MOTORSPORT

1970: YEAR ZERO; BREAKFAST WITH ROGER PENSKE; BRITISH GP PREVIEW

AUGUST 2010 VOL.86 NO.8

THE ORIGINAL MOTOR RACING MAGAZINE

MOTORSPORT

SINCE 1924

1970
YEAR ZERO
FOR THE MODERN AGE

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EXCLUSIVE

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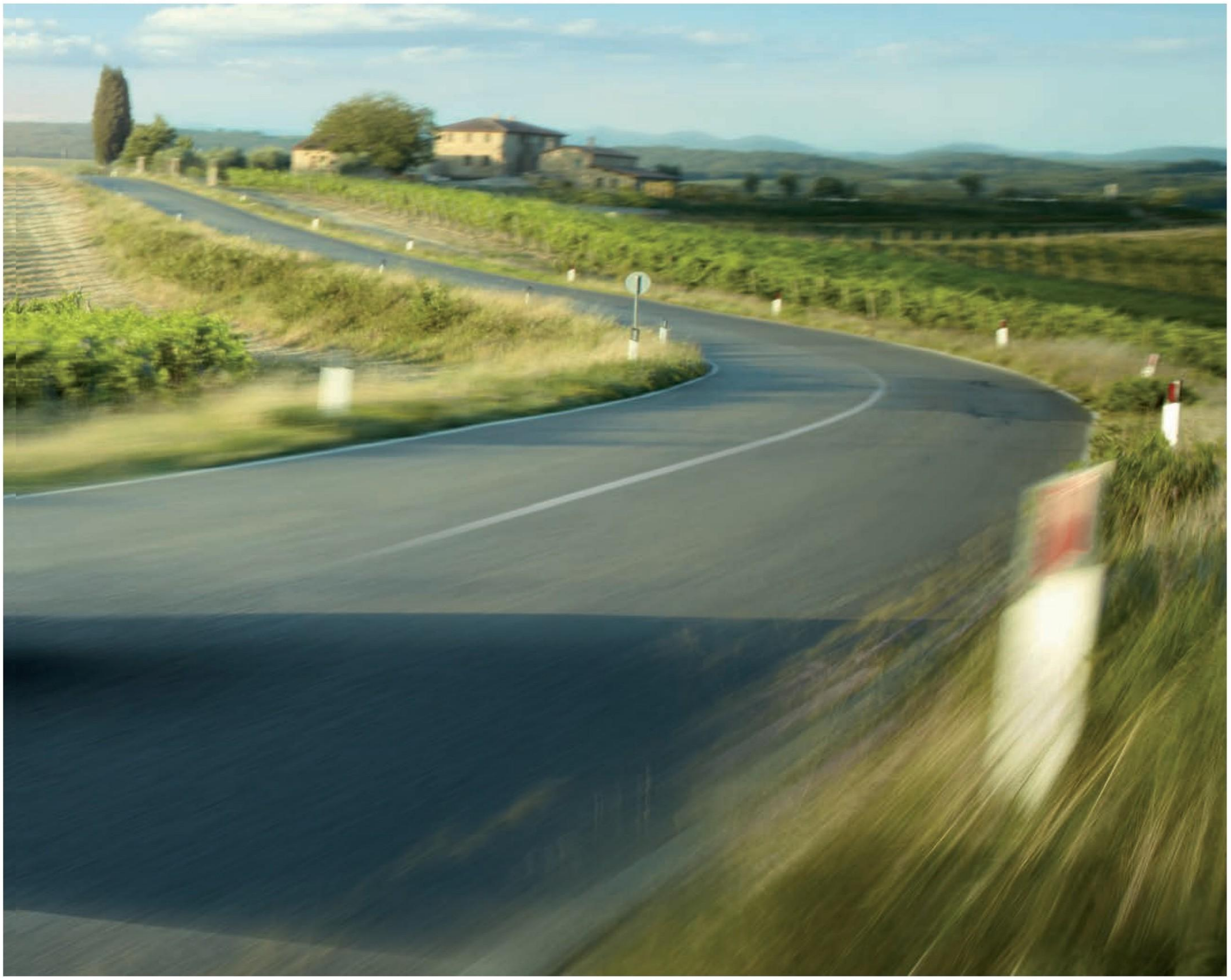
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Cover image: Porsche

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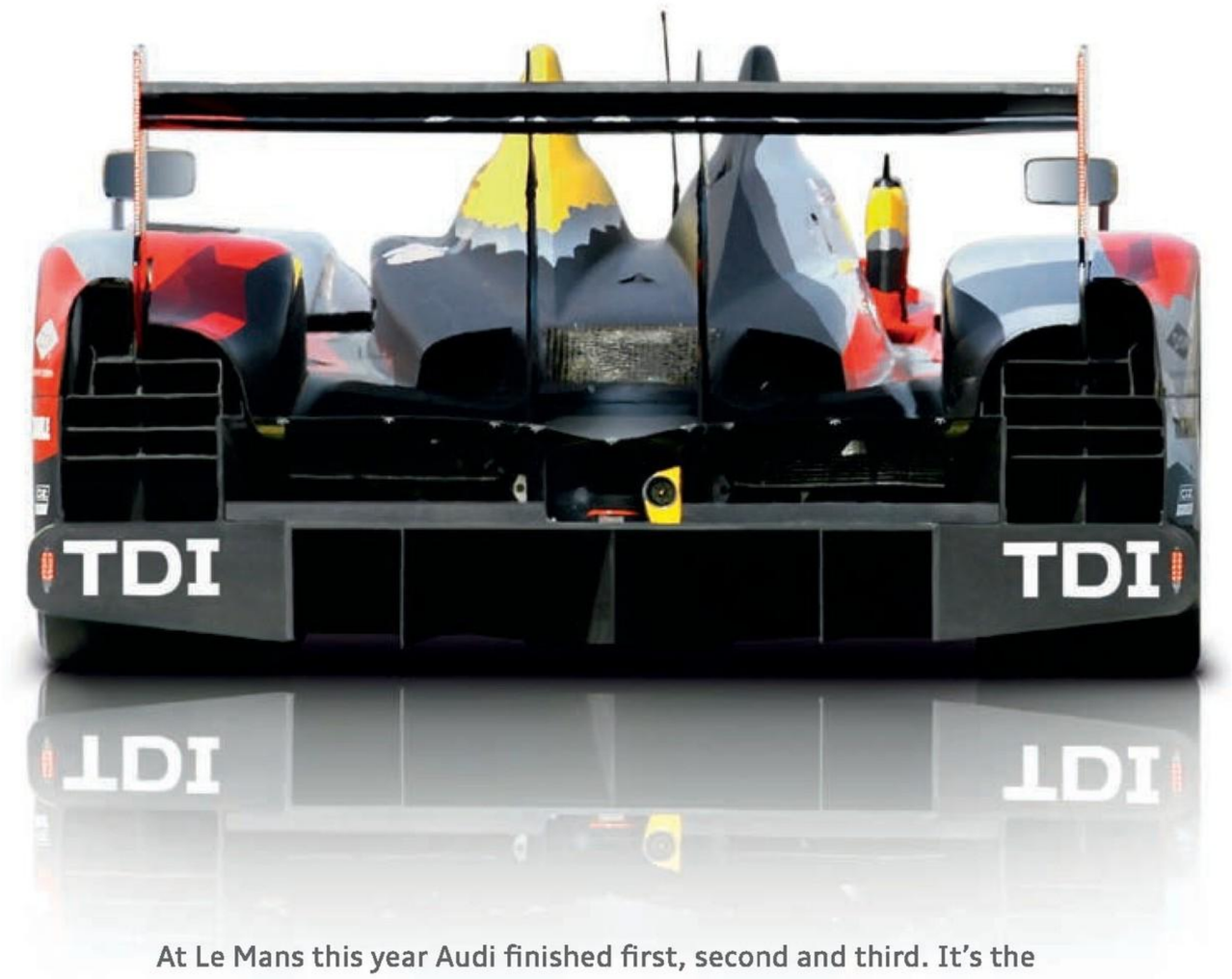
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Patrik Lingren

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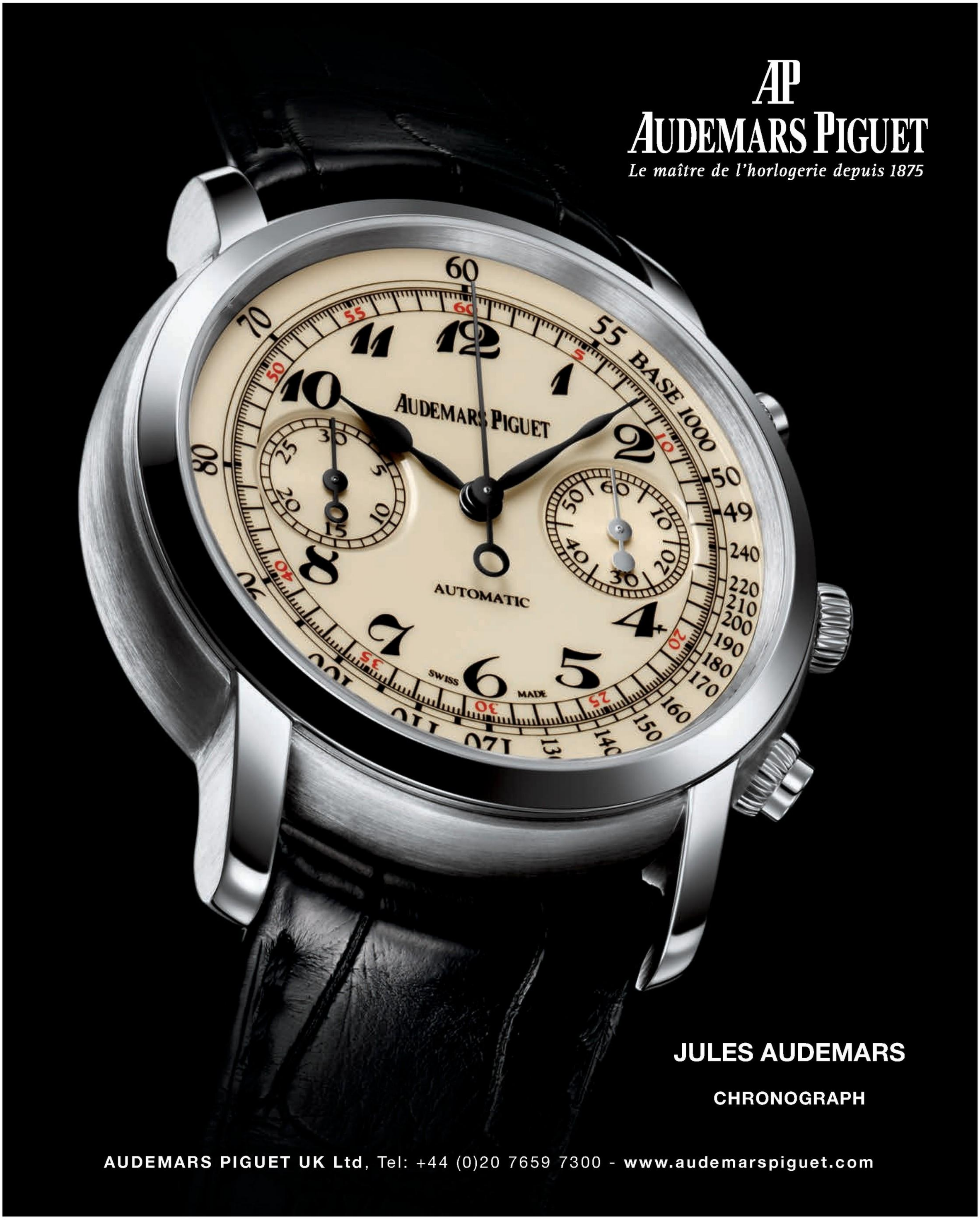
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Le Mans? Who's that?

Overheard a journalist at Le Mans talking about the reaction he got when he phoned a prominent British national newspaper to ask them what they needed from this year's 24 Hours. The answer? "Sorry. There's a World Cup on, you know."

I've long been resigned to how the national media either ignore or patronise the world's biggest motor races. They understand Formula 1 is of mainstream interest, but beyond that… almost nothing. F1 is the beginning, middle and end of motor sport to newspaper editors.

The Indianapolis 500 made the papers this year, but only because of Mike Conway's spectacular 'horror shunt', from which we are all thankful he escaped. The morning after, I was asked to do a radio interview on Conway's accident. I casually mentioned to the researcher beforehand that a Scot had actually won the race, too – for the second time in four years, no less. He had no idea. As for explaining who Dario Franchitti was, and that yes, he has an Italian name but is actually one of Britain's finest racing drivers outside Formula 1… I soon gave up.

Le Mans generally gets a few more lines than Indy, but it's noticeable that even an event which attracts 40,000-odd Brits every June needs some sensation to really gain widespread attention. A certain formerly moustachioed Brummie provided that this year (see page 28) – but then he always did, and he is still very popular. I couldn't help but notice the high number of 'Red 5' caps and car stickers at this, his first Le Mans.

British media apathy is clearly of little concern to car manufacturers, as they continue to be drawn to Le Mans. Audi, Peugeot, Aston Martin, Chevrolet, BMW and Jaguar all had factory representation this year (although the last named don't deserve to be taken seriously on this showing), while Ferrari, Ford, Lamborghini, Spyker and of course Porsche featured via private teams with varying levels of manufacturer support. And the stakes are high, as Peugeot's directors understand only too well – I'd have loved to be a fly on the wall in the boardroom following three engine blow-ups and a suspension failure.

It is not difficult to understand the attraction to Le Mans for the car giants. The link between technological excellence feeding back into road cars from motor racing is more obvious here than it is in F1, and the demands of bullet-proof reliability mated to fuel efficiency and speed are more marketable over 24 hours than 90 minutes. Add to this a pledge to offer a "wide scope" for hybrid and energy recovery systems in the new rules for 2011, and the relevance of Le Mans becomes even greater.

In F1, the teams are committed to marrying road car developments with Grand Prix racing too, as the re-introduction of Kinetic Energy Recovery Systems for next year attests. Patrick Head, Peter Wright and Paddy Lowe made it clear that such a union should be central to new rules planned for 2013 when we spoke to them for our June issue. It caused a flurry of letters. Road car trends should never be the central ethos of F1, you say, and we're inclined to agree. Yes, manufacturers should be drawn back to F1 because of its relevance to their core business of selling cars, but never at the cost of the spectacle and the quality of the racing.

In sports cars, technical relevance is a higher priority. Le Mans thrives in years of mass manufacturer interest, and technical diversity is key to this, as is equivalency. On this point the Automobile Club de l'Ouest still have much work to do. As Aston Martin would attest, petrol-powered contenders still do not perform to the levels of the Audi and Peugeot diesels. Give them a bigger break, ACO.

Damien Smith, Editor

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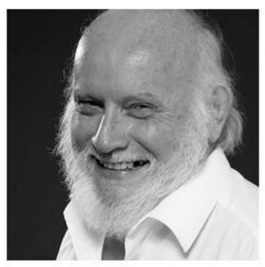
Simon Taylor

We like 'off the wall' stories, and you couldn't get a more literal example than the GP car Simon drove for this issue. Actually, he drove it 40 years ago and it's been hanging around since. The car, not the story. Let Simon explain; it might just ease the memory of being pipped at the Brooklands Double-12, where he entered his Derby Bentley but was narrowly headed by something French.



Rob Widdows

Readers sometimes think that our Rob is also Rob Widdows the racing driver. Not so, but he is so keen on racing that we bought him a train ticket to Liverpool. Well, where else would you go to see single-seaters, Le Mans sports cars and vintage greats? And powerboats. And biplanes. And a tank. Odd that our Beatles-devotee Editor didn't send himself instead, though. That's where the museum is.



Doug Nye

To be invited to drive one priceless racing car on the Mille Miglia is fortunate. To drive two sounds like an unfair distribution of jamminess. Still, it was Doug's phone that rang with the offer, probably because the Mercedes-Benz Museum trusts him to look after its equivalent of the Elgin Marbles. And he brought both machines back safely – despite a bruised stern and a red face.



Ed Foster

Ed's been hustling the Editorial Elise (now known in-house as 'Lance', which cycling fans may appreciate) to so many places that we've had to let out his column a bit. It's now four pages of race teams, specialist makers and any of the countless outfits who help racing flourish. Mind you, he's not always faithful to Lance – there are rumours that he's been seeing an Aston Martin on the sly…



Ferrari ran KERS last year, but would have liked more power to play with in 2011

Support for KERS return

THE FORMULA 1 TEAMS HAVE agreed in principle to bring back KERS in 2011, after a gentleman's agreement between them ensured it was dropped for this season.

The Kinetic Energy Recovery System has remained in the rules, however, and crucially it will return in the same format as before. Efforts to make it more viable by increasing the amount of energy that drivers could use per lap were blocked, in essence because Mercedes did not want such an upgrade, despite strong pressure from rivals.

The return of KERS marks an extraordinary about-turn by the teams. Many had doubts before its introduction in 2009, and it would have been dropped before that season had BMW not gone against the consensus and insisted on sticking with it, claiming that it was already committed to marketing programmes.

In '09 only Ferrari and McLaren ran truly effective systems, while Renault and – ironically – BMW soon gave up on theirs. The expense of KERS was a major issue, and some teams struggled more than others to balance the gains against the penalties that it introduced.

