSTER




LEAFIELD, OXFORDSHIRE

# MEYNARD COMPETITION TECHNOLOGIES

## ENGINE FIRM HAS A HAND IN LAND SPEED RECORD AND NEW NORTON



Front of house at MCT, and Lee (below) with Superleague V12

Our thanks to the following for their help with this feature
www.yokohama.co.uk
www.tomtom.com
www.boot-bag.com

Meynard Competition Technologies (MCT) in Leafield is fronted by smart ornamental ponds inhabited by large carp. You'd never know that these were once generator cooling tanks for the radio transmitters sited here during the war. The building that housed the generators still stands nearby.

Engine builder MCT supplies the Superleague Formula with V12 engines (a pool of 32 units for 18 cars) and is also manufacturing the power unit for the newly-revived Norton Commando motorcycle. "It's low volume by production standards – 1000 units – and it's a two-cylinder, air-cooled, good, classical engine," says MCT managing director Kevin Lee. "We're trying to bring a touch of refinement to it with fuel injection, trying to fix the oil leaks and things… Basically, it's a modern twist on a classic."

The company, which is wholly owned by Meynards, the American DIY firm, is also supplying the Bloodhound SSC Land Speed Record car with a V12 engine to run its fuel pump. "It is in effect a Superleague Formula engine," explains Lee. "However, they wanted more horsepower than the standard 750bhp and asked for 800bhp. That really shouldn't be an issue, though; because of the ram effect of speed it will almost be forced induction. We've also got way more freedom with the exhausts and inlets because of the size of the vehicle.

"What we're not certain about at the moment – and frankly nobody knows the answer – is the effect the g-forces will have on the oil systems and things like that. It's going to accelerate faster than a bullet out of a gun, but on the other hand it only has to do it for 20 seconds.

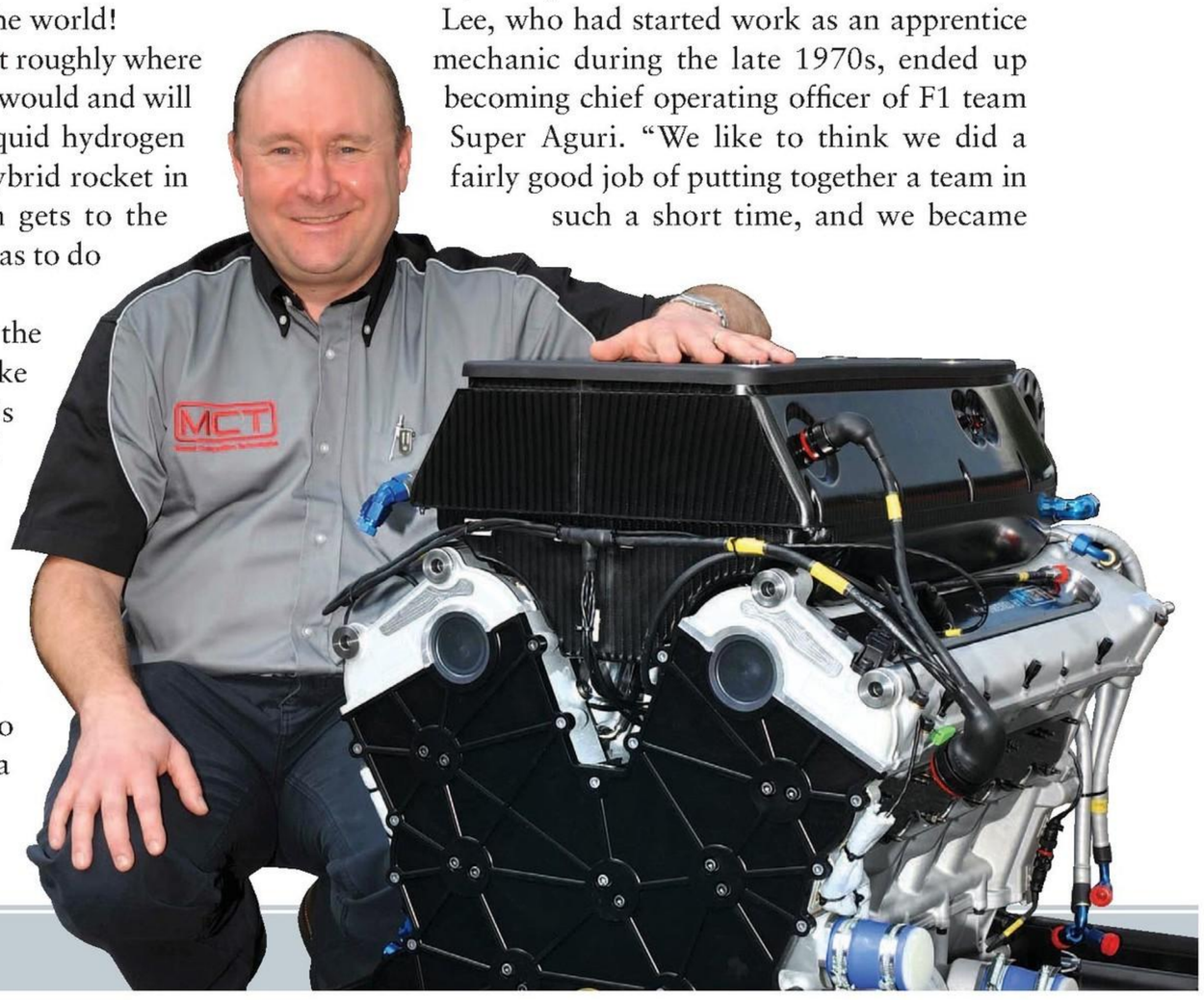
"Our engine is only part of the problem though, as the Bloodhound has three different engines on board – our V12, a Eurofighter jet engine and a hybrid rocket that Bloodhound SSC is designing itself with the help of a mad rocket scientist from Manchester who has the best moustache in the world!

"The pump will sit roughly where the clutch normally would and will pump a tonne of liquid hydrogen peroxide into the hybrid rocket in 17 seconds. It then gets to the end of the run and has to do it all again."

The company has the capacity to undertake more work and is handling a proposal to produce an engine for what Lee believes is another new race series. For an outfit that used to service two cars and two engines, it's been a busy few years.

Kevin Lee is well used to the challenges of life in motor sport. "In September 2005 I got a call from [Formula 1 team manager] Daniele Audetto, who was in Japan at the time with Aguri Suzuki," he says. "He asked if it was possible to set up a Formula 1 team to go racing next season. 'You mean testing?' I asked. 'No, racing…'"

Lee, who had started work as an apprentice mechanic during the late 1970s, ended up becoming chief operating officer of F1 team Super Aguri. "We like to think we did a fairly good job of putting together a team in such a short time, and we became



competitive fairly rapidly," he recalls. "We probably did no worse than the likes of HRT is doing at the moment."

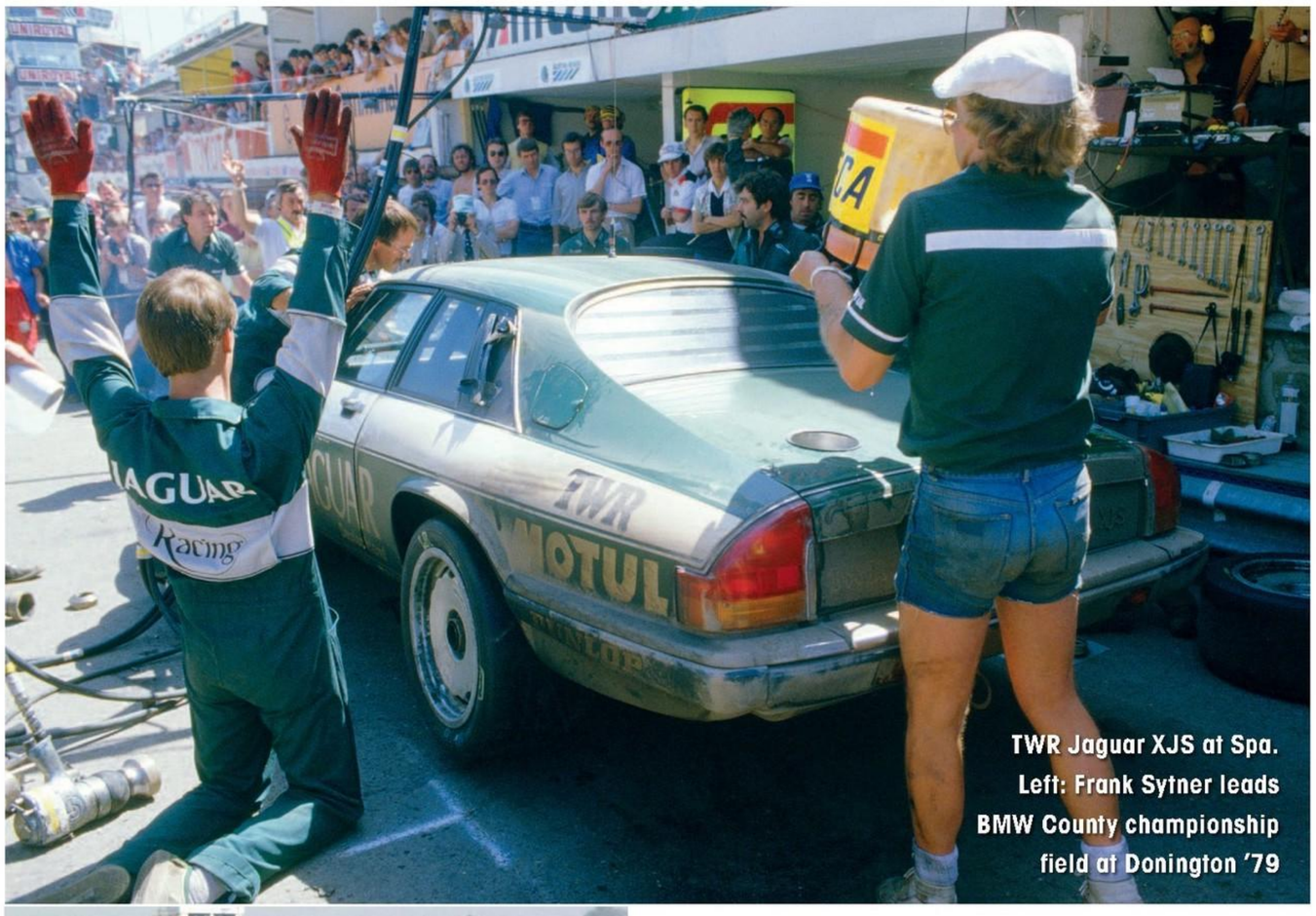
A large part of Lee's history is tied in with Tom Walkinshaw Racing. In 1979 when TWR was running the BMW County championship with 12 identical 323s, it needed an extra pair of hands over the Easter weekend at the Brands Hatch meeting. A friend got in touch with Lee, who came to help and stayed, going on to work on the Mazda RX7 racer in Group 1 (equivalent to today's BTCC) and in Group C, via the European Touring Car Championship where he was part of the TWR Jaguar XJS team that won the Spa 24 Hours and the 1984 championship.

Between 1985-91 he went from being number one mechanic, to chief mechanic, and finally team manager with TWR's Group C Jaguars. Lee nonchalantly summarises what they achieved in that era: "We went through a couple of Le Mans wins, a couple of World Championships and we were involved with the IMSA team that won Daytona.

"In 1991 we finished the last race of the Group C season and Tom picked a group of about 30 of us, including myself, Ross Brawn, Pat Symonds and a guy called Rory Byrne, and plugged us into Benetton F1. Tom did the deal to steal [Michael] Schumacher – working in Group C we saw Schumacher come through the ranks and we knew how good he was – from under Eddie Jordan's nose.

"Three years later, I think Tom had some disagreement with fairly high-level Benetton guys and he wanted an F1 team of his own, so I left at Tom's request." Walkinshaw acquired Arrows and Lee became one of the management team, based at the same Leafield site as MCT.

When Arrows ran out of money Lee had a stint working for Toyota in Cologne, before




TWR Jaguar XJS at Spa. Left: Frank Sytner leads BMW County championship field at Donington '79




returning to the UK to set up a new motor sport venture. "There was a group of four or five of us based in an office at the Silverstone Innovation Centre and we were trying to put together a motor sport project of some description. We were looking at a touring car team, at the other extreme there was an F1 plan and, in the middle, the one that probably got the closest to fruition was a sports car programme. At the time we had a *crazy* idea of doing a Le Mans car with a diesel engine. A ridiculous idea…"

In September 2005 he got the call from Audetto and Super Aguri, again based at Leafield. When this met its demise Kevin strolled across the 'Goods In' alley to have a chat with MCT, which was by then sharing the site. He emerged from the meeting as MD, the start of fresh chapter in Leafield's story. Ⓜ







Super Aguri ran until '08. Right: TWR Jag at Le Mans in '91 (above); Superleague Formula uses MCT V12



## HISTORIC RACING DIARY

**JUNE 4-6 COPPA INTEREUROPA RACE MEETING** MONZA (I)
*www.monzanet.it*

**JUNE 5 BRITISH HISTORIC RALLY CHAMPIONSHIP** BUILTH WELLS
*www.severnvalleynational.co.uk*

**JUNE 5/6 THE RALLY SHOW** CHATSWORTH, admission £20
*www.therallyshow.org*

**JUNE 5/6 HSCC** SNETTERTON, admission £12
*www.motorsportvision.co.uk*

**JUNE 5/6 MG LIVE** SILVERSTONE, admission £15
*www.silverstone.co.uk*

**JUNE 11/15 MODENA CENTO ORE RACE AND RALLY TOUR** MODENA (I)
*www.modenacentooreclassic.it*

**JUNE 12 GROUP C LEGENDS RACE** LE MANS (F)
*www.motorracinglegends.com*

**JUNE 12 CSCC RACE MEETING** OULTON PARK, admission £12
*www.motorsportvision.co.uk*

**JUNE 12/13 50TH ANNIVERSARY MEETING** LOTON PARK
*www.hdlcc.com*

**JUNE 12-18 CLASSIC MARATHON** FRANCE
*www.classicrally.org.uk*

**JUNE 18-20 ADAC EIFELRENNEN MEETING** NURBURGRING (D)
*www.nuerburgring.de*

**JUNE 19/20 GRAND PRIX DE L'AGE D'OR RACE MEETING** DIJON (F)
*www.circuit-dijon-prenois.com*

**JUNE 19/20 LOTUS FESTIVAL** SNETTERTON, admission £25
*www.motorsportvision.co.uk*

**JUNE 20 VSCC RACE MEETING** CADWELL PARK, admission £16
*www.vscc.co.uk*

**JUNE 20 BRITISH HISTORIC RALLY CHAMPIONSHIP** MID-WALES
*www.midwalesstages.co.uk*

**JUNE 20 HSCC RACE MEETING** MALLORY PARK, admission £12
*www.mallorypark.co.uk*



LAT

**JUNE 25/26 HISTORIC RALLY** YPRES (B) *www.ypresrally.com*

**JUNE 26 AMOC RACE MEETING** BRANDS HATCH, admission £12
*www.motorsportvision.co.uk*

**JUNE 27 CLASSIC SPEEDFAIR** KNOCKHILL, admission £15
*www.knockhill.co.uk*




Silverstone Classic: eclectic mix of classes and eras

# New RAC TT for Silverstone

THE NEWLY CREATED ROYAL Automobile Club Historic Tourist Trophy will be one of the new features at the Silverstone Classic (July 23-25), when the pre-63 GT race carries the tag of Britain's oldest motor race.

A celebration of 60 years of Grand Prix racing at Silverstone, a charity celebrity race and live music from Dr Feelgood and the Yardbirds are other attractions at what the event promoters are labelling as Europe's most entertaining car-themed event. Over 800 cars and 1000 drivers will be on track across 23 races.

"We are building on the success of the 2009 event to make the Silverstone Classic bigger and better," said Daniel Ward of Classic Historic Racing Ltd, the event promoters. "We are proud to be promoting the world's biggest classic racing festival, which is a platform for a great day of family entertainment."

The first running of the RAC TT for Historic Cars has already attracted entries for some of the rarest and most exciting GT cars ever built, including Ferrari GTO and SWB, Aston Martin DB4GT and Zagato. "Never before has such an authentic grid of Tourist Trophy cars been put together," said Ben Cussons of the RAC.

An entry in the HGPCA Pre-61 race for the Alfa Romeo 158 of Carlos Vogele will provide a link to the first race for the World Drivers' Championship, run at Silverstone in May 1950. The 'Alfetta' is believed to be the car driven by Juan Manuel Fangio in that race. The HGPCA and Grand Prix Masters races will cover more than three decades of F1 history.




LAT

## Rally show to mark Quattro's 30th

THE 30TH ANNIVERSARY OF THE AUDI QUATTRO WILL BE A CENTRAL THEME OF THE Rally Show at Chatsworth in Derbyshire on June 5/6. Five ex-works rally cars will be in action on the rally stage in the grounds of Chatsworth House.

Rally-prepared Quattros will take part in a dedicated demonstration session each day. On Sunday, members of the Quattro Owner's Club will take their cars onto the 1.2-mile special stage to join in a cavalcade of the famous model.

Meanwhile, the show organisers are keen to hear from any members of the Audi Sport UK team of the 1980s as well as any of the David Sutton Motorsport team members. It is hoped to have an informal reunion during the weekend.

The rally stage has been re-designed for 2010 and promises to offer non-stop action for the fans as well as a better quality surface for the drivers.

# Hunt McLaren to star at Knockhill

THE EX-JAMES HUNT McLAREN M26 will be one of the big attractions at the fifth annual Classic SpeedFair at Knockhill on June 26/27. The 1977 car will be demonstrated along with the Gurney Eagle FA74 Formula 5000 from Frank Lyons' stable during the biggest classic racing event north of the border.

The line-up includes Formula Junior and Equipe GTS races as well as races for the Pirelli Ferrari Formula Classic series. "We're expecting the biggest Ferrari gathering ever held in Scotland," said Stuart Gray from Knockhill. "Dozens of road-going cars are due to attend."

# Waldegård back in Merc for Ypres

SWEDISH RALLY ACE BJORN WALDEGARD will renew his old association with Mercedes when he drives a classic 500SLC from Silver Arrows Racing in the Ypres Historic Rally at the end of June.

The preparation company run by Bart Vanhaverbeke has invited the 66-year-old to the Belgian event. He will be co-driven by Denis Giraudet.

"It will remind me of the 1970s when I drove for the Mercedes factory team in the World Rally Championship," said Waldegård (pictured left in our events diary). "The car got a lot of interest then and I'm sure it will on Ypres, too."

# Sports-racers to head for Oulton

BIG-ENGINED SPORTS-RACING CARS from the 1960s will return to Oulton Park in August as an invited class within the Guards Trophy race at the Gold Cup meeting.

The HSCC is running a pilot race to gauge support on August 29/30 and is hoping to attract Lotus 30s, McLaren M1s and Lola T70 Spyders, where they will go up against Chevron B8s. The Guards Trophy field will again be split across two races, giving the GT cars a separate event.

"I can remember some great races with these cars in the '60s. It's a long time since they have raced at Oulton Park," said the HSCC's Grahame White.

## IN BRIEF

■ The Chevron B8 that John Lepp drove in 1969 has returned to racing in the hands of Ed Lovett. The son of former touring car and Chevron racer Peter acquired the car from the museum at Stavelot in Belgium, and it is thought to have gone un-raced for at least 15 years. The B8, recently restored by Simon Hadfield, will run in Guards Trophy and World Sportscar Masters races.

■ The three Morgan SLRs were reunited at Silverstone in mid-May for the first time in history. The three cars from the early 1960s, now owned by Keith Ahlers, John Emberson and Simon Orebi-Gann, had never been in the same race before, but now the Emberson car has been returned to the UK after 20 years in California.



■ American Le Mans Series racer Liz Halliday will return to racing at the Monza Coppa Intereuropa in June and the Silverstone Classic in July, driving a rare Alfa Romeo Giulietta SZ Coda Tronca owned by her father, Don. Halliday hasn't raced since the end of the 2008 season and has since been concentrating on riding in competitive horse trials.

■ The Roger Albert Clark Rally will open with special evening stages in Dalby forest on Friday November 26. Event manager Colin Heppenstall has negotiated use of the famous Yorkshire forest for the rally, and the first leg will represent a tough start to the four-day event. The rally will again start from Pickering.

■ A new race for sports and saloons cars of the 1950s and '60s will be run at the Castle Combe 60th anniversary meeting on July 31/August 1 as a precursor to a three-race mini-series next year. The race is the idea of promoter James Beckett, who hopes to have some notable Castle Combe names in the field for the celebration meeting.

■ Vic Elford will be the grand marshal for the inaugural Legends of Motorsports event on June 11-13 at Watkins Glen. "With Porsche as our featured marque, Vic is a perfect fit," said series co-founder Bobby Rahal. "He achieved great success with Porsche and is the only driver to race every version of the 917."



Charlie Wooding

Masters series last raced at Donington in 2009

# New hope for Donington

RACING WILL MAKE A WELCOME return to Donington Park over the first weekend of September when a Masters Classic Festival heralds the re-opening of the circuit.

Having lain dormant for over a year following the abortive attempt by Simon Gillett to turn Donington into a venue for the British Grand Prix, the East Midlands track will now be restored by Kevin Wheatcroft, son of late circuit owner Tom, and will re-open with three days of racing on September 3-5.

Since Gillett's company went bust in December, Wheatcroft has been in negotiations with various parties over the future of the track. However, he has now decided to get the circuit up and running once more before seeking a new owner or operator. Estimates suggest that up to £2 million will need to be spent to make good the damage done to the venue.

"The plans to re-open the new and improved Donington Park are progressing well," said Wheatcroft. "We are confident that the track can be re-opened for testing during August."

The Masters Festival will include demonstrations by cars from the Donington Collection and a full programme of Masters racing, with a race into the dusk of Saturday evening. Other events scheduled for the balance of the season at Donington are expected to go ahead as planned.

# Lack of entries scuppers Aintree sprint

AMBITIOUS PLANS TO BRING COMPETITIVE motor sport back to the Tatts Corner section of the former Grand Prix circuit at Aintree had to be abandoned when the speed event organised for May 16 was scrapped due to a lack of entries.

The 55/55 event was due to celebrate the 55th anniversary of the 1955 British Grand Prix, but a lack of competitor support forced the Aintree Circuit Club to cancel.

The intention had been to use the section of track in front of the main grandstands as a 600m sprint course, which would have been the first competitive motor sport on this part of the track since the full Grand Prix circuit closed for racing in 1964.

"Despite extensive promotion to clubs and competitors, the level of entries received was at a disappointing level which the club felt did not reflect the status and profile of the event," said John Bailie of the Aintree Circuit Club.



Jim Houlgrave

# Amon bad luck strikes once again!

RON MAYDON, FOUNDER OF THE MASTERS organisation, is confident that his unique Amon F101 Grand Prix car will be back racing this summer despite being heavily damaged in a major accident during the Monaco Historique. Maydon was running sixth in the race when he caught a much slower car in the tunnel and a clash of wheels sent the Amon flying into the barriers. Maydon escaped with bruising, and the car is now being stripped and inspected.

"The impact took the corners off but the tub is very strong," said Maydon. "Chris Amon phoned me up from New Zealand to see if his car was okay. I was very pleased with my pace at the time, but I can't remember too much about the accident."

