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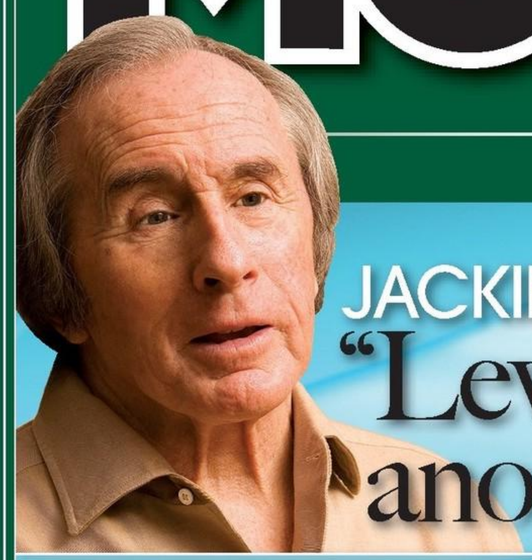
LANCIA LC2; GP SEASON PREVIEW; LUNCH WITH EDDIE JORDAN

APRIL 2009 VOL.85 NO.4

THE ORIGINAL MOTOR RACING MAGAZINE

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BY ANDREW FRANKEL

LANCIA!

The flawed 1980s beauty that couldn't beat Porsche. But was it really a 'failure'?

BY GARY WATKINS

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Volume 85 Number 4
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Cover: Marc Wright. Inset: Laurence Baker

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Incorporating *Speed* and *The Brooklands Gazette*

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US subscriptions +1 888 321 6378

Motor Sport subscriptions: Tower House, Sovereign Park, Market Harborough LE16 9EF, UK. Subscription rates (12 issues): UK £66; USA US$75; rest of the world £84. Postage is free. MOTOR SPORT (ISSN 0027-2019) (USPS 021-661) is published monthly by Stratfield Ltd, 38 Chelsea Wharf, 15 Lots Road, London SW10 0QJ, UK. Distributed in the US by Evergreen Marketing, 116 Ram Cat Alley, Suite 201, Seneca, SC 29678-3263. Periodicals postage paid at Seneca, SC and additional mailing offices.
POSTMASTER: Send address changes to MOTOR SPORT, PO Box 457, Mt. Morris, IL 61054-0457. Toll-free: 1 888 321 6378
Subscription enquiries: US: mosp@kable.com
UK and overseas: subscriptions@motorsportmagazine.co.uk
Subscription orders: www.motorsportmagazine.co.uk

Distribution: UK and rest of the world – Comag, Tavistock Road, West Drayton, UB7 7QE, UK.
USA and Canada – CMG, 155 Village Blvd, 3rd Floor, Princeton, NJ 08540, USA
Colour origination: Wyndeham Graphics and All Points Media
Printing: Wyndeham Heron, Heybridge, Essex, UK
Cover printing: Wyndeham Westway, Luton, UK
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This gorgeous Martini Racing Lancia LC2 was fast but fragile. Read its story, p68

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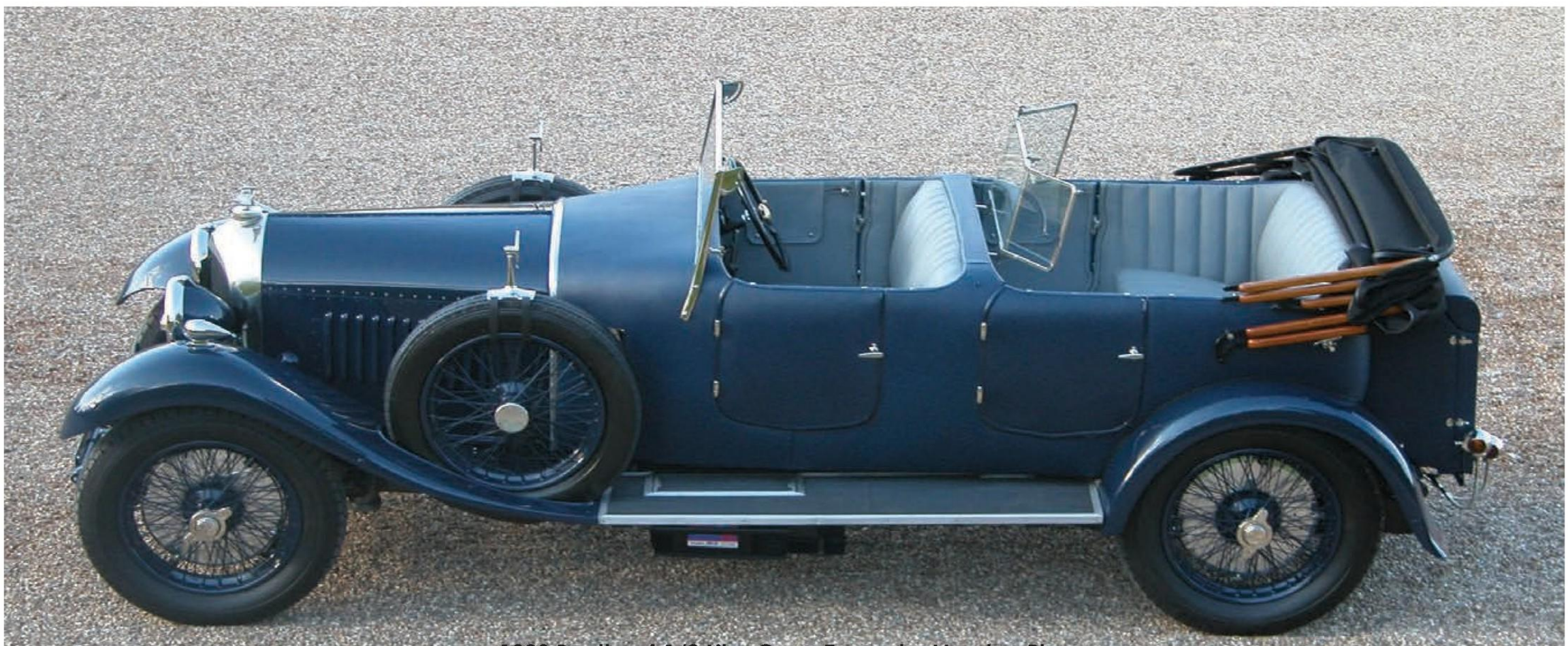
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Aston's brave bid for glory

Three cheers for Aston Martin Racing! In the same month that Mitsubishi pulled the plug on its long-running, fantastically successful Dakar rally raid programme because of economic hardship, Dr Ulrich Bez and David Richards have pushed the button on an audacious campaign to win the Le Mans 24 Hours, 50 years after Aston's one and only overall victory in the great enduro. They are quite possibly raving mad.

Richards admitted as much at the informal, low-key project launch in late January. "This is not something any sane group of people would do," he said with a grin. Everything is against Aston Martin: it is battling the recession, time – the car, described on p24, is only due to run for the first time at the beginning of March – and of course the technical regulations.



To be fair, the Automobile Club de l'Ouest has strived for parity between the turbo diesels, petrol race engines and production-based powerplants such as Aston's 6-litre V12, and after some hard lobbying the race organiser has pegged back Audi and Peugeot this year. But whether true equality has been achieved is hard to call, especially in a year of new aero rules that will slow all prototypes. As Aston Martin team principal George Howard-Chappell admits, he will have no idea exactly how close his cars will get to the whispering turbo diesels until they all run together during practice at Le Mans in June.

So can Dr Bez really expect his Gulf racers to deliver a glorious win? Well, back in 1959 the DBR1 was the underdog too, against the mighty Ferrari 250 TR. Roy Salvadori and Carroll Shelby only triumphed because they lasted. But today Le Mans is more competitive than ever thanks to the benchmark of reliability set by Audi. The LMP1 Aston must run faultlessly as well as being quick out of the box. Victory? Even a podium will be a tall order against three Audis and three Peugeots.

But focusing on the result is missing the point of Aston's campaign. The fact it is taking the race on at all is a victory of sorts in these depressing times, and Richards is right to play up the 'British spirit' angle. This is a valiant assault on the great race that will appeal to British fans, especially in those Gulf colours. What a way to celebrate the anniversary – David Brown and John Wyer would surely approve. We wish the team the best of luck.

In early February I was invited to a media dinner that simply couldn't have happened a year ago. The hosts were McLaren… and Ferrari, united in glorious harmony in the name of the Formula One Teams Association. The British media are a cynical lot and there were plenty of questions about the strength of FOTA's alliance. What happens if (when?) the two teams fall out during the course of the season? The response was a good one: even last year's Spa penalty debacle didn't derail FOTA discussions, which were already well under way – proof that this new cordiality will not be broken by predictable team bickering.

Let's hope they are right. FOTA is the best thing to happen in F1's business arena for years. Neither McLaren nor Ferrari would ever dream of admitting it, but the organisation is the biggest challenge to Max and Bernie's authority yet seen. Despite a few prods on the night, the teams were determined to ignore this truth. Understandably diplomatic. Nevertheless, the elephant was most certainly in the room – and we could all definitely see it.

Damien Smith, Editor

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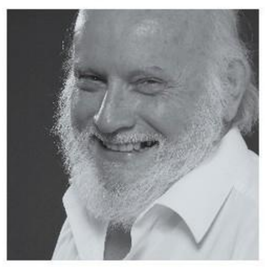
Nigel Roebuck

A change from F1 for Nigel when he went to the Daytona 24 Hours in January – his first sports car race since the Group C era, and his first trip to the all-night classic. Read his interviews with Juan Pablo Montoya and Jimmie Johnson in this issue. Then it was home again to visit Sir Jackie Stewart to mull over team and driver prospects for the forthcoming season – full F1 preview inside.



Gary Watkins

Gary's position as one of the prime reporters in sports car racing means a lot of travel. During the brief gap between the Daytona 24 Hours and a trip to Paris to hear about Peugeot's Le Mans programme for this year, we asked him to relate the tale of Lancia's elegant LC2, the 1980s attempt to take on Porsche in endurance racing. Just as well we grabbed him – the trip back from Paris went wrong…



Doug Nye

Apart from all his magazine and book writings, the MotorFilms Quarterly DVDs he collaborates on with David Weguelin, his consultancy tasks and his presenting work, Doug is also one of the guardians of Grand Prix Library, which contains some of the finest racing photographs anywhere. This month he brings us some rare and wonderful shots of one day's racing in Argentina back in 1971.



Adam Cooper

Adam had a first look at Portugal's new circuit at Portimao in the Algarve when he went to see the season's new cars from Toyota, McLaren and Renault. In our Formula 1 preview this issue he looks at the 2009 cars and the new technologies they bring. It's not clear yet who will be running KERS, but even without that the cars look very different to their finned and fluted predecessors.



TEAMS IN RACE TO BE READY FOR MELBOURNE

There is promise and potential everywhere you look. The glass is half full at every team during pre-season testing before the Grand Prix grid lines up for the first race in a new season. This year the anticipation is greater than ever, thanks to the biggest raft of technical regulation changes since narrow-track cars were introduced in 1998. The new generation of Formula 1 cars have a limited amount of track time before the Australian GP on March 29, so learning and development will be more important than usual. As we gear up for what promises to be another thrilling season of F1, here is a rundown of the teams' progress as Melbourne looms ever closer.

McLAREN

Pedro de la Rosa gave the MP4-23 a solo outing at the Algarve Motor Park on January 17, just before the group test at the same venue that ran from January 19-22. Rain blighted the week for everyone, and Heikki Kovalainen didn't get to drive at all as the last day was washed out. The Finn finally got his chance at the Jerez test that ran from February 10-13, where the new car ran with active KERS for the first time. Intriguingly, at both venues the team frequently used an illegal 2008-style wider rear wing to provide extra grip while still gathering data.

FERRARI

The F60 became the first 2009 car to run when it appeared at Mugello on January 12. With rain expected in Portugal, the team made a late decision to cancel its planned trip and run again at the Italian venue on January 19-22. While Mugello was also hit by rain, the team had more dry running than did its rivals in the Algarve. Ferrari then joined BMW and Toyota for two four-day sessions in Bahrain on February 10-13 and 16-19. Ironically fog and then a sandstorm compromised the start of the test, but all three teams had a chance to run in hot conditions, useful in learning more about slicks and the cooling properties of the '09 aero package.

BMW SAUBER

BMW opted to roll out the F1.09 on its own at Valencia on January 20, and then stayed in Spain for three further days to put miles on it. Although the team avoided the rain that affected those who travelled to Portugal and Mugello the same week, strong winds hindered progress, while the fact that just a single car was running meant little rubber went down. Thereafter the team joined Ferrari and Toyota in Bahrain for the twin four-day tests.

RENAULT

Renault gave the R29 a low-key unveiling in Portugal on January 19, and like everyone else struggled to learn much because of the poor conditions over the four days of the test. However, the initial signs were that the team still had much work to do with the ungainly car relative to some of its rivals. Nelson Piquet later did some straightline running at Kemble airfield in the UK, before the team went to Jerez on February 10-13.

TOYOTA

Like McLaren, Toyota had a solo shakedown with the TF109 in Portugal on January 18 before the group test, and in common with the others present in the Algarve the team didn't get much dry running in over the next four days. Unlike some rivals, however, Toyota ran with KERS from the start. The team then joined Ferrari and BMW in Bahrain, having already run there on its own in December. There was controversy over Toyota's interpretation of the rules and the use of the rear crash structure to effectively extend the diffuser, a route also pursued by Williams. The FIA has indicated that it is legal, but there could yet be a protest at the first race.

TORO ROSSO

Inevitably Toro Rosso has had to wait for Red Bull Racing's contender to be signed off before its STR4 could be completed, and the new car is scheduled to run at Adria in early March. As before, the Ferrari engine is the major differentiating factor between the two cars. Meanwhile the team continued to run its 2008 model and thus regularly topped the times. Rookie

©EPA

Sébastien Buemi had the Algarve test all to himself and logged some useful miles, while Sébastien Bourdais was not confirmed until early February, and after two months out of the cockpit returned to action at Jerez.

RED BULL

Red Bull made the bold decision to launch its car late, which meant more time was spent on R&D and the initial car spec could be signed off much later by Adrian Newey. The team skipped Portugal and the RB5 did not appear in public until its initial solo run at Jerez on February 9, four weeks after the new Ferrari ran for the first time. The striking-looking car immediately set competitive times over its five-day stint in Spain, and after his winter convalescence Mark Webber finally got back in the cockpit on February 11.

WILLIAMS

Williams shook down the FW31 in Portugal on January 19, the same day that the new Renault appeared. Rain and an early off for test driver Nico Hulkenberg meant the car did few laps, although Nico Rosberg set the fastest dry 2009 lap, behind Buemi's STR. Kazuki Nakajima didn't get to sample the car until the Jerez test on February 10-13. As with Toyota, questions have been asked about the legality of the aero treatment at the rear of the car.

FORCE INDIA

The relatively late change of engine supplier gave the team's engineers a massive winter workload, and thus there was no option but to skip the January/February tests. Unlike Toro Rosso, the team couldn't run an older car because Ferrari had taken its engines back. The VJM02 won't appear until early March, but its engine, gearbox and KERS system have been logging miles in the back of the McLaren MP4-23, which will help reduce teething problems.

THE TEAM FORMERLY KNOWN AS HONDA

At the time of writing there was still no news on the future of the former Honda team, although rumours suggested that Ross Brawn's men were working towards competing this season, despite the apparently impossible task of being ready for Australia with a new engine supplier. STR's confirmation of Bourdais appeared to suggest that Jenson Button and Bruno Senna were unavailable.

IN BRIEF

■ Veteran journalist Peter Windsor and former Ligier and Onyx engineer Ken Anderson are creating an American F1 team for 2010 under the banner USF1. They will build a car at a facility in Charlotte, where Anderson has a wind tunnel, and use Joan Villadelprat's Epsilon factory in Spain as a European base.



■ Singapore GP organisers have responded to criticism of last year's race by modifying several parts of the track to improve overtaking. The pit entry and exit, both of which interfered with cars on the racing line, will be changed.

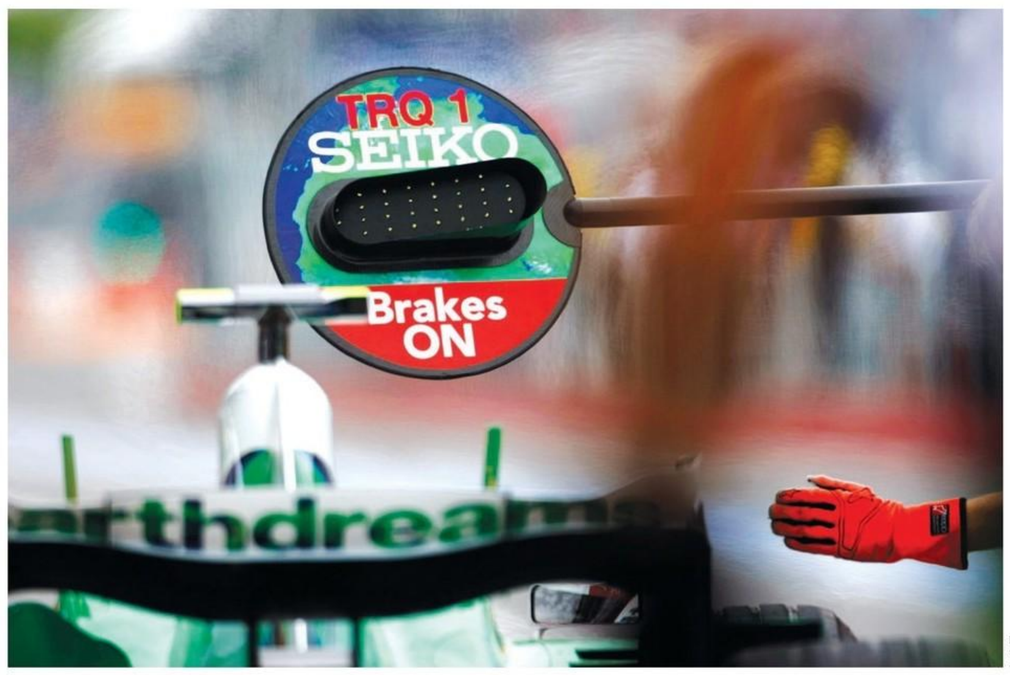
■ Max Mosley insists the FIA still wants to protect 'traditional' GPs – in essence the European events that have been in the World Championship since 1950. He indicated that should the MSA voice concerns that the British GP is under threat from Bernie Ecclestone, the FIA could get involved.

■ A GP is being mooted for the streets of Rome, with ex-F2 driver and race promoter Maurizio Flammini insisting it could run in addition to the Italian GP at Monza. But Luca di Montezemolo has opposed events such as Singapore and Valencia, and without Ferrari's support the chances of progress are slim.

■ The *Daily Mail* reported in February that Donington Ventures Leisure Ltd made a £12m loss last year, and has total debts in excess of £66m. Boss Simon Gillett responded by saying the company had not yet filed its annual report, and that details of the financial package behind the Grand Prix bid would be revealed in March.

■ Damon Hill has been given an Honorary Fellowship by Nottingham University in recognition of his career and success in F1. "My headmaster would appreciate the irony of the situation," he said.

■ An online auction has been set up to raise funds for a memorial to Tom Pryce in his home town of Ruthin, Wales. VIP paddock passes for the nine European GPs are up for grabs, courtesy of every F1 team. To bid visit: www.tomprycememorial.com



LAT

Honda team got worst value for money in 2008

HONDA'S GRAND PRIX TEAM MAY HAVE been at the bottom end of F1's points standings last year, but it did top one league table – the amount of money spent per point scored.

Honda's total resources of $398.1m were the fourth-highest of any team, but since it won just 14 constructors' points, they cost more than those of any of its rivals, at $28.4m each. Remarkably this was almost four times the rate of its nearest rival Toyota, which spent $7.96m per point.

The figures are based on data from the Formula 1 industry monitor *Formula Money* and demonstrate the dramatic difference in cost between winning and losing in F1. Ferrari got the best value for money in 2008 with its 172 points costing less than a tenth of Honda's at just $2.41m each. Surprisingly, after Ferrari, BMW made best use of its resources with its total budget of $366.8m yielding 135 points. Each point cost BMW $2.72m, with McLaren not too far behind at $2.87m.



"Ferrari got the best value for money with its 172 points costing just $2.41m each"

Excluding Super Aguri, which failed to complete the season, the average cost per point for all the teams in 2008 was $6.5m. However, in 2007 this figure was more than double at $17.9m. This reveals that as the economic downturn began to put pressure on F1 team owners last year, they were forced to get better value for money.

That seems to fly in the face of FIA president Max Mosley's theory that the spending of F1 team owners would continue to accelerate regardless of the performance achieved.

Again, the big exception to this was Honda, which spent almost double the amount per point in 2007 than in '08 with its final haul costing on average $57.2m apiece.

But although a team's management can have good control over its costs and ability to perform on track, it becomes harder to improve value for money if they are all at a similar level.

For example, in 2007 McLaren's disqualification from the F1 constructors' championship meant that Ferrari collected almost double the points tally of second-placed BMW, and accordingly its cost per point was just $1.9m. However, last year the constructors' championship was much closer with Ferrari beating McLaren by 21 points, and because it got fewer points its cost was higher at $2.41m.

This year the cost per point should go further downhill as the FIA's spending cuts come into force, at last putting the brakes on the blockbuster team budgets of past years.

Christian Sylt and Caroline Reid

Nigel Roebuck



REFLECTIONS
– Daytona, a track that knows how to treat its fans
– Franchitti and Montoya on NASCAR's challenge
– Why Jimmie Johnson would love an F1 drive
– Brian Redman honoured as 'Grand Marshal'

Chip Ganassi grinned: "I love this race, it's like a harbinger of spring…"

'Harbinger' is not a word one routinely hears in a motor racing paddock, but then this particular paddock was – for me – an unusual one. Although I had many a time attended the Daytona 500, I had never previously been to the 24-hour sports car race (these days the 'Rolex 24 at Daytona'), and, trust me, there are worse places than Florida to be at the end of January. For one thing, the weather is mainly glorious; for another, you can put on the TV news and positively know you will not encounter Hazel Blears. Or any of them.

So it's all good, and most important of all, of course, is the fabled race track, which hosted the first Daytona 500 exactly 50 years ago. Not once in the history of the 500 has it been postponed because of rain (although this year's race was foreshortened by it), and that tells you something. Sometimes it has intruded significantly in the sports car race, always run two or three weeks earlier, but this time around there wasn't a hint of it.

The weather was a perfect fit for the mood in the place, and Ganassi had it right. The Rolex 24 is the first major event of every season, and racing folk are happy to see each other again after the winter break. Daytona Beach is a pleasant place to be, and the sun beats down, so what's not to like? Everyone is glad to be back.

I'm too ashamed to reveal how many years it had been since I'd last been to a sports car race – I'm pretty sure Olivier Gendebien had retired – and certainly I'd never seen a Grand-Am race. At the Goodwood Festival of Speed last June I saw the first 'Daytona Prototype', and met



Grand-Am's Daytona Prototypes aren't pretty, but they offer value for money

All images LAT



Jim France, the executive vice-chairman of NASCAR, which now owns the Grand-Am series.

For all his stock car racing heritage, France has always been a sports car fan, and that day he told me a little of his series and its aims, one of which – a little ahead of its time in the context of today – was very firmly to keep costs under control.

I will not pretend that Daytona Prototypes, the great majority of which come from American constructor Riley, are the prettiest of race cars – indeed, with their tall 'glass area', they put one in mind of the 'Car of Tomorrow' now used in the NASCAR Sprint Cup. Variously powered by Ford, Pontiac, Lexus and Porsche engines, they have 550-600bhp and weigh about 1200kgs. Steel brakes are compulsory, and all cars run on Pirelli tyres.

Technical sophistication isn't everything, though – as Formula 1 has convincingly demonstrated more than once. What these cars do is *race* – and race well.

I asked Jimmy Vasser what they were like to drive. "A little heavy, tyres a little hard," he said, "but a lot of fun to drive, actually, because you're sliding a lot – there's not much downforce. The car moves around a lot under braking. It's not a rocketship, but it's well balanced – and it's very good racing. Certainly the best racing for your buck this year, that's for sure..."

And the cost of a 12-race-season? "Mmm, five million dollars is a good number..."

That, I said, puts Kimi Räikkönen's rumoured retainer of $40m into some sort of perspective. "Yes," laughed Vasser, rolling his eyes. "Sounds pretty good – »»

Nigel Roebuck

although, from what I've heard, I think I'd rather get invited to one of his parties…"

If the atmosphere at Daytona was fresh and welcoming, still, as everywhere else, there lurked the spectre of the credit crunch. Robin Braig, president of the Speedway, was candid when asked about its impact on ticket sales for the 500, normally a paradise for touts and 'scalpers'.

The 2008 race, Braig said, had been sold out by the October before, but this year he feared there were going to be quite a few empty seats – and this, he added, in spite of a reduction in admission price from $99 to $55…

I reeled at that. Can you imagine a price cut of that kind – of *any* kind – being applied in an F1 context? No, nor I.

As it turned out, the 500 was a virtual sell-out, and ticket sales for the Rolex 24 were actually up this year, which Braig found gratifying: "I guess," he smiled, "the sports car guys have still got money…"

It had been a number of years since my last visit to Daytona, and it took a while to get my bearings, for in that time the infield had been extensively remodelled. My first thought was that this had been done very much with the fan in mind, my second, regrettably, that nowhere in F1 is there anything like it.

They have built something called the 'Sprint Fanzone', which includes a huge raised viewing area, from which the entire oval can be seen. There are shops here, and a good bar, and there is also the promise of 'unprecedented access'.

To that end, the permanent garages have been built with windows at the back, so that fans can watch the cars being worked on, and alongside each window is a slot through which programmes and autograph books can be slid for a driver's attention. Come to that, a couple of hours before the race a long table was set up in the paddock, and here the drivers sat, signing away, chatting to spectators. I was delighted there to run into ex-F1 driver Max Papis, whom I hadn't seen for years.

If it all sounds a little 'organised', perhaps in comparison with the paddocks of times gone by it is, but my point is that it *exists*, that in 2009 there is a major race track in the world that has given serious thought to the wants and needs of the folk who pay to come in. At Daytona you can still *buy a paddock pass*, and the youthful fan of today can get Jimmie Johnson's autograph just as I got Jimmy Clark's at Silverstone 40-odd years ago.

In F1 there may have long been a culture that, as Gordon Gekko put it, 'greed is good', but there is also one that 'access is bad'. Yes, it may be a nuisance sometimes to sign an autograph, but when you do that you buy a fan for life, and it's no surprise to me that the merchandising sales at Daytona, and elsewhere on the NASCAR circuit, are off the clock. Dale Earnhardt Jr made $35m last year – precious close to K Räikkönen – and the great majority came not from Rick Hendrick, his team owner, but from adoring fans who bought T-shirts and caps.



"This track has given serious thought to the needs of fans"

So there's a thought. If Formula 1 *ever* got its merchandising act together, and the drivers became a little more accessible – a little more *human* – to their fans, maybe over time Luca di Montezemolo and Ron Dennis could get away with a smaller wage bill.

Dreaming, of course.

Although, as I say, I'd been to Daytona many times before, I had never actually been round the track. On race morning Hurley Haywood, the most successful driver in the history of the 24 Hours (with five victories), took me for a lap in the 1971 Porsche 914/6 GT with which he won that year's IMSA Championship. Now 55, Haywood would later in the day start what was to be his final race, and he would finish third.

The Porsche was quick without being fast, if you know what I mean, but still I was able to get an idea of Daytona International Speedway, and of course it was the banking that made the biggest impression. When you watch a race, either on the spot or on TV, it looks immense, but in reality I was struck by how *narrow* it is. We went round it at something over 100mph, I suppose, and it put into fresh perspective the thought of a flock of 'Cup cars', sometimes three wide, stomping round 80mph faster than that, and for 200 laps.

Anyone will tell you that the abiding problem in the sports car race is the considerable speed differential between some cars and others. If you're in a quick car you need constantly to second-guess the backmarkers: if you're not, you need to be mighty alert.

Chris Amon, who won for Ford at Le Mans in 1966, and for Ferrari at Daytona the following year, once told me that in these circumstances it was *far* more scary in a slower car: "In '73 I did Le Mans in a factory BMW CSL, and had to spend as much time looking in my mirrors as where I was going…"

'My' Porsche was raced at Daytona in 1972 by sometime F1 driver Hector Rebaque and Guillermo Rojas, and as we went round the banking I imagined Mario or Ronnie screaming by in a Ferrari 312P. Yep, you would need to pay attention.

On Sunday afternoon, more than 22 hours after the start of the race, the first four cars were circulating in close order, and I thought of something else Ganassi had said: "This isn't like a 24-hour race – it's more like 24 one-hour races…"

At the wheel of one of Chip's cars, Juan Pablo Montoya was striving to become the first man to win the race three times running, but already, as he said later, he knew it was only a matter of time – probably as a consequence of being held up by a backmarker – before poleman David Donohue, in the Brumos Porsche, got by.

It happened just that way. Going on to the banking, a GT3 Cup car bobbled in front of him, and Montoya had to back off momentarily, leaving him powerless – literally – to hold off Donohue. JPM continued to drive out of his skin, however, and at the line the gap was precisely .367s, the closest finish to a 24-hour race in history. Donohue, fittingly, won at Daytona 40 years after his father, the lamented Mark, triumphed in a Lola T70.



Old pals Franchitti and Montoya raced for Ganassi at Daytona. Right: fans can buy paddock passes!



All in all, a harbinger of spring indeed, and a wonderfully entertaining weekend. In the course of it I encountered quite a few sports car stalwarts who told me of their preference for Daytona over Le Mans. I wasn't surprised.

Over the years the careers of Montoya and Dario Franchitti have frequently overlapped. As long ago as 1999 the pair finished at the top of the CART points table, with 212 apiece, Juan taking the title by virtue of more victories.

Twelve months ago they shared the winning car (with Scott Pruett and Memo Rojas) at Daytona, and at that time were set to be team-mates in Ganassi Racing's NASCAR operation. While Montoya continues in that role, however, Franchitti's career in stock cars fizzled out at the same time as his sponsorship, and for 2009 he is back in Indycars, his Ganassi team-mate now Scott Dixon.

For this year's Daytona race Franchitti and Montoya were in different cars (Dario's finished fifth), but they are great mates and clearly enjoy each other's company. One morning I went to the Ganassi truck to see Dario, but it wasn't long before Juan Pablo bounced in, at once hijacking the conversation. As he gabbled away enthusiastically, Franchitti smilingly looked at the ceiling: he knew when he was beaten.

Juan Pablo left Grand Prix racing abruptly, of course, announcing after the 2006 US Grand Prix at Indianapolis that he had had enough of F1. And soon word began to circulate that he had contacted his old buddy Chip, for whom he had so successfully driven in CART. There was, however, no question of a return to Indycars: his future, he had decided, lay with NASCAR.

In a way that was no surprise, not least because Montoya had always preferred living in America. And I'd been at Indianapolis in June 2003 for a publicity event they called 'Tradin' Paint', in which he and Jeff Gordon swapped cars on the Grand Prix circuit, the NASCAR star trying the Williams-BMW, Montoya the Hendrick Chevrolet. Gordon raved about his novel experience for weeks afterwards, and JPM admitted that he, too, had found it intriguing.

I can still recall their chat beforehand, when each was briefing the other about what to expect. "For the first turn," Montoya said, "you brake at 50 yards..." "Come on!" responded Gordon. "You can't be serious...

"For the first turn in *my* car," Jeff went on, "you brake at 250 yards..."

From his response, Juan clearly suspected Gordon was being facetious, but he took him at his word, as I reminded him at Daytona. "Yes," he said, "I did – and I still didn't make the f***** corner!

"It taught me those cars didn't have any brakes, but I tell you what did impress me: that Chevy was geared for 195mph in top gear – and I was on the limiter before I got near the braking area..."

"That's true," Franchitti confirmed. "I mean, those things *haul* – they've got a *lot* of power..."

"I was testing at Atlanta two days ago," Montoya said, "and there you're doing 205 or 207 into turn one – and you turn in wide open! I love driving at Atlanta, but it's one of those places... in qualifying trim you're thinking, 'Please, *please*, don't step out...'"

"Believe me," Dario said, "it's a difficult thing to drive a Cup car quickly – especially for guys coming from our background."

I wondered if he were going to miss NASCAR. "Bits of it," he said. "I won't miss the way it was at the start, the struggles we had. But I'll miss the sort of feelings I had when I was starting to 'get it' – when we were improving the cars, and I was starting to drive them properly.

"You know what, though? The first time I got back in the Indycar – in a test at Texas – I came in after about five laps, and my eyes were this big! I said, 'Has this thing got more power than it had in '07?' They said no. I said, 'Am I sitting further back than I was?' They said no, exactly the same. 'Same downforce as before?' Yep. I said, 'Well, I really don't remember them being this fast...'

"OK, compared with the CART cars we were driving 10 years ago they're not that quick – but it certainly felt quick, and I'd really missed that. I won Indy and the championship in '07, but I had two huge shunts and thought, 'OK, I need to do something else...' I had to get away from Indycars at that time – I was just worn out. I thought my future was going to be NASCAR, but sometimes, when you do something a lot, you don't realise how

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good it is until you step back from it. And that's probably why I'm going to do Indycars again."

That being so, how had Montoya coped with his switch to NASCAR? He, after all, had been driving a *McLaren*: surely, I suggested, he must miss the sheer pleasure of driving a car like that…

He wouldn't have it. "No!" he said at once. "I really don't. It's all relative. I tell you what, the best pleasure – in driving anything – is when you have a month and a half of holidays, and then you go back to it. The first five laps of that… it was the always most exciting five laps of the whole year!

"Why? Because an F1 car brakes late, turns in amazingly, puts the power down amazingly, does everything amazingly, and for the first five laps oversteer, understeer, all that stuff, you don't feel any of it, you're just carried away. But after five laps you get used to it, and then it's normal.



"There was no Ferrari seat for me, so I called Chip"

JUAN PABLO MONTOYA

"One thing I really hated about F1 was the change from the V10s to the V8s – it was like going from an F3000 car to an F3 car. We lost 200 horsepower – and kept the same tyres, same chassis, same aero, everything! They even kept traction control at first!"

Well, I said, at least they eventually got rid of traction control.

Montoya looked at me quizzically. "Did they? For everyone? D'you really think so? There are so many loopholes in the rules…

"You want to know why I'm so happy in NASCAR? I'll tell you. If you want to drive the most technically advanced car in the world, you drive an F1 car, no question. If you want to go *racing*, you come to NASCAR. That's how I see it. Are the cars the most advanced? No. Are the tyres? No. Is there more power? No. But, believe me, it brings a lot more of the driver to the table.

"I tell you what, if you drove my car here at Daytona, and you were on the track on your own, you could do it, no problem. My mum could do it! After a year away from here, you go out and right away you're flat. But as soon as there are other cars near you, as soon as you get in the draft… Jesus, it's another world!"

Franchitti vigorously assented. "Someone comes up behind you, and gets close to the rear of your car – and it's like your rear wing's fallen off!"

"It's true," Montoya said. "When you come from open-wheel cars, you never really think that someone behind you is going to change the behaviour of your car – but that's what happens. The things are *hard to drive*. They don't turn, they don't slow down – but the great thing is that *none* of them do! So it's all a matter of tyre management, understanding how fast to be at the beginning so as to be fast at the end, all that sort of thing."

In the course of his five years in F1, Montoya won seven Grands Prix, including Monaco. Having experienced both types of racing, was he suggesting that in NASCAR the driver counted for more?

"Yes, I think so. In F1 you can actually not talk to the engineers – they can balance the car without you talking to them. They can see how the car is understeering or oversteering, doing this and that, and 'OK, we need to retard the ignition here because we have a traction problem' and 'we can manipulate it this way and that way' and so on. It's all about how you can bend the rules. The rules are not there to be rules…

"As for the technical debriefs, they're very different from F1, believe me! In NASCAR it's not a matter of, 'Oh, from the telemetry we know that in turn five he's a little bit faster than you, but his diff settings were so-and-so', or whatever. When your lap times drop off by two seconds, because of the tyres, there's so much in the driver… how you get it to turn, and so on. You've got to back off more – but you don't want to back off too much… you can't drive it too deep into a turn because then you're going to be too late on the gas, and so on. In these cars your mind is working all the time, and you're constantly having to adapt, because the car is *always* changing. Maybe it doesn't look like it, but it takes so much finesse…"



Montoya quit F1 at the '06 US GP. Right: fighting for CART title with Franchitti in '99. Far right: Dario was Indycar champ in '07

"One thing I found in NASCAR," said Franchitti, "was that you could be absolutely out to lunch, with the car horrible – and you could make what seemed to be one or two fairly small changes, and bang!, you were right there. That was the hard thing: with no telemetry, and having never driven these cars before, you don't *understand* them and what they need…"

Montoya nodded. "And it gets to a point where you don't know whether you're driving them wrong or what… You can't say, 'OK, my team-mate's going a second a lap quicker. What's he doing? Oh, he's braking here, and he's turning in like this, and the car is doing that…' Here it's yourself. And that puts a lot emphasis on the driver.

"When I left F1," he shrugged, "I was so tired that I'd got to the point that I was going to quit racing. It wasn't about NASCAR, it wasn't about going somewhere else… I didn't want to *race*! Why was I doing it? I'd made enough money to retire. The only thing that would have kept me







in F1 would have been a Ferrari drive – and there was no seat for me. So I called Chip to say, 'Hi.'"

I always thought Montoya a great loss to F1, and wanted to know why he had become so disillusioned with it.

"Well, it's a shame, because when you're a kid growing up, your dream is always to do F1. And when you get there, at the beginning you're very naïve, so you don't really see and understand everything – but with time you do…

"For one thing, in F1 the results are too much determined by the car. If you're in the right car in the right year, you win races – if you're not, you don't. And if you're in the right team, but you're not the chosen driver, you're not going to win much, either. Whether they admit it or not, in every F1 team there's an 'A' driver and a 'B' driver – that's the way it is. And if you're not 'The Man', then you're screwed. And it gets boring…"

I could see what JPM was on about – but surely the same rules applied everywhere, NASCAR included. He and the Ganassi team have quite often been competitive, but good results have been hard to come by, and for one of his intense competitiveness that must surely have been difficult to bear.

"Well, you know," he replied, "there are 43 cars in every race, and right at the start Chip told me that I was going to have to learn that some weeks 20th is not a bad finish – and it's the truth. There are days when you're running good, and you finish 15th and you're upset with yourself, but there are days when you finish 20th and you feel satisfied.

"The thing is, there are days when *Jimmie Johnson* is nowhere. In F1 the mix is always the same – a bad day for McLaren is second place…

"It's a completely different mindset – and you know what's a cool thing? Yes, of course I want to win races – we *all* want to win races – but I needed to learn to drive the cars better, and to understand the sport better, and it takes time. Of course I want to start winning, but you know what? In NASCAR, whether you're running first or 30th, you're always in a *race*, and I love that.

"I'm enjoying life," Juan Pablo smiled. "I'm enjoying *racing*…"

If Montoya has no concerns about never driving an F1 car again, Jimmie Johnson would kill for the opportunity.

Johnson last year became only the second man (after Cale Yarborough) to win NASCAR's Sprint Cup series three years on the trot, and many observers are beginning to bracket him with such as Richard Petty and Dale Earnhardt – in other words, with the very greatest the sport has known.

These days, though, NASCAR has come a long way from its 'good ol' boy' roots, and this is not, it must be said, to the taste of all the fans. When I first went to the Daytona 500, in 1972, every top driver was from the South, but in this generation they come from all over. The current champion is Californian-born, and lives in Manhattan.

One of his Hendrick team-mates, Jeff Gordon, is also a close friend, and five years ago, not long after Gordon had driven the Williams F1 car, the two of them, finding a rare weekend off in the 36-race NASCAR schedule, came to Barcelona for the Spanish Grand Prix. We shook hands that weekend, but there was no real opportunity to talk.

American colleagues who knew him well, though, always said what a personable fellow he was, and at Daytona so he proved to be. I asked him if he followed F1 closely.

"Oh, yes," he said, "*very* closely. And because of the time difference, at our races it often works out real good – you wake up on Saturday morning, and catch qualifying, and then on Sunday it's the same deal for the race. Jeff's exactly the same – in fact, he's in some kind of Fantasy F1 League, and he bets money all the time…

"I envied the hell out of him when he drove the Williams – you just want to drive other race cars, don't you? I have zero experience in open-wheel cars, so it's not realistic to think of pursuing a career

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in them or anything, but if I had a chance to *drive* one, hell, I'd do it in a beat. In the same way, I'm sure some of the F1 guys must have some curiosity about what a NASCAR car is like."

Gordon's brief time in the Williams at Indianapolis – about 15 laps – was extremely impressive, Jeff setting a time within a second of Montoya's 'reference' lap.

"At the time," Johnson smiled, "he couldn't talk about anything else! Couldn't believe the stopping power and the downforce the car created. I know he did a good job, but – not to discredit what he did – it's one thing to get close in time, but it's those last couple of tenths that take the finding, and I'm sure that's the same in F1, NASCAR, anything. That's where the years of experience come in. I mean, over here Juan's not struggling – he's doing well – but he's looking for that last little bit that takes you from 15th to winning races..."

Three weeks ahead of the 500, Jimmie was in Daytona to share a Pontiac-powered Riley in the Rolex 24 with Jimmy Vasser, Alex Gurney and Jon Fogarty. "This is my fourth year of doing this race, and my third with this team. We've been second the last two years, and I enjoy it – in my mind I'm here to have a good time.

"It's going to be an interesting year in F1, with all these aero changes, and so on, isn't it? Actually, I think it's quite funny, given the premise NASCAR was built on, that some of the F1 camp seem to dislike it – because now the world seems to be gravitating more and more to spec engines and spec chassis, to ensure you're going to have a good show! I guess we have a business model that seems to work..."

I had heard, I said, that Johnson had a wish one day to drive in the Indianapolis 500, and he said yes, very much so. "Indy and Le Mans – those are two races I really want to do. My upbringing is in stock cars, and I need to stick to that, but I'd love to experience those other races.

"Oh, and Monaco's the other thing. I'd love to do a race there – no, I don't mean in F1..."

Every year at the Rolex 24 a celebrated driver from the past is chosen as the event's Grand Marshal. Last year, for example, it was Dan Gurney, and this time around – to my great pleasure – it was Brian Redman. The night before the race, at a dinner in the Bill France Room, Redman was the Guest of Honour, and Dario Franchitti – that rarest of souls, a contemporary racing driver with a deep interest in the sport's history – was among many who couldn't wait to hear him reminisce.

Brian didn't disappoint. As with all drivers, those of us who have known him a long time had heard many of the stories before, but he is a natural raconteur, and invariably brings something new to them. At the table next to mine sat David Hobbs, and it was no more than inevitable that he was going to play a part in the proceedings.

"I drove a lightweight E-type for Charles Bridges in 1965," said Redman, "and we had a great year, and he said to me, 'What would you like to drive next year?' Well, the obvious answer was Formula 3, the only known path to higher things. But I'd just seen David Hobbs driving a Lola T70 at Croft, and I thought that car was *fantastic* – the noise, the power..."

"The skill, the panache..." Hobbs chipped in.

Brian refused to be deflected. "So I said to Charles, 'Well, if I had a choice, I'd have one of those Lola T70s'. And, lo and behold, in March 1966 we go to Oulton Park, where, incidentally, I'd first seen David Hobbs drive – in his mother's Morris Oxford...

"When we get there, there's this beautiful Lola T70, with a second-hand engine – a Traco Chevrolet – we'd got from John Surtees. Charles says, 'Well, it's my bloody car, so I'm driving it first'. So he gets in, and puts the mechanic in the passenger seat – no seat belts in those days – and off they go. After the first lap he comes flying past the pits – and then I hear the sound of spinning... In those days, at Old Hall Corner, there was a massive 100-year old oak tree – and they stopped two feet from it. Charles said, 'That's it – I'm never driving it again', and we had a good year after that..."

Hobbs was on his feet again. "I was with John Surtees at Mallory Park, and we were watching at the Esses – a quick right-left sweep. This lunatic comes bollocking down the straight, and he goes through the right-hander, and then off on the left-hand side of the road. Now he's in the ditch, rubber and grass everywhere, leaps out of there back on to the road – momentarily – and into the ditch on the other side of the road, because the track is now going left! John and I look at each other, and we say, 'Who the bloody hell's *that*?' We look at the programme and it says, 'Brian Redman' – and we say, 'Who the bloody hell's *that*?'"

"Anyway," Brian went on, "that year I won a Grovewood Award, ➤➤➤



Jeff Gordon loved sampling F1 power. Right: Johnson (48) and Gordon are among NASCAR's new breed

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which was presented to me by Jim Clark in London. Very big day for me.

"At the end of that year, Charles Bridges – who had five children and a garage in Chester – ran away with his petrol pump attendant, at which point his brother David said he wanted to carry on with the racing. So now I'm in Formula 2 – and I'd never driven a single-seater…"

Redman, whom Mario Andretti has called 'the most underrated racing driver in the history of the sport', acquitted himself superbly in F2.

"In 1968 I got this summons from Maranello, and I went to test the Dino F2 car at Modena. Towards lunchtime Mauro Forghieri points across the track to a figure in a raincoat, standing under the trees. 'That,' said Mauro, 'is Signor Ferrari…'

"In Ferrari-speak, what he's really saying is, 'Try harder'… So I did.

"Then we went off to lunch, and in this huge room there were about 40 executives and managers. Deadly quiet. Enzo Ferrari, this imposing figure, walked towards me – I was *petrified*. He stopped in front of me, and I didn't know what to do. I started to put my hand out, and suddenly his right hand shot out – but not in the direction of my hand. No, it went to my cheek, which he gripped and shook. And then he spoke the only two words he ever said to me: 'Nice boy…'"

Plainly Brian had impressed in the test, for soon it was announced that he would drive a Ferrari in the F2 Eifelrennen on the Nürburgring south circuit.

"In practice I came in with 10 minutes to go, and Forghieri asked me why. I said, 'Because that's as fast as I can go'. He said, 'Go out – and try harder. At the moment you're 10th…' I went out again, went one tenth faster, putting me fourth – which was where I'd been all along…"

In the race Redman's goggles were shattered by a stone, and in the pits Forghieri gave him the only ones to hand, Jacky Ickx's tinted pair. These proved less than ideal on a dull afternoon, but Brian 'drove like a madman', set the fastest lap, and climbed back to fourth place.

"After the race I was sitting in my room at the Sport Hotel, head in hands, almost in tears. At dinner Forghieri said to me, 'I've spoken with Signor Ferrari, Brian. For the rest of the year you will drive F2 for Ferrari, and in September – in the Italian Grand Prix at Monza – *Formula Uno*!' I said, 'No, thank you'. He said, 'What do you mean?' I said, 'If I drive for Ferrari, I'll be dead by the end of the year…' The drive subsequently went to Derek Bell.

Everyone wanted to hear a Porsche 917 story, and Redman chose the 1970 1000kms race at the 'old' Spa-Francorchamps.

"At the start of practice Siffert, my team-mate, went out in the car, but didn't come round. Rodriguez came in, and said Seppi had stopped on the Masta Straight with a flat tyre. Pedro took a jack, a wheelbrace and a tyre out to Seppi, and they changed it.

"On the Masta Straight we were doing 215mph – and this was a road circuit, remember, not some purpose-built autodrome. Anyway, Siffert continued – and the same thing happened again. In came the car, all four wheels were changed – and then they said, 'Herr Redman, now it's your turn…'

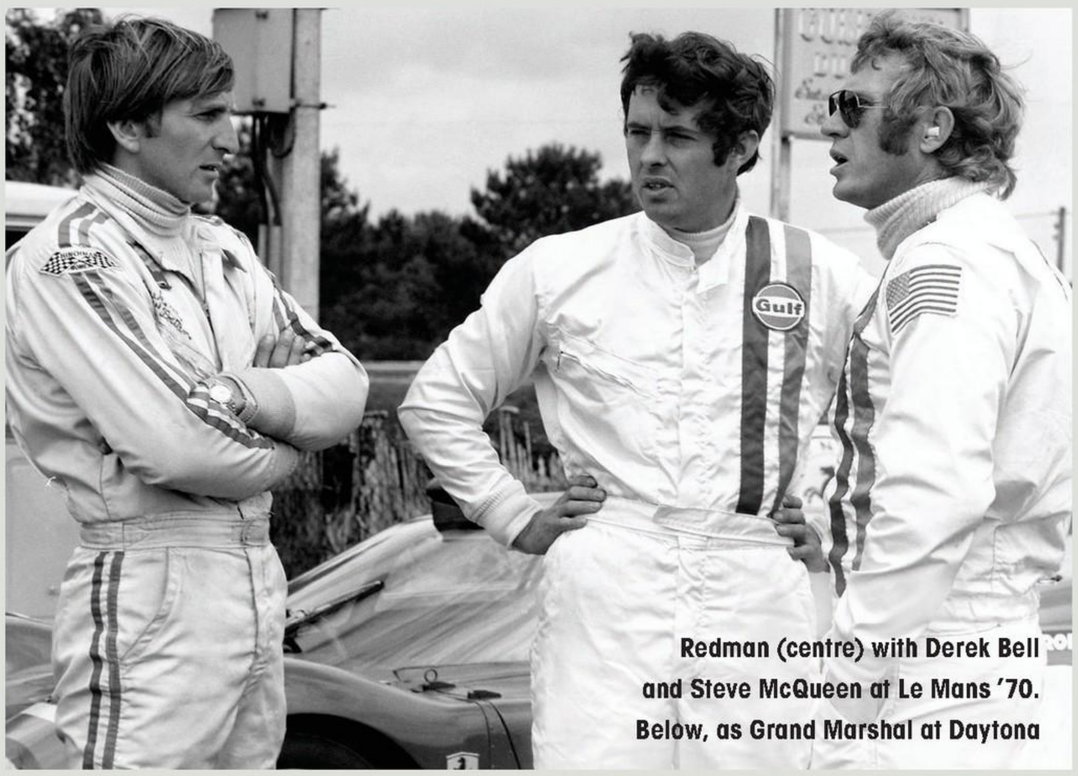
"Every time I went to Spa I'd lie in bed, sweat pouring off me – because I thought I was going to die the next day. I had a fairly religious upbringing, and all the time the words of the 23rd Psalm were going through my mind: 'Yea, though I walk through the valley of the shadow of death…' I used to fall asleep, repeating it…

"Anyway, Siffert had had two flat tyres in two laps, and now I was in the car. 'Go slowly, Herr Redman…' Yeah, yeah…

"First lap OK, then the second, third lap faster, fourth lap *flat out*. Down Masta no problem, through Stavelot OK… On the return leg there was a flat-out right-hander – and the car went sideways as the left rear tyre came off the rim! It went every which way, at 180mph, I suppose, but I'd read that if you let go of the wheel, the castor action would straighten everything out, so that's what I did – and it worked!

"I got back to the pits, got out the car – and Seppi fell on the floor, laughing. 'Brian,' he said, 'you're the colour of your overalls!'

"And the next day we won the race…"



Redman (centre) with Derek Bell and Steve McQueen at Le Mans '70. Below, as Grand Marshal at Daytona

"Mr Ferrari shook my cheek, and spoke the only words he ever said to me: 'Nice boy'"

BRIAN REDMAN



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Top seat for Brabham

Peugeot

DAVID BRABHAM WILL TRY TO EMULATE older brother Geoff by winning the Le Mans 24 Hours in a Peugeot.

Brabham (pictured) was the surprise announcement when the Peugeot team launched its 2009 sports car campaign at company headquarters in Paris in February. The 43-year-old British-based Australian was named alongside Peugeot returnee Sébastien Bourdais and seven drivers who raced the 908 HDi last season.

The signing of the youngest of the three Brabham brothers comes 16 years after Geoff won the 24 Hours paired with young guns Christophe Bouchut and Eric Helary.

Brabham said at the launch: "It is a great honour for me to be here as a Peugeot driver with the history of my brother Geoff. It was a big occasion then and hopefully it will be another one this year."

Peugeot picked Brabham in the wake of a successful season with Acura in last year's American Le Mans Series. Team manager Serge Saulnier said that Peugeot regular Franck Montagny, who also raced with Acura, had told him "good things about David".

"Speed is the main reason we have chosen David," he explained. "It is not a problem that he is 43, because he has shown he is fast."

Brabham will share his 908 HDi turbo diesel with Marc Gené and Alex Wurz at Le Mans and, by way of a warm-up, the Spa Le Mans Series race in April. The other cars will be driven by Bourdais, Montagny and Stephane Sarrazin, and Nicolas Minassian, Pedro Lamy and Christian Klien.

Brabham will be trying to add to an already impressive long-distance racing CV: he has won the Spa 24 Hours and the 1000-mile Petit Le Mans enduro at Road Atlanta, has claimed class victories in the Le Mans, Daytona and Sebring sports car classics, and has a total of nine outright ALMS victories to his name.

Croft threatened by court ruling

THE FUTURE OF CROFT RACE CIRCUIT in Yorkshire is in doubt following a landmark ruling in which a judge awarded damages to three local residents after complaints about excessive noise.

The circuit's operators, Croft Promosport Ltd, lodged an appeal against a High Court ruling in favour of the complainants. However, the appeal was rejected and the circuit was ordered to pay around £150,000 in damages and, most importantly, close to £1 million in legal costs.

Although the noise complaint centred on the use of the circuit for track days, a drastic cut in the number of noisy days permitted has already had an impact on this year's racing schedule at Croft.



Noise limits imposed on Croft will limit this year's racing

LAT

Now, owners of other venues are studying the verdict to see if it could open the floodgates for similar claims. Croft re-opened for racing in 1997 after only sporadic use for rallycross through the 1990s.

Although Croft is not a significant venue for historic racing, the ruling is sure to exert further pressure on silencing regulations, and the Masters Racing Series has been one of the first to react by extending the 105db noise limit to also cover Gentleman Drivers and Top Hat Saloons.



DPPI

Solberg eyes LM outing

FORMER WORLD RALLY Champion Petter Solberg could become the next in a long line of rally drivers to race at Le Mans.

The 2003 champion, who has formed his own rally team after Subaru withdrew from the WRC, has been given a tryout in an LMP1 prototype by the French ORECA squad. And, according to team boss Hugues de Chaunac, the Norwegian has the potential to race in this year's 24 Hrs.

"I am not excluding the possibility of him racing with us this year," said de Chaunac, "although he needs to do more testing."

Solberg, who drove an 2008-spec Courage-ORECA LC75E at Paul Ricard in January, will have further meetings with the team.

RALLY STARS AT LA SARTHE

VIC ELFORD Monte Carlo winner never finished better than sixth at Le Mans, but won World Championship sports car events

WALTER ROHRL Rally legend is another winner in world sports car races, but only started the 24 Hours twice

GUY FREQUELIN WRC runner-up in 1981 finished fourth at Le Mans with Renault in 1977 and then WM in 1980

JEAN RAGNOTTI Asphalt master and two-time Tour de Corse winner came fourth at Le Mans in 1977 and '78

JEAN-CLAUDE ANDRUET 1970 European Champion was a La Sarthe regular with two fifths to his name

SEBASTIEN LOEB Five-time WRC champ finished on the podium at Le Mans on his second attempt with Pescarolo Sport

Aston chases three-car Le Mans entry

ASTON MARTIN RACING COULD FIELD as many as three Gulf-liveried LMP1 prototypes in the Le Mans 24 Hours.

AMR, which is run by Aston chairman David Richards' Prodrive company, revealed that it had entered three of its Lola-built LMP1 coupés for the 24 Hours. A final decision on whether all three cars will run in the big race in June has yet to be made.

"There is a hope that we might run a third car at Le Mans," said Richards. "We're still working on that at the moment; the third car is a still a wish rather than a certainty."

The Aston, which is based on the car that Prodrive ran under the Charouz banner during last season, has new bodywork which was developed by AMR in conjunction with chief Aston Martin stylist Marek Reichman.

AMR's team principal George Howard-Chappell revealed that the revised shape was the result of "a reasonably compressed aero programme": the project didn't get the go-ahead until December. He stated that it had resulted in a car that "doesn't look very much like a Lola".

AMR has so far announced five drivers for the project. Tomas Enge, Stefan Mucke and Jan Charouz, who drove the Lola-Aston last year, will share one car at Le Mans and in the five-race Le Mans Series in Europe, while Prodrive regular Darren Turner and sports car regular Harold Primat are so far the only two signed for the second car in a full programme of events.

The Aston, which has yet to be given a type number, is expected to make its first public appearance in the LMS pre-season test at Paul Ricard at the start of March.



Revised body designed to feature Aston styling cues

Turbos back in Indycar racing

INDYCAR RACING WILL RETURN TO ITS turbocharged roots when new engine rules come into force in 2011 or 2012.

The next generation of Indycars will be powered by four-cylinder single-turbo engines of just two litres, Indy Racing League officials have confirmed. The formula replaces the existing regulations for normally aspirated V8s that came into force in 1997.

The new rules have resulted from a series of round-table discussions involving Indycar's sole engine supplier at present, Honda, and a number of other manufacturers and racing engine specialists. Audi, Volkswagen, Fiat and Porsche are still participating in that process and the IRL is hopeful that one or more manufacturers will join Honda in building engines to the new formula.

IRL competitions boss Brian Barnhart said: "We're in a little bit of a waiting game right now. We're at a point where at least one of them should be seeking board approval for participation in the next 60 days."

Wirth slims down new Acura



ACURA TOOK THE WRAPS OFF ITS radical new LMP1 challenger at Sebring at the end of January.

The ARX-02a is an "attempt to exploit the advantages of a small, efficient normally aspirated engine", according to Nick Wirth, whose eponymous company in the UK has designed and built the car. He said that the aim of the programme was "to build the most nimble and agile LMP1 car ever".

Wirth added: "Every single item that we could review and improve upon, we did so. The only items carried over from the P2 car are the headlights and the wheel nuts."

One innovative feature is the use of rear-width 16-inch tyres at the front of the car. "We are running the same size tyres front and rear," explained Wirth. "That gives us seven percent more contact patch area, which is quite a significant advantage."

Wirth said that he was "gutted" by Audi's decision not to race in the full American Le Mans Series this year. Acura will be represented in P1 by the Highcroft and De Ferran teams.

Gordon Kirby column p28

IN BRIEF

■ Britain's Tom Boardman will race full-time in the World Touring Car Championship with the Spanish SUNRED SEAT team in 2009. The 25-year-old, who raced in the BTCC's production class in 2001-03, is moving up to the world series after winning the Spanish SEAT Leon Supercopa series.

■ Six-time Grand Prix winner Ralf Schumacher has been promoted within the Mercedes DTM squad. The 33-year-old, who moved into the German touring car series last year, will drive a 2009-spec C-Class for the HWA team.

■ The Masters of Formula 3 all-comers race returns to its spiritual home at Zandvoort after two years at Zolder. The event, whose former winners include David Coulthard and Lewis Hamilton, will run on June 13/14.

■ A total of 82 entries have been lodged for the Le Mans 24 Hours. That figure is six fewer than were received for last year's race and six more than the 2007 figure.

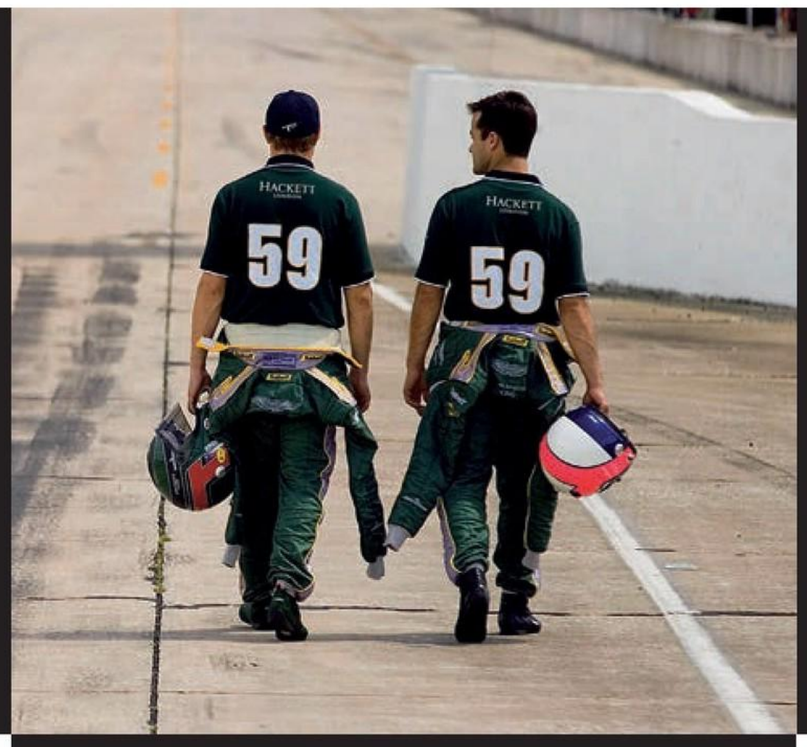
■ Team Goh is aiming to return to Le Mans with Porsche, five years after winning the 24hr race with Audi. Long-time Japanese entrant Kazumichi Goh has purchased the Van Merksteijn Porsche RS Spyder for its comeback, which will include at least one round of the Le Mans Series.



■ Reigning GP2 champion team Racing Engineering will run F3 Euro Series graduate Dani Clos this season. The British iSport squad, runner-up with Bruno Senna last year, has signed Diego Nunes and Giedo van der Garde after Senna opted not to continue in GP2 in order to chase a Formula 1 drive.

■ Mitsubishi has withdrawn from the Dakar rally, and is restructuring its UK motor sport campaigns. The British rally team has been withdrawn from the 2009 series due to the current climate, though the Evolution challenge continues.

■ Grand Prix Racewear's future has been secured following the acquisition of its assets by Martin Hines. The motor sport clothing and equipment firm has announced a new management structure and will continue to run from its Silverstone premises.





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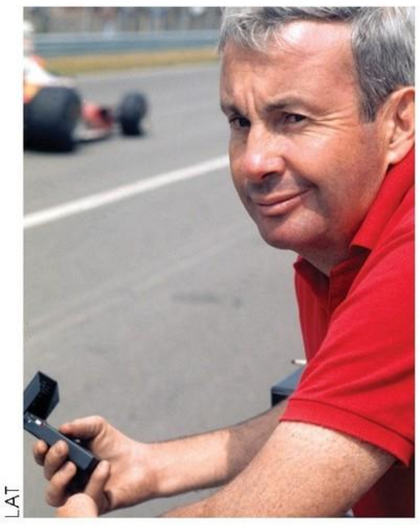
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Obituary

Teddy Mayer

TEDDY MAYER PASSED AWAY AT HOME IN SURREY AT THE END OF January. Mayer, 73, was a stalwart of McLaren Cars through most of the company's first 20 years and spent the last 20 years of a long career with Penske Racing, primarily as a key administrator of Penske Cars in Dorset. As McLaren's business manager, Mayer joined Bernie Ecclestone in helping found the Formula 1 Constructors' Association, and a few years later he worked with Roger Penske, Dan Gurney, Pat Patrick and Jim Hall to create CART (Championship Auto Racing Teams).