One key issue was that the weight of some systems used up the margin that teams had left for ballast – an essential tool in controlling weight distribution and hence the balance of the cars. Heavier drivers were left with little or no option to run ballast, and in some cases the car/driver package was actually over the limit in KERS spec. That was partially addressed for this season when 15kgs was added to the minimum weight limit, although obviously that has been irrelevant without KERS in 2010.

Despite the fact that BMW and Toyota have now left Formula 1 there has been a push from the remaining manufacturers for the return of KERS. In effect they have come round to former FIA president Max Mosley's original intent that F1 should pursue technologies that are relevant to road cars.

The other key factor is that KERS will clearly be a key part of the new formula for 2013, and teams feel it is logical to start developing systems sooner rather than later.

Despite its problems in 2009 Renault has been pushing hard for a return of KERS, and crucially the company has indicated that it is prepared to supply smaller teams.

Renault technical director James Allison told *Motor Sport*: "We strongly support the desire to see the F1 rules reflect some of the development directions the outside world is taking with road cars.

"So we lobbied for it on that basis, and also because we think it can be good from an overtaking point of view. We developed a system in 2009 which was a reliable platform that can make a decent contribution to the car. We have also made it clear that we will provide our technology to other teams at the agreed FOTA price limit, which is a manageable cost."

Renault and Ferrari had led the push for extended usage of KERS in 2011, but they have reluctantly accepted that there will now be no change.

"We would have preferred to have much more energy," said Ferrari's Stefano Domenicali. "But unfortunately there was not the consensus to do that." *Adam Cooper*

Massa & Webber stay put

THERE IS UNLIKELY TO BE MUCH MOVEMENT AT THE TOP END OF THE FORMULA 1 driver market for 2011 after Mark Webber and Felipe Massa extended their current deals, filling in the last remaining blanks among the leading teams.

Webber had been widely tipped to be considering retirement, a move that looked set to create an opening for Kimi Räikkönen, who is currently driving a Red Bull-backed car in the World Rally Championship. Webber agreed to a single extra year at RBR, however, soon after his wins in Spain and Monaco propelled him into title contention.

Massa's place was believed to be under threat from Robert Kubica, but the Brazilian has now been retained for two further years.

"We wanted to give a sign of stability because we believe in Felipe," said Ferrari team principal Stefano Domenicali. "And we also want to give a sign to him after a difficult part of his life."



Pirelli closes on F1 deal

AS *MOTOR SPORT* WENT TO PRESS Pirelli was expected to finally be confirmed as the official Formula 1 tyre supplier for 2011 and beyond.

The teams long ago agreed in principle to go with the Italian company, despite a last-minute effort from Michelin to change their minds. The latter's competitions boss Nick Shorrock met with them in Turkey, but had nothing new to add to an earlier proposal.

A further twist came when FIA president Jean Todt reminded the teams that ultimately the choice was an F1 decision, not theirs.

Pirelli is preferred for commercial reasons, but also because it has agreed to match Bridgestone's current supply arrangements. Michelin wanted to make a significant cut in the number of sets of tyres supplied per driver.

Pirelli was involved in the World Championship as long ago as 1950, and last participated in 1991. This year it moved back into high-profile single-seaters with Grand Prix support series GP3.



All images LAT

IN BRIEF

■ Force India and Lotus Racing are involved in a tussle in the civil courts over alleged misappropriation of intellectual property, relating to work conducted in the Aerolab wind tunnel facility that both teams have used. Force India has taken action against Mike Gascoyne, Aerolab and the Malaysian parent companies of Lotus Racing.



■ By coincidence Lotus Racing has headhunted three key people from Force India. The latter's technical director Mark Smith (above), a long-time associate of Mike Gascoyne, will take on the same role at Lotus when he is released by his current employer. Also moving teams are Lewis Butler, as chief designer, and Marianne Hinson, as head of aero.

■ BBC F1 pundit and 13-time GP winner David Coulthard was awarded an MBE in the Queen's Birthday Honours List. Jenson Button recently picked up his similar medal from Her Majesty, earned after winning last year's World Championship.

■ Cars International boss Paul Osborn has launched a programme designed to give up-and-coming drivers experience of F1 power at a time when proper testing opportunities are rare. Virgin Racing test drivers Andy Soucek and Luiz Razia have already sampled FV10's 2006 Super Aguri. The modified car uses a Cosworth V10 engine and Avon tyres, and is run by ex-Williams engineer Tim Preston.

■ Bernie Ecclestone has made it clear that he doesn't expect to broadcast F1 races in High Definition until at least 2012, claiming that there is currently insufficient demand to justify it. His television department has been experimenting with 3D camera technology, even running one on Jarno Trulli's Lotus in Canada.

■ Ferrari appears to be attempting to 'do a Hamilton' by signing 11-year-old Canadian karting star Lance Stroll to its Driver Academy programme. Stroll's father Lawrence is one of the richest men in Canada and a long-time Ferrari collector.



American fans made clear their desire for an F1 race at Indy in '06

Texan city wins backing to host 2012 US Grand Prix

THE US GRAND PRIX IS SET TO RETURN at a permanent track in the booming Texan city of Austin in 2012.

The man behind the project is Tavo Hellmund, a 44-year-old who briefly competed in British Formula 3 in the 1990s. Hermann Tilke has already designed the track, which is said to be fast and replicates classic corners from elsewhere.

The site, which overlooks the city, is said to feature a lot of gradient changes as well as lakes and trees, and thus the topography has given Tilke a better starting point than he has had in other countries.



"Building the circuit is not going to be easy. But we'll get it done"

BERNIE ECCLESTONE

Tavo Hellmund is well connected, as his event-promoting father was behind the Champ Car events in Mexico City in 1980-81, and was involved in bringing F1 back to the country in 1986-92. The younger Hellmund has thus known Bernie Ecclestone since he was a teenager.

Speaking to *Motor Sport* about why Hellmund got the deal, Ecclestone said: "Well, I trust him. He's got a different way of looking at things. He knows about F1."

As to the potential hurdles the promoter faces, Ecclestone said: "I think he's going to face hundreds of them. He'll have to jump over them all as he gets there! Building the circuit, for a start, is not going to be easy. But we'll get it done, no fear. He's got a lot of help from the government."

The Texas authorities are clearly backing the project, and state law has been changed to ensure an F1 race would be eligible for a subsidy from the Texas Major Events Trust Fund, created to help big cities with expenses arising from hosting major sporting events. The Austin race will apparently benefit to the tune of $25 million per year, and the 'expenses' covered will in effect be Bernie Ecclestone's sanctioning fee.

Hellmund says that he has already purchased well over 800 acres to the east of the city, not far from the airport, and has resolved key permit issues. He insists that he has the funding for the $200m project, although no state money is involved in the actual development. At least some of it has been attracted because of the track's intended secondary use for developing alternative fuels.

Famous for its live music scene, as well as being the 15th largest city in the USA, Austin scores highly on surveys in such areas as quality of life and future prospects. It was also recently voted number one university party town by *Playboy* magazine.

Driver's eye view of Silverstone

Former F1 driver and sports car ace Anthony Davidson has been exploring the new twists and turns at the British Grand Prix venue



"I think the new Silverstone will be more fun to drive. Although Bridge was fun to tackle, it was just essentially a flat-out right-hander, so there wasn't much skill at all involved for the drivers.

The only corner that I will really miss is Priory, the left-hander before Brooklands. It was really difficult to get right, in any category. It rewarded patience but commitment at the same time to get a clean exit, and it rewarded a good car with good stability. So as a driver, I'll miss that.

But I think the new stuff offers a lot of enjoyment as well. Silverstone has become a more technical circuit for a driver, which is no bad thing. If you'd never seen the place before, and it was a brand-new circuit for you, with this layout every driver would say it's brilliant. Yes, I will miss the old track. I'll miss Bridge and Priory, and the old kerbs at Maggotts. It had such history and it had a real flow to it.

But if you approach this track as a new circuit, you would be astounded by the Maggotts/Becketts complex – as we always have been – you'd love Stowe, and you'd appreciate the technical section that the track throws up, and hopefully gives you more overtaking opportunities as well.

You are probably going to have to run more downforce now. For a high-speed circuit it was always relatively high downforce, but now it will be even higher. You need it for the infield section, for traction and change of direction at slow speed, and braking stability, especially coming into Village.

As a spectator, I'd still go to Maggotts/Becketts. If they had changed that I would have been really upset. I beg whoever is in charge of track design at Silverstone, please never, ever change it, or you'll break every driver's heart!"



ON THE WAY INTO **MAGGOTTS** the inside kerb has changed to a flat profile for the bikes. Whereas it used to be a step-up, it's now completely flat. The same goes for the right-hander at Maggotts. It used to have 'grasscrete' on the inside – that's now a flush kerb. You'll be able to use both of those kerbs heavily now, whereas in the past you could only use the right-hand one.

For the left-hander at **BECKETTS**, again the inside kerb is now flush with the circuit, the same as the previous two. So you'll be able to use that kerb much more than you used to. Before you *could* use it, but it would throw the car out of balance a little. So if anything Maggotts and Becketts have been sped up.

The kerb on the inside of **CHAPEL** has changed, so the cars will be able to use that one as well, whereas before you couldn't. The new asphalt starts on the exit, and they've changed the profile of the corner a little.

On **HANGAR STRAIGHT** you're back onto the old asphalt, and it's the same all the way round **STOWE**. They've changed the inside kerb at Stowe, however, and the kerb on the exit. There's a big bit of Astroturf and it's a lot easier to tackle in a car now.

The run down to **VALE** is still on the old asphalt, but the left-hander is slightly tighter than it used to be. There's a big 'sausage' kerb on the inside, the same as at the final chicane in Barcelona. That's changed quite a lot. It's going to stop Formula 1 cars running over that bit, because it's too high.

The right-hander at **CLUB** has completely changed, with new asphalt. It used to be one sweeping corner, starting off tight and opening up, but now it's almost a 90-degree right-hander with a flat kerb on the inside. Then there's a short straight which has a slight curve to it, before it goes to another 90-degree right-hander, which will be flat out in the F1 car. I guess they've changed all of this area so it gives them more room for the new pits complex. But it hasn't changed the overall feel of Club. The first part is slower, but you have that little straight to get the downforce and traction working before the next part.

It gets exciting here! **ABBEY** is probably the best individual corner on the track. It's a blind right-hander with a flat kerb on the inside, and it goes up and over the hill slightly, and that really skews your vision before Abbey. They say it's going to be flat out in an F1 car, but it's going to be touch and go. It's a bit like Copse – the same kind of approach, slightly blind, and you'll be in seventh gear. Definitely a challenge for the drivers.

You go back down the old straight on the International circuit, which feels a bit strange. **FARM**, the left-hander, is easily flat out. It goes slightly downhill and is cambered in towards the kerb.

VILLAGE is similar to Vale in terms of kerb layout, so again you've got one of those 'sausage' kerbs on the inside. It reminds me of an elongated version of the new Bus Stop chicane at Spa. I don't think it will be an overtaking place in F1 – in Abbey you are relying too much on your front wing to give you grip, and if you're near another car, you'll have to back out of it. If Abbey was easy flat out, like Eau Rouge, then there might be overtaking into Village.

You climb the hill towards **THE LOOP** left-hander, which again has the same kerb layout on the inside. It's going to be second gear though Village and The Loop as well.

You're up through the box all around **AINTREE**, flat out. It's a kind of Club corner in reverse, going left instead of right. All of the last section has the new surface, obviously, and then that changes halfway down **WELLINGTON STRAIGHT**, under the bridge. This is quite a long straight.

BROOKLANDS is now exactly the same as what we're used to on the old Club track. So a lot of the F1 drivers will have done this corner before, and some of them would have even done filming days or shakedowns with F1 cars. Compared with how it used to be, you're approaching it much, much faster. It will be third gear and a much bigger spectacle in terms of speed. But in terms of overtaking opportunities, I would say not at all. I think they should have tightened it up, made more of a first-gear hairpin, and given you a bigger chance of overtaking.

At **LUFFIELD** and **WOODCOTE** it's the same old surface, although Luffield has this new flat kerb, and another on the exit, so it's easier to run over. They've put a kerb at Woodcote where they used to have cones marking the inside edge of the track. They've tightened it up slightly as well for the bikes, and they've moved the grandstands back slightly, which looks a bit strange.

INSIGHT

'NEW' CIRCUIT STILL TAKING SHAPE

The Grand Prix track may be set in asphalt, but the results of other work at Silverstone won't be seen until 2011

THIS IS VERY MUCH AN INTERIM year for the British Grand Prix, as visitors will experience the new Silverstone track but – for the most part – the old facilities.

It will only really be next year that the full picture starts to emerge, and even then the new pit and paddock complex will be just part of an ongoing programme of developments.



To get a feel for what it might begin to look like in 2011, it's well worth making the trip down to view the building work that is underway between Club and Abbey. It might not be the most attractive backdrop for now, but it should be pretty impressive come next year.

But the track aside, what else will be new for this race? The good news is that Silverstone has already gone some way to improving the spectator experience, despite the fact that the Grand Prix deal was only confirmed on December 4.

"We've been criticised for being too flat and so on," says Silverstone MD Richard Phillips (above). "Certainly the southern end is not flat now. Probably the best spectating point is Becketts. We've knocked down the old grandstand and re-profiled the bank there. We're putting in a 7000-seater stand, and that has also been raised up. The views from there are spectacular."

Other stands have been relocated or raised in an attempt to improve sightlines. As for general admission, one of the biggest changes for 2010 is that the old track has been covered up between Stowe and Club, and the banking moved much closer to the circuit. That's just one of several areas that now have added spectator appeal. "We've just put in 4.5kms of handrail to keep people off the debris fence, because they are in places where they never used to be!" says Phillips. "We've done a lot this winter, we'll do a lot next winter."

One bonus this year is that the World Cup Final will be shown on a huge TV screen, immediately after the usual post-race party and concert.

As for 2011 and beyond, new permanent grandstands and an extension of the one at Becketts are in hand. There will also be changes to reflect the fact that the Grand Prix will have a new starting grid, although support races will continue to use the old one.

"We're going to have a look at the balance of that," says Phillips. "Some other grandstands will have to come more to the fore."

In 2011 F1's Paddock Club will move towards the new pits as well, freeing up space in the Arena section for the public. There will also be new roads through the infield, although initially only the existing bridges will be in use. There are plans for a vehicle tunnel after Abbey, although the wide run-offs mean that it's a £3 million job, so not a priority! A footbridge across the new pit straight is also on the way, although not until 2012.

And eventually the days of hot dog vans will be gone – spectator-friendly 'piazzas' are on the menu... *Adam Cooper*


Hamilton and Button head to Silverstone in a strong championship position

McLaren looking for home advantage

THE BRITISH GRAND PRIX MARKS THE HALFWAY STAGE in the 2010 Formula 1 season, and even without that little statistic it will be an important race for McLaren.

Despite having a car that was unable to match the qualifying speed of Red Bull's RB6 at the start of the season, Jenson Button and Lewis Hamilton have kept themselves very much in the championship fight. And McLaren now faces the unique prospect of heading to Silverstone with two drivers who have not only won the last two titles, but are also both Brits. It's going to be a huge weekend for all concerned.

"We've been there for the last few years with Lewis, who isn't normally short of a bit of attention!" says team principal Martin Whitmarsh. "It's a great event because it's one of those races where you do really feel the fan base. They're camped around the outside of the track, they're knowledgeable, they're enthusiastic and they're passionate to a greater extent than you feel with many of the new circuits. So there's a great atmosphere.

"And if our two drivers are competitive then I'm sure there will be fever-pitch attention. That's positive, but obviously if you can create that amount of passion and interest, you don't want to disappoint people. If you end up disappointing them then you feel worse about that.

"I'm sure they will feel the warmth and enthusiasm of all those fans, and both of them want to win their home Grand Prix, there's no doubt about that. As we've seen recently, they want to win most Grands Prix!"

McLaren has a great history at Silverstone, dating back to Peter Revson's win in 1973, a race made famous by the crash triggered by team-mate Jody Scheckter. Emerson Fittipaldi and James Hunt won the next two races at the track, before John Watson scored the first victory of the Ron Dennis era in 1981. Alain Prost, Ayrton Senna, David Coulthard, Mika Häkkinen, Juan Pablo Montoya and of course Hamilton himself have all won in Northants.



"We mustn't forget how important the British Grand Prix is"

MARTIN WHITMARSH

"We've had some great races there, and so has Lewis, not just in F1," says Whitmarsh. "Not many people will forget his GP2 performance in 2006 – it was a fairly phenomenal race. For everyone it's important. A large proportion of our staff will be there. Nowadays with the absence of testing, it's the only time they will see the car running. With all their energies and passion and effort and time, it's great that they can pop up the road and actually see it in action."

The British Grand Prix has had something of a turbulent history, but the current long-term deal has saved it, and allowed circuit owner the BRDC and Silverstone's management to plan ahead. All the locally-based F1 teams are delighted about that.

"The UK has been at the heart of F1, and Silverstone has in recent years been the focal point," says Whitmarsh. "It's good to have that stability. When you go to Silverstone you see the knowledgeable crowd, you see their enthusiasm and passion. It reminds you if you needed it that this is very much the home of Grand Prix racing, and we mustn't, in our enthusiasm to embrace new circuits, new markets, new opportunities, forget how important the British GP is.