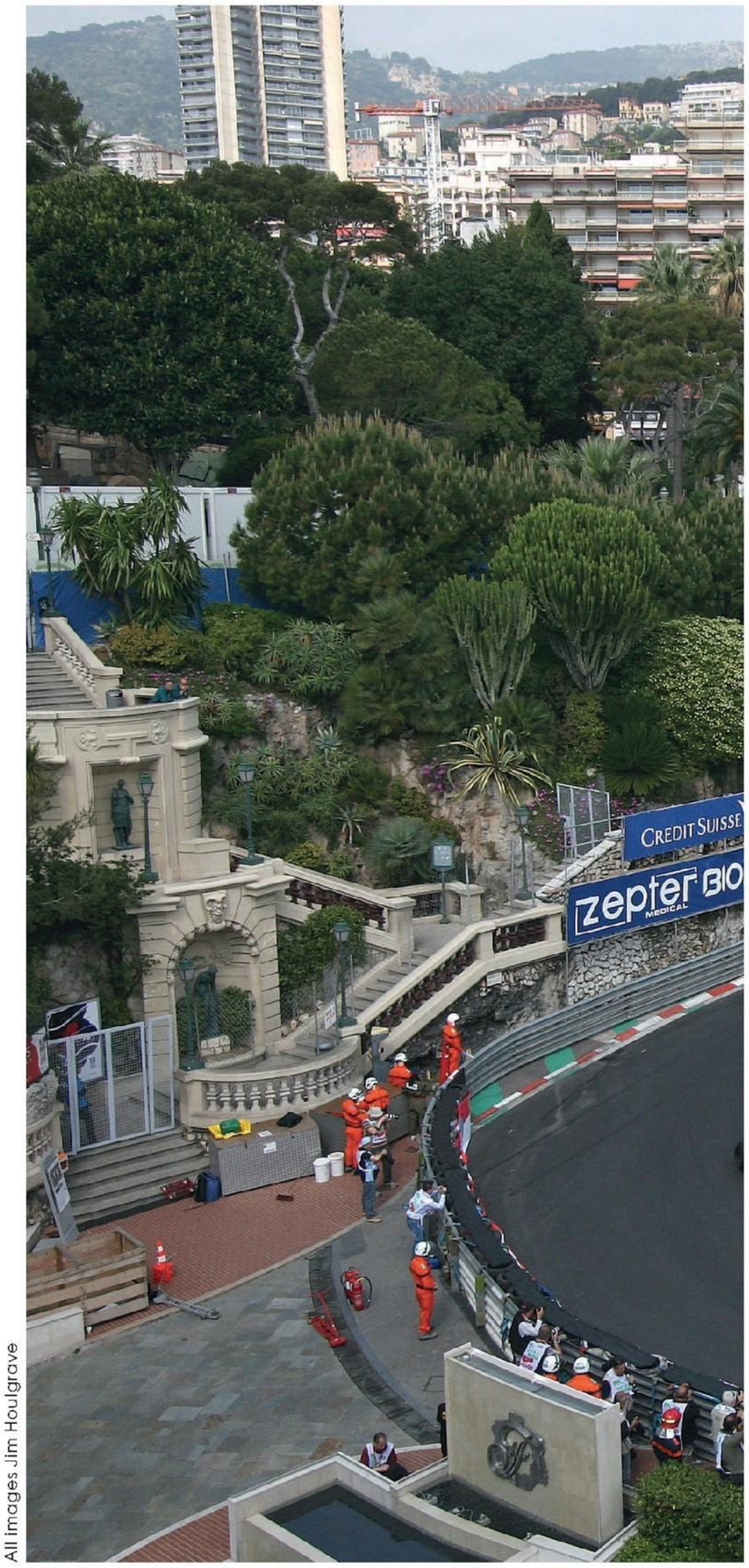
Maydon is aiming to return to racing at the Silverstone Classic at the end of July. "The Amon will certainly be back," he said. *Monaco Historique report, p112*




# Oily rags to riches

Motor racing's past is recreated with great authenticity at the Monaco Historique, which this year boasted a 40-strong F3 grid alongside the usual array of Grand Prix classics

**BY IAN TITCHMARSH**




All images Jim Houlgrave

No historic race meeting has the tradition and authenticity of the Grand Prix Historique de Monaco. This was the seventh iteration of an event which was launched in 1997 and, after a three-year pause, has been repeated every other year since 2000. The Automobile Club de Monaco goes to great lengths to secure cars as close to original specification as possible and lets them loose on what is in many respects a circuit identical in layout to that which was established for the first Monaco Grand Prix in 1929. The meticulous and much-missed Jean Sage was sadly no longer present to oversee originality but the ethos he created remains in good hands.

This year for the first time there were eight races, with the introduction of two Formula 3 categories at the expense of Formula Junior. To cram everything into two days, Saturday qualifying began early and carried on for the best part of 12 hours – with only a brief lunch break, much to the chagrin of the locals! Each race has a connection with Monaco's racing history, representing every era of Grand Prix racing from 1929-78 plus the one-off sports car GP of 1952 and F3 from 1964-84.

The setting is, of course, unique. Most of the cars are allocated stalls on the harbourside, downwind of Rascasse, where the F1 palaces would be parked two weeks later. Spanners and socket sets rather than laptops and telemetry are the order of the day as competitors and their fettlers literally rub shoulders under temporary awnings in a manner redolent of what it was like when their cars were current. Such was the size of the 1971-84 F3 entry of over 40 cars that they were given the luxury of a cavernous car park up the hill, while the 1975-78 F1 cars had the use of pits already labelled for today's Grand Prix teams.

From these pits emerged Bobby Verdon-Roe with his ex-Hunt/Tambay McLaren M26, resolved to tame the track which had claimed him as an early victim in qualifying in 2008. Verdon-Roe was superb, taking pole by over a second from 20-year-old Monegasque Stéphane Richelmi, winner of an Italian F3 Championship round at Misano a week earlier, at the wheel of his father's Ensign N175.

In the race the McLaren driver scorched into a lead over Richelmi which he extended until lap nine when the Ensign slowed to a halt at St Devote with a loss of gears. Power-sliding the McLaren spectacularly wherever he could, Verdon-Roe went on to win by over half a minute in 15 laps from a quality field of whom the best of the rest was Jean-Michel Martin (Ensign N177). Verdon-Roe's fastest lap of 1min 32.989sec was quicker than that achieved by young American Paul Edwards in '08 and is the fastest ever at a Monaco Historique.

Third should have been quick Japanese driver Katsu Kubota in the ex-Peterson Italian

the appropriate number of digits in the air.

This most attractive era of F1 car, with all the different shapes and colours, always produces one of the most charismatic grids. Dayton's principal protagonist from 2008, Joaquin Folch, brought his ex-Fittipaldi McLaren M23 home third without ever seriously challenging the top two. A little further back Ron Maydon was making his Amon AF101 do things it never did when new, until he was put into the barriers by the wayward but very wealthy Monaco rookie Peter Wallenberg Jr (March 731). The March escaped lightly but it might be a while before the Amon is racing again.

This race should also have seen the return to Monaco of Richard Attwood at the wheel of Adrian Hamilton's ex-Jacky (race director) Ickx's Brabham BT26A in which the former Monaco podium finisher (second for BRM in 1968) had impressed everyone in qualifying with his classically smooth and precise style and pace. Sadly the car's transmission failed at the start of the formation lap. A former F1 driver who did start the race was 'Nanni' Galli,





Richard Attwood never got to race Brabham BT26A



Pirro (right) was on top form in Martini-Toyota MK34, running away with F3 win






...And CTA Arsenal failed to make pre-47 GP start

GP-winning March 761, but he was rudely given a "Kimi kick up the rear" by Michael Fitzgerald (March 761B) at the chicane. With only two laps remaining, Kubota came storming back, just failing to retrieve the place that was rightfully his.

American Duncan Dayton, owner of ALMS team Highcroft Racing, has never missed a Monaco Historique and only once (2002) has he failed to win at least one race. This year he secured his ninth and 10th victories, reaching double figures with a storming drive in his Brabham BT33 in the 3-litre F1 race for cars up to 1974. Initially Monaco resident Frank Sytner led from a remarkable pole with his Hesketh 308, but a fluffed gear change out of Portier on lap two let Dayton through. In typical fashion Sytner never gave up, but he was unable to deprive Dayton of his 10th win, which he celebrated on the slowing-down lap by waving who must be the only former Tecno F1 driver to have good thoughts of the car which he raced occasionally in 1972. Maybe it is the memory of his third place in that year's Italian GP at Vallelunga, a race graced by seven starters and five finishers! This time the car lasted nine not 79 laps.

The other ex-F1 driver racing was five-times Le Mans winner Emanuele Pirro, who was back in the beautifully-restored Ombra Racing

## MONACO HISTORIQUE



Bobby Verdon-Roe was peerless in ex-Hunt McLaren M26, setting new lap record



Pre-47 winner Julian Bronson slides ERA. Right: Bernie and Flavio tour the paddock







Gary Pearson in rebuilt BRM couldn't catch Duncan Dayton (above left)

Martini-Toyota MK34 with which, according to one contemporary report, he had "performed unspectacularly" at Monaco in 1981. Many years and successes later the Roman returned, his race suit showing strong allegiance to Audi and the car carefully concealing the Japanese origins of its engine. Forty cars started the 1.6 and 2-litre F3 race, many in their original livery. In period only half this number was permitted to start, the rest sent home after qualifying.

No one could touch Pirro who was running away with the race until a safety car interlude near the finish compressed the pack to leave him with an unrepresentatively small margin over Monegasque Marc Faggionato's Ralt-VW RT3. Best of the rest should have been Valerio Leone in his ex-Fabi March-Toyota 783, but he was bundled out of second at Massenet while lapping Tom Powell's 1.6 Chevron-Toyota B20, bringing out the safety car. The March came to rest on a pedestrian crossing, Leone leaping from it for a James Hunt vs Dave Morgan moment. In the two racing laps remaining, Vincent Savoye's Ralt-VW RT3 and Richard Trott's Chevron-Toyota B43 were jumped by the controversial Dallara-Alfa Romeo 384 of Joe Colasacco for the final podium position.

Gathering together over 30 1-litre F3 cars of high quality was no mean feat by the ACM. Among those spectating were the winners of the first and last period races for the category – Sir Jackie Stewart (1964) and Tony Trimmer (1970). Tommaso Gelmini's delicious Matra MS5 qualified third but suffered engine failure on the formation lap, while poleman Richard Hein's Brabham BT28 failed even to leave the pitlane. As if in a time warp a classic battle ensued throughout the nine laps between Christian Traber's Brabham BT21 and François Derossi's Chevron B17, with the verdict going to Traber by less than 0.5sec. Wonderful stuff!

> "Gathering together over 30 1-litre F3 cars was no mean feat by the ACM"

Six ERAs graced the grid for the pre-1947 GP car race. One car which did not was the CTA Arsenal, the finishing touches to which Josef Otto Rettenmaier and his helpers were applying as qualifying commenced. This futile post-World War II French attempt to take on the Alfettas then failed to start the race. Julian Bronson, entrusted again by Mac Hulbert with R4D, did the car full justice by winning comfortably from Ian Landy (R6B) and Michael Gans (R1B), the three black ERAs making a fine sight at the finish. Former BMW historic touring car racer Roland Portmann, on his first visit to Monaco, was never far behind Bronson in the early laps with his ex-Wakefield/Parnell Maserati 4CL but fell back and retired at St Devote with two laps left.

Duncan Dayton's first win of the day came in the pre-61 front-engined GP car race with his Lotus 16, his fourth with this car at Monaco, in a race which saw the return of the 1959 Dutch GP-winning BRM P25 of Gary Pearson, now rebuilt after Spencer Flack's fatal accident in 2002. Pearson brought the car home in second and reckons he is only scratching the surface of its potential.

For the pre-66 rear-engined GP car race, Pearson was entrusted with the ex-McLaren Cooper-Climax T60, winner of the 1962 Monaco GP, which has reposed in the Donington Collection since the late '60s. One of the best-looking cars of its era, the Cooper was blamed for the oily circuit, which had in fact been caused by Sytner's Lotus-Climax 24. All the drivers in a large field trod with great circumspection in a race which was led throughout by James King in his ex-Gurney Brabham-Climax BT7 with Andy Middlehurst taking second place, following Pearson's enforced retirement, in the ex-Clark Lotus-Climax 25.

The drum-braked sports cars are beginning to be dominated by Jaguar C-types and Frazer Nash Le Mans Replicas. An inspired drive by Carlos Monteverde in his newly-acquired C-type enabled him to see off Pat Blakeney-Edwards in Gavin Henderson's Le Mans Rep, with previous winner John Ure in Peter Mann's similar car having to settle for third, suffering from 'iffy' brakes. Ⓜ




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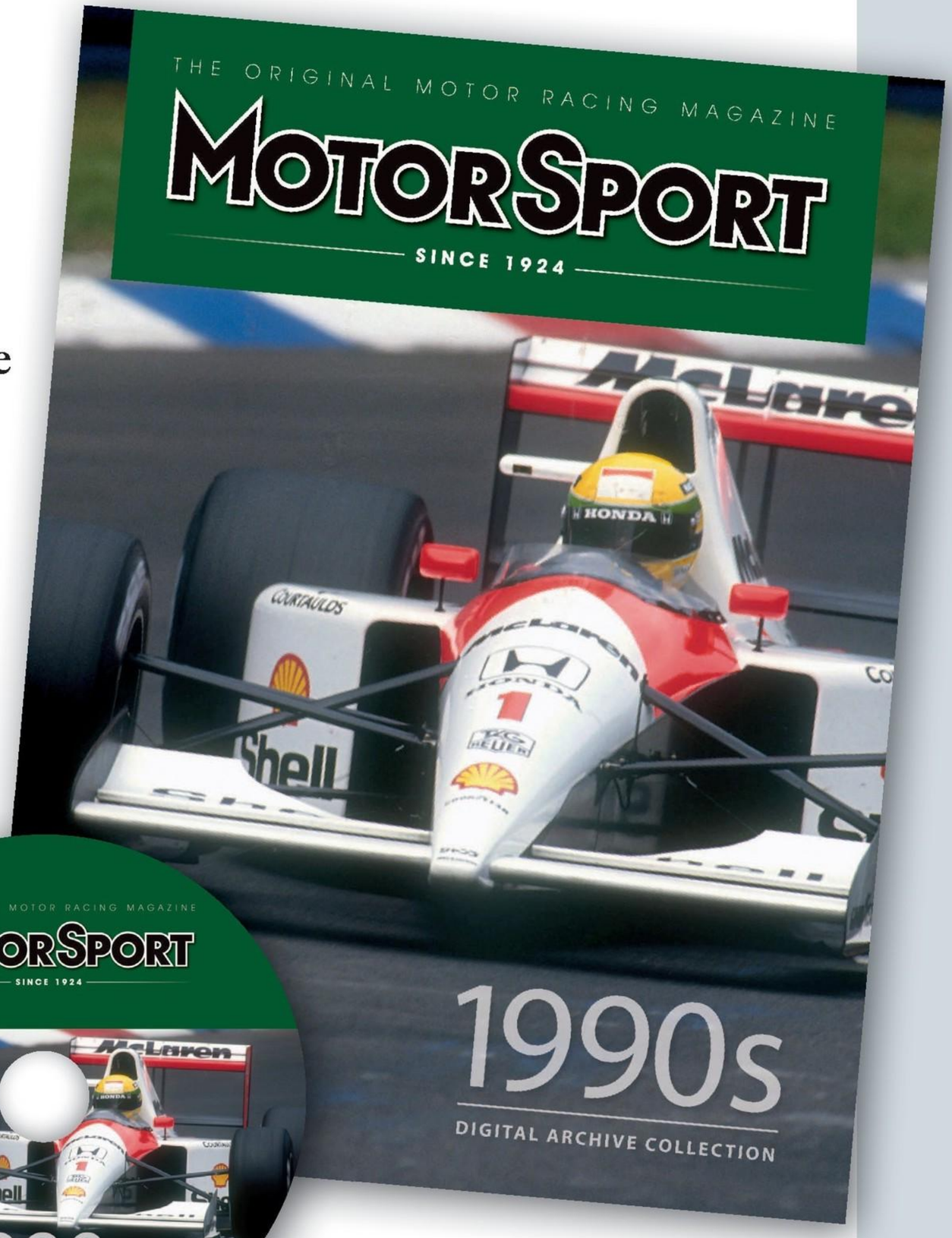
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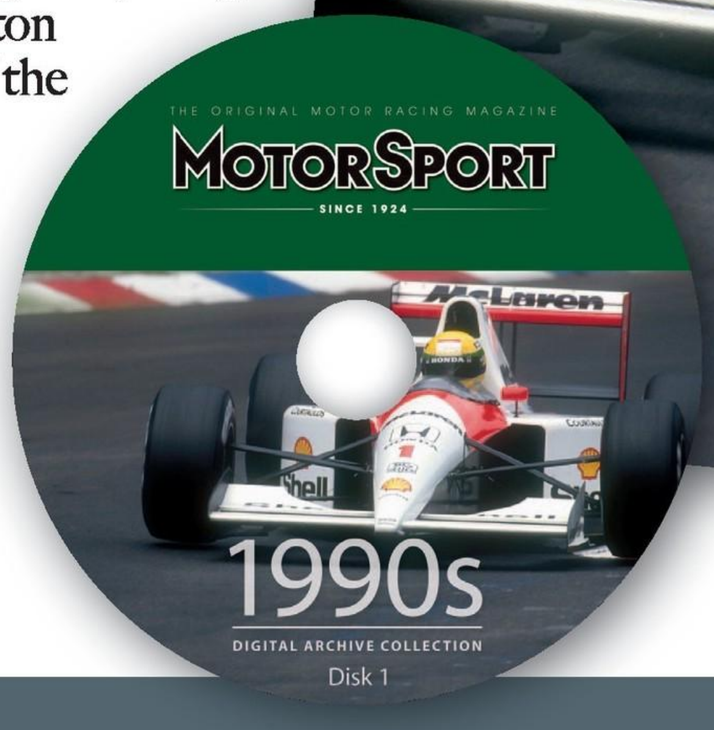
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Above: Mercedes line-up included former McLaren team-mates Häkkinen and Coulthard

# ITALY'S ROLLING MUSEUM

## Ferrari and Mercedes put on stunning displays in the Mille Miglia, but a BMW hits the top spot

It was 10 times lucky for husband and wife team Giuliano Cané and Lucia Gallian, who stopped the clocks in Brescia as repeat winners of the 2010 Mille Miglia in the aerodynamic BMW 328 MM coupé, 70 years on from the German marque's first win. Behind them, three-time winner Luciano Viaro navigated American Alfa collector Mark Gessler to second place in his rare Testa Fissa 6C 1500 GS Alfa Romeo.

This year's route (actually only 870 miles) twice took in Bologna, which the MM hasn't visited since WWII, and the historic hilltop town of Urbino on its traffic-stopping loop around the country. Celebrities abounded, including Jay Kay in his Maserati A6G54 and Nick Mason in a Frazer Nash Le Mans Replica.

The event is often called a rolling museum; well, this year the museum got a new wing devoted to Ferrari. Some 130 of Enzo's finest built post-MM from 1958 to today ran ahead of the 375 cars in the rally itself, making the annual automotive circus an even bigger spectacle.

Mercedes too had a strong presence, with its biggest squad ever – 15 cars, including nine Gullwings, *three* SSKs and the unique and wonderful Uhlenhaut 300SLR coupé with our own Doug Nye aboard. Read more about his trip next month. He had Mika Häkkinen, Jochen Mass and David Coulthard as team-mates, too. Ⓜ



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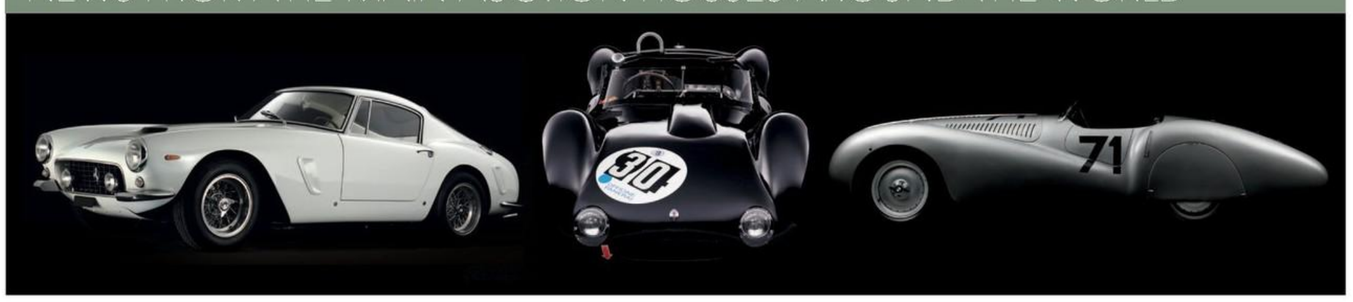




Ferrari Superamerica cruiser topped racers like 250GT, Maserati Birdcage and BMW

# Around the houses

## NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD




### – RM AUCTIONS –

The company broke its own record for the most successful motor car auction ever when it sold £28.5 million worth of machinery at Monaco, topping the May 2007 Ferrari sale in Maranello which achieved £28.2m. Seven cars sold for more than €1m, with five of those going past the €2m mark. Astonishingly a 1962 Ferrari 400 Superamerica Pininfarina cabriolet sold for more than a 250GT SWB – £2.4m (another world record) against £2.3m, a strange reversal of priorities. The 1960 Maserati Tipo 61 'Birdcage' brought £2.1m, and a 1957 Ferrari 250GT LWB Tour de France £2m. The 1937 BMW 328 MM 'Bügelfalte' that featured in our May issue reached a high bid of £3.7m but failed to sell at auction. Instead it was sold for an undisclosed sum the following day.

RM Auctions also had a reasonably good Classic Car Auction at Michigan on April 24/25, with machinery worth over £1.6m being sold. Out of 265 lots, 168 vehicles found a new home, including a 1985 Jeep Comanche which sold for £5800. This truck has form as a record-breaker on the Bonneville Salt Flats in Utah, and it also set National Truck, National Open and other world records.

### – BARONS –

Sadly, the 1933 SS1 coupé didn't sell at Barons' Jaguar Heritage auction on April 27. The car's lack of history may explain why it failed to reach its £70-90,000 reserve. Cars went for good money elsewhere, with the 1948 Jaguar 3½-litre saloon selling for £41,300 and two XK150s fetching in excess of £32,000.

### – BONHAMS –

The auction house has announced that it will sell the Michael L Amalfitano Collection on August 12/13 at Quail Lodge. The collection includes many sports-racing cars, such as the 1970 Porsche 917 raced at Le Mans by David Hobbs and Mike Hailwood. During the race 'Mike The Bike' crashed and returned to the pits with the car's steering wheel, prompting Gulf-JW team principal John Wyer to ask, "Is that what came off, or is that all that's left?" The car was then sent back to Stuttgart where the chassis was repaired and converted into a Spyder for Interserie (European Can-Am) racing. The car is currently in this configuration and is expected to fetch between £920,000-1.2m.