LAT

Edward Everett Mayer was born in Scranton, Pennsylvania and studied law at Cornell University before getting into racing with his younger brother, Timmy. The younger Mayer proved to be a talented driver in America in the early 1960s, racing Formula Junior and 2-litre sports cars. Timmy and Peter Revson formed a team called RevEm Racing and both aimed to pursue careers in Europe. Mayer drove a Cooper in the 1962 United States GP at Watkins Glen and joined Bruce McLaren's fledgling team the following year. McLaren and Mayer raced a pair of McLaren-modified Coopers in the 1964 Tasman Series, but Mayer was killed in an accident at Longford, Tasmania in February '64.

The death of his brother did not deter Teddy from forging on as McLaren's business manager. Mayer was joined by fellow American Tyler Alexander, who became one of the team's chief mechanics and engineers. With Chris Amon and then Denny Hulme the little team swept to five successive Can-Am championships and also began to win races in Formula 1.

Following McLaren's death in 1970, Mayer and Alexander ran McLaren's F1, Can-Am and Indycar concerns until 1980, winning many major races and titles in all three categories, including the F1 World Championship with Emerson Fittipaldi in 1974 and James Hunt in '76. McLaren also won the Indy 500 with Johnny Rutherford in 1974 and '76. Peter Revson drove for the team in Can-Am, F1 and Indycar, replacing Bruce following his death, but Revson himself perished at the wheel of an F1 Shadow in the spring of '73.

Perhaps because he witnessed the deaths of his brother, McLaren and Revson, Mayer had little sympathy for most drivers, viewing them as replaceable components. Mayer was a no-nonsense, sometimes caustic character whose nickname was 'The Weiner'. But he had a warm spot in his heart for some. While writing my book about Rick Mears, Teddy sent me an e-mail insisting on making a brief comment about Mears. Mayer recalled Mears taking pole at Indianapolis in 1991 after crashing the day before and breaking a bone in his foot.

"For a hard-bitten race engineer who's seen everything," said Mayer, "I've never seen anything quite as impressive as what Rick did that day. That was just a tremendous performance – Rick Mears at his best."

Mayer lived most of his adult life in England. He and his wife Sally, who were divorced in 1993, had two children, Tim and Anne, both of whom live in the US. Tim runs IMSA, the sanctioning body for the ALMS. Our sympathies go to Sally, Tim, Anne and the Mayer family. *Gordon Kirby*

150mph electric bike set for TT run

CALIFORNIAN COMPANY MISSION Motors is claiming to be the first manufacturer selling a "no-compromise electric superbike".

The Mission One machine is on sale at $68,995, with deliveries due early next year. According to its makers, the Mission One can top 150mph and has a range of 150 miles on an EPA driving cycle of 40mph. The machine's liquid-cooled electric motor produces 100 ft lbs of torque and is powered by lithium-ion batteries, the same kind of compact high-performance battery technology used in laptops and mobile phones. Recharge time is "about two hours" and the bike also features regenerative braking.

Mission Motors was founded by Forrest North, a former engineer with Tesla Motors' electric car concern.

The bike will be tested in public when it takes part in the TTXGP, the world's first clean emissions motorcycle race, during Isle of Man TT week in June. *Mat Oxley*



Conway is latest Brit to join IRL grid


LAT

EX-BRITISH FORMULA 3 Champion Mike Conway is aiming to emulate the success of Dan Wheldon and Dario Franchitti in the IRL Indycar Series.

Conway (left), who has raced in GP2 for the past two years, has made the switch with the Dreyer & Reinbold Racing squad. The move follows a successful test at Sears Point last summer with the Panther team.

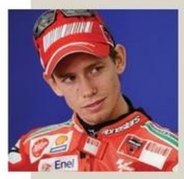
Conway, who was due to try the Dreyer & Reinbold Dallara-Honda for the first time at Homestead in February, said: "I'll be visiting a lot of tracks for the first time, especially ovals, but I'm looking forward to the challenge."

Newsfeed

BTCC New team Tempus Sport tested James Thompson in a 2008-spec Chevrolet Lacetti at Estoril and has expressed interest in signing the Brit for this season. ■ BTC Racing has confirmed its withdrawal and sold its pair of SEAT Toledos to Maxtreme.

WRC International Sportsworld Communicators has signed a 10-year contract to promote the series, starting from 2010.

NASCAR Richard Petty Motorsports has signed AJ Allmendinger for the Sprint Cup. The American competed in five races for the team last year under its previous guise, Gillet Evernham Motorsports. ■ Kevin Harvick won the Budweiser Shootout at Daytona after passing Jamie McMurray on the last lap.



MOTOGP Casey Stoner beat Felipe Massa in an ice karting race during Ducati and Ferrari's pre-season trip to Madonna di Campiglio. ■ Stoner topped the Sepang test, beating Valentino Rossi by 0.094 seconds.

GP2 Poleman Sergio Pérez took his maiden win for the Campos Team in the Bahrain sprint race, while Kamui Kobayashi won the feature race for DAMS, with team-mate Jérôme d'Ambrosio second. It was DAMS's first one-two in the Asia series. ■ Ocean Racing Technology, a new team headed by ex-F1 driver Tiago Monteiro, has signed Karun Chandhok.

A1GP Team Ireland's Adam Carroll led home Switzerland's Neel Jani to win the Taupo sprint race. The order was reversed in the feature race, but Ireland still leads the standings.

FORMULA 2 Recent signings include: German F3 driver Jens Höing, Italian F3 champion Mirko Bortolotti, the Lithuanian Kazim Vasiliauskas, Formula BMW Europe driver Philipp Eng and Spanish F3 champ Germán Sánchez.

LMS The series now has a full entry list for 2009, with six different makes in LMP1, 10 in LMP2, three in LMGT1 and five in LMGT2.

SPEEDCAR Marco Melandri joined the series for the Qatar event to race alongside Heinz-Harald Frentzen with Team Lavaggi.

McLAREN – THE CARS 1964-2008

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Vodafone McLaren Mercedes drivers Lewis Hamilton and Heikki Kovalainen launched 'McLaren The Cars' on the eve of the 2008 French Grand Prix.





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Gordon Kirby

THE US SCENE

GRAND GLORY FOR PORSCHE

A ferocious last stint by Juan Pablo Montoya made for an enthralling final two hours to this year's Rolex 24 Hours at Daytona. After a magnificent duel Montoya's Lexus-powered Riley Daytona Prototype was beaten by David Donohue's similar car, whose more powerful Porsche engine enabled the 42-year-old veteran to score the biggest win of his career.

Donohue is the son of the great Mark Donohue, who won the Daytona enduro 40 years ago aboard a Penske Racing Lola-Chevrolet. David is lead driver of the two-car Brumos Porsche team based in nearby Jacksonville, which had not won the famous race for 30 years prior to its success in late January.

Donohue's co-drivers were Buddy Rice, Darren Law and Antonio García, while Montoya was sharing one of Chip Ganassi's two Riley-Lexus with defending Grand-Am champions Scott Pruett and Memo Rojas. Just five seconds further back in third place was the second Brumos Porsche-Riley driven by Hurley Haywood/JC France/João Barbosa/Terry Borcheller, while Wayne Taylor's Ford-Dallara driven by Taylor/Max Angelelli/Brian Friselle/Pedro Lamy took fourth, also on the lead lap.

Victory came as a great boost to the Brumos operation, run by veteran crew chief Mike Colluci, and it stood despite the winning car being found to be more than 12lbs underweight at the post-race inspection. Five championship points were docked from the team, its drivers and the manufacturer by way of punishment, in addition to a $5000 fine for Brumos, leaving Ganassi, Montoya, Pruett and Rojas to head the standings.

Brumos has been on an uphill climb in recent years and victory at Daytona showed that its Porsches will be serious title contenders in 2009. The team has been helped in its quest, of course, by Grand-Am's desire to see a Porsche in the winner's circle, which has led to the manufacturer getting a break this year over its Lexus, Ford and Pontiac rivals.

Grand-Am champions in 2007 and '08, Pruett and Alex Gurney were particularly vocal about the situation at Daytona. The pair have been lobbying officials to level the playing field for the rest of the season, but neither had much hope that Grand-Am will grant them any breaks. With Porsche pulling out of the rival American Le Mans Series and Penske Racing joining Brumos in Grand-Am with Porsche-powered cars, series bosses hope to pull the manufacturer into focusing its American sports car efforts on the Daytona Prototype series.

Such will be the case for this year and possibly 2010 too, but Porsche is expected to return to the ALMS in 2011 with an LMP1 car powered by a 2-litre, four-cylinder turbocharged engine. Grand-Am will enjoy Porsche and Penske's participation, and the series hopes to take advantage of the ALMS's weakened state to establish a stronger footing for itself in America in the next year or two.

Penske's Porsche-Riley, driven by Timo Bernhard/Romain Dumas/Ryan Briscoe, qualified second at Daytona. The car was in the thick of the battle for the lead until fuel feed problems and a CV joint failure dropped it down the field. Bernhard/Dumas/Briscoe eventually finished sixth, 18 laps behind the winner.

It will be interesting to see how the season unfolds. Grand-Am passes through a three-month hiatus before resuming at Virginia International Raceway at the end of April. Will the Brumos and Penske Riley-Porsches continue to be the cars to beat? Or will the Ganassi, Wayne Taylor, Gainsco and Mike Shank teams bounce back into the spotlight, with or without Grand-Am's help?

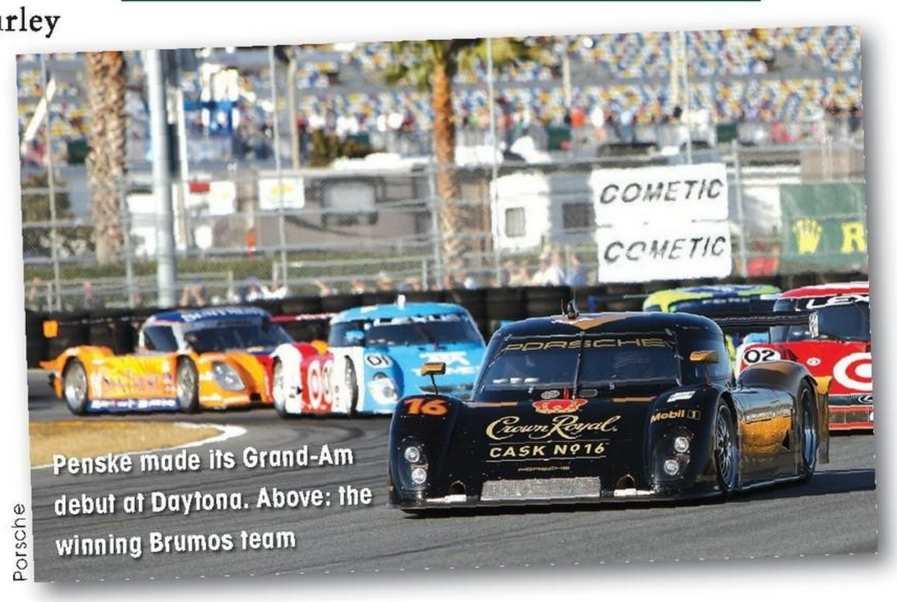
At Sebring the day after the Rolex 24 we were treated to the unveiling of Acura's innovative new ARX-02a LMP1 car. It's incredible to report that the Acura and Rob Dyson's Lola-Mazda LMP2 are the only really new racing cars we'll see in action in the United States this year! The great spec car plague in Indycars, Grand-Am and NASCAR has purged us of this pleasure and emphasised the point that the ALMS is one of the few places we can enjoy the sport as a crucible of new things.

Designed and constructed by Nick Wirth's Wirth Research group in the UK and Honda Performance Development in California, the Acura is powered by a 4-litre, naturally-aspirated V8 producing around 620bhp. An intriguing feature of the car is that its 18-inch front wheels and Michelin tyres are the same dimension as the rears, requiring a complex power-steering system and producing close to a 50/50 front to rear weight distribution.

"The more rubber you get on the ground with a racing car, the faster it's going to go," said Wirth. "There were a number of factors conspiring against us to make this work. The first is that big front wheels are terrible for aerodynamics on any racing car, whether it's a Formula 1 or an LMP1. When you put big front tyres on a sports car it tends to kill downforce, particularly front downforce. It's certainly one



Porsche



Penske made its Grand-Am debut at Daytona. Above: the winning Brumos team

Porsche

of the most challenging and exciting projects I've ever been involved with in motor racing."

The Acura has been testing since early December and will be raced this year by Gil de Ferran's team and Duncan Dayton's Highcroft Racing, making its debut at the season-opening Sebring 12 Hours in March. De Ferran is the lead driver of his team, partnered regularly by Simon Pagenaud, with IRL champion Scott Dixon joining them for Sebring and possibly Petit Le Mans in October. Highcroft's regular drivers are David Brabham and Scott Sharp, with Dario Franchitti joining them as the team's third driver at Sebring.

"One of the things that jumped out when I first drove the Acura is that it has a lot of grip in corners and under braking," said de Ferran. "Our biggest challenge so far has been how to make the best use of the grip. Making the decision to have the same size tyres all round has unearthed a lot of engineering challenges and problems that didn't previously exist.

"From a driver's standpoint there's a lot you need to adapt to. We're trying to create what could arguably be called the best-handling sports cars ever made."

Meanwhile Porsche's withdrawal of its RS Spyders from the ALMS has resulted in Rob Dyson making a new start this year with a pair of Lola-Mazda LMP2 cars. The new Lola is a closed coupé and only one car ran at the Sebring test in January. But Dyson is enthusiastic about the project and the Lola certainly looks the part – small, nimble and seemingly capable of the occasional giant-killing act.

This year's Sebring 12 Hours should be a fine race, with the new Audi R15 making its debut against a pair of Peugeots in preparation for the Le Mans 24 Hours. It's unfortunate that this will be the only time this year that Audi and Peugeot will race against the new Acura. The Acura may compete with the Audi and Peugeot on speed, but the ARX-02a is a complicated car and is unlikely to run trouble-free in its first race, particularly on the punishing Sebring track.

Without any Audis or Penske or the Dyson Porsche Spyders, the rest of the season will surely prove challenging for the ALMS. To both the racing enthusiast and the wider world, Acura vs Mazda is not exactly Audi vs Porsche. Nor does there appear to be much depth to the slim field of ALMS prototypes, and series officials hope Porsche will return in 2010 or 2011 with its expected new car. Still, the ALMS is at least keeping the flame of innovation alive in the spec car-dominated world of American racing.



LAT

STALLINGS BUCKS THE ECONOMIC TREND

Bob Stallings owns both Gainsco Insurance and the Grand-Am team that bears his name. Stallings's regular drivers are Jon Fogarty and Alex Gurney (above), who claimed the 2007 title aboard a Pontiac-Riley. The combination is unchanged for 2009. Talking about life in the economically-challenged world of today, Stallings said: "We're not doing anything different. We're trying to do everything a little bit better.



"I think Grand-Am will take on a higher profile"
BOB STALLINGS

"For us, a downturn like this is when you want to be able to use a platform such as racing to its maximum advantage. There are a lot of competitors who are cutting out their cookies on Fridays and that kind of thing, trying to cut their costs back. But Gainsco is actually getting more aggressive and trying to take market share during this period, and the racing programme is an extremely important part of that."

Stallings has not made any budget or personnel cutbacks for this year. "We're a pretty tightly-run team," he explained. "We have 14 people and we run against racing organisations that have 400 people.

"I think Grand-Am is going to take on a higher profile with owners who want to race but can't find enough money to compete at a higher level. They're realising there are a lot of fans here and a lot of PR interest in the series. It costs a lot less money and the racing, in terms of side-by-side action, is better than any place else."



LAT

IRL WINNERS FEEL ECONOMIC GLOOM

In Indycar racing the economic downturn has made a bad situation dire. Despite winning races recently Paul Tracy, Justin Wilson and Ryan Hunter-Reay may all be without rides in 2009. Tracy (above, leading Wilson) has been trying to put together sponsorship to pay for a drive at Kevin Kalkhoven and Jimmy Vasser's KV Racing team. Tracy has $1 million in potential personal sponsorship from energy drink firm Monster, but at the time of writing the remaining budget was undiscovered.

In even more dire straits are Wilson and Hunter-Reay, both race winners in '08. Wilson was released by Newman/Haas/Lanigan last autumn because it lacked sponsorship, and he cannot find another ride. Hunter-Reay drove for Bobby Rahal's team, but Rahal lost his sponsor at the end of last season and has laid off more than half his staff. For the first time in 18 years his team will not run an Indycar this season. "If a driver wants to race in the IRL today," Rahal said, "he has to pay for the privilege."

Andrew Frankel



BMW

ROAD CARS

IQ TESTED AGAINST THE MINI

Fifty years ago this month, a new small car was launched to the press. In the post-Suez era, the need for a compact and economical offering was seen as critical by both the British Government and BMC, not least because there was a desire verging on compulsion to repel the invasion of the German bubble cars which, perhaps without the greatest justification, were feared to be on the point of swamping our shores. Then BMC boss Leonard Lord instructed Alec Issigonis to prepare a prototype using a pre-existing engine which was duly presented in early 1958. After apparently one hair-raising test drive, Lord commissioned the car on the spot. Twelve months later it was ready.

Even today the Morris Mini-Minor (or Austin Se7en depending on which brand you preferred) can be seen as a packaging miracle, cleverer even than the rather prettier Fiat Nuova 500 that had preceded it into production. Brimming with innovation from its front-wheel-drive layout with its gearbox incorporated into its sump, to its side-mounted radiator and rubber cone suspension, it showed how spatially inefficient even compact cars had been, and threw into stark relief the limitations of the cute but cramped and impractical bubble cars. Claims that four adults could be accommodated in comfort did not, perhaps, withstand the closest scrutiny; such technicalities paled to the point almost of semantics compared to the fact that four could fit on board at all: when you see an elephant paint a picture, you don't look too closely at the brushwork.

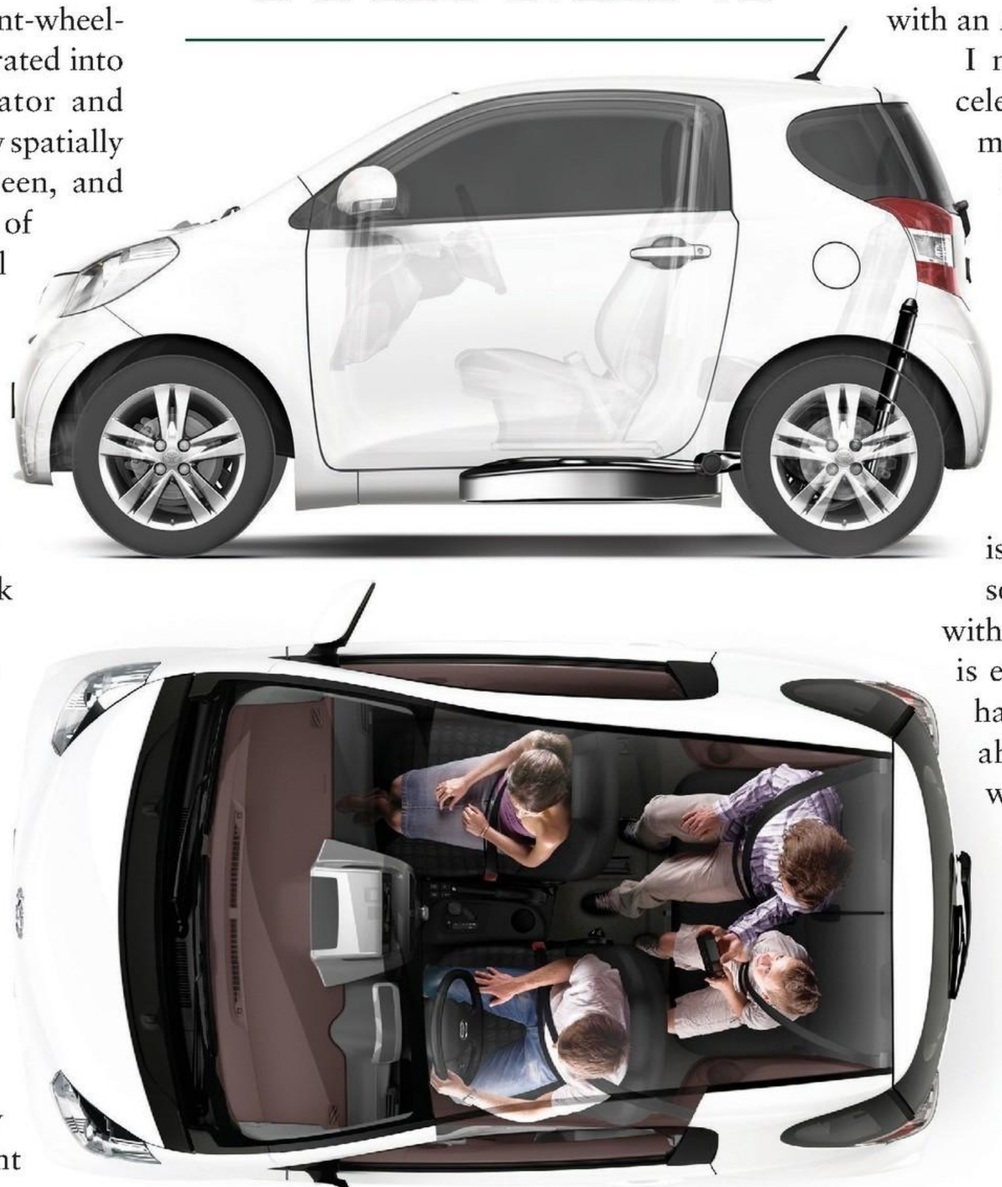
But very little of this, nor even the fact that the boot was hinged at the bottom and the rear numberplate at the top so you could travel legally with the tiny boot overflowing with luggage, explains readily the fact that it would remain in uninterrupted production for the next 41 years. Its real appeal stemmed rather more simply from the fact that it was implausibly good fun to drive.

Being light of weight and unitary of construction provided an excellent platform for a fine-handling car, and without this basis it is hard to see the BMC management deciding to commit to the works rally programme. Without the tremendous kudos brought by its illustrious competition career, it's harder still to see how a decade or more after its introduction it could have remained a fashion and film star accessory as well as practical everyday transport.

But if it's true that nothing succeeds like success, so also was it inevitable that the Mini's star would wane. In fact perhaps the most extraordinary aspect of the Mini story, and one that's little remarked upon, is that it could only be considered a true great for less than a quarter of its life; certainly by the mid-1970s it had started to look distinctly old hat. In a brief and uncharacteristic moment of misplaced loyalty my father bought a 1275GT Mini in 1975 and even I, as rabidly enthusiastic about all things automotive as a 10-year-old ever was, could tell that it was a dreadful heap. Conveniently a nanny soon steered it irretrievably into a Dormobile. He replaced it with an Alfasud and never looked back.

I mention all this now not simply to celebrate the half-centenary of a British motoring legend but also because I've been spending quite a lot of time in the company of a brand new car trying harder than any other to be today what the Mini was five decades ago. It's called the Toyota iQ, and it's a fantastically clever and capable car.

Like the Mini, it's brimming with original thought, most notable being the asymmetric cabin where the dash is scooped away in front of the passenger so two six-foot adults can sit in tandem with space to spare despite the fact the car is even shorter than an original Mini. It has super-thin seats, a differential placed ahead of the engine to push the front wheels out to the far corners of the car, and a turning circle better than any car I've tried. Nubar Gulbenkian noted that his London taxi would 'turn on a sixpence – whatever that is', but the iQ feels like it would drive around the inside of a Polo mint. Almost unbelievably,

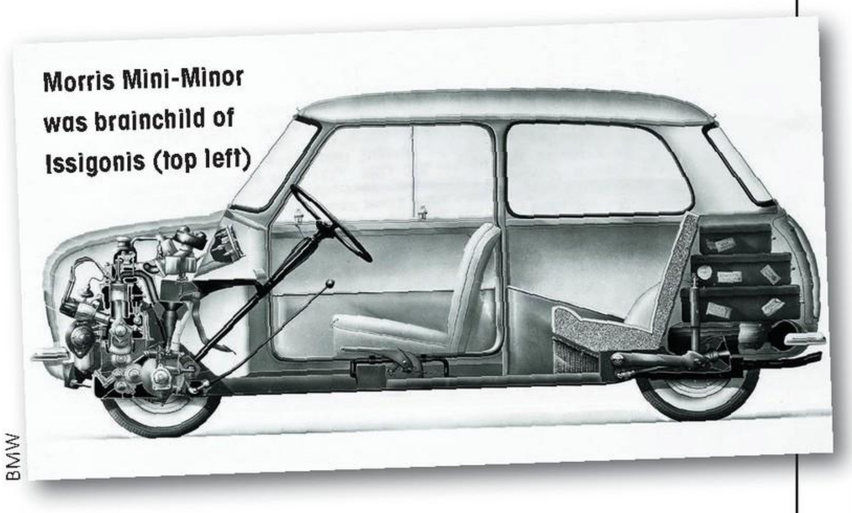


Toyota's iQ has asymmetric cabin and is even shorter than old Mini

Toyota

it makes the still shorter Smart ForTwo feel positively unwieldy in a tight spot. No, you can't park an iQ nose-in to the pavement, but how many Smart users are actually happy to let others use its body panels as bumpers? Not many in my experience.

And unlike the strictly two-seat Smart, the iQ doesn't feel out of its depth the moment you venture outside the ring road. Its engine displaces less than a litre so it's not quick, but it is quiet and comfortable and will keep up with outside lane traffic without apparent effort. Toyota is also clearly targeting those who actively want a small car rather than those who end up with a small car because that's all they can afford. Even the basic iQ comes with all the electric gadgets without which we appear unable to function these days, while if you want touchscreen satellite navigation and leather upholstery, you just need to tick the appropriate box. But you will pay for the privilege: even the cheapest iQ costs £9295, which is also what you'd pay for the top-spec 1.2-litre version of Ford's brand new Ka.



BMW

And there is one thing neither the Ka, iQ, Smart nor any other similarly small car on sale today can manage, and that is to provide the driver with half as much fun as an original Mini. I went bombing around London in one recently, hurling it into roundabouts, screaming up through the gears only to look at the speedo and discover I had accrued a grand total of 29mph. It mattered not at all: although I was cramped to the point of circulation loss, if you'd drawn up alongside me in your iQ and offered to swap your comfortable driving seat for my contortionist's box, I'd have laughed in your face before squealing off into the distance at something I'd hope to be appreciably greater than walking pace. Half a century ago these cars taught us it's not how fast you go, but how much fun you have on the way. Seems a strangely important thing to have forgotten.



NZ Autocar

AMON TESTS NEW HULME CAN-AM

If you attended the Goodwood Festival of Speed in 2006, you may well have spotted a striking machine called the Hulme F1 in the supercar paddock. Then it was just a concept car and Goodwood an exercise for its Scots-born but naturalised Kiwi creator Jock Freemantle to see if there might be sufficient demand to put it into production.

It seems there was because in January a clip appeared on YouTube of another Hulme supercar, this time the open 'Can-Am' version being hurled around the Taupo race track by Chris Amon. Of course Amon (with Bruce McLaren and Denny Hulme) was one of the three bright talents to emerge from New Zealand in the 1960s and the sole survivor since 1992. Now 65, he drove with relish and clearly appreciated being part of such an exciting, home-grown project.

As for the car itself, Freemantle says it's on course for production next year and prices it at around £280,000 with current exchange rates. That's a lot of money even taking into account its carbon tub and body, hand-built LS7 General Motors engine and the fact that just 25 will be made per year, but Freemantle is confident he can sell them. I hope so: I've been in touch with Jock and his enthusiasm for the project is infectious. Besides, he says he's coming over next year with the Can-Am and I can have a go in it. I'd say the wait is going to be worth it.



Honda

A HONDA TYPE R WITH A DIFFERENCE

It's sad but understandable to see Honda's love affair with sporting cars hit the rocks. First the F1 team goes, then the new NSX is canned and now I understand that the S2000 roadster won't be replaced. Rightly or wrongly, it has plumped for a mass-market, high-volume future in which such cars do not belong. But I hope the Civic Type R is not for the chop because this latest Championship White model had me giggling across the Brecon Beacons.

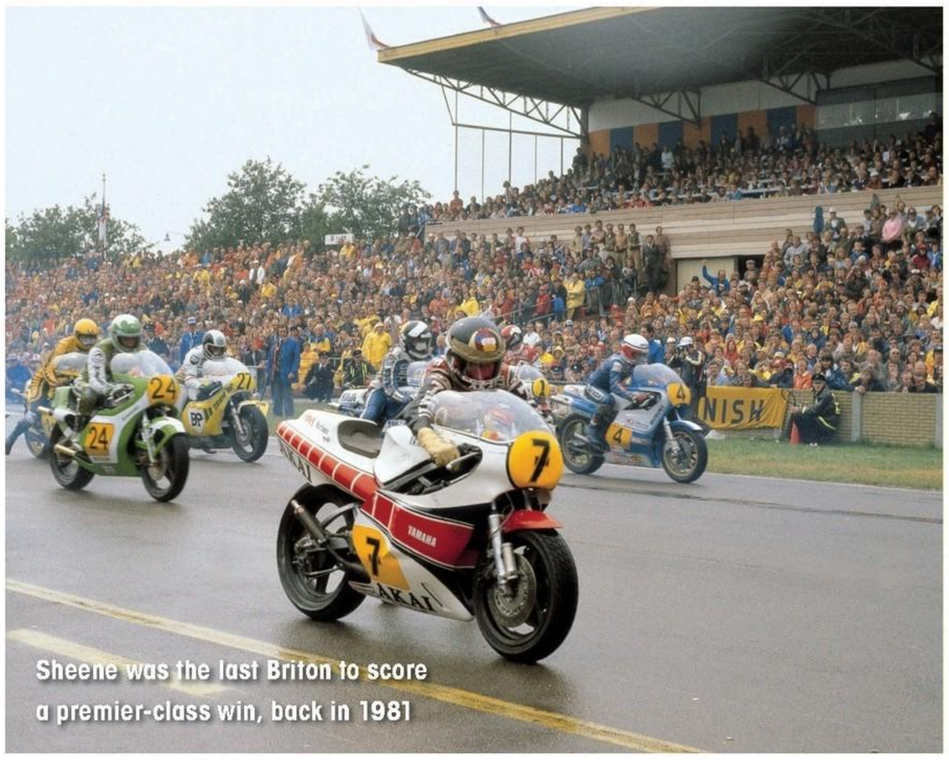
In truth it's a white Type-R but with one mechanical enhancement – a standard limited slip differential. It works brilliantly. The problem with fitting LSDs to front-drive cars is those that benefit most from the traction advantage are those with excess torque to direct, but the more torque you transmit through the wheels, the more reaction is felt through the steering. You need a car with a manageable surfeit of torque and good front suspension geometry, both of which the Type R has. Because it has a normally aspirated, 2-litre motor capable of revving past 8000rpm, the way to drive it properly is by keeping the engine spinning above 6000rpm, working the delightful gearbox and making the most of the traction on offer. The suspension is still too stiff, but if you want a solidly built yet fun hot hatch, or a Honda capable of serving up a memorable driving experience, it's worth a look.

Mat Oxley

MOTO GP

WE NEED A SHEENE TO SHINE

British motor racing enthusiasts go into the new Formula 1 season basking in the glow of Lewis Hamilton's number one plate. British motorcycle racing fans aren't so lucky. The last man from these shores to win the world's premier two-wheel championship was cockney playboy Barry Sheene, who took the first of his back-to-back titles in 1976, the same year James Hunt won the F1 crown. That is a long, long time ago, a different generation, another world: Lord Hesketh sauntering up pitlane, Sheene and Hunt prowling the discotheques of the Cote d'Azur, the great smell of Brut and Castrol R.



Sheene was the last Briton to score a premier-class win, back in 1981

Bauer Automotive/Action Library

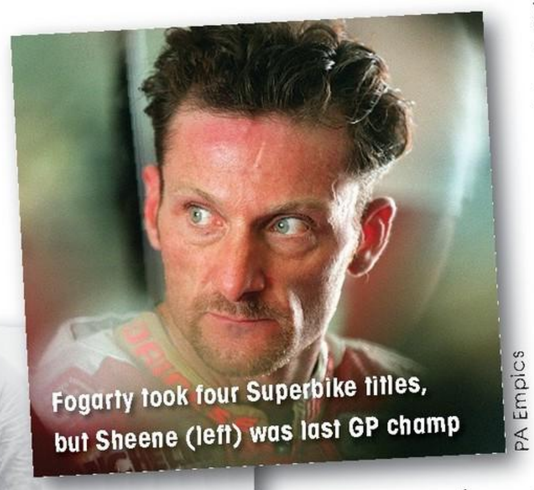
Since Hunt's success Nigel Mansell, Damon Hill and Hamilton have brought the F1 crown home. Since Sheene's victory… nothing. How can this be?

British riders used to rule motorcycle racing. When Sheene won his titles Britain had scored more elite-class Grand Prix victories than any other nation. Indeed British riders were so successful during the first two decades of World Championship racing that we are still the sport's third most successful nation (after Italy and the United States), even though we haven't won a single premier-class race since Sheene's final victory in 1981.

There are all kinds of reasons for this epic drought of Grand Prix glory, among them commercial, cultural and technical.

During the early years of World Championship racing the British motorcycle industry was a global force which gave the sport status and patronage in this country, ensuring that British riders and teams were usually equipped with competitive machinery. But all that changed when once-proud marques like AJS, BSA, Norton and Triumph succumbed to foreign competition.

At about the same time popular culture transformed the motorcycle from perfectly respectable mode of transport to the villain's steed. Leather-jacketed Marlon Brando started the rot in *The Wild One*, the original bad boy biker movie which Triumph tried to get stopped, claiming it would damage business because it portrayed the motorcyclist as "a drunken, irresponsible individual". The film was indeed banned in Britain, though only briefly. If *The Wild One* was enough to make society wary of bikers, the Mods and Rockers riots of the 1960s made its mind up: motorcyclists were mad, bad and dangerous to know; not nice to sponsor either.



Fogarty took four Superbike titles, but Sheene (left) was last GP champ

PA Empics



Bauer Automotive/Action Library

For several decades UK motorcycle racing relied upon trade support, the occasional hit of tobacco money and the generosity of enthusiast patrons; like Lord Hesketh but of a very different class: second-hand car dealers, poultry farmers and haulage millionaires. Wherever the money came from there was never much of it about, rarely enough to allow talented youngsters to embark upon Grand Prix careers.

The recession of the early 1980s seemed to seal our demise as a force in Grand Prix racing. Even UK importers of Japanese machinery could no longer afford to run Grand Prix bikes, so they transformed the British championships into low-cost series based on production machinery. That technical transformation hastened Britain's isolation from the Grand Prix World Championship scene. While Italy and other countries continued to groom their young stars on 125s and 250s that took them directly into Grands Prix, British riders made their way on wobbly production bikes which threw them in an entirely different direction: the new streetbike-based World Superbike series.

A mouthy kid from Blackburn completed Britain's metamorphosis from Grand Prix nation to Superbike kingdom. In 1988 'King Carl' Fogarty sold his 250 GP bike and bought a Honda 750 streetbike, not because he was skint but because he had twice broken his right leg and could no longer fit on the little 250. Fogarty went on to win four World Superbike titles, bringing the series massive UK coverage, a huge British following (the Brands Hatch WSB round regularly attracted 120,000 fans on race day) and sterling sponsorship. Fogarty was followed into WSB by several dozen Brits, and while he won his four titles between 1994 and 1998 the most successful British GP racer was Niall Mackenzie, who finished 10th in the 1994 500cc World Championship.

James Toseland is currently our only hope to improve on that. Toseland followed 'Foggy' into World Superbikes and won the 2004 and '07 crowns. Last year he moved up to MotoGP, a promotion not entirely dissimilar to that of a World Touring Car Champion trying his hand at Formula 1. The Yorkshireman ended his debut MotoGP season 11th overall, learning his way round a new machine, new tyres, new circuits and new rivals.

Apprenticeship completed, how will Toseland fare in 2009? Logically, he should perform better: he knows MotoGP, he rides a latest-spec Yamaha YZR-M1 just like Valentino Rossi's (he started last season on an old M1) and he uses the same tyres as everyone else (MotoGP switches to a control tyre format this season).

"The aim is to build on what I learned last year and to challenge for podiums," he says.



Toseland showed promise by taking on Rossi last year

TeamTech3

"I've learned a lot about MotoGP bikes – they are so much further ahead of the Superbike in terms of braking, corner speed and so on." If Toseland does achieve a podium finish he will be the first Briton to stand on an elite class podium in almost a decade.

Achieving a top-three Grand Prix finish won't be easy, however. In theory the single tyre rule should help Toseland: "Last year I was using Michelins, while Rossi ran Bridgestones. He ended up taking bike development in a completely different direction, which made things difficult for me." But Toseland may need time to adapt his riding technique and bike set-up to suit the Bridgestones.

At least he has proved he is willing to fight. Last October Toseland enjoyed a thrilling Australian GP duel with Rossi, after which the six-time MotoGP champ declared: "Toseland rides like a devil!" And during the winter he poached team-mate Colin Edwards' crew chief for the 2009 season. American Edwards has promised never to speak to Toseland again; should make for an interesting pit dynamic!



Ducati

HAYDEN ON CARBON-FIBRE DUKE

Former MotoGP World Champion Nicky Hayden is working to adapt his riding technique to Ducati's fiery GP9 MotoGP bike, equipped with carbon-fibre chassis designed by ex-F1 engineer Alan Jenkins. Previously Ducati had used an over-stressed steel trellis frame which was blamed for the bike's sometimes wayward handling.

Hayden, however, insists that the hugely powerful Italian V4 is still a handful. "The chassis is stiff, so you get plenty of feedback, but I can't say the bike is easy to ride," says the American. "It gets pretty loose on corner exits sometimes, but the engine is powerful and that's important, especially in race situations." Last year Hayden (above right) was invariably disappointed by his Honda RC212V's race performance after HRC engineers had turned down the power to ensure the bike wouldn't run out of fuel.

Ducati had a difficult 2008, failing to defend Casey Stoner's crown, but Hayden hopes he will help get the factory back on track because his riding style is similar to Stoner's, which should accelerate machine development. "Casey and I have similar backgrounds, having started out in dirt track," Hayden adds. "We're going to want to beat one another but we'll also work together to make a strong team."



Kawasaki

GLOBAL RECESSION HITS MOTOGP

The vicious economic climate is hurting MotoGP just like it is hurting Formula 1. The world's premier bike racing series has already lost one of its lower-ranking teams to corporate belt-tightening and is currently looking into cost-cutting measures that might prevent the grid shrinking further.

Kawasaki, which had been due to run American John Hopkins and Italian Marco Melandri in 2009, has shut down its MotoGP project having decided to 'promptly take countermeasures' to deal with the 'quickly changing business environment'. Those of a cynical persuasion might suggest the company's exit has more to do with its Ninja ZX-RR scoring just four podium finishes since Kawasaki joined MotoGP in 2002.

Series rights-holder Dorna is working to keep the Ninjas on the grid. British company Ilmor, which made a brief but troubled entry into MotoGP three years ago, has expressed an interest in running the bikes.

Dorna is also pushing through measures to cut costs and improve MotoGP: testing and practice are being reduced and riders will be allowed only one bike from 2010, which should put more machines on the grid. However, Dorna has dismissed suggestions that MotoGP be merged with the cheaper World Superbike series.

Letters

Hamilton's bedside manner

Sir,

I would strongly agree with Simon Houghton (Letters, February issue) in his surprise that Lewis Hamilton is considered to be arrogant.

I have been a medical officer at national and international motor sport meetings for 35 years and during that time I have met many drivers, some of whom are undoubtedly arrogant.

I was greatly impressed by Lewis in an incident that occurred during last year's British Grand Prix. I was one of the doctors working in the Medical Centre. On Saturday afternoon after F1 practice all drivers have to attend the centre for routine drug testing. On his way out one of the nursing sisters mentioned to Lewis that there was a female spectator in one of the wards who was recovering from surgery for a shoulder dislocation after a fall at the circuit. Although the operation was satisfactory she was fed up and making a slow recovery. The sister asked Lewis if he would mind going to see if he could cheer her up. He immediately agreed and spent several minutes chatting to her and then signed a McLaren cap. The patient was delighted and thereafter made a very rapid recovery, fit enough for discharge half an hour later.

I have followed Hamilton's career since I first saw him in Formula Renault and would totally agree with Mr Houghton that he is not arrogant. He is confident, as well as having a charming personality.

Gordon Falconer, Bramhall, Cheshire

Access denied

Sir,

Some of the statements in Donington chief executive Simon Gillett's interview left me astonished (March issue). One in particular is breathtakingly arrogant: "I want it to be quite awkward to come to us in a car. I'll make it expensive and I'll make it awkward."

Does he not realise that large numbers of motor racing fans are unable to use public transport? These fans are termed disabled. Are we to be denied the opportunity to attend our own GP? Both Silverstone and Brands Hatch were extremely helpful to disabled fans in previous years. Could this be phase one of Bernie's masterplan to exclude the general public from his entertainment? I have attended in excess of 50 GPs worldwide, but the current attitude towards the paying public does pose the question: is it worth it anymore?

A Eglington, Winchester, Hants

I worked on Marr's A5

Sir,

What a pleasure it was to read about Leslie Marr and his exploits in the Connaught (February). I know from working with Derrick Edwards at Morntane Engineering and subsequently at Ecurie Bertelli that they had a lot of fun together, and many stories Derrick told me about their exploits could not possibly be published in such a respected magazine as *Motor Sport*!

A5 came back into Derrick's hands at Morntane when he ran the company for Nick Mason, who owned the car. It was in the workshop for some months before one morning, Derrick emerged from underneath it having found an old repair, and said something like, 'Golly, Andy, this is Leslie's old car… I remember driving into Durban to weld up the chassis'. The Connaught was one of the first cars I worked on. It was always my job to adjust the first gear band because I was bendy enough to get under the scuttle. When I wasn't doing that, I was standing on the quick lift jack while it warmed up, getting a face full of highly toxic exhaust fumes!

Derrick was indeed tough. Nothing scared him. He always kept a bottle of whisky in his tow car when taking a car abroad, to ease his way with customs officials who almost always wanted to see a carnet. On one occasion this didn't work and they arrested him and impounded his faithful old Hillman and trailer. However, the customs officials were foolish enough to put the keys on the table and leave the room, so Derrick quickly took them back and simply drove to the next port along the coast!

He was an extraordinary character, a lot of fun to be with and was the archetype enthusiast – racing his beloved Aston Martin Ulster, CMC 614, right up to the day before he had his terrible stroke. He is still greatly missed by everyone who knew him.

Andy Bell, Ecurie Bertelli Ltd

The Watson horsebox

Sir,

Having witnessed John Watson's debut race at Kirkistown, Northern Ireland, I really enjoyed the interview in the January edition. My uncle, Tommy Allen, was a Belfast car dealer contemporary of Marshall Watson, John's colourful father. Uncle Tommy raced an Elva, so I had paddock access. I recall Marshall (dressed in checked suit and bow tie) turning up driving a horsebox which contained the race car of his contrastingly shy son. I don't recall the result, but I do remember wishing my father would develop an interest in cars instead of horses.

John's expression "a face as long as a Lurgan spade" requires some explanation. Turf was and is harvested from peat bogs throughout Ireland for fuel. It is dug with a special long, slightly curved spade. The factory which made these was located in the town of Lurgan, just 20 miles west of Belfast. Hence the expression. As I used to coo sympathetically to my horse, "Why the long face?"

John J Allen, Lugrin, Lake Geneva

Greatest enduro drives

Sir,

Anyone who knows anything about 917s knows about the big splash Pedro Rodriguez made at Brands Hatch in 1970. John Horsman thought this was the ultimate performance by car and driver. But I believe John Wyer, among others, thought Rodriguez's greatest drive in a 917 was at Zeltweg in 1971. Richard Attwood has said he understood the Zeltweg car (013) was the fastest 917K around. He was the co-driver there. Aren't we talking about perhaps the greatest endurance driver ever in two of the greatest racing cars ever – the Brands car and the Zeltweg car? Honours even?

But owning 013 I would say that, wouldn't I?

Mark Finburgh, Edgware, London

Pitstop proposal

Sir,

I agree entirely with Jim Hall that tyre changing should be banned again in F1 (March issue). However, allowance must be made for punctures or where the condition of the tyres creates a dangerous situation. Such provision can lead to abuse. My suggestion would be that tyre changing be allowed but with only two mechanics involved. The team would then have to carefully consider whether a tyre stop was worthwhile. Even better would be to insist that one of the two should be the team principal, but I imagine that such a proposal would be resisted!

Roger Gullen, Walkern, Herts

LETTERS TO THE EDITOR

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Letters

Ramponi's Mille Miglia tears

Sir,

Patrick O'Brien's article on Ramponi (March issue) brought the memories flooding back!

I first met Giulio in the 1960s when I was working with Des Scannell at Borg-Warner; Giulio used to do occasional liaison work for Alfa with UK companies. The story of his that I remember most vividly is of a run that Alfa organised over the Mille Miglia route, long before the MM retrospective, to commemorate their first victory in 1928, in which of course he co-drove with Campari.

He said that as they drove through villages old ladies would come out and thrust flowers on them. In his words, "Peter, dere were tears streaming down my face!"

What a charming and clever man.

Peter Whybrow, Bancroft, Hitchin, Herts

Royal spectators

Sir,

Fascinating item on the Jack Sears Galaxie in the March issue. As a schoolboy I was at Silverstone's Becketts corner at the May 1963 meeting and well recall someone standing at the apex making steering wheel gestures each time the Galaxie lumbered round. Being of a nostalgic frame of mind even then, I couldn't help rueing the obvious demotion of the racing Mk2 Jaguar. Great to read, though, that car and driver are both still together.

Other memories of the same meeting are Christabel Carlisle's Mini (the car, I mean!) ending up on top of Peter Harper's Sunbeam Rapier, and Innes Ireland's storming drive in the two-year-old BRP-BRM, breaking the F1 lap record five times on the trot. This after a lurid spin under the eyes of Princess Margaret and Lord Snowdon. They don't write 'em like that anymore!

Keith Martin, Milton Keynes, Bucks

Mapping history

Sir,

I feel that I must correct the story that Moss and Jenkinson invented the roller note guidance system as used on the Mille Miglia. This has been stated by yourself and others, most recently in the new (2007) Anthony Pritchard book.

The earliest reference that I can find to such a device was published in *Motor Trend Magazine* in January 1955 while reporting on the 1954 Carrera Panamericana (by Pete Molson). The article states, "Bill Stroppe and Gordon Smith were off to Mexico weeks before the actual caravan set out on its way. Aided by complete films of the 1953 race taken from the co-pilot's side of the front seat (they have the movie *Rear Window* beat a mile for tense watching), these two charted every foot of the course from Tuxtla to Juarez. No curve would take a Lincoln driver unaware, no bridge would be narrower than he thought. It's all in every car on compact charts mounted on rollers in a neat case. Every co-pilot can call off what's coming up, safe speed at every bump, things to watch out for. Forewarned is forearmed."

John Fitch of course took part in the Carrera Panamericana and may have seen this system and passed the idea on to Jenkinson.

Richard Boyle, Westward Ho!, Devon

[We published an article about Fitch's possible influence on DSJ's notes in May 2005 – Ed]

A lightweight victory

Sir,

In 1962 I attended my first motor race – the Aintree 200 – to see Stirling Moss in action. Unfortunately Moss crashed at Goodwood the previous week, so my first winner was a young Jim Clark.

I probably stood behind Nigel Roebuck at Oulton Park collecting autographs in the 1960s and I branched out into Europe during the '70s to visit all the classic GP circuits (occasionally watching the action at the same corner as DSJ, who was often seen in the public enclosures).

Since then I have continued to spend my spare time and money watching motor racing and reading all about it. I reckon I know what's right and what's wrong and despair at some of the F1 judgements and penalties which massage the World Championship results.

In January I visited the Daytona Speedway for the Rolex 24-hour race, where I bumped into Nigel Roebuck and Gordon Kirby comparing notes in the paddock.

What a super event and a riveting race, though I couldn't understand why Juan Pablo Montoya was unable to hold off the winning car during the last hour of the race. While the Ganassi car lost by only 0.167 seconds after 24 hours, it was still second and the first of the losers.

It was later reported that the winning car was a massive 12lbs (5.5kg) underweight at the end of the race! In a formula like Grand-Am this must be equal to at least 0.1sec a lap advantage. Over the 735 race laps that equates to over a minute, which would have placed the car fourth in the final standings had it run to the regulations. What did Grand-Am do? Impose a fine of $5000 and dock a few championship points.

How much more daft can things get? Over to you, Mr Mosley.

Andrew Hodgson, Bury, Lancashire

Brabham update

Sir,

An update to your January story regarding Neil Trundle may be of interest in regards to the Brabham team cars from that year (1971), as two of them are together again and the third is being restored. So there is a chance of a reunion, even though two of the cars are in Australia and the third is in the UK!

Schenken's car, BT36-1, spent most of its life in England with a brief spell in Belgium and France. It returned to the UK to race in historics in the mid-80s with John Harper. BT36-2 went to Hong Kong and John MacDonald won the '72 Macau GP with it before selling the car to Eddie Marcello of the Philippines. It remained there until 1988, being returned to the UK for restoration, complete with the original gearbox and body panels, and then domiciled in Sweden with Leif Norberg. The third car of Wollek's passed to John Kendall, was leased to Richard Scott and then sold to José Araujo. José crashed it at Snetterton and the car was left in Norfolk, lost to the world for 30 years. But it is now with Peter Denty. It took a mighty stroke of luck to uncover that! I had been helping Richard Vignoles (GRD) and mentioned that I was looking for fellow Argentinian José, only to discover that Richard had José to stay after he came out of Norwich Hospital following the Snetterton accident. I didn't know if he had heard of him, let alone knew him!

I am looking forward to the day when perhaps all three cars can be reunited, but it might be some time as all the bits from BT36-9 were sold off. The suspension went with Graham Hepburn (the 'Wagga Wagga Kid') back to Australia. I set about trying to find it for Peter, only to discover that it was already in my garage as part of a lot of spares that I had bought from dedicated Brabham expert Denis Luton!

This letter belies the seven years it has taken to find out all of the above. The twists and turns and incredible luck along the way could fill a page, and I am still looking for key player Arthur Moore to fill in a bit more history.

Andrew Fellowes, Queensland, Australia

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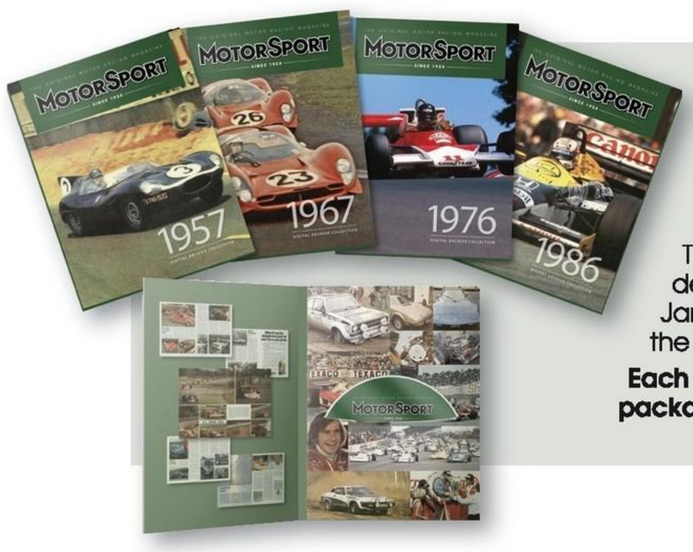
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PRESTIGE

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PRESTIGE

GRAND PRIX

Sir Jackie Stewart – who was spot-on with his predictions for 2008 – once again shares his thoughts on the season ahead with *Motor Sport*, and explains why he thinks that Lewis Hamilton could be the next Jim Clark

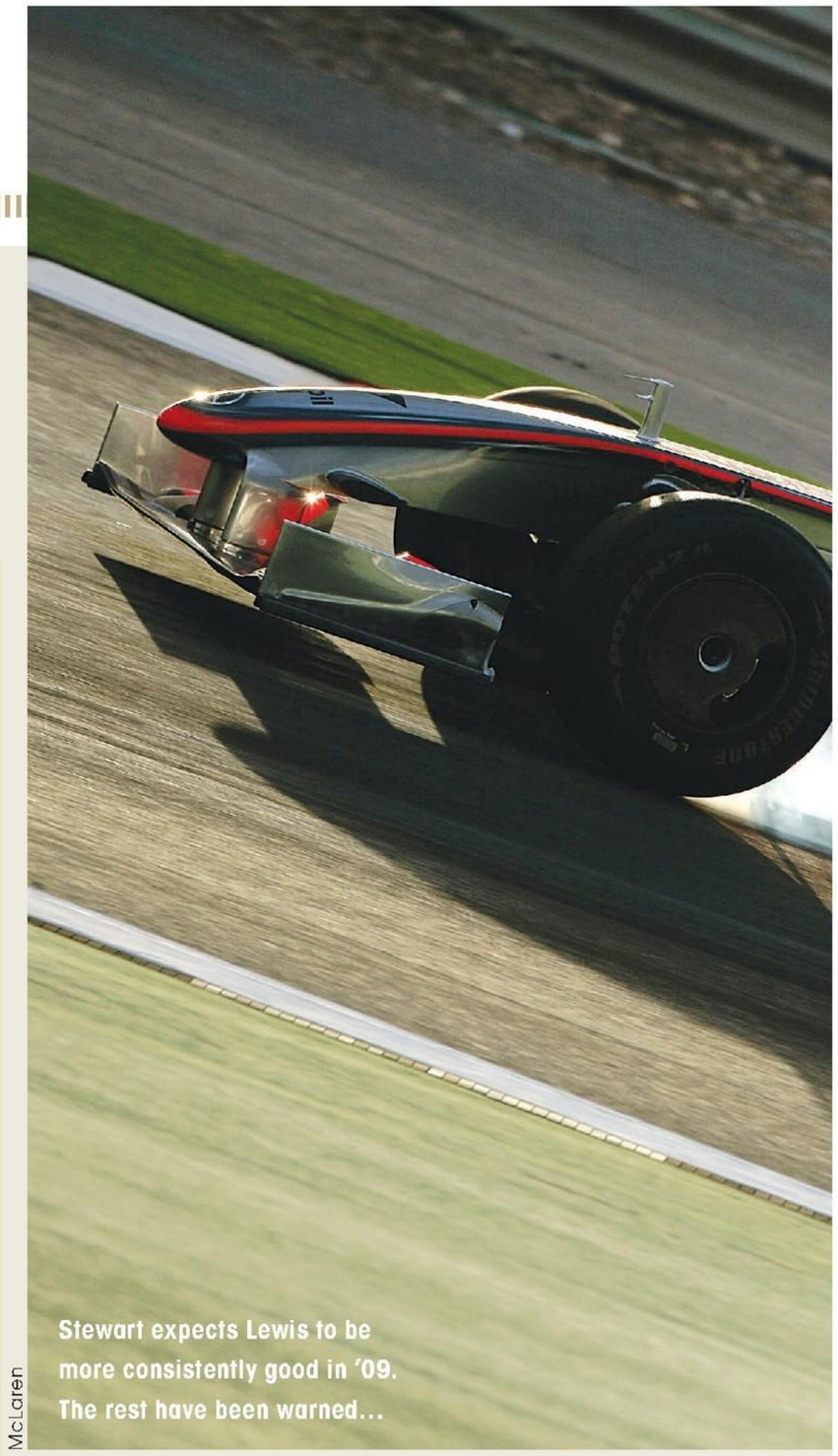
BY NIGEL ROEBUCK

2009 FORMULA ONE PREVIEW



Laurence Baker

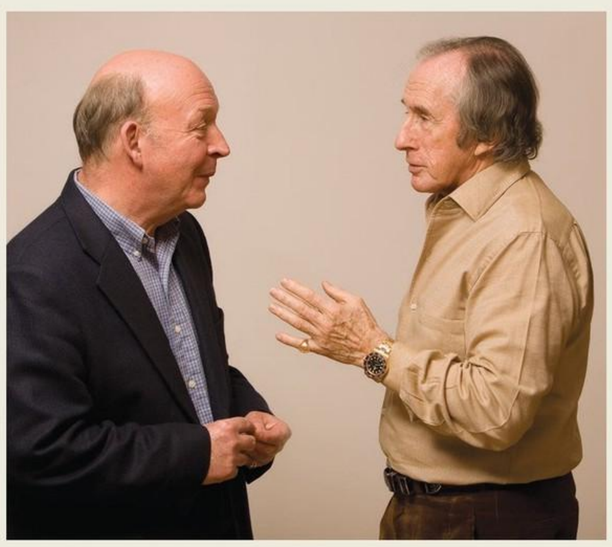
2009 FORMULA ONE PREVIEW


Stewart expects Lewis to be more consistently good in '09. The rest have been warned...

McLaren

The jury's still out on Kovalainen, isn't it?" mused Jackie Stewart. "I expected more from him last year, but we have to remember he was in an unusual situation, in that it was Hamilton who was his team-mate. I mean, Lewis could develop into a Jim Clark..."

Stewart, like all his contemporaries, has always revered Clark, believed by many to be the greatest driver the sport has known, and that gives a particular resonance to his remark about Lewis Hamilton, in whose potential greatness he has believed for some time.



"Lewis's mind management had jumped out of gear in Montréal, and it did at Fuji"

Stress the 'potential' greatness, though, for although Lewis won the World Championship in only his second season, Jackie believes he has still some way to go. When I suggested that, champion or not, Hamilton did not drive as well as in his first season, he agreed. "Absolutely – and you can say it without fear of contradiction."

We began, though, with the highlight of last season, that phenomenal performance by Lewis at Silverstone, which most would rank as one of the great wet-weather drives of all time.

"Terrific," said Stewart. "I don't care how many simulators or whatever you've got, when it rains like that, and at a circuit like Silverstone – which is slower than it was, but is still a quick place – it was incredibly impressive.

"However, you have to say that the Ferrari was *bad* in the rain all season long, and that being so, where else was Lewis's opposition coming from? What Vettel did at Monza was extraordinary, but he and his car weren't at that point yet. And Alonso's Renault still wasn't performing well.

"The McLaren was certainly good in the wet – but Lewis had to drive it, and I think Silverstone was just unadulterated natural ability in a car that allowed him to drive in that fashion. Driving a racing car – or a road car, for that matter – should never be a *challenge*. It's like a human relationship: for it to work well, both sides have to be able to give something.

"I do think Lewis's season was very mixed. In Australia he started with a bang and left everyone behind, but in Bahrain, for example, he was terrible – when Massa was flawless. I don't want it to sound like, 'I told you so', but I've mentioned this 'second season' syndrome before, and I definitely think it's valid."

A year ago Jackie said this: "Lewis had an astonishing first season, but, while I hope it doesn't happen, I think he could easily fall into the 'second season' syndrome, which is so common: after a great beginning, the second season falls short of expectations – and I think the expectations of many people are far too high. I know all about it because it happened to me..."

Now, as he surveys Hamilton's 2008 season, Stewart's opinion hasn't changed.

"Lewis did win the title, it's true, but he had some races that contained major errors. And I don't blame him for any of those, because I remember what it felt like to have expectations without experience. Apart from having the gift from God, in terms of natural ability, you need to have experience. Only after getting it do you gain any knowledge that is instrumental in heightening your potential performance: it doesn't come from any more of God's gifts – it comes from you making the talent more useable, more consistent, and finding more speed not by clinging on with your fingernails, but from being able to use your skills, and the motor car, more completely.

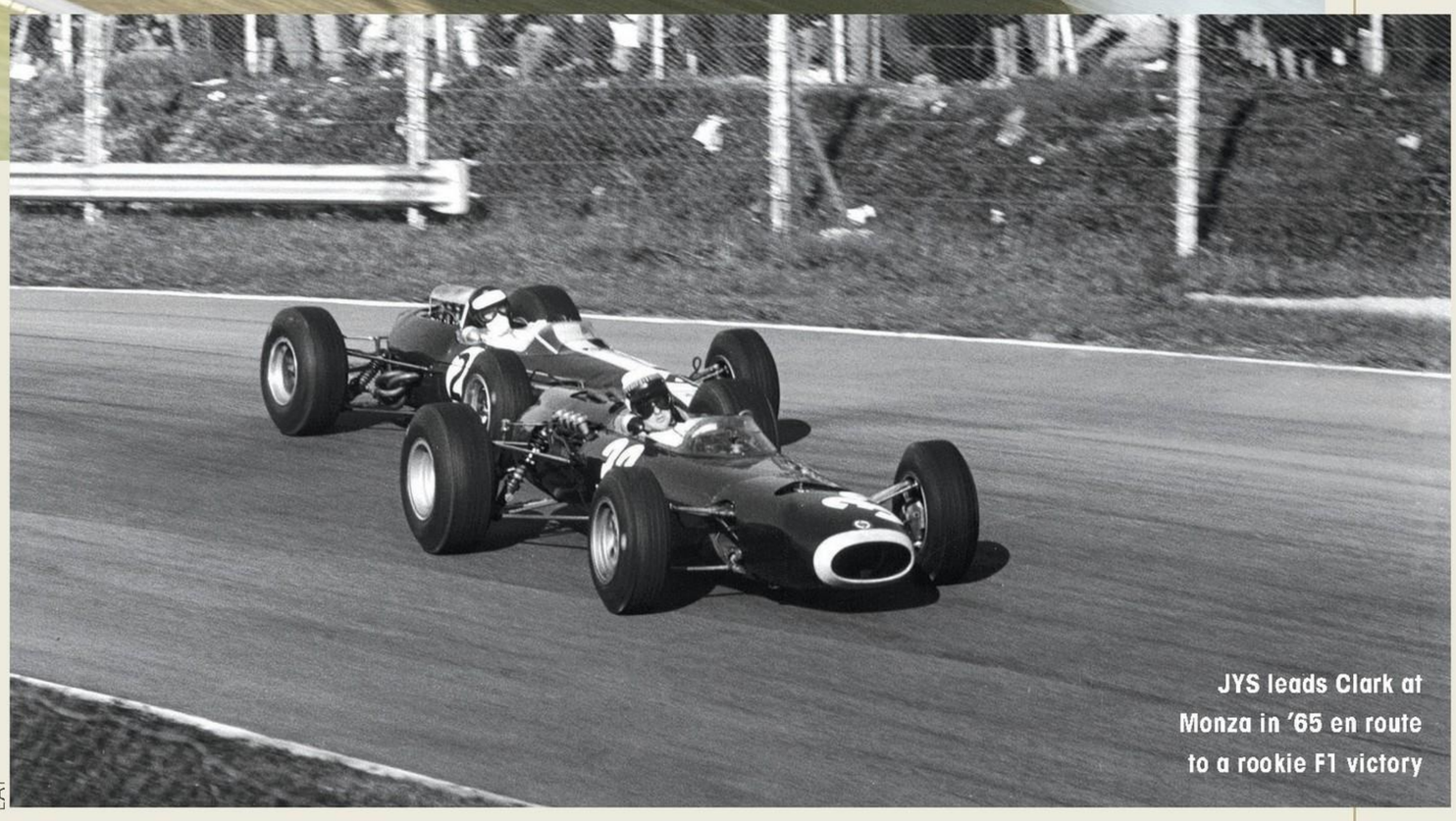
"When you're a young and naturally gifted driver, in your first season in the big time you just drive by the seat of your pants, because whatever preparation you may have had in the formative classes of the sport – and Lewis must have had more than any previous World Champion – when you get into an F1 car, even if you've been in a GP2 car, it's a *different thing*. I mean, there's no time to breathe between accelerating out of one corner and putting the brakes on for the next. You don't get that in the formative classes – nobody ever got it."