"It's good to see some money being spent, good to see that there's been a big commitment to holding the British GP. Unfortunately and inappropriately over the last few years there have continually been questions raised about whether it would feature in the longer term in the F1 calendar. Without those questions, or any other elements that destabilise the promotion of it, it will go from strength to strength."

It may be a home race, but like everyone else McLaren has to get used to a circuit that now looks quite different.

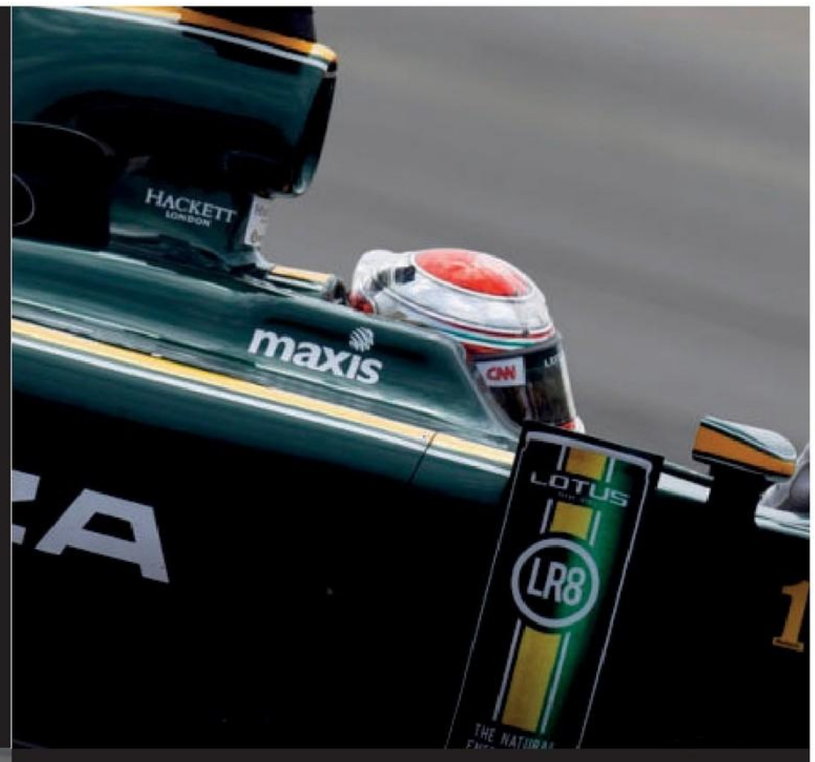
"It'll be interesting to see how we get on there," says Whitmarsh. "They've taken out the complex that arguably didn't do much for the circuit, and it seems to be a step in the right direction. Like all circuits and all corners it depends on precisely how it's executed, what the corners are like, what the cambers are like, as to whether the changes throw up overtaking opportunities.

"Hopefully the new circuit will be a success, the drivers will like it, and the public. If it affords some overtaking then, with the other investment in facilities, it further establishes itself as a jewel in the F1 calendar."



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Nigel Roebuck



REFLECTIONS
– Oh Canada! F1 return welcomed on all sides
– A roar of V8 power in tribute to Bruce McLaren
– Red Bull spin can't disguise driver favouritism

Everyone agreed it was a delight to be back in Montréal, there having been no race in 2009, of course, after Bernie Ecclestone and the race organisers had failed to reach a financial accommodation. At the time the teams and sponsors were outraged by a World Championship which focused increasingly on the Middle and Far East, and – farcically – contained not a single race in North America. We had already, after all, lost the US Grand Prix at Indianapolis for the same fiscal reason.

The last race at Indy was run in 2007, and throughout that weekend there were discussions between Ecclestone and Tony George, the now ousted CEO of the Speedway. "If we are going to have a Formula 1 race here," George said to me at the time, "it has to make financial sense to both parties. Sure, I want a Grand Prix – we've made the place into an F1 facility, after all, with the regulation pits and everything – but Bernie's financial demands are off the wall. He's gotten used to new countries coming into F1, and the government paying for everything, whatever the price. Well, it doesn't work that way in this country – and I'm not going to run a Grand Prix as a goddam charity event…"

The heyday of Watkins Glen apart, it must be said, the USA has ever been equivocal about F1. I've never forgotten a brief conversation with a gentleman in Las Vegas as I waited to check in at my hotel back in 1981. It was the occasion of the first Caesars Palace Grand Prix, and the interest of the locals was minimal. "What's this deal they're fighting for?" the man asked. "The World Championship," I said. "Jesus," he said, "I *hate* race cars – I wouldn't even care if it was the *American* Championship…"

Head north, though, and cross the border,



and you might be talking about another planet. Canadians are as nuts about F1 as Americans are indifferent, and it has long been that way. I always far preferred Adelaide to Melbourne as a venue for the Australian Grand Prix, because I loved the way the small and friendly city *became* the Grand Prix for a week, whereas in Melbourne there is the impression of just another big sporting event. Go to Montréal and you find an absolute *passion* for F1, as potent as I have seen anywhere on earth. This year's Canadian Grand Prix was officially sold out: you turned up with a ticket or you didn't get in. Contrast that with such as Istanbul or Shanghai, where they need to kidnap people to create the illusion of a crowd.

Then there is the track, untouched by the hand of Tilke, and a circuit such as would never be built in this day and age. When first it opened its doors to F1, in 1978, we thought it a poor substitute for the open road circuits of Mosport Park and St Jovite, but time can change perspective, and now the Circuit Gilles Villeneuve is rightly considered among the greatest tracks in the World Championship. Istanbul's Turn Eight is justifiably regarded as a classic corner, and certainly Hermann Tilke's masterpiece, but get it wrong and you simply venture into a Tesco car park, sort yourself out, and rejoin the track without losing much time. In Montréal, though, run-off area is in short supply, which means that mistakes are punished.

As with all the 'flyaways' (as Grands Prix outside Europe are known), the teams' portable palaces are necessarily absent from Montréal, which gives the small-ish paddock a sense of community once taken for granted, but invariably these days lost. On Friday morning the place abounded with folk saying how good it was to be back in a country where Grand Prix racing is so much *wanted*. It isn't like that at Sepang.

And then there's the race, of course. Who knows quite why it is, but the Circuit Gilles Villeneuve has an invariable way of creating drama, of spawning the unexpected, and it was there in plenty on June 13. Apart from anything else, the Canadian Grand Prix provided absolute vindication of the decision to ban refuelling: where in the past it had been sprint-stop-sprint, with all cars in identical near-ideal state – fuel load light, tyres never old and tired – now tyre management and all that that entails came into it, and the thinking driver claimed his due reward. It was cat-and-mouse for 70 laps, and enthralling with it. Difficult to feel dissatisfied with a top six comprising Hamilton, Button, Alonso, Vettel, Webber and Rosberg, is it not? »»

Mercedes GP

Nigel Roebuck

Because of the proximity of the walls, a mistake at Montréal is, as I say, invariably costly, and retrieving damaged cars has led to many a safety car period over the years. Before the race everyone was predicting more of the same (and one or two had even allowed for it while planning their strategies), yet remarkably there was not a single accident over the entire three days. Felipe Massa gave a barrier a bit of a clout on the Friday, and Kobayashi-San nudged into a fence on the opening lap of the race, but that was about it.

This is not to suggest, however, that the race lacked incident. Bits of carbon fibre fluttered in the air and nose cones were changed, but at no stage was there a true shunt – and that, given the behaviour of one or two of the drivers, was surprising.



Massa and Liuzzi got the Canadian GP off to an entertaining start...

Immediately after the race I ran into Derek Daly, and he was *aghast* at some of the things he had seen.

"All this blocking..." DD said. "I mean, do they not *want* overtaking in F1? How can it be allowed that a driver can chop across, damage the other guy's car – and get away with it? How *can* that be allowed?"

Ah, I said, well, that's contemporary F1 for you – the unwritten law that says you're allowed 'one move' to protect your position – in other words, to swerve in front of someone presuming to try and overtake you. "Well, I don't get it," said Daly, "and I think it sends completely the wrong message to all the kids in the junior formulae: 'They're the best, and they do it, so obviously that's what we must do, too...'"

I could only agree. "Some of the things I've seen today..." Derek said. "And, you know, the two worst were Hulkenberg, a rookie – and Schumacher."

No argument there. After the race there were several drivers angry with Michael, who may have lost some of his old pace – he qualified 13th in Canada, and finished 11th – but apparently retains in full his old sense of etiquette. "The beast still lurks," someone murmured. "I mean, look what he did to Massa – and Massa's his *friend*, for god's sake!"

Afterwards the stewards considered the incident between Schumacher and Massa, and concluded that no action need be taken, that it had merely been 'a racing incident'.

I thought back to something Juan Pablo Montoya had said to me at Daytona a few months ago as we discussed Schumacher's imminent return to racing. JPM was never impressed by Michael's intimidatory ways on the track, and I suggested that this time around, with the stewards stricter than before, he might not get away with it quite so readily.

Montoya just laughed. "Yeah, but with him it's different, isn't it? It always was, and I'd be surprised if it changed."

Never mind. There were three other World Champions in the race. They finished first, second and third.

In 1997, the year after Denis Jenkinson's death, they had the idea at Goodwood to celebrate his memory not with a minute's silence, but with something that would have appealed to Jenks infinitely more: a minute's *noise*. The plan was for all the racing engines in the paddock to be lustily revved, then shut down, and anyone who knew – or simply appreciated – the little man reckoned that nothing could be more appropriate.

Sadly, a few local residents felt differently. They weren't willing to have their peace interrupted for *60 whole seconds*, and protested to the local council, which felt obliged to accede to their wishes. A plague on all their houses was how the racing community felt about it.

Wednesday, June 2, marked the 40th anniversary of the death, in a testing accident at Goodwood, of Bruce McLaren, and the company which bears his name felt the occasion should be marked in appropriate style. Bruce died, of course, in the latest Can-Am car, the M8D, and an example resides in the lobby area of the



Caesars Palace in '81, where local interest was minimal

LAT

McLaren Technology Centre, along with one of Johnny Rutherford's Indianapolis 500 winners and countless F1 cars. It was therefore decided that in Bruce's memory the Can-Am car – in McLaren's original orange, of course – should be fired up once again, and for a minute revved in the founder's memory.

Among those present at this touching little ceremony was Tyler Alexander, who was with Bruce McLaren from the earliest days. In Montréal Alexander spoke about the occasion, and in his inimitably gruff, determinedly unsentimental style allowed that the occasion had pleased him.

"McLaren kept it very low-key, which was good, because those things can get out of hand. Neil Trundle and the guys got the car sorted out – and I thought the whole thing went very well. You have a lot of emotion, sure, but you've got to learn to deal with it – as we have in this business for years and years and years. You just do, don't you?

"I was glad the whole thing didn't get blown out of proportion – it went smoothly, like most things do at McLaren, because they're well organised. I think the marketing people were a little bit amazed by how many people in the factory came down from their tea break to the other end of the building, where the Can-Am car was."

I had heard, I said, that Ron Dennis – immaculately suited, as ever – stood a few feet behind the car for the full minute, declining even to cover his ears. That struck me as typical RD – not an overt gesture, more an act of stoic faith. There are almost as many opinions of Ron as there are people who have ever met him, but not even his fiercest critic would deny that he is a racer to his bones, which may not be said, as we know, of all in the F1 paddock.

"Yeah, that was a pretty brave thing to do!" Tyler agreed. "Someone asked me if I wanted some earplugs and I said no, it's OK – but when they fired it up, boy, my fingers were instantly in my ears…"

Alexander was not at Goodwood that Tuesday morning when McLaren died. "No, I was at Indianapolis, in the restaurant of the Howard Johnson down the road from the race track, where we stayed. I was having breakfast with Dan Gurney when a message came over the speaker system to say there was a 'phone call for Mr Alexander'. I went to the phone and it was Teddy [Mayer], calling to tell me what had happened. Then I had to tell Dan, of course…

"Teddy got Dan to drive both the F1 car and the Can-Am car, and of course he was absolutely the right man to come to McLaren at a time like that. Dan really helped everyone to sort of focus and get back on track. Such a wonderful guy, and what he did encouraged the team to keep going – and of course we won the opening Can-Am race, at Mosport, which was fantastic.

"For some reason he wasn't quite as quick in the F1 car – the car wasn't bad, but maybe he didn't really take to it, I don't know. I remember having dinner with him and we got talking about, you know, coping with losing someone, and he said, 'Well, since I've been racing, 26 guys that I knew personally have died…' And right away I just knew he was going to stop – I looked at Evi, his wife, and she looked straight back at me, and I thought, 'Well, there's no point in saying anything here, but I'm sure it won't be long before he says he's going to stop – it was there in his eyes. In all honesty, though, he *really* helped McLaren through a terrible time.



"Bruce had this 'never give up' attitude"

TYLER ALEXANDER

"What you have to remember is that at the time of Bruce's death Denny [Hulme] was also injured – he'd burned his hands badly in a testing accident at Indy, and he suffered terribly with them. Being Denny, he came back to racing long before he should have done – he drove the Can-Am car at Mosport [on June 14], where Dan won, and he somehow finished third. He couldn't get out of the car at the end – one of his hands was actually stuck on the steering wheel… I think having Dan there was a big help to Denny as well as the team. Dan was someone he knew, someone he could trust."

Gurney also won the second Can-Am race, at St Jovite, but soon thereafter had to leave McLaren due to contractual conflicts, although to a great degree his work was done. Hulme, recovering, won race three, at Watkins Glen, and went on to dominate the balance of the season.

Sadly for me I never met Bruce McLaren, but he seems to have been one of those rare people who leaves a mark on all who come into their world, however fleetingly.

"Yes," said Tyler, "that's exactly right. He just did. Bruce had this incredible 'never give up' attitude. We'd be looking for something in the factory, and none of us could find it – he'd just keep going until he found it, and an hour later he'd come back with it. And that kind of mentality sort of transferred itself to us and in a great many of us it stuck, and stayed there."

It's doubtful that anyone ever loved motor racing more than Tyler Alexander, but he concedes that, after McLaren's death, he developed a certain wariness about getting close to racing drivers.

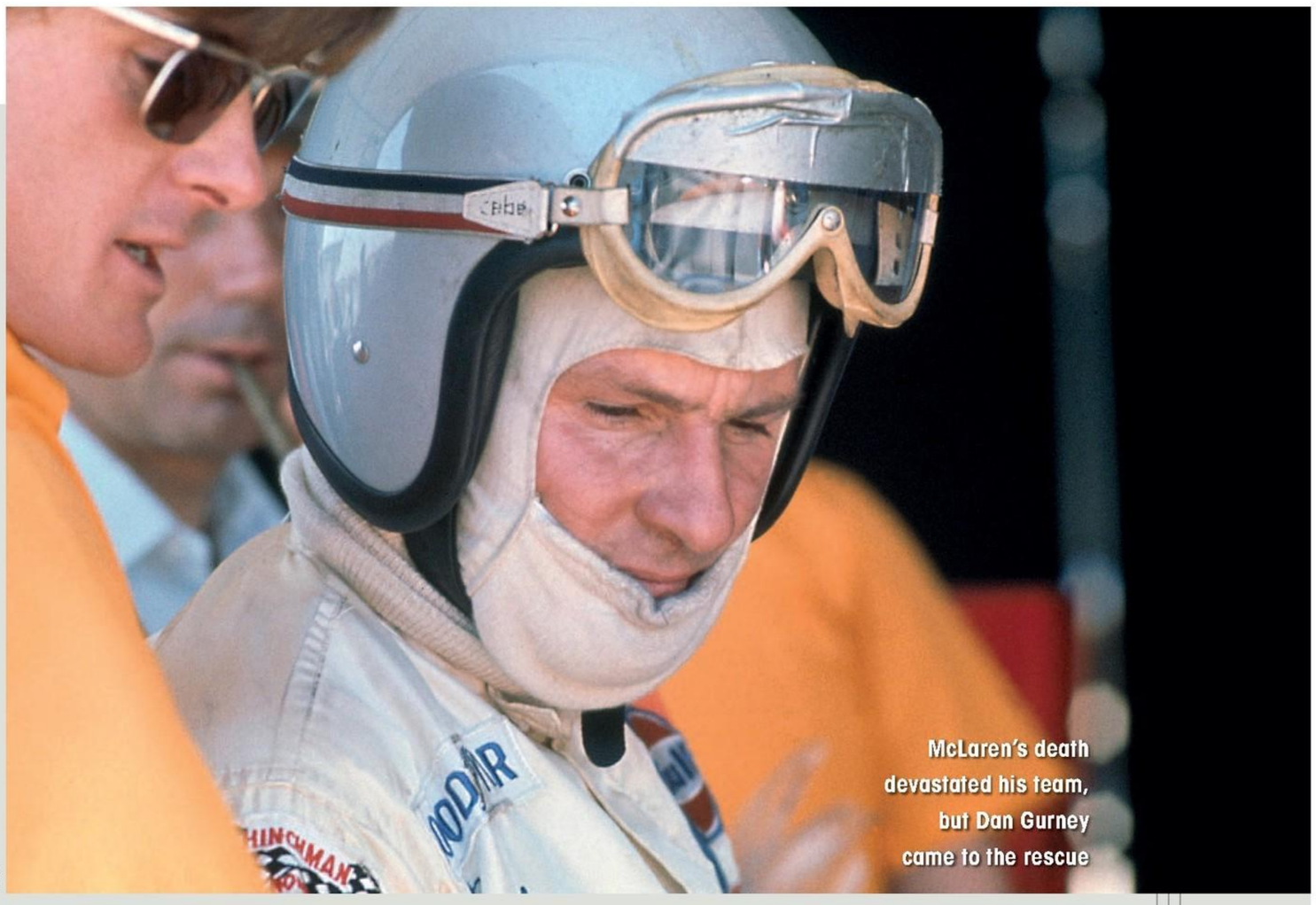
"Some of us – certainly I can speak for myself here – learn some things, you know: in simple terms, things like that toughened you up. The emotions were there, but you had to get on with things, and I think maybe Bruce had instilled some stuff into us that helped us do that – you can talk to anyone who knew him or worked for him, and they'll tell you the same: he just did.