Other Porsches included in the auction are the 1967 Porsche 910 coupé that was driven ➤➤➤

## FORTHCOMING AUCTIONS

■ **JUNE 2 HISTORICS AT BROOKLANDS** Inaugural Sale, Brooklands, Weybridge, Surrey *Tel: 0800 988 3838*

■ **JUNE 6 BONHAMS** Greenwich Concours d'Elegance, Collectors' Motorcars and Automobilia, Greenwich, Connecticut, USA *Tel: 020 7447 7447*

■ **JUNE 7 SHANNONS** Melbourne Winter Classic Auction, Cheltenham, Victoria, Australia *Tel: 0061 2 8019 4116*

■ **JUNE 14/15 BARONS** Classic, Collectors' and Historic Cars, Esher Hall, Sandown Park, Surrey *Tel: 023 8066 8413*

■ **JUNE 19 BONHAMS** Rolls-Royce, Bentley Motor Cars and Automobilia, Rockingham Castle, Northamptonshire *Tel: 020 7447 7447*

■ **JUNE 19 SILVER AUCTIONS** Coeur d'Alene Auction, Coeur d'Alene Resort, Idaho, USA *Tel: 001 800 255 4485*

■ **JUNE 23 BRIGHTWELLS** Classic Cars, Motorcycles and Automobilia, Easters Court, Leominster, Herefordshire *Tel: 01568 611122*

■ **JUNE 24 DVCA** Classic Collectors' Cars and Related Automobilia, The Gartell Light Railway, Yenston, Somerset *Tel: 01963 363353*

■ **JUNE 25-27 BARRETT-JACKSON** Orange County Auction, Orange County Fair and Event Centre, Costa Mesa, USA *Tel: 001 480 663 6255*

■ **JULY 2 BONHAMS** Collectors' Motor Cars and Automobilia, Goodwood Festival of Speed, Chichester, Sussex *Tel: 020 7447 7447*

■ **JULY 3/4 SILVER AUCTIONS** Jackson Hole Auction, Teton Village, Jackson, Mississippi, USA *Tel: 001 800 255 4485*

■ **JULY 10 SILVER AUCTIONS** Spokane Auction, Spokane County Fair & Expo Center, Spokane, Washington, USA *Tel: 001 800 255 4485*

■ **JULY 17 COYS** Fine Motor Cars, Blenheim Palace, Woodstock *Tel: 020 8614 7888*

■ **JULY 18 SHANNONS** Classic Vehicle Auction at MotorEx, Sydney Showground, New South Wales, Australia *Tel: 0061 2 8019 4116*

■ **JULY 21 H&H SALES LTD** Classic Collectors' Cars, The Pavilion Gardens, Buxton *Tel: 08458 334455*

■ **JULY 24 BONHAMS** Collectors' Motor Cars and Related Automobilia, Silverstone Classic, Northamptonshire *Tel: 020 7447 7447*

by Gerhard Mitter in that year's Nürburgring 1000Kms (£440-480,000), a 908 'Flounder' Spyder (£520-590,000), a 1975 RSR (£210-250,000) and a 962 (£280-310,000).

Bonhams enjoyed a successful Monaco sale on April 30. The 'Les Grandes Marques á Monaco' auction made more than €3m, with pre-war cars selling particularly well. A 1938 Jaguar SS sold for £212,605, while a 1932 MG J2 went for £43,100 and a 1934 Mercedes-Benz 500 Nürburg cabriolet for £204,540. A 1989 Ferrari F40 that raced in the Italian GT Championship and the BPR series also sold well, exceeding its £200,000 estimate by £17,280.

Bonhams also had a great sale on April 25 at the International Classic Motor Cycle Show in Stafford. Star item was the 1938 Brough Superior SS100 that sold for an astonishing £157,700. Much less well-known, a c1894 Hildebrand & Wolfmüller went for £86,200, while a 1961 Norton 350cc Model 40 Manx took £22,425, a 1974 Laverda 750SFC production racer £27,025 and a 1938 Moto Guzzi 500 GTC/L to Condor Specification £41,100.

## – HISTORICS AT BROOKLANDS –

This new auction house has confirmed some interesting cars for its inaugural sale taking place on June 2 at Brooklands track in Surrey. These include a 1968 Ford Escort AVO rally car with an estimate of £40-50,000, a 1937 MG TA that has raced extensively since the 1960s (£20-30,000), an unusual boat-tailed 1937 MG TA (£25-35,000), a 1965 Renault Gordini R8 (£25-30,000), a 1966 Ford Lotus Cortina MkI prepared to rally specification (£27-33,000) and a 1930 Bentley 4½-litre Vanden Plas tourer (£615-715,000).

## – SOTHEBY'S OF AUSTRALIA –

While Sotheby's managed some good sales at its April 18 auction, many racers failed to go, including the ex-John Goss Ford XB Falcon. A 1967 Brabham BT21 and a 1963 Austin-Healey 3000 MkII which ran in the Sebring 12Hrs also stayed at home. Surprise result was the unique 1969 Cosworth 4WD GP car, which fetched a surely trivial £7880 minus an engine.

# Around the dealers

## COMPETITION CARS CURRENTLY FOR SALE HERE AND ABROAD



### 1965 LOTUS 33

Chassis R10 won the 1964 Rand Grand Prix with Jackie Stewart at the wheel. Jim Clark also won the following year's South African GP in this car. The Lotus is now a regular at Goodwood and the Monaco GP Historique. POA

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## AUCTION RESULTS

**APRIL 19 BONHAMS**
- 1938 SS Jaguar 2½-litre drophead coupé: £100,500
- 1934 Bentley 3½-litre drophead coupé: £69,700
- 1985 Modena Spyder California (ex-*Ferris Bueller's Day Off*): £79,600

**APRIL 21 H&H SALES LTD**
- 1935 Riley 12/4 Special: £24,750
- 1933 Talbot AV105 tourer (with FIA and HTP papers): £88,000
- 1950 HRG 1500-based trials special 'Crocus' (ex-Scottish Rally Championship winner): £18,150
- 1970 Ferrari 365 GTB/4 Daytona: £176,000
- 1930 Lagonda 2-litre supercharged tourer: £148,500

**APRIL 24/25 RM AUCTIONS**
- 1985 Jeep Comanche Bonneville Salt Flats pickup: £5800

**APRIL 26/27 BARONS**
- 1948 Jaguar 3½ saloon: £43,420
- 1958 Jaguar XK150 DHC: £39,124
- 1959 Jaguar XK150 FHC: £36,330

**APRIL 30 BONHAMS**
- 1938 Jaguar SS: £212,605
- 1932 MG J2: £43,100
- 1934 Mercedes-Benz 500 Nürburg cabriolet: £204,540
- 1989 Ferrari F40: £217,280
- 1971-72 Lola-Chevrolet T222 Can-Am spyder: £117,000
- 1968 Lancia Flaminia Super Sport 'double bubble' coupé: £117,000
- 1954 Lancia Aurelia B20GT Series IV coupé: £87,739
- 1955 Porsche 356 Pre-A Speedster: £126,669

**MAY 1 RM AUCTIONS**
- 1962 Ferrari 400 Superamerica cabriolet Pininfarina: £2.4m
- 1960 Maserati Tipo 61 'Birdcage': £2.1m
- 1962 Ferrari 250 GT SWB Berlinetta: £2.3m
- 1957 Ferrari 250 GT LWB Tour de France: £2m
- 1959 Ferrari 250 GT LWB California spyder: £1.8m
- 1938 Delahaye 135 MS Competition cabriolet: £1.5m
- 1933 Rolls-Royce Phantom II 'Special Town Car' by Brewster: £1.2m
- 1965 Ferrari 275 GTB/6C Berlinetta: £669,630
- 1967 Ferrari 275 GTB/4 Berlinetta: £655,470
- 1930 Alfa Romeo 6C 1750 Zagato spider: £751,120
- 1963 Shelby 289 Cobra Le Mans racing car: £636,300
- 1934 Rolls-Royce 40/50hp Phantom II all-weather cabriolet: £746,510
- 1950 Aston Martin DB2 Vantage saloon: £248,750

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# Louisa Skipper's DIARY



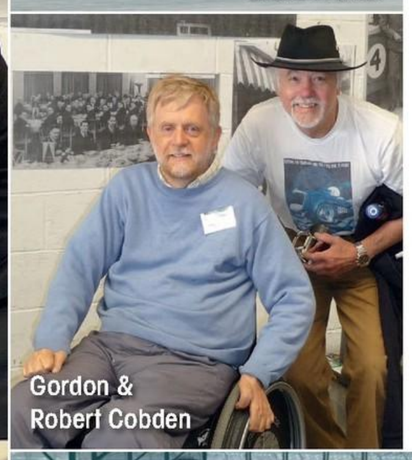
Gordon & Mac Hulbert



Bevy of Bugattis!



Mark Walker



Gordon & Robert Cobden

## VSCC SEASON SPRINGS TO LIFE

A large crowd came to sunny Silverstone in April for the VSCC's Spring Start meeting, where Mark Walker made a hit with the 1905 200hp LSR Darracq. Rod Jolley took the Lindsay/Rothschild trophy despite losing a wheel in practice, the Fox & Nicholl event went to Richard Pilkington's Talbot T26SS and Enrico Spaggiari (Cooper T53) took the laurels home to Italy after the invitation HGPCA race.

During lunch we retired to the Fox & Nichol garage – otherwise known as Pit 5, where an excellent display of cars and photos celebrated F&N's pre-war successes with Talbots of all types. Here Deputy Editor Gordon Cruickshank presented Mac Hulbert with the *Motor Sport* Brooklands Memorial Trophy for his 2009 performances in R4D, Riley 'Blue Streak' and Silver Eagle Alvis. Mark Gillies and Robert Cobden placed second and third, while Dougal Cawley and Jonathan Cobb tied for fourth.





Hubert Fabri takes Aston DBR4 rallying

Jim Houlgrave

## DOWN ON JODY'S FARM

You are more likely to find Jody Scheckter on a tractor these days than on the glamorous F1 circuit – and the tractor will be fuelled by his own-grown rapeseed oil. Jody now owns and runs the award-winning Laverstoke Park Farm. Recently I was joined by five *Motor Sport* competition winners for a day out and guided tour with Jody on the 2500-acre estate, where he keeps 2000 water buffalo and runs his own vineyard, dairy, woodlands, education centre and on-site laboratory to test the land's soil quality, as Jody believes this is the basis of all healthy food.




One of the highlights of our visit was to see Jody's racing car collection spanning the start of his career to the Ferrari which brought him the F1 world title in 1979. We also had the pleasure of tasting his delicious buffalo steaks, ice creams and pies! I'd recommend visiting the farm for his BBQ championship event on July 3-4, which is for all the family. For details call +44 (0)1256 772807 or visit www.laverstokepark.co.uk

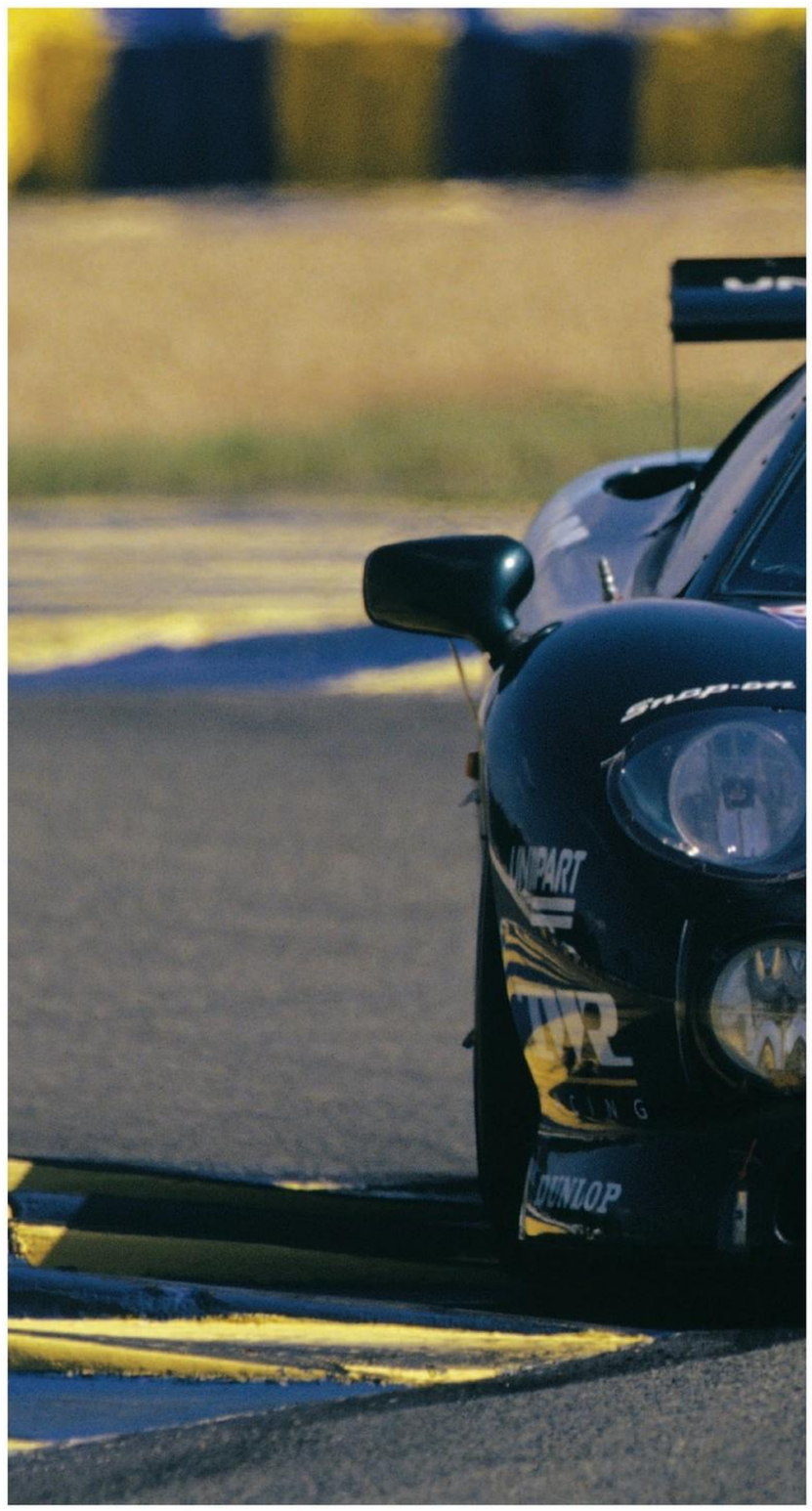


Jody, Louisa and competition winners

# JAGUAR XJ220

The XJ220 wasn't the car that Jaguar had promised its customers – in fact, in a happy twist of fate the end product turned out to be even better

**BY RICHARD HESELTINE**



Oh to have been a fly on the wall when this series was first mooted. Just imagine the pitch: a championship for racing drivers no younger than 50 years of age competing in identical Jaguar XJ220 supercars. Worth the best part of £500K. On a 5/8-mile oval. What's the worst that could happen? Conceived with television in mind, the ESPN-backed Fastmasters contest was almost satanically brilliant in its idiocy.

The original format called for two races per event at the Indianapolis Raceway Park over four consecutive weekends in June 1993, with 10 drivers racing on the banking and, cough, infield road course. The format came in for a tweak-ette or two after three cars were destroyed in massive high-speed smashes in the opening round. Henceforth, only five cars were allowed on track at any one time. With everyone from Bob Wollek to Hershel McGriff vying for honours, drivers' tempers generally ran as high as their cholesterol levels, Bobby Unser emerging from the carnage as the series' first – and only – champion. The real heroes, though, were the post-race broom pushers.



"The Jag is rock solid at speed. I love them"

WIN PERCY

Among the more cynical onlookers (that would be the motor sport hacks), this series existed as a means to an end, the 'end' being large stockpiles of unsold XJ220s. Arriving on sale a vastly different car to the one first trumpeted – and with a greatly inflated price – it didn't help that its introduction coincided with the previous global economic meltdown. A wantonly destructive one-make series would help get rid of a few cars, or at least some of the initial investment could be recouped via rebuilds and the sale of spares. Cynicism or not, there was an iota of a scintilla of a nuance of truth to this notion.

And this sort of effrontery has trailed the XJ220 ever since the first cars trickled out of Tom Walkinshaw's JaguarSport facility in Oxfordshire in late '91. Forgoing the fact that it was briefly the world's fastest production car, had looks to die for and real-world usability, this extraordinary machine featured a twin-turbocharged V6 instead of the once-envisaged V12 and rear-wheel drive rather than permanent all-wheel drive. All of which was ammunition for punters wishing to wriggle out of their contracts and recoup their £50,000 deposits, but then most of them were speculators burned when the classic car boom went bust.

All of which lends the impression that it's a dud, an overpriced irrelevance – the ultimate white elephant. But this is to do the XJ220 a great disservice. It's far from perfect – heck, it sounds like a toilet mid-flush on start-up – but no supercar in period married otherworldly beauty, brain-battering performance and genuine civility with such uncanny accuracy. Throw into the mix a Le Mans pedigree of sorts and it's knocking on the door of the supercar aristocracy. It's about time it was allowed to cross the threshold.

Back-pedal 25 years or so and a supercar wasn't on Jaguar's agenda. Free of the shackles of state ownership the marque was rebuilding its reputation after years of neglect and mishandling, culminating in victory at Le Mans in 1988. The XJ220 embodied the reclaimed can-do spirit, but initially it was a strictly off the books, after hours project dreamed up by the firm's engineering chief Jim Randle. Production wasn't on the horizon. The Saturday Club was just that, a fellowship of boffins kicking around ideas, one of which was a Ferrari-baiting flagship that would help cement Jaguar's (pre-Ford takeover) independence and earn back some bragging rights. The results were unveiled to jaw-slackened appreciation at the 1988 British Motor Show. Problem was, Jaguar was now obliged to make replicas.




Jag lost '93 Le Mans class win on a technical infringement. Below: David Leslie in first XJ220C test; whetting appetites at 1988 British Motor Show

All images LAT







Here was pure kinetic sculpture, an achingly curvaceous and seemingly enormous projectile that enraptured some 1500 would-be customers enough to stump up deposits. Never mind that it had been conceived and built with a budget that wouldn't keep Porsche's canteen operational for a week, everyone was willing it to succeed. British from end to end, it was a true flag-waver.

Fast-forward three years and it was a different story. Gone was the promised quad-cam V12. Its length and longitudinal placement, not to mention the size of the fuel tanks, meant that the concept car's signature side scoops would have to go. It would have been a mite heavy, too. In its place came a V6 borrowed from TWR's Jaguar XJR-10 IMSA sports-prototype, itself based on the MG Metro 6R4 unit. The end result bore little commonality parts-wise: the prototype's four-wheel-drive set-up was abandoned on cost grounds, with Ricardo devising the five-speed manual transaxle that had to cope with loads of 500lb ft of torque.

Yet, however you sugar-coat it, this wasn't the car Jaguar promised. No, it was better. The XJ220 was the quickest car then on sale with an independently verified top speed of 211.9mph and it could lap the Nürburgring faster than most purpose-built racers. And while it may have lacked for cylinders, the 90deg 3.5-litre six-pot was more powerful than the planned V12, while the 8ins lost from the original car's wheelbase rendered the Keith Helfet-penned outline even lovelier. Nonetheless, Jaguar was forced to slim down its sales projections to just 350 units. As it transpired, 283 (plus 10 pre-production cars) were made, some remaining unsold until the late '90s. That its price »»



## "I RACED ONE"

### TIFF NEEDELL

*This genial sports car regular rounded out his Le Mans career with an XJ220 run in 1995. It was a plucky effort...*

"I got to know (team boss and driver) Richard Piper in FF2000 in 1976 and he invited me to share in his Thundersports campaigns in 1984-86. The first Jaguar I drove for him was a left-hand-drive steel-bodied production car in the Donington 4 Hours in '95. Hugh Chamberlain had a similar car for Peter Hardman and Richard Dean. Although I out-qualified them, we were eighth and ninth on the grid and a good four seconds off the McLaren F1GTR's pace. We retired with clutch failure.

"Tony Brooks – not *that* Tony Brooks – funded the purchase of the two ex-TWR carbon-fibre-bodied machines that Piper took to Le Mans and TWR kept the one that had 'won' in 1993. We'd known James Weaver for years so he was an obvious choice (as third driver). After the Group C machinery I'd raced the Jaguar was a shock. It looked great but it was cumbersome. Mind you, it was a delight when compared to the XJR-15 I'd raced a few years earlier! Having a long wheelbase didn't help and understeer turning in would turn to snap oversteer on the way out.

"We qualified 22nd but James and I were still up for a fight. We'd spent most of our careers in underdog machinery so were used to battling forwards. Horrible wet conditions probably helped but it was a scary ride. I remember James did a brilliant double stint and just after halfway we were sixth when the crank broke. We never raced the car again. As far as I know both cars were auctioned off and never seen again..."

had ballooned to £415,544 by '92 didn't exactly aid its cause.

But the XJ220 has its cheerleaders, touring car legend Win Percy being chief among their number. "I think it's a very underrated car," he says. "Tom [Walkinshaw] wanted to make a motor car that could be driven every day, and I think he succeeded. I was in Australia in the early '90s establishing HRT [Holden Racing Team] and whenever I came back to England Tom's idea of a debrief was to blast around the Oxfordshire countryside with me trying to give him a progress report from under the dashboard. Tom had a pre-production test car which he would drive until it broke. He didn't want a delicate supercar; it had to be a proper Jaguar.

"The racing side came about after David Leslie had been to Snetterton with a prototype of the XJ220C [for Competition]. It didn't look good, not very stable. I was asked if I would do half a day at Mallory and then drive it [in a May '93 BRDC GT race] at Silverstone the next weekend. Tom reckoned that if we put on a good show we might get the money to do Le Mans. Well, I lapped everyone up to third place. I think I set a time of about 1min 58sec and a few days later in testing I got down to 1min 51.9sec! We did Le Mans that year with three cars and David Brabham, John Nielsen and David Coulthard won their class only to be disqualified [for 'irregularities' concerning catalytic converters]. I'm sure with further development by TWR, the XJ220C could have been successful in GT racing, but instead it was left to privateers. I went back to Le Mans with Richard Piper's PC Automotive team in 1995 and drove Hugh Chamberlain's car in BPR events and really enjoyed racing the XJ220s, but since then Don Law has been the one to keep things moving. He invited me to race a car belonging to a Scottish customer in the Intermarque series and later a car he'd built in-house. We won pretty much every race we started in the late '90s."

## ONE TO BUY

### 1993 JAGUAR XJ220 – £149,000

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Forgoing the obvious question of why anyone living in Jersey would have need of a 211mph supercar, this '93 example was nonetheless delivered new to St Helier in December of that year. It wasn't road-registered for a further six years and in the meantime the car has covered all of 7721 miles. More recently it has returned to the UK mainland and received in excess of £32,000 worth of maintenance work and upgrades including a new head gasket, rear main oil seal, a new lighter clutch and an uprated braking set-up. With the current owner since July '04, this left-hooker is one of few remaining unused and is keenly priced for a car that in period cost close on three times as much.

## OTHERS TO CONSIDER



*VENTURI 600LM*
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*FERRARI F40LM*
An antique by the time GT racing returned, yet it took the fight to the F1 just as long as it lasted.

As the only factory-sanctioned XJ220 specialist, Don Law Racing has seen the model from all sides, from rebuilds to competition preparation. Company founder Law is almost evangelical about its virtues. "It's only now that people are waking up to just how good a car the XJ220 is," he claims. "Prices have been on the floor for so long and now they're going for £160,000 left and right. But to put a bad car right can cost £30-40,000 and you have to remember that quite a few were bought originally by speculators and never serviced or even used. A car that has been sitting for years is naturally going to need a thorough going over. But for a car that is the best part of 20 years old, the XJ220 is immensely strong and no other supercar offers equivalent levels of performance, styling and build quality for the same outlay. It's such a usable car. You can potter along without any fuss and it'll look after you when you're driving hard. Also, we've identified many of the original car's flaws and have rectified them. We're manufacturing obsolete parts and, honestly, there's little to fear so long as you go in with your eyes open."

A former XJ220 owner himself, Percy mirrors Law's attitude. "A lot of people are intimidated by it. They say it's too big, but I remember feeling the same about the Porsche 928, which I raced in the early '80s [to victory in the 1983 Willhire 24 Hours]. I remember thinking, 'Blimey, it's a bit big', but you didn't notice this when you were at the wheel. The XJ220 is the same – people mistake size for weight [it's about 150kg lighter than a comparable Lamborghini Diablo]. The Jag seems to shrink around you and it's rock solid at speed. You can throw them around; they're just so predictable and effortless. I love them."