Hamilton did an enormous amount of testing before his first Grand Prix, and also spent a deal of time in McLaren's simulator, the most sophisticated in the business. What would all that have been worth to him?

"Well, it was worth winning four Grands Prix in his first season! I thought I'd done well in my first year, winning two F1 races, and finishing second three times to Jim Clark. I thought to myself, 'I've learned so much – I can't imagine how good next year's going to be!' For a variety of different reasons, though, it didn't work out. I won at Monaco, but in F1 terms it was not a good year.

"If you think back to Lewis's first season, he was so fresh, so exciting to watch, that it was





JYS leads Clark at Monza in '65 en route to a rookie F1 victory

LAT

like seeing a Labrador puppy who had been bred for a job – keen, enthusiastic, wanting to be there. And you knew he was going to grow up into a fantastically good gun dog! If you've been there, and come through that free, unadulterated excitement and fulfilment – everything happening that you could only have dreamed of before – you can't exaggerate how good it feels.

"What happens, though, is that you get a little carried away, and for me Montréal last year spelt that out more than anywhere else."

In Canada Hamilton led from the start, and looked untouchable until lap 19 when Adrian Sutil parked his gearless car out on the circuit. At once the safety car was deployed, and the front runners headed for the pits.

"Here was a young man who had been leading, driving beautifully, not abusing his tyres and so on. But when he came in he was upset because he'd built this lead, and it had all been for nothing.

"You sit there – and what do you see? A Ferrari and a BMW going out ahead of you. You've not only lost your seven-second advantage, you've also lost the lead on the track. In effect you've lost out twice – and you're annoyed because the McLaren strategy has kept you in the pits longer than Räikkönen and Kubica. You're in radio communication with your team, and they're saying, 'The pitlane is closed, the red light is on – they're stopped'.

"However, the frustration, the adrenalin rush and the desire still to win were overriding – and clearly the lack of accumulated knowledge kept Hamilton from being calm and clinical. I thought it significant that afterwards Räikkönen just pointed at the red light – 'Did you not see it'? Somebody had been talking to him on the radio, too – but he'd been doing this a few years longer…

"That was a real wake-up call for Lewis – and I'm saying this about somebody whose ability had already been recognised, and about which I had enthused."

I wondered if Stewart could think of anything comparable in his own career, and he said yes, absolutely. In 1965, his debut season, he damaged his BRM on the opening lap at the Nürburgring.

"I just let it run wide at Brunchen. It was so stupid – I was sitting behind Clark, and we'd already left the rest behind. I didn't go wide because I was going too fast, but because I wasn't paying attention – looking too far ahead, and thinking, 'Well, this is all right, running just behind Jimmy…' At the edge of the track there was a drain, and I hit it, and that was that – bent front wishbone. At the time I felt angry and humiliated by my own lack of concentration, but I certainly learned a lesson from it."

More than by the events in Montréal, I personally was taken aback by Hamilton's behaviour at Fuji, where he was slow away, and then attempted to charge past everyone at the first corner, in the process nearly taking out team-mate Kovalainen. And what made it the more inexplicable was that Massa, his only title rival, was always behind him.

"Well," said Stewart, "again what was at fault there was his mind management – I know I've said it countless times, but it's true. Lewis's mind management had jumped out of gear in Montréal, and it did at Fuji. I don't know why he was slow off the grid, but if you look at the tapes you see that he then swerved from one side to the other. As you say, he nearly took out Kovalainen – and he did it blindly. Had the mind management been there, that wouldn't have happened, so he was back to being the young, inexperienced racing driver, to a point that was almost reckless.

2009 FORMULA ONE PREVIEW

"Now, I'll be criticised for saying that, but what happened in Japan could have ended in tears – and unnecessarily. They always say you can't win the race at the first corner, but you can sure as hell lose it.

"I think Lewis was lucky to win the championship because of the number of errors he made – and because of things like Massa's engine failure in Hungary. On the other hand, he was penalised in Spa, which I thought – and still think – a hideous travesty of justice. Only a few can get over hurdles like that, and come back and still win. And I think it says a lot for Lewis that he still won the World Championship.

"Like the year before, it all came down to the last race, and of course the whole nation wanted Hamilton to win – and in the end he delivered, by the skin of his teeth…

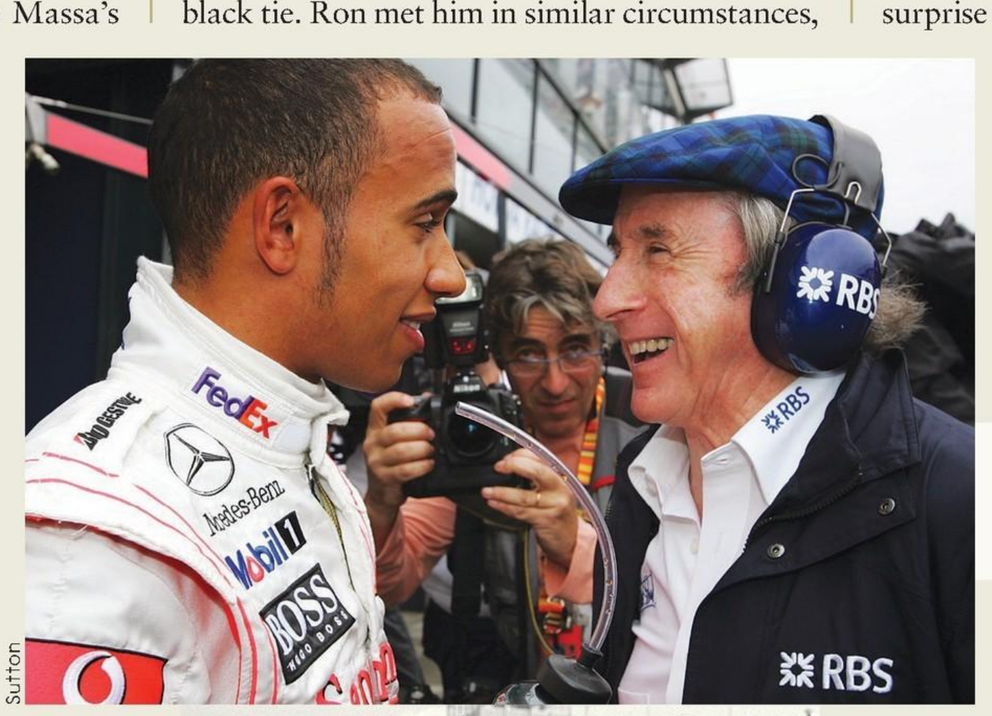
"I know that in Brazil McLaren were working to a strategy of doing everything that Ferrari did, and as long as they stayed close they were going to be OK – but in reality Lewis *wasn't* close enough. If the rain had held off from worsening for another few seconds, Massa would have been champion, and frankly I just don't believe these suggestions that McLaren had it all worked out – I mean, does anybody?

"I'm trying to be as analytical and objective as I can, and my respect for Lewis's delivery of performance, on and off the track, is very high. I think that if he has any shortcomings it's just because he got on board the rocket ship faster than anyone else I can think of, in sport or anything else, and all that happened almost too rapidly to allow him – out of the cockpit – to gain knowledge and experience and wisdom as it came along. I mean, you can't say the wisdom is there yet. I'm not being unfair to him – it just *can't* be there…"

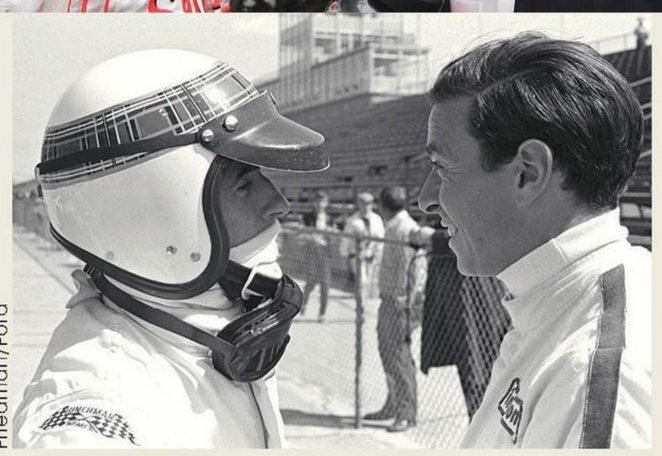
"At Monza Lewis came through after qualifying poorly, but to me his drive smacked almost of desperation. I think that quite often he doesn't show proper respect for his fellow drivers – it comes across as, 'Well, this is what I've got to do – and if you don't like me for it, well, you don't like me…' I don't think that's a skill you would want to develop – the ruthlessness, I mean."

If Stewart believes Hamilton fortunate to have emerged from the season as World Champion, still he has no doubts that here is one of those special talents.

"Lewis is very fortunate to have been taken on by Ron Dennis at such a young age. I remember meeting him first years ago at an RAC prize-giving – I recall this wee boy in black tie. Ron met him in similar circumstances,



Sutton


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and at that time was wanting to choose somebody new with the hope of bringing him up through the ranks.

"To get your very first F1 season in a McLaren – with, as it turned out, a two-time World Champion – was an immense privilege, and I don't think anything like that has ever happened before. Whatever difficulties there may have been, I don't doubt that Lewis learned a lot from Alonso – just like Senna did from Prost.

"I expect Lewis's season to be more consistently good in 2009, because he's going to be better prepared for it. I'm sure he knows in his own mind that overall last year – although he won the title – was not as good as it could have been, but equally I'm sure he learned a lot from it, and he'll benefit from that. And he's sufficiently clever to understand it, too.

"In a sense, I don't think Ron's stepping down can be overlooked, because, for all his idiosyncrasies, if anyone knew how to win motor races it was him. I know Ron's said for a long time that eventually Martin [Whitmarsh] would take over as team principal, so it's not a surprise as such – but when it happens there's still always a period of adjustment.

"Having said that, I'm sure everyone – including Lewis – will cope. We may have our criticisms of some of what happened last year, but remember he was only 23, and he *is* the World Champion. As I said, his fundamental talent is such that in time, yes, he could be another Jim Clark…"

Title rivals and the rest

"In Bahrain a couple of years ago," said Jackie Stewart, "Jean Todt said to me, 'You've got to stop criticising young drivers. It's a scandal what you're saying about Massa, talking about peaks and valleys in his driving and so on – it's ruining the boy's career'.

"I said, 'Jean, that's what he is at the moment – inconsistent. And if somebody asks my opinion, I'm going to give it…'"

These days Stewart believes that Massa is a far more accomplished driver than he was: "I think Felipe came of age in 2008, and frankly I think he deserved to win the championship."

On his best days, I said, Massa reminds me of Alain Prost – fast, undramatic, flawless from flag to flag…

"Absolutely," said Stewart, "and he had quite a number of them, too. His drive at Interlagos was completely masterful in every respect – and when he lost the championship at the very end, I thought the behaviour of himself and his family had a dignity and style beyond anything I've ever seen in motor racing."

Occasionally, though, Massa did not shine, and invariably this was on wet days. At Silverstone I lost count of the number of spins – five, was it? – and although the Hamilton penalty handed him victory at Spa, Felipe was never on the pace of Lewis or, for that matter, his team-mate Kimi Räikkönen.



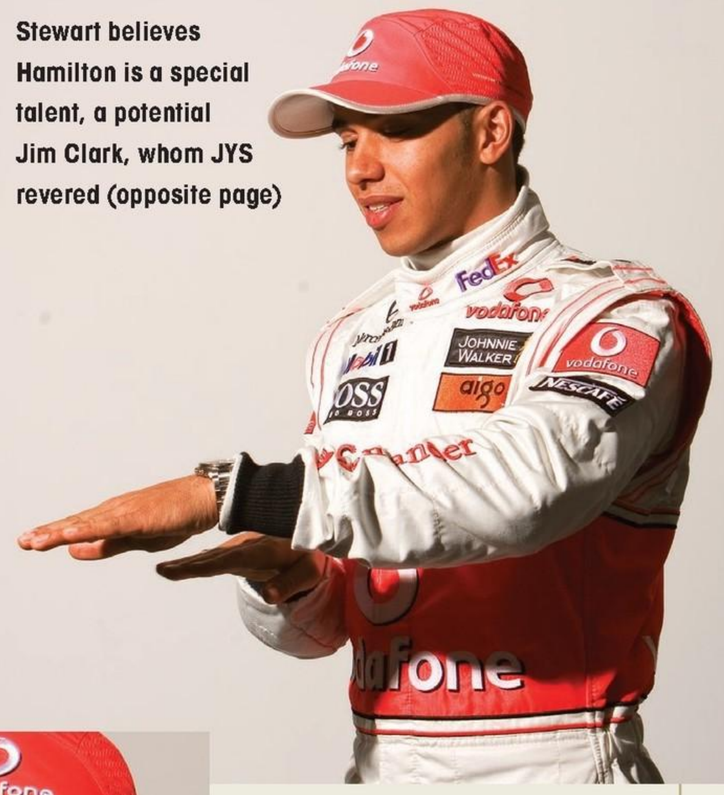


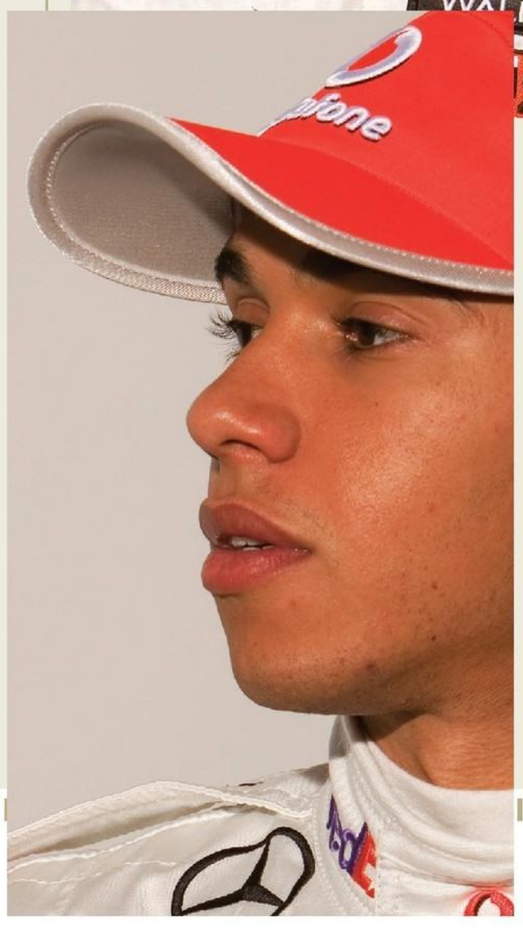






Stewart believes Hamilton is a special talent, a potential Jim Clark, whom JYS revered (opposite page)











Laurence Baker

2009 FORMULA ONE PREVIEW

"In the dry," said Stewart, "Massa was consistently right there, so you have to conclude that the Ferrari was simply a bad car in the wet, and I don't understand that…"

Ferrari's struggle was ascribed to the fact that the car ran its Bridgestones way cooler than McLaren – a boon on hot afternoons, but a disaster when track temperatures were lowered by rain.

"Well," said Jackie, "I know times have changed, but I never drove a car that was good in the dry but bad in the wet. The Ferrari was better than the McLaren in the dry, and if the team couldn't make it work in the wet, the drivers have to take some blame for that.

"I remember being *lapped* in the wet at Zandvoort in '71, because Goodyear's wets were hopeless compared with Firestone's. But last year everyone was on the same Bridgestones…"

If Massa was 'the most improved driver of 2008', then Räikkönen went in the other direction. Frequently he set the fastest lap, but too often had started way back on the grid. His poor qualifying performances Kimi ascribed to 'not being able to make the fronts work', but some found that unacceptable from the highest-paid driver in history.

"Yes, there's a link missing somewhere, isn't there? Qualifying comes at the end of a day and a half in the car, and if it isn't 'driveable' by then it should be – I mean, Massa's clearly was…

"I think Kimi has almost an over-abundance of natural talent – and he totally relies on that. That's fine when you're coming through the ranks, but when you get to F1 there's more than one outstanding driver, and you're not necessarily king of the castle any more.

"I suspect that Massa will keep the upper hand, but I do think Räikkönen will come back – he's got all the ingredients necessary to do it. I think he felt somewhat humiliated by what happened last year, and maybe he's thinking, 'OK, I've made my money – now let me go racing again, because I've lost a little of that somewhere…'

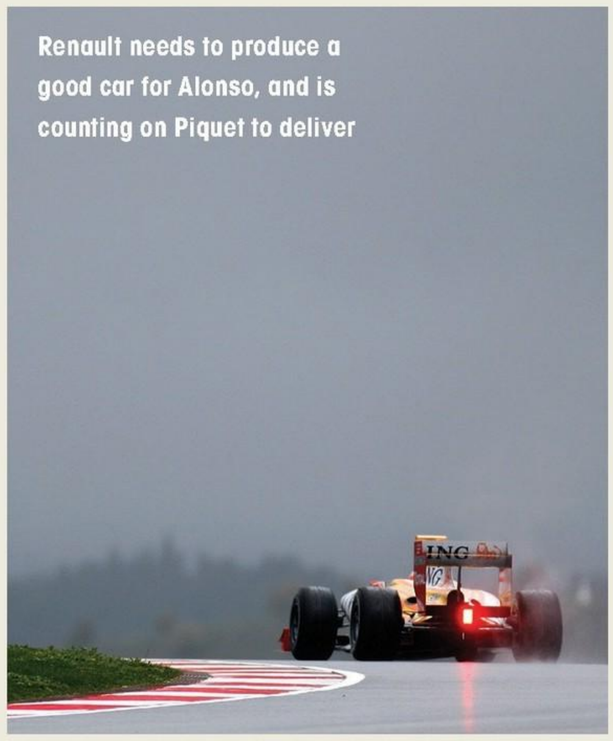
"On the other hand, he won't come back if his lifestyle has a negative effect on his performance, and could say, 'Screw it, I'll just take the money – I only need to do this for one more year, anyway'."

Most expect another year of Ferrari versus McLaren, but for much of last season both teams effectively wasted a car, with Heikki Kovalainen, like Räikkönen, failing to deliver.

"Yes, I expected more from Kovalainen – but being constantly compared with Hamilton is an unenviable position to be in. Heikki came to McLaren after a disruptive season within the team, and I think there was an element of 'Thank God it's a young driver coming in – we don't have to worry so much'. He was more servile than Alonso, a back-to-back World Champion with expectations of preferential treatment, which he'd had in his previous team.

"If Kovalainen has learned from last season he is maybe capable of doing it, but only time will tell. After all, both Trevor Taylor and Peter Arundell were very good drivers, but they were team-mates to Jimmy Clark at Lotus, and it never happened for them.

"In the end there's only one way to do it in a racing car – you've got to make it happen. If Heikki's able once in a while to do a Silverstone or Monza qualifying lap – and repeat that form in the race – it's going to be a bit of a culture shock for Lewis, and it'll up his game. But if he doesn't show himself this year, McLaren will be looking for someone else. If you're going for the constructors' championship you need two cars consistently scoring good points for you."



Renault needs to produce a good car for Alonso, and is counting on Piquet to deliver

LAT

And what of Alonso? For much of 2008 he was hamstrung by an uncompetitive Renault, but later, as the car progressed, he won a couple of races and scored consistently well. As a complete driver, I suggested, Alonso remains the best.

"Well, I think Fernando matured last year," said Stewart. "Actually, he was mature before he went to McLaren, but his mind was totally disrupted by the Hamilton factor, and also by the lack of *passion* in the team – it was more clinical than he was used to, and I don't think that suited him.

"I was disappointed because I'd been a huge admirer. He was one of those 'not too busy' drivers – the in-car camera said everything about him. He was a clean, calculated, Alain Prost type of driver, ahead of everything that was going on.

"When he went to McLaren, and said – and did – all the things he did, it ruined my image of him and I thought, 'Hmm, we might have seen the end of him'.

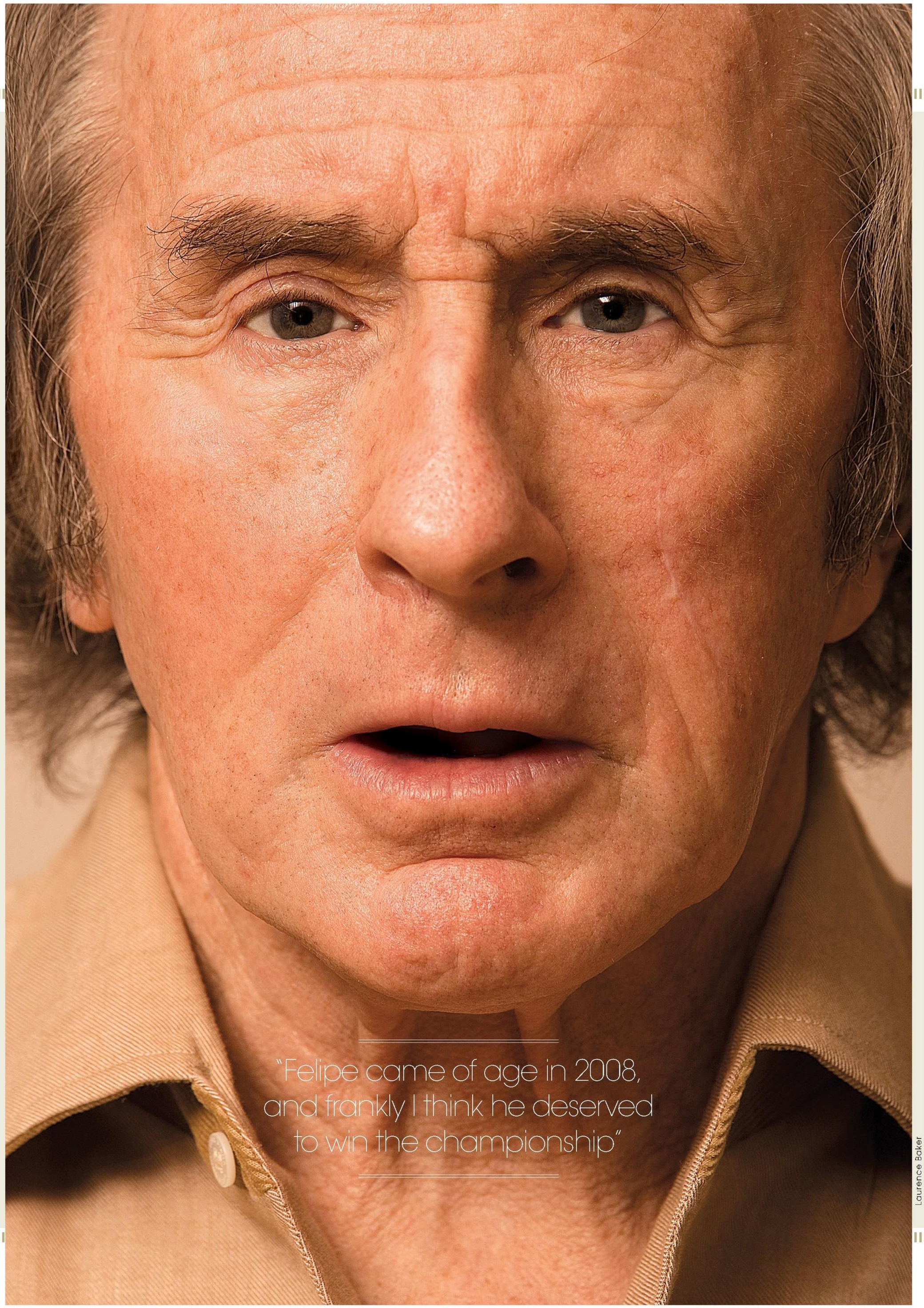
"Last year, though, he came alive again. The Renault was very good late in the season, but he had to drive it, and at places like Singapore and Fuji he was superb. The big question is whether or not Renault can provide him with a car to keep up that level of enthusiasm.

"As for Piquet… I'm not close to Flavio [Briatore], so there may be something I don't know. I like the boy, but the jury's still out on him, and I was surprised when Flavio announced he was keeping him for '09. Renault have been in and out of F1 more than any other company, so there's a fragility about them, and I think they've got to keep winning in order to stay in F1. If I were them I'd want a strong second driver, and at the moment I'm not sure that's Nelson Jr."

Maybe Renault can run with McLaren and Ferrari this year – and maybe so, too, can BMW, which abandoned development of its '08 car after the win in Montréal so as to concentrate on the very different animal required for the coming season. Kubica, we know, is the driver most feared by Hamilton.

"Well," Jackie smiled, "first of all, he's the most unlikely-looking racing driver I've ever seen! He's the wrong size and he doesn't look like Stirling Moss, but some people have a certain charisma – you just *know* they're going to do it. Sometimes they're unlikely starters – like Alain Prost – but still that special something is there in them.

"And the boy can *drive*! Some of his performances were truly exceptional, »»



Laurence Baker

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and – again like Prost – he makes remarkably few mistakes, which is all the more impressive, given that he drives *very* hard. I'm a big admirer of Robert.

"Heidfeld is about the most experienced driver in F1 now – but he hasn't won much, has he? Occasionally he delivers very well, but it's getting rarer. A team like BMW needs two cars well up in case one breaks down – and at some races Heidfeld just wasn't there. Mario Theissen is a very smart guy, and it still amazes me that BMW let Vettel get away…"

Just as one feels that Renault requires success to remain in F1 down the road, so emphatically that must be true of Toyota: seven years, still no victory on the board.

"I think they've got to show themselves now," Stewart said. "[Team president] John Howett is a good man – very much with his feet on the ground, in my opinion. And I'm sure he knows very well that he's got to deliver.

"I love Trulli – he's a delightful guy – but he is 'peak and valley', and in F1 you can't afford that. He often qualifies that car where it has no business to be, and then in the race he's the most difficult guy to pass, and not because he does anything wrong – he's a very clean driver. The thing about Jarno is that he's got it – but it doesn't stay somehow, it's an occasional, brilliant, visitor.

"I certainly believe Glock has a future – I think he's a proper driver, and a good racer. He was a bit of a surprise to me, I'll admit, but he impressed me several times.

"Another team that's got to make it happen is Red Bull. They've spent the money – they've got Adrian Newey, who's one of the most expensive boys in the business, after all. At one time Adrian maybe went a little soft, for this reason and that, but as long as he's totally focused and committed, then with his brilliance the sky's the limit.

"For one reason and another, Webber still hasn't delivered – but he is a *very* skilled and intelligent driver. Having said that, if it doesn't happen this year, it may be difficult for him to continue with a leading team.

"Vettel, of course, impressed me in 2008. I like the look of the guy, the straightforward honesty of him – he doesn't pretend to be something he's not. Just a very nice kid, very down to earth, very polite.

"As for his driving… that performance at Monza didn't just come out of a hat! He took pole, and then he was faultless in the race. Of course now he's got to prove us right, but I'll be surprised if he doesn't. I think he might well give a wake-up call to quite a few people…"

Vettel will be much missed by Red Bull's second team, Toro Rosso, but at least, after months of dithering, the step has been taken to re-sign Sébastien Bourdais, a man with unfinished business in F1.

"Bourdais showed a considerable amount of talent last year," said Stewart. "In fact, I was surprised – I expected him, like everyone else who has come over from Indycars, to be lost. But at times he was really delivering, and he's the right man for that job, not least because there's a new boy – Buemi – in the other car."

JYS has always been a believer in Rosberg, and fervently hopes that Williams can end a long sequence of poor seasons. "I've always thought Nico had abundant talent, and my only concern is that he has a lifestyle which doesn't leave much to be desired – and perhaps he's not hungry enough. When I found out that Nakajima was about as fast as Nico during a race I was a little disappointed. Nico needs to deliver – but in fairness to him he hasn't had the car.

"Some of Nakajima's race drives have been very robust, but he's a poor qualifier – and if you can't qualify you ain't going to make it. At the end of the day a team's points tally is based on the performance of two drivers…"

When the technical relationship between McLaren and Force India was announced, many were optimistic that it might influence the choice of drivers, but not so. Thus, while I for one had hoped to see Paul di Resta come into F1, Fisichella and Sutil continue with the team.

"Yeah, that would have been much better," said Jackie. "Di Resta is being wasted, I think.

"The McLaren deal is a good one for Force India – and I think Sutil has potential. He crashed a lot, yes, but I was impressed by his drive at Monaco. I think of where I was, as a young driver coming up, and I would have been proud of that one. Of course it's difficult to assess him at the moment, because we haven't seen him in a decent car.

"Fisichella is an anomaly. He's had some awfully good races, but also a lot of very ordinary ones. A very experienced driver, but to me one who never quite clicked, and he's been at it a long time now."

At the time of writing, the future of the erstwhile Honda team was still not known, which meant in turn that Jenson Button's participation in F1 remained uncertain.

"Jenson still has the ability," said Stewart, "and he's always had it. You watch on-car footage of him, and even in a difficult car he's effortless and smooth. But I'm not sure he's got the killer instinct. I've always thought he got too much money too early in his career, before he'd really served his apprenticeship.

"Barrichello is a very skilled driver, and it's a shame that he's never really come into his own – he was never *allowed* to do that at Ferrari, after all, even though sometimes he out-drove Schumacher. Rubens would love to have had one more season, to finish on a higher note."

Last thing: if Stewart were betting now, where would his money be going for the 2009 World Championship?

"The rules are changing so fundamentally that it's quite possible that another team or two – say, BMW or Renault – will be in there, in which case you'd have to consider Kubica and Alonso. But the likelihood is that McLaren and Ferrari will again be the front runners, and on that basis I'll go for Hamilton – or Massa!

"Felipe hasn't won the title yet, and desperately wants to. Lewis has won it, which takes the pressure off, but on the other hand I don't think he can be totally satisfied with last year, and that would be his spur this time…"

'09 CALENDAR

AUSTRALIA	(Melbourne)	MARCH 29
MALAYSIA	(Kuala Lumpur)	APRIL 5
CHINA	(Shanghai)	APRIL 19
BAHRAIN	(Sakhir)	APRIL 26
SPAIN	(Barcelona)	MAY 10
MONACO	(Monte Carlo)	MAY 24
TURKEY	(Istanbul)	JUNE 7
BRITAIN	(Silverstone)	JUNE 21
GERMANY	(Nürburgring)	JULY 12
HUNGARY	(Budapest)	JULY 26
EUROPE	(Valencia)	AUGUST 23
BELGIUM	(Spa)	AUGUST 30
ITALY	(Monza)	SEPTEMBER 13
SINGAPORE	(Singapore)	SEPTEMBER 27
JAPAN	(Suzuka)	OCTOBER 4
BRAZIL	(São Paulo)	OCTOBER 18
ABU DHABI	(Yas Marina)	NOVEMBER 1

2009 FORMULA ONE PREVIEW

FERRARI

BASE MARANELLO, ITALY
TEAM PRINCIPAL STEFANO DOMENICALI
GRAND PRIX STARTS 776 **WINS** 209
CONSTRUCTORS' TITLES 16 **DRIVERS' TITLES** 15



Felipe Massa
Age: 27
Nationality: Brazilian
Grand Prix starts: 106
Points: 298
Wins: 11
Poles: 15
Fastest laps: 12
World Championships: 0



Kimi Räikkönen
Age: 29
Nationality: Finnish
Grand Prix starts: 140
Points: 531
Wins: 17
Poles: 16
Fastest laps: 35
World Championships: 1

McLAREN

BASE WOKING, ENGLAND
TEAM PRINCIPAL MARTIN WHITMARSH
GRAND PRIX STARTS 648 **WINS** 161
CONSTRUCTORS' TITLES 8 **DRIVERS' TITLES** 12



Lewis Hamilton
Age: 24
Nationality: British
Grand Prix starts: 35
Points: 207
Wins: 9
Poles: 13
Fastest laps: 3
World Championships: 1



Heikki Kovalainen
Age: 27
Nationality: Finnish
Grand Prix starts: 35
Points: 83
Wins: 1
Poles: 1
Fastest laps: 2
World Championships: 0

BMW SAUBER

BASE HINWIL, SWITZERLAND & MUNICH, GERMANY
TEAM PRINCIPAL MARIO THEISSEN
GRAND PRIX STARTS 270 **WINS** 1
CONSTRUCTORS' TITLES 0 **DRIVERS' TITLES** 0



Robert Kubica
Age: 24
Nationality: Polish
Grand Prix starts: 40
Points: 120
Wins: 1
Poles: 1
Fastest laps: 0
World Championships: 0



Nick Heidfeld
Age: 31
Nationality: German
Grand Prix starts: 152
Points: 200
Wins: 0
Poles: 1
Fastest laps: 2
World Championships: 0

RENAULT

BASE ENSTONE, ENGLAND
TEAM PRINCIPAL FLAVIO BRIATORE
GRAND PRIX STARTS 246 **WINS** 35
CONSTRUCTORS' TITLES 2 **DRIVERS' TITLES** 2



Fernando Alonso
Age: 27
Nationality: Spanish
Grand Prix starts: 123
Points: 551
Wins: 21
Poles: 17
Fastest laps: 11
World Championships: 2



Nelson Piquet
Age: 23
Nationality: Brazilian
Grand Prix starts: 18
Points: 19
Wins: 0
Poles: 0
Fastest laps: 0
World Championships: 0

TOYOTA

BASE COLOGNE, GERMANY
TEAM PRINCIPAL TADASHI YAMASHINA
GRAND PRIX STARTS 123 **WINS** 0
CONSTRUCTORS' TITLES 0 **DRIVERS' TITLES** 0



Jarno Trulli
Age: 34
Nationality: Italian
Grand Prix starts: 202
Points: 214
Wins: 1
Poles: 3
Fastest laps: 0
World Championships: 0



Timo Glock
Age: 26
Nationality: German
Grand Prix starts: 22
Points: 27
Wins: 0
Poles: 0
Fastest laps: 0
World Championships: 0

TORO ROSSO

BASE FAENZA, ITALY
TEAM PRINCIPAL FRANZ TOST
GRAND PRIX STARTS 53 **WINS** 1
CONSTRUCTORS' TITLES 0 **DRIVERS' TITLES** 0



Sébastien Bourdais
Age: 30
Nationality: French
Grand Prix starts: 18
Points: 4
Wins: 0
Poles: 0
Fastest laps: 0
World Championships: 0



Sébastien Buemi
Age: 20
Nationality: Swiss
Grand Prix starts: 0
Points: 0
Wins: 0
Poles: 0
Fastest laps: 0
World Championships: 0

RED BULL

BASE MILTON KEYNES, ENGLAND
TEAM PRINCIPAL CHRISTIAN HORNER
GRAND PRIX STARTS 72 **WINS** 0
CONSTRUCTORS' TITLES 0 **DRIVERS' TITLES** 0



Mark Webber
Age: 32
Nationality: Australian
Grand Prix starts: 123
Points: 100
Wins: 0
Poles: 0
Fastest laps: 0
World Championships: 0



Sebastian Vettel
Age: 21
Nationality: German
Grand Prix starts: 26
Points: 41
Wins: 1
Poles: 1
Fastest laps: 0
World Championships: 0

WILLIAMS

BASE GROVE, ENGLAND
TEAM PRINCIPAL SIR FRANK WILLIAMS
GRAND PRIX STARTS 568 **WINS** 113
CONSTRUCTORS' TITLES 9 **DRIVERS' TITLES** 7



Nico Rosberg
Age: 23
Nationality: German
Grand Prix starts: 53
Points: 41
Wins: 0
Poles: 0
Fastest laps: 1
World Championships: 0



Kazuki Nakajima
Age: 24
Nationality: Japanese
Grand Prix starts: 19
Points: 9
Wins: 0
Poles: 0
Fastest laps: 0
World Championships: 0

FORCE INDIA

BASE SILVERSTONE, ENGLAND
TEAM PRINCIPAL VIJAY MALLYA
GRAND PRIX STARTS 18 **WINS** 0
CONSTRUCTORS' TITLES 0 **DRIVERS' TITLES** 0



Giancarlo Fisichella
Age: 36
Nationality: Italian
Grand Prix starts: 214
Points: 267
Wins: 3
Poles: 3
Fastest laps: 2
World Championships: 0



Adrian Sutil
Age: 26
Nationality: German
Grand Prix starts: 35
Points: 1
Wins: 0
Poles: 0
Fastest laps: 0
World Championships: 0

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2009 FORMULA ONE PREVIEW



The cluttered appearance of last year's Ferrari stands in stark contrast to its 2009 successor (right)

SPOT THE

New-look cars, KERS, no testing... and plenty of overtaking.

Grand Prix racing has gone through some major winter rule changes before now, but rarely have so many novelties arrived in one package. After years of relative stability helped to close up the field, this season is going to be fascinating and unpredictable.

"They are the most sweeping changes the sport has seen in 15 years," says Ron Dennis. "They are challenging and they obviously provide an opportunity for one team to get a technical advantage.

"Some people are expecting to see a more even field, but I don't think that's going to be the case. The teams that have the depth, the research capabilities, and are able to apply science and technologies to the challenge, they will come out with an advantage. But I think it will be a good, exciting season, and the changes should deliver what they're meant to."

Lest we forget, the aim of many of these rule changes is to make overtaking easier. If they really work – and nobody knows for sure – the face of our sport could be transformed.

KERS: will it make a difference?

KERS will be one of the most talked about subjects this year. All the teams concede that they could do with more development time, and most have admitted their systems might not be signed off for race use by Australia in March. The lack of on-track testing thereafter means it won't be easy to address any bugs. Fernando



DIFFERENCE

That's what F1 2009 is set to bring **BY ADAM COOPER**

Alonso has even suggested that if Renault's system isn't ready for the first race, it will be too risky to introduce during the season.

There's a game of chicken going on. As long as everyone holds back, it's not a problem, but as soon as one or two leading teams race a well-tuned system, the others will have little choice but to respond.

There isn't room here to explore KERS in detail, but in essence it provides a burst of 80bhp for up to 6.7 seconds a lap. How that extra power is used is up to the driver. Running on his own, he will press the button at a predetermined point on the track, which will invariably mean the start of the longest straight. The anticipated gain in lap time is around 0.3sec. Running behind someone, there will be more flexibility, for example if another straight offers a potential overtaking opportunity. Obviously if two drivers press their buttons at the same time it won't make a lot of difference, so the challenge will be to use the boost creatively, perhaps by forcing the guy ahead into using his single burst as a defence mechanism while saving your own. In theory you can use your KERS burst at the end of one lap and at the start of the next.

The downside of KERS is the complex packaging it requires and specifically the extra weight – it raises the centre of gravity and compromises the ability to load ballast in the most effective places on the car. To help negate that teams have encouraged drivers to play their part by shedding a few kilos over the winter…

In the end it will come down to maths: "We'll use KERS as soon as we're convinced it »»

2009 FORMULA ONE PREVIEW

brings a performance benefit," says Toyota's Pascal Vasselon.

It's such a fine line that for circuits where KERS won't be so effective – extremes like tight Monaco and flat-out Silverstone – a team may opt to prepare the car without the system fitted and thus with more optimal overall weight distribution. But that decision would have to be taken in advance, as it's not a job for a Friday night.

Safety of KERS remains a concern, but the biggest issue will be reliability, especially as the season starts with a series of hot races. Ferrari, BMW and Toyota, which tested at Bahrain in February, may have an initial advantage.

AERODYNAMICS: will the new wings aid overtaking?

While much of the focus has been on KERS, aero changes have presented teams with an equally massive challenge.

It's all about encouraging overtaking by allowing cars to run close together as they come onto a straight, whereas in the past the following car would lose downforce and have to drop back. Research by the FIA's Overtaking Working Group has led to wide, low-slung front wings, which in theory will react more favourably to the wake produced by higher, narrower rear wings.

No one can deny that the 2009-spec cars look a trifle odd, and the front wings will be vulnerable to first-lap damage – and at some tracks normal impacts with kerbs could even dislodge them. On the plus side the rules have put an end to the ridiculous plague of winglets, chimneys and bargeboards that have ruined car lines in recent years. If you can divert your eyes from the wings, the cars look much sleeker, their largely uncluttered and curvaceous sidepods harking back to earlier times.

The overall aim of the OWG was to reduce downforce by 50 per cent. While teams have already clawed back some of that, it will be harder to make gains, simply because fewer bolt-on options are allowed. There's a common view that less reliance on aerodynamic grip will improve the racing in general, but that wasn't the specific aim of the OWG – the cut was just part of an attempt to control the wake. Reduced downforce will certainly make things more interesting when it rains, however, since the wet tyres are the same as last year but overall grip will be down.

The most intriguing aspect of the new rules is the option drivers now have to adjust their front wing twice a lap. This was introduced to further help a driver stick to the car in front. The basic idea is to maintain a stable balance by dialling up extra wing on entry to a corner, before taking it off again on exit before a straight. The adjustable wing provides an extra dimension the teams are still exploring. A change can also be made for balance or performance reasons, i.e. lowering the front wing for a sequence of fast corners, or raising it for the opposite. Any adjustment doesn't have to be reversed on the same lap – so a permanent change can be made to a car's balance as circumstances change through a race.



Slick tyres make a welcome return, but the jury's out on KERS (below)



Vasselon admits there are many options: "It's too early to know for which target we will change it. We may save the possibility to overtake, as initially planned, which may be very interesting. Or we may use it to compensate for a balance evolution, or to deal with tyre degradation. The drivers love to play with it!"

Clearly it will benefit the more technically inclined drivers. Perfectionists such as Jarno Trulli, who lose confidence when the car balance changes and they stray out of their comfort zone, will now have a way of staying within it.

TYRES: what impact will slicks have?

Few will be disappointed to see slick tyres back for the first time since 1997. In effect grooves became obsolete once the FIA mandated a sole supplier, and there was no longer a need to control grip by reducing the contact patch.

Although they don't compare with ultra-sticky tyre war-era slicks, they provide more mechanical grip than last year's grooved tyres. The OWG's aim was that this went some way to cancelling out aero losses, thus helping



There's no in-season testing this year, while engines must last even longer (below)



LAT

to maintain overall lap times.

Slicks present a very different challenge and it will take time for teams to fully understand how to operate them effectively, especially with regard to temperatures. Experienced team personnel concede that their knowledge of how the old slicks behaved still has some value, and there will be a learning curve for younger engineers, many of whom have never worked with slicks. The only current drivers to have raced a Formula 1 car on slicks are Giancarlo Fisichella and Jarno Trulli.

"The main thing is the balance shifts towards the front of the car," says Sam Michael of Williams, "so you have a stronger front relative to the rear. You need to tune the weight distribution around that."

Last year Kimi Räikkönen and Nick Heidfeld struggled in qualifying largely because they had problems with tyre warm-up. Some drivers could now face similar issues.

"The way they perform and the stability they bring is different to a grooved tyre. It's not the same as just reducing grip," adds Michael. "With a grooved tyre you have four little peaks of stress on the edge of each groove, whereas with a slick you have one big one. That changes the way the contact patch gets loaded in terms of warming up the tyre, etc."

TESTING: who will suffer most?

Testing has been gradually reduced since Michelin's withdrawal at the end of 2006 halted the tyre war, but the change for this year is drastic. Not only has pre-season testing been restricted, with just one car per team in action at any time, but after Melbourne there will be no testing whatsoever.

This combined with the new rules makes life more complicated. Although Fridays are in effect test days and teams will be able to do experimental work, they are no substitute for dedicated testing away from the pressures of GPs. There's also a question over Monza, where teams have traditionally tested one-off low-drag packages before the race.

The testing ban is a big problem for drivers. Anyone struggling to adapt to his '09 package, or to slick tyres, will not be able to dedicate a day or two to getting to grips with the problem. It certainly won't help younger drivers. The man who'll suffer most is Toro Rosso's Sébastien Buemi, this year's sole rookie, but such as Nelson Piquet and Kazuki Nakajima still need all the miles they can get. On the other hand there's greater job security because the third driver will get no running and won't be out trying to prove his worth at Grands Prix.

The lack of testing puts more emphasis on work at the factory, and especially the use of simulators. McLaren's facility is widely believed to be the best, allowing its drivers to hone every aspect of set-up before they arrive at a track – crucial when it comes to optimising the use of KERS and the front wing. In contrast, the likes of Renault don't have such a simulator.

ENGINES: how will teams play the system?

Extending engine life from the previous requirement of two races was a quick and easy way of controlling costs. The system will work differently this year, however.

In 2008 a driver had to use an engine for two consecutive race weekends, which actually meant only Saturdays and Sundays, as Fridays were free. Now drivers have eight engines for the whole season – remember, there's no testing – and Fridays are included. How teams use those engines is up to them, but typically they will use higher-mileage engines on Fridays, before switching for Saturday.

Drivers are still supposed to keep the same engine for Saturday and Sunday, but there is provision for a change after qualifying – without a grid penalty – if the team can prove the original unit is damaged.

The bottom line is that an engine doesn't have to be used in consecutive races, so teams will juggle them around to suit the calendar, possibly leaving a part-used engine in the factory for months until it fits into the schedule. They are not obliged to use the same engine at high-stress events such as Spa and Monza. Similarly, an engine used in the wet will be less stressed and therefore more likely to be given extra racing miles.

> "I'm looking forward to slicks, seeing how they behave. And KERS will be exciting"
>
> LEWIS HAMILTON

A driver who follows Nick Heidfeld's 2008 example and finishes every race will in effect use seven engines over two weekends, and one over three. Even with Fridays included it's not a big stretch – especially as the rev limit has been dropped from 19,000 to 18,000rpm. Anyone requiring a ninth engine faces a one-off 10-place grid penalty.

Who will the changes benefit most?

Far from closing the gap between the great and the good, as many driver aids have done before now, this year's new toys may emphasise it.

Consider this. As they come onto the pit straight drivers will potentially be pressing their KERS buttons and lowering their front wings in addition to regular tasks such as changing gear and talking on the radio. That sort of workload will play into the hands of those who can drive on the limit and yet still have plenty of mental capacity to focus on other things.

And while the new rules are designed to encourage cars to run closer together, it's still going to be the boldest drivers who will make the best use of any opportunities. And some, of course, need only half an opportunity…

"I'm looking forward to the slick tyres, seeing how they behave and how you can treat them in a race," says Lewis Hamilton. "And KERS will be exciting, having a boost button…"





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Lunch with...
EDDIE JORDAN

He's the racer-turned-team boss whose wheeling and dealing helped him scale the heights of Formula 1 – and bring a sense of fun to the grid

BY SIMON TAYLOR

It's safe to assume that we will never again see the like of Jordan Grand Prix. As the financial and political qualifications for entry into Formula 1 become ever tougher, and the paddock becomes more and more serious and straight-faced, so the possibility of another team like that recedes further.

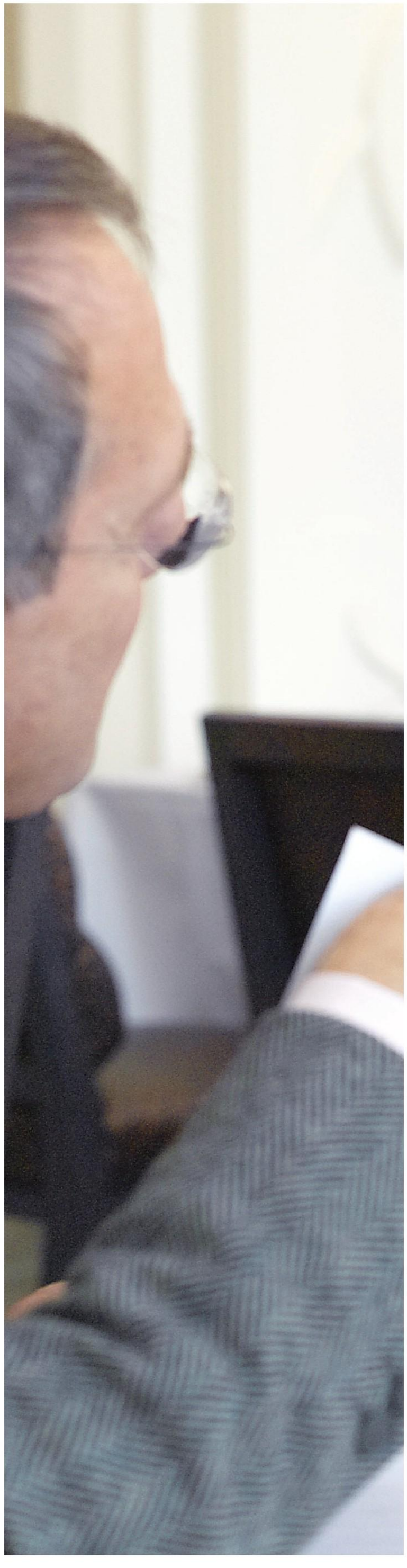
Jordan burst upon F1 in 1991, constantly punching above its weight and always teetering on the edge of financial disaster. The green, then red and blue, then gold, then yellow cars graced the grids for 14 seasons, until Eddie Jordan bowed to the inevitable and sold the team to Midland. It lives on in today's Force India outfit, and EJ himself is back in the paddock this year as part of BBC TV's new coverage. But the buccaneering irreverence that he and his team brought to F1 is no more.

"We were johnnie-come-latelys, noisy, brash, having a good time, giving the establishment two fingers. So we got lots of attention, lots of value for our sponsors, and a huge fan base. We always measured our popularity by how much we could sell to the public – from stickers and clothing to subscriptions for our own team magazine. By the late '90s our merchandising revenues were virtually on a par with Ferrari, and streets ahead of McLaren. It was down to the bright yellow livery, the Hissing Sid [the snake painted on the car's nose], the Page 3 girls draped over the cars, all that rock 'n roll. But we did the job, too. We won races.

"You have to remember that, in the last 20 years, only four other teams – Ferrari, McLaren, Williams and Renault/Benetton – have scored more than a single win. In our best season we were third in the Constructors' Championship, and third in the Drivers' Championship. Other teams had more speed, more technology and much, much more money. So our strategy in any given situation was to think what Ferrari and McLaren would do, and then do something different. We'd gamble on the unexpected – the weather, an accident, a pace car – or we'd take a big risk on fuel strategy or tyre wear. Always second-guessing.

"We ran new drivers because they were cheap, or because they paid. And we hired young, untried team personnel. We were a university for F1. I look around F1 today with a certain amount of pride, because so many top men started at Jordan: Rob Smedley at Ferrari, Sam Michael at Williams, it's quite a list. They made their mistakes with us and learned from them, and we encouraged everyone to chip in with any idea, however off-the-wall. You'd be amazed how many good ideas came up.

"I ran Jordan on a shoestring. My law in the factory was, 'No money can be spent unless it makes the car go quicker. If it doesn't make the car go quicker, don't ask for it.' We always had deals on motorhomes, deals on trucks, deals on catering, deals on everything. We used second-hand brakes that McLaren had returned to the manufacturers. We'd have them reskimmed, and they were fine. We'd use reconditioned clutches. Formula 1 today is scandalously »»»



James Mitchell



wasteful. It's a pissing contest, seeing who can piss away the most money. If I'd been born 15 years later, I would never have got into F1. On my budget, you couldn't buy postage stamps for a team now."

Yet F1, in the end, made Eddie a rich man. He and Marie, his wife of 30 years, now live in a palatial house in the private estate adjoining the famous Wentworth golf course in Surrey. When we meet for lunch in the clubhouse, he's just back from a tournament in Barbados and is rehearsing in his private recording studio with his current rock band, Eddie & The Robbers, who've been booked for three days of gigs in his homeland. Then they're off to Australia, for Eddie to make his F1 TV debut but also for the band to support The Who at the post-Grand Prix bash – like those great Silverstone parties when Eddie's Pitstop Boogie Boys would perform after the race.

From humble beginnings in Dublin, developing a love for girls and Guinness and rock music, Eddie found gainful employment when his aunt, a nun, got him a job in the Irish Sisters of Charity Bank. School learning was not his strong suit, but he had a talent for doing mental arithmetic at lightning speed, which went with a taste for wheeling and dealing that had started in the playground with conkers, marbles and even school textbooks. When a customer came into the bank asking for a loan to buy a car, Eddie would casually ask what sort of car was wanted. Then he'd feign surprise, saying his best friend was selling his own car just like that, an immaculate example. He would then hastily source a car from one of his trader mates, beat him down to a price and sell it next day – at a suitable mark-up – to the delighted bank customer.

In 1970 there was a bank strike in Ireland so, unable to earn, Eddie got himself to Jersey where he worked as a clerk for the Electricity Board by day and a barman by night. While there he went to a seaside kart track, tried his hand and became hooked. Back in Ireland he wangled the means to buy a kart and go racing, winning the Irish Kart Championship in 1971. Then he bought, for £450, an old Formula Ford Lotus. A Crosslé 20F followed, and Eddie began to compete seriously across Ireland, with occasional forays to England.

He set about Formula Ford just as he would set about Formula 1 20 years later: ducking and diving. Money was impossibly short, of course, but Eddie could always squeeze a quart out of a pint glass. He persuaded a Dublin carpet shop to sponsor him – but the sponsorship took the form of Eddie painting the shop's name on the side of the car, and receiving carpet remnants in payment. On Saturdays when he wasn't racing he'd set up a stall on Dublin's Dandelion Green and flog his carpets. "I loved it – the banter, the bartering, the blarney."

Despite a big accident at Mallory Park in 1975, when he broke both his legs, Eddie graduated to Formula Atlantic under the proud banner of Marlboro Team Ireland, which showed that his ability to drum up sponsorship was developing faster than his prowess in the cockpit. Having won the 1978 Irish Championship, he decided to move to England and tackle Formula 3 – at the age of 31. He found a squalid little house in Silverstone village for £3000, and furnished it with house-clearance stuff. He got the fridge for 50p. The long-suffering Marie got a job packing for a food company at £1.25 an hour, while Eddie lodged a planning application for the derelict garage at the bottom of the garden – and sold the house for £10,500 profit. This bought a five-bedroom house nearby so he and Marie could take in lodgers. For the British GP weekend he managed to cram in 17 paying guests.

After various F3 adventures, a few races in a Porsche 908 and a ride in Steve O'Rourke's BMW M1 at Le Mans, Eddie decided that his future lay not in driving cars but in doing deals. For the 1981 season he bought a Ralt F3, and Eddie Jordan Racing was born. Several promising hopefuls drove for him, when they came up with the requisite money: David Sears, David Leslie, James Weaver, Tommy Byrne and one Wyatt Stanley, who agreed to pay £1700 for a race at Dijon. Stanley ran a string of bingo halls in the Midlands, and arrived with 17,000 10p pieces in sacks. It was all money to Eddie.

In 1983 came the historic battle in the British F3 Championship between Martin Brundle, in the EJR car, and Ayrton Senna, driving for West Surrey Racing. "That season cost £65,000. Martin's dad put in £15k, and I persuaded the BRDC to put in £20k. I even got four grand out of Tom Walkinshaw. Various people I knew put in a bit, and we got our money back by managing Martin as he moved up the ladder. We so nearly won the championship because we psyched Senna, and he started to make mistakes. By rights he should have walked it, but it went down to the wire. It was a difficult year because our transporter went off the road coming back from a race in Austria, and our chief mechanic Rob Bowden was killed. That was devastating."

EJR did win the F3 championship in 1987, with Johnny Herbert, and in 1988 there was a two-car team in F3000. "For the first round in Spain the cars were virgin white, not a sponsor on them, and Johnny put it on pole. Camel were with Lotus in F1 then, but I'd heard they weren't happy. So I got Camel boss Duncan Lee on the phone that evening and said I'd put Camel stickers on the cars for free the next day, if he agreed to meet me the following week. Johnny won the race, and a few days later we got Camel sponsorship for both cars." At Brands in August Herbert had his dreadful accident, but still managed a remarkable F1 debut for Benetton seven months later. And for 1989 Eddie ran Jean Alesi in F3000.

"Jean was pretty much washed up. He had a reputation for being a prima donna, and he'd fallen out with [French F3000 team] ORECA, but I told him to get his arse over to England, learn our language, learn how to treat his mechanics, and stop crashing. He had nowhere to live, so he moved in with Marie, me and the kids. The Birmingham street race was on August Monday, the day after the Belgian GP. Camel had a lot of guests at Spa, but both Lotuses failed to qualify. So they flew them all over to Birmingham, and watched Jean win. He won at Pau and Spa as well, and took the F3000 title.

"What was even better was Jean's F1 debut at the French GP. Tyrrell driver Michele Alboreto had to stand down with a contractual problem, and I told Camel Jean should do the race for Tyrrell. I had his contract, of course, so I negotiated a fee with Bob Tyrrell, which wasn't easy. In the end we settled on about eight grand, I think. But Bob said nothing about subsequent races, which I thought was strange. Maybe he didn't think Jean was going to be any good. But you should always cater for the future, just in case the guy turns out to be good, so you don't have to go back with your pants down and be raped if you want to keep him. So first practice, Friday morning, Jean has never sat in an F1 car before, and he's seventh fastest. In the race he's sensational: comes through the field, holds second place before his stop for tyres, finishes fourth. In a Tyrrell! Next morning Bob's in my office: 'Right, we want you to release him for the season.' He really had to pay for that – and when the GPs clashed with F3000 rounds, Jean still drove for me.

"About now I started to think about going into F1. We'd won a lot of F3000 races, and Brundle, who was at Brabham by then, and Herbert at Benetton, and especially Alesi, they told me that F1 wasn't all that different. I'd made a bit of money by now, had about £5 million in the bank. I could have stayed doing what I was doing and made the next £5 million. But I talked to Marie about it, and she said, 'You'll never be happy until you do it. Let's get on with it. If we lose everything we'll only go back to where we were at the beginning, so it can't be worse than that.'"

So Eddie rented another lock-up at Silverstone and gathered his team around him: team manager Trevor Foster, business aide Ian Phillips, designer/engineer Gary Anderson. Ian, former journalist and circuit manager, was a shrewd sponsorship hunter who knew exactly how Eddie's mind worked. "Ian was a jewel in our crown. He's hideously bright, with a brilliant memory, and he's the world's greatest »»

Clockwise from top: EJ the F3 racer, at Donington in 1979; launch of first F1 car, with designer Gary Anderson; Damon Hill leads the Ferraris en route to victory at Spa, 1998; F1 rookie Michael Schumacher at Spa in 1991; Eddie mans the drums at a British GP party; Heinz-Harald Frentzen on the limit. In 1999 he became Jordan's most successful driver with six podiums and two wins; posers Ralf Schumacher, Melinda Messenger, Damon Hill and Jordan – all part of the team's rock 'n roll image

All images LAT

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survivor. Also he knows how to party. He's Force India's commercial director today." Anderson is a Northern Irishman who'd worked in F1 for Brabham and also produced his own F3 car, the Anson. He joined Eddie from Reynard during the F3000 days. "Gary was the biggest possible factor in Jordan's entry into F1. The man's a genius. He didn't believe in himself enough to realise how good he was. We'd have heated discussions – two Irishmen in one room, one big, one small – but we always emerged without any blood on the carpet."

Eddie did a deal with Cosworth for customer engines, and persuaded Goodyear to supply tyres, when most of the tiddler teams had to go with Pirellis. His hopes of getting his F3000 sponsor, Camel, to come on board were scuppered when Ford persuaded it to go with Benetton, so Eddie went after Marlboro. That produced $3.5 million plus one of the drivers, in the shape of Andrea de Cesaris. De Cesaris has been much sneered at by the pundits, but Eddie awards him high praise. "He became a different person with us. He was a pain in the arse, of course, a real baby, but he was quick, and he was funny." Eddie talked up further backing from Fuji, drinks company 7UP and, amazingly, the Irish government. The other seat went to Belgian Bertrand Gachot – until his altercation with a London taxi driver sent him to Brixton Prison, leaving his seat vacant mid-season.

With 34 entries for the 26 places on the F1 grid, five teams – Lamborghini, Coloni, Fondmetal, Dallara and Jordan – had to do battle early on Friday morning to weed out the four slowest, who would not even get the chance to try to qualify. "I've never been ill, except with the worry of pre-qualifying. There was so much at stake, it gave me piles. But – apart from Andrea's car in our first race at Phoenix, when he buzzed the engine – we always got through. By halfway through the first year, when they revisited the list, we'd already scored points in four races, so we were in the clear." Anderson's first F1 car, the Jordan 191, was neat, elegant and effective. Good finishes started to come, and the little team finished a brilliant rookie fifth in the Constructors' Championship, ahead of the likes of Tyrrell, Lotus and Brabham. But that September Eddie had a dramatic introduction to the ruthlessness of F1.

"With Gachot banged up, I needed a replacement. There was a sports car racer for Mercedes called Michael Schumacher. I knew next to nothing about him, but his management were pushing him at me very hard, so I agreed to run him at Spa. I charged them £150,000." The German rookie qualified a sensational seventh and, although his race lasted only a few yards, at once he was the man everyone was talking about. Few remember that de Cesaris was lying second in that race with three laps to go, catching leader Senna who had a gearbox problem, when his engine quit.



"I offered Ayrton 49 per cent of the team. For nothing. To me it was a no-brainer"

At Spa a letter of intent covering the rest of the season had been signed by Schumacher's management, but they slipped in a weasel. The words "we will sign the contract" were changed to "we will sign a contract". A week later Schumacher did indeed sign a contract, but it was with Benetton. Jordan advised Roberto Moreno, who was losing his drive to accommodate Schumacher, to take out an injunction against Benetton. Moreno did this in Milan on the Thursday of the Italian Grand Prix, but in an all-night meeting in the Villa D'Este involving Bernie, Flavio Briatore and a very reluctant Eddie, Moreno was offered $500,000 to withdraw the injunction. At 2.30am he weakened and took the money, and Eddie's position collapsed. So he promptly signed Moreno to do the next two races, thus relieving the Brazilian of most of his buy-off...

But Eddie's £5 million in the bank was now a £5 million overdraft. After one season, the F1 game seemed to be over when Cosworth placed a winding-up order against Jordan for non-payment of bills. In the High Court the irrepressible Eddie talked the judge round, pointing out that Cosworth was charging him £121,000 for an engine rebuild when a new engine cost only £110,000. The winding-up order failed. "We still had to pay most of it in the end, and that's how a Jordan 191 ended up in a German museum. Schumacher actually drove two Jordans over that Spa weekend. I still own one, and it's in the Donington museum now. We gave the other to Cosworth in part-payment for our debt – we told them the first F1 car Michael Schumacher ever drove was worth a big sum of money – and when VW bought Cosworth it ended up with them."

Eddie used V12 Yamaha engines in 1992 and had a very thin year, and then switched to the V10 Hart. Sasol, a South African oil company, was now the title sponsor. At Aida in 1994 Rubens Barrichello scored Jordan's first podium. But at the next race, Imola, he had a giant accident in Friday practice. Although his injuries were miraculously slight, it was the start of a black weekend which cost the lives of Roland Ratzenberger and Ayrton Senna.

"That whole weekend was a nightmare. I can still remember the Sunday evening flight home with all the F1 circus on board. Those flights are usually pretty noisy, but nobody said a word, nobody ate or drank. It was totally sombre, the most eerie flight I've ever been on.