"From a personal point of view, I learned a long time ago to deal with that sort of stuff – I had to. It's just the way it was in those days. By the time Senna was killed, everything had changed so much, and F1 kind of folded up for some people – but they were people who didn't understand the sport. For the rest of us, it was, you know, it happens. I remember saying to myself over and over again, 'Don't die, you son of a bitch – just don't die' – with the tears running down my face, you know…

"Despite the horror of the whole thing – the bad part of it – the race started again, and you couldn't have your tail between your legs. Even though mentally you were aware of it, the other side of your mind said, 'You'd better get on with things here'. If you let yourself drop into some kind of pit it just screws you up, and ➤➤➤

Nigel Roebuck

you'd be better off walking away from it completely. In this business there's a lot of nasty things, as well as a lot of good things, and if you're going to survive in it you'd better face that."



McLaren's death devastated his team, but Dan Gurney came to the rescue

LAT

Adrian Newey is a stoic sort of chap, well accustomed after all these years to coping with the slings and arrows of Grand Prix racing. Invariably he bears its triumphs and disappointments with equanimity, and, while well capable of expressing a firm opinion about this or that, he is emphatically not given to overt shows of emotion.

In the late laps at Istanbul Park, however, Newey sat there on the pitwall with his head in his hands, and you could hardly be surprised, for his Red Bulls, running 1-2, had just contrived to throw away the Turkish Grand Prix.

Anyone with memories of the Schumacher-Ferrari days has cause to rejoice when a team allows its drivers to race each other. McLaren and Williams have always been particularly admirable in this regard, and Red Bull, too, appear to take an even-handed approach. But in F1 the holiest of holies is, 'Thou shalt not take thy team-mate off…'

The most fabled/notorious (delete to taste) example of this scenario came at Suzuka in 1989, when the McLarens of Alain Prost and Ayrton Senna, half a minute clear of the rest, tangled at the chicane with six laps to go. The World Championship was at stake, and Prost had a comfortable, if not decisive, points lead. As well as that, unable to stomach the thought of another season as Senna's team-mate, Alain was about to leave for Ferrari. He had had enough of Ayrton's way of doing things, and now had little to lose.

"Before the race," he said, "I told the team, 'There's no way I'm going to open the door any more – I've done it too many times'. Ron [Dennis] had always said the important thing was that we shouldn't hit each other, we should think of the team, and I'd *always* done that. At the start of the race at Silverstone, going into Copse, if I hadn't moved five or six metres we'd have hit each other, and both McLarens would have been out immediately! And that sort of thing happened often.

"As for the accident at Suzuka, I know everybody thinks I did it on purpose: I did not open the door – which of course Senna was expecting me to do – and that's it…"

Prost being Prost, of course, the whole thing was done with consummate subtlety. He didn't slam the door in Senna's face, but merely made sure it wasn't open enough to go through…

There was nothing remotely subtle, however, about what happened in Turkey, and it didn't take a Rhodes Scholar, after watching the replay a time or two, to figure out what had happened, and where to lay the blame. On the long straight down to turn nine, Vettel swiftly pulled up on Webber. Mark didn't make his permitted 'one move' to block his team-mate, but instead left a gap just wide enough to accommodate an F1 car, and then held his steering wheel dead straight. Sebastian drew alongside, and then halfway ahead – at which point he steered right, in search of a better line into the approaching left-hander.

> "Mark kept the wheel straight, as he was perfectly entitled to do"

Problem was, Vettel hadn't cleared Webber, and if he were expecting Mark obligingly to go right with him, to *allow* him past, he hadn't learned many lessons about his team-mate. Webber's path to eminence in F1 has been a long and tough one, and he hasn't got there by being a soft touch. 'Hard but fair' has always been Mark's way, and that was precisely how he behaved on this occasion: 'I'll leave you room, mate, but the rest you've got to sort out for yourself…'

This Vettel signally failed to do. A few laps earlier, when Lewis Hamilton had taken a run at him (at the same point on the circuit), he had done the same thing – veered right – and Hamilton, anything but impressed, moved right too, thus avoiding a touch. Had Webber done the same – and presumably Vettel was assuming that he would – contact might have been avoided, but he wasn't about to be intimidated into allowing his rival a better line into the corner. No, Mark kept the wheel straight, as he was perfectly entitled to do, and when Sebastian – only half a car length ahead – steered to the right, disaster was guaranteed.

In point of fact, he had no need whatever

to do such a thing, for if he had simply continued straight, he would have drawn clear of Webber – and he already had the inside line for the next corner.

Immediately before it happened, my thought was that Webber must have some sort of problem, for out of the previous turn Vettel accelerated at a different rate entirely, almost as if he had a 3-litre V10 in the car. It turned out that Webber had been told, in the interests of saving fuel, to turn his engine down; running at the front, rather than in someone's slipstream, he had used more than Vettel, and now Sebastian had a three-lap window before he, too, would have to turn down the wick. The coming-together occurred on the third of those laps, the last on which Vettel would have an advantage; Webber, unaware that Vettel's engine was still on full noise, was not anticipating a sudden assault on his lead.

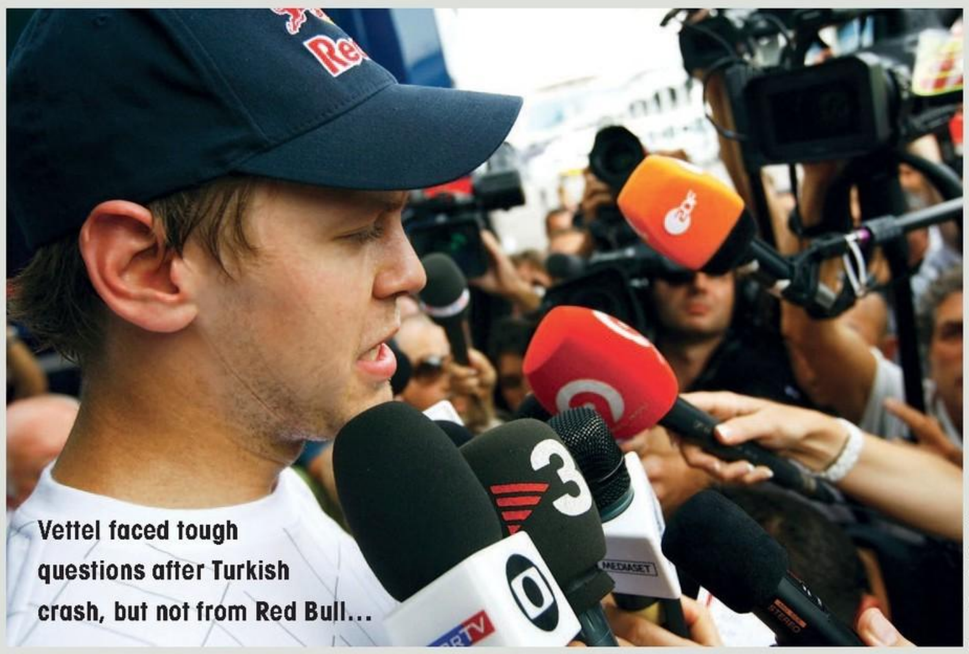
'You make a star, you make a monster,' Sam Spiegel once observed, and while Vettel is hardly that, still it's been clear for a while that the impish schoolboy is receding swiftly into the memory. When things go wrong for Sebastian, I'm told, it's as well to stand back as the toys come flying out of the pram.

You can argue – and you would be right – that there has never been a great racing driver who coped well with defeat, although some have had the grace at least to try and disguise it. There is little doubt that Vettel is on the path to greatness, but I confess to finding increasingly unattractive his little arrogances – notably that stabbing of a finger, indicating 'number one', at the cameras whenever he takes a pole position or victory.

It is of course easy to understand why he was so desperate to beat Webber in Turkey. Early in the season a couple of certain wins were lost through no fault of his own, and of late Mark had really come on strong, taking pole at Barcelona and Monaco, then conclusively winning both races. Each time you had the impression that for Vettel there was something not right about this: how could it be possible that someone – particularly an old guy of 33 – was driving a Red Bull quicker than he?

My feeling is that he has been fostered in this attitude by certain people in his team. While Christian Horner has always struck me as a very fair and reasonable individual, there is no doubt that other factions at Red Bull regard Vettel as the blue-eyed boy, and don't trouble too much to hide it.

This can have an extraordinarily divisive effect on a team, as we have many times seen in the past. For a start, ask anyone who was ever in a team with Michael Schumacher. Talk to Prost about the years with Senna at McLaren. Then bring up the subject with David Coulthard about his long McLaren partnership with Mika Häkkinen – I remember his telling me once of the sense of utter deflation he felt when team members ecstatically greeted the news that his pole time had been bettered by Häkkinen.



Vettel faced tough questions after Turkish crash, but not from Red Bull...

Red Bull/Getty

Few would dispute that Mika was the better of the two, but that didn't mean that David was other than a very considerable Grand Prix driver in his own right, on a given day capable of beating anyone. Still, with some justification, he could never shake off the feeling that Häkkinen was much the favoured son, and of course he didn't relish it. It wasn't that DC didn't *like* Mika – on the contrary, they got along well, and only recently shared a Mercedes 300SL in the Mille Miglia Retro; what he found unsettling was always being made to feel like 'the other driver'.

Some drivers are more hard-headed than others, of course, but, whether they admit it or not, they are fundamentally no different from you or I: within their own environment they like to feel wanted, and for some it is not less than vital. Looking back to the early '80s, when Carlos Reutemann was in his team with Alan Jones, Frank Williams was moved to say that, "People have said that we didn't get the best out of Carlos, and perhaps we let him down a little. Alan, as we know, was a tough old boy, but Carlos needed more psychological support than most drivers – he needed to feel that everyone in the team was wearing a Reutemann lapel badge and an Argentine scarf, sort of thing, and we probably didn't pay enough attention to that at the time."

Jones and Webber are different types in many ways, but still they share more than nationality. Mark is a less abrasive Aussie than Alan, but still he doesn't care to be messed around, and very much speaks his mind – as we saw at Fuji in 2007, where he and Vettel did not get off to the greatest start.

At two-thirds distance, the safety car came out after Fernando Alonso's McLaren had aquaplaned off the road, and behind it Webber and Vettel (who was then still in the Red Bull 'B' team, Toro Rosso) were lying second and third. It's never easy in these circumstances, when drivers are constantly accelerating and braking, trying to keep heat in their tyres, and Vettel contrived to run into the back of Webber, putting both out on the spot.

On that occasion Sebastian, very much the new kid, was extremely contrite, but contrition appears to be something he has set aside these days. As he walked away from his damaged car in Istanbul his hand gestures indicated he thought Webber loopy, and clearly responsible for the debacle. Perhaps a new word – vettulant – may come into motor racing lingo.

Vettel's response was no surprise, though. Sooner or later, I'm sure, an F1 driver will admit responsibility for a two-car accident, but probably it will be some time after Gordon Brown accepts blame for destroying the British economy.

If you felt inclined to be charitable, you might have called the Webber/Vettel contretemps 'a motor racing accident', implying that it was just one of those things, with no one really at fault. Otherwise you agreed with the likes of Niki Lauda and Martin Brundle and Alexander Wurz: Vettel, trying to barge past Webber, had caused the whole thing. ➤➤➤

Nigel Roebuck



Red Bull's own goal at Istanbul opened the door for McLaren

DPPI

Christian Horner, understandably angry, but trying to keep his team on an even keel, declined to condemn one driver over the other. But Helmut Marko made Horner's position infinitely more difficult by not only taking sides, but squarely blaming… Webber!

Either Marko's judgement had slipped its moorings, or his reputed bias towards Vettel was on full display. "Sebastian was already ahead, by at least two metres," he said, "and there was a corner to the left side coming." So far, so good – but two metres is not as long as an F1 car, which seemed not to have occurred to Marko. "Therefore," he went on, "Sebastian had to go for the line. He cannot brake on the dirt because he knows what happens…"

For one thing, when you're alongside another car, even halfway ahead of it, you cannot blithely change direction as if it isn't there. For another, Vettel was nowhere *near* 'the dirt', as the head-on TV pictures clearly show.

Following Marko's remarks, Red Bull's website was inundated with outraged fans wishing to register support for Webber – at which point the team went into 'damage limitation' mode, swiftly coming out with statements to the effect that it was all very regrettable, but just one of those things, and nobody's fault. Before long there was released one of those 'We love each other, really' photos, such as Williams published in 1981, when Jones and Reutemann were going through a similar thing.

A few months after that, I asked Frank to reflect on the fracas between his drivers. "Well, it stirred up a lot of controversy at the time," he said, "but, quite honestly, I just found the whole thing very boring! As long as the team gets the points, I don't care who scores them. Why should I care which bloody driver wins? They're only employees, after all…"

Ah, but that was then, and this is now, and in 30 years the world has changed more than somewhat. The invasion of PR, of 'spin', has not been by any means confined to politics. Grand Prix racing is infinitely more 'corporate' than it was, and FW would be the first to concede that he is infinitely more cagey, more careful, with his comments than he used to be.

Despite certain personnel changes, Williams remains first and foremost a racing team, whereas an outfit like Red Bull exists for different reasons. Such as Horner and Newey – indeed all those in the team directly connected with *racing* – are involved in F1 for the same reasons as Patrick Head or Ross Brawn, but the *raison d'etre* of Red Bull Racing is marketing. The company is in F1 to raise its profile, so that it can then flog more of its product, simple as that – and for some time now there has been evidence of a belief that the youthful Vettel does more for its image than Webber.

Martin Whitmarsh was not alone when he mischievously said he had been surprised by the extent to which Red Bull people 'cuddled' Sebastian on his return to the paddock. And although Webber is a strong and self-confident character, it cannot be easy to feel, as Coulthard put it, like 'the other driver'. Especially when you're taking pole positions and winning Grands Prix.

> "The youthful Vettel does more for Red Bull's image than Webber"

After the race, McLaren led Red Bull on constructors' championship points, 172 to 171; had Webber and Vettel not tangled, Red Bull would have been way ahead, 199 to 145. On such days are World Championships lost.

Webber's existing contract expires at year's end, and even before the Turkish debacle he was refusing to discount a move to another team, although Horner emphasised that a new deal was a mere formality. As it was, within a week of the controversy, this was confirmed, Christian perhaps mindful of how Ron Dennis swooped for Montoya's signature when he sensed Juan Pablo was unsettled at Williams – and, for that matter, how Ferrari swooped for Kimi Räikkönen when they knew he was unhappy with Ron…

As well as that, of course, re-signing Webber helped to dissipate the tension, to draw a line under Istanbul. The new contract is for one year only, whereas Red Bull is attempting to tie up Vettel until the end of 2015. Hardly a surprise, this, for Mark is 11 years Sebastian's senior, and while he may still resent the impression that his team-mate is the favoured one, he has based his decision to stay on 'performance', just as Coulthard long did at McLaren. Hard to turn your back on a car by Adrian Newey.

Once the Turkish Grand Prix had been handed to McLaren, it was not expected – particularly in light of what had happened to the Red Bulls – that Hamilton and Button would do other than stroke home for a comfortable 1-2. As it was, Jenson put a move on Lewis with a few laps to go, and there was some disquiet in the pits, let's say, as the pair of them went side by side through several corners until Hamilton came back with a very uncompromising pass into the first turn, in the course of which the cars touched.

Afterwards, in parc fermé, where the cameras were on them, there was a somewhat perfunctory embrace, but »»»


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Nigel Roebuck

once they were out of public view Lewis was plainly cool – and I use the word in its original, uncool sense. Jenson was trying to be matey, but his team-mate obviously wasn't pleased, and on the podium looked hardly elated.

Why the *froideur*? Well, because such had been the pace of the race that the McLarens, like the Red Bulls, were a little marginal on fuel, and once they assumed the leading positions both drivers were told to turn down their engines, Hamilton apparently being assured that Button would not threaten him. Whether this plan was transmitted to Jenson is not clear, but assuredly Lewis was not amused by what transpired.

If anything in F1 – even more than winning Grands Prix – may be deemed 'a challenge', it is the managing of two stars in one team. "If you're going to put two bulls in one field," Frank Williams said long ago, "you're going to have problems." And Francis, having endured Jones/Reutemann and Mansell/Piquet, knew whereof he spoke.

Flavio Briatore, never a racing man but always a pragmatist, never swayed from his belief that a team should have a firm number one, plus 'another driver', and invariably that works fine – so long as the number two is aware of his status, and doesn't nurture ideas of going into business for himself.

Most team principals, though, yearn for perfection, and on a certain level you can understand why. If you're aiming at building the fastest car, which of course you are, why would you not then want *two* drivers capable of winning races with it? And this, of course, is where the problems start, for by definition if one driver wins, the other doesn't. He's driving the same car as the winner, and he got beaten so…

It doesn't always mean very much. In the 1962 Natal Grand Prix, to quote an extreme example, Trevor Taylor won, with Jim Clark second, and both were driving Lotus 25s. Mind you, it never happened again.