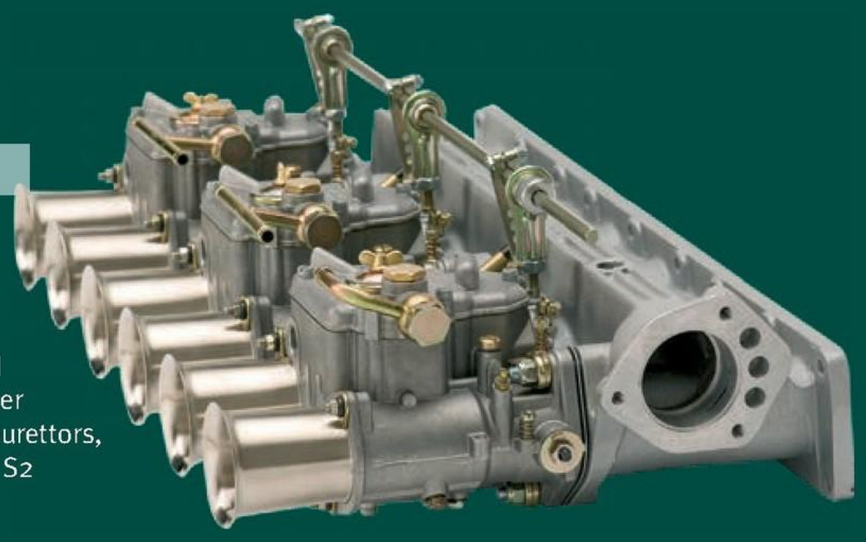
Which, as testimonials go, is pretty emphatic. With the GT90 historic series rumoured to be on the cards as a fully-fledged reality, we may see XJ220s trackside once again before too long. In the meantime, we should celebrate rather than denigrate a supercar that remains toweringly impressive on B-roads and less daunting than you might imagine in urban cityscapes (just be mindful of those width restrictions...). It may not have heaped glory on Jaguar at Le Mans over the long term, but it did beat its class rivals on the road and maintained the marque's presence in the great race between the Group C glory days and its return for this year's running with Paul Gentilozzi's squad (see page 94). Call it journalistic romanticism if you like, call it what you want, but the XJ220 deserves to be celebrated for the car it became rather than the car it was meant to be. M

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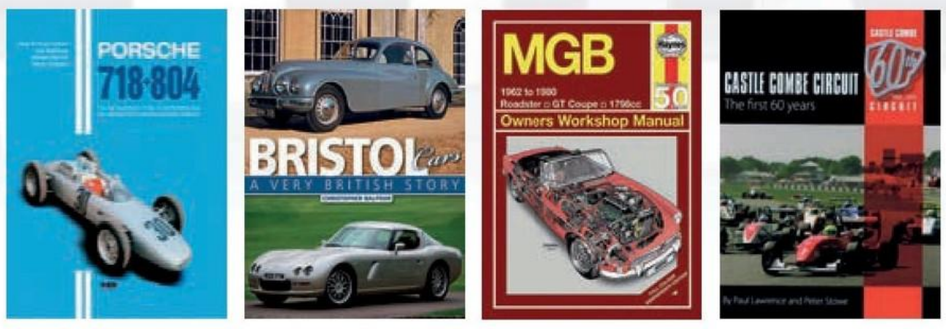
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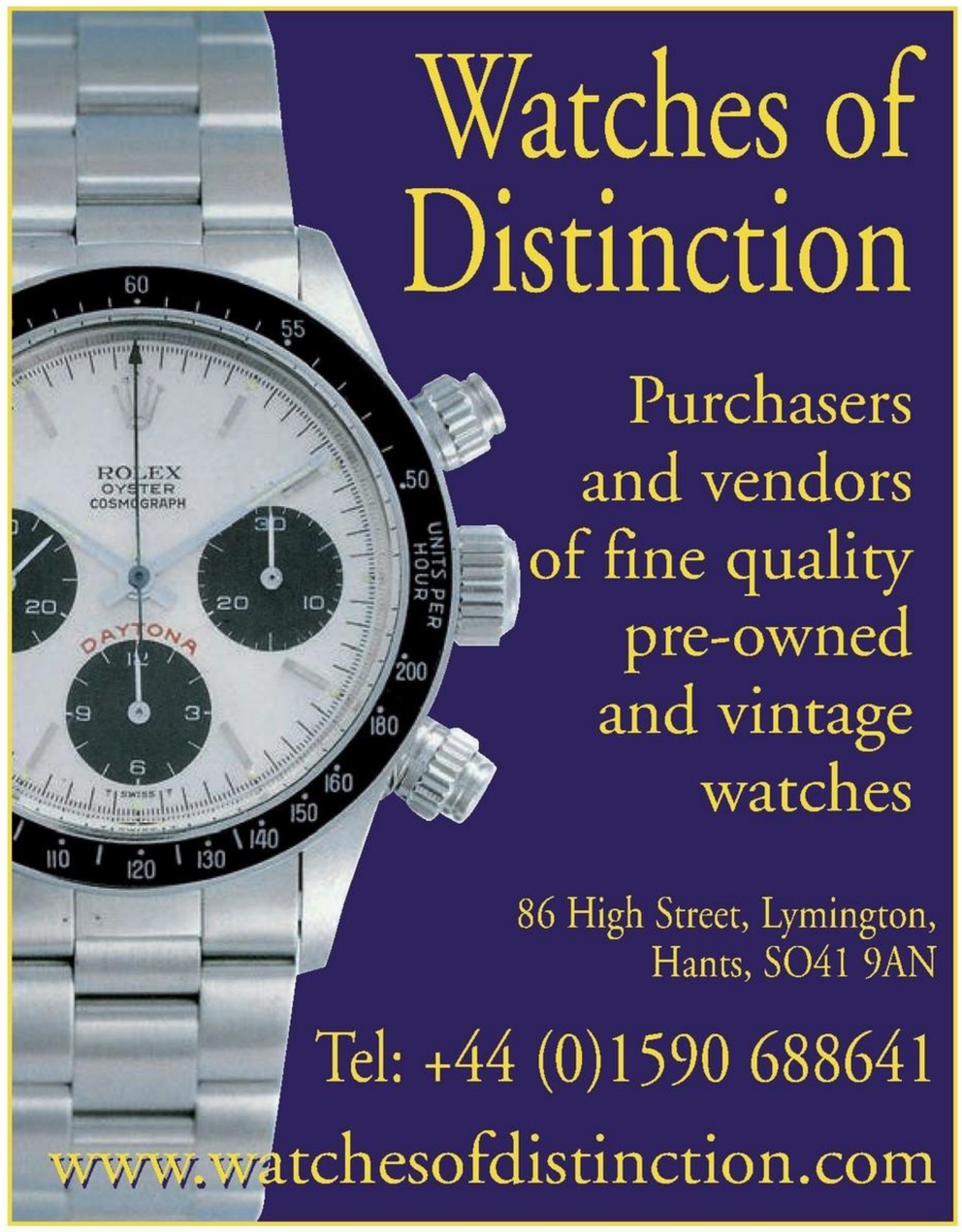
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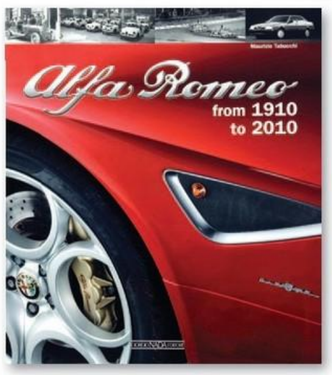
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# Reviews




## ALFA ROMEO
FROM 1910 TO 2010

MAURIZIO TABUCCHI

A century is a large slice of history to fit in a book, especially when it is such a packed century as the story of Italy's greatest marque. (Other contenders are available.) Tabucchi's book does not feel rushed, yet it manages to relate not only the mechanical story but also the politics and personalities who influenced the firm, lightening the text with drawings, brochures, badges and advertisements. There's even a brochure for Romeo tractors, predating the link with ALFA.

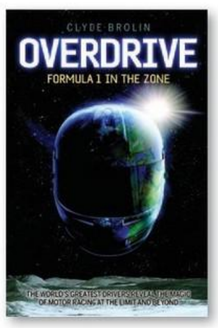
Though the racing is the glamorous element, Tabucchi gives plenty of space to road cars, showing that if there was one thing Alfa never learned it was how to build a dull car. Even the bread and butter stuff is handsome. The odd commercial and 4x4 find their way in too.

Sidebars on characters such as Merosi and Piero Dusio remind one how much individuals can affect a company. There's human tragedy too, in the tale of Ugo Gobbato who managed to balance war work under Nazi control with keeping the Alfa flame alive, but died in a drive-by shooting – from a Lancia.

Bringing the story right up to date with the cute Mito, Tabucchi does not omit the Formula 1 adventures or the wonderful 164 Procar, sadly stillborn. The photo took me back to a memorable day when I saw and heard this beast wailing around Donington. Even my own GTV6 sounded tame on the drive home…

An excellent choice for a one-volume history. **GC**

**Published by Giorgio Nada Editore, ISBN 978 88 7911 503 2, €48**




## OVERDRIVE
FORMULA 1 IN THE ZONE

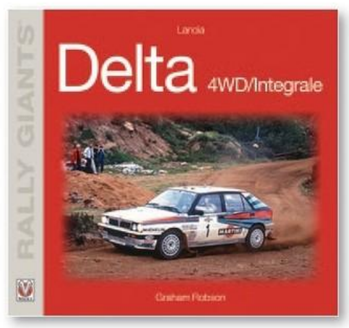
CLYDE BROLIN

Spirituality and motor racing: it's not a comfortable mix. Whenever Ayrton Senna alluded to his faith and its influence on his racing, many would squirm. Not very 'Stirling Moss', is it?

That's why Clyde Brolin's thorough, 10-years-in-the-making study of such an intangible is so brave. He risked being laughed at when asking a roster of racing drivers including Alonso, Schumacher and Hamilton if they have experienced 'out of body' sensations in their quest to find the ubiquitous 'zone' of ultimate performance. Instead, the majority were happy to oblige.

It's a fascinating book that delves deep into the psychology of sport. At times, the navel gazing wears a little thin, but still it's a remarkable achievement. The most original motor racing book of 2010? Without a doubt. **DS**

**Published by Vatersay Books, ISBN 978 0 9564738 0 6, £9.99**




## DELTA
4WD/INTEGRALE

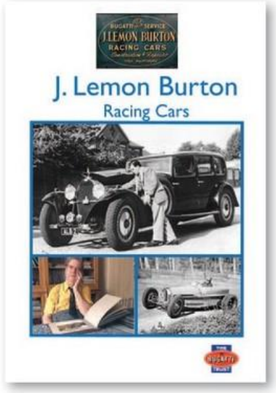
GRAHAM ROBSON

A timely entry in Robson's Rally Giants series this, what with Ford having just lifted Lancia's mantle of most successful WRC manufacturer ever, courtesy of Jari-Matti Latvala's New Zealand victory.

Robson's is a book of two halves, the first delving into the technical make-up of the various Deltas that graced the world's rally stages with such ferocity – and not a little success – between 1987-93, and the second an overview of their competition history. Some fine images of this handsome car accompany the thorough text and no doubt Lancia fans will lap it up.

Two criticisms: I'd have liked to have heard more from team members and drivers involved with Lancia to add to the author's own voice, and £16 seems a little expensive for a book of this size. **GB**

**Published by Veloce, ISBN 978 1 845842 58 1, £15.99**




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RACING CARS

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It's no action drama, but Bugatti enthusiasts will enjoy this DVD of conversation with one of the best-known Bugatti dealers and racers. Jack Lemon Burton (now no more) bought his first Bug aged 16, and from the late 1920s on bought and sold vast numbers of them. Cutting from his garden railway to his photo albums, Burton talks cheerily about the cars – "I usually kept five or six to drive" – and the racing, from Brescia to 59.

A BOC founder, Burton had regular contact with Ettore, who told him not to import so many T50s as they weren't his favourite, and shows us Ettore's apologetic note when the Germans took over his factory. Burton frequently drove his GP Bugattis on the road, and also the Foster Royale, and there is film of this and various races. Enjoyable nostalgia. **GC**

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May 30 1965, Monaco Grand Prix
June 12th 1966, Belgian Grand Prix, Spa
August 7th 1966, German Grand Prix, Nurburgring
September 11th 1966, Isle de France Grand Prix, Monthery
May 7th 1967, Monaco Grand Prix
April 7th 1968, Formula 2 race, Hockenheim
May 7th 1968, Indianapolis 500 testing
June 23rd 1968, Dutch Grand Prix, Zandvoort
July 7th 1968, French Grand Prix, Rouen
May 4th 1969 Spanish Grand Prix, Barcelona
June 2nd 1970, Testing, Goodwood
June 7th 1970, Dutch Grand Prix, Zandvoort
August 2nd, 1970 German Grand Prix, Hockenheim
September 5th, 1970, Italian Grand Prix, Monza
October 24th, 1971, World Championship Victory Race, Brands Hatch
March 3rd 1973, South African Grand Prix, Kyalami
July 29th 1973, Dutch Grand Prix, Zandvoort

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# YOU WERE THERE

## Mark Donohue and George Follmer flex some US muscle in Trans-Am, while Stirling Moss plays team boss at the Nürburgring 1000Kms



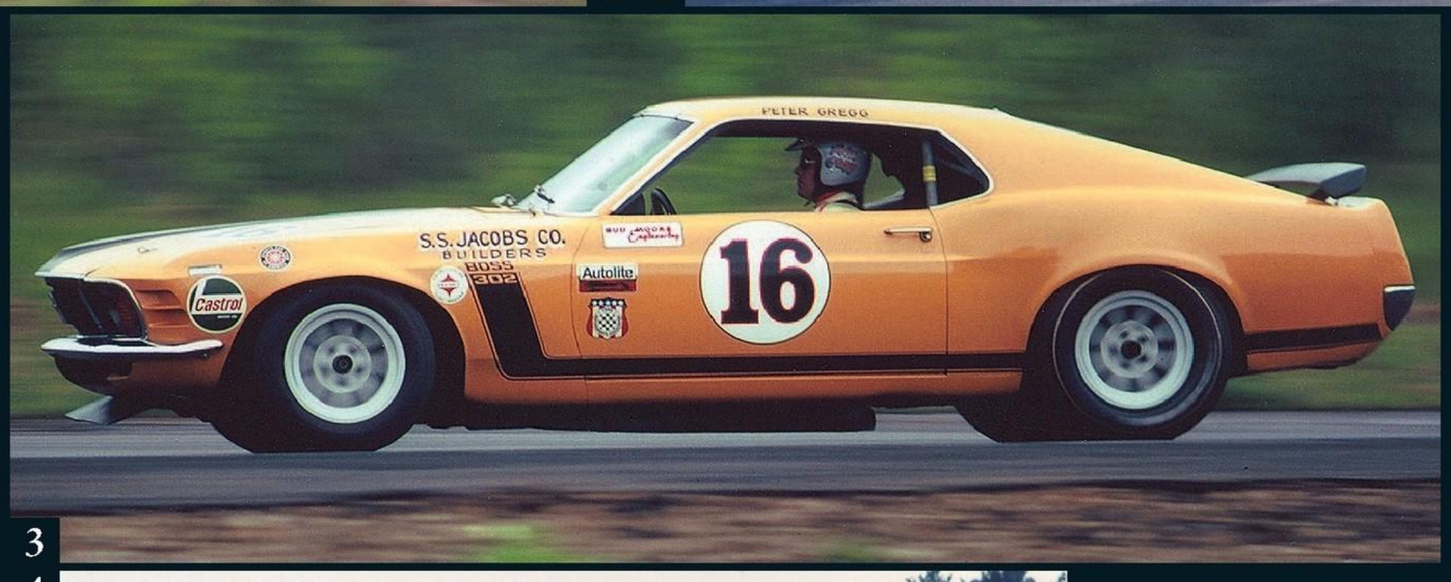




1 2

PAUL FORTIN

Mr Fortin, a "dedicated reader" of *Motor Sport* since the 1960s, was in his first year of photography school in America when he took these shots at the 1971 Bryar 200 Trans-Am race at Loudon, New Hampshire. "It's now the 100,000-seat New Hampshire Motor Speedway, which hosts two NASCAR Sprint Cup races this year," he says. {1} & {4} Mark Donohue in the Penske AMC Javelin won seven out of 10 Trans-Am races in '71 to take his third and final series title, but he retired at Bryar after 35 laps with carburetter problems. {2} The previous year's race winner George Follmer led all the way for victory in his Bud Moore Mustang, with team-mate and future Trans-Am champion Peter Gregg {3} in second.




3
4

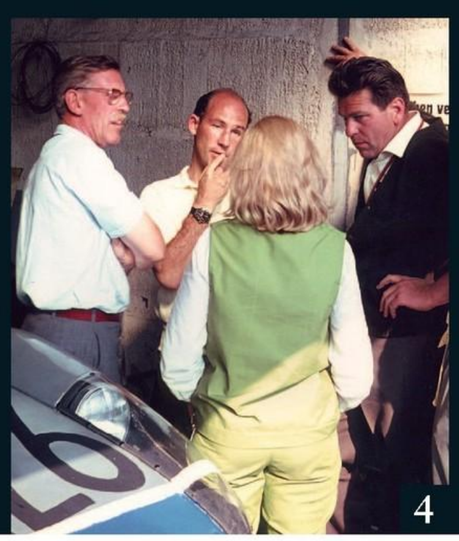





1

## PIETER THOENES

**Sir Stirling Moss's comment in a previous issue that he'd "never make a team manager" got Canadian Mr Thoenes thinking back to the 1964 Nürburgring 1000Kms, where SMART (Stirling Moss Automobile Racing Team) ran a lime-green Porsche 904. {1} David Hobbs/'Lucky' Casner car in scrutineering. {2} Car is fuelled behind Ferrari 275LM of Rindt/Maglioli. {3} The Alsatian, apparently also checking the car at scrutineering, belonged to Casner's "lovely girlfriend". {4} Moss confers with Valery Pirie (in team lime green) and Porsche sporting director Huschke von Hanstein (left). SMART car was delayed at the start but finished fifth in class and ninth overall.**



4

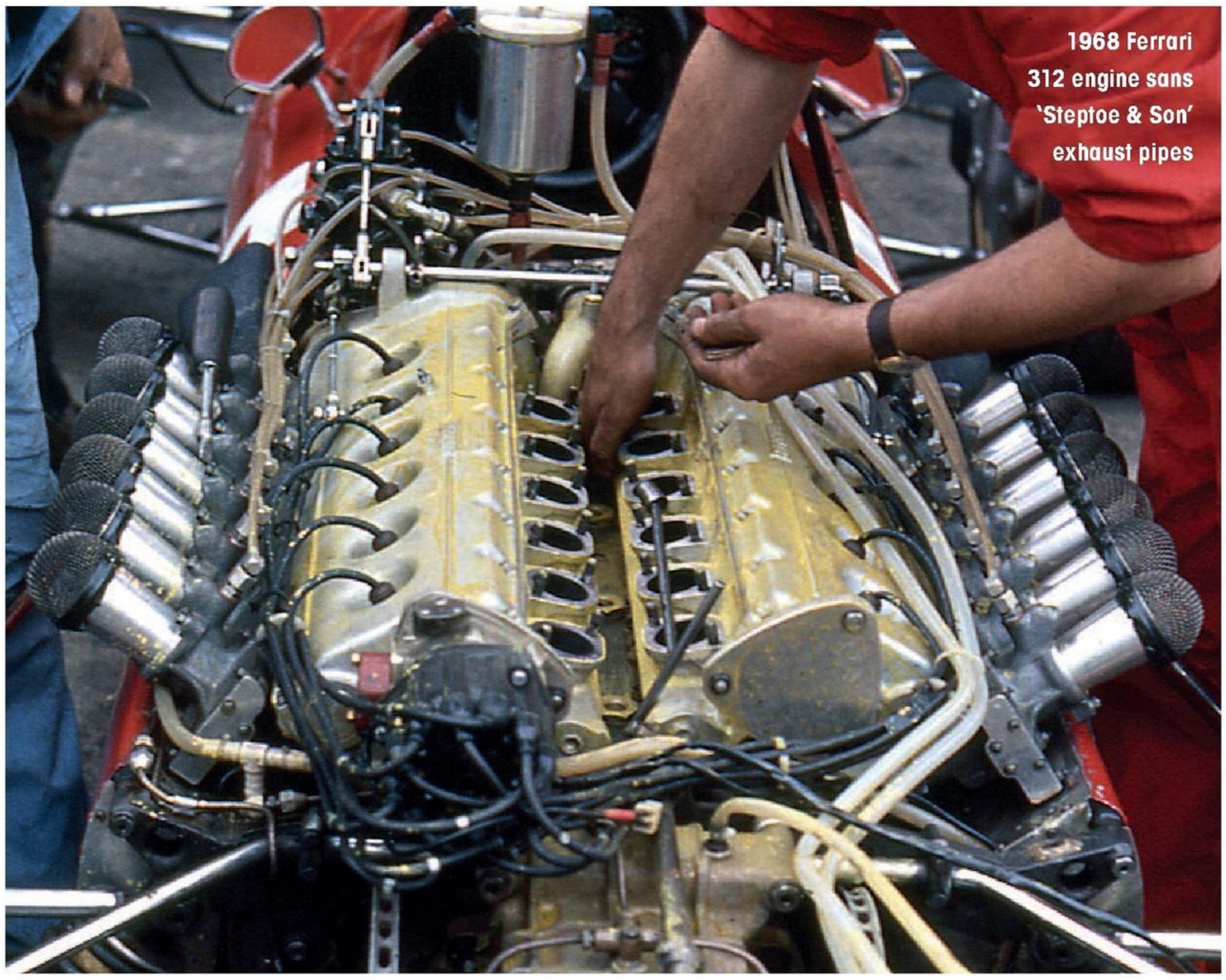



2




3

Doug Nye



1968 Ferrari 312 engine sans 'Steptoe & Son' exhaust pipes

All images GPL

# FERRARI'S Vs FOR VICTORY

Ferrari's V12 F1 cars are remembered fondly, but in fact the Scuderia fared better with simpler concepts

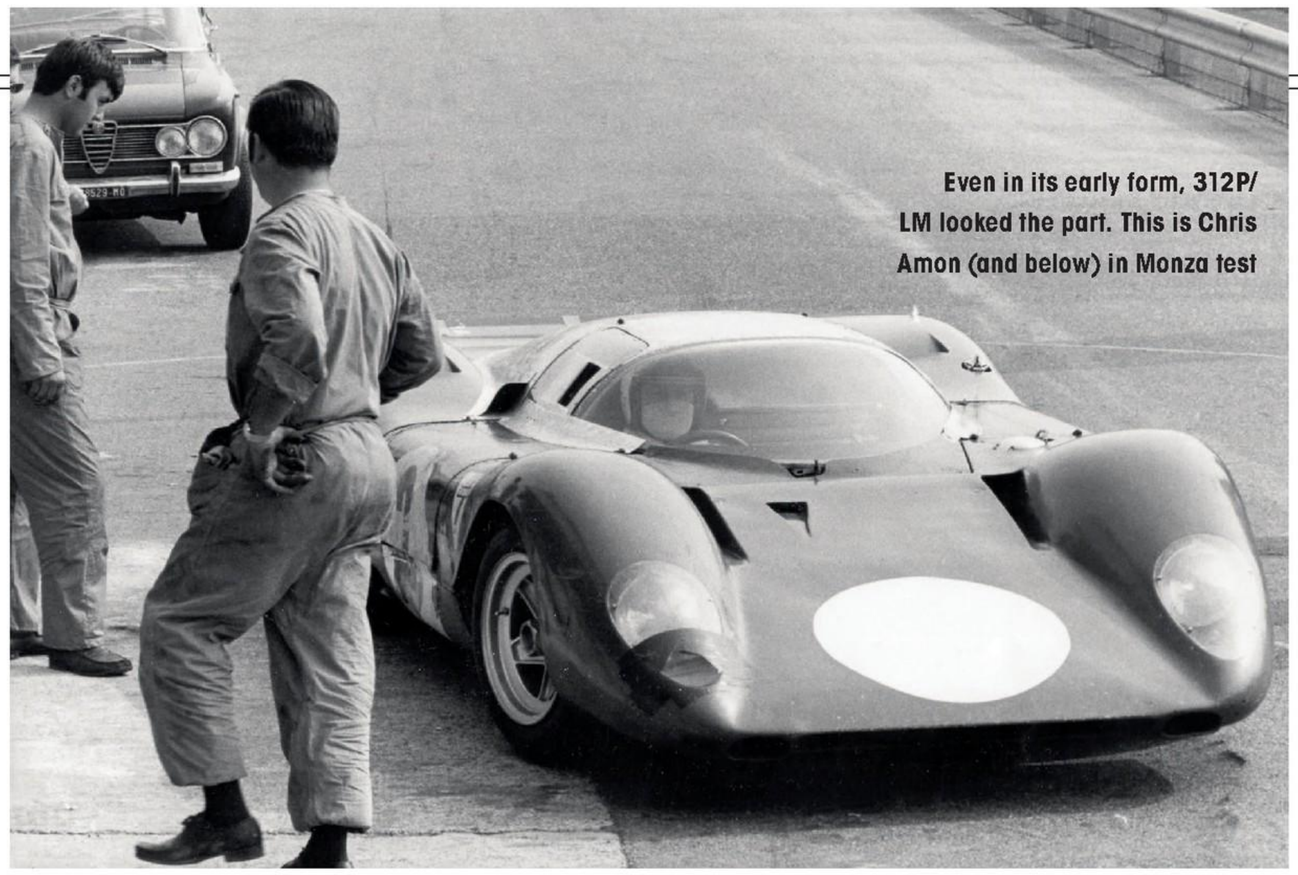
My late, great photographer mate, Geoff Goddard, was renowned for being (when he felt like it) a curmudgeonly old git. I think that for once I was among a majority in thinking that the 1967-68 Formula 1 Ferraris, with their white-painted in-vee exhausts on top of the engine, looked just wonderful. Possibly out of sheer contrarianism, Geoff begged to differ – loudly.