"After being wary of me during the F3 period, Ayrton had become quite friendly. And during 1993 I had this amazing idea. Ayrton was coming to the end of his time at McLaren, he wasn't seeing eye to eye with Ron any more. So I went to Ayrton and offered to give him 49 per cent of the team. For nothing. I reasoned that my 51 per cent of a team which had Ayrton on board would be worth more than 100 per cent of a team without him. He'd be able to pull the team around him, concentrate on his ambitions, and with him we could raise the backing to put Jordan on a different level. Honda would have come with him for sure. I told him he didn't even have to drive for us until we were ready to give him what he wanted. Some may think it mad to give away half my company, but to me it was a no-brainer. Ayrton took my proposal very seriously. I went to his island beach house at Angra, and we went through it. I don't know what might have happened if he'd lived."

High spot of 1995, now with a works



Eddie won the 1989 F3000 championship with Jean Alesi

LAT

Peugeot engine deal, was Canada, when the Jordans of Barrichello and Eddie Irvine finished second and third – behind old friend Jean Alesi, scoring his one and only victory for Ferrari. "Afterwards Jean said to me: 'Today it was a Jordan 1-2-3.' Have you noticed how many Jordan boys drove for Ferrari down the years? Johansson, Alesi, Irvine, Barrichello. People ask who has been my biggest sponsor during my career: I tell them, Ferrari.

"For 1996 I had Irvine under contract, paying him next to nothing, telling him how lucky he was to be in an F1 car. But I knew he was ready to move on. So I called Schumacher, who was just going to Ferrari from Benetton, and suggested Irvine was the team-mate for him. I said Eddie wasn't lazy, he'd do all the testing they wanted, he wouldn't expect to win because he knew that would be Michael's role. Michael talked to [team director] Jean Todt, Todt talked to me and then had a meeting with Irvine, and I spoke to John Hogan and Graham Bogle at Marlboro, because I knew they actually paid the Ferrari drivers' wages. Then Eddie and I went to Switzerland, and I had a meeting with Henri Peter, Ferrari's lawyer. He got Luca di Montezemolo on the phone to tell me the payment I was demanding to release Irvine from his Jordan contract was way too much, and that I didn't understand the drivers' market or the way of the world. When Luca rang off I reminded the meeting that Eddie had an offer from Ligier [Gitanes, Ligier's sponsor, were sworn rivals of Marlboro] and how much it was going to cost me to replace a driver of Eddie's calibre. I left the room with a great deal for Irvine, with a bonus linked to the team's overall performance rather than just his own results, so that when Schumacher did well, he'd do well. There was also $5 million for me for selling out his contract with my team. Eddie had wandered off, but eventually I found him beside Lake Lugano, feeding the ducks.

"Eddie is a very bright boy. He says all the things he missed at school he learned from me. I didn't tell him what Ferrari were paying me to release him, but when I told him the meeting had gone well he looked me in the eye and said, 'I've changed my mind. I love driving for Jordan, they're like family to me. I think I'll stay.' He knew that was the last thing I wanted – in my mind I'd already spent my cut. In the end I had to give him $1 million of my $5 million to f*** off to Ferrari.

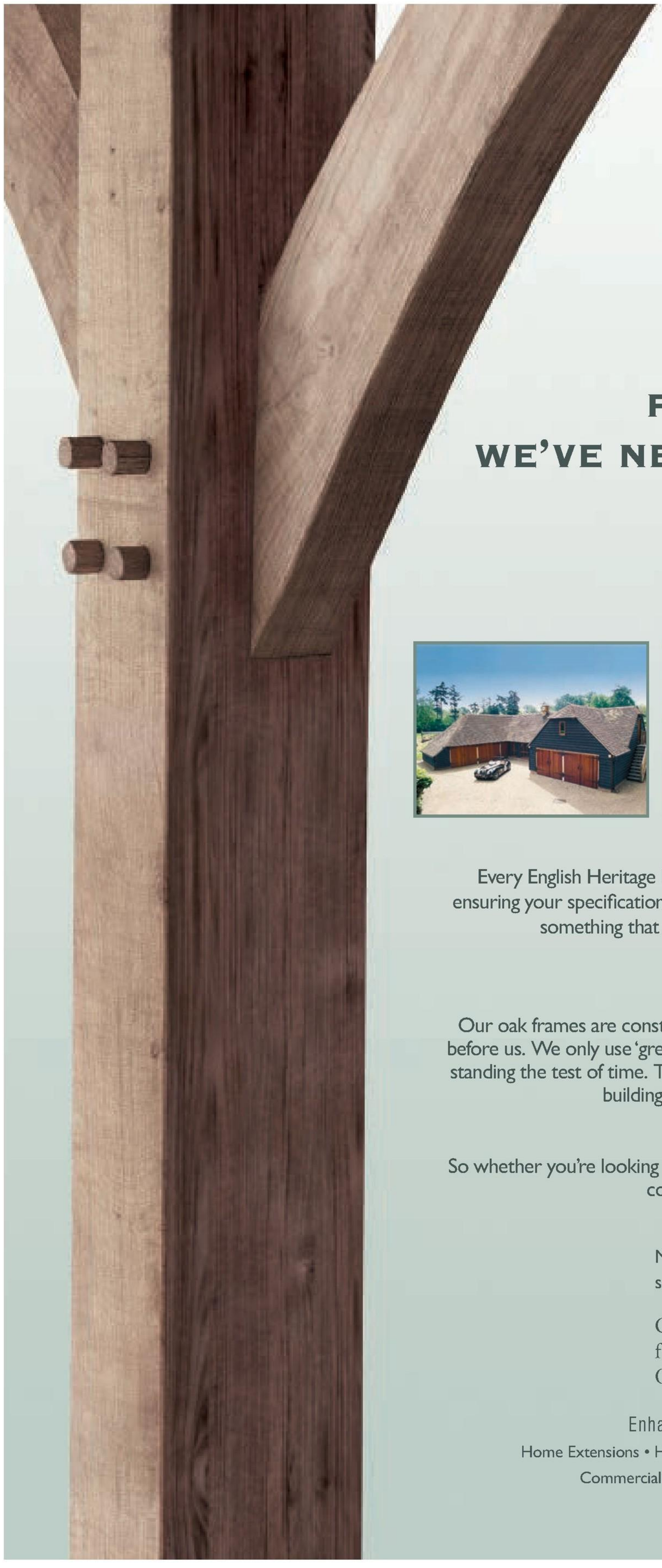
"At that moment my phone rang. It was Bernie Ecclestone. Bernie is unbelievably astute, and he knows everything that's going on in F1 almost before it happens. 'Where are you, Jordan?' 'I'm standing by a lake, feeding the ducks.' 'I didn't say what are you doing, I said where are you. I hear you just put Irvine with Ferrari. Thanks for telling me.' 'Bernie, you were going to be my next call…'"

> "Luca said I didn't understand the driver market"

For 1996 a new sponsor, Benson & Hedges, came on board. Eddie had been chasing them for five years. Martin Brundle returned 13 years after his F3 title, and put the team on the front pages with his lap one accident in Australia. The gold livery looked good, but didn't show up the logos so well on TV, so it was switched to the vivid yellow which quickly became the team's trademark. In 1997 new team-mates Ralf Schumacher and Giancarlo Fisichella drove into one another on more than one occasion, but Fisichella was second at Spa, and led Hockenheim before being delayed by a puncture. But it wasn't until 1998 that Jordan was able to pull itself up from its traditional best-of-the-rest position behind the Big Four.

Now Eddie had an ex-World Champion, Damon Hill, driving and Mugen-Honda supplying engines. The season started badly, with Damon saying the car wasn't good enough, and some people in the team saying Damon wasn't good enough. But gradually the car improved, and at Spa Damon scored Jordan's first F1 victory, with Ralf Schumacher second. That magic one-two propelled Jordan to fourth in the Constructors' Championship.

For 1999, Heinz-Harald Frentzen replaced Ralf and had a brilliant season. He won two Grands Prix, at Magny-Cours – with a »»



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very clever fuel strategy from the pitwall – and, on sheer speed, at Monza. Only an unlucky electronics glitch prevented him from winning at the Nürburgring, too. He finished third in the Drivers' Championship, and Jordan was third in the Constructors' behind Ferrari and McLaren. It was the team's best year, but financially Eddie was still right on the edge.

"Bernie always supported me, and there were times when he lent me the funds to get over a particularly difficult time. Did he charge me interest? Of course he charged me interest... But in 1997 he said – he always speaks to me like this: 'Jordan, I'm tired of bumming you up, fronting you the dough. You're going to go skint. You'll have a raspberry [South London car dealers' slang for a heart attack], then you'll be brown bread, and I don't care shit about you, but what about your wife and kids? You need to hook up a monkey quick, and nick a few quid out of him.'



"Then I met a man at a football game who was acting for a big equity firm in New York. He was looking at buying Everton. I said, 'Nothing wrong with Everton, but I can see you're a man of the world. Let me tell you, you're going to get much more business potential out of a Formula 1 team.' I ended up selling 49 per cent of the team to Warburg Pincus. They also bought 49 per cent of the debt. A couple of years later that man left the firm, and they started to get a bit jumpy in New York. So I bought it back. I won't tell you the figures, but it was a very good deal for me.

"During 2001 I had to get rid of Heinz-Harald to make way for Takuma Sato, to be sure of keeping Honda when there was pressure on them in Japan to put all their efforts behind BAR. That gave me a rough ride from the German fans at Hockenheim, but in 2002 we still scored more points than BAR. Then Honda told me they couldn't supply us with engines for 2003. They behaved impeccably – they paid $22 million to terminate the contract one year early, to help us pay for our engines in 2003 – but that left us back with Cosworth."

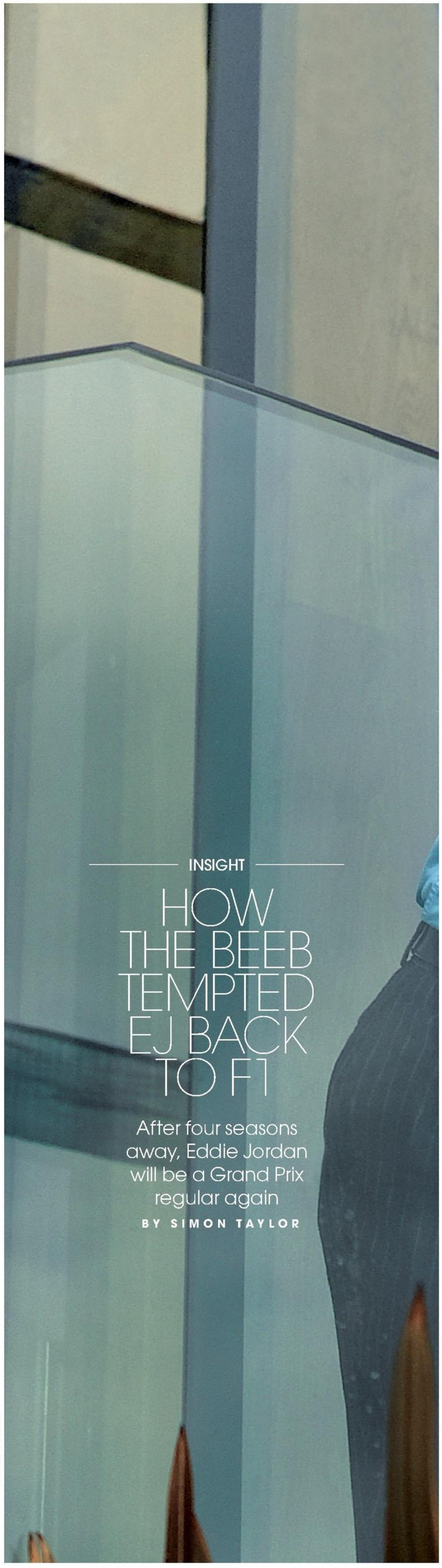
In fact, Eddie nearly did a deal with Mercedes to run customer engines for 2004. The cars would have been entered as Jordan-Smarts, and the idea was to market a sporty version of the little road car called the Smart Jordan. To Eddie's fury, Ford blocked this – before announcing its own withdrawal in September 2004. He immediately did a deal to secure Toyota engines for 2005.

Jordan's final victory came in Brazil in 2003, when – helped once again by clever fuel strategy – Fisichella snatched victory at the very end of a dramatic wet race. Because of a timing confusion, at first the win was given to Kimi Räikkonen's McLaren, and it was only awarded to Giancarlo some days later, after Eddie successfully protested. Meanwhile F1's costs continued to escalate. "I'd started the team on 18 people. Just a few years later, I had 265. You don't feel in control by then. The costs had become obscene. It was costing half a million a month to keep the team going, and it was eating into everything we had. I could see the results weren't likely to get any better. As maybe the last of the true independents, I knew the threat of ruin would hang over me and my family as long as I was in F1. Bernie said to me, 'Jordan, that's it. You should get out. If you won't find a buyer, I will.' Then he summoned me to Prince's Gate and introduced me to a Russian-born Canadian billionaire called Alex Schnaider. By January 2005 the deal was done, and I was out of Formula 1."

Since then Eddie has thrown his entrepreneurial energies into all sorts of activities, from investment companies to energy drinks, and charities like CLIC [Cancer & Leukaemia in Childhood] and the Amber Foundation for homeless young people. "I've moved on. I've finally got the motor racing needle out of my arm. And now I'm looking forward to being back, but on the other side of the fence, for TV.

"I loved my time in F1. It wasn't work for me; it was a playground. Ron Dennis said to me once, 'It's just as well you never got serious.' But Formula 1 changes people, and not always for the better. They think they are more important than they are, they have big delusions of grandeur about their worth. You could refloat the Titanic on the egos in F1. Maybe I was starting to get a bit like that, too. That little group secure in the paddock, everybody outside clamouring to get in, even the great and the good can't get a pass unless we give them one. You start to think, I'm pretty cool. But it's all crap, really. My feet are back on the ground now."

Which means that Eddie's TV take on the pool of piranhas that is today's F1 will be a breath of fresh air. It should make for good viewing. But it won't stop us wishing that the irreverent team with the yellow cars and the fast-talking, blasphemous Dubliner at its helm was still on the grid.



James Mitchell



'F1 this year is going to be a three-part political drama starring Max, Bernie and Luca'

THIS MONTH'S AUSTRALIAN GRAND Prix sees BBC TV's first coverage of a Formula 1 race for 12 years, and Eddie Jordan will be there, talking to camera, as one of the team. And now, after initial misgivings, he's raring to go.

"When the BBC first came after me, I said no. After four seasons away from F1, no way did I want to go hiking around the world again. Freedom's the thing, not contractual obligations. But they kept on at me, and the more I thought about it, the more I started to get keen. Ex-drivers have often been used by TV, and of course we've got DC (David Coulthard) on board. But I don't think an ex-team boss has done it before. A driver can only tell what he sees, but a team boss thinks on a different level. He knows what gets said, and what gets decided, after the driver has left the debrief. Drivers don't sit in on appeals and stewards' meetings. They don't decide on strategy, or when to change engines, or how to structure the budget, or when to go after one sponsor instead of another.

"I'm just going to be myself. You won't hear me putting on a fancy BBC accent. I sound like what I am, a boy from Dublin, and that's not going to change. I'll have to cut out the swearing, though. I know some of my old mates in Ireland are taking bets on whether I'll make it to the end of the season, but I can always switch the swearing off.

"I don't want to give any secrets away about how it's all going to work – you'll have to watch Albert Park to find out – but the BBC bosses, Niall Sloane and Mark Wilkin, want me to focus on people. Bernie's agreed to do a bit with me from every race. He's the worst man in the world to interview, but at least I've been around the block with him, I know how he operates. I want to talk to people who matter: Max (Mosley), Luca (di Montezemolo), Ron (Dennis), Frank (Williams).

"F1 this year is going to be a three-part political drama starring Max, Bernie and Luca, as chairman of FOTA. A struggle for power. It's going to be fun to watch. Anybody who thinks that Luca's got it all sorted out doesn't know how hard Bernie can be. His technique is to throw a depth-charge into an argument and cause total chaos and confusion, while he quietly goes about his business and gets what he really wants. And what he wants is to have the Concorde Agreement signed, and the Concorde Agreement has to be very specific about costs. It'll be signed very soon, you mark my words.

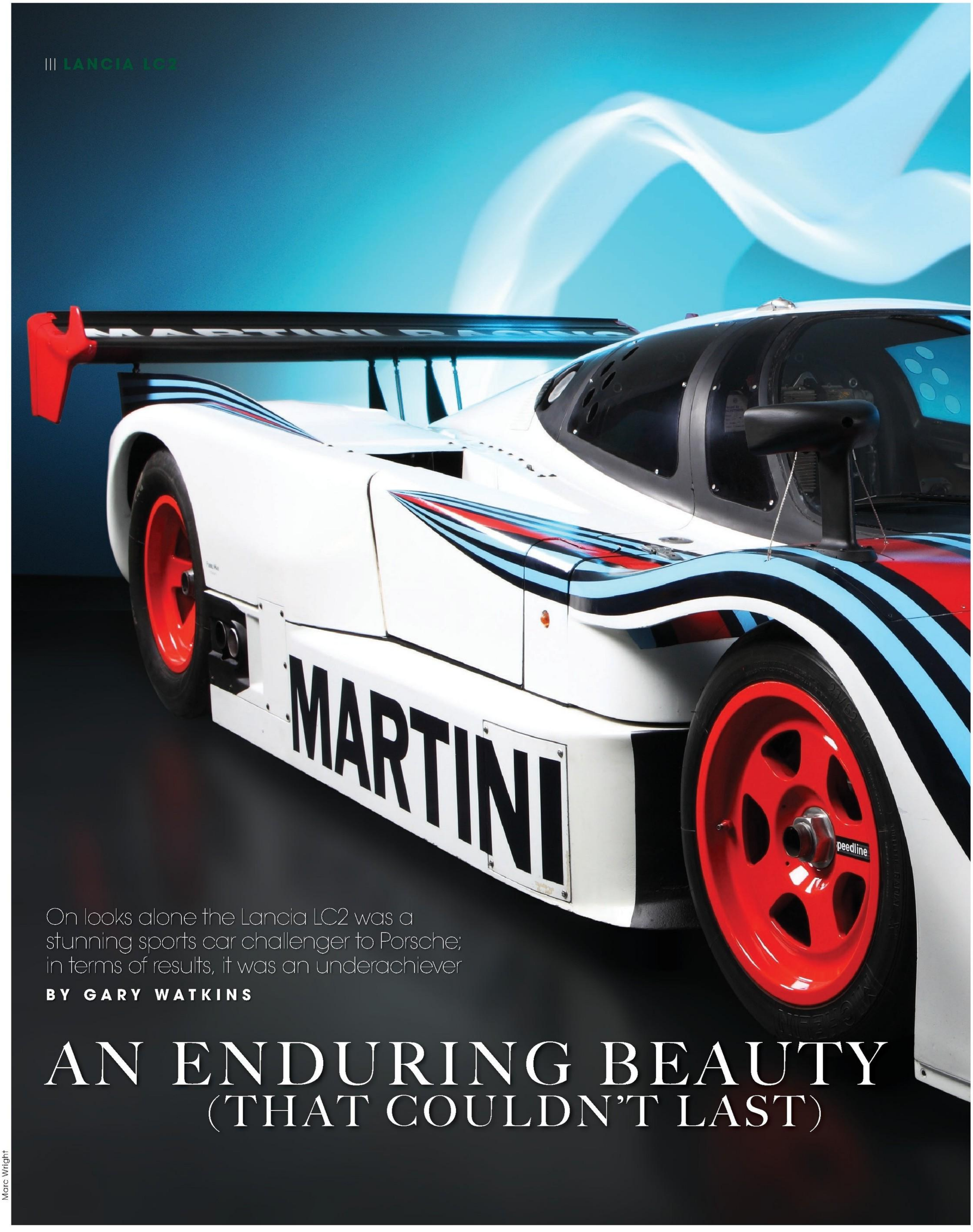
"I'm in favour of unifying as much as possible in F1. It should be each team's chassis, and each team's engine, and each team's aerodynamic package, but apart from that they should save money by sharing everything. Why do 10 teams all have to spend time and money designing and making their own, say, brake pedals? What's wrong with having a standard brake pedal? Nobody watching the race, or watching the TV, can see any difference. Nobody complains about having standard tyres. Why not utilise the same logic to make Formula 1 more sustainable?

"With the world economic situation, do I think there'll be fewer races? No, I don't. Do I think more of them will be in strange places? Yes, I do. Does it upset me that there won't be a French GP, or a Canadian GP? Absolutely. I'm furious. You can't call yourself a World Championship if you don't have a race in North America.

"On the track this year, without doubt the racing will be between the old guard, Ferrari and McLaren. And BMW: they need to step up to the plate a bit, and my guess is they will. You'd assume they'll be the first to get KERS really working for them. And it'll be interesting to see how Alonso goes. Some see him as the best driver in F1 at the moment, but there are so many good kids out there.

"That's the main thing that's persuaded me back to follow F1. Have we ever had a time with so many young drivers so tightly grouped, in terms of talent? I'm hugely impressed with Vettel. And Hamilton, of course. And I love Massa. Kovalainen's been a bit of a disappointment so far. Then you've got Kubica – he's mentally come of age now, he's ready to take on the fight for the title. And don't forget ex-Jordan driver Nick Heidfeld. Everybody thought he was dead and buried, but not me.

"It's the most exciting time to be coming back to F1. With such a huge and dramatic change in the regulations, somebody is going to get it very right very quickly, and somebody else is going to get it very wrong very quickly. We won't know which is which until Australia."



Marc Wright

On looks alone the Lancia LC2 was a stunning sports car challenger to Porsche; in terms of results, it was an underachiever

BY GARY WATKINS

AN ENDURING BEAUTY (THAT COULDN'T LAST)


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LANCIA LC2







Pole position by the better part of a second. Some early glory at the front of the field. And then a dramatic technical failure. The story of the Lancia LC2's debut at the 1983 Monza 1000Kms set the tone for the career of a car that has come to be regarded as a glorious failure.

Glorious for a multitude of reasons. Lancia's attempt to take on Porsche in the still-new Group C category resulted in a car that was nearly always quick. Witness Piercarlo Ghinzani's debut pole on home ground at Monza and the 12 that followed.

It also turned up a thing of beauty, with or without the Martini Racing stripes. Yet more glamour was provided by the car's alternative name, the Lancia-Ferrari, a reference to the source of the V8 developed into a twin-turbo Group C powerplant by Lancia.

Then there were the drivers. The line-up chosen by Lancia's factory Martini Racing squad, run from out of Fiat's famed Abarth workshops in Turin, reads like a who's who of Italian Formula 1 in the 1980s. Ghinzani, Patrese, Alboreto, Nannini, de Cesaris, Fabi, Baldi and more were all given a turn behind the wheel of the LC2.

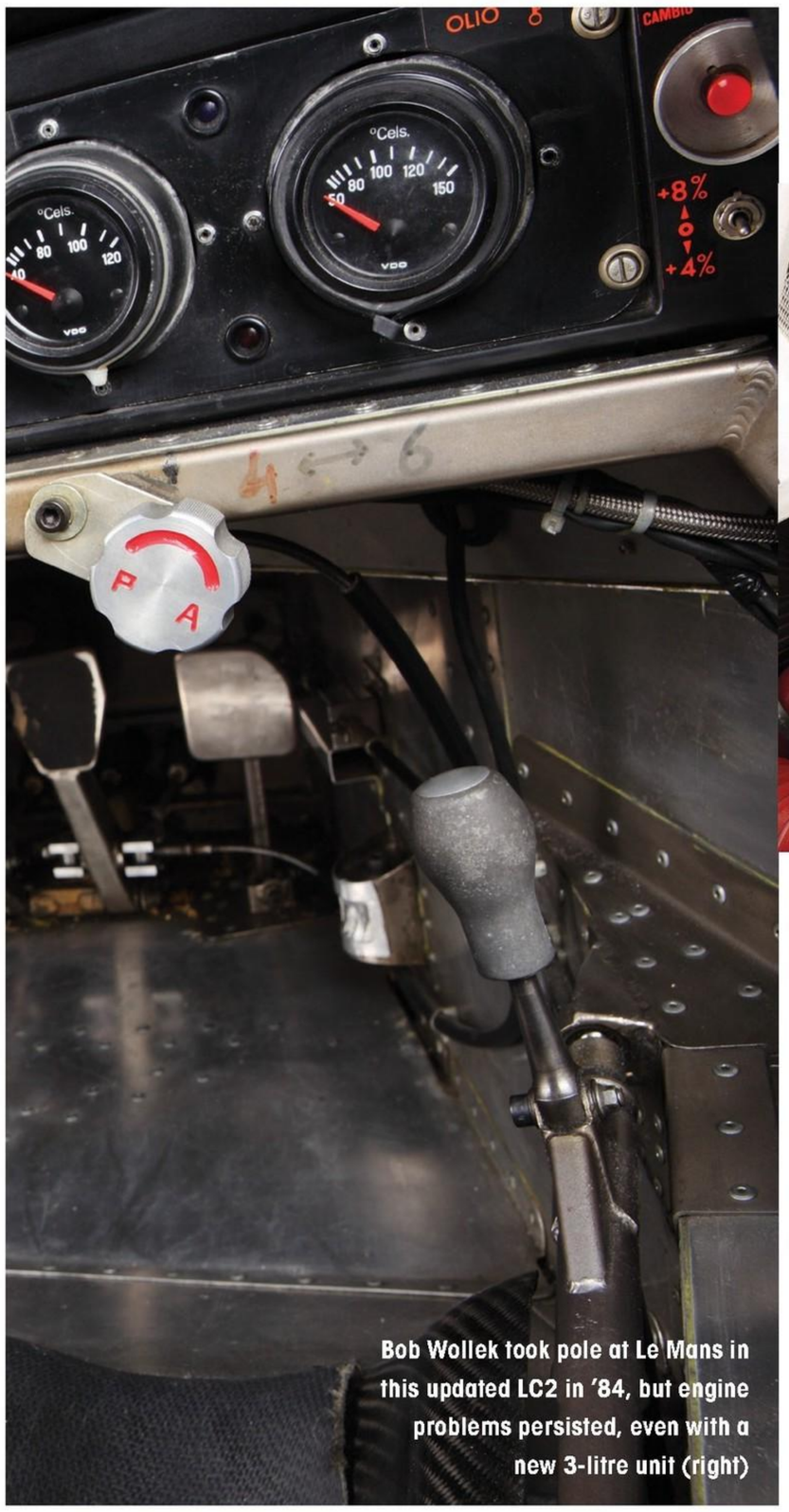
The LC2 was a failure for just one reason. One that explains why the Lancia barely made a dent into Porsche's Group C hegemony. The LC2 struggled to finish races at the start of its career in 1983 and was still struggling to finish them, at least cleanly, three years later. There were victories along the way, but each of its three successes can be regarded as in some way tainted. The reality is that Lancia never beat the Rothmans Porsche team in a straight fight over a 1000km race distance.

Not just for those glorious reasons listed above – the speed, the looks, the drivers – did the world expect more from the Italian manufacturer when the LC2 was unveiled to the world at the Mueso Martini at Pessione, near Turin, in February '83. The Group C contender is the Lancia sports car everyone remembers, but it was far from the most successful. The Group 5 Beta Monte Carlo won three world titles for Lancia, including the overall World Championship for Makes crown ahead of Porsche in 1981. Its successor, the Group 6 LC1 *barchetta* of '82, may have fallen a few seconds shy of making Riccardo Patrese a World Champion, but it did win as many races in one season as the LC2 did in its multi-year career.

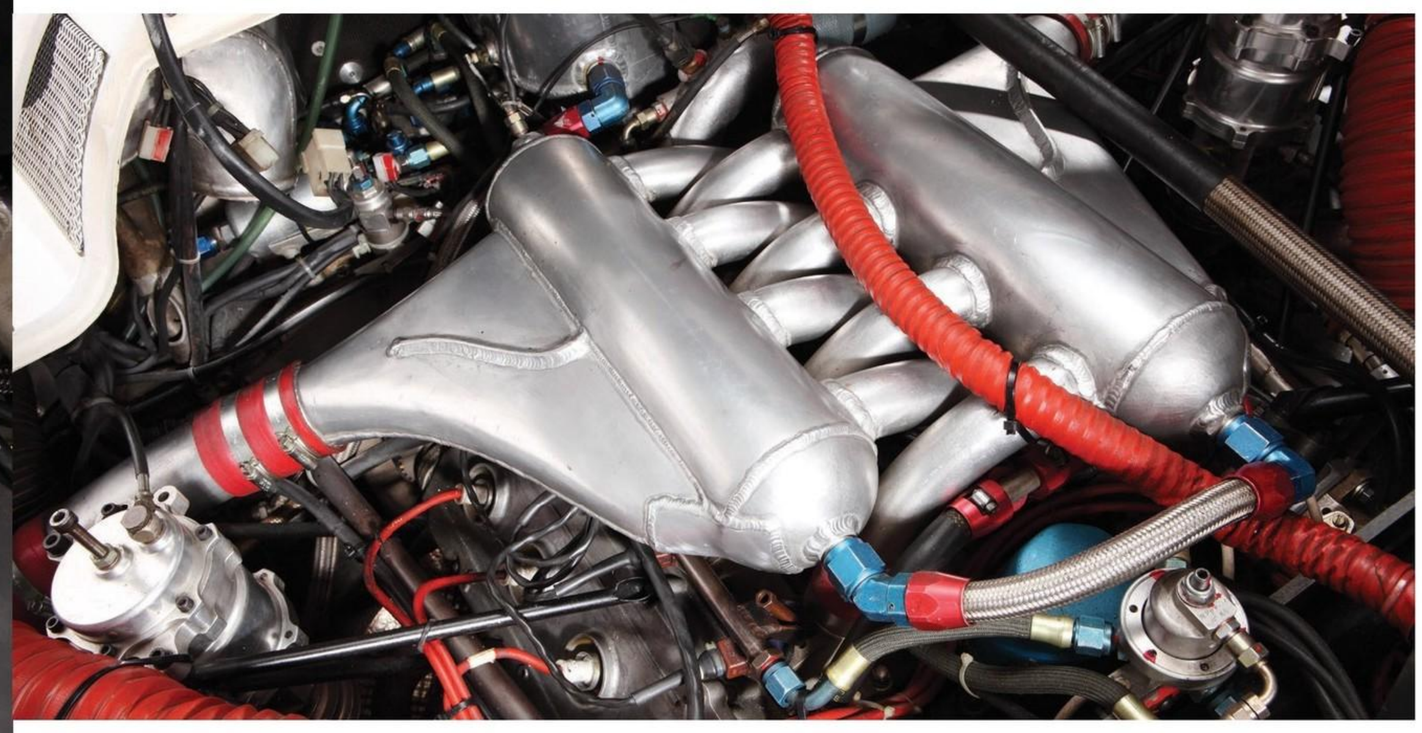
The reason Lancia built a Group 6 contender around the Monte Carlo's 1.4-litre straight-four turbo when Porsche, Ford and others were developing the first Group C coupés is the same reason why the LC2 was never a match for the Porsche 956/962. So argues Lancia competitions boss Cesare Fiorio.

"Sports car racing was a side programme for us because Lancia's main motor sport activity was and, to my mind, should always be rallying," says Fiorio, who never engaged the LC2 in a full season of World Championship events. "The LC1 was a very cost-effective programme, partly because we used the engine from the Monte Carlo at a time when we had no suitable engine for Group C. The LC2 was a bigger investment, but the budget we had compared with what some people imagined we had was very small."

Fiorio argues that it would be wrong to compare Lancia's efforts with those of Porsche. "Group C was a big, big programme for Porsche," he says. "Don't forget it was Porsche's main programme; we always had rallying to look after."



Bob Wollek took pole at Le Mans in this updated LC2 in '84, but engine problems persisted, even with a new 3-litre unit (right)



Gian Paolo Dallara, whose company developed the LC2 in conjunction with Lancia, backs up Fiorio's claim. "We used an off-the-shelf gearbox from Hewland, for example, and there was never enough development," he recalls. "It was a low-level programme with a low-level budget."

That much was obvious to the drivers. It was evident to Teo Fabi, a regular with Lancia from 1981 to '83, that the Italian manufacturer wasn't putting the same resources into Group C as Porsche.

"I don't know the figures, but it was clear that we were definitely spending less money than Porsche," he says. "You could see that just by looking at the effort at the tracks."

Porsche had been in at the start of Group C with the 956 and Lancia's efforts to catch up weren't helped by the fact that the LC2 was rushed out, argues programme manager Gianni Tonti.

"We had to do a completely new car – chassis, aerodynamics and engine – in less than eight months," says Tonti, who would remain in technical control of the LC2 project until leaving for the Euroracing-run Alfa Romeo F1 team in May '84. "Porsche had been studying Group C for a long time before 1982 and it used an engine that was not new. We had a white sheet of paper."

The first LC2 didn't run until the month after its launch, or just one month before its race debut. It was no surprise that the car had a troubled debut at Monza.

Ghinzani had badly damaged one chassis in practice, but still managed to claim pole by nearly eight-tenths of a second. He did use qualifying tyres, but denies today that it was a big-boost effort designed to secure Lancia some Sunday morning headlines on the debut of its new machine.

"I had done most of the testing in the car and I knew Monza very well because it was my local circuit," he recalls. "I had a good feeling with the car and managed to make the pole."

Ghinzani, who was still a couple of months away from his Grand Prix debut, led the first 23 laps before his left-rear Pirelli exploded. He was fortunate to avoid a "very big accident" when the tyre let go on the start-finish straight rather than 500 metres before in the Parabolica.

Tonti and Ghinzani disagree on the reasons for the blowout. The engineer claims that Lancia's tyre partner in the World Rally Championship merely lacked experience in top-level sports cars and was incapable of building a tyre that could carry an 800kg racing car at speeds upwards of 180mph. Ghinzani believes Pirelli misinterpreted the data given to it by Lancia and Dallara.

"The construction of the tyres ended up being not strong enough, because there was a misunderstanding in the level of downforce the cars would be generating," recalls Ghinzani. "That was why it was a big issue at Monza where there were many high-speed corners."

Pirelli's problems resulted in a late switch of tyre supplier to Dunlop for Silverstone and the rest of the season. Running crossplies on a car designed for radials undoubtedly took the edge off the Lancia's competitiveness.

There were only flashes of Ghinzani's Monza pace, but plenty of retirements. Engine maladies, precipitated by the use of UK-spec petrol, forced both cars out at Silverstone. Differential failure did for the two LC2s – one factory, one customer – at the Nürburgring. Gearbox, fuel pressure and turbocharger issues resulted in an early bath for all three Lancia crews at Le Mans.

An 11-week gap in the World Championship schedule allowed Lancia to regroup. The result was that three LC2s finished the Spa 1000Kms in September, while the works team notched up a fourth place in the European Endurance Championship round at Brands Hatch later that month.

The next round of the Euro series, which encompassed the five World Championship rounds in Europe at the start of the season, gave the LC2 the first of its three victories. Unlike at Brands, there were no Rothmans 956s at Imola, but Joest and John Fitzpatrick Racing, who'd both vanquished the works Porsche team that season, were present.

Fabi and Hans Heyer, who rejoined Lancia in the absence of the team's F1 stars, took what the former describes as "a much-needed victory". It was something Fiorio "clearly wanted", recalls Fabi. Imola may have broken the LC2's duck, but arguably a more significant result occurred when Patrese and Alessandro Nannini split the Rothmans Porsches in second at Kyalami.

The updated '84-spec LC2, of which the car pictured here (chassis 005) is the first example, allowed Lancia to continue that improvement. Revised suspension geometry changes, facilitated at the back by a new gearbox casing designed in-house, aerodynamic modifications and, from Le Mans, a 3-litre engine kept Lancia near the front of the field among the best Porsches.

More poles followed, including one at Le Mans for new signing Bob Wollek in chassis 005. There were some strong results, too. »»



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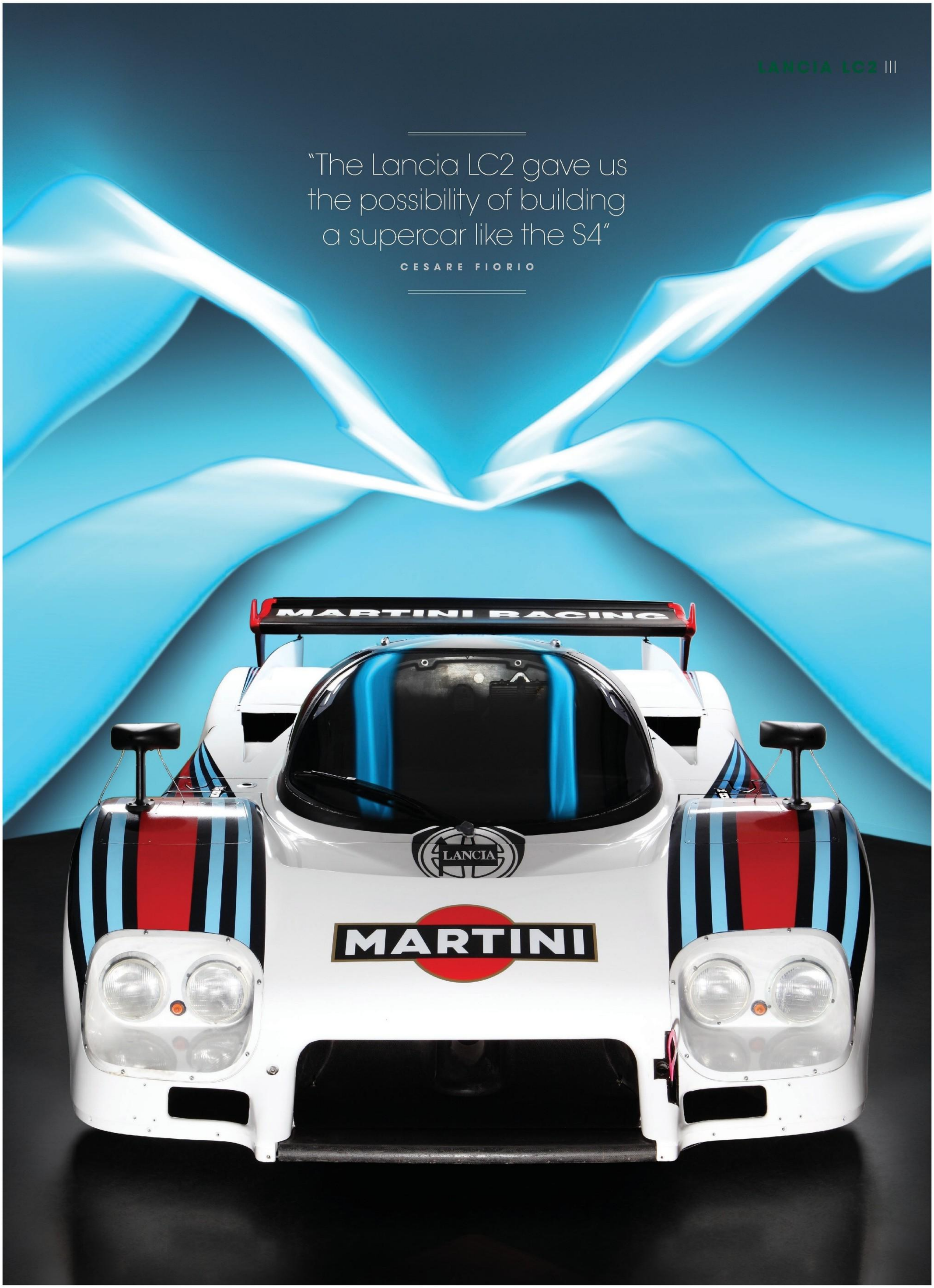
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"The Lancia LC2 gave us the possibility of building a supercar like the S4"

CESARE FIORIO



Barilla and Baldi finished third and then fourth in the opening races at Monza and Silverstone, though each time they encountered engine problems in the closing stages. There was a further podium at the Nürburgring, this time for Barilla and Nannini, and then a barren spell until victory number two for the LC2 right at the end of the season.

Patrese and Nannini's win at the Kyalami 1000Kms came against opposition even more limited than at Imola the previous season. There was just one other Group C car on hand, a second-string Porsche, and that encountered problems. So weak was opposition that the second-placed Lancia driven by Barilla and Wollek finished 40 laps ahead of the car in third, a locally-entered Nissan Skyline.

The 1985 season should have been Lancia's year. There were more of what Dallara calls "small development steps". Crucially, the team switched from Dunlop to Michelin tyres.

Patrese was on pole at each of the first three races, but could finish no better than third with Nannini. There were cases of what might have been, as always with Lancia, most notably the race gifted to the Kremer Porsche team at Monza when a fallen tree brought a premature halt to proceedings.

The LC2's third, final and most worthy victory was notched up at Spa by Baldi, Wollek and pole winner Patrese, who switched cars for the final stint of the shortened race. The result is there as a Lancia win, in the history books, but in the psyche of sports car racing that event is remembered for the death of Stefan Bellof.

"No one remembers Lancia for finally beating the factory Porsches, and that includes me," says Baldi. "I don't recall much about that race, just arriving on the scene of the accident a few seconds after it had happened and knowing it was bad."

The LC2 may have a 'proper' victory ahead of the factory Porsches on its CV, but over time it has done little for the reputation of the car. The Lancia Group C car is remembered more for its failures – or should that be retirements? – than its successes.

Four-time Le Mans winner Henri Pescarolo, who made a one-off appearance at the 24 Hours in the LC2 in '85, reckons it was a question of mentality within the team.

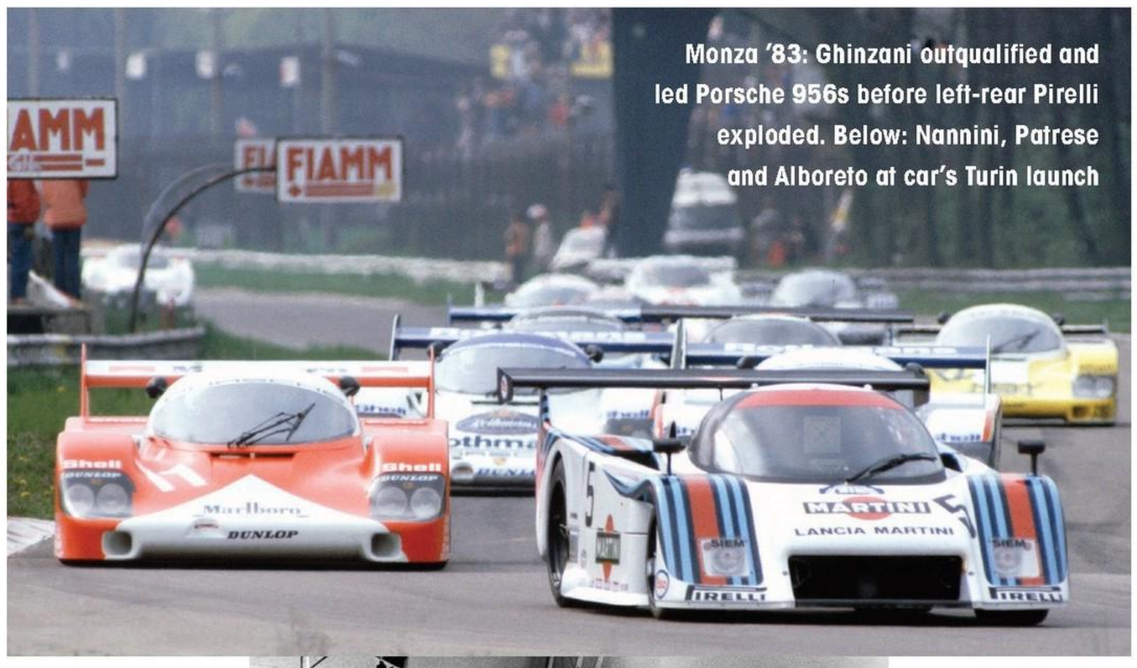
"I am not sure it was a question of money, more the team's philosophy," says the Frenchman, never one to pull his punches. "I felt they were working to have the quickest car, rather than the most reliable car."

Pescarolo's most bizarre Lancia story is its attempt to nurse the LC2's Hewland VG200 gearbox through Le Mans.

"Fifth gear was always the problem, so we used the same ratio in fourth and fifth," explains Pescarolo. "Each driver had to use a different fifth gear ratio. One driver was doing one-two-three-four, the other one-two-three-five."

Fabi concedes that Lancia sometimes had a hit-and-hope attitude to finishing races.

"On reliability it seemed to me that Lancia was hoping for good luck rather than doing a serious development programme to make the car last," he says. "We never had enough time or resources to do enough kilometres to check the car's reliability."



Monza '83: Ghinzani outqualified and led Porsche 956s before left-rear Pirelli exploded. Below: Nannini, Patrese and Alboreto at car's Turin launch

LAT



LAT

That last statement backs up Fiorio's claims.

"I could not put all my best people on the Group C programme," he insists. "You might see that as a mistake, but I had to make choices and we chose rallying over long-distance racing.

"It is wrong to say that Lancia could not build reliable cars, because our reliability in our rally programmes was always strong and is the reason why we won 15 World Championships."

The LC2 factory programme petered out after just two races, entered at the last minute, at the beginning of 1986. Le Mans was never on the schedule, but the week before Nannini was scheduled to take part in the Norisring sprint round of the WEC, test driver Giacomo Maggi was killed in an LC2 at Fiat's La Mandria test facility near Turin. A factory Lancia sports car would never race again, although privateer LC2s raced on sporadically until as late as 1991.

Another tragic accident involving a Lancia, little more than a month before Maggi's death, actually had the greater impact on the sports car programme. The fatal crash that claimed the lives of Henri Toivonen and co-driver Sergio Cresto in an S4 Delta on the Tour de Corse not only precipitated the demise of Group B, but also Lancia's involvement in sports cars.

"All the manufacturers were called together and told that there too many accidents because the cars had become too fast," explains Fiorio. "We, more than anyone else, were in no position to complain and we were faced with having to throw everything away and build a brand new car in just a few months.

"That required all our engineers and available people focusing on rallying. We knew we'd have to work 24 hours a day, seven days a week if we were going to have a competitive car for the start of 1987."

Lancia's fleeting success with the S4 and its subsequent domination of world rallying with a line of Group A Deltas in the late '80s is justification of the LC2 programme, according to Fiorio.

"We went racing as a means of improving our experience and increasing the experience of our engineers," he says. "The LC2 gave us the possibility of building a supercar like the S4.

"We gained a lot of knowledge of composite construction and lightweight materials from racing. Many things we used in rallying weren't in our technical culture before we went racing."

Many of the drivers who were part of the Lancia programme went on to greater things in sports cars. Fabi was a future World Champion with Jaguar, while Baldi would drive for the Mercedes, Peugeot and Porsche factories.

"I wasn't really interested in sports cars when Fiorio called: I thought I was an F1 driver," recalls Baldi, who is a member of that select band of drivers to have won the big enduros at Le Mans, Daytona and Sebring. "I didn't start enjoying long-distance racing until a little later, but Lancia was the beginning for me."

The programme was also important in the growth of Dallara Automobili into the world's most successful racing car constructor.

"The relationship with Lancia was a milestone in the growth of the company," says Dallara. "We had been used to dealing with small teams with little money; with Lancia it was the first time we were working with a manufacturer."

Glorious failure? Perhaps not. Maybe it's time to reassess the legacy of the Lancia LC2. Ⓜ

Thanks to Jan B Luehn for his help with this feature. This car is for sale: www.janluehn.com

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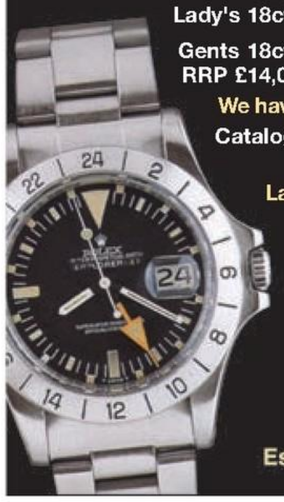
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Good night, Mario?

A LOTUS CELEBRATION IN NORWICH LED TO A FEW BEERS AND TROUBLE WITH THE BOSS... BOB DANCE TALKS TO ROB WIDDOWS

Bob Dance is a man who has been central to the Lotus Grand Prix team story. He was there throughout the halcyon days of Lotus and has a thousand tales to tell. He chooses to talk about 1978 World Champion Mario Andretti, a man he liked, a driver he admired.

"This is not a story about a race," says Bob, "but it says a lot about Mario, and even more about how things have changed over the last 30 years." He is right. Just imagine this...

"Well, it was 1978, Mario was World Champion, and we'd been asked to run the car in the streets of Norwich for a civic parade in honour of what we'd achieved in Formula 1 that year. Mario was well up for this, as ever, and we duly took the cars to County Hall on a cold and frosty Saturday morning. Of course we didn't have all the sophisticated heaters they have these days and we had problems starting the cars. In cold conditions the metering units on the Cosworth DFV were prone to seizure. When this happens the quill-shaft drive twists, and you lose the accuracy of the fuel injection. Of course this happened on the 'star' car, Mario's championship-winning 79, and it had to be towed. But Mario jumped in a 78 and gave it a run round the ring road, past the shopping centre and into a park. There was a big crowd and they all loved it – talking to Mario, Colin Chapman, and seeing the cars."

From here on things went a little awry, much to the consternation of 'the Guvnor'.

"The lads decided they wanted a night out on the town, and of course they invited Mario and his wife Dee-Anne. He told me I'd have to pick him up from Colin's home at East Carlton Manor. Well, you didn't just turn up at Chapman's house, you know, it wasn't the done thing. Anyway, Colin reluctantly agreed to let us take Mario out for a few beers, but he told me very firmly that his World Champion driver had to be up early the next day to do the London-Brighton veteran car run with him. 'So use your loaf Bob, look after him, and get him back early,'" he said.

Yup, you've probably guessed it. This was



1978, the end of a long and turbulent year.

"Yes, it had been a difficult year," says Bob. "But the lads wanted to celebrate with Mario so off we went to Captain America's, a burger bar in Norwich. After a few drinks and a bite to eat, the mechanics decided it was far too early to go home, so on we went to Tudor Hall, a nightclub we knew in the city. Of course we were welcomed with open arms. They loved seeing Mario, and found us a table. It was a good night, lots of drinks for the lads, and then suddenly it was past three o'clock in the morning, and Mario had to be up and ready for the Brighton run with Chapman at six o'clock...

Well, the mechanics were used to a few late nights and getting to the track on time the next morning. But this was not for Mario. I told him: 'Make sure you're up in time.' He looked at me and said: 'Bob, I'm not gonna make it,' and disappeared happily into the Post House hotel. I thought 'you'd better make it, or I'm in big trouble with the Guvnor.'"

Fast-forward to the following Monday morning. "I was in the race shop at Ketteringham Hall and one of the lads said to me: 'Hey, have you heard? Mario never made the London-Brighton run.' So now I was in real trouble. I saw the old man and he looked a bit frosty. He said to me: 'What the hell did you do to Mario on Saturday night?' I told him, and he looked at me and said: 'Well, he didn't turn up for the run. I had to get the pilot out of bed, get the plane out from Hethel, and fly down to Gatwick to meet the cars halfway through their run.'

"I apologised of course and told him we always turned up on time at the races, but you just cannot rely on the drivers, and Chapman accepted my apology!

"I've ribbed Mario about this for years – everybody thought he was so perfect."

As World Champions go, Andretti was kind of perfect. Great driver, great man.

Bob Dance joined Lotus in 1960, becoming chief mechanic for the F1 team. In 1969 he went to March before moving on to Brabham, where he stayed until the end of '76. Colin Chapman lured him back to Lotus in 1977 and there he stayed until '94. Bob still works for Clive Chapman at Classic Team Lotus, just down the road from his home in Norfolk.

All images LAT



“I was Ronnie’s racing instructor”

And Reine Wisell could have been Peterson’s team-mate at Lotus. As it was, while ‘SuperSwede’ soared in F1, his countryman stalled

BY ROB WIDDOWS

There is precious little room in motor racing for ifs, buts and might-have-beens. As Keke Rosberg is fond of saying, if his aunt had a moustache and balls she’d be his uncle. And if Reine Wisell had been racing at a different time, if he’d not been on the grid with Ronnie Peterson, if he’d not been at Lotus with Emerson Fittipaldi, then he might have been the ‘SuperSwede’, the hero of his era. If…

As it was, he was extremely fast, made a big name for himself in a short space of time, and then fell foul of internal politicking at Team Lotus. He was in the right place at the wrong time and it ruined a promising career.

The raw, easy speed and prodigious talent of Reine Wisell was a subject much discussed in 1970. The young man from Matala had made a big impression in Formula 3, winning the Swedish championship in 1967 and leading the Monaco F3 race in 1969 until being outfoxed on the last lap by… yes, Ronnie Peterson.

“It was an exciting time,” smiles the laid-back and likeable Swede. “A lot of things happened very quickly. I was quite happy at home, you know. I started bicycle racing, then motorcycles, then some ice racing, and then a friend and I bought a Mini Cooper and we went to Spain for the winter to do some racing. I’d been »»



Fed up with Lotus, Wisell joined BRM for 1972 – and failed to score a single point

doing three jobs at once, working 18 hours a day, and I thought, hey, who wants to be in Sweden in the winter?"

This was 1962 and Reine was on his way, but the idea of Grand Prix racing had never entered his head. " No, you must be joking," he laughs. "My first single-seater races were with a Formula 3 Cooper – it wasn't a great car but I won a couple of races. Then I switched to a Brabham and won the national championship the year before Ronnie came along and did the same thing. And this, I suppose, was really the turning point for me. From that I went to Italy and raced a Tecno, then it was to England, of course, where I did some races for Sid Taylor in Formula 5000 and went well in F2. The thing was, so many people were dying in those days and it was terrible, because that's how I got my start in Formula 1."

> "I knew I could beat Emerson, but I did not get equal treatment inside the team"

In 1970, with Peterson now into Grand Prix racing at March, the other young Swede was approached by Colin Chapman after Jochen Rindt was killed in practice at Monza and John Miles gave up the number two seat. "Yes it was a big deal, an exciting time, but also full of tragedy," says Reine, not sounding very excited, just as laid-back as ever. "But I got on well with Chapman and he had lots of fresh and interesting ideas for the cars. Anyway, Colin asked me to race at Watkins Glen alongside Emerson Fittipaldi at the end of the year, and it went well."

This is something of an understatement from the master of the understated. In his first Grand Prix he was on the podium, third behind Pedro Rodriguez and Lotus team leader Fittipaldi. It was a hard race. "There were three Swedes on the grid, remember? Ronnie in the March, Jo Bonnier in a McLaren and me in the Lotus 72. The rev counter packed up, the gearbox started playing up, sometimes I couldn't get a gear, and my shoulders started to ache like hell. It was hard work and there was so much happening that I didn't even realise I was in third place at the finish. Incredible. Jo Bonnier had retired and he was down in the Lotus pit, helping them to hang out my pit signals. We became good friends, Jo and I, and did some great sports car racing together."

Watkins Glen 1970 was, by any standards, a great achievement for a man in his first Grand Prix, but it was also the beginning of some problems that would dog Wisell for the rest of his time at Lotus.

"Yes, of course it was a good result, but everything in the team was going to Emerson, all the effort was behind Emerson and I found that a little bit… Well, I was a bit fed up with that because it felt like, you know, there was only one driver in the team. And I was signed up for the following year so I started to worry a bit, even after the result in America."

This feeling was nothing new for a number two driver at Team Lotus, where fielding two equal cars was not its strongest suit. But Reine knew he was quick, knew he could race with the best of them.

"Some strange things happened," he pauses, still smiling, "and it turned out that Watkins Glen would be my only top-three finish. I knew I could stay with Emerson, maybe beat him at some places, but honestly I did not get equal treatment inside the team. Anyway, I stayed with it for the next season, I knew the 72 could be a good car. But 1971 was a bad year for Lotus. [Jackie] Stewart ran away with the championship in the Tyrrell, I only scored nine points in the whole season and Emerson didn't do much better. Colin Chapman told me he was going to bring Dave Walker into the team and I knew that was enough for me – OK, Walker was the British Formula 3 Champion and he'd won in Monaco, but he was out of his depth in Formula 1."

FORMULA 1 2009 SEASON



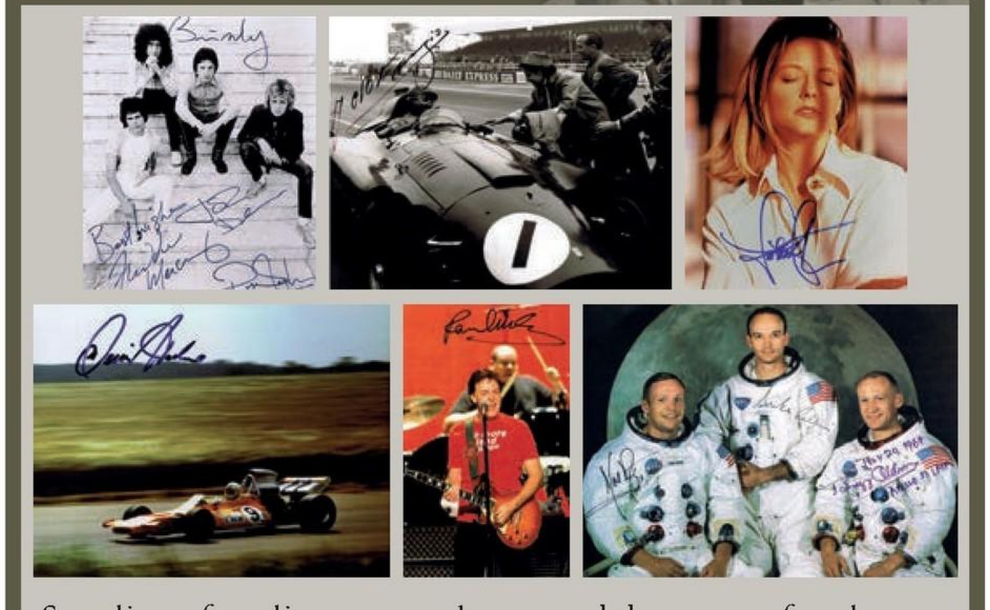
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At this point Wisell made a move that put him in another place at the wrong time. His trajectory to stardom was yet again off course.

"Yes, I guess it was a bad move. But I was a bit pissed off with the Dave Walker thing so I decided to quit and went to BRM for 1972. Of course Emerson went on to win his first championship that year, while I never got a single point with BRM. But then Chapman asked me to come back for the last two races in Canada and North America at the end of the year – Walker was on his way out by then – so I left BRM and went to America with Lotus. Maybe that was not such a good decision, walking out on a Marlboro contract and racing again for John Player but... Well, I had something still to prove and I had always liked the Lotus 72, it was a good car even if it was three years old by then. Anyway, at BRM you never knew if you would have a car to race or not, there were so many different drivers that season and it was, shall we say, a bit disorganised. So I went back to Lotus; I couldn't turn it down."

What happened next has never been widely reported or discussed, and is as bizarre a Lotus story as they come.

"I retired at Mosport but I knew I had a real chance at Watkins Glen," remembers Reine, "and I was as fast as Emerson round there that weekend. I'm not bragging, you know, but in the race I was quicker than him, ahead of him, then suddenly they called me into the pits and took the wheels off the car. Just like that, incredible, for no reason. Then, once Emerson was back ahead of me on the track, they sent me out again and I was still quicker than Emerson, but now I was on the wrong tyres and I finished up ninth while Emerson dropped out. It was crazy and I just never really knew why they called me in, nobody said anything after the race. We were on Firestones and they were not the tyre to have, all the guys at the front were on Goodyears. So it was not about the tyres."

Chief mechanic at Lotus was the highly experienced Eddie Dennis, a man who remained loyal to the Norfolk team for 13 years through thick and thin. "It's a long time ago," he says, reeling back the decades to Watkins Glen, "and I honestly don't remember the detail of that pitstop – you forget these things after so many seasons. Reine could turn it on, no question, though he was usually a bit slower than Emerson. He never seemed to be balls out – I mean he had the big balls, but he didn't always use them. To be fair, he was as good as Ronnie in F3, but he may have suffered from lack of attention at Lotus. The old man took to Emerson straight off and he never had a lot of patience for the number two driver. Colin Chapman was very good at motivating people, but he could destroy people too – he had a razor-sharp tongue on him. But I can't see the old man just bringing Reine in to get Emerson ahead of him and, to be fair, he didn't have time to concentrate on both cars. He had his favourites – Emerson was one and Mario Andretti was another – and basically the number two driver had to toe the line. Maybe it was something to do with a sponsor, I don't know, but I always remember Reine as a lovely, easy-going bloke and he was never any trouble."





Tough '71 season included BARC 200 at Thruxton and Silverstone's International Trophy (top), in Lotus 69 and 4WD 56 respectively



F2 at Rouen in GRD-Ford in '73. Reine would soon quit single-seaters

Wisell was offered one more chance with Team Lotus, but this time he gave it a miss. "I kept in touch with Lotus and Chapman talked to me about driving the next season with Ronnie Peterson, setting up a Scandinavian team, but I didn't like that idea," he says. "I knew Ronnie too well – he was such a hard racer, had such a fighting spirit, that I knew I wouldn't have a chance to win. He was quick, of course, and he was a good friend, but on the track he was impossible to deal with – he had horns coming out of his helmet! We'd had many big battles over the years, remember, and some crashes, so I knew how Ronnie would be as a team-mate and it wasn't a good idea for me. It was better for me to be friends with Ronnie than to race with him at Lotus.

"We went back a long way, from our early days in Sweden. I was his instructor when he first came to Karlskoga to get his racing licence and we did some laps in his father's old Mercedes. I wasn't so impressed that day, I remember, he was very aggressive and a bit ragged. But later on we had some fantastic races, especially at Monaco in '69 when he got me on the last lap. We were millimetres apart the whole race, we'd each won our heat, and we were a bit nervous with all the F1 people being there, watching these two new boys. The last lap was really hair-raising. Ronnie had made a mistake but caught me up and just took me by surprise in almost the final corner – I went up the escape road and he won. Ronnie was always a very tough competitor."

Wisell, despite his enormous natural talent, never quite made it to the SuperSwede status of his friend and rival. He joined Lotus at the wrong time and his loss of confidence alongside Fittipaldi wrecked what had promised to be a glittering career. Had he joined the team a year later, when the Lotus 72 was better sorted, things might have been different.

Peterson, of course, joined Team Lotus at just the right moment, and SuperSwede became part of motor racing folklore.

But we are backs to ifs, buts and might-have-beens. None of this matters much to the man himself. He long ago lost interest in his flirtation with the 'Big Time' and is flattered that his fans still recall his dazzling speed at Monza in an F3 slip-streamer, or his daring at the Eifelrennen in an F2 car. Charming man, great racer.

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Ten into eight will go

Audi has fitted a Lamborghini V10 into its R8 and created a gem of a supercar

BY ANDREW FRANKEL

Credit crunch or not, there seem to be no limits to Audi's ambition. From being something of a bit player among premium brands as little as 15 years ago, it's long since overtaken Mercedes production numbers and is now homing in on BMW. Until the market went south last year, Audi's board predicted it would be 2015 before they made more cars than their rival down the road in Munich, but as Audi's sales and marketing director Peter Schwarzenbauer told me with only the faintest vestige of a smile playing on his face, "now we think it will be rather sooner than that."

Over the next couple of years we're going to be deluged by new limousines, city cars and off-roaders, all bearing the famous four rings, but for now the extent of its aspirations can best be measured by this, the new R8 V10, a car which had VAT not been cut by 2.5 per cent would have gone on sale for over £100,000.