When you have a pair of number one drivers, it is no more than inevitable that the slower of the two, at a given race, is going to look for reasons – 'excuses' is such a pejorative word – why this is the case, and the chances are slim that he will acknowledge his team-mate's superiority. If anything in the world is more fragile than a Dresden figurine, it is the ego of a Grand Prix driver. Remember Gerhard Berger's definition of the ideal team-mate: "Anyone who's three seconds a lap slower." He was joking, of course – but he wasn't really…

Once in a while you will get a superstar driver pairing that works – think of Mario Andretti and Ronnie Peterson, Jody Scheckter and Gilles Villeneuve, even Keke Rosberg and Nigel Mansell – but it doesn't happen very often, and nor should we be surprised.





Button tested Hamilton's patience, but they were all smiles for the cameras

LAT

The other extreme, of course, was the partnership of Mike Hawthorn and Peter Collins at Ferrari in 1957 and '58. Such close friends were those two that they were equally happy to see the other win, and Roy Salvadori once told me he thought that wholly unnatural. "I was very fond of both of them," he said, "but I thought they sometimes let Ferrari down – quite often they'd just play around in a race instead of trying to beat each other. People always talk about Fangio's fantastic drive at the 'Ring in '57, and undoubtedly it *was* fantastic, but Mike and Peter relaxed for a lot of that race – they should never have allowed him to catch them."

Given what McLaren went through with Prost and Senna, and then with Hamilton and Alonso, you might have anticipated a certain wariness about going down that route again, about 'putting two bulls in one field'. But Martin Whitmarsh is a clear-sighted man, and once he had signed Button to partner Hamilton – both Brits, both World Champions – he took steps to ensure that they got along as well as possible, even sending them on a few days' holiday together so as to get to know each other better.

Thus far, the slight glitch in Istanbul notwithstanding, the signs are that Lewis and Jenson genuinely do get along well, and certainly they have more in common than do Vettel and Webber. But these people do an unusual job, and their talents are on display – very publicly – week after week.

The late Phil Hill, as intelligent a man as ever drove a racing car, put it this way when talking about his season-long fight for the 1961 World Championship with Ferrari team-mate Wolfgang von Trips. "Trips and I always got along – but, face it, friendship between racing drivers is not a normal situation. You're trying to beat the other guys all day, and then at night you're supposed to forget all that."

"Honestly," said Jacky Ickx, "I think the biggest difference between drivers is the degree of desire – there is less difference between the amount of talent. OK, some drivers are more fit than others, more resilient, but the key is the *desire* to win. In the rest of life, selfishness is a defect, you know – but in racing it's probably necessary if you are going to be a winner. And the one thing in racing that never changes is that your team-mate is your worst enemy – even if he's also your best friend…"

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Audi gifted ninth Le Mans

ON SATURDAY NIGHT AT THE CIRCUIT de la Sarthe thousands of Brits turned away from the motor race in front of them to watch England's World Cup campaign get off to a faltering start against the USA. Victory was theirs for the taking, but they failed to deliver. Then as the fans switched their attention back to the motor race they witnessed another national team implosion. How Peugeot missed this open goal will haunt the manufacturer for years.

The four 908 HDi FAPs – three run by the factory, one by crack privateer Team ORECA – looked set to repeat the back-to-back victories trick Peugeot last pulled off at Le Mans in 1992-93. Qualifying had been easy, Pedro Lamy's pole time of 3min 19.711sec heading a French lock-out on the front two rows. For pace, this was domination on a scale we only used to see from Peugeot's arch-rival, Audi.

Come the race, the Pugs were even handed an artificial advantage in the opening hour by race officials who somehow managed to split them from the chasing trio of Audis during an early safety car period. Three safety cars are used to control the huge 55-car field at Le Mans, and the second rolled out in front of the Audis, essentially handing the 908s, sitting further up the road behind the first safety car, half a lap. Patriotism is strong in these parts, someone murmured.

In the end, it counted for little. The pole car was the first to fall less than two and a half hours in. Lamy suffered rear suspension failure, and as he nursed the car back to the pits irreparable damage was done to the tub.



BMW 'Art Car', sporting Jeff Koons livery, was an early casualty in the 24 Hours...

Still, there was very little to fear at this stage. Franck Montagny, Nicolas Minassian and Stéphane Sarrazin established themselves in the lead, which they held throughout the night. But just after 7am flames licked from the right exhaust. Peugeot diesels letting go would become the defining image of Le Mans 2010 – along with team boss Olivier Quesnel's mortified face.

A failed alternator had already delayed the third works 908, but Anthony Davidson, Alex Wurz and Marc Gené fought back into contention on Sunday morning. Second place looked on – until more tell-tale engine smoke signalled the end of their hopes.



As was '92 F1 champ Mansell, whose race in the Ginetta-Zytek lasted just five laps

That left the much-respected ORECA team to defend Peugeot's reputation. Boss Hugues de Chaunac had been heartbroken by a driveshaft failure in the night that robbed his team of a tilt at a first victory since its 1991 success with Mazda. Now the team was charging on for a third-place podium finish – only for another dose of Gallic pain to inflict itself. In the 23rd hour the 908's right exhaust bellowed flame, just as we'd seen before. Loïc Duval pulled off and Peugeot's humiliation was complete. Cue the national inquiry.

As Peugeot unravelled, inevitably Audi was there to pick up the pieces. The R15 Plus couldn't match the 908 for pace, but the previous eight Le Mans wins in 10 years were built on reliability the like of which was unthinkable at La Sarthe in the old days. So it would prove for the ninth, too – a win that pulls them even with Ferrari's Le Mans tally. Only Porsche have won more. Audi new boys Timo Bernhard and Romain Dumas, joined by Mike Rockenfeller, were gifted a lead they would not lose thanks to a metronomic trouble-free run. And even if they couldn't match the 908s for speed, they were hardly hanging about. The trio set a new distance record of 3361 miles, beating the previous mark set way back in 1971.

This time Audi's established stars were relegated to a supporting role. Tom Kristensen knew after four and a half hours that a ninth Le Mans victory would have to wait for another year. The dice for once rolled against him at the Porsche Curves when Andy Priaulx's BMW, struggling to the pits with a puncture, got in his way. The collision left Audi boss Wolfgang Ullrich fuming (he'd be smiling the next day!) and lost Kristensen, Allan McNish and Dindo Capello three laps. But by 3pm on Sunday they still found themselves on the podium, third behind team-mates Marcel Fassler, Andre Lotterer and Benoît Treluyer. The least likely Audi 1-2-3 of this modern era? Most definitely.

"This is the toughest Le Mans I have ever done," said Ullrich. "We had incredible competition from Peugeot and they gave us a lot of work to do. After practice on Wednesday we were a long way from where we are today."

Aston Martin returned to Le Mans for a relatively low-key effort compared to 2009, with its trio of Lola prototypes. An exciting new car is planned for 2011



Strakka's British trio took LMP2 win and climbed up the field to fifth overall

(see page 31), so for this year the Gulf cars once again were happy to be fastest of the petrol brigade. Last year's fourth position was considered likely to be out of reach, but oh, how close they came. As the clock turned into the final hour Aston debutant Sam Hancock looked comfortable in a fourth place inherited from the expired ORECA 908. But down the Mulsanne the big V12 began to smoke, and the dream debut turned to deep disappointment.

Fittingly, ORECA's AIM-powered spyder picked up the place – scant consolation for what the team had lost. But it was better than nothing, especially for inexperienced Brit Andy Meyrick who was a star performer on his Le Mans debut.

For Aston Martin, the question now will be whether a bespoke prototype built by David Richards' company can challenge the German and French diesel giants for overall victory.

The second-division prototype class was conquered by British aces Danny Watts and Jonny Kane, joined by countryman Nick Leventis, driving Strakka Racing's HPD ARX01. The car formerly known as the Acura and built by Nick Wirth's eponymous British company is a force in the Le Mans Series in Europe and the American Le Mans Series, and that form travelled with it for its first appearance at La Sarthe. Along with class honours, the Strakka boys claimed a brilliant fifth overall thanks to the high attrition rate, heading home the delayed Aston Martin 007 LMP1 of Adrian Fernández, Stefan Mücke and Harold Primat.

Larbre Competition's ageing Saleen S7R scored what will be the last ever GT1 victory at Le Mans (see page 30) after the Young Driver Aston Martin DBR9 and Matech Ford GT starred early on. But the bigger stories were in the highly competitive GT2 division.

This is the true multi-manufacturer Le Mans class, featuring Chevrolet, Ferrari, Aston Martin, Spyker and the inevitable horde of Porsche 911s – one of which (run by the stalwart Felbermayr squad) survived where more fancied runners died to score an unexpected win.

Porsche's latest victory stole the limelight from two significant 'newcomers' to GT2. BMW returned to Le Mans for the first time since its overall win in 1999 with a pair of Schnitzer-run M3s, as did Jaguar, Britain's most famous endurance racing marque. For both, their returns were inauspicious.

Of the two, BMW had the highest-profile campaign. But a distant sixth in class was all it managed, while the 'Art Car', featuring a striking livery by Jeff Koons that kept up a cult BMW tradition dating back to the '70s, was an early casualty. Priaulx's incident with Kristensen was one of a number for the M3 before he inexplicably ran out of fuel at Indianapolis.

More embarrassing was Jaguar's 'race'. Expectations were low for Paul Gentilozzi's US team, which had been charged with the honour of bringing Jaguar back to its spiritual racing home. The XKR has struggled for speed and reliability in the ALMS, and was duly the slowest qualifier in only its fourth race. Engine management traumas thwarted the team through practice and it was quietly withdrawn shortly after the start. Jaguar went home with its tail between its legs, thanks to a campaign unworthy of its mighty heritage.

Another great name taking an early bath – or more accurately an early private jet home to Jersey – was one Nigel Mansell. '*Il Leone*' was making his first Le Mans start beside sons Greg and Leo in a Ginetta-Zytek, but a slow puncture threw the 1992 Formula 1 World Champion into a high-speed spin just 17 minutes in. As the safety cars made their early and controversial first appearance, a concussed Mansell was last seen being lifted into a waiting ambulance. He was fine. *Damien Smith*



Berridge C11 exits right, as Pearson's Jag leads Buncombe on lap one

GROUP C

NO ONE IS ABOVE THE LAW

Jaguar may not have shone in the main race, but Justin Law kept his nose clean for a Group C win in an XJR-9

JUSTIN LAW WON AN INCIDENT-packed Group C race, aboard a Jaguar XJR-9, on the morning of the Le Mans 24 Hours. Having put the car on pole in a soaking qualifying session the day before, Law was left behind in the opening laps by Gary Pearson in an XJR-11, Alex Buncombe in another XJR-9, David Hart in a Porsche 962 and Nathan Kinch in a Spice-Chevrolet SP92.

However, it soon seemed that anyone who inherited the lead would suffer from either contact or a puncture: Kinch got a puncture while leading on the third lap, Hart made contact with a backmarker while leading on lap seven and only a lap later Pearson slowed with a puncture on his XJR-11, promoting Law to first.

Buncombe – who had never been round the circuit, or indeed driven the XJR-9 before – managed to put the car on the front row of the grid, but suffered from over-enthusiasm and spun in the Porsche Curves on lap one.

Bob Berridge didn't have any more luck in the Mercedes-Benz C11 as he spun on the opening lap as well. He managed to continue and climb from last to seventh by lap four, only to get a puncture. He made it back to the pits and went out once again, only to suffer from *another* puncture less than two laps later. "Talk about making a dick of yourself at the first corner," he said. "I should have known better, but it's just amazing to race the C11 here."

Law was untroubled after inheriting the lead on lap eight and any worries he had about having enough fuel for the race were dissipated when the chequered flag was brought out a few minutes early. "That was an interesting one," he said. "The guys disappeared at the start and I just thought 'I'll keep my head down, look after my tyres, look after my fuel, and get the car to the finish.' It seemed to work out pretty well." *Ed Foster*



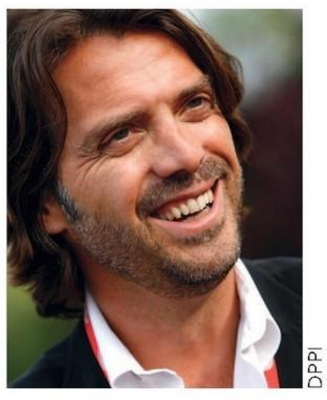
Ford GT made its debut at Le Mans this year, but GT1 class is outlawed for 2011

LAT

Le Mans tops bill in new world series

THE NEW-FOR-2010 Intercontinental Le Mans Cup will expand to become a World Championship in all but name with the Le Mans 24 Hours at its centre next year.

The Intercontinental Cup, which begins with three end-of-season races this year, will grow to six or seven rounds. It will encompass the most important events in the Le Mans Series in Europe and America, a race in Japan for the first time and the 24 Hours, which will count for double points.



DPPI

"When I go to a race promoter, I am selling an official FIA World Championship"
STEPHANE RATEL

It will be the first time that Le Mans has been incorporated into a series since its split with the FIA after the 1992 event – the last time the French enduro counted towards the dying Sportscar World Championship. The move represents a U-turn by the Le Mans organiser, the Automobile Club de l'Ouest, which had always maintained that the 24 Hours must remain as a stand-alone race.

ACO director general Remy Brouard explained that it was important for the 24 Hours to be "the focal point" of a series bearing the Le Mans name. He claimed it was a logical move because teams looking to do the championship would want to do Le Mans and therefore it wouldn't "add extra cost" to budgets.

He also admitted that it would help bolster entries in the championship, because "teams wanting to do Le Mans would have to commit to the Intercontinental Cup".

Peugeot was the first manufacturer to commit to the expanded series next year, while competitions boss Wolfgang Ullrich said it was Audi's intention to take part subject to budgets being finalised at the end of the season.

Peugeot Sport director Olivier Quesnel called for the Intercontinental Cup to become a World Championship.

"That's what we are waiting for," he said. "The term Intercontinental Cup means nothing. It should be the Endurance World Championship or something similar."

The ACO remained non-committal on that point. ACO president Jean-Claude Plassart entertained FIA boss Jean Todt at Le Mans in June, but said before his arrival that he "did not know if he would have time to discuss it".

The ACO's announcement comes at a time when the first World Championship for sports cars since the death of the SWC at the end of 1992 has just got up and running. The boss of the FIA GT1 World Championship, Stephane Ratel, rejected claims that the Intercontinental Cup could be viewed as a world series.

"Only a championship with the world title is a true World Championship," he insisted. "When I go to a potential race promoter, I am selling an official FIA World Championship. There is a lot of difference between that and an Intercontinental Cup."

Ratel claimed the Intercontinental Cup would not be a direct rival to the GT1 World Championship.

"They are two very different products," he said. "Le Mans is about long-distance racing focused on prototypes. The World Championship is about short races for GT cars."

The ACO also announced ahead of this year's 24 Hours that it would not be inviting back GT1 machinery built to the new World Championship rules. Instead it will have just one class for GT2 machinery, with a sub-class for one-year-old cars driven by amateur drivers.

Ratel admitted surprise at the decision, but claimed that it could help his cause by creating a further distinction between the two codes of sports car racing.

PROVISIONAL ILMC 2011 CALENDAR

Mar	Sebring 12 Hours *(USA)*
May	Spa 1000Kms *(B)*
Jun	Le Mans 24 Hours *(F)*
Sep	Silverstone 1000Kms *(GB)*
Sep/Oct	Petit Le Mans *(USA)*
Oct	Fuji 1000Kms *(J)*
Nov	Zhuhai 6 Hours *(PRC)*

Donington gets ready for action

THE FUTURE OF DONINGTON PARK AS a race circuit now looks secure following the collapse of plans to turn it into the home of the British Grand Prix.

After months of speculation the lease for the venue has been taken over by the Worcestershire-based Adroit Group, which has confirmed plans to bring racing back to Donington with a Masters Historic Festival as the first event on September 3-5. The Leicestershire circuit has been closed since last September.

"It's a big task and nobody is under any illusions about that," said Adroit Group MD David Broome. "We intend to bring the site back up to a world-class standard. There is no magic wand, but through a calm, cautious, credible and sensible approach we know we can bring the glory years back to Donington. The racing world needs to see Donington back on its feet."

Circuit owner Kevin Wheatcroft is pleased to have secured a new leaseholder. "We feel that we have found the right people to move Donington forward into a new and exciting future," he said.

Up to £2 million will be spent on the track by the end of 2010, and work has already started.

Panoz eyes 24 Hrs with new supercar

US CAR MAKER PANOZ HAS LAUNCHED a revolutionary road car with which it aims to take on Porsche, Ferrari and Chevrolet at Le Mans in 2011.

DPPI

The new Panoz Abruzzi Spirit of Le Mans (left) is a very low-volume supercar which will be homologated in GT2, possibly in time to make its debut at Petit Le Mans in August. The front-engined car, powered by a supercharged General Motors-based V8 in road trim, incorporates a number of advanced technologies. These include the Panoz-developed 'Trifecta' cooling system that marque boss Don Panoz says will banish the straightline speed problems in previous Panoz prototypes and GTs.

IN BRIEF

■ The traditional Le Mans Test Day will return to the calendar next season after an absence of two years. The event, cancelled for 2009 after the economic crisis hit, will take place in late April or early May. The ACO said it was vital for the Test Day to return in what would be the first year for the new prototype rulebook.