"Looks like a bunch of old pipes on a plumber's cart," he'd moan, or "'Ullo – Steptoe & Son are here…", plainly regarding Ferrari's corner of the paddock as the place to find the rag-and-bone men collecting scrap. Well, if you've ever wondered how the Ferrari 312 might have looked without its in-vee exhausts, I've just happened upon this Franco Lini photograph of exactly that (above). The exhaust manifolds have been unbolted and removed, and apart from the fact it wouldn't have run worth a damn it does look pretty slinky and surprisingly low built.

The 3-litre V12-powered Formula 1 Ferrari line saw frontline service between 1966 and '69. There seems to be an entire generation of Ferrari fans today who regard the 12-cylinder as typifying Ferrari's finest for decades until the modern V10s (and now V8s) came along. This might well be justified if one contemplates merely the sports and GT car line, but it certainly was never the case in Formula 1. While Ferrari entered the category from 1948 with V12 engines, initially supercharged, later unblown, its first two World Championship titles were achieved with Lampredi's unblown 2-litre four-cylinder power unit in 1952-53, and it was the Lancia-derived V8 which carried Fangio to his Ferrari world title in 1956. Mike Hawthorn, 1958 World Champion, was propelled to those dizzy heights by the Jano-inspired 65-degree Dino V6, and Phil Hill in 1961 used mainly the Chiti-developed 120-degree V6. John Surtees in his successful 1964 championship season used the 1½-litre V8 which might be regarded as Vittorio Jano's last hurrah. So until 1966 we hardly saw a successful Ferrari V12 at Formula 1 level. And after 1966, when John Surtees found his sports car-based four-cam V12 the subject of "…some very optimistic horsepower claims", fortunes barely improved.

If Ferrari's always quirky, inward-looking and often simply perverse management had not estranged John so seriously that he walked out mid-season in '66, he should still probably have won them another world title that year. But team manager Eugenio Dragoni and others combined to torpedo that strong chance.

By the end of that season Ferrari's F1 V12 still featured outside exhausts and centreline in-vee induction, though cylinder head development had introduced three-valves per cylinder instead of two, 36-valve engines replacing 24-valve. Four-valve per cylinder heads (48-valve V12s), outside induction and in-vee exhausts emerged for 1967, and were retained through '68. By 1969 Ferrari was in deep financial pukky, virtually on its knees, and a much reduced programme saw Chris Amon struggling towards the end of his Ferrari career. The need to free airflow to a chassis-mounted rear wing contributed to the engine ports being reversed yet again, reverting to in-vee induction and outside exhaust manifolding. Power was claimed to be good – 435bhp – but Ferrari being Ferrari and Amon's legendary bad luck conspired to ruin the year, again. Chris opted out after the replacement 312B flat-12 burst repeatedly in testing, and Vittorio Brambilla was given a drive in that year's Italian Grand Prix. His best practice time was some six seconds slower than Pedro Rodríguez in the same car. A searing image of crushed pride is my memory of seeing Vitt, all alone, disconsolately stripping off his overalls in the back of the Ferrari pit, no longer the works' Formula 2 Champion but a skinny, vulnerable little figure, grey-faced in his sagging fireproof long johns, with the thousand-mile stare of a man looking reality in the face…



Even in its early form, 312P/LM looked the part. This is Chris Amon (and below) in Monza test

# Cars with curves in all the right places

Motor racing history is punctuated by a series of landmark cars, events and seasons. One such landmark season was surely 1970 when the so-called folded paper school of aerodynamic body design really began to engulf the long-distance sports car genre. A dealer and I were pondering recently on how it could be that the magnificent 'P' series V12-engined sports-prototypes of 1963-69 remain so much more highly prized than the markedly more successful flat-12 'PB' series of the early '70s.

Certainly nostalgia for the 1960s remains inflated compared to the 1970s but clearly this is a generational thing, and every successive crop of race enthusiasts will regard the great contenders of their own youth in a more rosy glow than the older junk which excites their dads. When Phil Hill was loudly aghast at young Damon Hill declaring that he just couldn't understand how his father and Graham's contemporaries had been able to race "these things" – referring to a Ferrari 250GTO which he found compared to a 1990s F1 car had no power, no brakes and no grip – it was Frank Gardner who gave Phil a crucial heads-up. He said something like, "Now come on, Philip – you can't expect a young blade to get horny over a 50-year-old woman". It made the point, even though – ahem– I know a few who'd challenge his premise.



But where the sea change between sports-prototypes of the '60s and their successors of the '70s is concerned, I think a big factor involves the way in which body 'styling' was replaced by predominantly aerodynamic 'design'. Consider the immensely tactile curves and swells of the 1960s P cars, especially the Drogo-bodied P2s-3s-4s, and compare their form to the wedgy flats and edges of the 312PBs. As the dealer put it, "…they look like 2-litre Chevrons or Lolas wearing a Ferrari badge" and their value-interest seems to level out accordingly.

Perhaps forgotten here is the 3-litre V12-engined Ferrari 312P of 1969. I thought the open Spyders built as that year's works cars were simply lovely, and the closed-cockpit Berlinetta version for Le Mans one of the most subtly perfect long-distance cars ever created. Ferrari built chassis '0868' and '0870' for the season, but after Pedro Rodríguez crashed '0868' heavily in the Monza 1000Kms a third was built, which inherited the identity perhaps because an entry had already been made for Le Mans under that serial number. It became Chris Amon's 312P Berlinetta which had to run through the wreckage of John Woolfe's crashed Porsche 917 on the opening lap. A burning Porsche fuel tank jammed beneath the car which then ignited and burned as well. Amon happily escaped, unlike poor Woolfe.

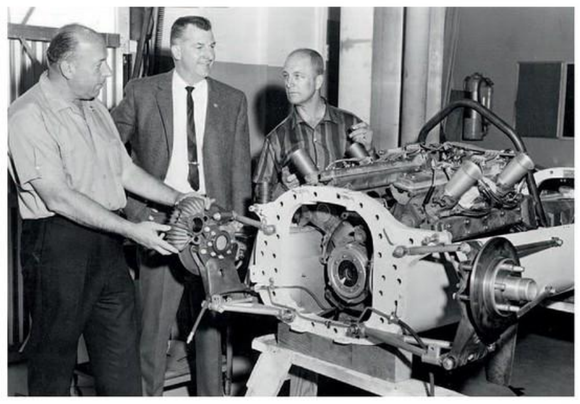
Aerodynamic and bodywork development at Ferrari remained surprisingly suck-it-and-see in that period, and during the earliest Berlinetta version tests at Monza the 312P was a Spyder modified merely to carry a full-sized windscreen, plus hand-beaten aluminium roof and tail dorsum panels. They were roughly riveted into place, but as Chris Amon pulled out of the Monza pits for the Berlinetta's initial test running, the 312P still looked like a beauty which would endure…

# Lotus wasn't only Indy innovator

Jackie Stewart is to drive the Ford Museum's ex-Jim Clark 1965 Indy-winning Lotus 38 at the Goodwood Festival of Speed. Even with long weeks to go he was thoroughly pumped up and looking forward to the opportunity, regarding Jimmy's win as one of his late friend and mentor's greatest, while also having fond memories of the 500 since he almost won it the following year in a similarly Ford V8-engined Lola.

Colin Chapman was first invited to Indy in 1962 by Dan Gurney. He told me: "I could not believe my eyes. There were all these antiquated great front-engined roadsters heaving and wallowing around the place. It was like watching the Tripoli Grand Prix or something, pre-war…"

The Indy railbirds would have been outraged to hear their hallowed roadsters so derided by a David Niven-lookalike Limey. But not all of what went on at Indy was so behind the times. Indy and National Championship speedway racing had fostered the use and development of disc brakes, fuel-injected engines, seat belts, rollover and nerf protection and even – already by 1962 – gas turbine and diesel racing car propulsion. One cutting-edge technician



Ted Halibrand, Sam Hanks and Wally Meskowski (l-r) examine 'Lobster Back' caliper on Indy car

with strong Indy links was Ted Halibrand, who used his wartime aeronautical engineering experience of magnesium alloy to cast strong, lightweight racing wheels, cutting unsprung weight and adding strength and durability compared to wire-spoked tradition. Introduced in 1946, sand-cast Halibrand wheels won that year's 500 on George Robson's Thorne Engineering Special, and many more wins followed.

Halibrand also made quick-change final-drives for oval racers, and dabbled with full rear-engined cars in the mid-60s. Six new Halibrands were entered at Indy in '65, built by specialist Wally Meskowski, whose name would surely not have been out of place as a character in *The Dirty Dozen*. The cars had Halibrand 'Lobster Back' alloy brake calipers on their Raybestos discs. Five made the race, Lloyd Ruby's the highest finisher in 11th. Manufacturing components proved more successful than building complete cars. »»

# Doug Nye

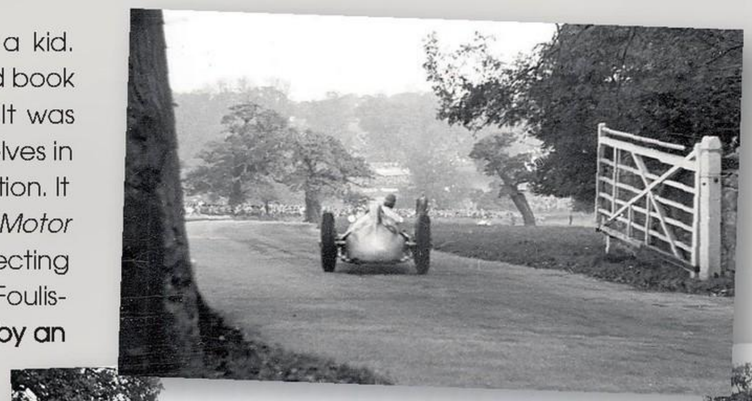
## Donington in decay? We've been here before...

Over last winter, Donington Park was reduced to a mess. This is terribly sad for all those supporters of the British mainland's first serious, supposedly permanent, road-racing circuit. But it has been there before, and although the last hiatus in its racing history spanned the best part of 40 years, the case for rebuilding, restoration and revival will always be strong.

I first became aware of the place as a kid. There used to be a wonderful second-hand book shop at the top of Guildford High Street. It was named Thorp's and tucked away on its shelves in the dusty, fusty aisles was a car-related section. It was there that I discovered Jenks's annual *Motor Sport* Racing Car Reviews, and began collecting them, but years earlier I'd found a lovely Foulis-published volume entitled *Speed Camera* by an enthusiastic amateur photographer of the 1930s, named ESTompkins.

I believe Eric Tompkins was actually employed by Dunlop, which gave him access to the race circuits and paddocks of the period. He had a natural flair for 'seeing' an image, and in particular his against the light – '*contre jour*' – shots of cars in action (especially at Donington Park) struck an irresistible chord. His book was published in 1946, I guess I saw my first copy in Thorp's around 10 years later, and in 1971 actually visited Donington Park for the first time. New owner Tom Wheatcroft was showing us round.

The place was more fallow than truly derelict, but the grass-narrowed line of the old race circuit with its crumbling asphalt surface was easily driveable, and the downhill loop of the pre-war Melbourne Hairpin remained unmistakable.





Sadly much of the mature tree cover had long-since been felled to provide parking space for military vehicles during the site's long career as the country's biggest military transport depot. But scrubby fast-growing birch, hazel and sycamore had taken over. Everywhere we stumbled across old concrete foundations and floors for long-gone Nissen huts – which Wheatie described as 'Nitionuts' – as in huts for storing ammunition. For me the most abiding memory was of the pre-war timber press stand with refreshment stall beneath which lay on a shoreline of advancing trees just by the old 1937-39 startline and pits area, short of Redgate Corner. It was rotting away and caving in, but it looked saveable. As did the old original Stone Bridge down in the valley below Craner Curves. But Tom's redevelopment obliterated the former and emasculated the latter, so tangible links with the Park's history were erased.

I guess it had to be, but I've never been convinced. Take a look at the shots here of Dick Seaman having set up his works Mercedes-Benz W154 early for the Craner Curves in the 1938 Donington Grand Prix, and those of war-surplus Army trucks choking the place a decade later. And maybe mourn for what might have been? Hopefully there is a way back... long term. Ⓜ



**Images of military scrap contrast sharply to Seaman's Mercedes in 1938 Donington GP action**

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Horsepower jump: amateur jockey George Duller moved from steeplechasing to motor racing

LAT

# TAKING UP THE REINS IN RACING

When George Duller looked around for alternative challenges to a life in the saddle he quickly lit on the four-wheeled arena

The steeplechase jockey and trainer George Duller, who had been Champion Jockey in 1918, took up motor racing in 1921, mainly at Brooklands, and on his fourth attempt that year had a win in Captain Noel Macklin's Silver Hawk with a fastest lap of 72.18mph. In 1922 his wife entered a Sunbeam for him to drive but it failed to appear three times.

By 1924 Duller had taken over the Indianapolis Bugatti as companion to his Marlborough-Thomas which Parry Thomas drove at the Whitsun Meetings in the 90mph Short Handicap but was only placed second with 93.44mph lap, while Duller drove his Bugatti in the 100mph Short Handicap and was also placed second, with a best lap of 105.97mph. At the August meeting he had a win in the Private Competitors Handicap in his two-seater Marlborough-Thomas, with a best lap of 92.57mph. After Dario Resta's fatal accident during a record attempt Duller became a works driver for the Darracq team, and in the JCC 200-mile race they came first, second and third, Duller finishing second with a best lap of 102.25mph, behind Guinness, and he also took the equal-fastest lap of 106.55mph with Segrave who was third. In that year he broke nine Class B records, including the standing start half-mile, kilometre and mile, the last named at 75.86mph, in his single–seater Indianapolis Bugatti. Then with Thomas and Rapson in a Lanchester he broke 30 records in 15 hours, averaging 104mph. He had also tried for the 200- and 300-mile records in his two-seater Boulogne Hispano-Suiza, but at 101mph fuel starvation due to a faulty pressure-feed caused the attempt to fail.

In 1925 an evening match race was fought out between Parry Thomas in his Leyland, Ernest Eldridge in his Fiat 'Mephistopheles' and Duller in his Bugatti, who came in 30 yards behind the Leyland.

In the 100mph Short Handicap in his Bugatti, with a best lap speed of 111.17mph, he was beaten by Barclay in the ex-Humphrey Cook TT Vauxhall. But then came a win in the Essex MC's Junior Long Handicap at 105.74mph. Again in his Bugatti he won the October Essex MC's Junior Long Handicap at 105.74mph. He had another win in the 50-mile Outer Circuit Race in Waite's oversized Austin Seven, at 89.90mph.

At Montlhéry that year he won the GP de L'Ouverture at 97.2mph over 312 miles. Conelli was given second place although he had skidded into Duller's Talbot just after passing the finishing line.

Duller also entered the 1925 Le Mans race with Segrave in a 3-litre Sunbeam. The car was in the lead when the clutch failed. Duller retired again in 1926 with Clement and in 1927 with d'Erlanger, in both driving a 3-litre Bentley.

In 1926, in the 90mph Short Handicap, Duller took over Barnato's 2-litre Bugatti without informing the officials; he won at 97.03mph, but it upset the 'bookies' and a note in the official records observed "he should have been re-handicapped". Then in a special Bugatti race he came second driving a straight-eight GP Bugatti, lapping at 110.19mph. A novel three-lap race was contested between Parry Thomas's Leyland, Duller's supercharged Austin Seven, Paul Dutoit's Alvis and RM Hanlon driving a Greenbat electric truck, which won, having received a 1hr 25min start, though both Duller and Thomas retired after the first lap. Also that year his wife had a win in an Amilcar in the Short Handicap Race.

In June at Montlhéry he attempted to break a series of records in a Bentley with Barnato



Duller in aero-Bentley heads Eyston's Bugatti; training Blaenor for the Grand National; part of the successful Darracq team

LAT

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and Clement. After 16½ hours rain ended the attempt, but the 12-hour record was raised to 100.92mph and the Class D from 500km to 1000 miles were also taken.

At the 1927 Whit Monday Brooklands meeting in the Lightning Short Handicap he came third in Barclay's Vauxhall.

In June at Le Mans, six cars were involved in the multiple crash at White House Corner, the three Bentleys, the two Schneiders and an Aries. Being the expert hurdle jockey, Duller jumped clear over his steering wheel and walked away with only minor injuries. One Bentley was able to resume the race and win it, driven by Benjafield and Davis.

At Montlhéry in August a Le Mans-style 24-hour sports car endurance race was held. Clement and Duller in a 4½-litre Bentley won easily, doing 161 laps or 1247.7miles, despite the car catching fire in the pits.

Back at Brooklands again in Barnato's Bentley he came third, doing 104.41mph in the Lighting Long Handicap. Then in the *Sporting Life* 100-mile Handicap, Duller managed to break the E Class lap record at 109.52mph in his 2-litre Bugatti.

In March 1928, driving an original Riley 9 racer, he captured the Class G records for 5km and 10km and 5-mile and 10-mile at speeds varying from 97.06 to 97.85mph.

In the 1930 500-Mile race he paired with Birkin in his single-seater blown Bentley, but both were not at all happy and took no awards in the A, B or F classes.

The following year in the Light Car Relay GP Race, Duller's team in a Bugatti only managed to finish, at 76.03mph.

In 1933 in the fifth BARC 500-Mile Race on the Brooklands Outer Circuit he had plug trouble early on and had to push in from the Railway Straight, and then in 1934 in the sixth 500-Mile Race, the Martin/Duller MG finished at 93.35mph but did not get a place.

Trying again in 1935 he and Mrs Wisdom, in Gwenda Stewart's new Maserati-engine front-drive Derby, broke a piston and retired.

Later that year Street and Duller acquired the ex-Whitney Straight 4.3-litre straight-eight Duesenberg and outrigged the back springs onto solid machined brackets to widen the spring base, but it never went as well as when Straight owned it.

# Ladies first in 1000-mile enduro

The always ambitious JCC held a 1000-mile race for stripped sports cars at Brooklands in 1932, replacing its former Double-12 race. Advertised as 'England's Biggest Race', attracting nine British teams with 41 cars and racing from 10am to 5pm each day, it was to be run clockwise, missing out the section of banking behind the Hill.

The MG Midgets started at 10am, and the race had not been in progress long when one of Brooklands' few fatal accidents occurred. H Leeson, in one of the Midgets, apparently lost consciousness before the corner, colliding with the parapet of the road tunnel; the car fell 20 feet off the track onto the road below and Lesson was killed instantly.

After the big cars were released Earl Howe was lapping at 100mph in the 2.3-litre Alfa Romeo and the Talbots impressively at 95mph. The Rileys were closing on the MGs. As Black's leading MG was refuelled, Sutton's Riley took the lead followed by Mrs Wisdom and Whitcroft in Rileys. By the end of the first day the Sutton/Harvey Riley led at 84.91mph from the Lewis/Cobb and Saunders /Davies Talbots, then Mrs Wisdom/Miss Richmond were fourth at 84.40mph.



NMM

Joan Richmond (left) and Elsie Wisdom after winning the 1000-mile race in their Riley 9

Next day many of the MGs were reluctant to start, and Morris-Goodall's Aston Martin had its oil heated by a bonfire. Many cars suffered with petrol tank leakages, due to the roughness of the track. The race was notable for the number of retirements which included those of Sutton/Harvey's Riley, the Alfa Romeo and Waterfield's Riley.

By 1pm the female crew led, and by 5pm they received the finishing flag having averaged 84.41mph and taking 12hr 23min 53sec, followed by the Saunders/Davies Talbot at 95.43mph and Black/Gibson third in one of the MG Midgets at 75.50mph, with none of the larger cars finishing within the time limit.

This was a notable victory for women drivers; Mrs Elsie Wisdom was well known but Joan Richmond had come over earlier that year from Australia, to compete in the Monte Carlo Rally. It was after that she started racing at Brooklands.

# Gwenda Stewart – a dedicated record-breaker

Among the more prominent lady drivers was the very successful Gwenda Stewart, who at Brooklands in 1921 created a new 1000-mile record on a Ner-a-Car motorcycle, beginning a career of record-breaking which she preferred to the relatively few races she entered. Born Gwenda Glubb, she was the sister of Glubb Pasha of Arab Legion fame. During WWI she drove ambulances on the Russian front. In 1922 she achieved the Double-12 record, averaging 44.65mph, on a 249cc Trump-JAP. That year she met the person who was to become her second husband, Colonel Neil Stewart, and in 1924 they moved to France to make use of the new and faster (no noise restrictions) banked circuit of Montlhéry.

In 1928 in an HS, presumably so named to indicate Hawkes-Stewart but in fact a 1925 Jappic, she took the Class J record at 70.95mph, averaging 71mph for 100 miles. Also with Douglas Hawkes, in a stripped Vernon-Derby, they took the 1½-litre 24-hour record at 64.32mph, and in the process also took the 1000-mile record at 64.88mph and the 2000-kilometre record at 63.31mph. That year she drove for 10½ hours in a 996cc, unblown, vee-twin, three-wheeler Morgan.

Together with SCH Davis, Stewart took several records in 1930 with a 1100cc three-wheeled air-cooled Morgan, of which the fastest were the 12-hour record at 72.2mph and the 24-hour record at 64.85mph, also setting the class record at 113.52mph. Then the Miller arrived from the USA in which she broke the 1½ 100-mile, one-hour and 200-kilometre records. Later that year with an engine enlarged to two litres and renamed the Derby-Miller, she took the Class K record at 129.01mph and five-mile record at 128.14mph.

In early 1931, in the 2-litre Derby-Miller, she took the 10-mile record at 137.20mph, which was just slower than the 4-litre V12 Sunbeam of Kaye Don. With Dudley Froy in a 4½ Bentley she established the Class B record, raising the 12-hour to 97.80mph, including the 24-hour to 93.42mph and 100-mile record at 97.75mph. Then back in the Derby-Miller, in her attempt for the world hour record, she was only able to better her own 100km speed at 128.09mph when the magneto gave up. On another attempt at the hour record she also took the 100km up to 128.16mph and class records for 50km to 126.81 and the 50-mile to 127.97mph.

Then the engine was rebuilt and with it the 200km was taken at 121.75mph, and Class E 100 miles at 121.64mph and one-hour at 121.73mph. In September with the 'Dutch Clog' Austin Seven she broke the Class H and 50km at 98.09mph and the 50-mile at 98.43mph, until the crankshaft objected. Also that year, at Arpajon, she clocked 118mph in a specially narrow single-seater Morgan, an all-time three-wheeler record.