Even at £99,575, it's a hitherto unimaginable amount of money to pay for an Audi, the same give or take a very few pounds as a 911 Turbo.

But set aside issues of badge snobbery and examine the product itself, and on paper at least it appears that if any supercar deserves almost £100,000 of your money, this one does.

The R8 itself needs no introduction. Despite a reputation for producing disappointing driver's cars that has stuck to Audi like gum to a shoe, its very first attempt at a supercar appeared to have been created by a company for whom such cars came as second nature. That it was as easy to drive and live with as a 911 (if you could cope with just two seats) was clearly impressive but not entirely unexpected: that it also was better to drive was frankly shocking. It became that way because it was designed, developed and largely hand built not by Audi per se, but its 'quattro GmbH' offshoot, which is to Audi what AMG is to Mercedes or 'M' to BMW.

And now the credibility of the R8 has been established beyond doubt, the time has come to turn up the heat once more and push still further the boundaries of what is possible while on board an Audi. It has been done by taking the 5.2-litre V10 engine already found under the rear deck of the Lamborghini Gallardo LP560-4 and squeezing it into the engine bay of the R8. Remarkably, the motor weighs just 35kg more than the 4.2-litre V8, which it complements rather than replaces, yet it has raised the R8's output by 104bhp to 517bhp.

Make no mistake, this engine is one of the greats. Using direct injection and a hair-raising rev limit of 8700rpm, it possesses a character all of its own. The uneven firing intervals (54 and 90deg) add to the offbeat voice inherent in any V10 to create a yowl as sonorous as it is smooth. It produces 80 per cent of maximum torque at idle, and the curve does not dip below that mark until peak power is passed at 8000rpm to provide perhaps the widest real powerband of any car on sale. Third gear will take you from little more than trotting pace to 110mph in one seamless, relentless shove. Opt instead for all-out acceleration from rest and, aided just a little by its four-wheel-drive configuration, it will hit 60mph from rest in 3.8sec regardless of whether you choose the standard six-speed manual gearbox (which you should), or the still jerky and unsatisfactory semi-automatic paddle shift transmission. Top speed is just shy of 200mph.

Because the R8 was always designed to take this kind of power, remarkably little has needed to be done to the rest of the car to cope with it. The aluminium spaceframe structure has needed



no further bracing, the suspension components no reinforcing. Even the brakes and the tyre specification come over unchanged from the eight-cylinder R8. The only significant alterations are an increase in spring rate of 20 per cent at the front and 22 per cent at the rear, a different rear anti-roll bar, and some detail work to the suspension bushing, meaning the usual upward spiral of unsprung mass when cars are given a lot more power to deal with has been almost entirely avoided.

Surprisingly, the weight distribution has only shifted two per cent rearward, with just 56 per cent of its mass sitting on the rear wheels. Nor has Audi felt the need to alter the distribution of torque between the front and rear axles, so never less than 65 per cent of available energy is still being fed through the rear wheels.

The conditions in which I drove the R8 V10 could scarcely have shown its talents to better effect. You need the utmost confidence in your machinery to drive a car of this potential at speed in driving rain and on part-flooded surfaces, particularly on the legendary Ronda road that leads from Marbella towards Klaus Zwaart's Ascari race resort in Spain. But on these roads it seemed as assured, predictable and communicative as its less potent sister. I'd rate the steering as better than a 911's and the bite and feel of its Pirelli tyres as exemplary.

On the track and with the stability systems disengaged, it needed more care and not just because in places there were rivers running across the asphalt. If you drove it very smoothly and accurately it impressed as much as it had on the road, but if you took even quite small liberties or were occasionally careless with how early or suddenly you reapplied the throttle, it would not hesitate to remind you that you were driving a very powerful and quite heavy car in extremely difficult conditions. The problem is largely that until the limit is breached, it's so reassuring that when it does issue a short, sharp rebuke, it comes as something of a surprise. Following Audi's official instructor around the track at what seemed like escape velocity, I was gratified to see the back of his R8 snap out of line too.

> "The greatest all-round supercar under £100k has four little rings on its nose"

I feel inclined to forgive the car such small indiscretions, even if I don't recall their presence in any track miles I've completed in standard Audi R8s: the weather was truly awful, and this is not a track-orientated car.

Instead it is a car that expands the already vast ability envelope of the R8 still further. In all normal uses I can see no penalty that has been incurred in the installation of the V10: it still rides beautifully, it'll still fit your life as well as the R8 always has. This is not a breed apart like a 911 Turbo is to a 911, it's the same car but with its performance amplified to a level that surpasses the merely thrilling and reaches a place that's entirely enthralling.

Does this, then, mark the end of Audi's ambitions for the R8? Don't believe it for a moment: it has already demonstrated an R8 with a 5.5-litre V12 diesel stuffed into the back and that remains very much a production possibility. In the meantime it is busily readying its GT3-specification R8 V10 racing car, and rumours of a stripped out road racer in much the same vein as the Porsche 911 GT2 show no signs of going away. For now, though, it should be content with the news that the greatest all-round supercar a five-figure sum can buy has four little rings on its nose. Even five years ago that would have been unthinkable; in five years time who knows what kind of cars Audi will be producing. One thing seems sure, however: it will be fun finding out. Ⓜ



AUDI R8 V10

ENGINE: 5204cc, V10 FSI, petrol
POWER/TORQUE: 517bhp at 8000rpm, 391lb ft at 6500rpm
GEARBOX: Six-speed manual or R tronic sequential shift
TYRES: f: 235/35; r: 295/30
FUEL/CO_2: 20.6mpg, 351g/km (manual)/ 327g/km (R tronic)
ACCELERATION: 0-62mph in 3.9sec
SUSPENSION: f: double wishbone, multilink, anti-roll bar; r: double wishbone, multilink, anti-roll bar (standard magnetic ride)
BRAKES: Cross-drilled and vented discs, f: 365mm; r: 356mm (ceramic option)
PRICE: £99,575 for manual and £104,665 for R tronic sequential shift
TOP SPEED: 196mph

BATTLE COMMENCES

Rolling start behind Fangio in a Mercedes-Benz 280SL, with Ignazio Giunti (24) in the prototype Ferrari 312P flat-12 (chassis 0874) – the term 312'PB' was not current then – surrounded by Porsche 917Ks, Gulf-JW cars for Pedro Rodriguez (32 – '015') and Jo Siffert (30 – '014') and Vic Elford's Martini/Salzburg entry (38). Next up is Jean-Pierre Beltoise's Matra MS660, with Michael Parkes's Filipinetti Ferrari 512 '1048' – hastily rebuilt after a major practice crash – right behind.





A DAY AT THE RACES

1971 BUENOS AIRES 1000KMS

In the first of a new irregular series, we look back at a tragic start to a classic year of sports car racing

BY DOUG NYE

FRANCO LINI was the leading Italian racing photo-journalist of his day. He was roving correspondent for the influential weekly *Auto Italiana*, and for one season – in 1967 – Mr Ferrari had actually appointed him the Maranello team's Direttore Sportivo running the 330P4s and plumber's-cart Formula 1 V12s. He was back in the trenches as a pressman when he attended the Buenos Aires 1000Kms race on January 10, 1971. This was the first World Championship race to have been held in Argentina since Bruce McLaren had won the 1960 Grand Prix there for Cooper. The Buenos Aires Autodrome had been revamped, with its alternative 3.79-mile circuit being used.

Ferrari works driver Ignazio Giunti led briefly from the rolling start in his nimble new 3-litre flat-12 312P prototype, but Pedro Rodriguez's Gulf-Porsche 917 blasted ahead before the end of lap one. By lap 30 Vic Elford's newly-liveried Martini-Porsche 917 had taken command but its fuel pump faltered. The big 5-litre Porsches and Ferrari 512s made their first fuel stops, leaving Giunti leading in the dazzlingly quick new flat-12.

Jean-Pierre Beltoise's lone Matra MS660 then ran out of fuel. He coasted to a halt just before the fast, blind left-hand curve entering the pit straight. He set about pushing his stricken car across the road camber towards the pits, forgetting this would disqualify him. Many cars rocketed past until, on lap 37, Giunti's now leading Ferrari hurtled into the curve behind Michael Parkes's just-refuelled Filipinetti 512M. Parkes dodged left to avoid Beltoise heaving at the right of the Matra. Giunti, apparently thinking Parkes was giving him room, ducked right, unsighted, to find the Matra in his path. Desperately he then swerved left, but still struck the Matra's left-rear corner with his Ferrari's right front. The Matra was drop-kicked into touch on the right-side verge, Beltoise having leapt back unhurt. The Ferrari, however, spun wildly to a halt between pits and packed grandstands, its right-front – and poor Giunti – crushed, its right-side fuel cell burst and erupting into a furious fire.

Little Art Merzario – Giunti's co-driver, waiting in the pits – sprinted across to assist the marshals. But by the time they could pull the 29-year-old Roman clear, it was too late.

Red flags waved; cars stopped, some drivers climbed out. As the fire subsided and the smoke cleared, one car crept past. Others followed. With the wrecked Ferrari dragged clear, racing resumed. Lap scoring and timing collapsed. It was clear the big 917s were dominant, the 3-litre works Alfa Romeo T33s strong. The Filipinetti Ferrari 512M showed strongly, despite having been hastily beaten straight after a heavy practice crash, before two unscheduled pitstops. Four hours post-race it was still thought the Gulf-Porsches had finished first and third, Alfas second and fourth. But eventually the Gulf pairings of Jo Siffert/Derek Bell and Pedro Rodriguez/Jack Oliver were confirmed first and second, one lap ahead of the Stommelen/Galli and de Adamich/Pescarolo T33/3s. This day at the races had become a tragic curtain-raiser for the final 5-litre versus 3-litre World Championship season… »»



A DAY AT THE RACES

MUTED CELEBRATION

Decidedly mixed emotions on the makeshift podium after a day of initially great racing, terrible tragedy and subsequent confusion and chaos. Derek Bell and Jo Siffert unsure how to react on the top step, their second-placed team-mates Pedro Rodriguez and Jack Oliver to the left, Alfa Romeo's third-place finishers Rolf Stommelen (with the distinctive hair) and 'Nanni' Galli right. Note that Derek and 'Seppi's top step is resting upon the paddock YPF petrol pump...

OIL MEANS SLICK STOP

Jo Siffert made an unscheduled 10th-lap stop in Gulf-JW's '014' shared with Derek Bell (background) simply to have oil-spray from that pesky little Ferrari 312P cleaned from his windscreen. John Wyer is behind the pit counter (left) in the sun hat, carefully keeping track. The stop took 13 seconds. They would make five more on their way to victory after the full 165 laps, overall time 6hrs 49mins.



BATTLE SCARS

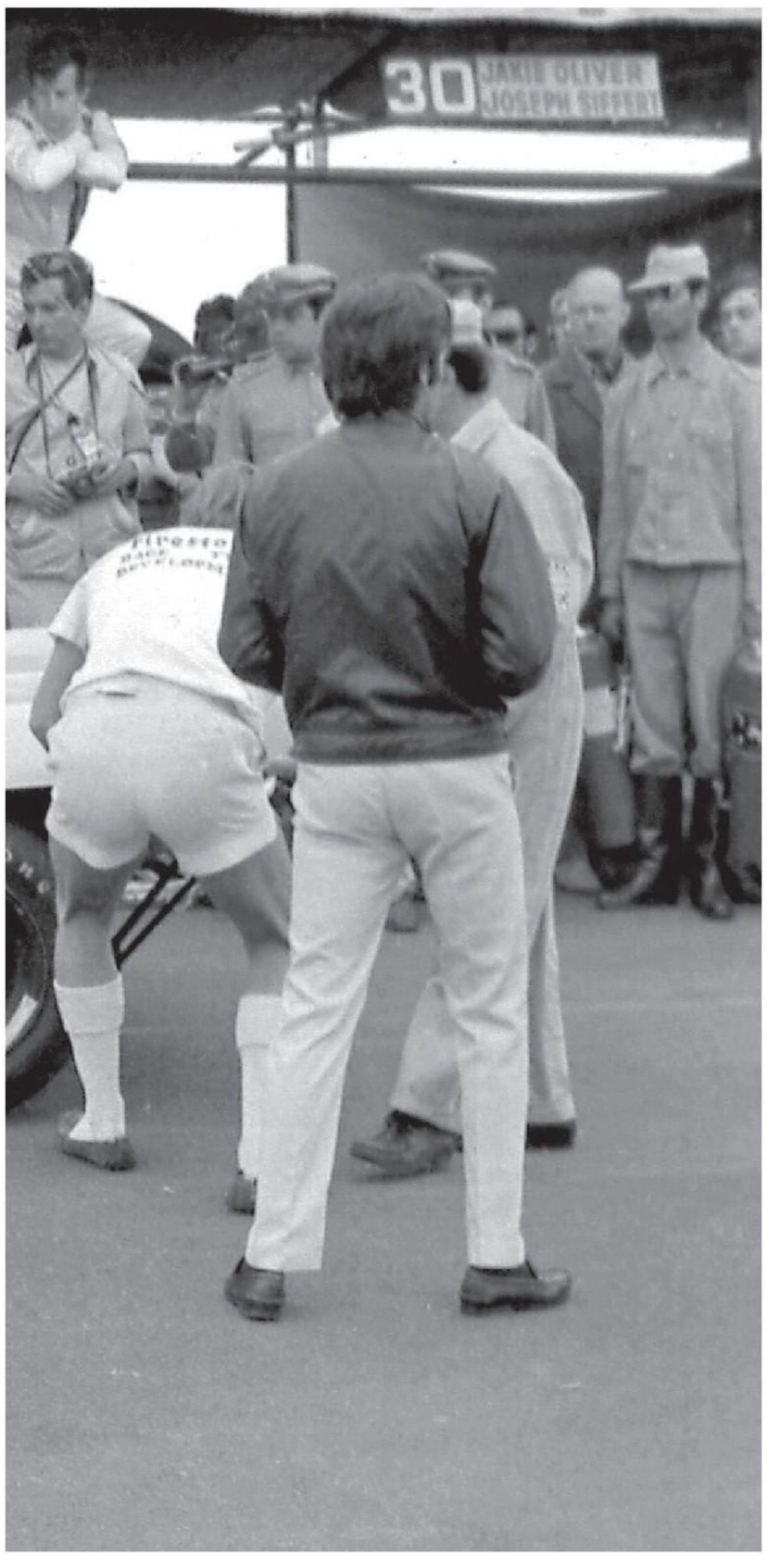
'Parkesi' showed the pace of the latest new 1971 Ferrari 512M in between pitstops and the punctuation of the Giunti crash. Seven Porsche 917s and four Ferrari 512s had taken the start, and the 'M' model '1048' here had been bent like a banana by Ronnie Peterson in a colossal crash during practice, probably caused by puncturing a tyre on debris strewn around the revamped new track. See the rippled tub?



FACED WITH TRAGEDY

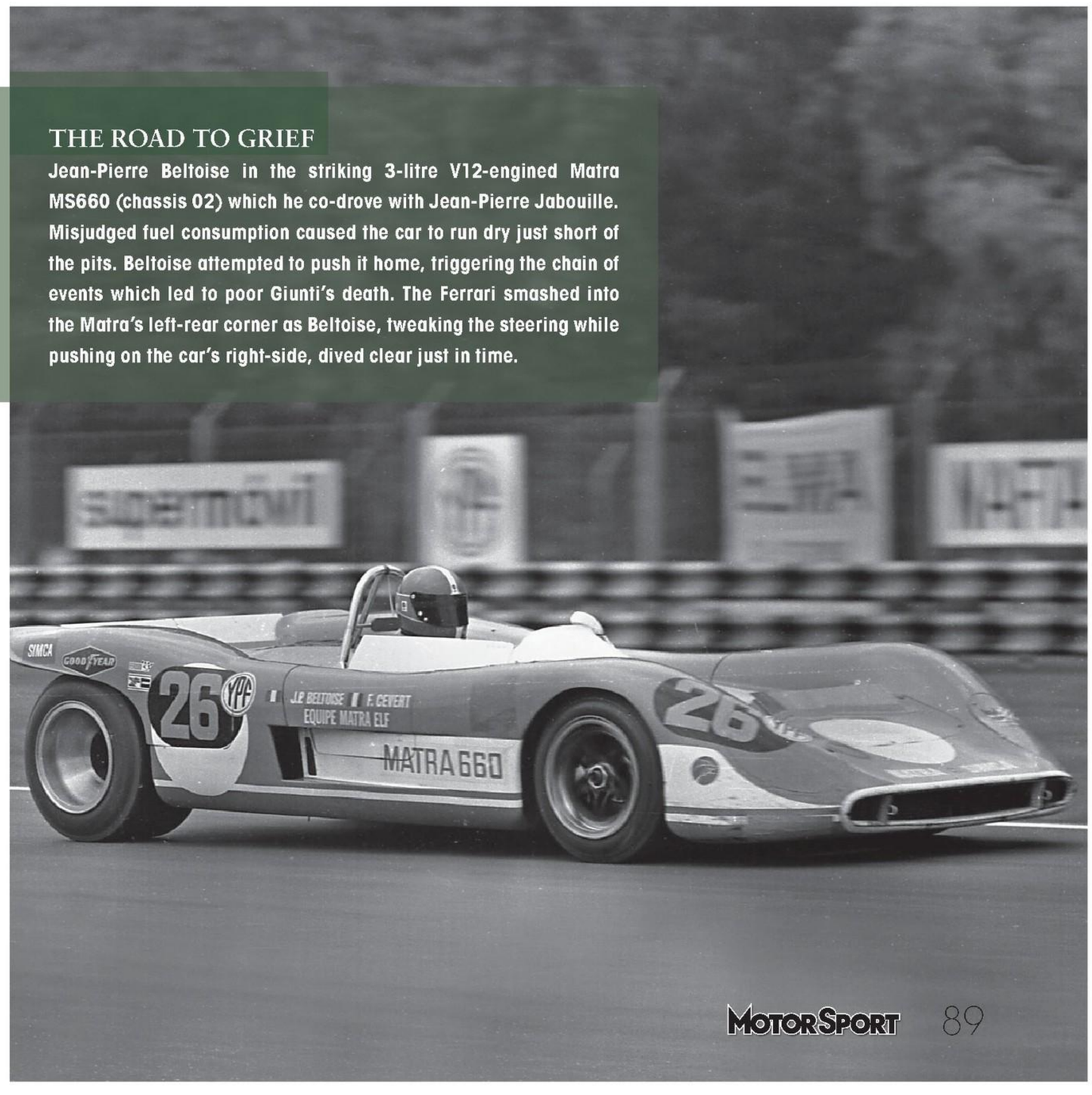
Aftermath: cars creep past the burned-out Ferrari after its luckless driver had been extricated. Kauhsen 917K '022' shared by Reinhold Joest/Roberto Monguzzi passes, with Stommelen's Alfa – far side – aiming to follow, trailed by Ferrari 512S pair of de Fierlandt/Gosselin ('1030') and Juncadella/Pairetti ('1002'). Vic Elford is out of his Martini 917, aghast, while the door is just closing on the Rodriguez/Oliver Gulf-Porsche – left. Right: Ignazio Giunti before the race.





THE ROAD TO GRIEF

Jean-Pierre Beltoise in the striking 3-litre V12-engined Matra MS660 (chassis 02) which he co-drove with Jean-Pierre Jabouille. Misjudged fuel consumption caused the car to run dry just short of the pits. Beltoise attempted to push it home, triggering the chain of events which led to poor Giunti's death. The Ferrari smashed into the Matra's left-rear corner as Beltoise, tweaking the steering while pushing on the car's right-side, dived clear just in time.



A DAY AT THE RACES



PORSCHE STATS

Gulf-JW Automotive paired new team drivers Derek Bell and Jack Oliver with their established spearhead stars, 'Seppi' Siffert (here) and Pedro Rodriguez. The legendary team's contemporary records show that car 30, chassis 014 (alias '029'...) hit 8500rpm in fifth – ratio 28:22 (197.5mph!) – at the end of BA's long back straight. Fuel consumption was 3.43 litres per lap, oil 3.47 litres per hour, brake wear 0.049ins per hour front, 0.031ins per hour rear, fastest lap Siffert 1:51.53, Bell 1:52.81.

OUTBOARD MOTOR

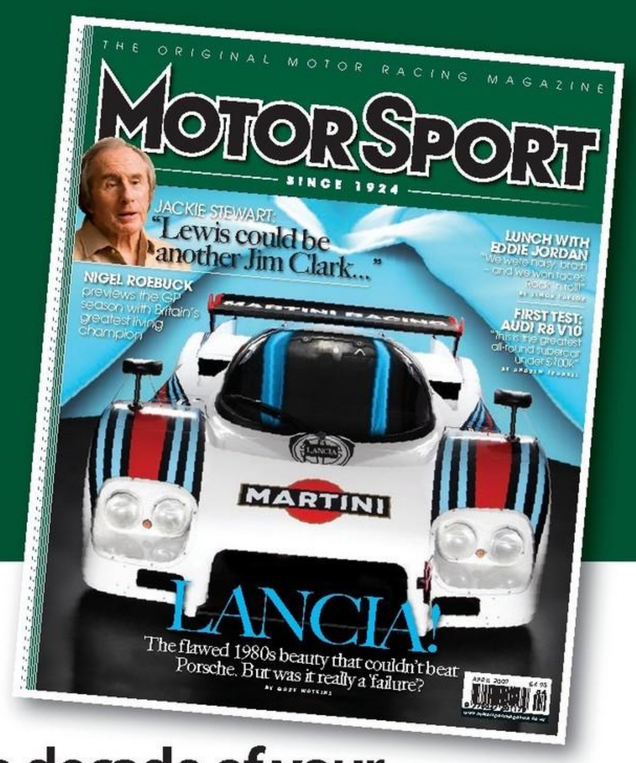
Gulf-JW's Arnold Stafford (background) and Porsche's Dr Helmuth Bott look on behind that air-cooled flat-12 boxermotor as the Siffert/Bell 917K has a post-practice engine change. Motor No 07 was replaced by No 46 for the race. To get hoist-clearance in the garage area, this was an open-air job. See that right-rear Firestone? It's on a 15-inch diameter rim, 17in wide! Right-rear tyre wear over 1000kms was 95mm, left-rear 124mm (matching the left front). Dig deep enough, it's all there...

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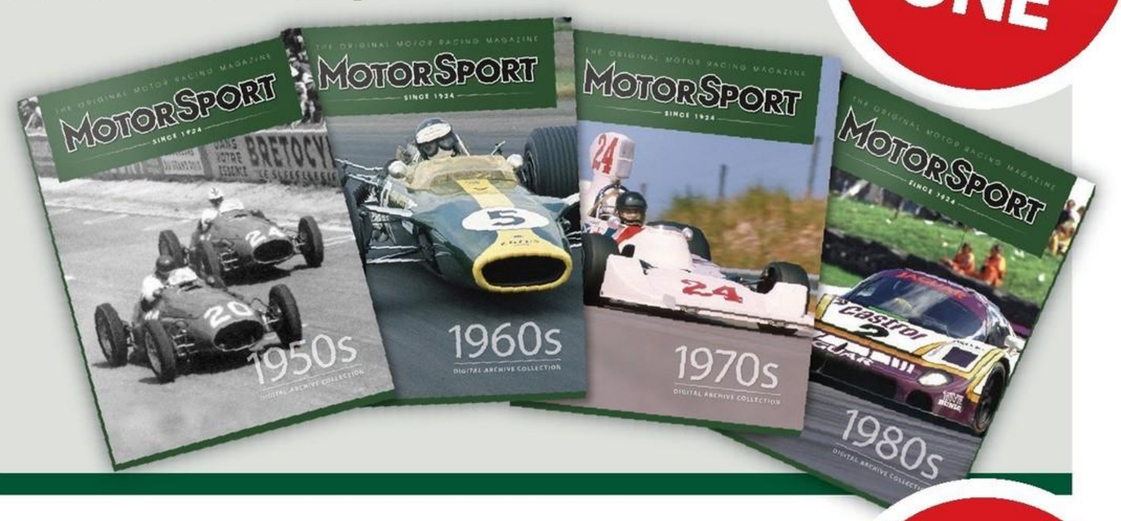
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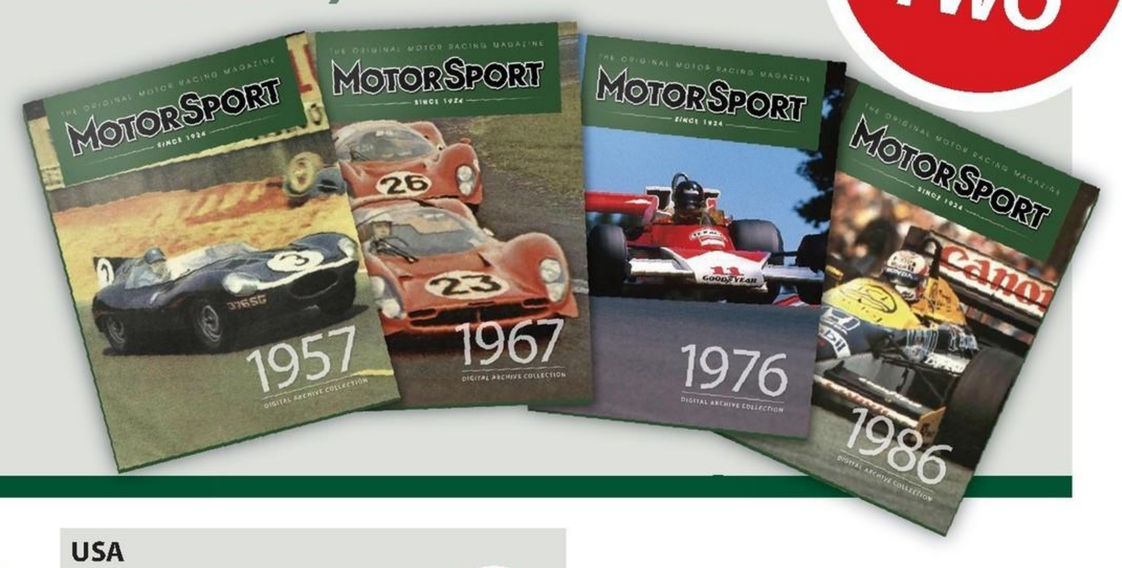
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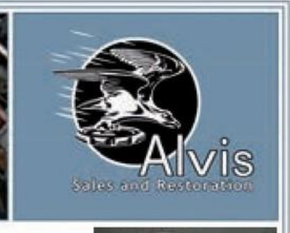
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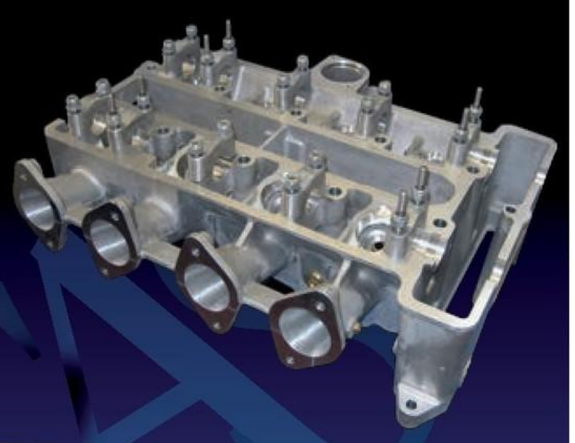
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1972: Eagle's amazing year. At Indy Jerry Grant goes into a huge lead, while Unser (top) takes record pole





Eagle flew in 1972. This is Unser at Indy, while Grant hit 200mph at Ontario (below)











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When Eagle spread its wings

In 1972 All American Racers' Eagle became the first Indycar to smash the 200mph barrier, a highlight in a record-breaking year for a great car

BY GORDON KIRBY

Indycar racing is always spectacular, but for many people the most dramatic era was the decade from 1963-73, when revolutions in tyre design, aerodynamics and turbocharging resulted in giant performance leaps – and finally that awesome milestone, the first 200mph lap.

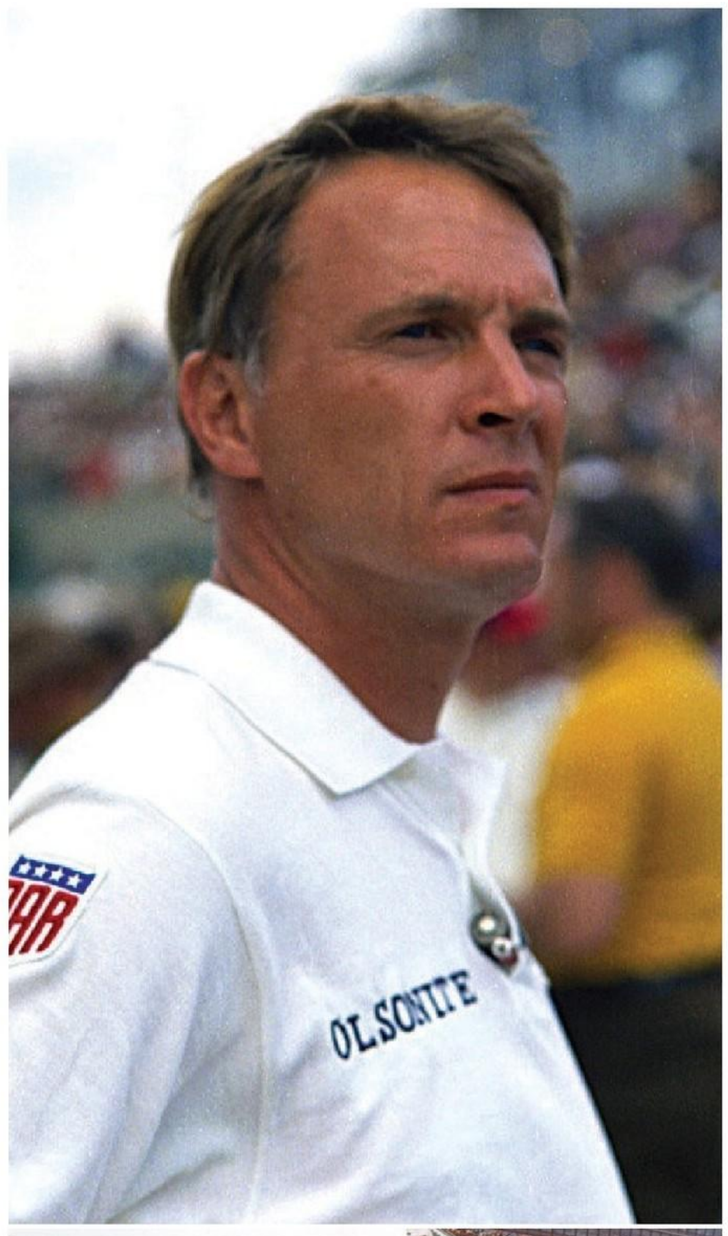
After the serious arrival of the rear-engined car at Indianapolis in 1963 with Lotus, the track record at the big speedway went from 150mph in 1962 to 160mph in '65, 171mph in '68, and then 179mph in 1971. But the great god aerodynamics began to make itself known, presaging an even more impressive jump in speeds in 1972. In theory, wings had been banned by USAC in 1969 but the old club left a loophole by permitting wings if they were incorporated into the bodywork. So everyone began building huge, shelf-like engine covers that were thinly disguised wings.

McLaren's 1971 Indycar, the chisel-nosed M16, took this to the maximum with a huge tail wing incorporated into the overall wedge-shaped design. Driven by Peter Revson the McLaren increased the track record at Indianapolis by 8mph, three quicker than Bobby Unser's '71 AAR Eagle. By May of that year it was clear the new aerodynamic age had arrived in open-wheel racing. The M16 was a quantum leap and it made everything else obsolete.

Rather than clamping down on the aerodynamic genie, USAC permitted free-standing wings for the 1972 season as long as they weren't moveable or attached to the suspension. Also, tail wings could extend the full width of the car to the outer edge of each rear tyre, so the wings became massive, more than 5ft wide. All American Racers followed McLaren's lead and hung its rear wing as far back as the rules allowed.

"We didn't know for sure what was right or wrong, but we had the McLarens to use as a guideline," says Unser. "No matter what, we were all dumb – Dan [Gurney, top right], the designers, and me too. But I kept watching the McLarens and looking at that big wing acting as a lever back there."

Roman Slobodynskyj led the design team for the '72 Eagle, which would become a classic Indycar. They equipped it with twin side-mounted radiators, like the M16 McLaren, rather than a single nose-mounted radiator, so the nose was free to assume a chisel ➤➤➤







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shape between a pair of big front wings. A huge rear wing, its trailing edge 42in behind the rear wheel centreline, made for maximum aerodynamic leverage.

"It was a terrific car," says Gurney. "It took our breath away. It was a tremendous accomplishment and we were very proud of it. Roman deserved a lot of credit. Not the easiest guy in the world to work with but we tried to give him free rein. When you look at the centre of gravity and the need for good cooling in and out, it was exceptional. We did make models of it for a wind tunnel but it was more eye-balling it than anything. But it was a neat package."



A key component in making the '72 Eagle work so well was Dan's invention of the 'Gurney flap' while they were testing at Phoenix that winter. He thought of and hammered out his first Gurney flap right there in the garage while Unser was testing. Dan then attached his creation to the trailing edge of the rear wing. "Honest to God," says Unser. "I hadn't made half a lap and I already knew we had made the biggest discovery in the history of motor racing!"

> "Through my Indy career Dan favoured me over Bobby"
>
> JERRY GRANT

Unser pulled in and asked Gurney to make a couple of similar flaps for the front wings to balance the effect. When he went out again he found the car really stuck to the ground and he could drive it much deeper into the corners.

Meanwhile engine man John Miller found a jump in power to match. Collaborating with Garrett AiResearch on a big turbocharger Miller's horsepower numbers went through the roof, with more than 1000bhp available for qualifying.

With the car ready to race a serious intramural contest erupted between Unser and new team-mate Jerry Grant, Gurney's old friend and long-time team-mate going back to the formative days of Dan Gurney Racing in 1963 and '64. "I never did like having a team-mate," says Unser. "But I was always straight with them. Everything I did during my testing and development work went out the proper way. Every item was done by myself and the guys who made the stuff. Then Dan gave it all to Jerry. That really, really pissed me off."

Grant hung out persistently in front of AAR's garages in Gasoline Alley before finally getting the ride in the team's second car at Indianapolis in 1972. "That was a movie in itself," he grins. "Bobby didn't want me. He wanted a sprint car driver and Dan wanted me. I sat outside the garage every night on a wheel horse and they made the deal with Bobby on the Friday night that if Grant was out there when they left then he got the ride. And I was there of course, and got the ride.

"Through my Indy career with Dan he always favoured me personally over Bobby Unser. But I continually got the second-grade stuff. Bobby had the choice of engine and did all the testing so I had to come in stone cold. But I became quite a rival."

Grant was a serious threat to Unser on the high-speed tracks. "Bobby was scared of me on a superspeedway," says Grant. "He wasn't concerned on a mile [track] because I never got the chassis set-up right to run the mile. Dan was always working on my chassis; sometimes we had the best car on the race track, and that was because of Dan. I could tell what the car was doing and he was never afraid to make big changes."

The competitive situation between Unser and Grant created a deepening schism. "The whole team started picking sides and conniving," admits Unser.

Despite growing internal dissension, All American Racers was ready for the new season. In the 1972 season-opener at Phoenix, running as AAR's lone entry, Unser qualified on pole, beating the next man by 4mph, and he won going away – a prelude to a truly remarkable season for Unser and AAR. As soon as practice began at Indianapolis in May it became clear that the latest Eagle was going to rewrite the Speedway's record book. In the end Unser qualified comfortably on pole, breaking the previous year's track record by 17mph, the largest margin in history. He beat Peter Revson's factory McLaren by 3mph and Mark Donohue's Penske McLaren by 4mph. Most of the field was 10 or more miles per hour off Bobby's pace. Grant qualified 15th.

Unser took control of the race in the opening laps only to drop out after just 31 laps because of a burned piston. With Unser out, Gary Bettenhausen took over in Penske's second McLaren pursued by Grant in the second AAR 'Mystery' Eagle and Donohue. Bettenhausen was looking a likely winner but with only 18 laps to go his ignition system quit, handing the lead to Grant.

"That car handled so well," recalls Grant. "We ran on race horsepower but Penske and Donohue and Bettenhausen had adjustable horsepower, so every time I closed on Gary he could squirt away from me. But he broke and I lapped Donohue before the last pitstop."

Grant made his final stop for fuel after 166 laps but, with the race apparently in the bag, he surprised everyone by coming in again. A front wheel had gone out of balance and the vibration started to bother Grant. »»»



1971: M16 McLaren (Donohue, 66) breaks the mould. Unser's Eagle (2) and AJ Foyt's Coyote (9) still carry nose radiators

"The problem was they had slowed me down so much because I had such a lead," explains Grant, "and my tyre picked up a bunch of crap. Bobby was out of the race, so unexpectedly they pulled me into his pit. At the same time John Miller plugged in the fuel from Bobby's tank. They yanked it out right away but we were hooked up for 1.2 seconds or something. That was the violation they got us for."

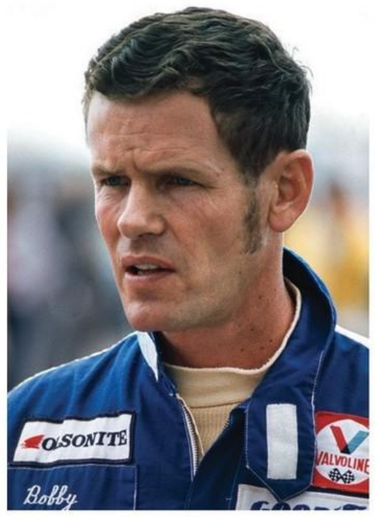
As Donohue won for Penske and McLaren, Grant finished second but wasn't credited with any of his final 12 laps after the illegal refuelling. He was classified 12th, and to this day remains unhappy with the spot ruling of USAC's chief steward Harlan Fengler.

"It had been a $500 fine in the past," says Grant. "We went to court on it but it was a waste of time."

In June and July, Unser took successive poles for AAR at Milwaukee, Michigan and Pocono. He won at Milwaukee but dropped out because of engine failures at Michigan and Pocono. At Milwaukee's second race of the season in August, Bobby took his seventh pole in a row, again obliterating the record. But USAC officials claimed there was a timing error and gave the pole to Mario Andretti instead, so Gurney told the team to load up and drive home rather than race.

Next was the California 500 at the new Ontario Motor Speedway. It didn't take long to realise that on the recently opened new superspeedways the new Eagle was probably capable of breaking the 200mph barrier, unthinkable just a few years earlier. Sure enough both Grant and then Unser lapped Ontario at over 200mph in practice. Bobby was not at all happy that Grant was the first to achieve that benchmark speed.

"Dan wanted to go 200mph," recalls Grant. "They were selling cars like hot cakes but there was a lot of competition from McLaren in particular. We had big blowers and I think Parnelli and Penske had them too. They ran as much boost as the blower would put out and Bobby blew up three engines. Finally, I was in line and Dan said, 'Do you want to try to run 200?' I'd been running 196 with race horsepower and I said, 'Sure.'



"John Miller, the engine man, came up and said, 'I gave it some more horsepower. Do you think you can handle even more?' Well, that's like asking a drunk if he wants another drink. So I said, 'Sure!' And then just before we fired up the engine Miller said, 'You want all she's got?' And of course I said, 'Sure!'

"When I went out I knew I had a lot of horsepower but I didn't know how much. I short-shifted so I didn't light the tyres, but it still lit them up in second and third gears. When I got up to speed I thought I had a top fuel dragster behind me! I thought I was going to go 220."

> "We had a lot of disagreements, but that was a red-hot team"
>
> BOBBY UNSER

Grant was sideways in all the corners on three of his four qualifying laps. "People said it looked like a smooth ride from outside but I was sideways and catching it every lap. Those cars you could drive sideways. Nowadays it's like feathering a light switch but back then you could actually dirt-track the car. On the last lap when I knew I'd gone 200 I backed out of it and just brought it around."

Grant's first three laps were all over 200mph and he took pole just shy of the magic mark, averaging 199.600mph. The next day Unser turned the first official four-lap qualifying run over 200mph, at 201.374mph. He was a 'second day' qualifier, however, starting 23rd. But Grant's engine blew on the pace lap and Unser came through to lead for a few laps before trailing into the pits, his engine blown as well. Clearly, at high boost, they were asking too much from the venerable Offy.

"We were really dragging a lot out of that old engine," says Unser, "but it loved rpm. We were turning 10,500rpm, but the problem was the reciprocating weight of those big old Offy pistons. The rods couldn't stand it."

Unser won the year's last two races, but was a distant eighth in the championship because of his poor finishing record in the points-rich 500-mile races. Nevertheless, Unser and AAR's Olsonite Eagle were the unrivalled stars of the 1972 USAC season.

"That was a red-hot team," says Unser. "We had a lot of disagreements but as a team, goddam, we made a good one! We knew how to find speed. They had a hell of a monkey in Bobby Unser and we tried many, many things. There wasn't anything Dan wouldn't try. Nobody raced any harder than he did. He was the best at making pit decisions and understanding what everybody else was doing. Dan knew how to call a race. He didn't gamble like Roger Penske sometimes would. Dan was the best asset I could ever have. Even when I was really mad at him, I'd have never traded him for anyone else."

AAR built 42 of the 1972-type Eagles, some for its own use, but most for numerous customers. It was the mainstay of Indycar racing through to 1976, often providing half the field. Eagle-Offy turbos won 26 USAC races between 1972-76 and Unser won the 1974 USAC title and the '75 Indy 500 aboard AAR Eagles.

The 1972 Eagle did more than smash the Indycar 200mph barrier. It rewrote the record book like few other cars in racing history.



The All American Racers team celebrate Unser achieving 190mph in the Eagle at Ontario in '72 – but 200mph was soon on the horizon

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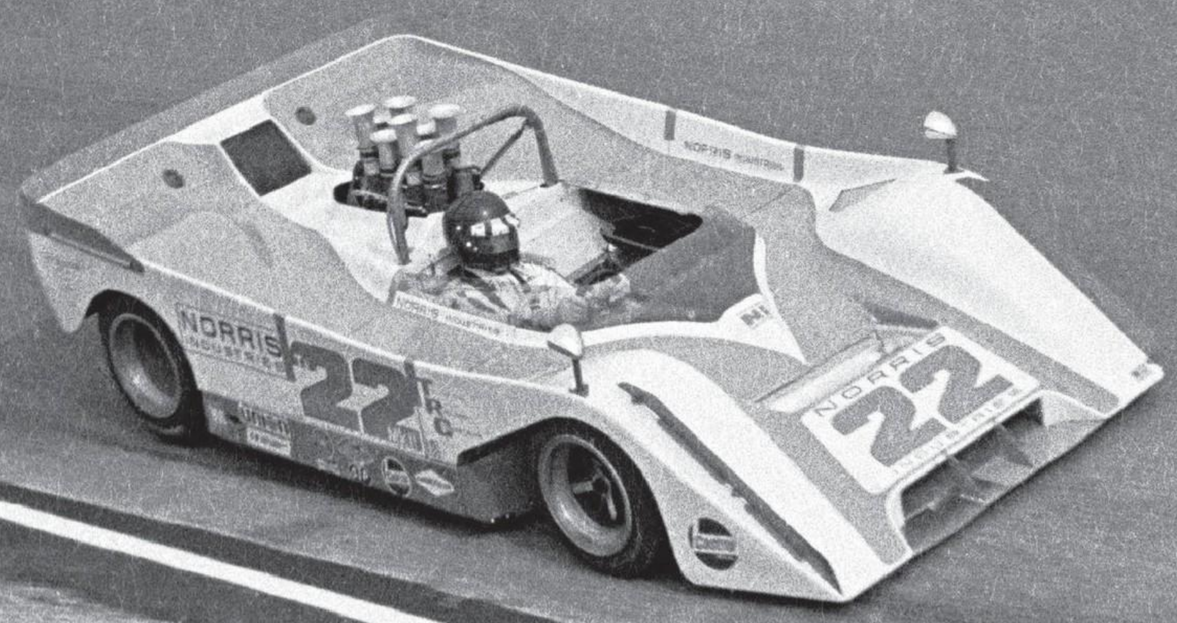
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Three blokes and one chap

A small team but a lot of manpower went into creating Peter Bryant's unique titanium Can-Am car. If only the rewards had been more forthcoming…

BY GORDON CRUICKSHANK



In racing, new ideas are high-risk. Get it right and you're a visionary. Get it wrong and you lose, publicly. McLaren MP4/1 – first carbon-fibre chassis, changed the world. Ti22 – first titanium chassis, evaporated without trace. But it so nearly succeeded…

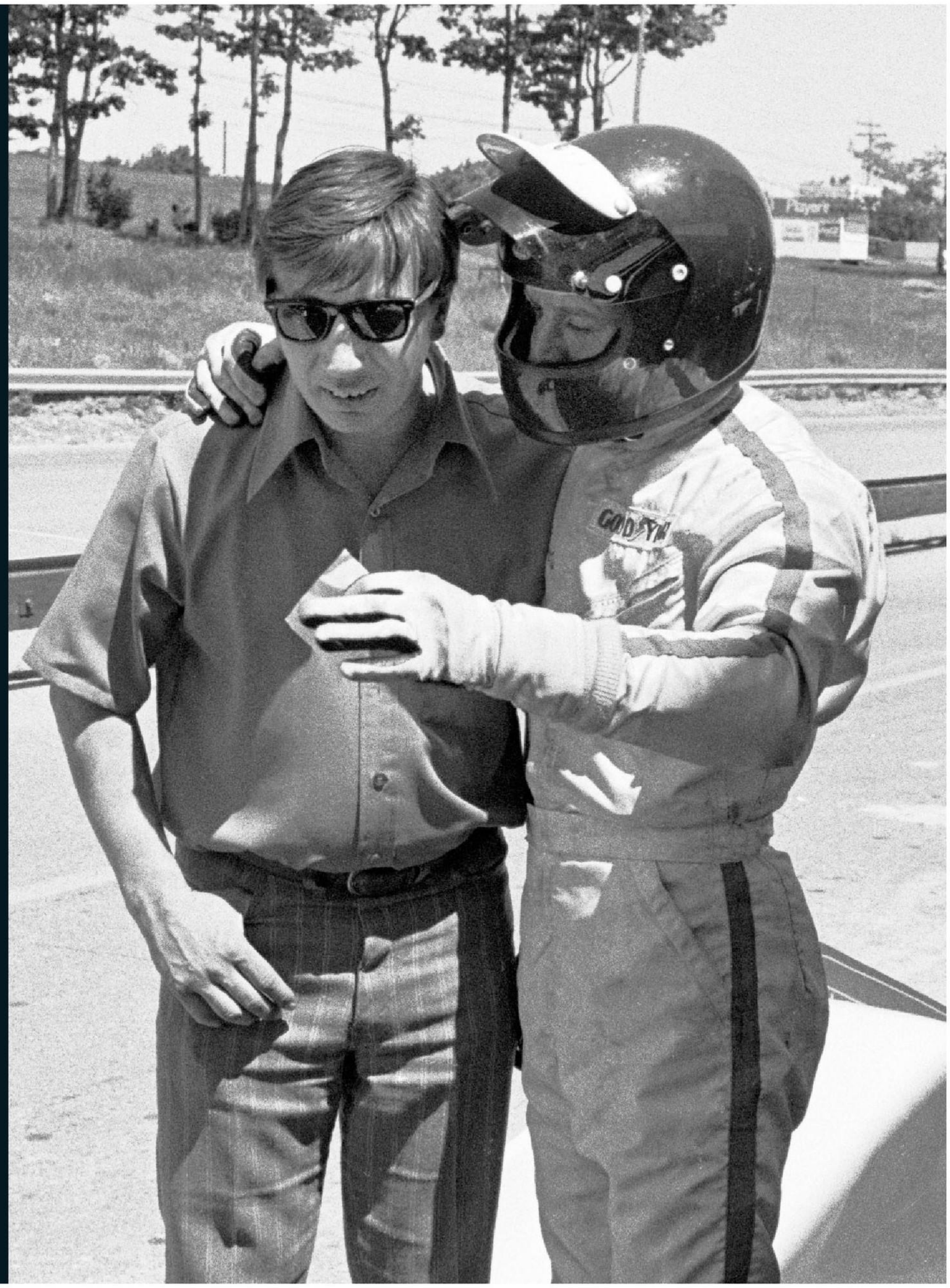
Forty years on, a reconstruction of this brave project is under way, overseen by its original designer, Peter Bryant. Bryant's place in racing is extensive. He got into Formula 1 with Reg Parnell's Yeoman Credit team, and became John Surtees' chief mechanic. Crossing the pond he engineered Indycars for wacky Mickey Thompson and sports cars for Carroll Shelby, then worked for Haas Lola before pulling Shadow out of the shade of the bizarre Mk1 Can-Am wheelbarrow.

In among all that he designed and built the titanium car which almost brought USA honour in Can-Am – the home-grown series Europe dominated. As a naturalised Yank he's proud of that, though he grew up in East London. We met up in a Surrey pub on one of his UK trips. Excited and garrulous, he fires out funny stories from his race career, and there are plenty. It's hard to keep this bouncy man to one subject, but I have to. I can't write fast enough to get everything down.

Bryant caught the titanium bug in '64 when he was looking after one of Mickey Thompson's wild Indycars. Thompson was a maverick team boss with as many ideas as Jim Hall – but the wrong ones. He tried out the super-light metal without bringing wins, but it was experience Bryant filed away in his mental hard drive, when Peter Revson invited him to jump into the Can-Am pool. With both Revson and Carl Haas Bryant was trying to make Lolas go as fast as Bruce and Denny's McLarens, but every time he closed the gap there would be a new, quicker McLaren. At the back of his mind he began to rough out the perfect Can-Am car. "I need a millionaire," he said to himself. And early in 1969 along came Ernie Kanzler.

A wealthy, creative go-getter who owned a marine firm called Autocoast, Kanzler was, says Bryant, "a man on the move. I liked him instantly". It was one of those moments when things gel: the Titanium Corporation was





Experimental engineering: Bryant's titanium car reached Mk2 form at Laguna Seca, 1970. Right, Bryant and Jackie Oliver made a close team

anxious to showcase its product, and Bryant was brimming with ideas. But he had never designed a whole car; where did the confidence come from? "I just felt I understood what was going on," he says. "When drivers described what the car was doing I could see a movie of it in my head. And," – he says this with a straight face – "I have a fantastic grasp of the obvious."

He also had a record of cunning solutions – including independently coming up with the Gurney flap. But now it was March 1969 and the first race was in June…

For 1970 Can-Am would ban high wings, so Bryant planned ahead and made his whole car a wing raked underneath to provide a degree of suction – long before the Lotus 78. That meant hard springs, so he looked around for a driver who liked crossing his arms. On the advice of JW Racing's David Yorke he approached Jackie Oliver, who as well as a rising F1 career had just won Le Mans.

Oliver had never heard of this guy. "It was a total gamble," he says. "He sent my wife and I tickets for California and I got on the plane. When I met him I liked him – a funny guy, very extrovert. And the car was fun to drive."

In design the Ti22 (titanium's atomic symbol and number) was straightforward; in aluminium it would hardly have raised an eyebrow. What you couldn't see was the sheet metal bulkheads – the first full monocoque sports car built without tubes. The usual Chevy V8 sat in the back, while suspension arms looked conventional, though also made from the wonder material. Bryant himself modelled the body shape, without benefit of wind tunnels. Instead he relied, like everyone else, on gluing wool tufts and filming the car.

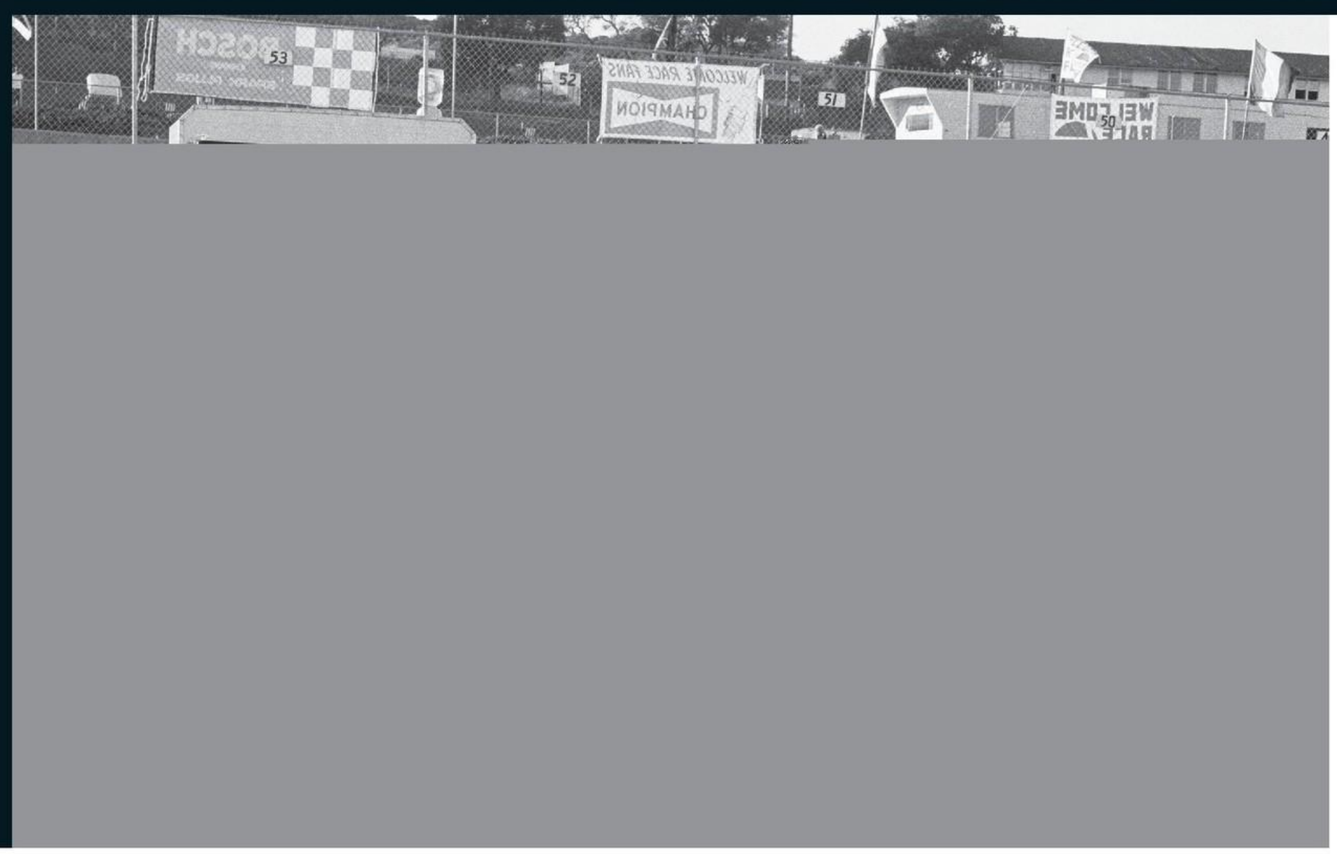
With completely new construction techniques to learn and only a tiny team, the build was hard. "We had so much trouble," says Bryant, "and endless all-night sessions…" He wasn't making it easy: titanium has to be welded in argon gas so it doesn't shatter, it springs when you bend it, and it's so hard it can wear out a drill in two holes.

The appeal? It's lighter than steel but stronger than aluminium. And this precious metal was free – the distributor gave Bryant the raw material. "It should have cost half a million," says »»





Oliver gets to know his new mount. Left: Mosport '70 before epic race. Below: first outing, Laguna '69



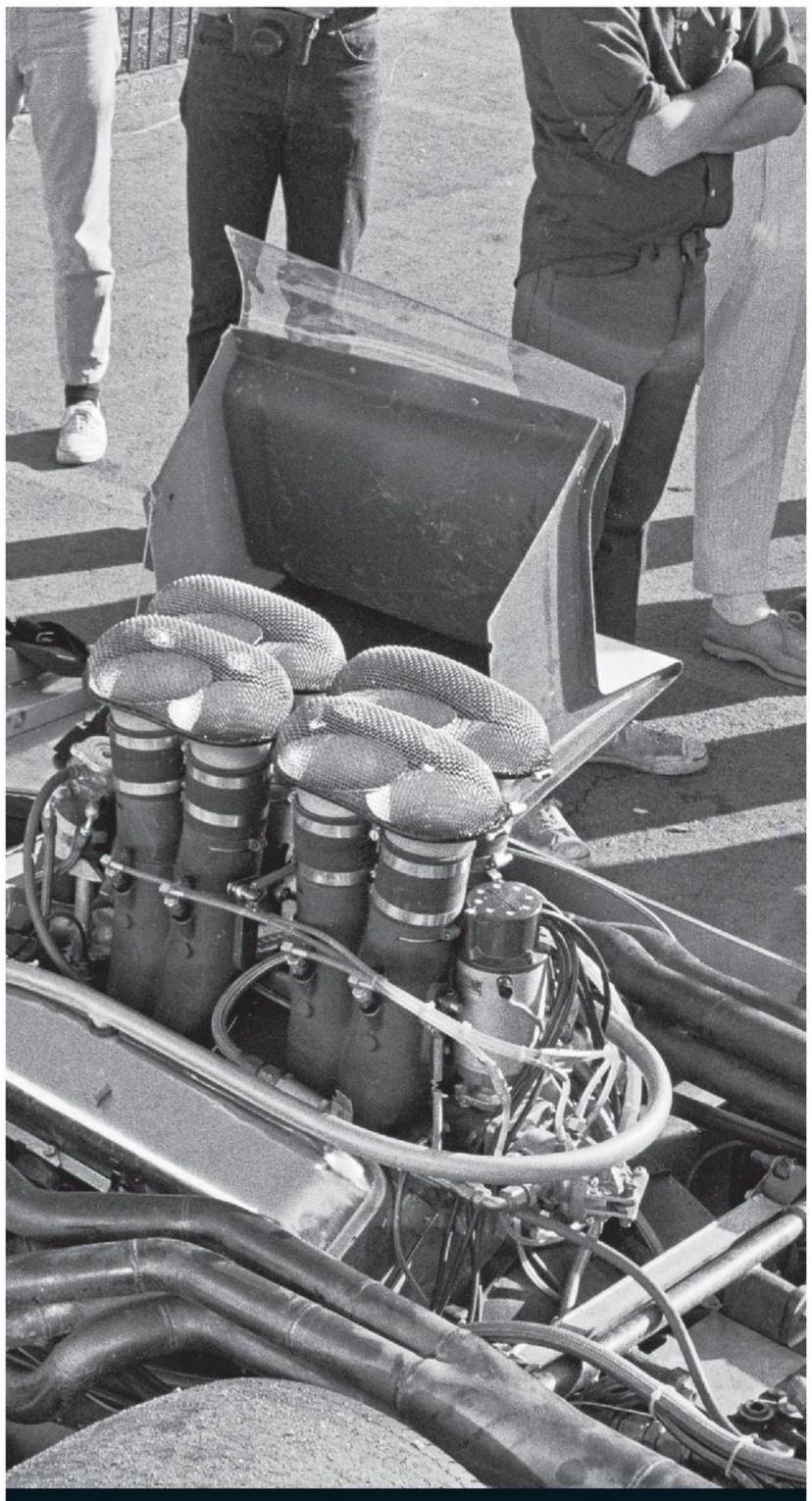
Peter. "It cost us $16,000." Despite the assembly problems, the chassis was amazingly light, and three times stiffer than its rivals.

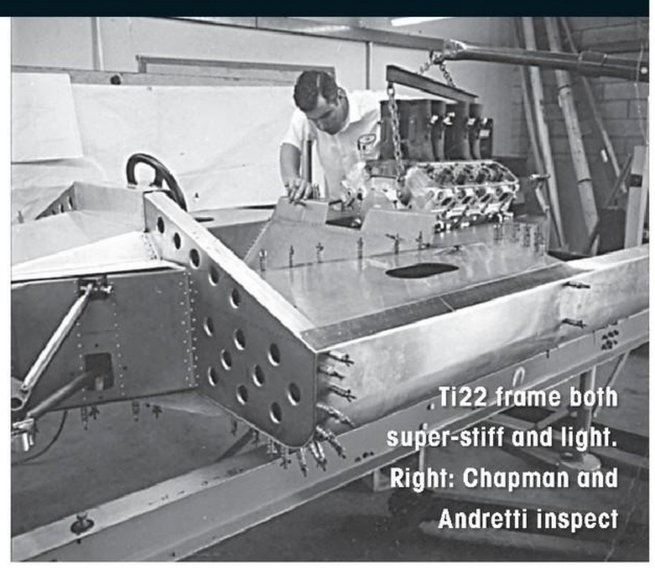
At this time Bryant was running the team, designing, building, *and* digging for sponsors, but as a race mechanic he was used to late nights. A 16-hour day was his norm, and somehow he carried his team along. "Racing's a disease," he says, eyes still full of passion. "If you catch it, it doesn't go away. But beer helps the symptoms."

Deadlines came and went, and so did the early-season races, so excitement was high when the 'new era' machine was revealed at Laguna Seca in October 1969. The car weighed 120lb less than its rivals, and people were so intrigued by the new material that they paid little attention to the Ti22's aerodynamics. But this was the beginning of the razor-edge sports cars; that chisel-nose scoured the track to flip as much air as possible over the body, while the side fences kept it where it mattered. Only Bruce McLaren was cute enough to ask what they were for… "Bruce was real nice to us, often helped us out," says Peter. "He said he'd rather race us on the track than in the garage."

Oliver recalls the feel of the Ti22: "It was unsophisticated; a huge wing and a huge engine – later on we had 800bhp and 800lb ft of torque. You could feel enormous downforce, like F1 cars 10 years later." Colin Chapman, on a Can-Am briefing trip, got a clue as to why Bryant used this intractable stuff when he came to call. Bryant invited him to pick up a roll bar. He chuckles at the memory. "He almost fell over because it was so much lighter than he expected!"

Despite fuel pick-up problems and a broken throttle, the car looked promising and Oliver was happy to commit to driving it at Riverside. This time it carried a high wing so Bryant could do a direct comparison, but in the race a down-on-power engine knocked them back, even though Oliver qualified alongside Chris Amon's new Ferrari. Bruce and Denny, of course, were on the row in front… What they did learn was that the car really handled – and that a team with an English driver, led by a cockney ex-pat, was now being fêted as the leading American Can-Am team. It made Bryant laugh, because, as he describes it, "it was really just three blokes and one chap!"





Ti22 frame both super-stiff and light. Right: Chapman and Andretti inspect

A suspension breakage knocked them out at Riverside, while more engine problems held Oliver back at the season-closer at Texas Speedway. But there was also a Japanese round at Fuji, where Oliver made fastest lap and was leading – when again the engine broke. For Bryant and his tiny team it was a sniff of glory followed by a slap in the face. It told Bryant he needed two things: a dedicated engine man and a major sponsor. Kanzler provided seed capital, but Bryant wanted to upscale, with a new chassis. They had built the first car and run three races on $150,000, but they needed more. Oliver recalls the shoestrings. "You were aware money was tight, that the team ran on philanthropic backing, that it was just a bunch of guys. But most teams were like that then. Autocoast was no different."