■ BMW's Alpina B6 (left) looks set to join the FIA GT1 World Championship in 2011. Aurora Racing Designs, which is behind the GT3 version of the car racing this year, has been commissioned to develop a GT1 B6 for potential customers.

■ Kimi Räikkönen took on multiple trials bike champion Taddy Blazusiak in a head-to-head race in Austria. The ex-F1 driver and the Polish enduro rider tackled a 13km stage, which Kimi won in his Citroën C4 WRC. Blazusiak, who was riding his KTM trials bike, had to wash the C4 as a forfeit.

■ Audi DTM driver Mattias Ekström was due to start his first NASCAR Sprint Cup race on June 18 at Sonoma, after *Motor Sport* closed for press. The Swede, who tested Brian Vickers' Red Bull car in early June, was set to become the first Scandinavian to contest NASCAR's top level after Vickers pulled out due to health reasons.

■ The Le Mans entry list swelled to 56 cars ahead of the race when the ACO decided the only car on the reserve list, a Swiss-entered Radical, should start. It would have been the first time that more than 55 cars had started the race since 1955, but a heavy crash for the second AF Corse Ferrari in qualifying reduced the total.

■ Plans for an extra round of the World Touring Car Championship in China to replace the cancelled Mexican event have been shelved. Series boss Marcello Lotti said a race in China was "top priority" for 2011.

■ Alain Prost and Sébastien Loeb will star in the Race of Champions at Düsseldorf on November 27/28, competing together in the Nations Cup. Although WRC champion Loeb has raced in the RoC before, it will be Prost's first appearance. "In the past the dates have always clashed with other commitments," he said. "This year it finally works."

Rossi vows to stay on two wheels

MOTOGP KING VALENTINO ROSSI HAS vowed that he will continue racing motorcycles despite suffering the first serious injury of his career at the Italian Grand Prix in June. The nine-time World Champion suffered a compound fracture of his right tibia when he was flung from his Yamaha M1 at the 110mph Biondetti esses during practice (right).

"Do not worry, I'll come back soon," said the Italian from his hospital bed, quelling rumours of imminent retirement or a switch to four wheels. "I was afraid; now it's a lot better."

The surgeon who pinned the break predicted that Rossi will need six weeks of partial weight-bearing on crutches before he is able to ride again. There is no firm date for his return, but it is highly unlikely that he will be able to race before the Indianapolis MotoGP round on August 29. With his bid for a 10th world title well and truly over, some advisers have suggested he would be better delaying his return until 2011.

Incredibly – for a sport notorious for inflicting grievous injuries – this is the first time in his 15-year Grand Prix career that Rossi has been sidelined by injury. He has suffered broken bones before but has always been able to grit his teeth and get back on the bike.

Rossi's absence is a huge concern for MotoGP as a whole because his pop-star profile has played such a vital part in building the sport's audience. MotoGP rights holder Dorna got a glimpse of what a future without Rossi might hold when thousands of fans left Mugello as soon as it became clear that their hero would take no further part in proceedings.



Yamaha

Of course, despite Rossi's insistence that he will stay on two wheels, Luca di Montezemolo's long-standing invitation for him to join Ferrari in F1 must seem more tempting than ever… *Mat Oxley*



Fitting tribute to McLaren founder

JUNE 2 MARKED THE 40th ANNIVERSARY of Bruce McLaren's fatal testing crash in a McLaren Can-Am car at Goodwood. In memory of the company's founder, staff staged a minute's silence at the McLaren Technology Centre in Woking. This was followed by a minute of noise from a Chevrolet V8-powered M8D Can-Am car. Tyler Alexander, who worked with Bruce, and McLaren boss Ron Dennis were both present (above).

See Nigel Roebuck, page 20

Open-top Aston awaits green light

ASTON MARTIN RACING IS PLANNING to build six new open-top LMP1 prototypes over the next two years.

AMR is aiming to replace its existing Lola-based coupé with a car designed in-house at the Prodrive-run group. The sale of cars – two factory and four customer – at more than £1 million is key to funding the project.

AMR has not confirmed its plans, but Aston chairman and Prodrive boss David Richards claimed he was waiting only for the ACO to state that petrol-powered cars will not be "hindered in any way" before pressing ahead.

The British Jota Sport team has already said it will race an Aston Vantage GT2 in next year's Le Mans Series and "potentially graduate" to the top division in 2012 "subject to AMR's decision on its LMP1 strategy".

A new 3.4-litre petrol V8 will replace the DB9-based V12 used in the coupé.

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RACING LIFE



IMS

THE MONTH OF MAYHEM

THE MONTH OF MAY. A PHRASE THAT MEANS A LOT TO THE racing fraternity here in the USA. It means the Indianapolis 500 and, for me, the first event in our new Legends of Motorsports series of historic races that I've been putting together for the last year or so. So yeah, it's been a pretty hectic time.

Starting with the historic races at the Barber Motorsports Park in Alabama, I'm pleased and relieved to report that it was a big success, with just under 100 cars in the paddock. We had a decent crowd and the drivers said it was one of the best race weekends they'd ever been to, so that was pleasing. Sure, we'd like to get more spectators, but it takes time and I think that word of mouth will be our most powerful promotion. You can advertise all you like but if the drivers and the fans love the events, then the word will spread to a whole lot more people.

The best fun of all was the 'street rally' we did the night before the races. We took a bunch of racing cars along public highways to a little place called Mountainbrook, where about 5000 people turned out to see the cars and drivers roar into town. I drove a Can-Am McLaren through the lanes and villages, making lots of noise. That was pretty cool. OK, it was tough to do more than 60mph on ordinary paved roads, but hey, that was really something. It's good to take the sport to the people and they sure don't see that kind of show in the heart of Dixie too often.

By the time you read this we will have been to Watkins Glen, where we are expecting a much bigger crowd. It's such a wonderful circuit, and word will get around. The Monterey weekend has been going for over 30 years now, but when they started it took time to build it up. What's important is that we do a great job, put on exciting races, and the rest will come.

At the end of the month we had the Indy 500. Well, what can you say? Another huge event, and the crowd for the 94th running was the biggest we'd seen in a long time. In the end Dario Franchitti did a better job than anybody else, and I'm sure it was a very popular victory back in Britain. The race was ruined for us, however, by over-exuberant officiating by the IRL stewards. Black flags were shown to three drivers, all of whom are not regularly competing in the series but come to Indy as their one big race of the year. This was infuriating, frankly, because the flags were thrown for so-called 'blocking tactics' by Townsend Bell, John Andretti and my son Graham, who led Franchitti for an entire fuel run, doing 223mph laps, so he had a good race car under him before the stewards intervened.

The point is, blocking tactics have always been a part of oval racing and it was odd that it was always these non-championship drivers who were flagged. Both Townsend and Graham would have finished a whole lot higher than they did if they'd been allowed to get on and race. Both guys were fast, racing in the top 10, so that was disappointing.

The stewards have to get an oval race driver to work with them, like the FIA is now doing in Formula 1, otherwise the rules will never be applied correctly. Indy is the big one, the worldwide showcase event with hundreds of millions watching on TV, so we have to get this sorted out, and soon.

On a more positive note, Mike Conway is a very lucky young man to have escaped such a big shunt with remarkably few injuries. He was lucky because the bottom of the car hit the debris fencing (above), not the cockpit, but it was a testament to everything that's been done to make these cars as safe as they are. When you're going that fast there's not much margin for error at Indy and we certainly saw that in Conway's accident.

Right after Indy I was on my way to Monza for the Coppa Intereuropa Storica where I was racing an Alfa Romeo Giulietta, and then it was straight back to the States for our next Legends event at Watkins Glen. It sure is a busy summer.

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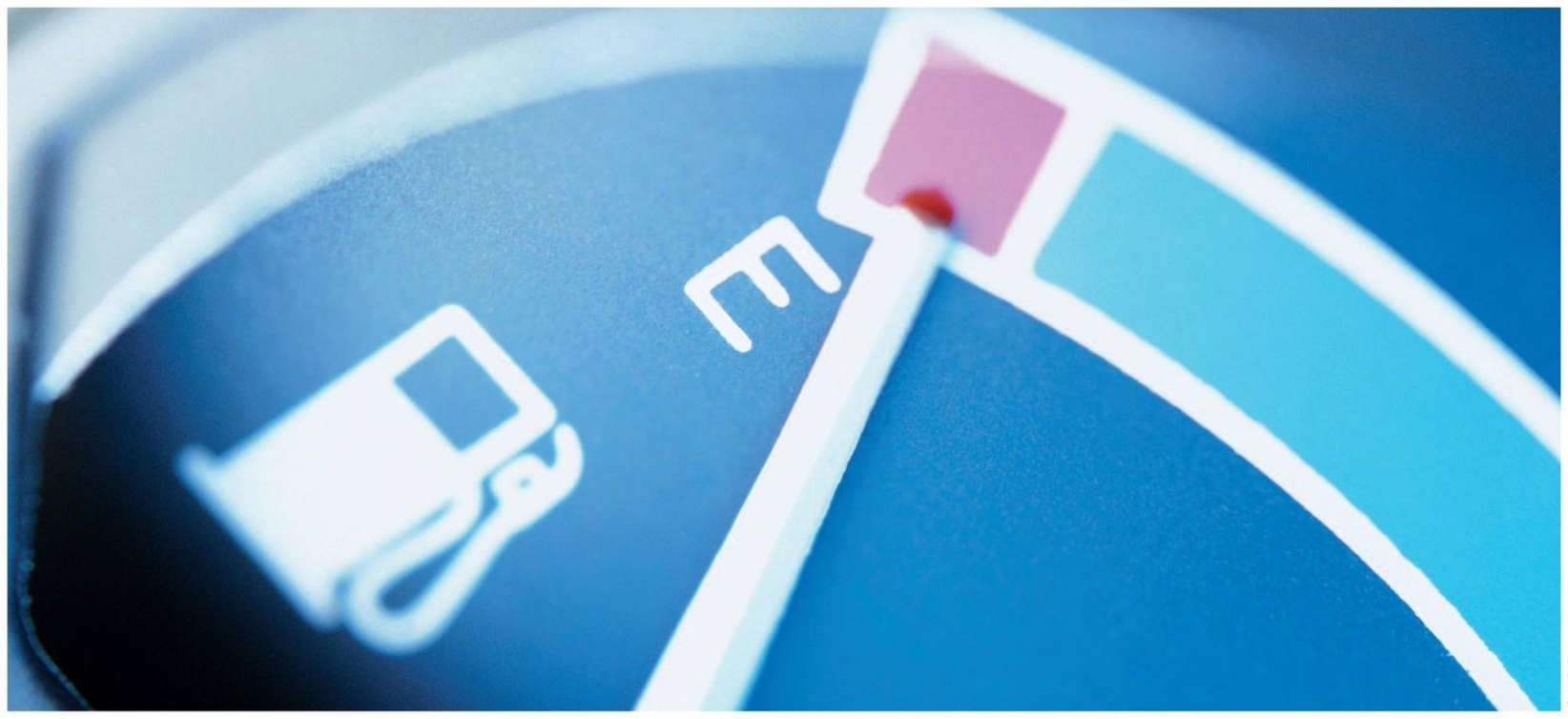
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ROAD CARS



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THOSE EMPTY PROMISES...

ONE OF SADLY MANY CONUNDRUMS I HAVE FAILED TO unravel in all the years doing this job is the reluctance of those who make high-performance cars to fit said machines with fuel tanks commensurate to that performance. Fitting a 500bhp supercar with a 17-gallon tank is akin to training Usain Bolt to the peak of physical fitness and then making him run in wellingtons. Yet still they continue.

You can work out a car's potential range by taking the size of its tank and multiplying that by its claimed fuel consumption figure. What you'll discover is a figure that, if trusted, will leave you at the side of the road waiting to be patronised by one or other of the roadside recovery companies. If treated with the total contempt this figure deserves it is, of course, almost entirely useless.

Let us take as one of many obvious offenders the Aston Martin DB9. Its fuel tank will hold just 17.6 gallons which, given its official combined consumption of 17.2mpg, gives it a maximum potential range of 302 miles. Except you'll never manage it, and for two reasons: first, no sane person is going to expect a fuel station to appear just as the tank runs dry. So let's say you'll typically fill up when the range meter says you have 50 miles left, which at 17.2mpg is 2.8 gallons of tank capacity you're never going to use. Except these figures bear no relation to reality. Hardly ever have I matched any manufacturer's claimed fuel consumption figure over a tank of varied driving and, contrary to what you might expect, that's not because I spend my life driving like my pants are on fire. In fact it's the way these figures are calculated that leads to the misleading data. And don't blame the manufacturers for this: they're just doing what's mandated by European legislation.

If when driving your DB9 you actually average around 16mpg, so then multiply that by the tank capacity less what is now 3.1 gallons to represent the reserve into which you'll never intentionally dip, you'll discover your practical actual range is around 230 miles.

So here we have a fabulous Grand Tourer in the finest traditions that will barely travel the length of the M6 without needing to stop. And the Aston is just one of many examples I could have chosen.

It's the most regular complaint I hear from people who own such cars: they're not bothered by fuel costs, but they hate knowing every journey will be interrupted at less than three-hourly intervals.

And who can blame them? Service stations are broadly hateful places and I've borrowed enough flash cars to know how they attract attention, often of the kind you'd happily live without.

But they also spoil good journeys. I love having a drive of some hundreds of miles ahead. I'll make sure I have the provisions I need, then settle down to several hours on the road. You get into a rhythm, the time flies by, the distance remaining crumbling before you. Then you have to slow, stop, stand, queue and be subjected to some bovine shop psychology before you can head for the hills.

Point is, you don't want a fuel stop breaking your stride in any car. And in a GT or supercar, you want it even less.

So why should a basic Ford Fiesta carry you so much further than a Ferrari 599GTB? Why should this basic design failure mean a gently driven diesel-powered Focus takes no more time to drive from Calais to Berlin than a Lamborghini Murciélago going as fast as the autobahn allows (I know, I've tried)? Manufacturers will say it's down to packaging limitations, but GT cars must be the most space-inefficient on the road and I don't believe space cannot be found amid their vast expanses for a few extra gallons of gas.

In short, it's a nonsense that must be costing sales. How many company execs who choose diesel cars do so because they're worried about the marginal fuel/tax costs of the petrol alternative, and how many do so because they know diesel is not just cheaper but quicker point to point and spares them at least one in three fuel stops? Tempting though powerful petrol cars seem on paper, in reality their case is hobbled by one easily fixed oversight.

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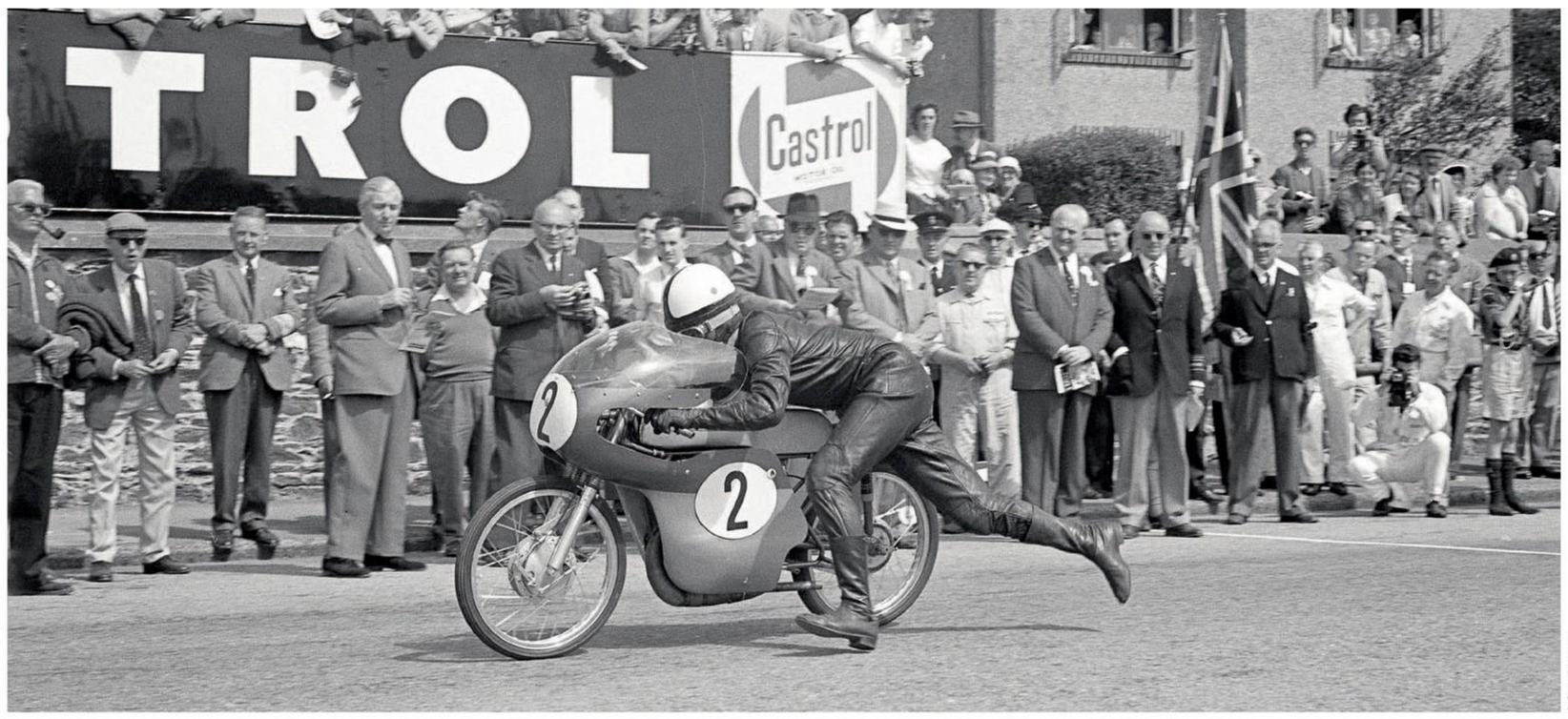
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Mat Oxley

ON TWO WHEELS



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DEGNER'S FAST STROKE

THIS YEAR SUZUKI BECOMES THE THIRD JAPANESE FACTORY (after Honda and Yamaha) to celebrate half a century in Grand Prix racing. The smallest of the Japanese marques hasn't had a happy time of late, having scored just one victory since the advent of the four-stroke MotoGP class in 2002, and that was in a downpour at Le Mans three years ago. The factory's V4 GSV-R is a good-looking motorcycle but is out-gunned on horsepower and has an irritating tendency to understeer, so it rarely troubles the dominant Ducatis, Hondas and Yamahas.