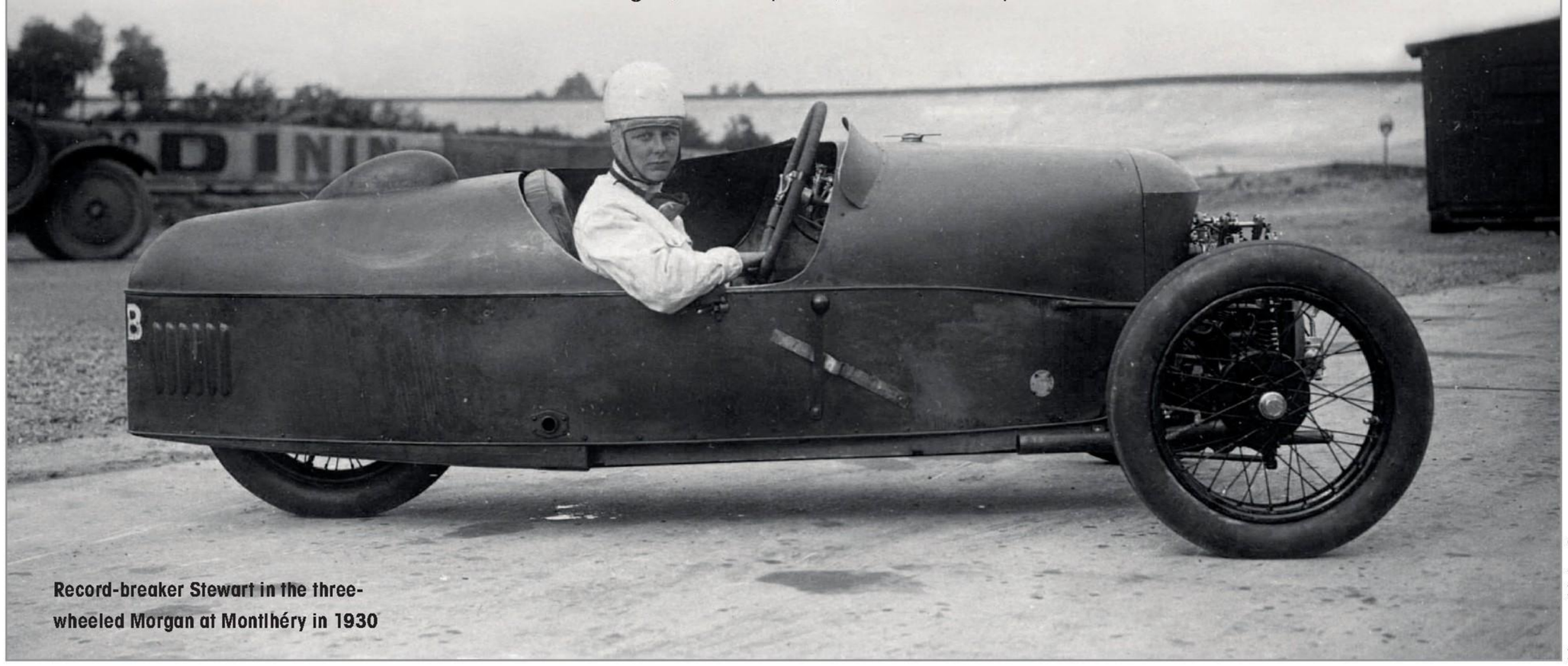
In 1932 while she was recovering from an operation a fire broke out in the under-banking sheds where the Derby-Miller and single-seater Morgan were housed, but thanks to the heroic efforts of Jean, the Hawkes-Stewart mechanic, both cars were saved.

In 1933 at Montlhéry, after repairs and a new engine, the Derby-Miller, now more Derby than Miller, did 104mph to take the 2-litre flying mile record and soon afterwards took the 2-litre mile record at 145.94mph. In the Derby Special Gwenda increased her own class, 10-mile record to 138.34mph.

In 1934 with Bonne and 1935 with Worth, she entered the Derby Sports in the Le Mans 24-hour race but had to retire both years. Later that year, back at Montlhéry, she raised the lap record to 147.79mph, also taking the flying-start, Class K and one-mile class, but in the attempt, at the end of the timed lap, she cut the engine for scientific research and crashed, luckily with little damage to the car or herself.

At the beginning of 1935 she was recovering from a skiing accident but later at Brooklands with the Derby Special she lost a match race to Kaye Petre. A few days later she took the Brooklands Ladies Lap record at 135.95mph, which still stands. The following year she shared the single-seater Indianapolis Duesenberg with George Duller in the BRDC 500, finishing seventh.

By 1936 the Derby Special was up for sale but failed to find a purchaser even after being reduced to £750. Finally in 1937 Douglas Hawkes married Gwenda and in 1940 they both returned to England where she drove ambulances, became a skilled lathe operator and worked in her husband's business, The Brooklands Engineering Company, until the end of the war. The Hawkes then sailed the Mediterranean in their yacht Elpis. Gwenda Hawkes died in 1990.



Record-breaker Stewart in the three-wheeled Morgan at Montlhéry in 1930

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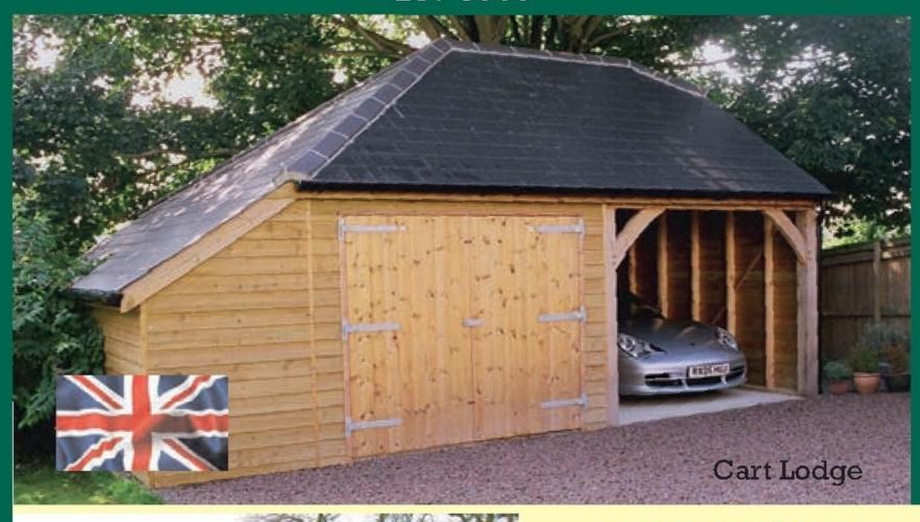
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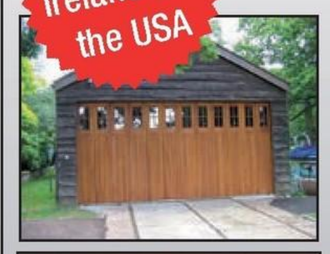
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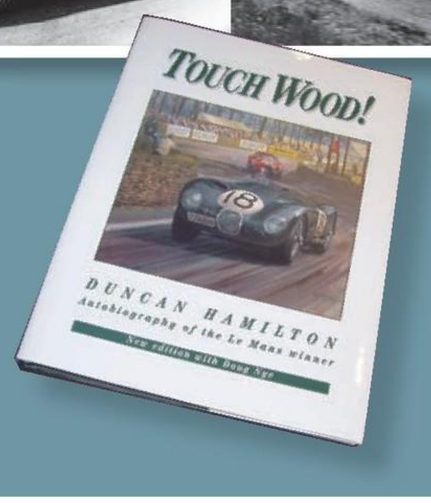


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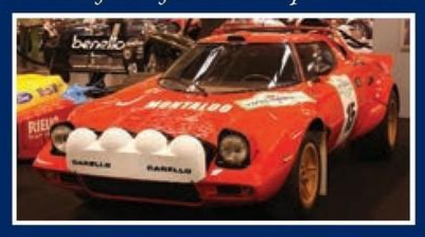
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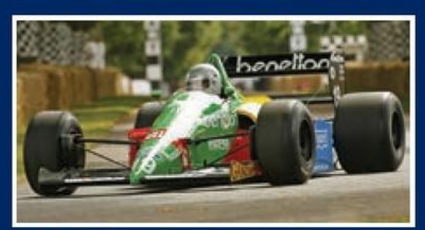
### By Florent MOULIN

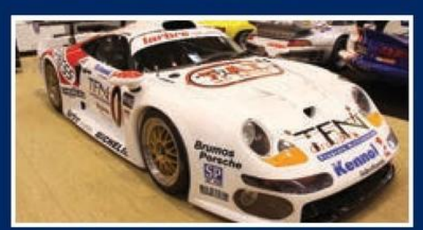
*After displaying an 11 impressive cars stand at Essen Techno Classica, we are pleased to announce our participation at The Goodwood Festival of Speed July 2-4 with one of our fabulous Viper GTS/R*











- **Alpine 1600 S :** original condition car, fully documents, unmolested and excellent, ex. Rédélé family
- **Aston Martin Vantage Supercharded :** 1995, 40 000 km, green with beige leather, very nice
- **Benetton B188 :** chassis #01, ex Nannini car, prepared to race ready condition, 200km engine by Nicholson, a lot of spares
- **BMW Z8 :** Schnitzer fullu upgraded plus many other extras, 31000 km, one owner, the very best driving Z8
- **Cadillac Series 62 :** Convertible "one off" built for the wedding of the king of Belgium, original condition, serviced
- **Chrysler Viper GTS/R :** ex Factory race car rebuilt from chassis by best specialist, as new, large spares package
- **Ferrari 599 GTB :** 2006, 16000km, Titanium with black interior, many extras, wonderful car
- **Jaguar XK 140 SE Roadster :** 1954, LHD, Beige with beige leather, concourse restoration, little use since
- **Jaguar XK 150 S Roadster :** 1958, LHD, dark blue / red leather, concourse condition, restored from the chassis, comes back from Japan
- **Lamborghini LM002 :** the last one sold to a private with factory's statement, 28 000 km, Silver, mint condition
- **Lamborghini Espada S2 :** silver metallic, ex Tonino Lamborghini, very good condition, 3 owners
- **Lancia Stratos GR4 :** Ex Racer in Italia from 75 to 81, fabulous history file and amazing condition, a very fine an original one.
- **Lister Storm GT1 :** ex. Factory car from FIA-GT, 2003 Anderstorp winner, fully restored, shown at Goodwood Festival
- **Maserati Bora 4.7 :** 1976, restored, excellent condition, rebuilt engine / gearbox
- **Matra MS120/C :** famous Chris Amon car, totally restored and race ready, won class at Monaco in 2008
- **Porsche 924 Carrera GT :** 1981, RHD, 6000 miles from new, outstanding in every way
- **Porsche 911 3.0 RS :** #84, 57000 km, only 3 owners in Switzerland, restored from chassis, concourse condition, the most authentic
- **Porsche 914/6 GT :** 1971 car, raced in Switzerland, completely restored, 25 000 km from new, original documents from delivery, truly exceptional
- **Porsche 993 GT2 CS :** one of the only 7 Club Sport built, 22 500 km, fabulous condition, amazing specifications, one of the most desirable 911s
- **Porsche 993 GT2 EVO :** Built by Roock, won GT at Daytona 24 hours 1999, mint condition, last aircooled 911 with major international victory
- **Saleen S7R GT1 :** ex RML, FIA-GT, full 2006 Oreca upgrade, low hours on engine/gearbox, excellent overall condition, spares
- **TVR Griffith 400 :** 1965 FIA legal race car, high specifications 289 engine, excellent condition

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**LOTUS ELAN +2 Z 1968**. Total restored in Italy, 0 km since special double bubble body



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1968 Alfa Romeo Tipo 33 Daytona Coupe • 1959 Cooper T51 • 2004 Ferrari 575 GTC • 1959 Cooper Monaco CM4/59 • Lynx Jaguar C Type • Works Lotus Cortina 166 RUR • 1957 Lotus 11 Chassis No. Mk11 282 • Alba AR3 / Group C2 Chassis 002 • 1973 Surtees TS15 F2 • 1995 Simtek Formula One Grand Prix team • Radical SR8 • Caldwell D9 FF • Elden FF

**Road**

1957 Jaguar XK150 FHC • 1968 Alfa Romeo Tipo 33 Daytona Coupe • Lynx Jaguar C Type • New Proteus C Type • 1971 Jaguar E Type V12 Roadster • TVR Speed 12 'Road Car' • 1951 Jaguar MkV • 1995 Alfa Romeo RZ • Proteus D Type • Porsche 911 RSR Replica • Works Lotus Cortina 166 RUR • 1973 Ferrari Daytona Spyder (Conversion)

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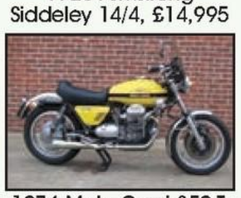

1960 Triumph T120 Bonneville, £10,995


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1964 Triumph T120 Bonneville, £5,495


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Mint racing preparation, Brian Lister visited with Syd & John many times, with all the Listers they owned - seven Listers of all types.

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| Aston Martin DB7 Coupe, 1998, Green/Tan, 5-spd, 18k miles, Works Driving Dynamics | $44,500.00 |
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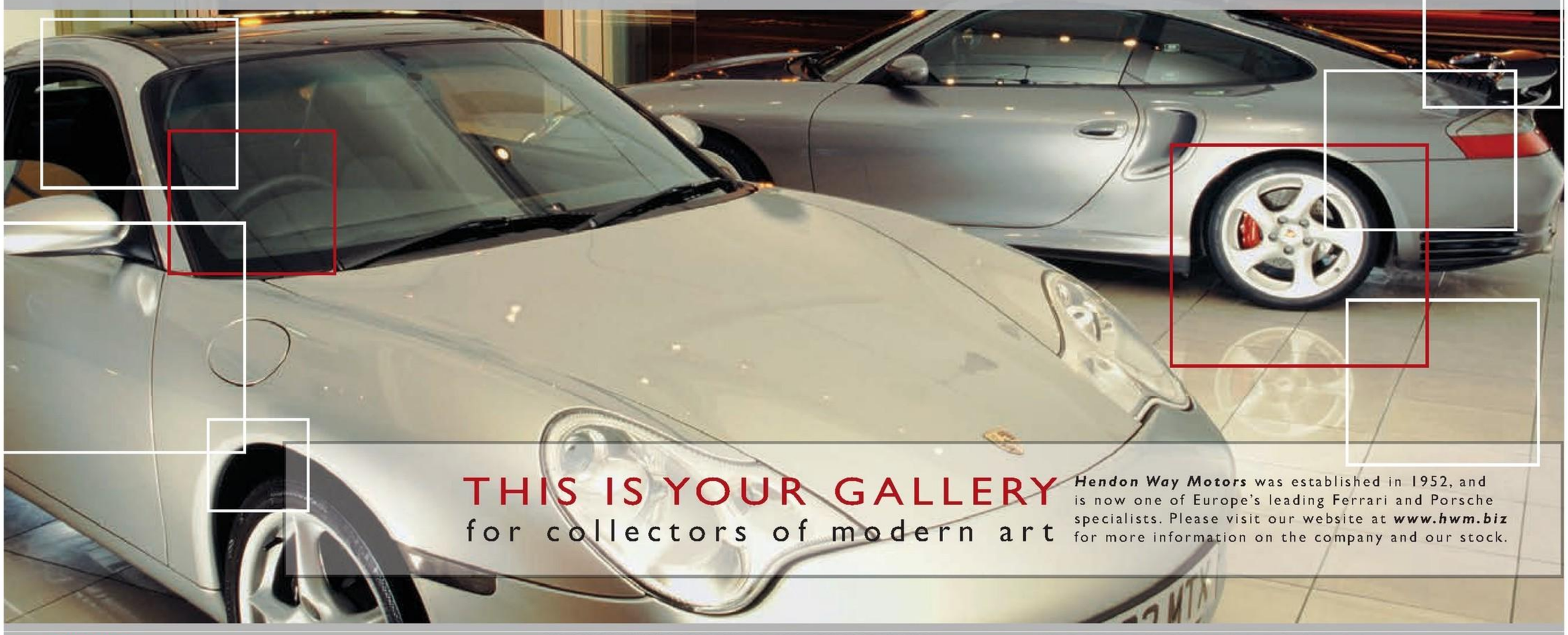
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Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White Dials, Telephone module, BOSE Sound system, Sunroof, Chrono pack, Sports Mode, Sports Adaptive Memory Seats, Xenon Lights, Full Climate Control, Rear Wiper, 19" Turbo Alloy Wheels, One Owner from New

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**2008 PORSCHE 997 C4S COUPE MANUAL METEOR GREY 16000 MILES**
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**2006 PORSCHE 997 C4S COUPE MANUAL BLACK 12000 MILES**
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**2007 PORSCHE 997 C2S CABRIOLET MANUAL SILVER 32000 MILES**
Metropole blue interior, 2007 Model, Porsche Stability Management, Porsche Communication Module (satellite navigation), Climate control, Heated Seats, Sports Suspension, Sports Mode, Computer, White Dials, Chrono Pack, CD Changer, Parrot Connection, Xenons, Parking Assistance, 19" Alloy wheels, Full Porsche Service History.

**2006 PORSCHE 997 C 2 S CABRIOLET TIPTRONIC COBALT BLUE 15000 MILES**
Metropole Blue leather interior, Porsche Communication Module (PCM), Porsche Stability Management System, Telephone, Computer, Sport Suspension, Heated seats, White dials, Park Assist, Xenons, 19" Alloys, Full Service History.

**2005/6 PORSCHE 997 C2S CABRIOLET MANUAL SEAL GREY 13000 MILES**
2006 Model, Black leather interior, Porsche Communication Module (satellite Navigation), Porsche Stability Management System, Telephone Module, Computer, Chrono pack, White dials, Multifunction Steering wheel, Sports suspension, Sports Mode, BOSE Sound system, CD changer, Sports seats, Heated seats, Climate control, Xenons lights, parking assistance, 19" Alloy wheels, Full Porsche Service History.

**2005/6 PORSCHE 997 C2S CABRIOLET TIPTRONIC BASALT BLACK 34000 MILES**
Black leather interior, Tiptronic, Porsche Communication Module (Satellite Navigation), Porsche Stability Management, Telephone Module, Computer, Cruise Control, White Dials, Multi Functional Steering Wheel, Climate Control, Sport Suspension, Heated Seats, Xenon Lights, CD Changer, Parking Assistance, 19" Alloy wheels, Full Porsche Service History.

**2006 PORSCHE 997 C2 CABRIOLET MANUAL ARCTIC SILVER 22000 MILES**
Metropole Blue Leather interior, 6 Speed Manual, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, BOSE, sound system, 6 CD Changer, Electric Seats, Memory Seats, Heated Seats, White dials, Sports suspension & Sports exhausts, Rear Parking Assistance, Porsche Logo matts, 1 Owner from New. 19" Alloy wheels. Full Porsche Service History

**2009 PORSCHE 997 C2S COUPE PDK WHITE 5000 MILES**
2009 Model, Full Black leather interior, 7-speed double clutch transmission – PDK, Porsche Communication Module, Porsche Stability Management System, White Dials, Heated Seats, Multifunction Steering wheel, Cruise Control, Telephone Module, USB & IPOD Connection, Bi-Xenon Lights, Park Assistance, Sports Chrono Pack, Full Climate control, 19" Turbo Alloy wheels, Full Porsche Service History.

**2005/6 PORSCHE 997 C2S COUPE MANUAL SEAL GREY 27000 MILES**
55/2006 Model, Porsche Stability Management, Porsche Communication Module, (Satellite Navigation), Telephone Module, Computer, White Dials, Climate Control, CD Changer, Sport Suspension, Sunroof, Xenons, Parking Assistance, Rear Wiper, 19" Alloy wheels, Full Porsche Service History

**2005 PORSCHE 997 C 2 S COUPE TIPTRONIC ATLAS GREY 33000 MILES**
Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management system, Telephone Module, Computer, Cruise Control, Multifunction Steering Wheel, White Dials, Chrono pack, Sunroof, Electric Heated seats, Memory seats, BOSE sound system, CD changer, Rear wiper, Park assist, Xennon Lights, 19" Alloy Wheels, Full Porsche Service History.

**2005 PORSCHE 997 C2S COUPE TIPTRONIC ARTIC SILVER 31000 MILES**
Metropole Blue leather interior, Porsche Stability Management, Porsche Communication Module (Satellite Navigation), Telephone Module, Sport Suspension, Sport Mode, Climate Control, White Dials, Computer, Chrono Pack, CD Changer, Bose Sound System, Sunroof, Sports Seats, Xenons, Multi Function Steering Wheel, Rear Wiper, 19" Alloy wheels, Full Porsche Service History.

**2004/5 PORSCHE 997 C 2 S COUPE MANUAL BASALT BLACK 36000 MILES**
2005 Model, Manual, Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, White dials, Sports seats, Climate control, 19" Alloy wheels, Full Porsche Service History.

**2008/9 PORSCHE 997 C2 MANUAL BASALT BLACK 8,000 MILES**
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Onboard computer, Telephone Module, Sports heated seats, Sunroof, Climate control, 19" Sports Design alloy wheels

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

**2003 PORSCHE 996 GT2 MANUAL BASALT BLACK 31000 MILES**
Black leather interior, Climate control, Small aluminium pack, Bucket seats, Full Porsche Service History.

**2003 PORSCHE 996 GT3 MKII ARCTIC SILVER 12000 MILES**
Black leather interior, Porsche Stability Management System, Computer, Climate control, Sports seats, Aluminium Pack, White dials, Xenon lights, 18" alloy wheels, Full Porsche Service History.

**2005 PORSCHE 996 TURBO "S" MANUAL ARCTIC SILVER 16000 MILES**
Black leather interior, Manual, Porsche Communication Module, Porsche Stability Management System, Computer, Cruise control, Telephone Module, OSE Sound system, CD changer, White Dials, Full Carbon Pack, Sunroof, Sports seats, Heated seats, Ceramic Brakes, Rear Park assist, Front Park assist, Full Climate control, Rear wiper, 18" Turbo Alloy wheels, Full Porsche Service History, A concourse example of the 996 Turbo S.

**2003/4 PORSCHE 996 TURBO TIPTRONIC COUPE BLUE 29000 MILES**
Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Computer, Cruise Control, White Dials, Electric Memory Seats, CD Changer, BOSE, Sunroof, Xenons, Rear Wiper, Climate Control, 18" Alloys. Full Porsche Service History.

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

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

**2003 PORSCHE 996 C4S COUPE MANUAL BASALT BLACK 35000 MILES**
Black leather interior, Porsche Stability Management system, Porsche Communication Module (Satellite Navigation), Telephone Module, Computer, Cruise Control, Electric Heated Seats, Memory Seats, Bose sound system, CD changer, Sports Exhausts, Rear wiper, Parking Assistance, 18" Turbo Alloy wheels. Full Service History.

**2002 PORSCHE 996 C4 COUPE TIPTRONIC ARCTIC SILVER 43000 MILES**
Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, Computer, CD changer, Heated seats, White dials, Sunroof, Aluminium pack, Xenon lights, 18" GT3 Alloy wheels.

**2001 PORSCHE 996 C4 COUPE MANUAL YELLOW 63000 MILES**
Black Leather interior, Factory Fitted Aero Kit, Porsche Stability Management System, Electric Windows, Electric Side Mirrors, Rear Wiper, 18" Alloy Wheels.

**2002/3 PORSCHE 996 C2 COUPE MANUAL ARCTIC SILVER 46000 MILES**
2003 Model, Manual, Black Leather interior, Porsche Stability Management System, Computer, Porsche Radio with Sngle CD player, Heated seats, Rear wiper, Park Assistance, 18" Alloy wheels. Full Porsche Service History.