With new premises and an engine man pinched from Chaparral there were now several more blokes, but the same chap driving. Bryant planned a new car for 1970 while also revising the old one – and desperately chasing sponsorship. They found a special crank which took their 7-litre engine out to eight litres (Can-Am was the 'no rules' formula), replaced the wing with lip spoilers and used ride-height measurements to balance the downforce. Now it matched the McLaren test times. But while touting for backing, Bryant reckons he blew his best-ever chance. Paul Newman asked for a drive and Peter refused. Newman would drive the Ti22, but a year later when the moment had passed.

However, by the time Mosport in Canada arrived Bryant finally had a sponsor – a hangover cure called 'Morning Afta', promising $10,000 per round. After a brilliant race with Dan Gurney's McLaren, Oliver only lost the win thanks to a back-marker. Prize money for second tided the team over until that first sponsor cheque arrived, but ironically the deal would end up giving Bryant a headache… So did what happened at Ste Jovite in June. The cheque bounced – and so did the car.



"Racing is a disease. If you catch it, it doesn't go away. But beer helps…"

Ste Jovite circuit, near Montréal, winds between low hills, a place where gradients meant that grunt really counted but so bumpy that downforce was grinding the chassis on the floor.

Jackie Oliver again: "At terminal velocity – maybe 180mph – you could hear the engine pushing against the drag and where the straight went into a fast corner you could feel the car digging in and hear the front spoiler chattering on the ground."

Ste Jovite's back straight rose to a crest where the brave guys hit 165mph, and as the track dropped away beneath them those chisel noses were going light. It was worse if you were tagging another car. Once air gets underneath a sports car… Qualifying third behind those McLarens, Oliver harried them off the grid – but didn't come round again. Textbook reverse flip and Immelman roll. He said later he had time to protect his hands and close his eyes before the ground arrived. Jackie was hardly damaged, but the car was totalled. Mk2 was still a heap of metal plates, and the coffers were empty.

Bryant was ready to grab any option, and when Ecurie Vickie, a private team with some promising sponsors, offered to amalgamate, he jumped. It took the business worries off his shoulders – for a time.

They'd missed six races before Mk2 was running – longer, wider, with a fully stressed engine to cut weight. By the time Laguna Seca came, competition was even tougher: BRM and March were also after Can-Am's hearty prizes, but Jim Hall looked like hoovering them up with the 2J sucker car. In the event Laguna and Riverside played the same story: Ti22 very quick (plus a lap record), but Oliver loses to Hulme after epic battle laps the field – twice.

The next car was bubbling in Bryant's mind when the earthquake came.

Ecurie Vickie's principals voted him out of the team he'd created. He had no comeback – he did not even own the car. Instead of having a new Ti22, Bryant was adrift. He never knew the reason.

But he knew Don Nichols, whose Can-Am Shadow had livened the grid by looking weird and failing. Don Nichols needed a Mk2, and a designer. He'd already tried to get Oliver into the Mk1, as Jackie recalls: "I said no – the concept is wrong. If you go more conventional I'd drive, especially if Pete Bryant designed it…" So another era began for Peter, bringing both hope and frustration, and yet more wild tales…

We finish our lunch and I have to stop Peter talking. He's only in Britain for a couple of weeks, and it's not enough for all the stories. (Try his new book *Can-Am Challenger*, published by David Bull.)

Shadow proved to be Bryant's last racing involvement. He became an engineering design consultant in Las Vegas, and in his seventies still teaches suspension design. If he'd managed to produce his race designs under one consistent label he might be remembered as one of racing's innovators. As it is he has plenty to be proud of, just not enough wins. He grins. "When you're egotistical you worry people won't remember you." He will be fêted at the Monterey Historics in August, though, when Can-Am collector Craig Pence unveils a new Ti22 Mk1. Built from original drawings this will put Bryant's design back where it belongs, on a smoking race grid.

In Surrey the south coast beckons. "I'm off to get some whelks," says Peter. "Had a taste for them since I was evacuated to Weymouth in the war. Can't get 'em over there."

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Interlagos fixture for Historic F1



All images LAT

EIGHT RACES AT SIX EVENTS, including a race at Interlagos in Brazil, is the new slimmed down schedule for the 2009 FIA Historic Formula One Championship.

HFO organisers have pared two race weekends from the 2008 programme in light of the global recession and the move has been met with approval from competitors. "That's the feedback we're getting," said organiser Oli McCrudden. "Drivers are keen to be racing, but don't want to stretch it too much."

The addition of the race in Brazil has added further quality to a schedule that includes four of the most iconic circuits in Europe. The Interlagos event is being promoted by Brazilian television station Globo TV and all travel and hotel costs will be covered for the HFO teams.

It is expected that the F1 cars will be away for no more than two weeks for the mid-August event. At least 25 cars, along with 12 tonnes of spares and 110 team members, will be flown to South America. Organisers say that the Brazilian race should cost competitors no more than a European event.

McCrudden also hopes that the Brazil trip might be taken up by car owners based in the USA. "It would be superb to get some of them involved," he added.

The full schedule is as follows: Spa (Belgium), April 25/26; Monza (Italy), June 5-7; Brands Hatch, July 4/5; Interlagos (Brazil), August 15/16; Nürburgring (Germany) September 26/27; Jarama (Spain), October 24/25. The events at the Nürburgring and Jarama will both be double-headers.



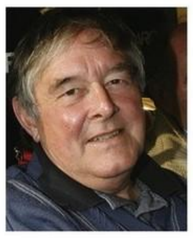
Higgins in Aston for Race Retro

THE THREE-TIME BRITISH RALLY Champion Mark Higgins will be one of the star attractions at Race Retro on March 13-15 when he drives the Aston Martin V8 GT rally car built by David Appleby Engineering.

Sharing the 420bhp V8 Aston will be Rauno Aaltonen, who will also drive his ex-works Monte Carlo Rally Mini Cooper S. While Higgins has not driven the Aston before, he has marque experience, having been a stunt driver in the Bond film *Quantum of Solace*.

The annual historic motor sport show is a launch pad for the season, both on and off track. Many major event and championship organisers will be present among around 400 exhibitors. The event will feature 50 years of the Mini and 50 years since Aston Martin's Le Mans win, and will also celebrate the life of Pat Moss. The ex-Dennis Welch 1956 Lotus XI will be a star lot in an H&H auction.

The show opens at 9.30am, and tickets are £20 on Friday and £15 on Saturday/Sunday if booked in advance: www.historicmotorsportshow.com



Brookes to rally 911

NINETEEN YEARS AFTER he won the same event driving a Ford Sapphire Cosworth, Russell Brookes will contest the historic section of the 2009 Bulldog Rally in Steve Perez's 1967 Porsche 911S. Brookes first won the Welsh event in a Ford Escort Mexico in 1976, and was offered the Porsche following a chance remark to Perez during the event's 50th anniversary celebrations last year.

"I have admired Russell as one of Britain's greatest rally drivers, so it is a great privilege to have him compete in my car," said Perez, who took his Porsche to the 2003 British Historic title.

IN BRIEF

■ The Masters Racing Series has announced technical regulation changes for 2009 on a one-year trial basis. In response to competitor feedback, electronic ignition within the original distributor will be allowed in pursuit of improved reliability. Other measures include performance caps on Top Hat V8 saloons.

■ A race for Pre-63 GT cars will be among the new events in July's Silverstone Classic. Organisers are hoping to encourage rare machinery like the Ferrari 250SWB onto the grid and are dealing direct with competitors.



■ A biography of Mark Donohue will be launched at Watkins Glen in April in an event featuring demo laps by cars from his career. They include a Lola T70 Can-Am, the Eagle he raced in the '73 Indy 500, and Donohue's first race car, his 1961 Elva Courier. Author Michael Argetsinger will be present.

■ The Porsche 962C raced by Oscar Larrauri for Walter Brun's team in 1989 will return to the grid this year in the hands of new owner Steve Tandy. The car is believed to have gone unused since the end of the 1989 World Sportscar Championship and is being re-prepared by Peter Chambers Automotive.

■ On the Saturday morning of June's Le Mans 24 Hours, Motor Racing Legends will run a heritage parade for classic and modern cars from marques with a link to Le Mans. Aston Martin, Ferrari, Bentley, Austin-Healey and Jaguar will all be represented.

■ The Porto Historic Grand Prix is due to run from July 10-12 at the Boavista street circuit, although no races have yet been confirmed. The historic event, first held in 2007, will run a week after the World Touring Car Championship event at the Portuguese track.

■ The 16th edition of Modena Trackdays will be held at the Nürburgring on June 29/30. Hosted by leading German Ferrari specialist Modena Motorsport, it will feature 15 historic F1 cars and between 150-200 classic road and race cars. Ex-works driver Jacky Ickx will drive some of his former cars. For details go to www.modena-trackdays.com

Historic Racing News



Lyons impresses with NZ win

BRITISH TEENAGER MICHAEL Lyons became one of the youngest ever winners of a Formula 5000 race when he claimed victory in a round of the New Zealand F5000 Tasman Cup Revival Series at Taupo Motorsport Park.

Lyons had missed the previous weekend's races at Christchurch due to exams, but joined his parents Frank and Judy in time for the final events of the season.

Racing his father's Lola T400 (above), the 18-year-old passed Roger Williams on the last lap to win one race and chased series champion Ken Smith (Lola T430) in a later race before being sidelined by engine problems. "What Michael did was fantastic," said Smith. "A kid of his age, in a real man's car, he did a bloody good job."

Two weeks earlier Smith had won the famous Lady Wigram trophy race for the third time in four decades. The 67-year-old veteran won in heavy rain at Christchurch, 33 years to the day after he first won the trophy in a Lola T332. In 1980, he won again in a Swift DB4 Formula Pacific car.

"I'm no lover of the rain but honestly it was magic out there, just magic," said Smith. "And being in a Lola, it was just like 1976 all over again."

The burgeoning New Zealand F5000 movement received a further boost when it was announced that the series will provide support races for the Australian Grand Prix at Melbourne's Albert Park circuit on March 28/29. "This is, quite literally, a dream come true," said category spokesman David Abbott.


McKlein

Hirvonen to rally new Mk2 Escort

FORD'S LEAD WRC DRIVER MIKKO Hirvonen could go head to head with team boss Malcolm Wilson in Escort Mk2s in historic rallying this season.

Hirvonen, normally found at the wheel of a Ford Focus World Rally Car, has commissioned Escort specialist Mark Solloway to build him a period Mk2, complete with 240bhp BDG engine. The Finnish ace intends to use the car in competition when his WRC schedule allows.

"Being a Ford maniac, I've always said it's the best car there has ever been," said Hirvonen (above). Wilson, an Escort driver in the 1970s, already has the Mk2 he used to win last November's Roger Albert Clark Rally.

"It's a great honour that they chose us to build the car," said Solloway, who has now built nearly 40 Escorts at his Historic Rallysport operation in Carmarthen.

Mason backs dragster plan

PINK FLOYD DRUMMER NICK MASON HAS AGREED TO BE patron for the Allard Chrysler dragster restoration project at the National Motor Museum at Beaulieu. The aim is to have the 1961 dragster (below) running again this year and Mason will be one of the demonstration drivers once the restoration task is complete.



Mason is very keen to see the methanol-burning Chrysler Hemi-engined machine restored. "Sydney Allard is a legend in British motor sport and restoring his dragster will be a fitting tribute," said Mason, a trustee of the museum. "I'm really pleased to be a part of this exciting project."

Last Donington meet expanded

JUST AS IT DID 70 YEARS EARLIER IN 1939 before the outbreak of war, the Vintage Sports-Car Club will run the final race meeting at Donington Park before a major hiatus, this time the re-development of the venue ahead of the 2010 British GP.

The VSCC's See Red meeting has been expanded to two days on September 5/6 following requests for race slots from a number of other series organisers.

Aside from the regular VSCC races, including the annual Seaman, Flockhart and Williams trophies, the weekend will include races for BRDC Historic Sports, the Woodcote Trophy, Legends Pre-War Sports, GT and Sports Car Cup, and U2TC touring cars.

Rally show to feature historics

SPORTS AND GT RALLY CARS FROM 1960 to the present day will be in action at the Rally Show at Chatsworth on June 6/7. While contemporary GT cars were a feature of the 2008 event, the inclusion of historic sports and GT cars is a new development for '09.

The move should attract entries ranging from the Porsche 911 and Triumph TR7 V8, to the Lancia Stratos and Renault Alpine. Classes will also be run for British and Northern Irish historic championship cars.

Other innovations include a Nations Cup and an end of day run-off for the 10 fastest cars.

HISTORIC RACING DIARY

MAR 13-15 RACE RETRO, STONELEIGH PARK. The historic motor sport show. Admission £25 (£15/20 if booked in advance). *www.historicmotorsportshow.com*

MAR 21 TOP HAT RACEDAY, SNETTERTON. Admission £12. *www.motorsportvision.co.uk*

MAR 28 BRITISH HISTORIC RALLY CHAMPIONSHIP, LLANGOLLEN, WALES. Round one. *www.bulldog-rally.co.uk*

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20,000 Miles. Stronsay Silver / Dark Grey Hide

2004. DB7 Vantage Touchtronic **£35,000**
1 Owner. 49,000 Miles. Tungsten Grey / Obsidian Black Hide

2003. DB7 GT Manual **£48,000**
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2003. DB7 Vantage Volante Touchtronic **£45,000**
10,000 Miles. Antrim Blue / Parchment and Pacific Blue Hide

2002. DB7 Vantage Touchtronic **£37,000**
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2002. DB7 Vantage Volante Automatic **£35,000**
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Mercedes showed 1500cc W165



Citroën display included SM rally car



Rare blown 4½ built for friend of Birkin

Retro proves there's nothing new

Today's manufacturers are working furiously on 'new' technologies – but we've been here before, as Rétromobile's main theme proved

BY DYLAN MILES

The Paris Exposition Centre at Porte de Versailles opened its doors once again to the Rétromobile show in February. Famed for its diverse display of rare and interesting motor vehicles, many rarely seen outside France, and combined with the stylish Parisian backdrop, this year's exhibition, the 34th, easily lived up to expectations.

With over 300 exhibitors, the show offered one of the most eclectic car exhibitions of motoring history, supported by displays from Citroën, BMW, Mercedes and Peugeot. Under the theme that 'new' energy sources are as old as the automobile, there were electric cars from Sinclair C5 back to 1901 Columbia, hybrids, a compressed air tram, a gas-driven bus and even a steam motorcycle, as well as a working replica of Jenatzy's 1899 electric record-breaker 'Jamais Contente'.

French manufacturer Citroën celebrated its 90th anniversary with a large display of themed stands, featuring the unlikely SM rally car. Mercedes displayed a W165 'voiturette' Grand Prix car alongside a modern McLaren-Mercedes F1 machine, and BMW showed the sublime 328 roadster alongside the equally stunning modern Z8.

A number of international dealers offered a mouth-watering selection of cars, ranging from the sleek 1964 CD Panhard Le Mans car of Autodrome Paris to the very special blown Bentley Fiskens was showing, built by Birkin to LM spec. Other high points included the handsome D24, Lancia's 1950s sports-racer, on Lukas Huni's stand, while Hall & Hall brought a works Mercedes Gullwing complete with functioning air brake.

Bonhams Europe hosted an auction on the opening weekend (see p113), the highlight of its sale being the ex-Earl Howe Bugatti 57S and a wonderful collection of rare and unusual Citroëns; our favourite was the elegant DS23 Cabriolet by Chapron.

French auction house Artcurial held its sale at the Palais de Congrès on the Sunday, highlight of which was the historic Matra MS650, the first one built.

For those after a smaller purchase, the exhibition offered a large choice of scale models and related automobilia with anything from a vintage 6000rpm Jaeger revolution counter to tail lights for your Ferrari 330GT. Whether it was a flying hat and goggles for those Sunday morning blasts or a set of wheels for your Mini Cooper, the trade stalls had something for everyone.

It's worth booking for next year's edition if you missed it this time. From Bugatti to Simca or Bizzarrini to Hispano-Suiza, Rétromobile has it all. You won't be disappointed – but go the first weekend to pick up something special. Ⓜ









Bizzarrini 5300GT had well-used patina



Sam Bloomfield

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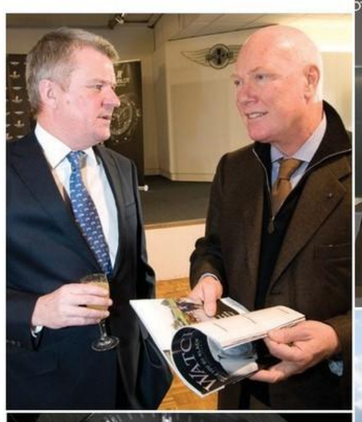
Jody in 312T4 with one of his buffalos



UNIQUE LAUNCH FOR JODY'S MOZZARELLA

Jody Scheckter brought his 1979 World Championship-winning Ferrari 312T4, and one of his 1500-head of water buffalo, to the exclusive L'Anima Italian restaurant in the City of London last month to launch his Laverstoke Park Farm fresh mozzarella.

The buffalo mozzarella has been in development for four years and is produced in a new £2.5 million facility at Laverstoke, where Jody is aiming to make "the best mozzarella in the world". An invited audience including Raymond Blanc of Le Manoir aux Quat' Saisons tasted mozzarella of various ages from nine days to less than 24 hours. Blanc was clearly impressed, saying the cheese had a "very fresh, clean taste, a yeasty aftertaste. I love it".





Jean-Claude Biver & Charles Morgan





The new Aero Bang Morgan watch





Guests enjoyed a factory tour

HUBLOT'S TIMELY TRIBUTE TO MORGAN

On the 100th year anniversary of the Morgancarcompany, watchmaker Hublot has produced a special timepiece inspired by the AeroMax car.

Jean-Claude Biver, the CEO of Hublot, presented the aptly named Aero Bang Morgan watch to Charles Morgan at the Morgan factory in Malvern.

The Morgan logo is positioned at 9 o'clock on the watch face, on a skeleton dial which displays the chronograph movement. Guests had a factory-guided tour with Charles Morgan, who explained how each piece of the car is handmade and assembled on the premises. There were also passenger rides around Great Malvern in a range of Morgan cars.

Veyron Calendar 2009



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Collection

Crisis? What crisis?

With two major events staging successful auctions, it seems not everyone is feeling the credit crunch

Every year over 100,000 classic car enthusiasts pour into the Porte de Versailles in Paris for the Rétromobile show. February 6-8 marked the 34th edition of the event and the theme, 'New energies are more than 100 years old', highlighted all the major turning points in the history of the car.

The action in the Parisian area was overshadowed by one particular lot that went up for sale in the Bonhams auction, however – the 1937 Bugatti Type 57S that *Motor Sport* featured last month carried an estimate of £2.6-3 million and sold for £2.97m, leaving the 'doom mongers' in stunned silence.

This wasn't a one-off either: other cars sold extremely well including 'Black Bess', the ex-Roland Garros Bugatti Type 13 that went for £2.2m, and a Citroën DS23 EFi Cabriolet that sold for a crunch-defying £302,520.

With many of the cars failing to sell at its Gstaad auction, Rétromobile must have provided a welcome upturn in sales for Bonhams, and it showed the world that people are still willing to spend money on the right cars. Having shifted over £8.8m of machinery, Bonhams must be feeling as buoyant as the atmosphere at the French show.

Of course there was another important auction at Rétromobile, with French market leader Artcurial holding one of its two annual sales. But even though the auction house sold the unique Matra MS650 for a satisfying £1.18m, it struggled to shift the remaining 60 lots. Although there were some stunning cars in the sale the estimates appeared to be too high and the crowd just wasn't bidding.

If one company can stage one of its most successful sales of the past year, and another finds the going sticky, it raises the question: how can this happen? Both houses had an interesting line-up of cars, both staged their sales at one of the most important classic car events in Europe, separated only by a matter of hours, and both are very well-established companies. Could it really have been the estimates that pushed potential buyers away? Or is there perhaps more behind the figures, in the shape of a greater emphasis on PR and marketing?

FOR FULL AUCTION LISTINGS AND RESULTS VISIT www.motorsportmagazine.co.uk



Bonhams sold famous Bugatti, but Artcurial struggled (below)



Whichever applies, the car market is a fickle one, and an auction can live or die on something as straightforward as the atmosphere in the room or the mood of a potential buyer. What is certain is that if Bonhams hadn't held its auction at Rétromobile, various people would have been asking whether the French car show was still the place for a sale. And if Bonhams hadn't held its auction at all, there would have been a large camp of people blaming Artcurial's fortunes on the recession.

Scottsdale. It's a familiar name in the motor sport and classic car worlds, because every year in January four auction houses host sales in the Arizona town. What some of you may not be aware of, however, is the magnitude of these auctions and just how *many* cars are sold in the space of six days.

Russo and Steele sold £11.9m worth of cars in January, RM Auctions £12.7m, Gooding and Company £22.2m, and Barrett-Jackson £46m, giving a grand total of £92.8m in a week. That is a quite extraordinary amount of money exchanging hands in a town with a population of just 240,000 people.

AUCTION DIARY

Our pick of the upcoming sales and the items you can't afford to miss



STAR LOT
1951 LANCIA B10/B20GT
ESTIMATE: £8-10,000

MARCH 8 BONHAMS, Collectors' Motor Cars and Automobilia, Banbury Road, Shipton on Cherwell, Kidlington, Oxford, Tel: 020 7447 7447

MARCH 9 SHANNONS, Melbourne International Motor Show Auction, Melbourne Exhibition Centre, Australia, Tel: 0061 03 8543 2225

MARCH 12 COYS, Spring Classics, Royal Horticultural Halls, London, Tel: 020 8614 7888



STAR LOT
1954 ARNOLT BRISTOL BOLIDE, ESTIMATE: £95-110,000

MARCH 14 H&H, Classic Collectors' Cars and related Automobilia, Stoneleigh Park, Boxton, Warwickshire, Tel: 08458 334455

MARCH 14 RM AUCTIONS, Automobiles of Amelia, The Ritz-Carlton, Amelia Island, Florida, USA, Tel: 001 519 352 4575

MARCH 18 BRIGHTWELLS, Classic Cars, Motorcycles and Automobilia, Easters Court, Leominster, Herefordshire, Tel: 01568 611122

MARCH 23/24 BARONS, Classic Collectors and Historic Cars, Esher Hall, Surrey, Tel: 02380 668413



STAR LOT
1923 23HP MAXWELL TOURER, ESTIMATE: £13-15,000

MARCH 26 DORSET VINTAGE AND CLASSIC AUCTION, Classic Cars and related Automobilia, The Gartell Light Railway, Yenston, Templecombe, Somerset, Tel: 01963 363353

MARCH 29/30 NUVOLARI EUROPE, Classic Cars, Whatley Manor, Easton Grey, Malmesbury, Wiltshire, Tel: 01253 723670

APRIL 1-5 COYS, Techno Classica, Essen Exhibition Centre, Norbertstrasse, Essen, Germany, Tel: 020 8614 7888

APRIL 3-5 RM AUCTIONS, Classic Car Auction of Toronto, International Centre, Mississauga, Ontario, Canada, Tel: 001 519 352 4575

APRIL 5 BONHAMS AND GOODMAN, Collectors' Motor Cars, Motorcycles and Automobilia, Double Bay, Sydney, Australia, Tel: 0061 (0) 2 9327 9900

APRIL 20 BONHAMS, Collectors' Motor Cars and Automobilia, RAF Museum, Hendon, London, Tel: 020 7447 7447

Auctions

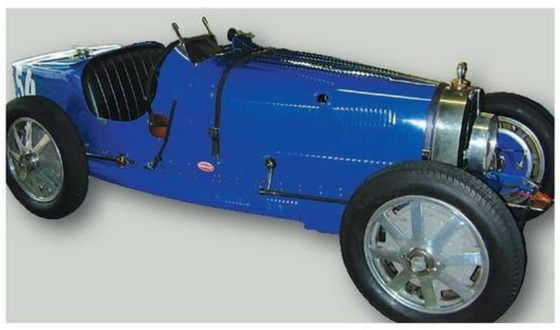


Yes, there were a lot of cars up for auction – Barrett-Jackson alone managed to sell 1000 vehicles – but many of these went for serious money. Gooding and Company sold a 1937 Talbot-Lago T150C SS tear-drop coupé for £2.5m, a 1932 Daimler 40/50 Double Six Sport Saloon for £2.1m and a 1960 Ferrari 250GT California Spider for £3.5m, meaning that in just three drops of the gavel they had shifted £8.1m of machinery, and no doubt accrued a fairly sizeable amount of commission.

So how come this particular set of January sales (pictured) has been such a success? Well, you can see the appeal. If you want to buy or sell a car at auction, 'Scottsdale week' is your best chance, as everything from dubious specials to some award-winning Ferraris go under the hammer, and the people who want one are usually to be found manning the front line. With RM Auctions selling 83 per cent of the cars that it offered, it looks like the event will continue to be a success next year and further into the future. For a small town, Scottsdale is firmly on the map as one of *the* places to sell your car or buy your next one. Not bad for a town which television's *South Park* referred to as "the most horrible place on Earth". Ⓜ

AROUND THE DEALERS

Competition cars currently for sale here and abroad



1927 BUGATTI 35C

This Type 35C Grand Prix was built in November 1926 and invoiced to Bugatti's Paris agency on June 2 1927, with a price of 105,000 French francs. It was bought by 20-year-old Frenchman Edouard Bret, who raced it in several events over the next two seasons including the 1927 San Sebastian Grand Prix, in which he finished an admirable fifth. The car has recently been exported to Japan after a period in the USA. *£1.05m, www.euro-classics.com, Tel: 001 831 626 6050*



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One of the very first RSRs built by Porsche for the ADAC GT Cup in Germany, this 911 recorded a season-high result at the Nürburgring in July 1993, when it finished third. The car was driven by Harald Grohs throughout that year and comes in race-ready condition. *£169,850, www.seanlockyear.co.uk, Tel: 01756 700917*



SURTEES TS5 F5000

One of 12 cars believed to have been built in 1969/70, this TS5 was exported to South Africa where it was campaigned regularly. The car is ideal for the pre-72 class of the HSCC's Historic F5000/F2 Championship and comes complete with a large history file. *£39,995, www.justinbanks.com, Tel: 0033 (0)685 485 292*



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This 1988 Abarth started life as an eight-valve works Martini car and competed in that year's Tour de Corse. It was driven by Carlos Sainz and Andre Aghini in 1993 in Repsol colours, which remain in place. Appeared at the 2008 Goodwood Festival of Speed. *£119,995, www.oakfields.com, Tel: 01256 760256*

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Auction results

What happened to the latest classic cars to go under the hammer

JANUARY 13-18
BARRETT-JACKSON
- 2001 Cadillac LMP race car: £111,435
- 2006 Chevrolet Monte Carlo (ex-Jeff Gordon): £385,255
- 2007 Chevrolet Monte Carlo (ex-Tony Stewart): £126,800

JANUARY 14-18
RUSSO AND STEELE
- 1955 Mercedes 300SL: £462,395
- 1971 Dodge Hemi Challenger: £273,530
- 1971 Plymouth Cuda Hemi: £238,855

JANUARY 16
RM AUCTIONS
- 1929 Duesenberg Model J Convertible coupé: £601,645
- 1937 Delage D8-120 Aerosport coupé: £578,210
- 1949 Alfa Romeo 6C 2500 Super Sport coupé: £138,770
- 1959 Ferrari 250GT Series II Cabriolet: £262,530
- 1964 Ferrari 250GT/L Berlinetta: £385,160
- 1966 Ferrari 275GTS: £269,610
- 1967 Ferrari 275 GTB/4: £643,315
- 1971 Lamborghini Miura P400S: £215,720
- 1992 Ferrari F40: £300,380
- 1992 Jaguar XJ220: £107,830

JANUARY 17
GOODING AND COMPANY
- 1929 Duesenberg Model J Dual Cowl Phaeton: £963,275
- 1932 Daimler 40/50 Double Six Sport Saloon: £2,080,230
- 1933 Isotta Fraschini Tipo 8A Sports Tourer: £762,750
- 1937 Bentley 4¼-litre FHC: £924,400
- 1937 Talbot-Lago T150C SS coupé: £2,465,080
- 1938 Mercedes 540K Cabriolet: £662,490
- 1956 Mercedes 300SL: £385,190
- 1960 Ferrari 250GT California Spider: £3,466,685
- 1961 Ferrari 250GT Cabriolet: £269,700
- 1963 Ferrari 250GT Lusso: £493,170
- 1965 Alfa Romeo Giulia TZ1: £308,230
- 1973 Ferrari GTB/4 Daytona: £200,350
- 1985 Ferrari 288 GTO: £431,365
- 2003 Ferrari Enzo: £885,840

FEBRUARY 6-8
RM AUCTIONS
- 1964 Mercury 'Endurance Run' Comet: £53,770

FEBRUARY 7
BONHAMS
- 1937 Bugatti T57S Atalante: £2,975,270
- 1939 Jaguar SS100 roadster: £188,530
- 1955 Lotus-Ford MkIX: £70,100
- 1955 OSCA 1.5-litre Sports: £322,680
- 1966 Ferrari 275GTS Spyder: £250,830
- 1972 Ferrari GTB/4 Daytona: £188,560

FEBRUARY 8
ARTCURIAL
- 1969 Matra MS650: £1.18m

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1997 Mercedes SL60 AMG

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Chevron B6/B8

These pretty cars can fetch a pretty price, but that's not surprising when you consider their track success and the fact they're still eligible for so many races

BY RICHARD HESELTINE



John Lepp became British Sports Car Champion aboard a BMW-powered B8 in '69. Below right: B8s took the Chevron name to the international stage. This is the 1969 Monza 1000Kms

Derek Bennett never was one to be consumed by low ambitions. An intuitive and hugely gifted engineer, nobody worked harder at Haslam's Mill, Chorley Old Road, Bolton; Chevron's spiritual home. Usually the first to arrive and last to leave, the fame-avoiding marque founder inspired his troops by example. What he lacked in formal education, Bennett more than made up for in practical, real-world insight. And if his only contribution to motor racing lore had been the Chevron B6/B8, his legacy would still be assured.



Charlie Wooding

The Chevron GT, as it was initially dubbed, remains a copper-bottomed classic in any of its various incarnations. In the words of historics ace Simon Hadfield: "I've been terribly fortunate to drive many fantastic cars, but each and every time I get into a B8, I just think 'Yes! This is fantastic!' And it is, too."

> "A well set-up B6 is brilliant fun to drive"
>
> SEAN McLURG

Few who've driven one would argue otherwise. But then Bennett was a *driver* first, making it as far as F3 via assorted specials. Manufacturing cars was simply a logical progression. But it was his skill as a wheelman that influenced his designs, even if his output tended to be built before they were ever drawn.

After founding Chevron Cars in 1965, Bennett got the ball rolling with Clubmans sports-racers, but his thoughts were already elsewhere. Two GT cars were built in 1966, the B3 featuring a 1.6-litre Lotus twin-cam unit, the B4 a 2-litre BMW 'four'. Digby Martland gave the former its debut at Oulton Park in July of that year and scored an outright win. On the car's second outing, at Crystal Palace, he harried David Piper's Ferrari 250LM all the way to the flag, claiming an emphatic class victory over the hitherto dominant Lotus Elan 26R of John Miles. An impressive, if ultimately unrewarded, showing by the B4 at the following year's Daytona 24 Hours proved Chevron's international credentials. It also resulted in one of its drivers – New Jersey's Fred Opert – taking on the US concession.

What Chevron needed was a volume model, the definitive production GT – the B6 – being built concurrently with the one-off BRM-powered B5, as driven originally by Brian Redman for David Bridges (the 'B' in all model designations after he provided seed money to the fledgling operation). Like its forerunners, the B6 was built around a tubular spaceframe, with the centre section plated in duraluminium sheet that lent it a monocoque-like appearance. That and extra strength. The suspension aped contemporary single-seater philosophy with double wishbones up front and wide-based lower wishbones, single top links and twin radius arms locating the rear uprights. Coil springs were fitted outboard all round, both ends being fully rose-jointed, with anti-roll bars front and rear.

So nothing particularly special then, but it *worked*. The B6 rendered rivals obsolete but this was just the opening salvo. By the time the B8 was homologated on May 1, 1968 (model designations B1 to B8 were given out retrospectively that year), it had numerous detail revisions over the outgoing model. And of the 44 cars made (rather than the, cough, 50 required for homologation into Group 4…), the majority were powered by BMW's sturdy slant four, although Cosworth FVA and 2-litre Coventry Climax units also found their way under that shapely glassfibre 'shell.

And still they dominated. At national level, John Lepp took the RAC title with the works/



LAT



LAT



LAT

Red Rose Racing example, Trevor Twaites doing likewise the following season. Add in international class triumphs – from Sicily to Mozambique – and the reason behind the Chevron's popularity obviates much in the way of an explanation: racing drivers like to win.

Evergreen sports car veteran John Burton remains enamoured. "I started my racing career in a Ginetta G4 and enjoyed a lot of success in the later G12s," he recalls. "I got on well with the Walklett brothers and, when the G16 came out, they offered to loan me a car if I supplied my FVA engine.

"When I first saw the Chevron B6, I was impressed: it was beautifully finished for a racing car. I became increasingly unhappy with the G16 since there didn't seem to be much progress from the factory on correcting its obvious weaknesses so, at the end of 1968, I decided to order a new Chevron B8. James Tangye, Paul Ridgeway, Paul Bamford and I, among others, had formed the Worcestershire Racing Association [meetings being conducted at the Dog Inn at Harvington…]. We thought we could save money if we went to suppliers with a joint approach. I remember going to Chevron with Paul Ridgeway and another friend, Paul Vestey, with the intention of doing a deal. We ordered three B8s for £2750 each, which included a spare set of wheels. I believe the list price at the time was £2950, so it wasn't a big discount.

"Driving the B8 was a revelation. It was like a forgiving and immensely fast road car. »»»



LAT

"I RACED ONE"

WILLIE GREEN

This versatile veteran won as he pleased in the unique Chevron B5, and preferred BRM to BMW power…

"I bought the car in early 1969; at that time it had an 1880cc BRM engine. Anyway, through (BRM development engineer) Cyril Emburey, I got hold of a 2-litre centre-port engine and a six-speed 'box. With the sort of power it was putting out – over 250bhp – it was hard not to look good. I was pretty ignorant about chassis set-up and generally drove around problems, but I won more often than not. At that time I used to drive to circuits in my GT40 road car and then race the Chevron!

"I remember doing the Martini 300 Trophy meeting at Silverstone that year. I'd decided not to do the main race in the belief that the Chevron wouldn't be competitive. Well, it rained; I won the support race and lapped consistently quicker than the car which won the main event (Chris Craft's Lola T70).

"I later took an ex-works B8 in part-exchange, but it wasn't as good as the B5. Its BMW engine was somewhat agricultural but the car handled beautifully and was very stable in the wet. I also drove the JCB B8 on occasion, by which time I was drifting more into historics."

Most Chevrons have an inbuilt tendency to understeer, which the B8 certainly did, but not to an unmanageable extent. We hardly changed the set-up. I remember that when you sat in the car and fired it up, the internal mirror became a total blur due to the vibration from the solidly-mounted engine. Once you were out on the circuit, this miraculously smoothed out and it was no longer a problem. Another issue was trying to get the spare wheel to fit under the bonnet; regulations insisted we had to carry one for the long-distance events. We always used a smaller front wheel, but even then getting the bonnet shut required a *lot* of persuasion…

"I only had the car for the 1969 season before selling it on to the Swiss driver Chuck Graemiger. For a short while that year I owned the ex-Brian Redman BRM-B5. The potential was there, but it wasn't strong enough to cope with the extra torque, since the engine gave around 250bhp when the BMW's made 180bhp. I was not aware of this until my first race in it at Silverstone. I was sitting on pole alongside John Miles in the works Lotus 47 and looking forward to a good result. On the first lap I was leading down the club straight when the diff broke. It needed a stronger, heavier gearbox and soon after I sold it to Willie Green, who was convinced he knew how to fix the problem (see *I Raced One*). With the right development, that could have been a great car."

Though ultimately usurped by the sublime B16, some B8s were granted a temporary reprieve from obsolescence via the addition of an aftermarket GROPA body. The unfortunate acronym aside (Graphics Racing Organisation for Prototype Automobiles doesn't exactly trip off the tongue…), these typically Group 6-style open affairs were sold by Londoner Andrew Mylius but weren't sanctioned by the Chevron firm. Or indeed condoned. During the '80s the B6/B8 found a new home in historic racing (and even in Thundersports, if only briefly). And among the most successful protagonists is Simon Hadfield.

"I remember seeing a Chevron for the first time back in 1966 when my father was racing his Lotus Eleven GT," says the Merzario F1 man turned restoration guru. "I was very young and naïvely asked him why he didn't have a car like that. He told me that it was something a bit special; a supercar. And it was, too. During that period successful racing cars had very brief shelf lives: the Lotus 26R won everything until the Ginetta G12 took over. Then Lotus fought back with the 47, which won until the Chevron B6 came along. I've raced five B8s since 1984, and have shared the ex-Robbie Gordon car of Michael Shryver every year since then. I mean, we've done everything from road rallies to the Spa 6 Hours and it's everything you want a racing car to be – fast, forgiving and just delightful. I can clearly recall seeing Willie Green's Chevron battling Peter Sadler's GT40 at Crystal Palace in period and I've adored them ever since. And I'm a Lotus fan!"

The Chevron love-in stretches to relative newbies, too. Hugely successful in speed events, Sean McLurg took a triumphant leap to roundy-round stuff earlier this decade with occasional outings in a Lotus 23. More recently he's found form aboard a B6 in the HSCC Guards Trophy series: "A friend of mine, Nick Thompson, fancied circuit racing after many years on the hills so he decided to jump in at the deep end by buying a B6," he says. "I do the preparation and get to drive it in the longer races. A well set-up example is brilliant fun to drive, and it's easy to get 95 per cent out of a Chevron. Only a few get that last five per cent though!"

Hadfield concurs, adding: "Short of running a 'big' engine, there isn't much between cars. What you see is what you get and most chassis have long and well-recorded histories. Of course they're getting expensive now. I've heard of one car that's on the market for £300,000. But then they're eligible for everything from Classic Le Mans to just about every international sports car series you can think of. In that respect, they're like Formula Junior cars: invited to most of the big meetings. On top of that, there's a service industry that caters just for these cars. I don't really see where you can go wrong."

Hadfield sums it up perfectly: "For me, the B8 represented the last hurrah for the amateur owner/entrant. You could buy a car, go off to the Continent with a mate and live on start money. You'd be on the same grid as the likes of Surtees, Siffert and Rodriguez. Derek Bennett hit the sweet spot with the B8. With later cars it got expensive; it was all add, add, add. For me, the B8 is one of the greatest racing cars ever made." Ⓜ

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Charlie Wooding

Sold new to Paul Vestey in 1968, chassis DBE71 competed in the following year's RAC Sports Car series before passing to James Tangye and then Westfield founder (and current Chevron Cars boss) Chris Smith. The car was campaigned extensively at international level, with starts at the Nürburgring, Mugello and Spa in the early '70s. In 1982 it was bought by racing deity Stirling Moss, and more recently was restored by Ferrari specialist DK Engineering. A proven winner and lap record holder in British historics and the Springbok Challenge, this well-known car is offered with a fresh zero-mileage engine, original and lightweight bodyshells, long-range tanks and a selection of spares.

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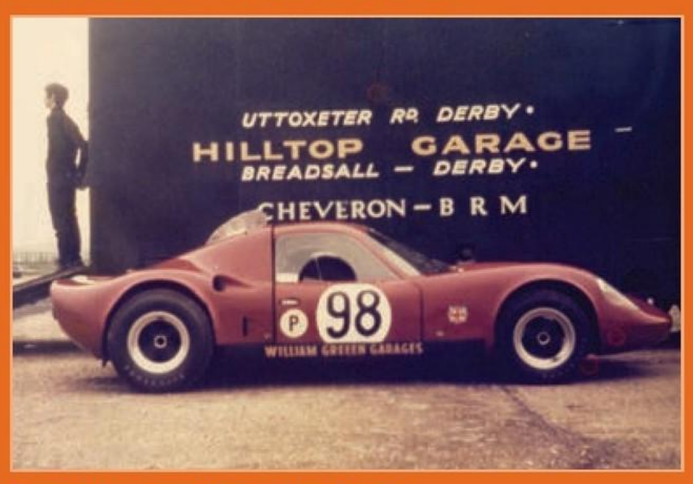
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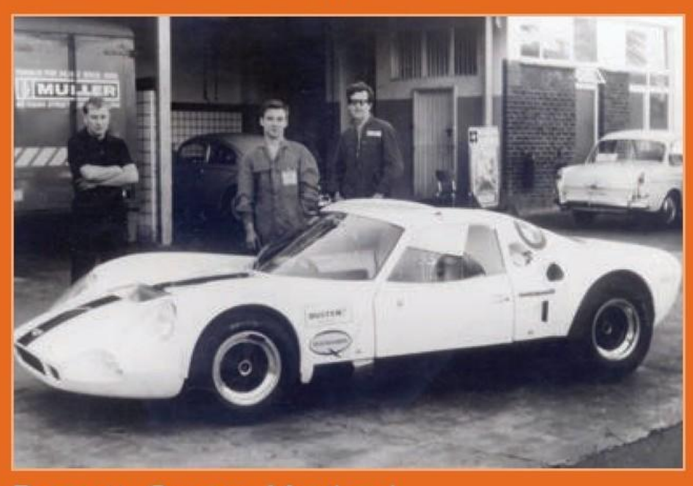
Then: Bolton workshop c. 1968



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Spot the spelling mistakes!



Bennett, Owens, Martland



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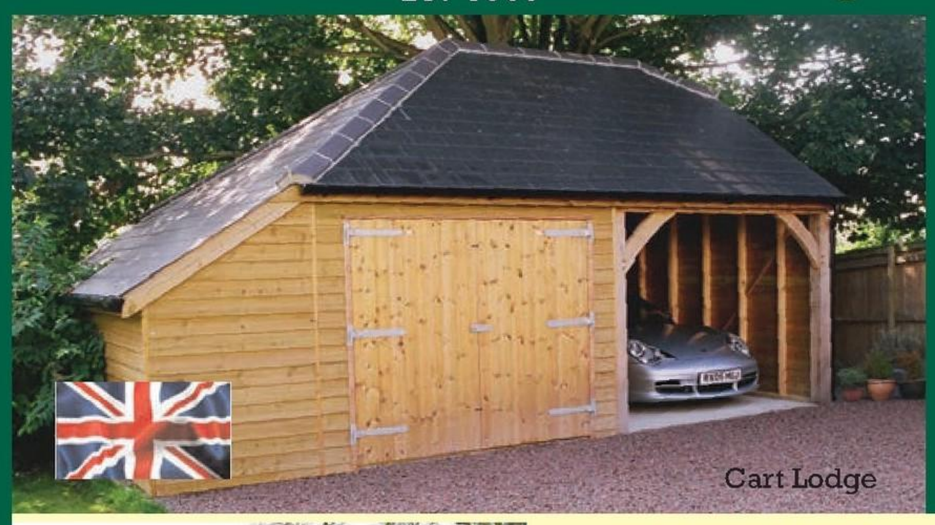
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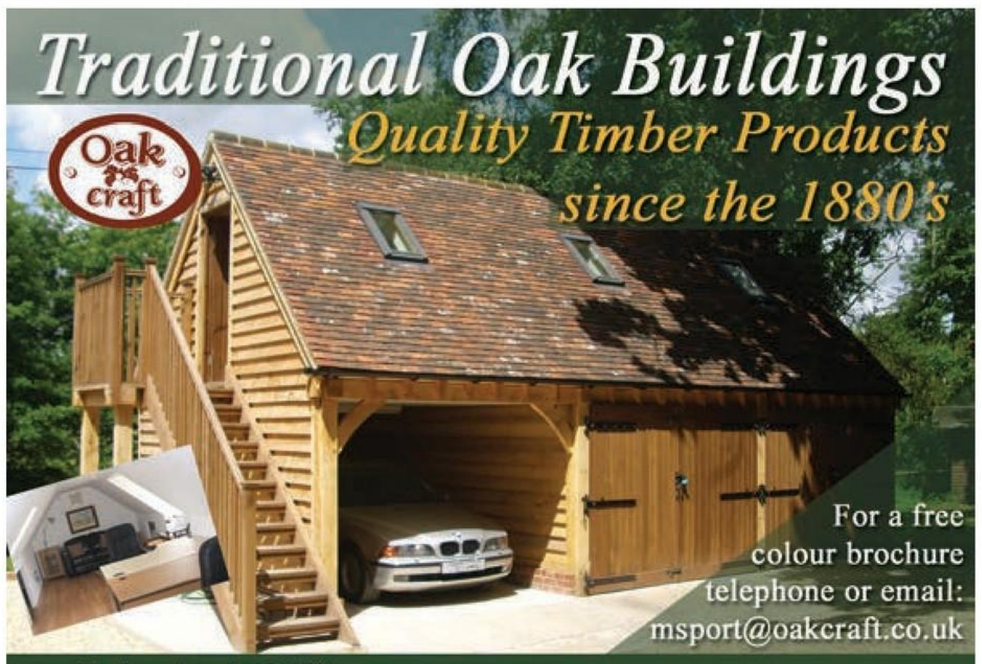
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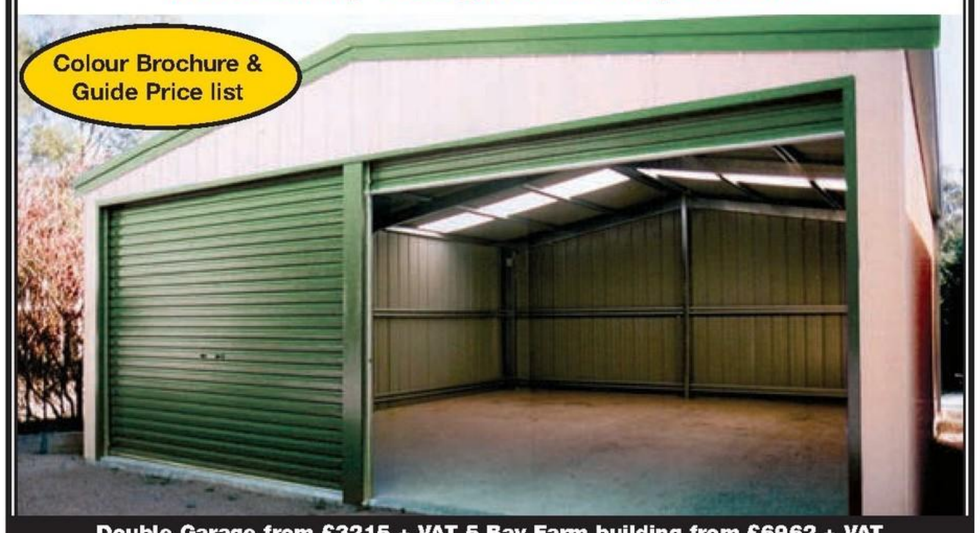
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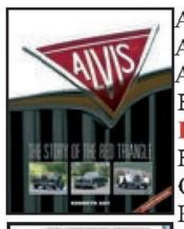
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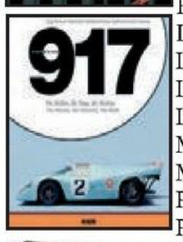
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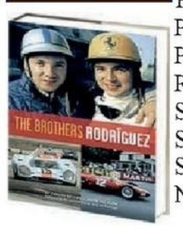
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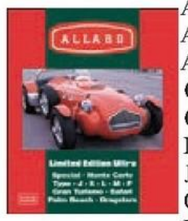
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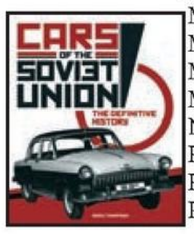
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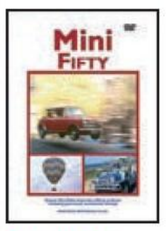
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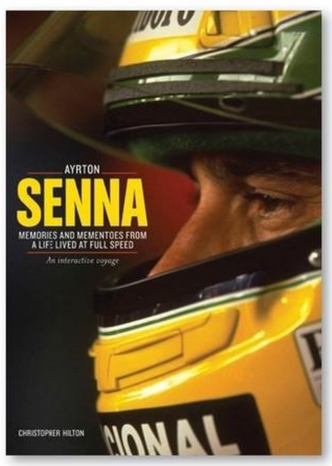
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AYRTON SENNA

MEMORIES AND MEMENTOES FROM A LIFE LIVED AT FULL SPEED

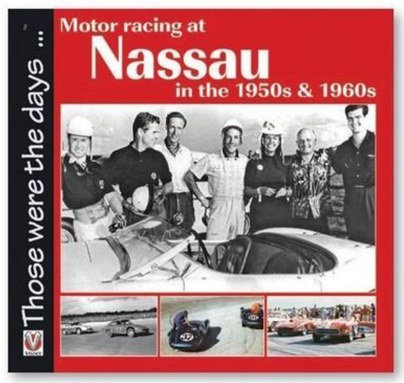
CHRISTOPHER HILTON

Written in conjunction with the Istituto Ayrton Senna fronted by the great Brazilian's sister Vivienne, this is described as 'an interactive voyage'. Books are rarely so, but this is without doubt a voyage, and one that is worth much more than the amazingly low price tag it carries. No other book on Senna has offered the same attention to detail. Put simply, it is an absolute *must* buy.

Many photos come from the family files, including images such as Senna's birth certificate. But other personal effects have also been reproduced as separate inserts, from his *Carta de Apresentação* for the 1978 karting championship to his official invitation to the prize-giving after his 1990 world title win. Stored in pockets between the pages, these items make it more like a research file than a mere book. A personal favourite is a Christmas card from Lotus team boss Peter Warr depicting Senna's close win over Nigel Mansell at Jerez, with the words "please not so close as this in '87" penned inside.

This well-written account of Senna's life is a class apart from other biographies of the driver, and indeed other motor sport books, as it offers something new, refreshing and frankly quite brilliant. **EF**

Published by Haynes Publishing, ISBN 978 1 84425 655 6, £30



MOTOR RACING AT NASSAU IN THE 1950S & 1960S

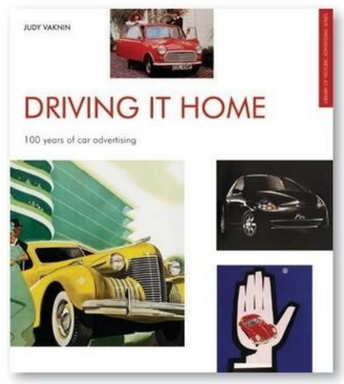
TERRY O'NEIL

Terry O'Neil has already produced the definitive book on this subject with *The Bahama Speed Weeks*. This is an abridged and cheaper version, and the latest volume in Veloce's fun 'Those were the days…' series.

From 1954-66 the Nassau events were a popular end-of-season jaunt for the cream of European and US sports car racers. In the mid-50s the likes of Carroll Shelby, Phil Hill, Stirling Moss, Masten Gregory and Alfonso de Portago were regulars at the Speed Weeks, which were as much about the socialising as the racing.

O'Neil whisks us through the years, adding programme covers, event badges and pit passes to the collection of (mostly) excellent photographs. This is an accessible overview of a fascinating era, and at this price it's perfect if you don't feel inclined to invest in its big brother. **DS**

Published by Veloce Publishing, ISBN 978 1 84584 198 0, £12.99



DRIVING IT HOME

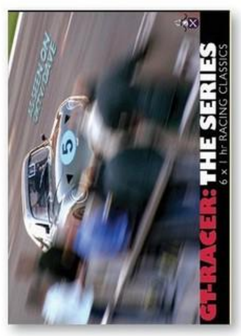
100 YEARS OF CAR ADVERTISING

JUDY VAKNIN

Sprinting from 0-1999 via magazine ads, this shows how concerns changed, from Edwardian 'ease of driving' through performance and glamour between the wars, styling and technology after, to safety and the environment.

Most are bursting with confidence, but the teeth-gritted wartime efforts when there were no cars to sell are fascinating – "what will the post-war Lanchester be like?" The wry self-deprecation of VW and Citroën contrasts with the stretched truth of others – huge Hillmans occupied by tiny humans, or the outright dishonesty of the Buick Breezeblock claiming to be aerodynamic by posing with Concorde. The text is an odd mix of the informed and the po-faced ("Vogue, a magazine read predominantly by women"), but it's an entertaining work. **GC**

Middlesex University Press, ISBN 978 1 904750 35 2, £14.99



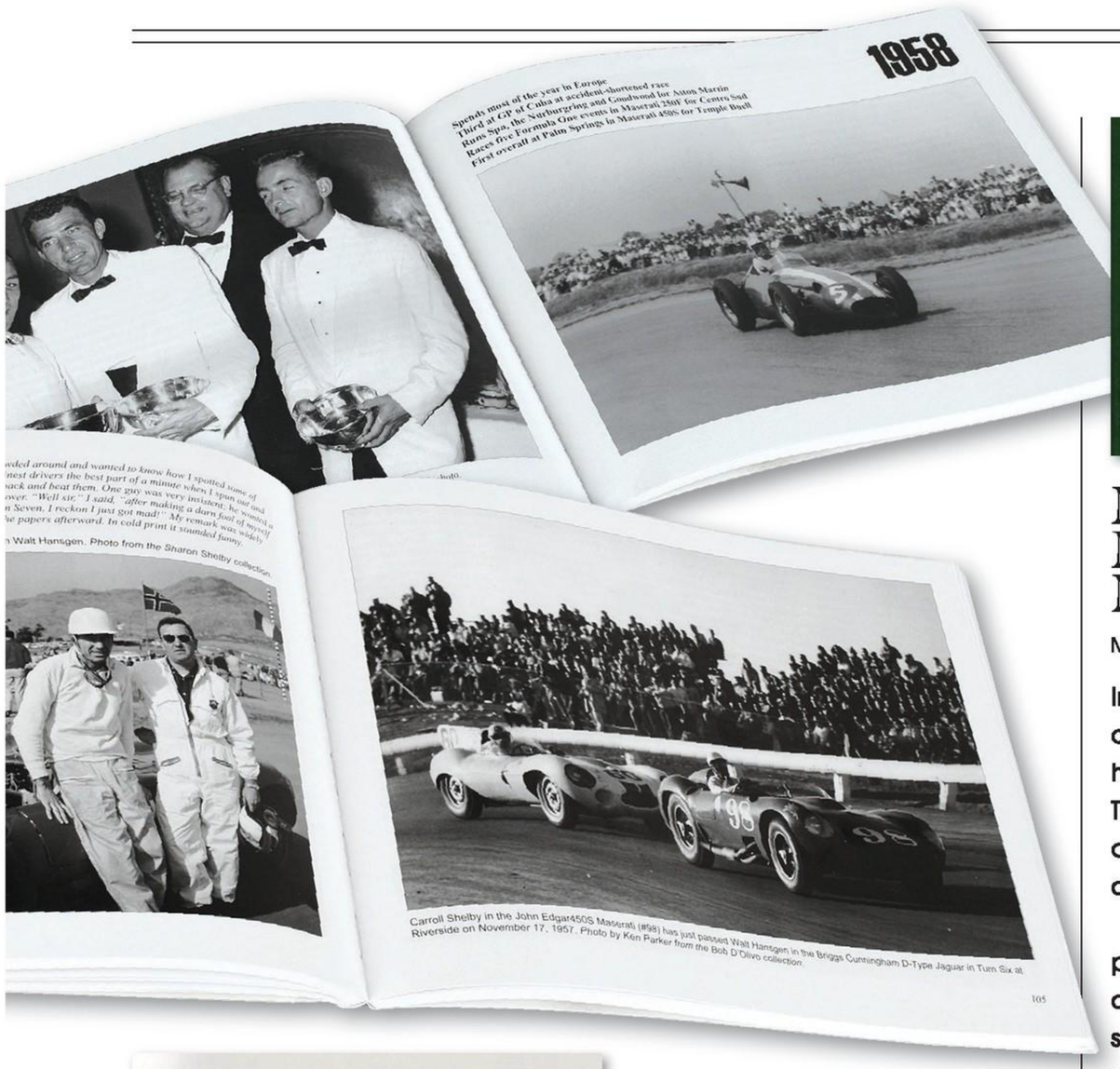
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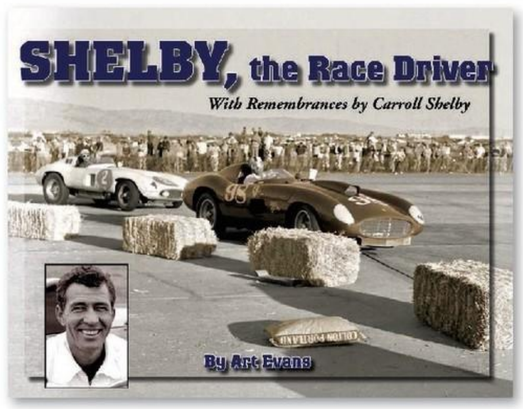
TWO ALEXANDER DAVIDIS FILMS

These DVDs take you to the heart of historic GT racing at circuits such as Spa, Silverstone, the Nürburgring and Laguna Seca. Being on board with some special cars from the 1950s and '60s is a joy, but these films could do with some commentary – in *Shaken and Stirred* it takes a while to work out that you're watching the 2006 Spa 6 Hours. Some of the cutting is suspect, with clips from other races thrown in (I don't recall a D-type in the 6 Hours), and audio of people cheering seems out of place when no one in shot is making any noise. My highlight was seeing myself racing my MGB at Spa, shutting the door on a DB4. Good viewing, but perhaps not for everyone. **EF**

Spirit Level Films, www.spiritlevelfilm.com, £9.99 and £24.99 or £20 for both

Reviews





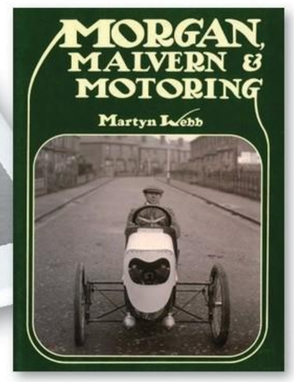
SHELBY
THE RACE DRIVER
ART EVANS

As the title suggests, this is the story of Carroll Shelby's racing life before he left his big Texan mark on Cobras and Mustangs, covering the years from 1952 to 1960 when he raced – and beat – the best in both Europe and America.

The author's previous driver biography, of Ken Miles, set high standards. Happily, Evans has matched that level with his latest softback work, which includes a wonderful selection of black and white photographs from the likes of Bernard Cahier, Dave Friedman, Karl Ludvigsen and Pete Lyons.

Much of the story is told in Shelby's own words, Evans having used large chunks from Carroll's 1965 book *The Cobra Story*. Between them, driver and author tell the tale of an ambitious man who progressed remarkably quickly from small US race meetings to a factory Aston Martin drive in Europe, thanks to a chance encounter with John Wyer in Argentina. Shelby, resplendent in his signature farmer's overalls, raced a colourful variety of sports cars, including numerous "big hawg" Ferraris and Maseratis. But of course his greatest achievement was that Aston Martin Le Mans win 50 years ago, before heart problems curtailed his driving career at the age of 37 in 1960. Who could have guessed then that an incredible motor sporting life had only just begun? **DS**

Published by Photo Data Research, LLC, ISBN 978 097972190 8, $29.95



MORGAN, MALVERN & MOTORING
MARTYN WEBB

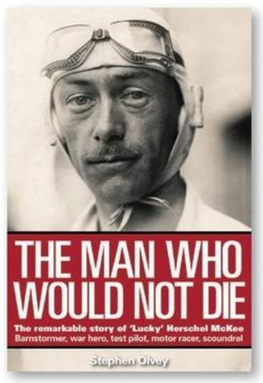
In this centenary year of the Morgan **car there h**as been a spate of **h**istories of the tiny manufacturer. **T**his, though, is rather different: it's **o**nly partly about Morgan, and only **a**bout part of Morgan's history.

Much of the early section is about **p**ioneer transport experiments in and **a**round Malvern, from ironmongers **se**lling bicycles to possibly the **v**ery first car (as opposed to steam carriage) built in Britain, and whether the Santler brothers who built it influenced Carl Benz. Webb presents an enormous amount of research about this and other vehicles, with many photos and drawings, before moving on to Morgan.

Access to family archives makes this the personal story of company founder Harry Morgan, and his early drawings and photos give a nostalgic view of Victorian childhood. Webb keeps to the three-wheelers, showing how a sketch for a motorbike became a practical vehicle for which demand would swamp the factory.

Many photos show the close family involvement, and there's a lot of new material, some of it too intense – plans of a factory extension are not *that* interesting… But a useful addition to a specialised field. **GC**

Published by The Crowood Press Ltd, ISBN 978 1 84797 039 8, £29.95



THE MAN WHO WOULD NOT DIE
THE REMARKABLE STORY OF 'LUCKY' HERSCHEL McKEE
STEPHEN OLVEY

This is a true story of the extraordinary Herschel McKee, nicknamed 'the man who would not die', who lived a 'Boys Own' adventure at every turn.

He fled his home in Indianapolis to join the French Foreign Legion aged 16 and fought in the First World War. This provided the lust for life he longed for and soon got him into the Lafayette Flying Corps to become the youngest-ever ace.

After the war McKee returned home, but his adventures were just starting. In 1919 he tried his hand as riding mechanic in the Indy 500, the first of many attempts at the Great Race which all ended in failure or, more often than not, a huge crash from which he walked away to cement his nickname. He became a daredevil motorcycle rider, took up barnstorming and, after numerous crashes and lucky escapes, got involved with developing the Boeing B17 'Flying Fortress' and saw active service in WWII. All this excitement was nothing compared to the tales of numerous women and several wives he collected on the way.