Suzuki is doing its best to celebrate 50 years on the world stage, mostly by looking back at better days. Its golden years were the late '70s and early '80s when its highly effective RG500 two-stroke won four world titles with Barry Sheene, Marco Lucchinelli and Franco Uncini. But through all the celebrations you won't find any mention of the fact that the RG500 had its genesis in technology stolen from an East German motorcycle factory in a thrilling episode of Cold War skulduggery. What happened in the summer of 1961 makes the McLaren/Ferrari spy scandal look pedestrian.

When Suzuki first ventured into GP racing in 1960 its 125 was a paddock joke – a smoky little two-stroke that was horribly slow and prone to melting pistons. The consensus was that the two-stroke had had its day in GP racing, killed off by an earlier ban on supercharging. Only one company was having any joy with the 'stink wheel' (a nickname bestowed by four-stroke snobs) – MZ.

Motorradwerk Zschopau was a communist-run motorcycle factory with a tiny, underfunded race shop headed by Walter Kaaden, a genius engineer who had worked on Hitler's top-secret 'terror weapons' programme during WWII. Kaaden had been based at Peenemunde where the V-1 and V-2 were developed and built. In 1945 he only narrowly avoided getting exiled to either the USA or the USSR to work on a superpower space programme.

In Zschopau Kaaden dedicated himself to putting the two-stroke back on top. Using what he had learned about the engine while working as an apprentice at the DKW motorcycle factory during the pre-war years and about gas dynamics at Peenemunde, Kaaden made the two-stroke sing like a musical instrument. He used resonance and harmonics instead of mechanical valves to build the world's first normally aspirated engine to produce 200 horsepower per litre: the deceptively simple 1961 MZ 125.

That summer MZ's best rider Ernst Degner (a Polish war orphan raised in East Germany) was on his way to winning the 125 world title aboard Kaaden's wonder machine. What Kaaden and the team's Stasi minders didn't know was that Degner was planning to defect and sell MZ's technology to Suzuki.

Degner slipped away from his team after the Swedish GP at Kristianstad and made his way to West Germany via Denmark. The defection was timed to coincide with a plan to smuggle his family through the Berlin Wall, which had just gone up. Degner's wife and two children were drugged and hidden in the false boot of a car driven by Degner's partner in crime, a West German two-stroke tuner who'd been the go-between in the Suzuki plot.

Degner took with him various key MZ engine parts and then flew to Japan to help design Suzuki's 1962 125 and 50cc racers. No one was surprised when the factory's new bikes turned out to be remarkably similar to the MZ. In June '62 Degner took Suzuki's first TT win (above) and four months later the company's first world title.

It took a while longer before Suzuki conquered the premier 500cc class, but the RG500 that took Sheene to the 1976 and '77 500 world titles was a square-four two-stroke with rotary-valve induction; in other words, four MZ 125s in a square format.

Thanks to Kaaden's breakthrough technology, two-strokes ruled GP racing for 35 years. It took a fundamental rule change (in 2002 990cc four-strokes were introduced to take on the 500 two-strokes) to sound the death knell for the much-maligned engine.

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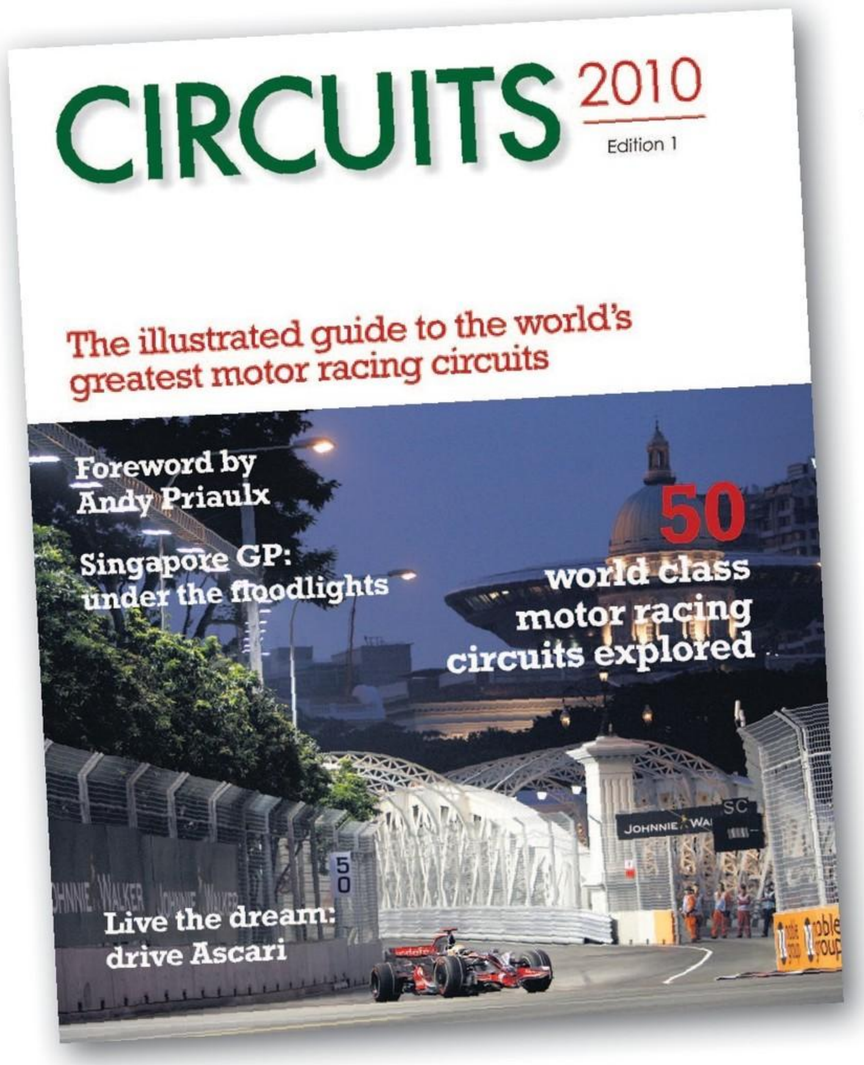
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Gordon Kirby

THE US SCENE



IMS

DARIO THE DESERVING

HE'S A FINE FELLOW, DARIO FRANCHITTI, AND A GREAT racing driver who stands out as being Indycar's biggest star. Dario's role was underlined as he scored a masterful victory in this May's 94th Indianapolis 500. He won his second Indy 500 in style, seizing the lead on the opening lap and running at the front for most of the race. The amiable Scot outpaced the trio of favoured Penske entries and anybody else who tried to do battle with him.

Franchitti is 37 and has been racing Indycars in America for 14 years. He gave NASCAR a try in 2008 before returning to the IndyCar Series with Chip Ganassi's team, and won last year's championship after a close battle with team-mate Scott Dixon. At Indianapolis he started from the outside of the front row beside Penske men Hélio Castroneves and Will Power. Franchitti made a cracking start, shooting around the outside of Power in the first turn and then drafting by Castroneves to take the lead coming out of turn two. "At the start of the race Dario asserted himself," says team owner Ganassi. "That kind of set the stage. That was very important for Dario in pounding his fist and staking his claim."

Franchitti says he was ready to pounce at the start: "I knew the car was capable of making that move. It's something I've done here before. When I got past Will, I thought `Fair enough.' I was sitting on Hélio's gearbox and I thought `Damn, this is good!' so I pulled on past him."

Franchitti's car was on the edge all the way. "In order to be quick here you have to be on the edge," he explains. "You seldom drive around here and think, `This is quick and it's easy.' From the first lap today it wasn't easy to drive. It was bouncing around in turn one as much as I've had a car move around here in the rear. I couldn't fix that because the car was balanced in other corners. But it was fast. Everybody had a problem in traffic but we seemed to get through.

"My car was a handful, but it was a fast handful. It was particularly difficult in turn one. But it was a handful doing 223mph laps when other guys were doing 221s. We made one change through the race. That was it."

Franchitti's victory also means that Chip Ganassi becomes the first team owner to win both the Daytona 500 and the Indianapolis 500 in the same year. "All Chip wants to do is win," says Dario. "If you're not interested in that, if you take your eye off the ball, he lets you know. That's all he cares about. (General manager) Mike Hull is the same. To be part of a team like this just makes your job so easy as a driver. You're going to get beaten, absolutely. But you know everybody is on it all the time. That comes from the top down."

Hull has praised Franchitti's energy and open working relationship with team-mate Dixon. "We've got a guy who mentally is 20 years old in the body of a guy who has a ton of experience," says Hull. "Dario just matches up so well for us and he's always trying to make us better.

"We've had driver pairings over time who have been fantastic racing drivers, but these two guys that we have right now never, ever hide anything from the other driver. They never hold anything back and that's the first time we've seen that at Chip Ganassi Racing. Dario puts what's in his pocket on the table for Dixon, and Dixon puts on the table what's in his pocket for Dario, and I think that makes a big difference."

Franchitti later reflected warmly on his second visit to Victory Lane at Indianapolis. "That feeling when you drive into Victory Lane and you see some of your family... My dad was here and (my wife) Ashley, as well as some of my family from Nashville and my friends from Scotland and my team. It's cool, man. That's it, right there. You get out and you get to drink the milk. That's what it's all about."

Letters

Seeing red over 'green F1'

Sir,

Three of the best brains in motor sport sit down to speculate on the Formula 1 car of the future and all they can come up with is the need to be 'green' (Shaping the future of F1, June issue). F1 striving to be green is about as far-fetched as the military striving to develop biodegradable bullets!

I didn't get to read the full results of the recent worldwide survey of spectators and supporters on what F1 should do to improve the show, but I don't recall anybody mentioning that the overwhelming consensus was to become fuel efficient and environmentally friendly. I thought the message was clear: we want exiting racing with lots of overtaking.

With Messrs Wright and Head promoting relevance to motor industry products, and Mr Lowe holding a brief to increase overtaking, I'd have thought that all three would be satisfied if we simply removed the infernal wings!

John Ballantyne, Sydney, Australia

Focus on fuel economy

Sir,

How depressing it was to read 'Shaping the future of F1'. After years of regulations trying to reduce aerodynamic grip and enhance mechanical grip to enable closer racing, Patrick Head says he wants to see "more downforce between the wheels" and "make the tyres narrower". Surely this is a retrograde step? Meanwhile Peter Wright and Paddy Lowe seem more concerned about presenting a green image. The greenest approach would be to not go motor racing at all…

But there may be a solution: suppose the FIA decide on a fuel economy figure that they want F1 cars to achieve. Calculate from that the fuel requirement for each race and issue the teams with that amount of fuel for each car. Within that regulation, allow the teams to develop whatever kind of engine they want. They could have a 1.5-litre turbo, a 4-litre V12 or a 7.2-litre V8 for that matter, but they have a restricted amount of fuel which requires them to achieve a certain fuel economy figure.

Each season the FIA would increase this fuel economy figure, thus putting continual pressure on teams to develop ever more efficient engines to achieve the same (or better) power output.

Additionally the aerodynamicists would be forced to reduce downforce levels, as there is an intrinsic link between downforce and drag, and drag would hurt the fuel economy. This would be great PR for the sport, produce interesting engineering solutions, and produce spin-off technology with real-world applications and hence attract car manufacturers back into F1.

Matt Watts, Maidstone, Kent

Not the Italian Grand Prix

Sir,

When is the Italian Grand Prix not the Italian Grand Prix? When it is the Marlboro Gran Premio della Republica Italiana, which is what I tried to convey when referring to 'Nanni' Galli and his Tecno in my story about this year's Monaco Historique (July issue). Unfortunately the sub-editing process has produced the daft statement that the 1972 Italian Grand Prix took place at Vallelunga with seven starters and five finishers!

The Vallelunga race, despite its grandiose title, was one of the weakest Formula 1 races of modern times, surpassed only perhaps by the 1969 Madrid Grand Prix at newly-opened Jarama which boasted eight starters of which only two were 3-litre F1 cars, neither of which won, and the 1967 Gran Premio di Siracusa which produced seven starters and a dead heat between the Ferrari 312s of Mike Parkes and Ludovico Scarfiotti.

The 1972 Gran Premio d'Italia took place at Monza, and far from finishing third 'Nanni' Galli's Tecno retired after six laps.

You could be at least partially forgiven for the error since the July 1972 issue of *Motor Sport* devoted all of two short paragraphs to its coverage of the Vallelunga race, courtesy of AH.

Ian Titchmarsh, Bidston, Wirral, Merseyside

A picture of Peter

Sir,

Reading through the Lunch with… Jack Sears (June issue), I was amazed on a personal note to come across his account of the 1956 Monte Carlo Rally. Years ago I recall my aunt talking very highly of Jack and explaining to me just what a delightful gentleman he was. My aunt, then Mrs Doreen Reece, was married to Peter, who Jack mentions in his account of the 1956 Monte. She so often told me when recounting her motoring stories of her admiration for Jack and the help and friendship he gave Peter.

Unfortunately I never met Peter as I was born after his untimely death, but to read a small account of Jack's attendance at Peter's funeral and note the decision his father made for both Jack and Archie Scott Brown to contest the '56 Monte in his honour was very gratifying. Due to the sad loss and hurt my aunt must have felt on losing her first husband so early in her life, I never felt comfortable talking to her about him.

It is such a shame as now my aunt has passed away, so the opportunity to understand more about Peter and his racing exploits has been lost. That is until Jack's mention of him. So Jack, if you are reading this, it would be a great honour and a privilege if you would allow me to share in your accounts of Peter Reece.

Paul Harrison, Winchester, Hants

Memories of Gentleman Jack

Sir,

What a delight to read Lunch with… Jack Sears. This was very much my era, when my father would take me to Mallory Park, Goodwood, Snetterton and Brands Hatch. The names of Maranello Concessionaires, John Coombs, the Zerex Special (I was there at Brands), Equipe Endeavour, Mike Parkes, Colonel Ronnie Hoare, *that* Willment Cobra, Sir Gawaine Baillie, Bob Olthoff and, of course, Jim Clark brought back so many good memories.

We had a Mk2 3.4 Jaguar at the time and when Jack's Galaxie showed the 3.8 Jags a clean pair of heels I just couldn't believe it!

Sadly Dad is no longer with us, and I have no one to talk to about these days gone by, so your magazine helps to fill that gap. Thank you so much, *Motor Sport*.

Peter Haynes, Needingworth, Cambs

An error carved in stone

Sir,

I can't be the only one to notice that the new Jim Clark Memorial states incorrectly that he won Grands Prix between 1962 and 1967, when his last win came in South Africa in 1968, albeit on January 1. Ultimately, of course, this was also the last Grand Prix he competed in. Has anyone told the stonemason?

Andrew Scoley, Bracebridge Heath, Lincoln

LETTERS TO THE EDITOR

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Letters

My wait to see Indy winner

Sir,

Congratulations to *Motor Sport* and Gordon Cruickshank on his story of the Lotus-Ford 38 in your July issue. It was in 1965, not '66, that one of them was driven by Jim Clark in the two Swiss hillclimbs and I am disappointed to learn some 45 years later that it was not apparently the Indianapolis-winning car that I photographed on both occasions.

The wealthy Automobile Club of Switzerland funded its appearance at St Ursanne-les Rangiers, then at Ollon-Villars a week later. At the latter event Clark completed only one climb in 4min 45.3sec, but he was not, of course, entered in the competition. It will be good to see the car once again at the Goodwood Festival of Speed and to thank all those at Classic Team Lotus who have brought it back to active life. How we all wish Jim Clark was still around to drive it.

Brian Joscelyne, Braintree, Essex

Could you do any better?

Sir,

Horace Richards was on the right and proper side of the fence in 1954 (*Should there be room for the little guy in F1?*, *Roebuck's Reflections*, July issue). His car hadn't quite the pace of a 250F, but he got a splendid view of Stirling Moss at work every time 'The Man' came past, and all the braying oafs had was their ignorance.

In a similar vein some time ago, fun was poked at Jack Fairman. Apparently he used to turn up with his helmet and gloves in the hope that someone would need a driver. Definitely the man was exhibiting enthusiasm, and without that life is surely over for any of us. Jack pounded round Monza's bankings to bring his Connaught home in fifth place in the 1956 Italian GP, and perhaps scoffing at the man should be restricted to those who have finished fourth or higher at this level.