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

**1998 PORSCHE 993 TURBO COUPE MANUAL ARCTIC SILVER 22000 MILES**
6 Speed Manual, Black leather interior. Computer, Sports Electric seats, Sunroof, Alpine Radio, Bluetooth, Porsche CD Changer, Climate Control, Horizan Tracker, Original Spare Keys with factory red box, 18" Turbo Alloys, Complete Documented service history with MOT's & Invoices.

**1998 PORSCHE 993 C4S COUPE MANUAL MIDNIGHT BLUE 59000 MILES**
Dark grey leather interior, Sports seats, Climate control, 18" Turbo alloy wheels, Full Porsche Service History.

**1997 PORSCHE 993 C2S COUPE MANUAL MIDNIGHT BLUE 71000 MILES**
Marble Grey leather, Climate control, Sports seats, Rear wiper, 18" Turbo alloy wheels, Sunroof, Full Porsche Service History

**1997 PORSCHE 993 C2S COUPE TIPTRONIC BAFALT BLACK, 79,000 MILES**
Black leather, computer, cruise control, white dials, full electric seats, Becka radio, Sunroof, rear wiper, Sony 6 CD chnager, Zenon lights, 18" turbo alloy wheels, Full Porsche service history.

**1995/6 PORSCHE 993 C4 COUPE MANUAL IRIS BLUE 60000 MILES**
Grey leather interior, Sports seats, Sunroof, Radio with one CD changer, Tracker system Immobiliser, 17" Cup Alloy wheels, Full Service History

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

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

**1994 PORCHE 993 CABRIOLET MANUAL AVENTURA GREEN 57000 MILES**
Marble grey leather interior, Wind deflector, Stereo, Heated mirrors, CD Changer, Full Porsche Service History

## PORSCHE BOXSTER

**MODEL TYPES 2.5 / 2.7 / 3.2 S**

**2005 PORSCHE 987 3.2S BOXSTER MANUAL SEAL GREY 18,000 MILES**
Black leather interior, Porsche Stability Management System, Computer, White dials, Porsche radio with single CD changer, Climate control, Park Assist, 18" Alloy wheels, Full Porsche Service History

**2008 PORSCHE 987 3.4 BOXSTER S TIPTRONIC BASALT BLACK 11000 MILES**
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White dials, Wind visor, Electric heated seats, Climate control, Park Assist, 19" Turbo Alloy wheels. As new

## CAYMAN

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

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**MODELS FROM 1970 +**

**2003 FERRARI 575 F1 MARANELLO ROSSO RED 20000 MILES**
Black Leather interior, ASR, Sport Mode, Sports Seats, Radio with single CD player, Satellite Navigation, Full Climate Control, Xenon lights, 18" alloy wheels, Full service history.

**2005/6 FERRARI 430 SPIDER MANUAL NERO DAYTONA BLACK 9000 MILES**
2006 Model, Manual, Crema Leather interior, Ferrari Metal Shields, Hi-Fi Upgraded, Bluetooth, Satellite Navigation, Yellow Callipers, Just Serviced.

**2003 FERRARI 360 SPIDER F1 GRIOGIO SILVER 40000 MILES**
Crema Leather with Red carpet, ASR, Satellite Navigation, Sport Mode, Telephone, TV Video Computer, Electric Seats, CD Changer, Climate Control, Xenon lights, 18" Alloys, Full service history.

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

**1998 FERRARI 550 MARANELLO GRIGIO SILVER 42000 MILES**
Full black leather interior, Manual, Electric Daytona seats, Climate control, 18" alloy wheels, Full Ferrari Service History

**1995 FERRARI 355 SPIDER GIALLO YELLOW 26000 MILES**
Full black leather interior, Manual, Electric sports seats, Climate control, Sports suspension, 18" alloys, Full Ferrari Service History. Superb example that has been meticulously maintained from new

**1991 FERRARI TESTAROSSA ROSSA 6000 MILES**
Crema leather interior, Manual, Climate control, Electric windows, CD Changer, 18" alloys wheels, Full Ferrari Service History

**1981 FERRARI 308 GTS RED 40000 MILES**
Full Leather, Climate Fog Lights, First Class History, 3 Owners.

**1972 FERRARI DINO 246GT WHITE 39000 MILES**
Black Leather, Excellent Original Condition, 1 Original Owner, Concourse Winner.

**1967 FERRARI 275 GTB/4 LHD LIGHT SILVER 65000 MILES**
Black Leather, Full History, Original Tool Kit, Concourse Winner.

## OTHER MODELS

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Black Leather, 1 of 26 RHD Lightweights.

**1991 AC COBRA LIGHT WEIGHT SPEED YELLOW 9000 MILES**
Black Leather, 1 of 26, RHD, Lightweight's, Ex- Rod Stewart.

**1969 JAGUAR E-TYPE 4.2 SERIES 2 V12 ROADSTER AUTO CARMEN RED 10,000 MILES**
Carmen Red paintwork, immaculate black leather interior with red piping, Black hardtop, extensive service history, wire wheels. Immaculate condition throughout. Very careful previous owner.

**1969 JAGUAR E-TYPE 4.2 SERIES 2 ROADSTER MANUAL PRIMROSE YELLOW 83,000 MILES**
Primrose yellow paintwork, black leather interior, extensive service history, one owner over last 10 years. Very original car, excellent condition throughout, and runs superbly.

**1967 JAGUAR E-TYPE 4.2 SERIES 1 1/2 ROADSTER METALLIC SILVER 55000 MILES**
Black Leather, Fully Restored To Concourse Condition, Works Factory Hardtop.

**1936 BENTLEY 41/4 PILLARLESS COUPE DARK BLUE 98000 MILES**
Grey Leather, Gurney Nutting Coachwork 1 Owner 40 Years, Extensive history

**2004 BMW X3 3.0 SPORT AUTO GREY 15000 MILES**
54 Model, Black leather interior, BMW Business CD Radio, Climate Control, Cruise Control, Parking Assistance Front and Rear, 18" Alloys, Full BMW Service History.


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- Engine block 4.5 Ltr, 2 Ltr. and Rapier
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  Matching numbers, clean history from new. (s/n: 1989/GT)
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  Nicely preserved survivor in very good condition. (s/n: 66141)
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  Highly optioned including L76 engine. (s/n: 15703)
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- 1967 Porsche 910
  Ex Porsche factory team car. Fully restored. (s/n: 910.032)
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**The last of AC Cars Ltd's 'Cobra variants', a landmark in the Company history.**




## AC COBRA 427 Mk III S/C 'CONTINUATION' - L.H.D.

**Just 10 'Continuations' (AC Cars Ltd.'s own authentic and totally perfect reproductions of the definitive iconic 1965 '427 S/C' -accurate down to the very last detail) were fully completed by the Factory from 1990 to 2002; only 5 now remain in the UK. This is COB 5002, starring in 'Jeremy Clarkson's Motoring Years' (BBCTV), and also owned by Liam Howlett (The Prodigy). Dynoed c.500 bhp Mathwall 1965 side-oiler engine and top-loader 'Rug' gearbox. Fully trimmed with all weather equipment. Eligible for F.I.A. papers. 'Historic Vehicle' classification. M.O.T. 1,950 miles from new and 'Concours' condition to match. Same investment potential as a 1965 'original' but around 1/3rd the price!**



## Ex-COOMBS 1965 E-TYPE 4.2 S1 ROADSTER - L.H.D. - 8,711 miles

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## NEW GT40 MK I / MK II 'CONTINUATIONS'

**From the highly respected South African manufacturer of the Shelby Daytona Cobra Coupe now come the definitive recreations of the legendary Le Mans winning GT 40s of 1966 to 1969. Such is their degree of precision and authenticity, that over 90% of all the component parts are interchangeable with the original 1960's cars', including the entire 'monocoque' pressed steel chassis and roof sections; in addition, chassis numbering continues from the original production run (GT40 P2000 Series), the cars are titled and badged as 'GT40's' and each is listed in the S.A.A.C. World Registry. A superb endorsement of the quality and accuracy of these 'Continuations' has been the delivery of a new red/gold Mk I to Alan Mann Racing, whose Team success in the 1960's is unrivalled. Engines are Roush/Ford V8's of 5.4 litres/430bhp, upto 7litres/550bhp. With effective air-conditioning as standard, these are among the most exciting and usable road/track supercars available today. Prices from £85,000 to £93,000 (+VAT) 'on the road', UK Registered and with full warranty.**




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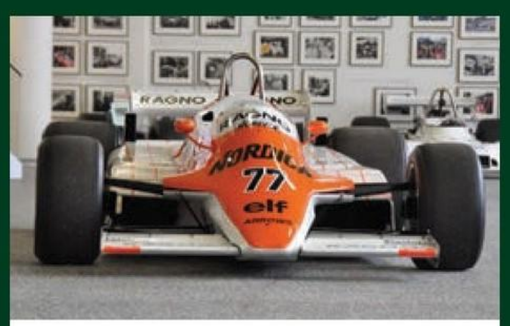
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**Bentley Turbo R Left Hand Drive first registered in 1992**

Finished in gleaming unmarked ebony black with black hide interior, piped in St James red, lambs wool overugs, picnic tables, cocktail cabinets, footrests, alloys, rear quarter badges, expensive in car stereo equipment, 35,000 miles, garaged from new, totally stunning **£19,750**



**Jaguar 3.8 Mk II 1964**

Finished in traditional British racing green with matching hide interior, picnic tables to rear, sparkling chrome wire wheels, auto power steering, radio stereo system, alarm, over £75,000 spent, excellent history. Magnificent . . . .**£45,500**



**Jaguar E Type 3 8 1963**

This superb E Type is finished in Silver Blue with Navy Blue hide interior, stereo/radio, chrome wire wheels, with low mileage of 66,500,very difficult to repeat, garaged from new. . . . . .**£45,500**



**Jaguar E Type 3.8 1963**

FHC Finished in opalescent Dark Blue with Tan hide interior, Sun roof, chrome wire wheels, over £60,000 spent to bring this car to superb condition. Personal reg number, excellent history, drives magnificent, the ultimate of a legend . . . . . .**£47,750**



**Lincoln Four door 1977**

Finished in Royal Blue with matching interior, this car has just about every extra possible. Having covered only 12,000 miles, it has been kept in a museum since new, until recently. Similar to purchasing a new car, drives, or should I say glides, along effortlessly, just magnificent, probably the finest lowest mileage Lincoln in the world . . . .**£15,750**



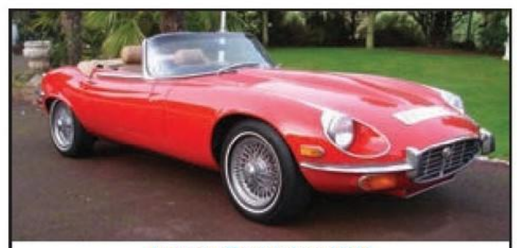
**Aston Martin DB7 Volante Vantage 2001**

Finished in Antrim Blue with matching hide interior in magnolia and blue, with matching blue power convertible top, auto power, tip-tronic steering controls, overugs, alcantara headlining, heated screen, premium stereo system, CD. Sat Nav, walnut veneer throughout, heated seats, power windows, usual Aston extras, non smokers car, only 14,000 miles from new, full Aston Martin history, garaged, mint condition . . . . . .**£48,750**



**Jaguar E type V12 Roadster 1974**

Finished in signal red with black hide interior, headrests, stereo system, chrome wire wheels, auto, power steering, re/con engine and gearbox,bills and Mots etc, handbook, excellent example . . . . . .**£45,500**



**Jaguar Roadster 1974**

Left Hand Drive finished in Signal red with beige hide interior, headrests, radio/stereo, tinted glass, air conditioning, sparkling chrome wire wheels, spare unused, manual transmission, power steering, 29,500 miles, garaged from new, superb . .**£56,500**



**Mercedes 280 SL Sports 1969**

Left Hand Drive, finished in Diamond white with cherry red hide interior, headrests, hard and soft tops, auto, power, air con, stereo system, two owners from new,this car is in amazing condition, pampered from new, looks like a one year old car and is totally superb. Also available in ivory white with dark brown hide interior . . . .**£49,750**



**Jaguar E Type 4.2 1970 2+2**

Finished in Willow Green with matching hide interior, headrests, manual transmission, sparkling chrome wire wheels, spare unused, stereo system, this magnificent example has service history from new, original bill of sale, handbook, old Mots, thousands of pounds spent to keep this car in mint condition . . . . . .**£27,750**



**Aston Martin Virage 1991**

Finished in metallic green with magnolia hide interior, piped in green, headrests, overmats, stereo system, tilt steering, usual Aston extras, only 25,000 miles from new with full service history, garaged from new . . . . . .**£28,750**



**Jaguar E Type V12 Roadster 1974**

Finished in gleaming signal red with as new black hide interior, headrests, stereo system, manual transmission, power steering, sparkling chrome wire wheels, white side tyres, heritage certificates, only 9,000 miles since top professional renovation, old Mots, hand book, history, always garaged, just magnificent . . . .**£68,750**



**Mercedes 560 SL Sports 1986**

Left Hand Drive, finished in gleaming Signal Red with black hide interior, hard and soft tops, headrests, air bags, light up vanity mirrors, cd/stereo system, power mirrors, power windows, centre arm rest, air conditioning, climate control, cruise control, 18,000 miles, garaged from new, very difficult to repeat **£25,500**



**Jaguar E Type V12 Roadster**

Finished in gleaming unmarked Signal red with black hide interior, headrests, smooth auto transmission, power steering, new chrome wire wheels and white side tyres, stereo system, only 12,500 miles since complete nut and bolt restoration, all bills pictures, and records,built better than when it was new, probably the finest restoration ever . . . . . .**£75,750**



**Mercedes 300 SL Sports 1989**

Finished in the special colour of Black with Dove Grey hide interior, headrests, rear seats, stereo system, power windows, central locking, hard and soft tops, auto, power, only 60,000 miles from new, full service history, only one previous owner, this car is magnificent . . . . . .**£24,750**



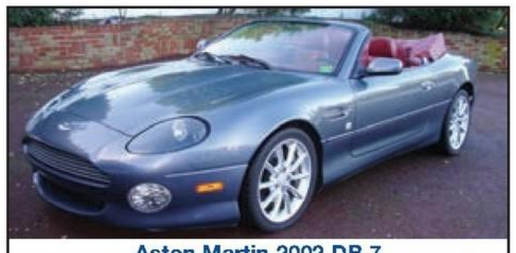
**Jaguar E Type V12 Roadster 1974/5**

Finished in Regency red with Black hide interior, headrests, stereo system, auto,power, chrome wire wheels, only 60,000 miles from new,bills and Mots, classic colour combination, very original example . . . . . .**£39,750**



**Bentley Hooper 1956**

Finished in gleaming two tone green with fine coach lines to compliment the coachwork, a matching green hide interior, with a glass like finish to walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overugs, only one former keeper, this very rare Bentley is ideal for showing with every possibility of winning, or for the pure pleasure of driving, possibly the finest in the world and a fine investment **£65,750**



**Aston Martin 2002 DB 7**

Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, Cd, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history,this car is just remarkable, never seen rain . . . . . .**£49,750**



**1999 Bentley Continental SC Sedanca Coupe LHD**

Finished in Silver Pearl with Stratos hide interior, 27,000 miles, matching lambswool overugs, this car has just about every possible extra, a very rare model with only seventy three ever produced, with its unique lift out glass roof, this stunning car has FBSH, garaged from new, a very famous owner, just magnificent .**£135,000**



**1972 Rolls-Royce Phantom V1 State Limousine**

Finished in Garnet over Antelope with Cherry hide interior to the front and West of England cloth to the rear, glass division, power windows, a/c, TV & video, cocktail bar, intercom, 12 stack CD player, Sundym glass, only 18,000 miles from new, 2 owners, lambswool overugs, occasional seats, show condition . . . . . .**£175,000**



**Bentley Azure 1997 Model**

Left Hand Drive finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, expensive stereo system, chrome wheels, anti theft device, Burr Walnut throughout, 52,000 miles, always garaged . . . . . .**£75,500**



**Mercedes 280 SL 1969**

Finished in champagne gold with superb interior, hard and soft tops, automatic, power steering, radio and stereo, cd and mini disc player, expensive alarm, 89,000 miles from new, good service history, garaged from new, absolutely stunning, probably the finest . . . . . .**£39,750**



**Mercedes Sports 280SL 1969**

Finished in Ganate Red with black hide interior, headrests, hard and soft tops, auto, power, CD/ stereo, only two previous owners, original service and handbooks, service bills etc, original document wallet, garaged from new, Mercedes show car probably the finest . . . . . .**£49,750**



**Jaguar E Type V12 Roadster**

1973/4 finished in the original colour of unmarked Primrose Yellow with black hide interior, head rests, CD system, manual transmission, power steering, chrome wire wheels. Only two owners from new, every MOT since new, original British Leyland service book stamped up-to-date, original bill of sale, lots of history, original handbook. Only 19,000 miles from new. This car is remarkable. Never seen rain, garaged since new. . . . . .**£87,500**

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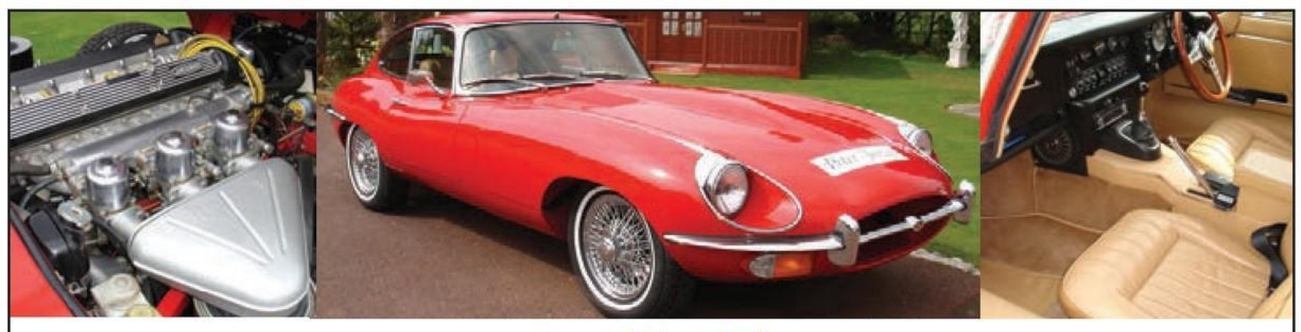
**Rolls Royce Left Hand drive Corniche Convertible series 11 1985 model.**

Finished in Ivory with matching tan hide interior,matching power convertible top, lambs wool overugs,stereo system,air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example ..... **£49,750**



**Bentley Arnage T Mulliner 2005**

Level 2 Finished in Silver lake with Nautic Blue with contrasting Cotswold quilted seats and door inserts, walnut veneer to fascia and waist rails, with Bentley recessed badges, Le mans vent and Mulliner badges, sat nav, sunroof, quad exhaust, parktronic, many more extras, 27,000 miles,FSH,very high spec,this car is totally stunning ..... **£75,500**



**Jaguar E Type 1970**

Series 11 FHC Finished in gleaming Signal Red with Tan hide interior, head rests,sparkling chrome wire wheels, stereo system, spare unused, well known car in the Jaguar world, this E Type is just incredible in condition, totally rebuilt every nut and bolt, by a top club member, only covered 2,000 miles since rebuild,l ots of bills, handbook in leather wallet, it would probably be impossible to find better, the ultimate E Type ..... **£65,500**



**Jaguar V12 E type Roadster 1974/5**

Finished in Gleaming Old English White with Cherry Red hide interior, headrests, stereo system,overmats,sparkling chrome wire wheels, virtually one owner,only 21,000 miles from new, with original British Leyland service book with stamped up service history, hand book in original leather wallet, garaged from new, this E type is quite remarkable and totally superb .... **£69,750**

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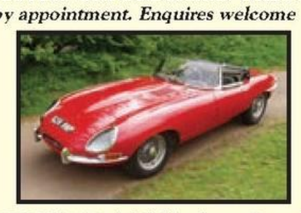
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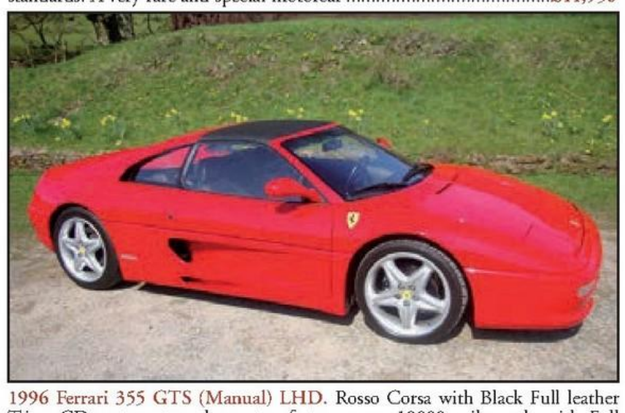
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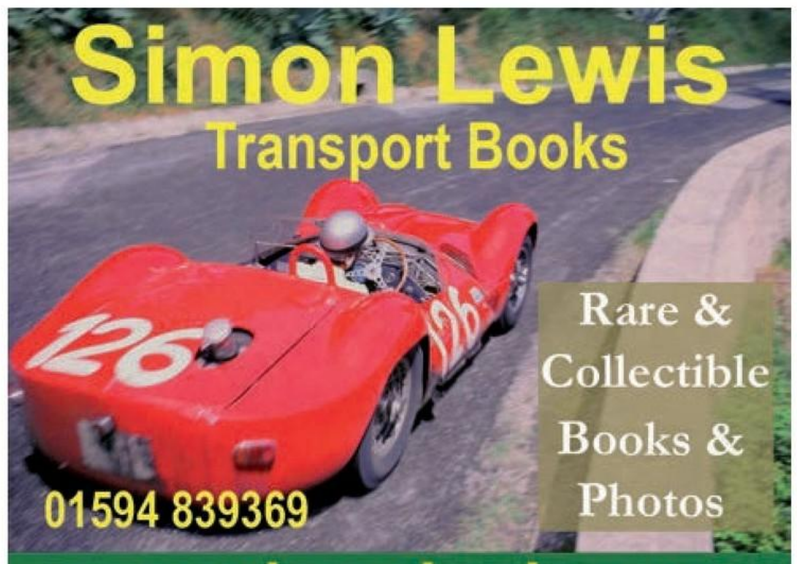



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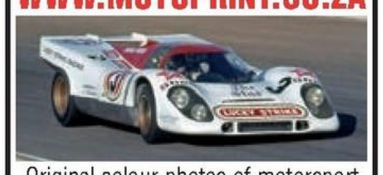