This is a hugely entertaining tale of a man who lived his life without fear. Fantastic stuff. **DC**

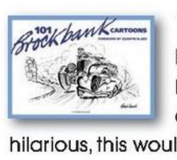
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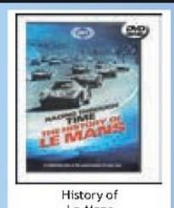
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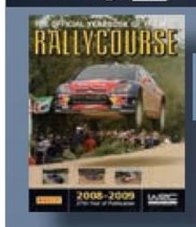
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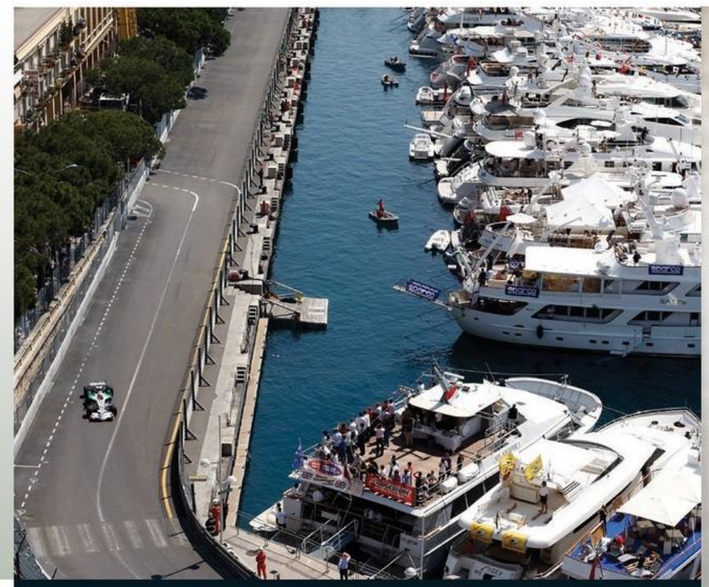
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YOU WERE THERE

This month we have sports cars and F2 from the 1960s, but we also wind back the clock to pre-war hillclimb and trials action



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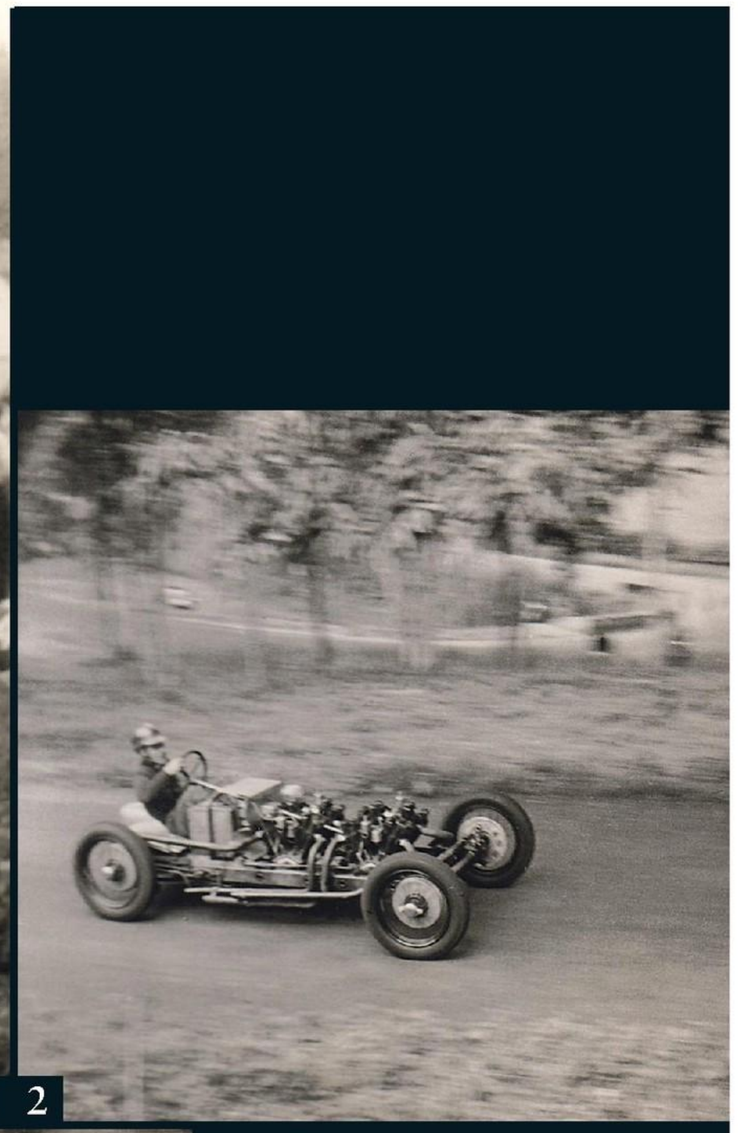


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KEVIN MURRAY

These shots from a 1960 Brands Hatch bank holiday meeting provide a view of old-style transporters. {1} Gilby Engineering's Climax sports car sits above Cooper-Maserati raced by Keith Greene. {2} Masten Gregory's Cooper-Maserati peeps out from the Scuderia Centro Sud truck. {3} Innes Ireland's Lotus 18 is unloaded. {4} Ireland fills up his Rolls-Royce in the paddockpost-race. As Mr Murray says, "There was no regard to health and safety –he was smoking a cigarette!"

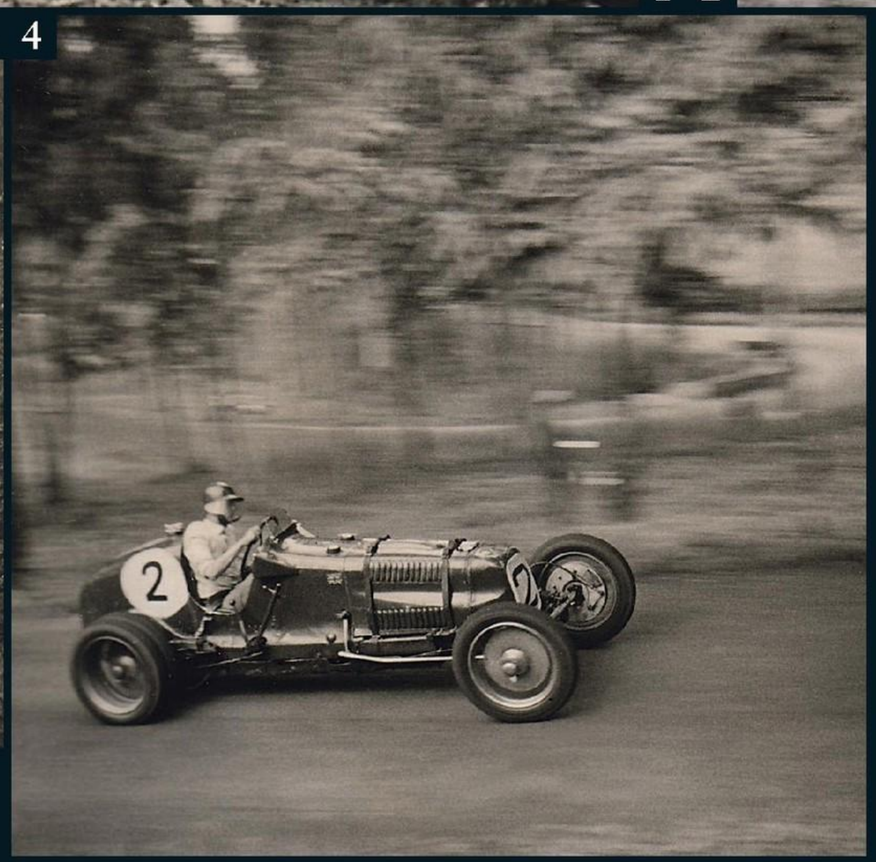




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NIGEL GROVE

As well as being a racing fan, Wiltshire resident Mr Grove has also owned a succession of cars in his time, including a 1928 Lea Francis, 1938 Morris 8 and 1958 Austin A35. {1} The start of a 500cc race at Crystal Palace in June 1954. {2} John Bolster in his four-engined 'Bloody Mary' at Prescott in July 1938. {3} A Frost in his Frazer Nash-BMW at Meerhay Hill, Dorset, during the 1939 London-Exeter Trial. {4} AFP Fane in twin rear-wheel Frazer Nash at a Prescott meeting in '38.

EDDIE WHITHAM

Eddie was working as a photographer for the *Warrington Guardian* when he took these shots at Oulton Park. "In the '60s I covered quite a bit of motor racing. I used to carry two cameras with me, one with colour film," he says. {1} Jim Clark has swapped seats with co-driver Brian Melia at the Oulton Park service halt in their Lotus Cortina in '66 RAC Rally. {2} In '65 Graham Hill contested the Spring Trophy, driving a BRM-run Brabham BT16. {3} Jack Brabham is congratulated by Jean Stanley after winning the '67 Spring Trophy in a Repco-powered BT20.



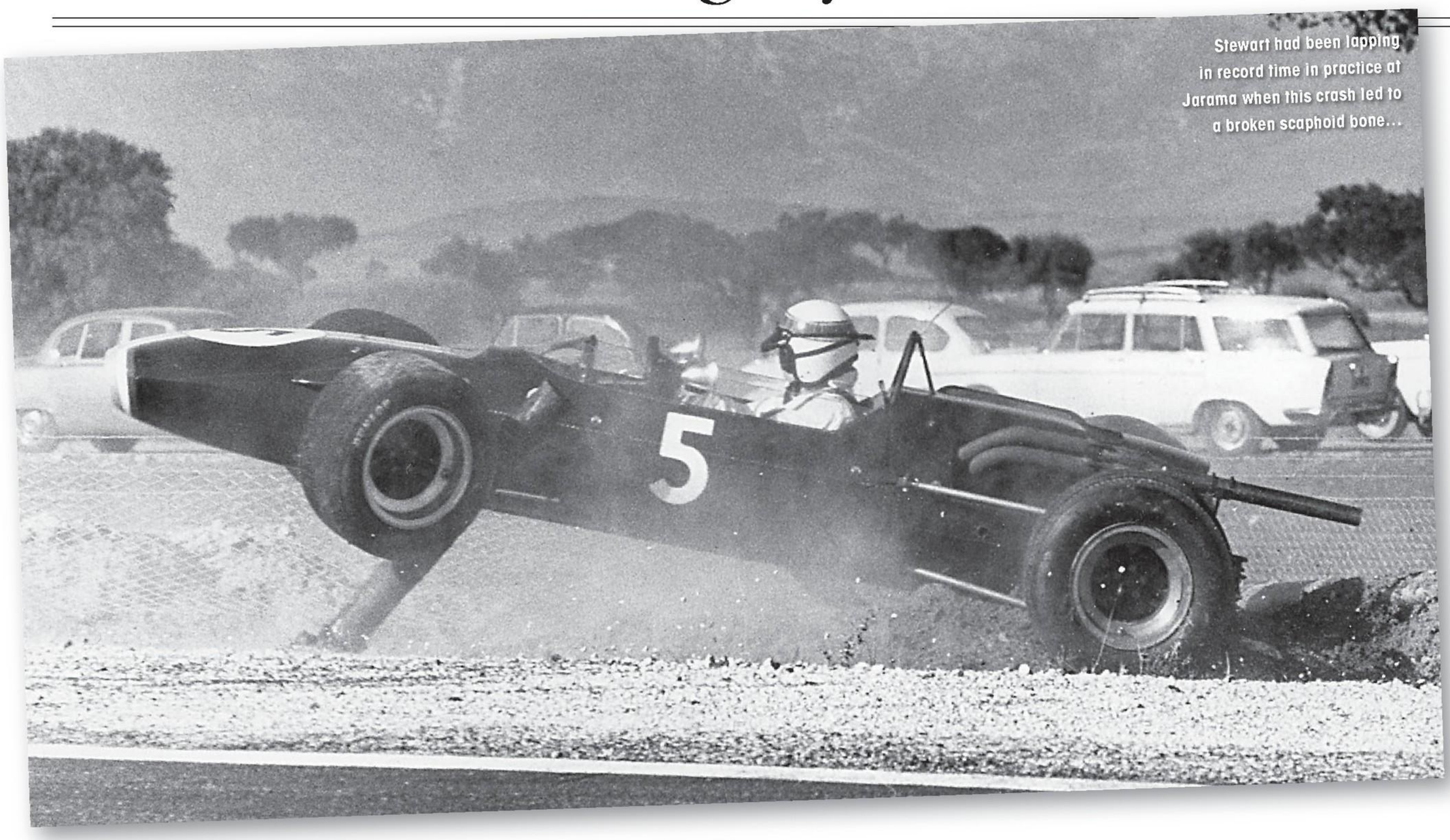


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Doug Nye


Stewart had been lapping in record time in practice at Jarama when this crash led to a broken scaphoid bone...

DRIVING THROUGH THE PAIN BARRIER

Jackie Stewart's 1968 German GP win impressed due to his pace but also his grim determination to race with a wrist injury

There's always 'a reason why', and – if one is that way adjusted – it's always interesting to uncover the evidence of that 'reason why'. For decades now any of those who were present that day, and thousands more enthusiasts who only read about it, or saw the TV coverage of the event, speak in hushed admiration of Jackie Stewart's staggering drive to win the 1968 German GP on the North Circuit of the Nürburgring.

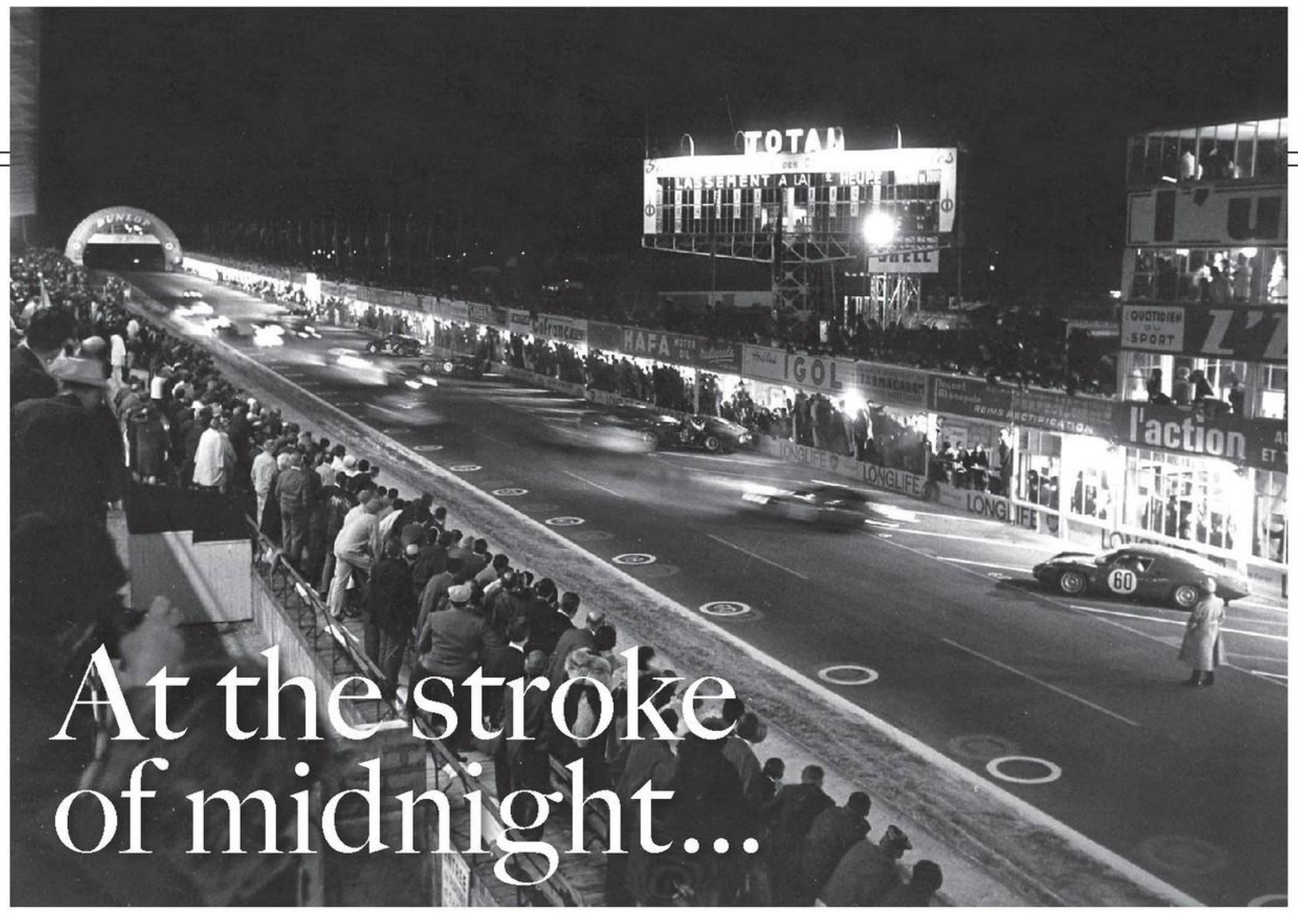
Do you recall it? That's right, through dense mist and fog, on a track surface wet, cold and supremely treacherous, he simply ran away from all his world-class opposition to win by a shattering four minutes from his nearest rival, Graham Hill. He was driving the Ken Tyrrell-entered Matra-Cosworth MS10, which in period was absolutely one of the most businesslike-looking of all contemporary Formula 1 cars. Its multi-riveted aerospace engineering monocoque simply looked like a guided missile, and as it bored swirling tunnels through the Eifel mists that Sunday it was plain that history was being written.

But Jackie had been troubled for weeks by a painful wrist injury, a broken scaphoid bone, and at the Nürburgring his left wrist was supported by a plastic cast. He recalls that if the weather had not been so dreadful, and the track had been dry and grippy, he would almost certainly have been unable to finish the race. In fact the slick track lightened the Matra's steering just that crucial bit to make his demonstration of emergent driving genius possible.

He had tweaked his wrist in a Formula 2 practice accident at Jarama, outside Madrid in Spain, three months earlier. Jackie had been driving Ken Tyrrell's dark green Matra MS5 with its 1600cc Cosworth FVA four-cylinder engine. He had been swapping best practice times with works Matra number one Jean-Pierre Beltoise and Jochen Rindt's Winkelmann Racing Brabham-FVA BT23C. He had hacked a whole 2.3 seconds off the late Jim Clark's July 1967 lap record and was trying hard in the final session when he spun abruptly in the right-hand loop after the Jarama pits and careened into the wire catch-fencing. The car's steering gave his left hand a tremendous tweak, and there was no doubting he had a problem...

He had to content himself with dropping the starting flag on race day, and thereafter struggled through that mid-season with his damaged wrist in a plastic cast. The Nürburgring triumph really underlined not only the man's class, but also his fearlessness. And when his safety campaigning later became so unpopular in some quarters – what a saving grace that German drive proved to be. Nobody, but nobody, could ever doubt it. JYS had balls of steel. Think on, Mosley.

All images GP Library



At the stroke of midnight...

One of the most sensational of all motor sporting sights has always been the release of pent-up tension represented by the classic Le Mans-type run-and-jump start. But if the 24-hour race starts themselves provided meat and drink for thousands of photographers, film makers and TV directors over the decades, there was another venue not that far away which – in my view – trumped the Sarthe.

The Reims 12 Hours was run from midnight to midday, and on that remarkably narrow country roadway in the Champagne country a Le Mans-type start under floodlights really did offer a startling taste sensation. Here's how Jenks reported the 1964 12 Hours in these pages: "The main worry among the fast boys was the Le Mans-type start in the dark, and the opening laps, until they became accustomed to the dark. Under floodlights the start was given at midnight on Saturday, and the Porsche 904s were the first to move, but it was not long before an incredible high-speed traffic jam was disappearing under the Dunlop bridge and around the fast right-hander. The opening lap, with the headlights appearing on the Soissons road and streaming down to Thillois, was quite fantastic, and then the flood of light came pouring up the road past the pit area at 160mph or more…

"There began a terrific battle for the lead between Graham Hill and Surtees in the Ferrari LM coupés and Ginther in a Lola-Ford coupé. These three passed and re-passed, ran in line-ahead, ran abreast, passed other cars on either side and sometimes on both sides, disappeared over the hill past the pits side by side with the brakes hard on, and slipstreamed each other – all in the dark…"

Mischievous little DSJ couldn't bring himself to describe Richie Ginther's new Ford GT without giving credit to its Lola roots, but I think he made the point pretty well – the Le Mans-type start and opening laps of the Reims 12 Hours really could make those at Le Mans itself look pretty tame!

Manoeuvres of the political kind

Don't you just love politicians? While appreciating they have a tremendously exposed, difficult and demanding job to do, these too-often over-weeningly self-important, self-promoting (and variably incompetent) creatures have willingly set themselves up to claim our votes. And while I happily exercise my democratic rights I am certainly one of those many millions who vote for what seems to be the least worst of the options, while also always making certain that, whenever it's possible, the buggers are cut down to size.



Our British Prime Ministers have quite often found the possibility of a photo opportunity with a reigning British World Champion racing driver quite irresistible. Just recently, Gordon Brown – steady Doug, deep breaths, keep control…mmm – gratefully grasped an invitation from the BRDC to present Lewis Hamilton with his wonderfully well-earned Gold Star.

And while idly thumbing through yet another of our photo folders the other day I came across that arch old manipulator Harold Wilson – no less – presenting the Sportsman of the Year award to Jim Clark in recognition of his 1965 World Champion title.

"The pound in your pocket" Wilson indeed – ah yes, remember him? The perspectives of history make an uncompromising judge.

A classic race battle and a rare mistake from Jimmy

Speaking of Jim Clark reminds me of the day he made a mistake. Yes, really. It must have happened pretty often. Nobody is perfect. But in Jimmy's case the shock of seeing him make a driving error led the packed crowd on the South Bank hillside at Brands Hatch simply to roar with disbelief. It was in March 1965 at the inaugural non-championship Brands Hatch Race of Champions.

Jimmy in his latest Lotus-Climax 33 had won the first 40-lap heat by 20 seconds from Dan Gurney's works Brabham BT11. From the start of the second heat, black-helmeted Dan was pressing Jimmy ever harder for the first 10 laps. It was fantastic stuff to watch, Clark's yellow-striped apple green Lotus inches ahead of big Dan's dark green Brabham as they hurtled round the valley circuit faster and faster.

Then under the most intense pressure from the lanky Californian, Jimmy carried a little too much speed on the downhill approach to Bottom Bend. Suddenly he was off on the uncharted infield grass, the Lotus bucking and bouncing over the uneven tuffets. With the tail sliding he fought to arc round to the left to regain the track surface, but just at the crucial moment he ran out of the space to make it. There was an angled safety bank protecting a short service road leading up to the top end of the pits. And with a tremendous crummpp! that beautiful, elegant Lotus was reduced to virtual scrap, its right front wheel and suspension bounding away across the track.



The battered remains of Clark's Lotus-Climax 33 lies trackside at Brands in '65, its driver unhurt

The entire right side and front end of the monocoque had collapsed, but such was the advantage of that type of construction in those days that Jimmy was able to clamber free with nothing much worse than battered pride. The original Lotus 33 chassis R10 was history – and we all noted the score for that heat as Gurney 1, Clark 0.

Ho hum – as I said, nobody's perfect… The great thing was that Clark himself would have been the first to say as much.



Dick Barnatt

Damon Hill drove a D-type at the Hawthorn memorial. Right: tributes cover Mike's grave



Thousands gather to pay their respects to Mike

On a freezing cold and drippy wet Sunday in January, the little Georgian market town of Farnham – on the Surrey-Hampshire border – is usually very quiet. For me it's been home for 37 years, and the Mike Hawthorn Memorial event organised there by Paul Roach, Michael Ballard, Tony Bailey and others to mark the 50th anniversary of the first British Formula 1 World Champion driver's premature death simply made our eyes pop.

The local police contributed hugely by agreeing to close the town's one-way system for a three-lap demo by 50 relevant cars – ahem, actually closer to 75 I believe participated – and there was a moving commemorative service at St Andrew's church, 50 years after Mike's own sombre funeral there. Stirling and Suzie Moss, Tony and Pina Brooks, and many more old friends, acquaintances and indeed one-time employees and family friends turned out in the chill. Some of Mike's old friends expressed discomfort at the way 'their' Mike has become perhaps over-hyped public property in recent years – and charitably, they do have a point. But to see small kids in the estimated 5000-strong(!) crowd oohing and aahing over Ferrari 246 Dino, Cooper-Bristol, Testa Rossa, Monza and Jaguar D-Type, Aston Martin DB3S, Lancia Aurelia and assorted Jaguar saloons – among so very many more – was to hope that future enthusiasts will have caught the bug that day…

Arch-Hawthorn fan Nigel Webb made a big investment, not least in time and drive, to help bring this one-off event about, and Mike's grave in West Street cemetery ended the day piled with floral tributes. For me the most striking were one marked simply, "God bless, Mike – from two old girlfriends" and the true classic from his old mate Nick Syrett of the BRSCC, which just said it as it is – "Mike, you wouldn't believe how much a pint of light and bitter would set you back now. Cheers! N". Aah, the reality… good old boys.



GP Library

The ugliest Alfa you've ever seen

In the February issue I ran a photo from the 1972 Targa Florio showing a weird-looking little Italian sports-prototype which I thought was probably the world-famous Giliberti A112. Various correspondents have since corrected me (crikey, some people actually read this stuff?), so the fact that we had long ago filed the print only under 'P' for photograph came back to bite us in the rear. What the shot actually captured was perhaps the worst case of automotive desecration for many years.

Or at least, that's one way of looking at it, because removing the original hand-built body from a very pretty classic and replacing it with some beaten-out flat aluminium sheet to continue racing would in period have been entirely defensible.

The car in question was actually the Alfa Romeo TZ-based 'Tiger' campaigned in the 1972 Targa Florio by Carmelo Giugno and Salvatore Sutera. Their little car didn't survive to the finish, having possibly succumbed to terminal embarrassment, but at least they'd made the effort to strip out and lighten their contender, and to run it in the up-to-1600cc sports class of an FIA World Championship round. So full marks for effort, if not for aesthetic taste.

Which Alfa TZ was it that had been Tigered in this way? The chassis serial '750009' has been suggested, this having apparently been Giugno's TZ as raced and hillclimbed widely by him since as early as 1965-66. Needs must when such an elderly standard Gran Turismo could not secure an entry…

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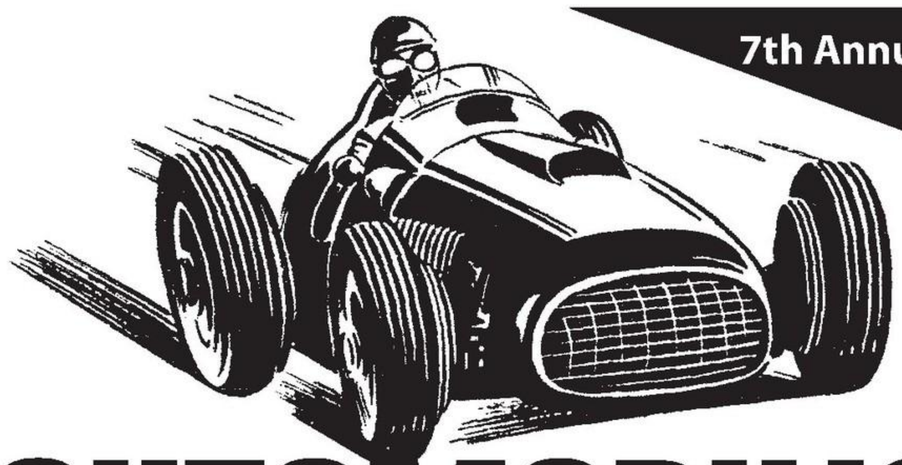
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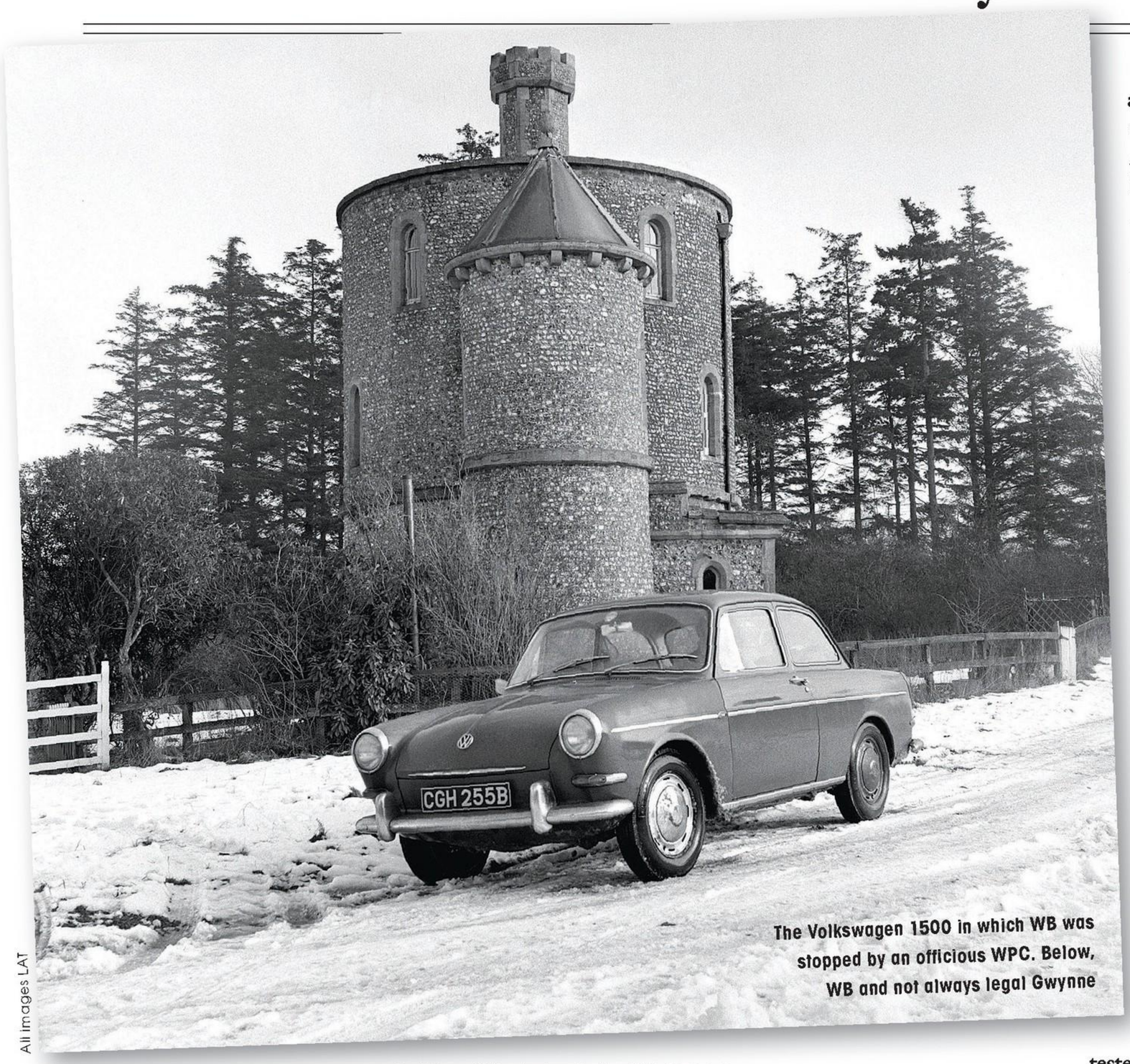
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POLICE ENCOUNTERS

In seven decades of road testing it was inevitable that WB would meet the odd policeman – professionally…

Considering the big mileages I drove, it is not surprising that I had a few encounters with the police. One was when a Panda car arrived with a summons, instead of a postman, which seemed odd. I asked the young officer in and opened the letter. I was accused of parking on double yellow lines. But on the day quoted I was at an important meeting at the Montagu Motor Museum which I showed the officer in my diary. "If I am prosecuted," I said, "I happened to be sitting between Lord Montagu and racing driver Graham Hill, who would be impressive witnesses." I heard nothing more.

On a happier note, I was driving a fast Alfa Romeo at the start of that splendid straight road from Stow-on-the-Wold to Gloucester and about to enjoy 100mph (no open-road speed limits until 1965) and on a slight bend had crossed a *single* white line in overtaking a slow vehicle. I then noticed in the mirror a police car coming up fast. I was stopped because I had crossed that line, which I didn't know was an offence. While looking at my licence the officer noticed a *Motor Sport* sticker on the Alfa's screen. "Do you read that magazine?" he queried, adding "so does my son." I replied that I not only read it, I edited it. "Well," the officer said, "don't drive over white lines again," and that was that. He then preceded me at 45mph. I thought it better not to overtake him…

Then in the Morgan 4/4 I met a pothole on London's Embankment opposite Scotland Yard, which produced severe steering shimmy, a feature of the car, cured by accelerating out of it. But not in the rush-hour traffic that surrounded it. Two motorcycle policemen somehow contrived to reach me. "You are driving a dangerous car," one told me. "I suppose you made it yourself," as he towered over me – you sit low in a Morgan. "No," I shouted. "It is brand-new, made by Morgan of Malvern Link." He was unimpressed – I was told to follow the police to the nearest garage and leave the thing there to be repaired. They signalled to the garage and pulled away. I then drove the long distance home to Wales, avoiding any potholes…

Another amusing incident occurred when I was accused of illegal parking with a car I didn't own. BMC used to offer some of us ex-road test cars at very tempting prices. They must have been kept in good order for loans to Press testers. So I invested in such a Mini-Cooper as a present for a daughter and her husband as a wedding present. The parking summons was again brought by a local police officer, though I had not by the date of the alleged crime even seen the Mini. I think BMC must have re-registered it but left the owner's details blank until it had a customer. So many parking crimes had accrued


…ints with brother John and then … some success both in short events … that queer M.G. Magna-engined …buretters, rear-set Darracq radiator …sition. At this time he also handled …"30/98" Vauxhall. Later came … of four single-cylinder Rudge en… …G.N.-ish …r, as it …Martin's …only ran …n it took … Walsh. …Richard …-engined …ss basing …y potent …effective- …brother's …tion of the …ley meet- …the car …it could … sought to …with excite- …sphere. He …A.F. when … unsuccess- …her stormy … Authority. … was quite …ow his mo… …ame the venue is in London and no ar… made for a car rally. The place is the Rembra… Rooms, S.W.7, and the date October 5th. Party sta… at 12 noon, lunch happens at 1.30 p.m., George Mo… house will give his classic film show thereafter a… there is tea to follow. An exhibition of motor-raci… pictures will be an added attraction. The charge…

W. Boddy and his 1925 Gwynne Eight described last month

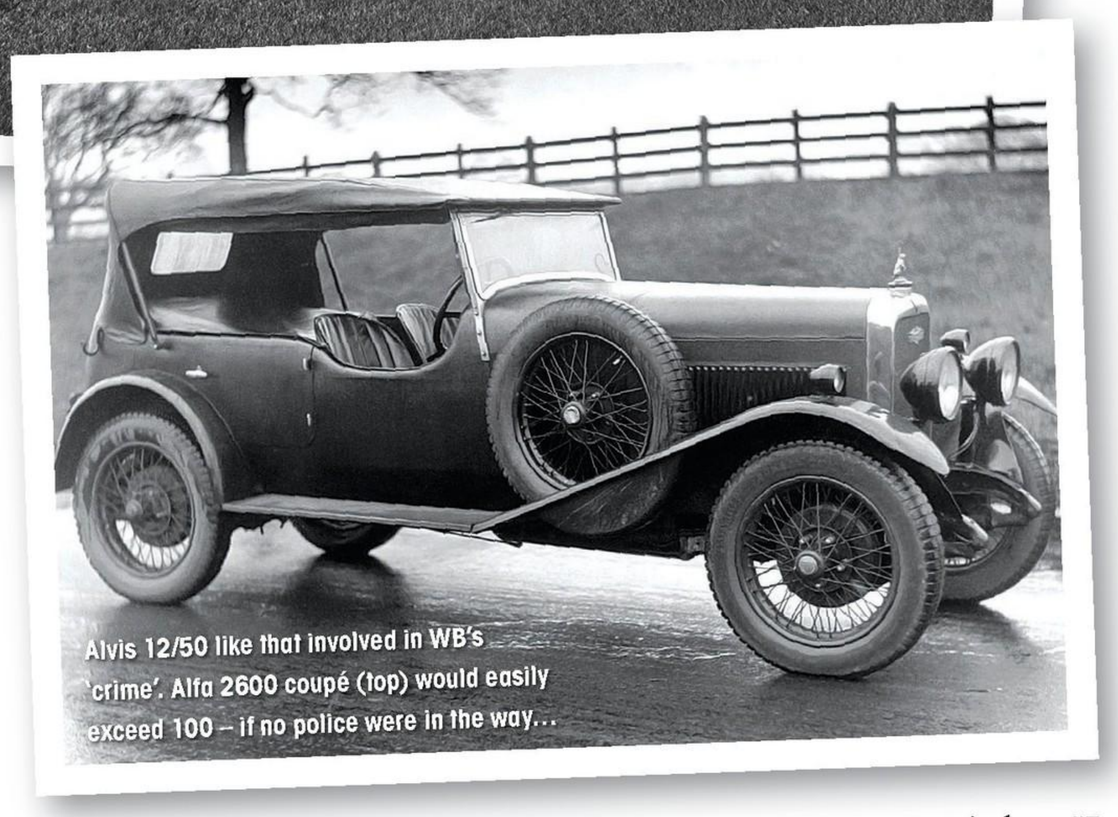
that I heard that there was an urgency in bringing the offenders to court. Someone must have flicked through the forms until my name appeared, ignoring the date…

Incidentally, I wonder whether I am the only commoner permitted to drive on the public roads without number plates on my car? My wife and I were going to a Prescott hillclimb and on arrival she told me the front number plate was missing. A passer-by called out that he thought only royalty was allowed the privilege of driving without number plates. I then found that the rear plate had also vanished. Someone, for a joke or grudge, must have removed them the previous night. (Not stolen, as I later found out.) I had to get to Hereford the next day, so I put my problem to the local police. They said okay, and if I was stopped to tell the other police to ring them. Out and back I passed a Panda car in a lay-by but my car was not noticed. But I wondered, if the plates really had been stolen and had been used by a criminal on another car and he was arrested, would I also be arrested, as apparently part of the affair?

In the days when I began motoring you did not go to a post office or the DVLA to obtain a licence. In a Welsh town a few miles away there was a separate building staffed by a friendly man where this was done. With my several ancient cars I was a frequent caller and I asked whether, if my collection ever reached museum status, I would qualify for trade plates. The next time I called I was told that the plates were there. Surprised, I paid, to depart with a pair of 'general' ones, which covered motorcycles, to Jenks' delight.

Finance for a museum was offered and I might have been lent better exhibits but the idea was abandoned – approach lanes too narrow, and did I really want viewing visitors arriving, enthusiasts though they might be? Instead we let motorcycle scrambles use the grounds on specified days, until too many spectators came,





Alvis 12/50 like that involved in WB's 'crime'. Alfa 2600 coupé (top) would easily exceed 100 – if no police were in the way…

"But I am not the driver, said my astonished passenger"

uncontrollable by the single 'bobby'.

But those plates were useful when I rescued a just-pre-WWII Armstrong-Siddeley for £5, a potential 'exhibit', therefore legal. Then the first police car I had ever seen on our local fast road, which ran straight for a long distance and which was a favourite with bikers, overtook the scruffy A-S. The young policeman saw I had no tax disc and demanded my name. I told him I was driving on trade plates and he disappeared to look.

"But I need to see your chit," he said. "Not on 'generals'," I told him, and he eventually let us proceed, a puzzled young man.

In the time when insurance was made compulsory you might be stopped but all they wanted to see was your certificate; tyres with the inner tube almost showing and a partly opaque screen would often be ignored, as on my Austin 7s, Gwynne 8s and perhaps my Clyno. But while the speed limit was lifted from open roads in 1930, a 30mph limit was imposed in towns from 1935, and being caught for this offence was common. (Today's 70mph limit was first imposed in 1965.)

In my defence I offered photographs of warning signs fallen down or obscured by tree branches, to no avail, but a pay clerk did tell me that magistrates preferred a court appearance rather than a postal defence and might adjust the fine accordingly. The most unusual case was when a group of press testers were starting out in convoy, I think in the first post-Beetle VW, at the 40-30 mode and I was stopped, though why or how timed was never known. I was told the officer involved would soon appear to confirm my crime. After which a young policewoman tapped on the car's *near-side* window. "But I am not the driver," said my astonished passenger. The policeman's arm then directed her round to me. Asked for my driving licence I remembered that you need not hand it over so I held it out of the window. "I can't read your writing." "It isn't mine, the Post Office wrote it." "Well, read it to me," I was requested, although not legally obliged to.

When this came to court I decided to defend myself. When the girl was called I asked her about these unusual episodes of hers. To each of my questions she answered "I don't remember." I gave up and was fined another £7. A barrister later told me I gave up too soon. I should have asked if the girl remembered her name and address and if so why not my other questions. In the end the magistrates would have tired and dismissed the hearing.

Then there was the night I was driving home from London to Wales and came upon a lightless old van being most dangerously driven. I had to wait until it swerved left, when using all the Ford Sierra's acceleration, I got past it. Then, tired and hungry, a quarter-mile »»

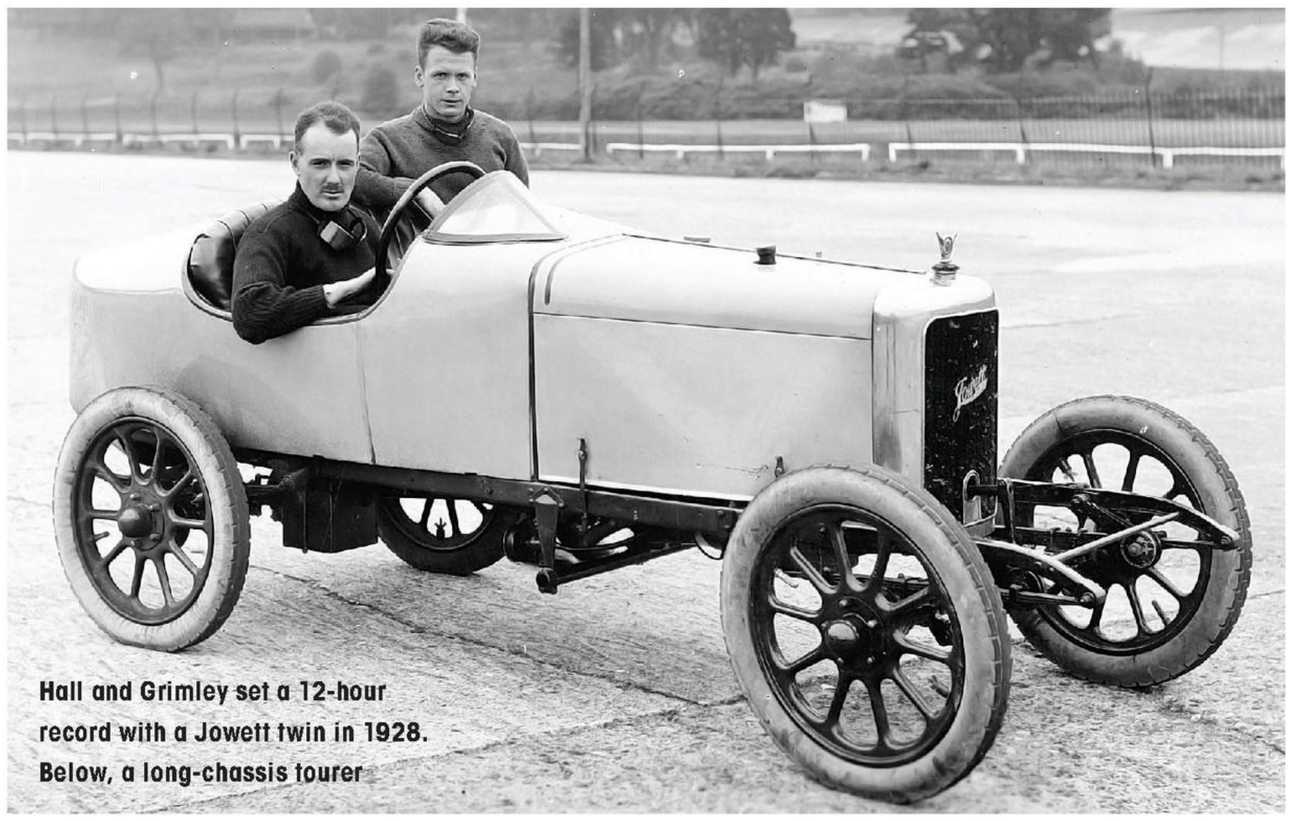
from my house, two policemen stopped me. In view of the van I said, "Shall I park on the verge behind your car?" "No," I was told, "stay where you are," as the van went swerving past. They took no notice but asked for my licence and insurance certificate. Instead of a certificate I had a letter from the Ford Motor Co saying the car was fully insured for anyone to drive – a ploy against a press tester losing the official certificate. The policemen refused to accept this, saying I would be reported for driving uninsured.

They shone torches on the tyres to see their condition, and finally asked me my age. This was the last straw, so I said I had forgotten it, which made them as angry as me. I told them they had ample proof that I was old enough to be licensed to drive a car but if they needed my exact age Somerset House in London should know... I was then allowed to go but would be reported. Next day, however, the local policeman accepted Ford's letter, adding "the young officers are sometimes over-zealous".

Then there was the Edwardian sporting Delage which we towed home from a distant breaker's yard, helping it up a hill with our Austin 7 Ruby. I applied for registration and on another very wet evening a policeman arrived to say I had a stolen car; the Delage was registered as a similar-aged Singer. I had to go with him to the barn where the Delage was and its radiator badge apparently satisfied the drenched copper, as I heard nothing more. War stopped attention to this interesting car, which Pete Hampton eventually made presentable. We had bought and paid for a second Delage of the same type for spares but never collected it, war intervening.

Petrol rationing brought another bobby calling to tell me I would be reported for illegal use of petrol after I was stopped in my 12/50 Alvis for a noisy exhaust. This bobby returned to tell me the records showed no petrol coupons allocated to me and I would very likely soon be in prison. But there were two coupon lists, one for farmers, one for the press, the latter providing entertainment for the Forces, which we were told applied to *Motor Sport*. The officious policeman had consulted the wrong list!

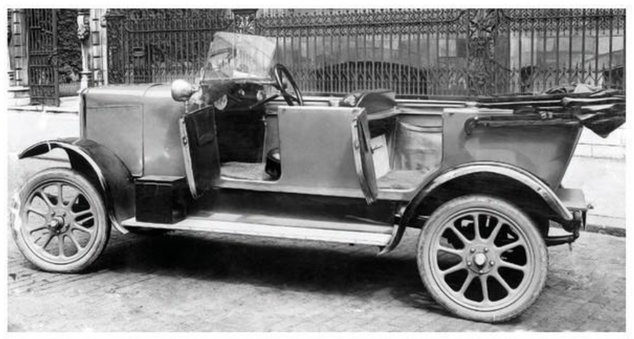
These are just memories from long ago and in no way a denigration of our police forces, whose bravery and dedication I have always admired. As a car-keen child I was told if I got lost, which was never allowed, to find a policeman and I have never forgotten such meaningful advice.



Hall and Grimley set a 12-hour record with a Jowett twin in 1928. Below, a long-chassis tourer

Vintage flat-twin Jowetts: "The little engine with the big pull"

In 2003 Tempus Publishing of Stroud published Mr Noel Stokoe's *My Car Was A Jowett*. He had been press officer and librarian of the Jowett Club since 1985 and after some memories of his Jowett ownership, including in 1934 buying a 1933 Jowett for £29 and keeping it until 1939, the rest of the 160 pages contain contributions from club members and others, with many pictures of their cars, from early ones through to the Bradford, Javelin, Jupiter and CD.



I have owned two vintage Jowetts and much respected their flat-twin 907cc power units – "The little engine with the big pull". I road-tested the later sporting versions. Excellent cars, the Javelins and the Jupiters. The proprietor of *Motor Sport* liked them too and I remember going with him in one of them for servicing at the works in Bradford. A few miles from the depot there was a bang and a bulge appeared in the top of the bonnet. He had driven so hard that the fan had come adrift. Service staff looked surprised by the dent.

My two vintage Jowetts were a 1923 short-chassis two-seater and a 1925 long two-seater. The first I saw advertised for sale for £3 in a breaker's yard with a spare back axle in the boot, so instead of returning to Farnborough, Hampshire by train, I bought it and it took me back faithfully. Untaxed, none of the police cars I saw noticed me, and I could claim the licence papers were in the post, as it was Boxing Day (I was escaping from the partying and could post them next day). The other, the long two-seater, was the ex-Dick Shuttleworth one which Joe Lowrey, also at the RAE, towed back from Bigglesworth on a tow bar behind his HRG.

I tried to start it but it only ran a short distance before stopping. My friends, experts with aero engines, arrived to help. Clean petrol, battery charged, fuel at the carburetter jet – all to no avail. It must be an ignition fault, they said.

I then remembered that Delco-Remy had a London depot (until they joined with General Motors) and I asked them if they would test the coil (which had the condenser enclosed within it). They rang back to say it gave a reasonable spark for such an old coil. I then asked if they would keep it on test for longer. They did, and reported that as the thing warmed up it stopped giving a spark. They gave me one of their oil-filled coils, which cured the trouble.

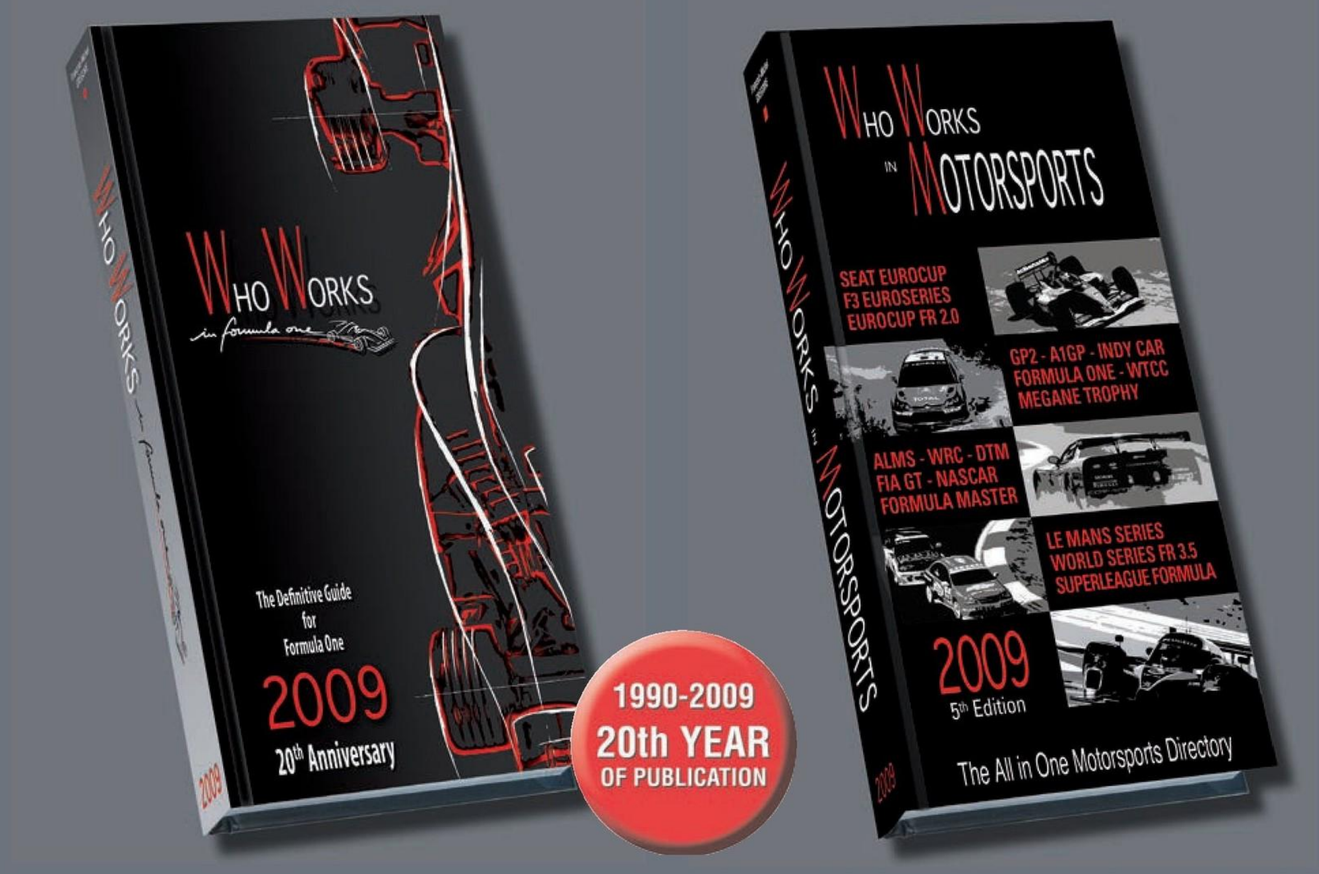
I wonder if anyone recalls such a problem, or whether it may help anyone now?

And if you ask why such utility cars are mentioned in *Motor Sport* you have forgotten the records there by JJ Hall, a most amusing writer, who with a Jowett two-seater weighing about 8cwt and helped by Grimley, set the Class-G 12-hour record at 54.89mph in 1928 in spite of having to change three gaskets, the engine having non-standard detachable cylinder heads, giving a 5.25 to 1 compression ratio. The Jowett lapped at 65mph.

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FIA FORMULA 1 WORLD CHAMPIONSHIP

TEAMS AND DRIVERS

McLAREN-MERCEDES	Lewis Hamilton	Heikki Kovalainen
SCUDERIA FERRARI	Kimi Räikkönen	Felipe Massa
BMW SAUBER	Robert Kubica	Nick Heidfeld
RENAULT	Fernando Alonso	Nelson Piquet
TOYOTA	Jarno Trulli	Timo Glock
TORO ROSSO	Sébastien Buemi	Sébastien Bourdais
RED BULL RACING	Mark Webber	Sebastian Vettel
WILLIAMS	Nico Rosberg	Kazuki Nakajima
FORCE INDIA	Adrian Sutil	Giancarlo Fisichella

2009 CALENDAR

MARCH 29	Melbourne	Australia
APRIL 5	Kuala Lumpur	Malaysia
APRIL 19	Shanghai	China
APRIL 26	Sakhir	Bahrain
MAY 10	Catalunya	Spain
MAY 24	Monte Carlo	Monaco
JUNE 7	Istanbul	Turkey
JUNE 21	Silverstone	Great Britain
JULY 12	Nürburgring	Germany
JULY 26	Budapest	Hungary
AUGUST 23	Valencia	Europe
AUGUST 30	Spa-Francorchamps	Belgium
SEPTEMBER 13	Monza	Italy
SEPTEMBER 27	Singapore	Singapore
OCTOBER 4	Suzuka	Japan
OCTOBER 18	São Paulo	Brazil
NOVEMBER 1	Yas Marina	Abu Dhabi

FIM MOTO GP CHAMPIONSHIP

TEAMS AND RIDERS

REPSOL HONDA	Dani Pedrosa	Andrea Dovizioso
DUCATI MARLBORO	Casey Stoner	Nicky Hayden
RIZLA SUZUKI	Loris Capirossi	Chris Vermeulen
FIAT YAMAHA	Valentino Rossi	Jorge Lorenzo
HONDA GRESINI	Alex de Angelis	Toni Elias
PRAMAC RACING	Mika Kallio	Niccolo Canepa
TECH 3 YAMAHA	Colin Edwards	James Toseland
HONDA LCR	Randy de Puniet	
TEAM SCOT HONDA	Yuki Takahashi	
GRUPO F HERNANDO	Sete Gibernau	

2009 CALENDAR

APRIL 12	Doha/Losail	Qatar
APRIL 26	Motegi	Japan
MAY 3	Jerez	Spain
MAY 17	Le Mans	France
MAY 31	Mugello	Italy
JUNE 14	Catalunya	Spain
JUNE 27	Assen	Netherlands
JULY 5	Laguna Seca	United States
JULY 19	Sachsenring	Germany
JULY 26	Donington Park	Great Britain
AUGUST 16	Brno	Czech Republic
AUGUST 30	Indianapolis	United States
SEPTEMBER 6	Misano	San Marino
SEPTEMBER 20	Balatonring	Hungary
OCTOBER 4	Estoril	Portugal
OCTOBER 18	Phillip Island	Australia
OCTOBER 25	Sepang	Malaysia
NOVEMBER 8	Valencia	Spain

FIA WORLD TOURING CAR CHAMPIONSHIP

TEAMS AND DRIVERS

SEAT SPORT	Yvan Muller Tiago Monteiro Gabriele Tarquini	Jordi Gené Rickard Rydell
RML CHEVROLET	Alain Menu	Rob Huff Nicola Larini
BMW TEAM UK		Andy Priaulx
BMW TEAM GERMANY		Jörg Müller Augusto Farfus
BMW ITALY-SPAIN		Alex Zanardi Sergio Hernández
LADA SPORT	Viktor Shapovalov	Jaap van Lagen Kirill Ladygin
WIECHERS-SPORT		Stefano D'Aste
ENGSTLER MOTORSPORT		Franz Engstler Kristian Poulsen
SUNRED (SEAT)		Tom Coronel
PROTEAM		George Tanev
RACING TEAM COLAK		Marin Colak

2009 CALENDAR

MARCH 8	Curitiba	Brazil
MARCH 22	Puebla	Mexico
MAY 3	Marrakech	Morocco
MAY 17	Pau Ville	France
MAY 31	Valencia	Spain
JUNE 21	Brno	Czech Rep
JULY 5	Porto	Portugal
JULY 19	Brands Hatch	Great Britain
SEPTEMBER 6	Oschersleben	Germany
SEPTEMBER 20	Imola	Italy
NOVEMBER 1	Okayama	Japan
NOVEMBER 22	Macau	Macau

FIA WORLD RALLY CHAMPIONSHIP

IRELAND
JANUARY 30-FEBRUARY 1

1 Sébastien Loeb	*Citroën*
2 Dani Sordo	*Citroën*
3 Mikko Hirvonen	*Ford*
4 Henning Solberg	*Ford*
5 Chris Atkinson	*Citroën*
6 Sébastien Ogier	*Citroën*
7 Matthew Wilson	*Ford*
8 Khalid Al Qassimi	*Ford*

NORWAY
FEBRUARY 13-15

1 Sébastien Loeb	*Citroën*
2 Mikko Hirvonen	*Ford*
3 Jari-Matti Latvala	*Ford*
4 Henning Solberg	*Ford*
5 Dani Sordo	*Citroën*
6 Petter Solberg	*Citroën*
7 Matthew Wilson	*Ford*
8 Urmo Aava	*Ford*

CYPRUS
MARCH 13-15

1
2
3
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7
8

PORTUGAL
APRIL 2-5

1
2
3
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ARGENTINA
APRIL 24-26

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7
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ITALY
MAY 22-24

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8

GREECE
JUNE 12-14

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8

POLAND
JUNE 26-28

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FINLAND
JULY 31-AUGUST 2

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AUSTRALIA
SEPTEMBER 4-6

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SPAIN
OCTOBER 2-4

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GREAT BRITAIN
OCTOBER 23-25

1
2
3
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6
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8

WRC DRIVER STANDINGS

1 Sébastien Loeb	*20*
2 Mikko Hirvonen	*14*
3 Dani Sordo	*12*
4 Henning Solberg	*10*
5 Jari-Matti Latvala	*6*
6 Chris Atkinson	*4*
7 Matthew Wilson	*4*
8 Sébastien Ogier	*3*

MANUFACTURER STANDINGS

1 Citroën Total WRT	*32*
2 BP-Ford WRT	*22*
3 Stobart Ford Rally	*16*
4 Citroën Junior Team	*7*

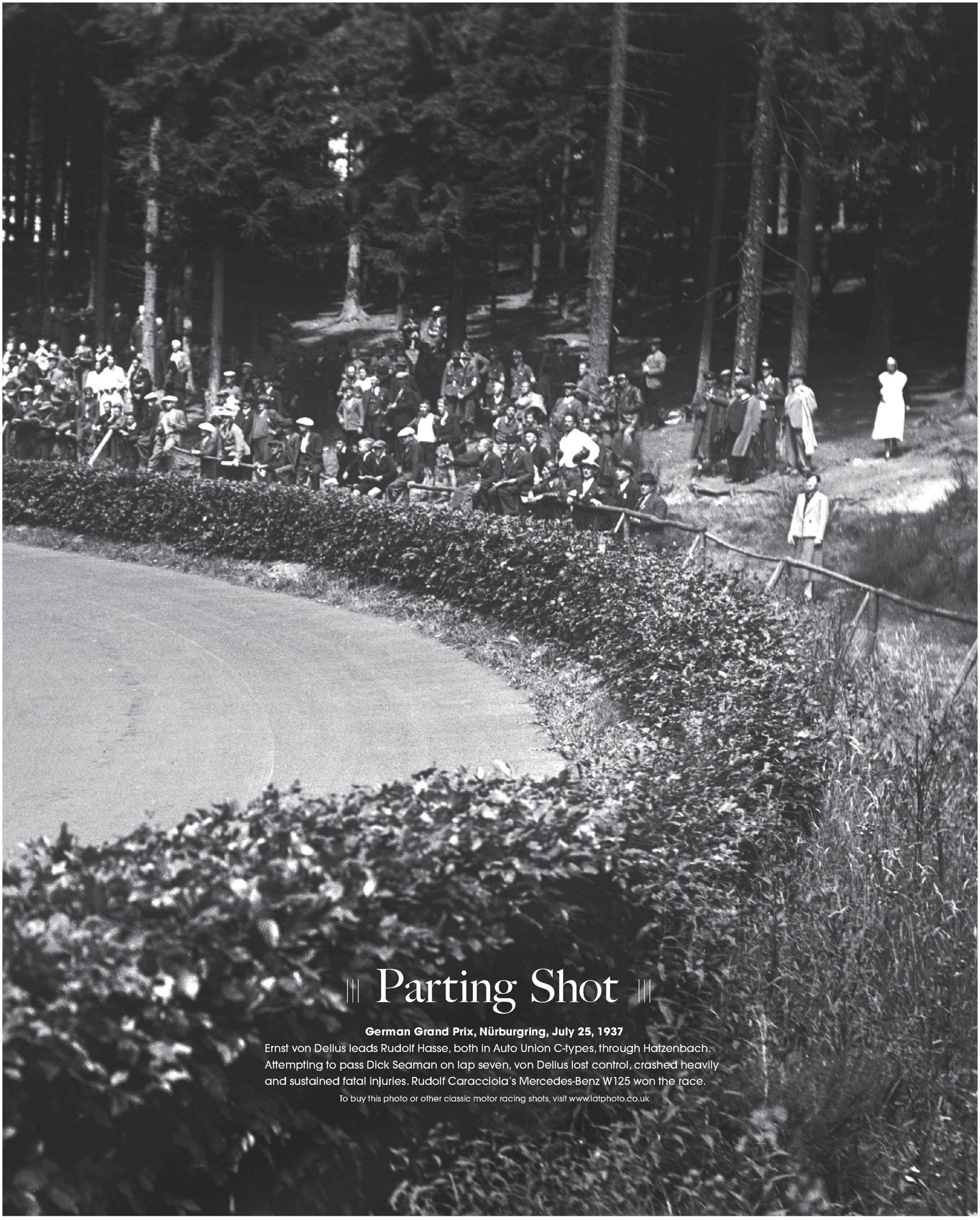
PWRC DRIVER STANDINGS

1 Patrik Sandell	*10*
2 Eyvind Brynildsen	*8*
3 Martin Prokop	*6*

JWRC DRIVER STANDINGS

1 Aaron Burkart	*10*
2 Martin Prokop	*8*
3 Simone Bertolotti	*6*





Parting Shot

German Grand Prix, Nürburgring, July 25, 1937

Ernst von Delius leads Rudolf Hasse, both in Auto Union C-types, through Hatzenbach. Attempting to pass Dick Seaman on lap seven, von Delius lost control, crashed heavily and sustained fatal injuries. Rudolf Caracciola's Mercedes-Benz W125 won the race.