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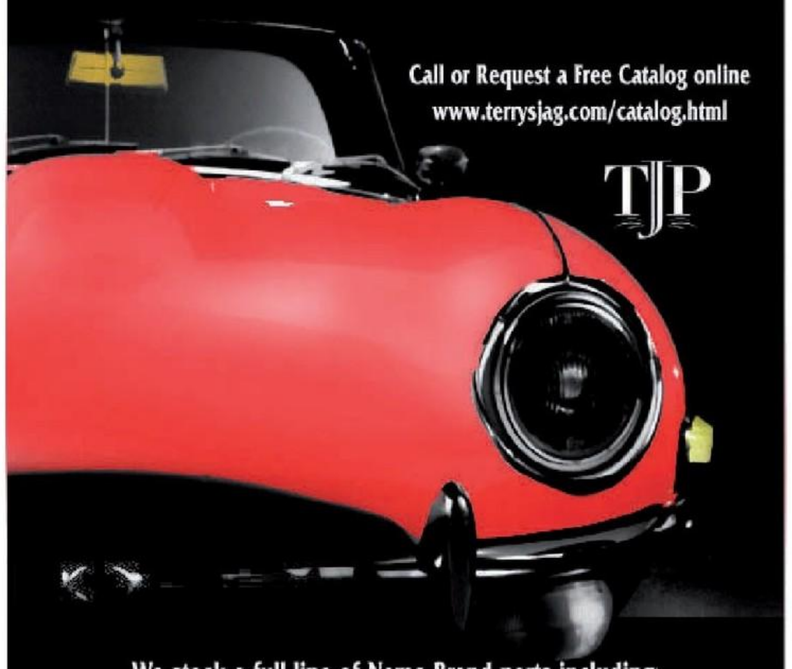
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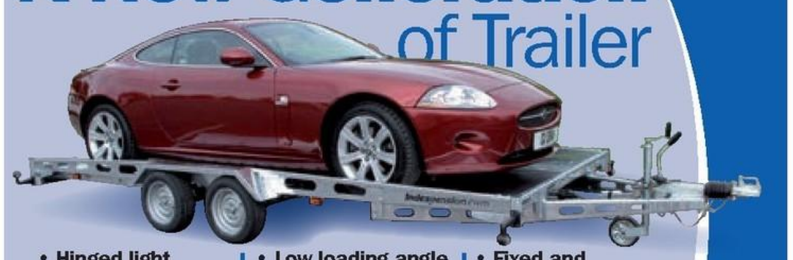
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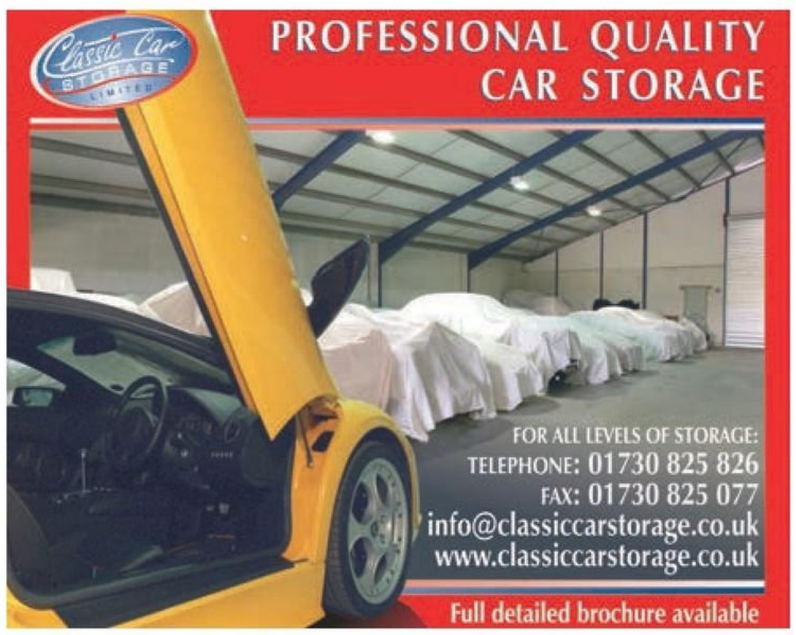


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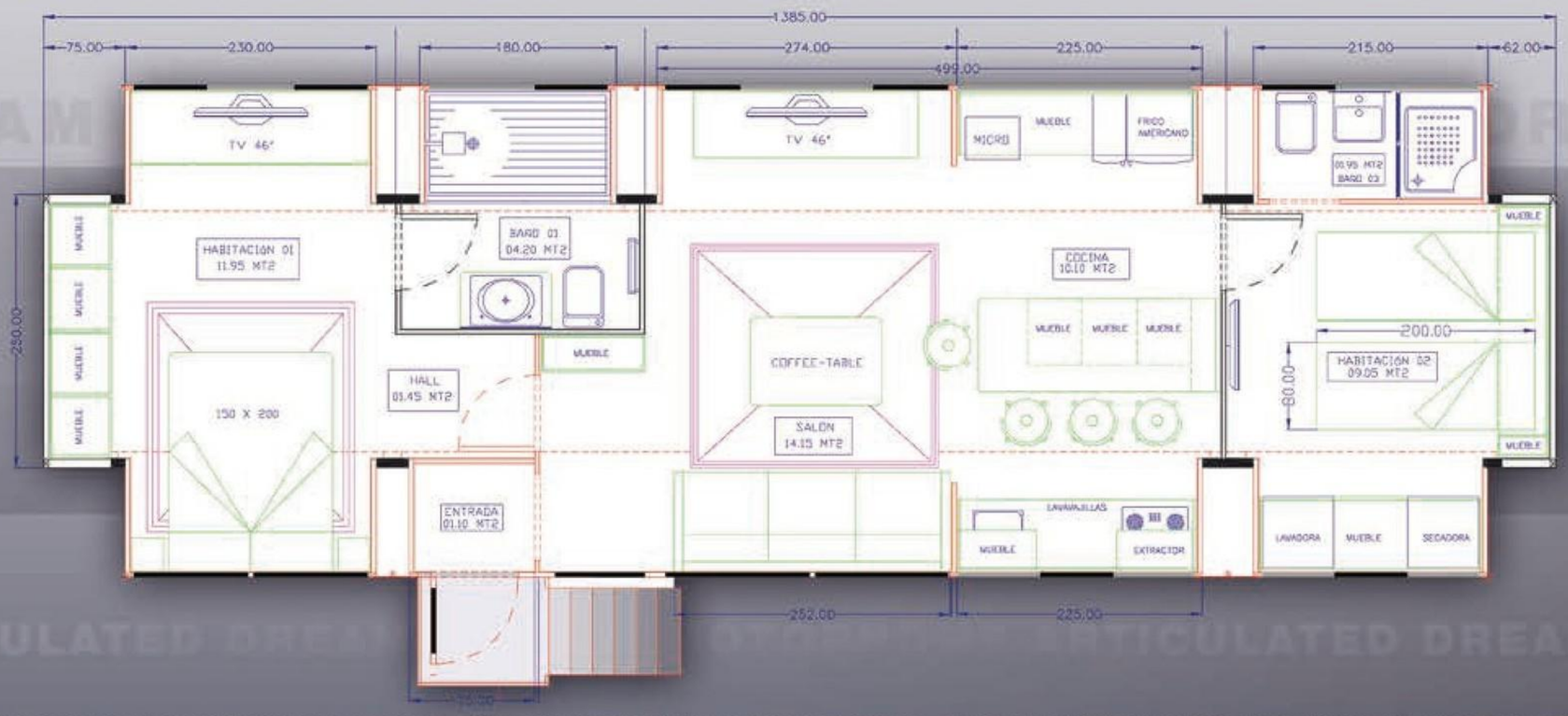
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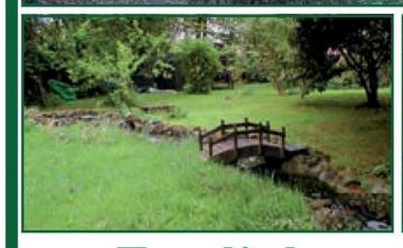
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**2007 (07) Aston Martin DB9 Volante,** finished in Slate blue with contrasting tungsten hide interior and a navy blue mohair power soft top that has covered only 9,500 miles. This is a beautiful, two owner example with most available options including Satellite navigation, sequential paddle shift transmission and heated electric seats. Cost new was £130,000, now very realistic at £74,950. **Tel. 01753 644599 www.runnymedemotorcompany.com**



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**2001(51) Aston Martin Vanquish** finished in Aisgarth blue with contrasting grey hide interior. These are most exhilarating cars to drive and now represent stunning value for a real supercar. This particular car has been kept in excellent condition and has covered only 33,000 and has full service history. £46,950. **Tel. 01753 644599 www.runnymedemotorcompany.com**

## B



**Bentley Hooper 1956**. Finished in gleaming two tone green with fine coach lines to compliment the coachwork, a matching green hide interior, with a glass like finish to walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overugs, only one former keeper, this very rare Bentley is ideal for showing with every possibility of winning, or for the pure pleasure of driving, possibly the finest in the world and a fine investment £65,750. **Tel. 01322 669081 www.PeterJarvis.net**



**Bentley Turbo R Left Hand Drive** first registered in 1992. Finished in gleaming unmarked ebony black with black hide interior, piped in St James red, lambs wool overugs, picnic tables, cocktail cabinets, footrests, alloys, rear quarter badges, expensive in car stereo equipment, 35,000 miles, garaged from new, totally stunning £19,750. **Tel. 01322 669081 www.PeterJarvis.net**



**1989 Bentley Mulsanne "S"** in Brooklands Green with Tan hide interior. This car has covered only 53,000 miles and comes with an extensive service history and many Turbo "R" upgrades. The whole car is stunning throughout and well worth a closer look. Not the cheapest but probably the best £14,950. **Tel. 01753 644599 www.runnymedemotorcompany.com**

## F

**FORD CORTINA LOTUS MKI** 1965. FIA papers good condition + spare wheels e28,000. **Contact: Daniele.furrisi@tin.it**

**Ferrari 599 GTB**: 2006, 16000km, Titanium with black interior, many extras, wonderful car. **Tel : 00352 661 700 777 www.artandrevs.com**

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**1991 Ferrari Testarossa** finished in Rosso Corsa with Crema hide interior. This beautifully kept example sits on 512 TR wheels and comes with a comprehensive service history including cam belt changes at the correct intervals. It is both mechanically and cosmetically excellent and undoubtedly rising in value. Very sensibly priced at £39,950 **Tel. 01753 644599 www.runnymedemotorcompany.com**

## J



**Ex-COOMBS 1965 E-TYPE 4.2 S1 ROADSTER - L.H.D.** - 8,711 miles. Truly remarkable example with just 8,711 miles from new, and John Coombs (Coombs-Jaguar Racing) as its recent owner. Works hard-top (and soft-top). New 72 spoke chrome wires with Pirelli P4000 tyres. Just expensively resprayed (over original, totally rust-free shell); original trim with working Motorola radio, original spare with RS5 tyre, original tools and rolls. Freshly serviced and current MOT. A true time-warp in absolutely exquisite condition, superb driveability and Jaguar Heritage Certificate. Unrepeatable! **Tel: 01992 500.007 WWW.CLASSICDRIVER.COM**



**Jaguar E Type V12 Roadster 1974.** Finished in gleaming signal red with as new black hide interior, headrests, stereo system, manual transmission, power steering, sparkling chrome wire wheels, white side tyres, heritage certificates, only 9,000 miles since top professional renovation, old Mots, hand book, history, always garaged, just magnificent £68,750 **Tel. 01322 669081 www.PeterJarvis.net**

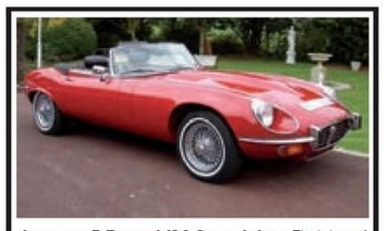
**Jaguar XK 140 SE Roadster :** 1954, LHD, Beige with beige leather, concourse restoration, little use since. **Tel : 00352 661 700 777 www.artandrevs.com**



**Jaguar E Type V12 Roadster**. 1973/4 finished in the original colour of unmarked Primrose Yellow with black hide interior, head rests, CD system, manual transmission, power steering, chrome wire wheels. Only two owners from new, every MOT since new, original British Leyland service book stamped up-to-date, original bill of sale, lots of history, original handbook. Only 19,000 miles from new. This car is remarkable. Never seen rain, garaged since new. £87,500 **Tel. 01322 669081**
**www.PeterJarvis.net**



**1964 (1987 build) Jaguar D-Type Rep (L.R Ram)** engineering workshop built and 5000 miles only. This is without question, the best, and most superbly build GRP replica we have ever seen. The quality, and build is very special, and rarely seen to this very high standard. Many original/ genuine Jaguar parts, full race-tuned 3.8 Ltr engine, 4 speed manual with overdrive, stainless exhaust, correct instruments, seats, motolita wood rim wheel, etc, etc, period registration, (we sold an alloy copy last year for £150K) which was no better to drive then this car. "Stunning" £44,950 **Tel. 01663 733209**
**www.classiccarshop.co.uk**



**Jaguar E Type V12 Roadster**. Finished in gleaming unmarked Signal red with black hide interior, headrests, smooth auto transmission, power steering, new chrome wire wheels and white side tyres, stereo system, only 12,500 miles since complete nut and bolt restoration, all bills pictures, and records,built better than when it was new, probably the finest restoration ever £75,750
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**Jaguar XK 150 S Roadster** : 1958, LHD, dark blue / red leather, concourse condition, restored from the chassis, comes back from Japan.
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**1965 Mercedes 230 SL** with upgraded engine. Finished in old English white with contrasting tan hide interior, this is a very collectable model that should provide miles of very satisfying classic motoring. Prices are undoubtedly on the increase so your money should in this car. Very realistically priced at £25,000 **Tel. 01753 644599**
**www.runnymedemotorcompany.com**



**1990 Mercedes 500SL,** finished in Nautic blue with beige hide interior. This beautiful 2 owner example has covered only 54,000 miles and has full Mercedes service history. It is loaded with period optional extras and is in very fine condition throughout. These cars were in excess of £75,000 when new and now represent extremely good value at £9,995. **Tel. 01753 644599**
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**Mercedes Sports 280SL 1969**. Finished in Ganate Red with black hide interior, headrests, hard and soft tops, auto, power, CD/ stereo, only two previous owners, original service and handbooks, service bills etc, original document wallet, garaged from new, Mercedes show car probably the finest £49,750
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## P

**Porsche 924 Carrera GT** : 1981, RHD, 6000 miles from new, outstanding in every way **Tel : 00352 661 700 777**
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**Porsche 914/6 GT** : 1971 car, raced in Switzerland, completely restored, 25 000 km from new, original documents from delivery, truly exceptional
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**Porsche 356 Coupè T1** 1956. 1000MIGLIA elegible matching number, to be completed new engine km 0, new paint, needs new interior, almost complete 97% e40,000 ono.
**Contact: Daniele.turrisi@tin.it**

**Porsche 911 3.0 RS** : #84, 57000 km, only 3 owners in Switzerland, restored from chassis, concourse condition, the most authentic **Tel : 00352 661 700 777**
**www.artandrevs.com**



**2007 Porsche 997 GT3.** Cobalt Blue (best Colour) with Black leather and Alcantara Sports Trim. Carbon Brakes (£7K extra) Red belts, Gold wheel centres, Top music system. One Owner 5800 Miles Only with FPSH (never Raced) and perfect. £75,000
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2007 (07) Aston Martin DB9 Volante, finished in Slate blue with contrasting tungsten hide interior and a navy blue mohair power soft top that has covered only 9,500 miles. This is a beautiful, two owner example with most available options including Satellite navigation, sequential paddle shift transmission and heated electric seats. Cost new was £130,000, now very realistic at ...£74,950



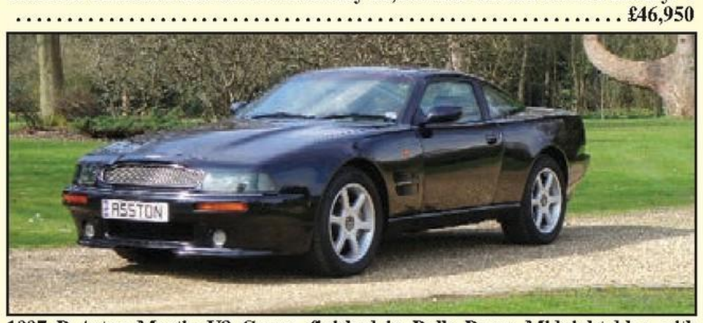
2001(51) Aston Martin Vanquish finished in Aisgarth blue with contrasting grey hide interior. These are most exhilarating cars to drive and now represent stunning value for a real supercar. This particular car has been kept in excellent condition and has covered only 33,000 and has full service history. . ..... £46,950



2003(03) Mercedes SL500 finished in Sapphire blue with contrasting beige hide interior. This is a beautiful example fitted with numerous options including Satellite Navigation, panoramic roof, heated electric seats and cruise control. It has done only 41,000 miles and comes with full Mercedes service history. Excellent value at ..... £23,950



1958 Aston Martin DB MkIII finished in Navy blue with blue hide interior. Owned by the previous owner for 37 years, this car has been the subject of considerable expenditure in the recent past and is now in excellent condition throughout and drives beautifully. Undoubted appreciating in value and less expensive here than anywhere else in the world. ..... £99,500



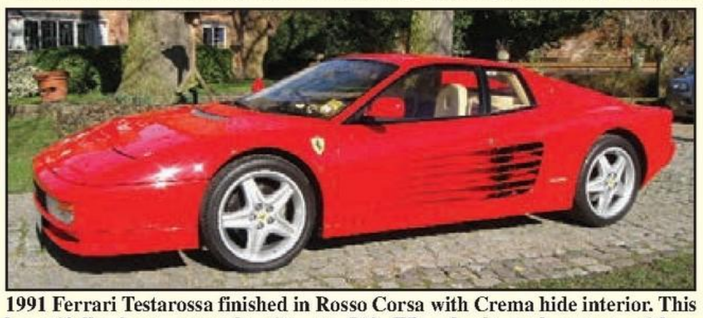

1997 R Aston Martin V8 Coupe, finished in Rolls Royce Midnight blue with contrasting Grey hide interior piped blue. This car is in stunning condition throughout and is undoubtedly the best on the current market. It comes with total Aston Martin History and drives beautifully. It has been used only for special occasions and has done only 25,700 miles. An appreciating asset at only . £48,950



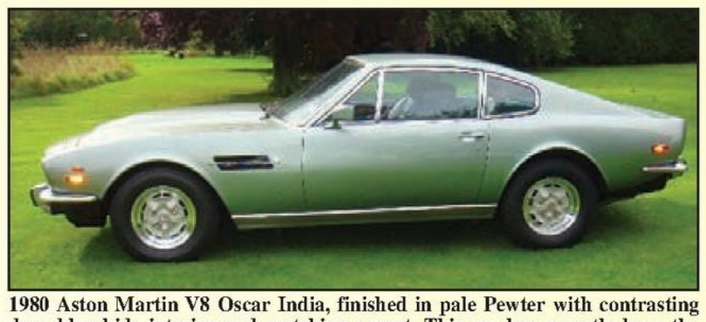
1958 Aston Martin DB MkIII, finished in Navy blue with contrasting tan hide interior. This is a very nice driving car that has had regular maintenance with Davron engineering in Dorset but could do with some cosmetic improvement, hence only ..... £79,950



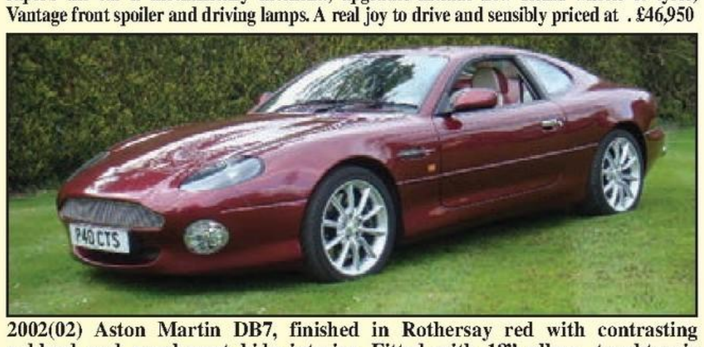
1979 Aston Martin V8 Oscar India, finished in Aston racing green with contrasting cream hide interior, piped green with green carpet. This car has had thousands spent on it in the recent past to bring it to its current outstanding condition. The paintwork and interior are superb the car is mechanically excellent.; upgrades include new Ronal wheels & tyres, Vantage front spoiler and driving lamps. A real joy to drive and sensibly priced at . £46,950



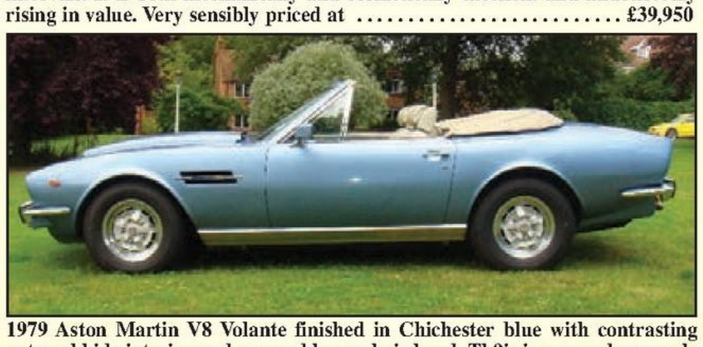
1991 Ferrari Testarossa finished in Rosso Corsa with Crema hide interior. This beautifully kept example sits on 512 TR wheels and comes with a comprehensive service history including cam belt changes at the correct intervals. It is both mechanically and cosmetically excellent and undoubtedly rising in value. Very sensibly priced at ..... £39,950



1980 Aston Martin V8 Oscar India, finished in pale Pewter with contrasting deep blue hide interior and matching carpet. This car has recently been the subject of a full suspension and steering geometry rebuild and a full Aston service and drives superbly. Very competitively priced at ..... £39,950




2002(02) Aston Martin DB7, finished in Rothersay red with contrasting oxblood and parchment hide interior. Fitted with 18" alloys, touchtronic transmission, electric heated seats and much more, this car has covered 9,500 miles per annum and has a complete service history and is very competitively priced at ..... £23,950



1979 Aston Martin V8 Volante finished in Chichester blue with contrasting oatmeal hide interior and a navy blue mohair hood. Th9is is a superb example that has been in the same ownership for the past 23 years. It comes with considerable service history and is an extremely nice low mileage example that is offered at a sensible price. ..... £49,950



2004(04) Aston Martin DB7 Vantage coupe finished in Keswick black with black hide interior. Fitted with touchtronic transmission, 19" alloys, sports exhaust, electric heated sports seats, alloy pedals and satellite navigation, this car comes with full Aston Martin service history and is realistically priced at ..... £34,950



1969 Aston Martin DB6, finished in Caribbean blue with navy blue hide interior. In the past 5 years, this car has been the subject of considerable expenditure and is in excellent condition throughout. It s specification includes 5 speed ZF manual transmission, chrome wire wheels and power assisted steering. These cars are now increasing in value and are great fun to own and drive and they are also eligible for numerous events. Safe money at ..... £95,000



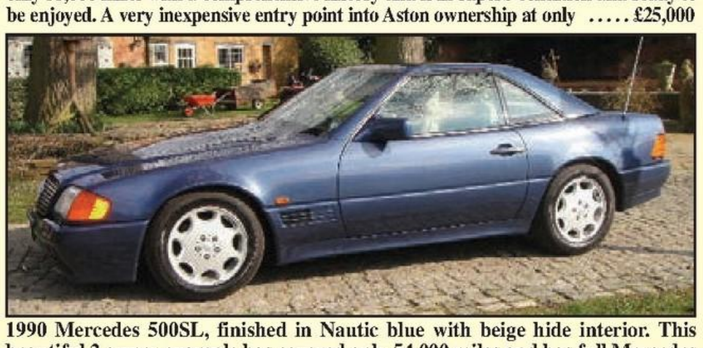
1991 Aston Martin Virage. This much unfairly maligned Aston now represents outstanding value and prices will undoubted rise in the next 5 years. This particular car has had only 3 owners from new and is only being sold due to emigration. It has covered only 33,000 miles with a comprehensive history and is in superb condition and ready to be enjoyed. A very inexpensive entry point into Aston ownership at only ..... £25,000



1965 Mercedes 230 SL with upgraded engine. Finished in old English white with contrasting tan hide interior, this is a very collectable model that should provide miles of very satisfying classic motoring. Prices are undoubtedly on the increase so your money should in this car. Very realistically priced at £25,000



1989 Bentley Mulsanne "S" in Brooklands Green with Tan hide interior. This car has covered only 53,000 miles and comes with an extensive service history and many Turbo "R" upgrades. The whole car is stunning throughout and well worth a closer look. Not the cheapest but probably the best ..... £14,950.



1990 Mercedes 500SL, finished in Nautic blue with beige hide interior. This beautiful 2 owner example has covered only 54,000 miles and has full Mercedes service history. It is loaded with period optional extras and is in very fine condition throughout. These cars were in excess of £75,000 when new and now represent extremely good value at ..... £9,995



1990 Bentley Mulsanne "S" in Brooklands green with St James's Red hide interior. Slightly higher mileage than the other car but still in very good order throughout. Stunning Value at only ..... £12,950

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