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- **Aston Martin V600:** 2000, LHD, blue, black leather, 50 000 km, excellent condition
- **Auto Kraft MK IV :** 302 Lightweight very special car, owned by Alois Ruf, mint condition, early 427 lightweight also available
- **Benetton B188 :** chassis #01, ex Nannini car, prepared to race ready condition, 0km engine by Nicholson, a lot of spares
- **Benetton B190 :** wonderful condition car, correct Cosworth HB engine, good race results, ready for racing and very quick, spares
- **BMW M1 :** 1981, red, 43000 km, fully serviced, fantastic condition, full history and service records assembled
- **Chrysler Viper GTS/R :** ex Factory race car rebuilt from chassis by best specialist, as new, large spares package
- **De Tomaso Pantera GTSS :** 1990 last car built, 770 km from new, huge documentation from factory, new condition
- **Facel Vega HK500 :** green, disc brakes, perfectly restored by make specialist
- **Ferrari 330 GT series II :** Completely restored in Switzerland in 2004, excellent condition
- **Ferrari 365 GT 2+2 :** 1969 red 70 000 km from new, restored in Switzerland, perfect condition, fantastic driver
- **Fiat 131 Abarth GR4 :** red, works specs, private race car, full history, nice & original condition, 3 owners
- **Ford GT40 P/1129 MKV :** RHD only 5 Big Block car built, never used delivery mileage, 600 HP alloy engine, view Shelby Registry
- **Ford Sierra Cosworth 2 doors :** GRN ex Factory car raced by Colin Mc Rae, fabulous history and condition
- **Jaguar XK 140 SE Roadster :** 1956, 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 350 GT :** 1965, Silver with natural leather, extensive work done recently, excellent condition,
- **Lamborghini LM002 :** the last one sold to a private with factory's statement, 28 000 km, Silver, mint condition
- **Lister Storm GT1 :** ex. Factory car from FIA-GT, 2003 Anderstorp winner, fully restored, shown at Goodwood Festival.
- **Lotus Elise GT1 :** one of the 7 cars built, fitted in mid 97 with V8-7liter engine, serviced and ready to race in the GT90s series
- **Mercedes 280 SE Coupe :** 1968, 71 000 km from new, beige with green top, restored and concourse.
- **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, in 2004 it was still in original condition, restored from chassis since, concourse condition
- **Porsche 914/6 GT :** 1971 car, raced in Switzerland, completely restored, 25 000 km from new, original documents from delivery, truly exceptionnal
- **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

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1956 AC Aceca Matching numbers, LHD, great condition.



The original '49 Stanguellini Barchetta Sport Colli 1100, Certified by Stanguellini

ADDITIONAL INVENTORY:
FRANCE: *1957 Isetta Velam, 1992 Venturi 400 Challenge (racecar).*
GERMANY: *1952 Mercedes-Benz 300b 4 door Cabriolet B, 1964 Porsche 356 SC 1600 Coupe, 1958 Porsche 356A Convt. D*
ITALY: *1970 Alfa Romeo GTA 1300 Jr Stradale, 1971 Ferrari 365 GTB4 Daytona Coupe, 1949 Fiat 1100 ES Pinin Farina*
UNITED KINGDOM: *1950 Bristol 401 2.0 Litre Coupe, 1952 Jaguar XK 120 Roadster (Restoration project), 1954 Jaguar XK 120 FHC SE*



1964 Jaguar E type 3.8 ltr Race car.



'64 Elva MK7S Matching Numbers



1958 Aston Martin DB MK III Tickford. Superb condition



1952 Jaguar XK 120 Roadster. 34000 original miles great car.

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Porsche 911 Carrera 2.7 RS / 2.8 RSR, Chassis 9113600366, reg.25.01.73, delivered in sea blue, In May 1973 converted to RSR-spec. by the factory (invoice avail.), racing history since 1973, 3.0 RS Group 4 engine (factory invoice avail.), FIA Papers
EUR 279,000.-



Porsche 911 2.8 RSR Racecar, first reg. 04/1975, new FIA HTP-passport, race ready, "new" race history: e.g. Trofeo Baleares, OGP Nürburgring, Fuchs, race fuel tank, twin ignition, street legal with german Kfz-Brief
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Porsche 993 GT2 EVO 24 h Le Mans 1999, Chassis WPOZZZ99ZTS393053 / 480053, Roock Evolution, wonderful race history (Le Mans 24h, ALMS)
EUR 170,000.-



Ferrari 308 GTB Vetroresina Gruppe IV, rare Vetroresina version, produced in 09/76, converted to Gr. 4, completion in 01/09, FIA approved roll cage, Campagnolos
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Ferrari 355 GT, 3x 24 h Daytona 1999 / 2000 / 2002, extensive race history (FIA-GT / Italien GT), raced by Ivan Capelli, race ready
EUR 109,000.-



Ferrari 348 GT Michelotto Competizione # 84248, 1 of 11 cars built by Michelotto, built in 1994, very rare and exciting pure race car with full history
EUR 119,000.-



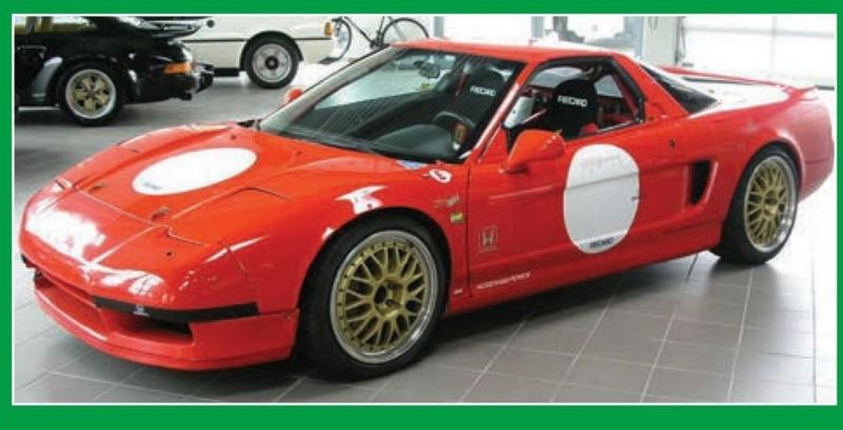
Ferrari 355 Challenge orig. racecar delivered in 03/1997 by Garage Francorchamps in unbelievable condition, interesting race history, just fully serviced, race ready, huge spare package
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Ferrari 348 GT Michelotto Competizione # 95380, the most interesting one of eleven cars built by Michelotto, absolutely perfect condition, winner of the Italian-Super-GT Championship 1993 with Oscar Larrauri (Team Jolly Club)
POA



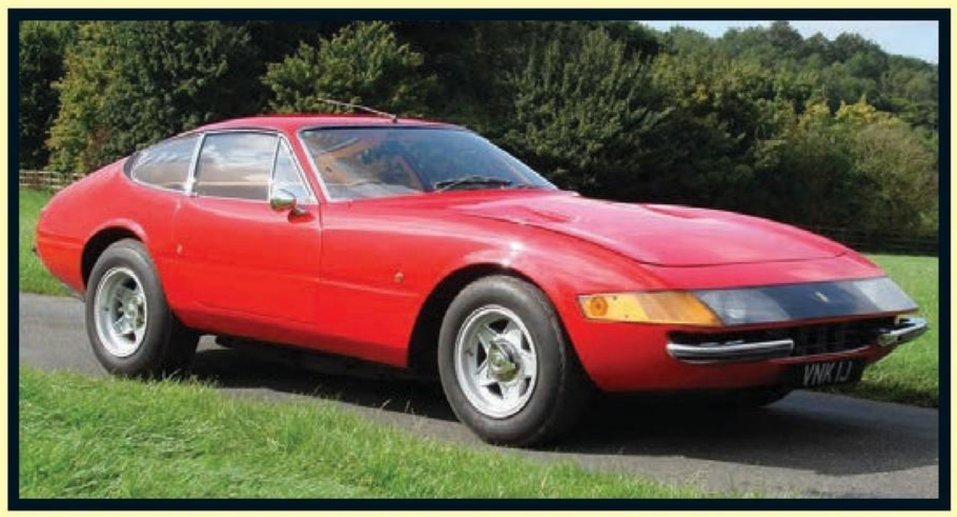
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1970 MOTORSHOW FERRARI DAYTONA



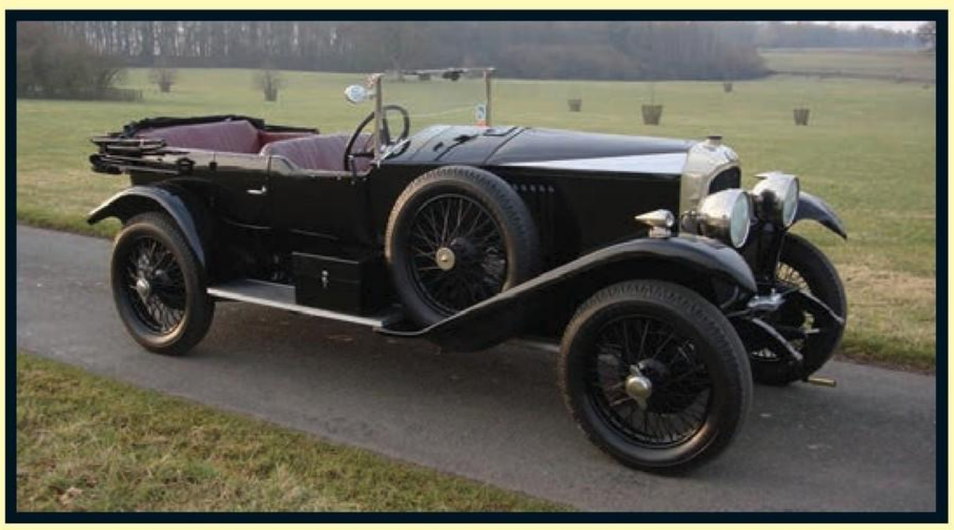
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ALFA ROMEO T33/3



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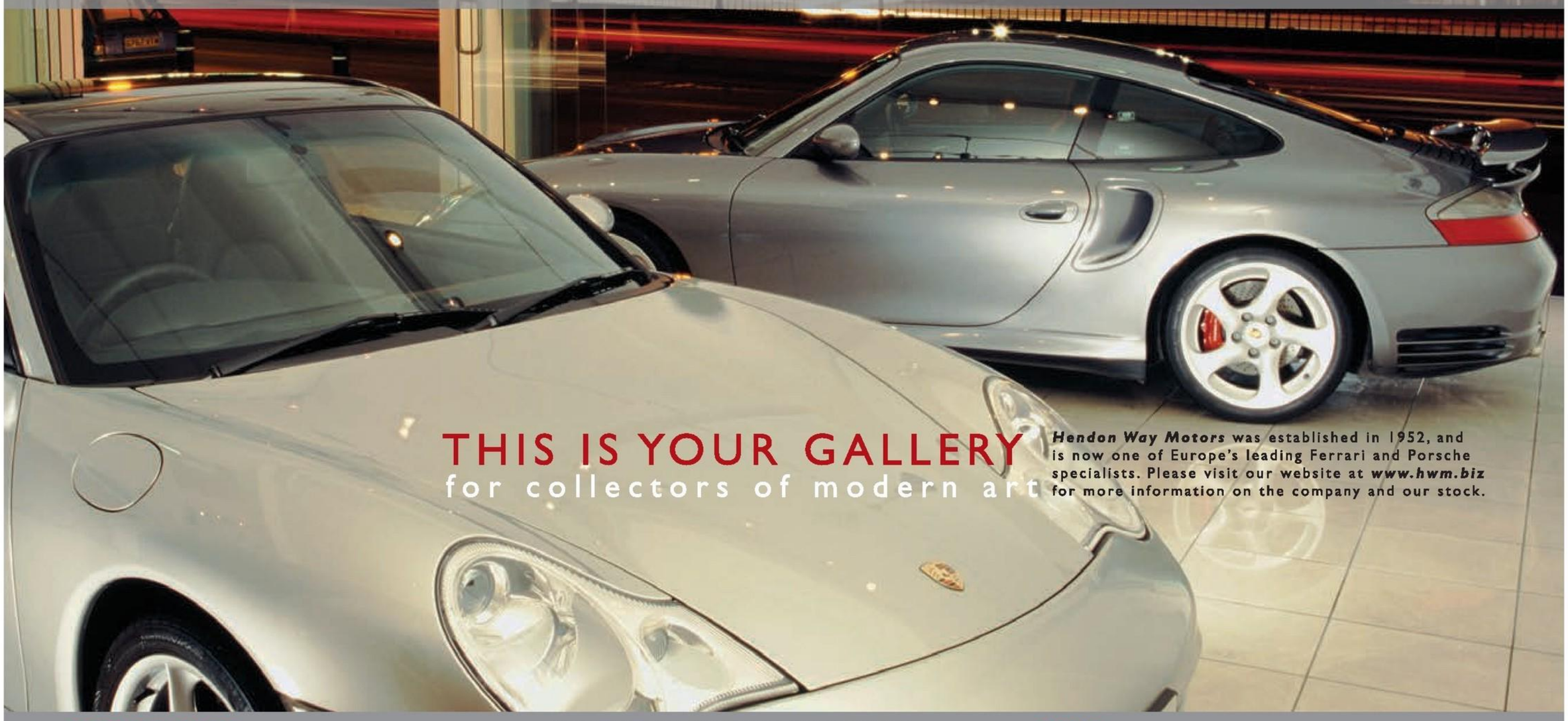
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2008 PORSCHE 997 TURBO TIP GRAND PRIX WHITE 7000 MILES
Black Leather, Porsche Communication Module, Tel. Module, Cruise, Mem Seats, Chrono Pack, White Dials, Bose, Sports Seats, M/F Steering Wheel, Sunroof, Park Assist.

2008 PORSCHE 997 TURBO MANUAL, GT SILVER 2000 MILES
Black Leather, PCM, Chrono Pack, White Dials, Bose, Heated Seats, Mem Seats, Xenon, Park Assist, Sunroof.

2006 PORSCHE 997 TURBO TIP ARCTIC SILVER 14000 MILES
Metropole Blue Leather, Porsche Stability Management System, Porsche Communication Module (Sat Nav), Memory Heated Seats, BOSE Sound System, Park Assist, Sunroof, 19" Alloy Wheels, Full Porsche Service History.

2006/07 PORSCHE 997 C4S CABRIOLET TIP MIDNIGHT BLUE 7000 MILES
Full Blue Metropole Leather Trim, Tiptronic, PSM, PCM, Heated Memory Seats, Sport Seats, White Dials, Computer, BOSE Sound, Chrono Pack, Cruise Control, Park Assist, Xenon Lights, 19" Alloy Wheels, Full Porsche Service History.

2006 PORSCHE 997 C2S CABRIOLET, MANUAL BASALT BLACK 18000 MILES
Black Leather, Porsche Communications Module/PSM, CD Changer, Sports & Htd seats, Cruise Control, 19" alloys, Park Assist.

2006 PORSCHE 997 C4S CABRIOLET MANUAL ARCTIC SILVER 15000 MILES
Full Black Leather Interior, Manual, Porsche Stability Management System, Porsche Communication Module, Cruise Control, White Dials, Bose Sound System, Heated Memory Seats, Bi-Xenons Lights, 18" Alloy Wheels, Full Porsche Service History.

2005 PORSCHE 997 C2S CABRIOLET MANUAL ATLAS GREY – 13000 MILES
Full Black Leather Interior, Manual, Porsche Stability Management System, Porsche Communication Module, Cruise Control, White Dials, Bose Sound System, Heated Memory Seats, Bi-Xenons Lights, 18" Alloy Wheels, Full Porsche Service History.

2005 PORSCHE 997 C 2 S COUPE ARCTIC SILVER 18000 MILES
Full Black Leather Interior, Manual, Porsche Communication Module (Sat Nav), Porsche Stability Management System, Climate Control, Cruise Control, White Dials, Heated Seats, Xenon Lights, Rear Wiper, Park Assist, Sport Mode, 19" Alloy Wheels, Full Porsche Service History.

2006 PORSCHE 997 C2 COUPE MANUAL ARCTIC SILVER 14000 MILES
Dark Blue Leather, Sat Nav Multi Function S/wheel, Heated Seats, Cruise Control, Climate Control, Sports Exhaust, Park Assist, 19" Alloy wheels.

2006 PORSCHE 997 C2 COUPE MANUAL SILVER 20000 MILES
Full Grey Leather Interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, CD Changer, White Dials, Climate Control, Sports Seats, Heated Seats, 19" Alloy Wheels.

2004 PORSCHE 996 GT2 MKII COUPE GRAND PRIX WHITE 28000 MILES
Black Leather, Comfort6 Model, Climate, PCM Main Dealer Service History. Heated Seat.

2004 PORSCHE 996 GT3 RS MANUAL WHITE 32000 MILES
Black Alcantara Finish, Satellite Navigation, DVD, MP3, WMA Player, Dolby Digital Sound, Bluetooth, Climate Control, Cruise Control, Roll Cage, Red Calipers.

2003 PORSCHE 996 GT3 COUPE BASALT BLCK 49000 MILES
Full Black Leather Interior, Climate Control, Comprehensive Porsche Service History With Invoice, Trackstar, Red Calipers, Red Seat Belts.

2005 PORSCHE 996 TURBO S COUPE BASALT BLACK 19000 MILES
Full Black Leather Interior, Manual, PSM, PCM (Sat Nav), Telephone Module, Computer, Cruise Control, Bose Sound, CD changer, Heated Seats, Memory Seats, Sunroof, Xennon Lights, Park Assist, Yellow Dials, Carbon Pack, Small Aluminum Pack, 18" Alloy Wheels, Ceramic Breaks, Yellow Seat Belts.

2003 PORSCHE 996 TURBO TIP BASALT BLACK 9000 MILES
Black Leather PCM/PSM Sports Exhaust Ali Pack, BOSE Mem/Htd Seats, White Dials, 18" Alloy Wheels. Full Service History.

2003 PORSCHE 996 TURBO TIP MIDNIGHT BLUE 28000 MILES
Black Leather, PSM, Sunroof, Telephone Module, Sports Seats, Alloy Pack, Xenon Lights, Turbo Aero Kit, Uprated CD Player.

2001 PORSCHE 996 TURBO TIP ARCTIC SILVER 35000 MILES
Dark Blue Leather, PCM/PSM, Park Assist, Cruise Control.

2002 PORSCHE 996 C4S COUPE TIP BASALT BLACK 33000 MILES
Graphite Grey Leather, PSM, Sunroof, Mem/Heat Seats, Xenon, Cruise Control.

2002 PORSCHE 996 C2 CABRIOLET TIP MIDNIGHT BLUE 50000 MILES
Black Leather, PSM, 8" Alloy wheels.

2003 PORSCHE 996 C2 COUPE MANUAL SILVER 20000 MILES
Full Black Leather Interior, PSM, Computer, Uprted, CD Changer, Sunroof, Rear Wiper, 18" Alloy Wheels, Full Porsche Service History. Sports Exhaust.

2005 996 C4S COUPE MANUAL, ARCTIC SILVER 27000 MILES
Black Leather, PCM, Tel. Module, White Dials, Bose, Sports Exhaust, Sports Seats, Aluminium Pack 18" Alloys.

2003 PORSCHE 996 C2 COUPE TIPTRONIC MIDNIGHT BLUE 34000 MILE
Black Leather, PCM/PSM, Bluetooth sound package, Heated Seats, Rear Wiper, 18" Alloys.

2003 PORSCHE 996 C 4 COUPE MANUAL LAPIS BLUE 27000 MILES
Manual, Full Grey Leather Interior, Porsche Stability Management System, Computer, Original stereo with CD changer, Heated seats, Sports seats, GT3 Turbo Kit, 18" Alloy wheels.

1998 PORSCHE 993 TURBO 4 S SPEC OCEAN BLUE 40000 MILES
Grey Leather, PCM, X50, Engine Upgrade, White Dials, Aero Kit, Sunroof,

1995 PORSCHE 993 TURBO 4 S SPEC ARCTIC BLUE 38000 MILES
Black Leather, Cruise Control, White Dials, Sunroof, Sport Seats, Sport Exhaust.

1997 PORSCHE 993 C2S COUPE MANUAL ARCTIC SILVER 60000 MILES
Black Leather, FSH, Sport Seats, Full Turbo Aero Kit, 18" Alloy wheels.

1997 PORSCHE 993 C2S COUPE MANUAL, OCEAN BLUE 69000 MILES
Marble Grey Leather, Climate Control, Sports Seats, Sports Exhaust, Sony Stereo, Rear Wiper, 17" Alloys, Sunroof.

1997/8 PORSCHE 993 C4 COUPE MANUAL OCEAN BLUE 46,000 MILES
Dark Grey Leather, Climate, Sunroof, Xenon, Sports Exhausts, Alpine Stereo

1995 PORSCHE 993 COUPE MANUAL, DARK SLATE GREY 39000 MILES
Dark Grey Leather, Sports Seats, Sunroof, Becker Stereo, Radio/CD

1995 PORSCHE 993 C2 COUPE MANUAL, BLACK, 82,000 MILES
Black Leather, FPSH, Climate, E/sports Seats, Rear Wiper, 17" Alloys, Sunroof.

1995 PORSCHE 993 C2 COUPE TIP ADVENTURA 69000 MILES
Beige Leather FSH 17" Alloys Climate.

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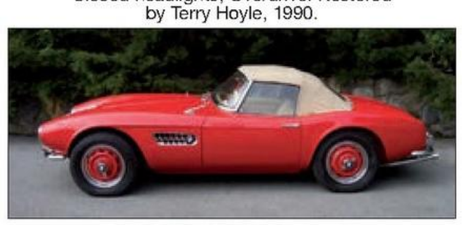
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Aston Martin DB7 Vantage Volante, 2002, Chiltern Green/Fawn, 9k miles, Touchtronic	$75,500.00	Ferrari 275 GTB Short Nose, 1965, Red/Black, Older Rest./Serviced/Drives as it should	$775,000.00
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Aston Martin V8 Vantage Cpe, 1988, BRG/Black, 9k miles, Euro bmprs/Exhaust/Snrf, 5-spd	$195,000.00	Porsche Carrera GT, 2005, Red/Dark Grey, 7k miles from new, Fully Serviced	$325,000.00
Aston Martin V8 Volante, 1988, Dover White/Oxblood/Black top, 11k orig. miles, Auto	$118,500.00	Porsche 911 Carrera Cabriolet, 1988, Triple Black, 49k miles, Exceptional/Recently Serviced	$32,500.00
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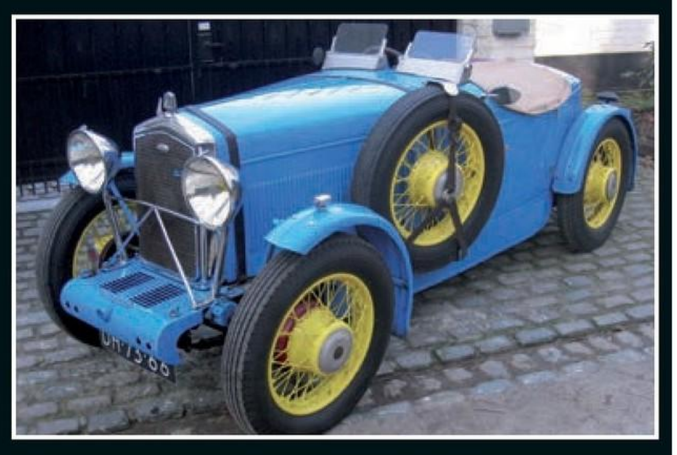
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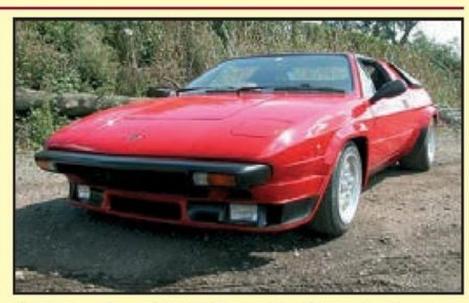
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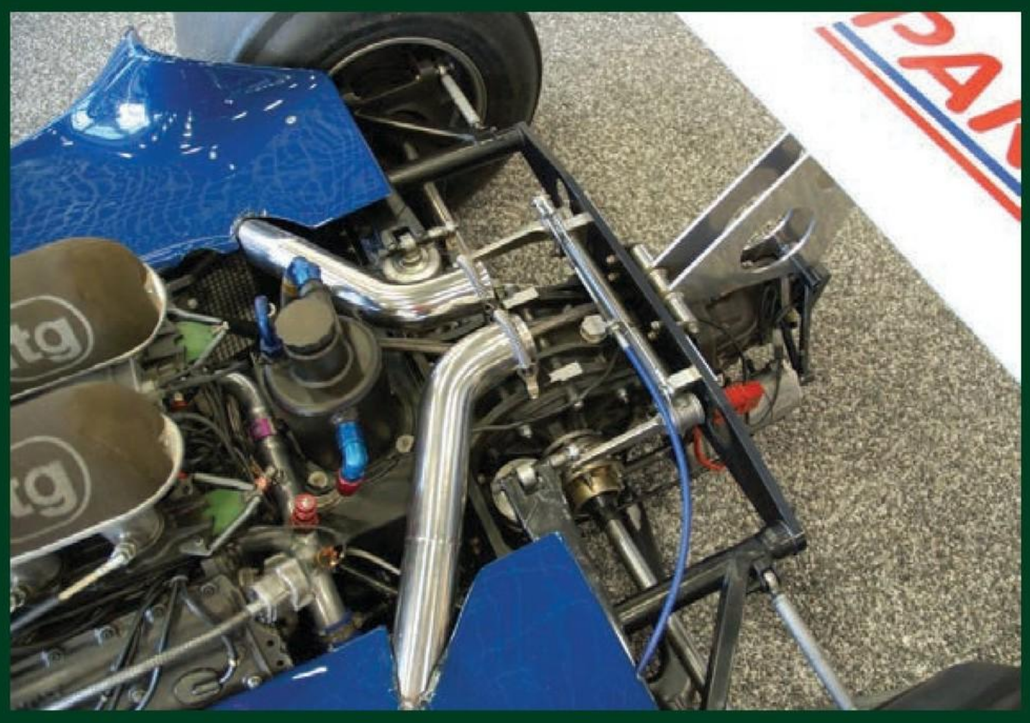
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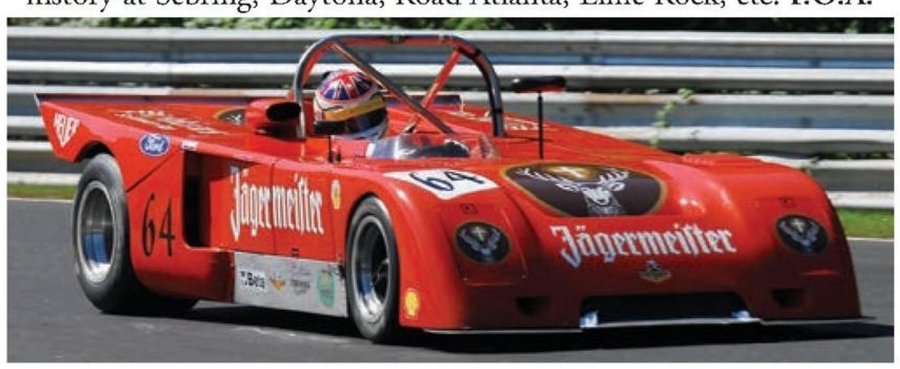
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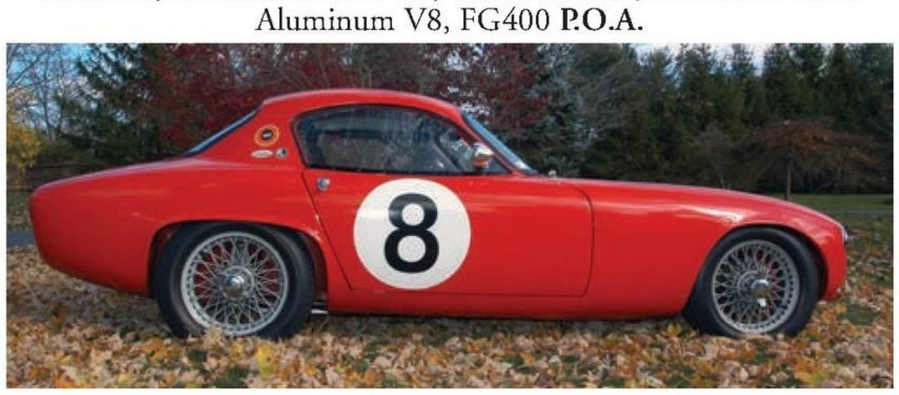
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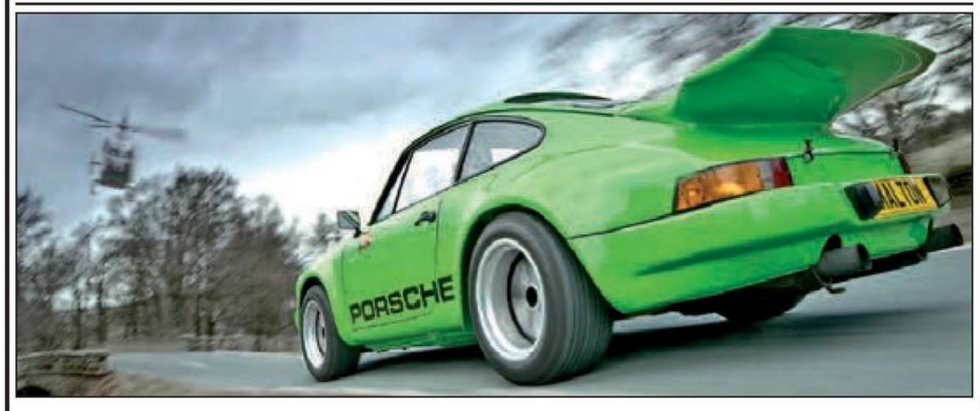
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FERRARI 365 GTC/4, 1971, silver / red, 13.000 km
FERRARI 365 GTB/4, 1971, red / black, 64.000 km, perfect condition
FERRARI 365 GT4 BB, 1974, blue / black, completely restored
FERRARI 512 BB, 1977, red / red, 41.500 km, service book, complete history
FERRARI 512 BB, 1980, red / tabacco, 21.500 km, perfect condition
FERRARI 328 GTS, 1987, red / white, two owners, perfect condition
DINO 206 GT, 1968, red / black, restored, documentation
MASERATI 3500 GT, 1959, silver / black, Shell Historic Challenge, FIA/HTP Pass

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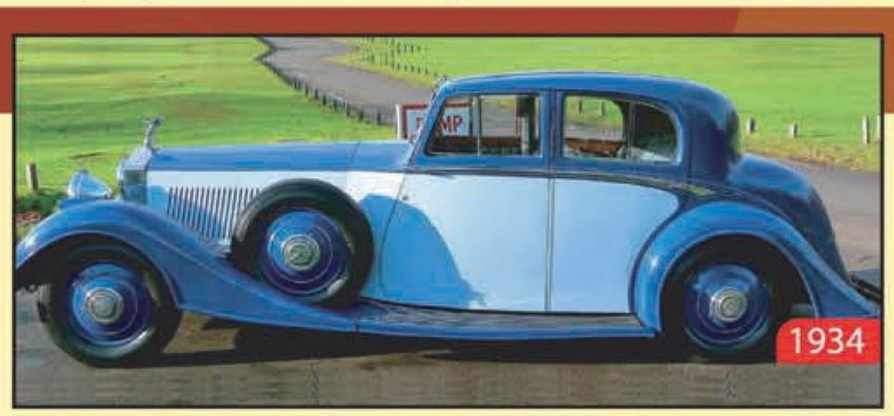
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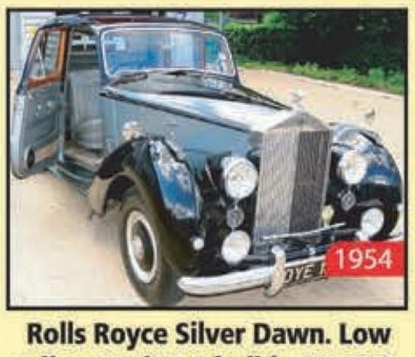
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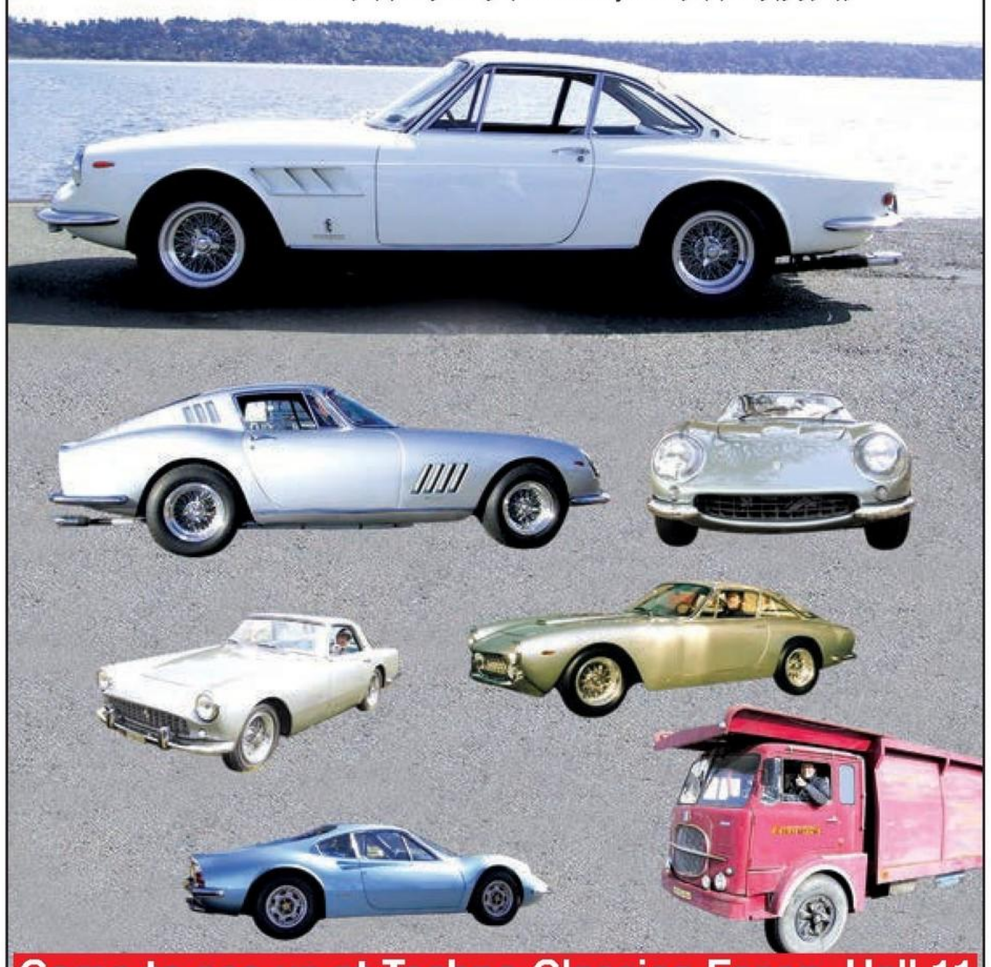
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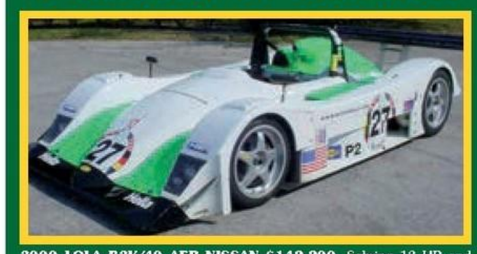
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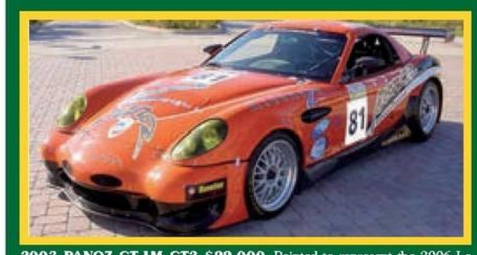
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2003 PANOZ GT-1M GT2 $99,000. Painted to represent the 2006 Le Mans winning car of team LNT, air jacks, AP brakes, dynamic suspension shocks, carbon fiber and aluminum body, 4.6 Cobra engine, Tremec 5 speed transmission, 2 sets of centre-lock BBS 3 piece alloy wheels includes spares.



2001 LOTUS ELISE MOTORSPORT $55,900. Four genuine Lotus Motorsport Race Cars available. 3 are left hand drive and 1 is a center seat, engines are 210 -300BHP, Prices start at $55,900. Please visit our web-site: www.wirewheel.com for more information and photos



1965 GRIFFITH SERIES 200 $79,900. With some spares and fully sort-ed and race prepared by Predator Performance, 2007 HSR Championship win-ning car, highly modified for racing, HSR & SVRA legal, set up for tall driver, most recent race was Sebring HSR December 2008, very well known & success-ful race car, probably the WORLD'S FASTEST Griffith!



1998 PANOZ GT-WC - $23,900. New Engine, first used in the Woman's Global GT later used in the Panoz Racing Series, Cobra 4.6 Liter engine, 4 valve, 4 Cam engine, Tremec heavy duty 5 speed transmission, Ford 9" rear with "Watts" linkage rear suspension, Brembo brakes with cockpit Bias adjustment, fiberglass body, 18" BBS wheels with Pirelli slicks, Penske adjustable race shocks. 3 available.

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Bentley Arnage 1998
Finished in the most desirable colour Verdant Green with Oatmeal hide interior, thick lambswool overugs, usual Arnage extras. This stunning low mileage 36,000 has full Bentley history, just been serviced, garaged from new, excellent throughout. A chance in a life time to own the best .**£38,750**



Jaguar 3.8 Mk II 1964
Finished in traditional British racing green with matching hide interior, picnic tables to rear, sparkling chrome wire wheels, auto power steering, radio stereo system, alarm, over £75,000 spent, excellent history. Magnificent **£45,500**



Jaguar E Type 3 8 1963
This superb E Type is finished in Silver Blue with Navy Blue hide interior, stereo/radio, chrome wire wheels, with low mileage of 66,500,very difficult to repeat, garaged from new. **£45,500**



Lincoln Town Car 1986
Finished in Royal Blue with matching interior, has just about every possible extra, auto power, only 16,000 miles from new, drives and looks like a new car, garaged from new, this car is just magnificent **£15,750**



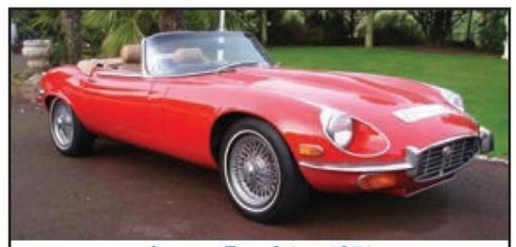
Lincoln Four door 1977
Finished in Royal Blue with matching interior, this car has just about every extra possible. Having covered only 12,000 miles, it has been kept in a museum since new, until recently. Similar to purchasing a new car, drives, or should I say glides, along effortlessly, just magnificent, 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 XK 140 1957
Left Hand Drive with only 11,000 miles this gleaming Red XK has superb Black hide interior, manual transmission, sparkling chrome wire wheels, all-weather equipment, unique registration number, probably the finest to be found . .**£57,500**



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**



Jaguar E Type 1974
Finished in British racing green with tan hide interior, headrests, overmats, manual transmission, power steering, stereo, sparkling chrome wire wheels, whiteband tyres, only 17,000 miles from new, original service book, service bills, Mots, Concours-D-Elegance winner, winner of numerous events, unique registration number, a chance of a lifetime to acquire the finest E Type in the world, this purchase would be like buying a new car. **£98,750**



Rolls-Royce Continental Cloud 111 1965
Finished in Dawn Blue with Dove grey hide interior, overugs, radio/stereo, auto, power steering, power windows, one of the last to be built. 78,000 genuine miles with service history, maintained to a very high standard throughout its life, this must be one of the best examples to be found, this is a very honest and genuine car, drives superb **£65,750**



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**



Rolls-Royce Corniche 1971
Finished in Porcelain White with Magnolia hide interior, matching convertible power top, low miles, lambswool overugs, air conditioning, power windows, power seats, stereo system, auto, power, superb example **£38,750**



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**



Rolls-Royce Camargue 1977/8
Left hand drive, finished in dark royal blue, with dove grey hide interior, lambswool overugs, air con, radio and stereo system, power seats, power windows, tinted glass, white band tyres, 29,000 miles, magnificent example **£38,750**



Jaguar E Type V12 2+2 1971/2
Finished in Old English White with Black hide interior, headrests, overugs, radio/stereo system, manual transmission, immobiliser, power steering, sparkling chrome wire wheels, white band tyres, spare unused, with low miles, good history, excellent example just as an E Type should be **£36,750**



Jaguar E Type V12 Roadster 1972
Finished in Old English White with superb Black hide interior, headrests, stereo system, manual transmission, power steering, overmats, sparkling chrome wire wheels, whitside tyres, low mileage, garaged since new, good history **£49,750**



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**



Jaguar E Type 4.2 1970
Finished in Old English White with black hide interior, headrests, overmats, radio/stereo, manual transmission, sparkling chrome wire wheels, white side tyres, much money spent to bring up to a very high standard, superb **£39,750**



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**



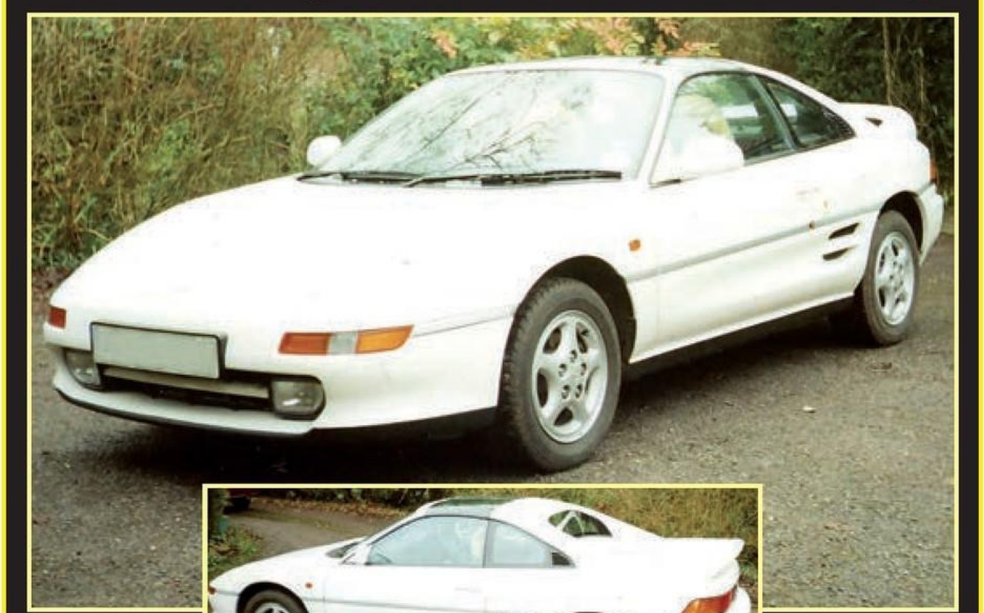
Mercedes-Benz 300 SL Sports 1989
Finished in unmarked Silver Pearl with Dove grey hide interior, headrests, hard and soft tops, centre arm rest, overmats, light up vanity mirrors, stereo, ABS, alloys, auto, power, 2 owners, 41,000 miles, excellent service file, garaged from new, one of the last of this model, just magnificent. **£22,750**



Rolls-Royce Silver Cloud 111 1965
Left Hand Drive finished in two tone silver grey with matching hide interior, picnic tables to rear, lambswool overugs, radio and stereo, automatic, power steering, white band tyres, highly maintained, always garaged, fine example **P.O.A.**

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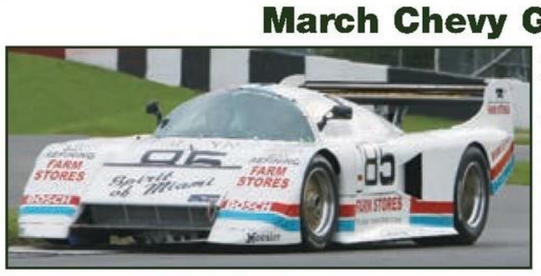


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2007 Aero 8 4.4 BMW V8. Blue body over silver / blue wings, blue leather piped silver, raven wood trim, radio CD, side exit exhaust system, blue mohair hood, elasticated door pockets, one owner, FSH, only 3,850 miles. **£52,500**



2006 Aero 8 4.4 V8. Bentley Silverlake Metallic. Blue Leather interior, blue mohair hood, light ash wood trim, paint protection film, rear exit sports exhaust, radio CD, wind stop, tracker, 2 owners, FSH, 22,000 miles. **£46,995**



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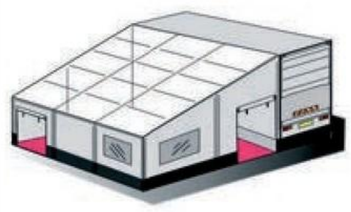
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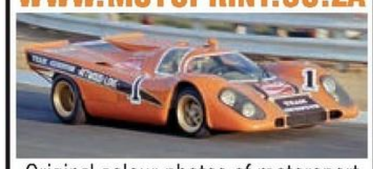


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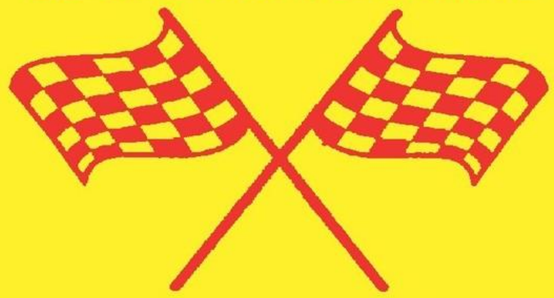


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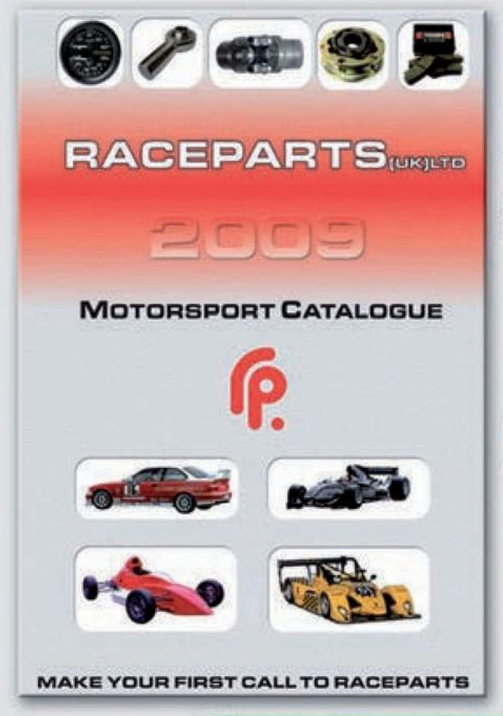
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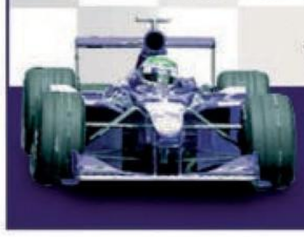
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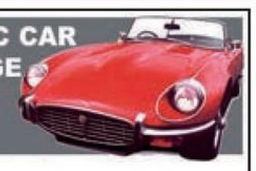


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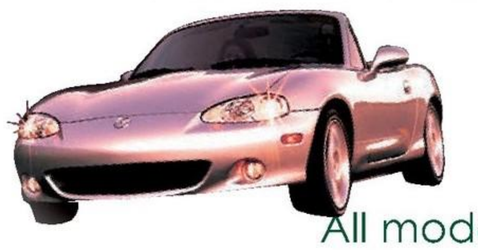


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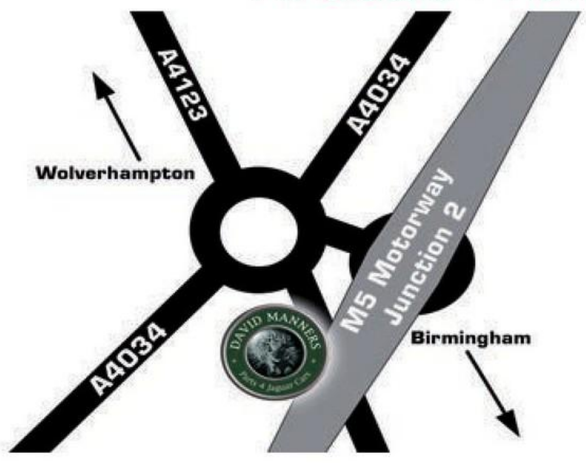
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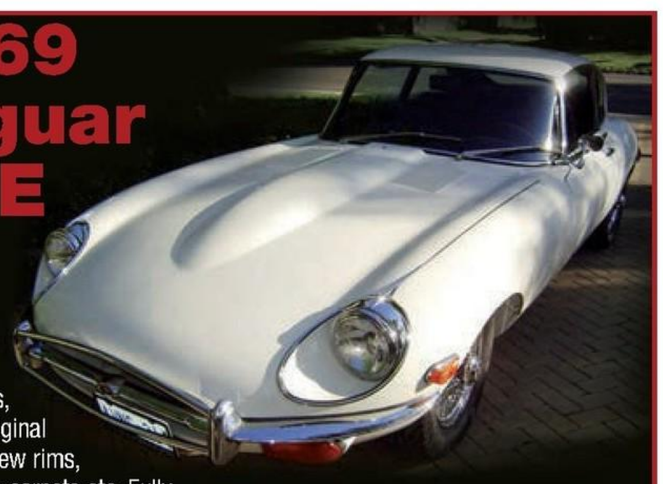
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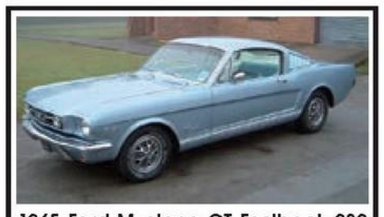


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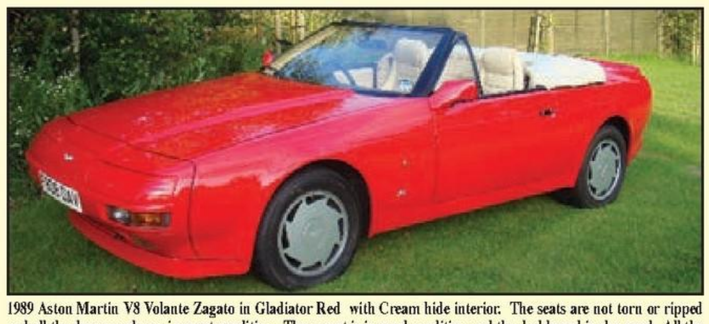
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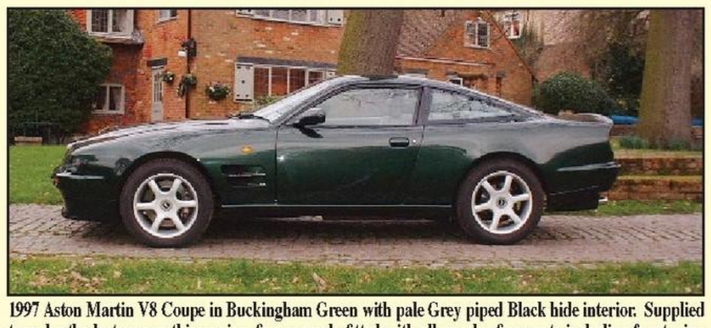
Aston Martin in the Thames Valley

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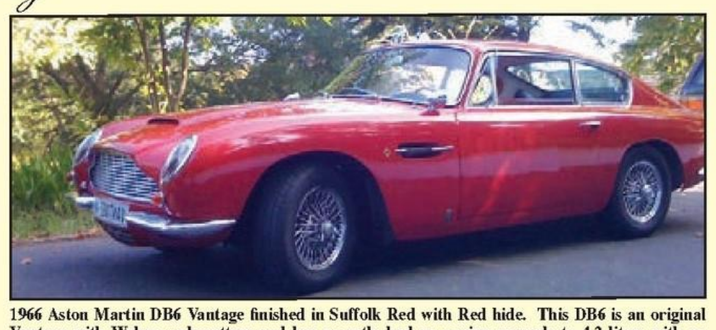
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1989 Aston Martin V8 Volante Zagato in Gladiator Red with Cream hide interior. The seats are not torn or ripped and all the door panels are in great condition. The carpet is in good condition and the dashboard is also good. All the instruments and dials work as they should and the whole interior is in excellent condition. The car has covered 7,000 miles from new with Manual transmission and has recently been serviced with invoices to show. The exterior paintwork is superb and has a deep shine and the wheels and tyres are very good. The soft top is in Black and is also in very good condition and there is a hood bag with the car in Cream. Complete service history from Newport Pagnell. £75,000



1997 Aston Martin V8 Coupe in Buckingham Green with pale Grey piped Black hide interior. Supplied to us by the last owner, this car is a fine example fitted with all usual refinements including front wing vents, 5 speed Manual transmission, air conditioning, 6 spoke 18" alloy wheels, Red calipers, mesh grille, 6 stack CD player, electric windows and electric heated seats. 49,000 miles with complete service history together with detailed invoice files showing £30,000 worth of expenditure in the last 2 1/2 years. £34,950



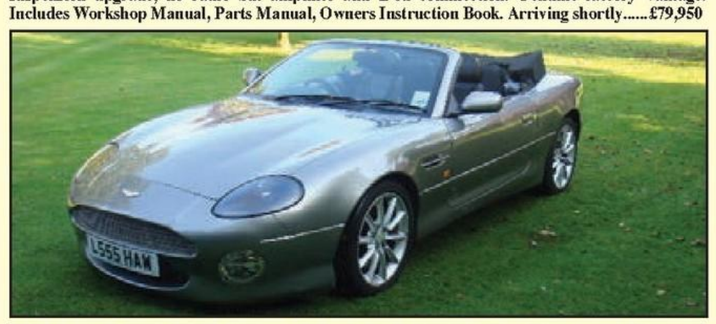
1966 Aston Martin DB6 Vantage finished in Suffolk Red with Red hide. This DB6 is an original Vantage with Weber carburettors and has recently had an engine upgrade to 4.2 litres with an unleaded cylinder head. The car has spent many years in South Africa and hence, it has a really excellent rust-free chassis. It sits on excellent chrome wire wheels, has 5 speed manual transmssion, suspension upgrade, no radio but amplifier and iPod connection. Genuine factory Vantage. Includes Workshop Manual, Parts Manual, Owners Instruction Book. Arriving shortly.....£79,950



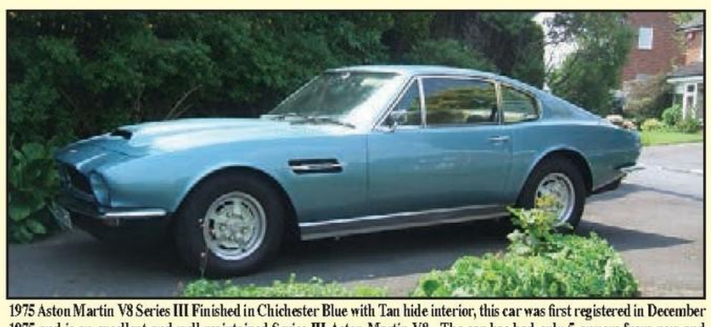
2002 Aston Martin DB7 Vantage in Poseidon Black with special order Zagato Green leather interior with perforated seats and door panels. Fitted with full Carbon Pack, Touchtronic transmission, heated front seats, heated front screen, air conditioning, electric windows, alloy pedals, stainless steel mesh grille, premium hi-fi, 18" alloy wheels, Bluetooth and road pilot. Full service history, 45,000 miles, this car is in excellent condition. ... £29,950



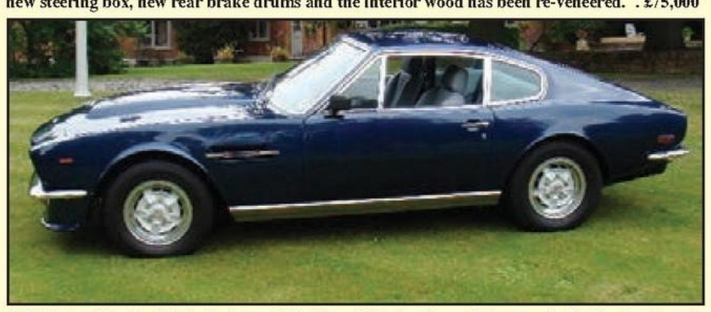
1961 Bentley Series II Mulliner Flying Spur finished in Rolls Royce Regal Red with Beige hide interior piped Red. This is a beautiful regularly used example which has been the subject of considerable maintenance and refurbishment during the last 5 years. Its specification includes electric sunroof, electric windows and air conditioning all of which have been have been very carefully installed to enhance the car. Recent works include a full engine and gearbox re-build, new steering box, new rear brake drums and the interior wood has been re-veneered. . £75,000



2002 Aston Martin DB7 Vantage Volante in finished in Sky Silver with Charcoal hide. Fitted with all usual refinements including heated electric seats, 6 speed Manual gearbox, sports steering wheel and sports gearknob, sports exhaust, Charcoal power hood, 19" alloy wheels, stereo system with cd player, air conditioning, abs, electric windows and mirrors and Tracker. 64,000 miles with full main dealer history. £29,950



1975 Aston Martin V8 Series III Finished in Chichester Blue with Tan hide interior, this car was first registered in December 1975 and is an excellent and well maintained Series III Aston Martin V8. The car has had only 5 owners from new and comes with a comprehensive service history and numerous MOTs to confirm the mileometer reading of only 60,000 miles. The car drives correct and will have the benefit of a full service. Recent renovation works include new sills and a complete new stainless steel exhaust system. The car is fitted with automatic transmission, electric windows, wood rim steering wheel aude its original GKN alloy wheels. It is fine condition and sensibly priced. Please call for further details. £27,950



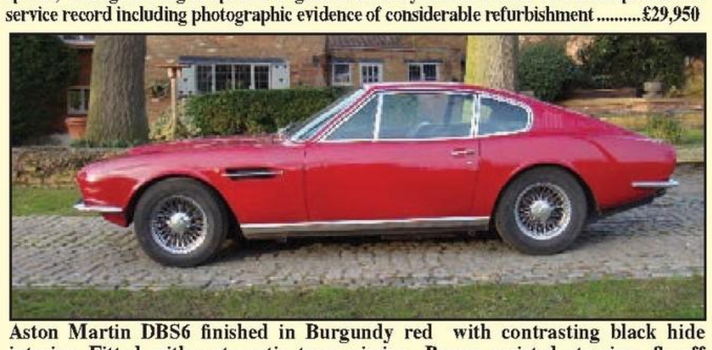
1974 Aston Martin V8 in dark metallic blue. This is a beautiful example finished with pale grey West of England cloth headlining and factory fitted headrests and centre glovebox. Fitted with automatic transmission, PAS, electric windows, electric steel sliding sunroof, deep front spoiler, Vantage driving lamps and original GKN alloy wheels. Comes with a comprehensive service record including photographic evidence of considerable refurbishment £29,950



1989 Aston Martin V8 Vantage "X" pack finished in Antrim blue with magnolia hide and blue carpeting. In the past 5 years this car has been the subject of a full refurbishment by well respected marque specialists and is now in excellent condition throughout. Please enquire for more details £69,950



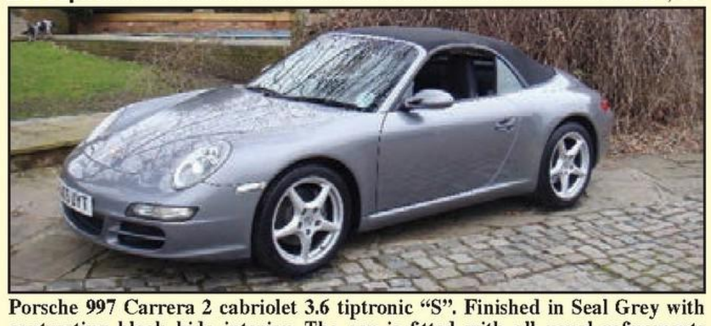
1964 Triumph TR4 Roadster FIA Race Car, freshly rebuilt from a UK right hand drive car and is fully race prepared. Huge specification including fresh full race mass engine, Weber carbs, fresh quaiffe, dog-change gearbox, LSD Salisbury axle, 2 sets of period style alloy wheels and Dunlop historic and Avon tyres. In the last few months, the car has competed at European circuits including Dijon, Spa and Paul Ricard. Comes with FIA-HTP Papers.....£37,950



Aston Martin DBS6 finished in Burgundy red with contrasting black hide interior. Fitted with automatic transmission, Power assisted steering, fly-off hand brake and chrome wire wheels. This car has had very little use during the last keeper's 19 year ownership in Italy; it drives very well, holds excellent oil pressure but requires some cosmetic improvements. Hence only £19,995



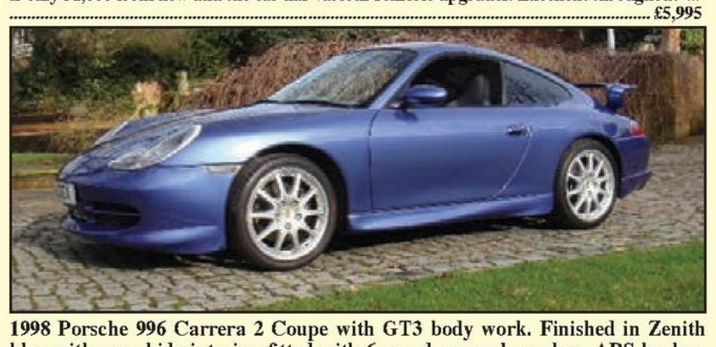
1981Triumph TR7 finished in British Racing Green with full black hide interior. Last owned by an ex-pat living in Spain, the car is totally rust free and in perfect condition. The mileage is only 31,000 from new and the car has various sensible upgrades. Excellent throughout £5,995



Porsche 997 Carrera 2 cabriolet 3.6 tiptronic "S". Finished in Seal Grey with contrasting black hide interior. The car is fitted with all usual refinements including satellite navigation, heated seats, HiFi etc. 35,000 miles, Porsche service history, sensibly priced at £37,950



1966 Porsche 911 in Arctic White with period Black interior. This car has been the subject of a considerable restoration and refurbishment and has been rebuilt to 911 specification. The car drives beautifully and is very quick and comes with a comprehensive history file. This would make an ideal historic race car and with FIA Papers, would be acceptable for numerous classic series..... £19,995



1998 Porsche 996 Carrera 2 Coupe with GT3 body work. Finished in Zenith blue with grey hide interior, fitted with 6 speed manual gearbox, ABS brakes, air conditioning, heated electric seats, approved alarm, driver's airbag, electric windows, 18" split room alloys, sports exhaust. Full Porsche mileage history £19,995



1969 Aston Martin DB6 Vantage Manual, finished in Silver with contrasting black hide interior. This is an original matching numbers car that has been totally stripped to bare metal, all corrosion removed and the body shell repainted to a very high standard. The car has also been completely retrimmed, gearbox, axle and carburettors rebuilt, suspension and brakes rebuilt and the car is now in the process of re-assembly. Please call for further details.



1967 Aston Martin DB6, finished in British Racing Green with black hide interior. Since importing this car from Japan last year, we have carried out a full refurbishment including repainting the car, re-chroming of all brightwork, re-trimming the whole of the interior including new headlining, a rebuild of the engine with upgrade to 4.2 specification and a brake and suspension overhaul. The car now looks stunning and drives beautifully. Very sensibly priced at £74,950



1970 Aston Martin DB6 Mk II in pale metallic Blue with Black interior. Fitted with automatic transmission, this is an exceptional car that has been owned by the same family since the early 1970s and has been the subject of a complete restoration approximately 10 years ago. Please enquire for further details. £85,000

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