Jack Hoey, Monaghan, Ireland

In praise of a "good bloke"

Sir,

June 2, 2010 sadly marked the 40th anniversary of the passing of Bruce Leslie McLaren. It is a date that I am sure will not be forgotten, and I would like to share some memories of Bruce.

As an impressionable teenager, I met Bruce on the wharves in Auckland as his BRM cars were being unloaded for the 1967 Tasman Series, in a simpler time when one could do such things. The very dapper Bruce was there supervising the unloading along with Bill Bryce and Eoin Young. I fondly recall how approachable Bruce was and he did not hesitate to have a chat and to sign our New Zealand Grand Prix programmes for my brother and me, an autograph I cherish to this day.

I recall the morning when my mother-in-law called me to say she had just heard of Bruce's fatal accident.

In later years I came to know Bruce's parents, and spent many hours reminiscing with Mum and Pop McLaren. The corner of their lounge was a shrine to Bruce's memory, with his framed Can-Am medals and the Lady Wigram Trophy (among others) proudly on display. After one visit, Pop took me to the door of his garage and asked me to wait while he went inside. He returned with the steering wheel centre badge from Bruce's own M6GT and one of the Bruce McLaren Motor Racing decals, now framed with the autograph in my study. Such generosity was typical of Bruce's parents and I am honoured to have met their son, and known them.

In recent times there has been a move in New Zealand to have Bruce posthumously knighted for his services to motor sport in this country which, sadly, won't succeed. I often wonder what Bruce would have achieved had that awful Goodwood day not happened, and what he would think of F1 as we know it now. I have spoken with many who worked with him and knew him, and each has been generous in their praise of a "good bloke". On return trips to my Auckland home, I make a point of visiting Bruce's grave and leaving a single orange flower in his memory. We will never know what further impact this great engineer, innovator and driver would have achieved. Much, I suggest. Rest easy, Bruce.

Stewart Garmey, Tullamarine, Victoria, Australia

KEEP IN TOUCH

The *Motor Sport* website is fast becoming one of *the* places to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to www.motorsportmagazine.co.uk and tell our writers exactly what you think! Also, don't forget that if you have any images which would be suitable for our You Were There feature in the magazine, please send them to the office (address on p40).

Mario's first Ferrari

Sir,

I very much enjoyed your Andretti/Ickx interview (June issue), as I do all your conversations with people from that era and before. I suppose it is my age, but I do remember the racing from those days more fondly than recent events.

One minor nit-pick, though. I think you'll find Andretti's first Ferrari drive was in September 1965 at the Double 500 at Bridgehampton, then a WSC event. He drove a 275P for Chinetti/NART and retired with gearbox woes. I was flagging/marshalling at the event, and for practice was on a station where you could look down into the cars. Mario was having obvious difficulties with the gearbox; much crunching of gears and a fair number of outright missed shifts. Whether he caused the problems or the gearbox was bad to start with, only he knows. As experienced flaggers and 'sports car people' the consensus on station was that Mario was at fault and that he'd never overcome his oval track roots and be successful on the road courses. Shows how smart we were…

David Belden, Woodstock, CT, USA

Lost in motor sport...

Sir,

Thank you, thank you, thank you! I have just subscribed to *Motor Sport* as I cannot seem to get a copy here in faraway Dunedin, New Zealand. Joy of joy, I received my 1970s archive disc and have spent far too much time today reading articles I had clean forgotten about. DSJ had such a fluent, interesting style that is so full of information. A real joy to read again.

On a modern note we get most of the BBC Formula 1 broadcasts, including two or three of the practice sessions, on Sky here in NZ, so I keep well up to date. We also get most of the NASCAR races, so I keep in touch with Montoya and the rest too. I've just watched the Monaco Grand Prix again and then for fun some video I recorded in the UK of '80s races. Boy, how lucky we are! This year's BBC broadcast is just fantastic. Hardly anything missed on track and Martin Brundle and the team are so well informed. The camera angles work well, the onboard so good too. I can't wait to see the rest of the season. So, between reminiscing with the *Motor Sport* archives, watching videos of years gone by, current F1 etc, there's not much time for work, keeping the house straight, walking the dog…

Tony Pomfret, Dunedin, New Zealand

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1970
YEAR ZERO
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40 YEARS ON: HOW ONE SEASON CHANGED RACING FOR EVER



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1970
YEAR ZERO
FOR THE MODERN AGE

A year of living dangerously

Drivers knew the risks associated with motor racing in 1970 – but some were not prepared to accept them any more

BY NIGEL ROEBUCK

"I think," said Jacky Ickx, "that in those days not winning was not so crucial, not such a... *drama*..."

Ickx was talking about the 1960s and '70s, and he was right, of course. Forty years ago there was far less hype in the sport than now, and also *far* less money. Although sponsorship was creeping in by the late '60s you raced primarily for a team, so if the rewards for winning were less significant, so also were the penalties for losing.

"On the other hand," Ickx went on, "I think perhaps we had pressures of a different kind. In those days when someone... was going, it was always accepted in a way: you do – and you die – for the sport. What has changed in life generally is not to accept to die in a certain way any more. In racing the progress made in safety is wonderful, because now you can do it and you're almost at risk zero..." »»»



Courage's de Tomaso burns at Zandvoort. Right: Stewart was rocked by the loss of his ally, Rindt



All images LAT

Forty years ago it was not like that. On the morning of June 24, 1970 the Grand Prix drivers assembled at St Paul's Cathedral for a memorial service for Bruce McLaren, who had been killed while testing at Goodwood three weeks earlier. The following day they went off to Shenfield, to a small country church, for the funeral of Piers Courage, who had been killed in the Dutch Grand Prix four days before.

In between times they had a meeting in London, at the Dorchester, urgently to discuss whether or not to race at the Nürburgring, where requested safety changes had not been carried out. Ultimately they concluded that they should not, and – at less than six weeks' notice, remarkably – the German Grand Prix was transferred to Hockenheim. A year later, with trees knocked down and more barriers installed, they returned to the Nordschleife.

It was Jackie Stewart's accident at Spa in 1966 that set in motion a sea change in the way safety in motor racing was perceived. Although Stewart's injuries were not life-threatening, he was trapped in his BRM – soaked in fuel – for a long time. As there were no marshals on hand, it was left to fellow drivers Graham Hill and Bob Bondurant to release him from his car.

Not surprisingly, the experience made a deep impression on Stewart, and fundamentally altered his approach to the job of Grand Prix driver. Prior to that, he had invested in the best helmets and fireproof overalls – commonsense things – but had not otherwise given safety a great deal of thought.

Neither had anyone else, for that matter. The perception was that motor racing was dangerous, always had been, always would be, and how could it be otherwise? Rudimentary rollover bars had been made mandatory in 1961, and that was about it. In '67 Stewart insisted that seat belts be installed in his BRM; his fellow drivers were slow to follow suit.

Initially, it must be said, Jackie did not get a great deal of support for his quest for improved safety, most notably from the circuit owners who didn't care to spend money simply to appease a prima donna or two. There was remarkably little interest from the sport's governing body.

It was a fearfully dangerous time to be a racing driver. A couple of months after Stewart's accident, John Taylor was killed. In 1967 Lorenzo Bandini and Bob Anderson, in '68 Jim Clark, Mike Spence, Ludovico Scarfiotti and Jo Schlesser, in '69 Gerhard Mitter…

There seemed no end to it. Not only were the cars relatively frail, but many of the circuits – bordered by earth banks, in some cases by trees, even houses – were lethal. The consequences of a mistake – or a car failure – were invariably profound. At the time Stewart's preoccupation lay with the installation of Armco barriers, so as to keep cars from hitting trees such as had killed Clark. Later came the advent of catch fencing, a necessary evil that was better than nothing: run-off areas were a concept still far in the future.

Forty years ago, too, the drivers raced a great deal more than they do today, for they were neither contractually confined to F1, nor sufficiently rewarded by it, and thus it was the norm also to compete in F2, sports cars, whatever. Clark and Mitter, for example, lost their lives in F2 cars, Spence in a Lotus turbine at Indianapolis, Scarfiotti in a Porsche at a round of the European Mountain Championship.

Think of Mario Andretti, at that time racing Indycars, and fitting in as many F1 and sports car races as his schedule allowed. The comfortable cliché was that a racing driver kept going in the conviction that, 'It'll never happen to me', but Andretti never saw it that way.

"Honestly, I never thought I'd live through it," he told me recently, "because I was racing so much. The law of averages was somewhat against me – I thought it would get me. After



Monza 1970: drivers speed through the dense forest. Rindt died at Parabolica during practice

losing so many friends you figure, 'Well, I'm bound to be next…'

"You couldn't dwell on it – if you did, you couldn't make sense of it – but what I always said to myself was, 'Would you want any other life?' And the answer was always no – a *resounding* no! – so that justified the risk."

"When you're young," said Ickx, "you can climb a mountain and have no fear – you don't have that instinct of self-preservation. If you start in motor racing worrying about the danger, you're going to be beaten non-stop. It's only later that you become more aware that it's a calculated risk.

"Jackie [Stewart] worked very hard on safety – and undoubtedly that did change the face of F1. I agreed with the need for better safety, although not with threatening strikes and things like that. That would be my only comment – I have a *lot* of respect for what Jackie did."

Stewart was indeed hardline – "I want Spa stopped, and I say this categorically, because I don't believe the place is safe or right for modern racing" – and what he did took a great deal of moral courage, for it is a brave man who stands up for what he believes in, knowing his opinions will make him – in many quarters – a pariah.

"We all agreed with what Jackie was doing," said Chris Amon, "and I also think we were only too happy to let him take the stick for it."

When Jim Clark died in 1968, Amon was moved to say that, "We all felt we'd lost our leader. But, apart from the grief, Jimmy's death also *frightened* us – if it could happen to him, what chance did the rest of us have?"

> "We all agreed with what Jackie was doing, and we let him take the stick for it"
>
> CHRIS AMON

Perhaps, even more so, Amon's words resonated when Bruce McLaren was killed on Tuesday, June 2 1970. A summer's morning at Goodwood, a routine test in the new Can-Am car, a rear bodywork fastener left undone, a solitary brick marshal's post… and Bruce was gone. Here was the safest of all drivers, one who was never going to die in a racing car… and it could happen to him. I recall the jolt I felt on hearing the news – not Bruce, surely not *Bruce*?

Three days later the drivers began practice at Spa, and a jittery weekend passed without serious incident. But a fortnight after that I was at Zandvoort where McLaren returned running Dan Gurney – responding in the team's hour of need – and Peter Gethin, subbing for Denny Hulme, who had severely burned his hands in an Indianapolis testing accident just days before Bruce's death.

Jochen Rindt, at last satisfied with the readiness of Colin Chapman's new Lotus 72, dominated on a grey day in Holland. But my memory necessarily dwells on that moment when a cloud of black smoke, out on the far side of the circuit, began suddenly wafting into the sky.

Courage's de Tomaso and Jo Siffert's March were missing at the end of the lap, but soon it was announced that both drivers were safe. Only some little time later came those words over the PA that I can hear to this day: 'And we have to tell you that Piers Courage died in his car…'

They didn't have formal 'podiums' in those days, but as Rindt stood there, the garland round his neck, never was there a more poignant victory scene. Jochen may have won, stated his case to be World Champion, but his face showed only grief for the loss of a close friend. »»



It was a curious season, 1970, not least because for months it had looked as if the reigning World Champion – Stewart – would have no car to drive. In '69, driving the Cosworth-powered Matra MS80 for Ken Tyrrell, Jackie had swept to the title, but by the end of the year Matra had decided its cars should be powered only by its own engines. Stewart tested such a car, and concluded that the V12 couldn't compete with a DFV. Sad, because he revered Matra, but there was no alternative but to look elsewhere.

After considering Brabham, McLaren, BRM (with a Cosworth engine!) and Lola, Stewart and Tyrrell settled on March. It was that or nothing.

March, a new company, had appeared the season before in F3, its ambitions apparently boundless. Amon, disillusioned by years of unreliability at Ferrari, was persuaded to join the fledgling F1 team, and Porsche stumped up to put Siffert in the second car, simply to keep him from the clutches of Ferrari.

A customer car was sold to Andy Granatelli, for Mario Andretti to drive in selected Grands Prix, and finally it was announced that Tyrrell would run two more, for Stewart and Johnny Servoz-Gavin.

The company name was made up of the initials of the founders, two of whom were Max Mosley and Robin Herd, but the cynics reckoned March stood for 'Much Advertised Racing Car Hoax'. To this day, Amon awaits payment of three-quarters of his 1970 retainer.

Herd produced a simple car, the 701, and if none of the drivers enthused about it, the fact was that – initially, at least – it got the job done. Stewart and Amon set identical times at Kyalami, the opening GP, and started from the front row.

The race, though, was won by Jack Brabham, 44 years old and beginning what would be his final season as a driver. The Brabham BT33 was only one of several cars superior to the 701, and in very short order Tyrrell concluded that he had to build his own car, as soon as possible.

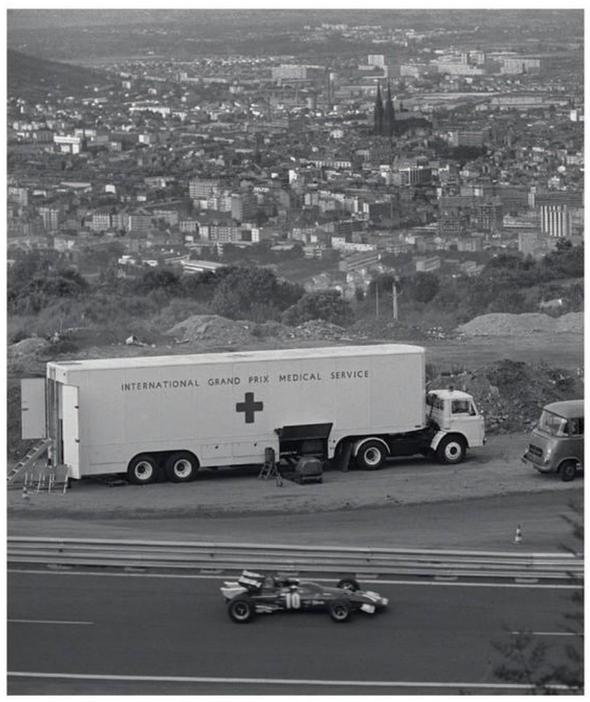
Everything was conducted in masonic secrecy, amazingly maintained right up to the formal announcement in late summer. What says much about the difference in F1 between then and now is that folk began to have their suspicions when it was noted that some of the Tyrrell mechanics had taken to *flying* back to England after races. This was unheard of: you packed the cars away, and then you climbed aboard the transporter…

As other cars – notably the Lotus 72 and the Ferrari 312B – developed, the March 701 was gradually left behind. Rindt's fantastic high-wire act at Monaco brought a final victory for the Lotus 49, but once the 72 was into its stride Jochen was near unstoppable.

After beating Ickx's Ferrari at Hockenheim, Rindt self-deprecatingly said that, "A monkey could have won in my car". But if he were happy at last to have a winning car, still he didn't *like* the 72: simply, he didn't trust it.

"At that time," said Stewart, "we were having a lot of deaths, and Jochen was always very supportive of moves to improve safety. I was president of the GPDA, and there were some guys you might not depend on for support, but you could always depend on him.

"Jochen was very nervous about the 72 – in fact, we talked about it a lot. He wasn't happy with Colin, he wasn't happy with his contract and so on, but I think what mainly weighed on his mind was the fragility of the car…"



"Jochen was very supportive of moves to improve safety"

JACKIE STEWART

The Lotus 72 had inboard front brakes, and at the Osterreichring, in August, Rindt's team-mate John Miles had a terrifying experience when a brake shaft failed.

"Maybe Colin [Chapman] did take things to the edge a bit," said Bernie Ecclestone, then Rindt's manager, "and anyone who drove for Lotus was prepared to go along with that and take it to the edge, too.

"Jochen drove for Jack [Brabham] in '68, and enjoyed it, but at the end of that year we had the choice of the Goodyear deal to stay with Brabham, or the Firestone deal to go with Lotus. I said to Jochen, 'If you want to win the World Championship, you've got more chance with Lotus than with Brabham. If you want to stay alive, you've got more chance with Brabham than with Lotus.' It wasn't a bad thing to say – it was a matter of fact. That was what the pattern was, for whatever reason: people did get killed in Lotuses…"

Rindt died during final qualifying at Monza on September 5. Back then there were no chicanes, and the lap speed – even with only 450bhp – was a genuine 150mph. Some drivers, including Rindt and Stewart, ran without wings in a trade-off for straightline speed.

Hulme, who was following Rindt, reported that the Lotus 72 twitched under braking for Parabolica before spearing left into the barrier, where it hit one of the support posts. The World Champion elect died almost immediately. Sally Courage, who had spent a lot of time with the Rindts in the aftermath of Piers's death, at once boarded a flight to Geneva, to meet up with Nina as her father brought her home.

"At first," said Stewart, "they wouldn't tell me how Jochen was, but they said he was at the medical centre, so I ran down there. Jochen was in the back of an open pick-up truck, and he was dead. There was a priest who had given him the Last Rites, but there was nobody else with him…

"Later on practice was restarted – I was crying when I got in the car, and I wasn't shy about it. I remember it all so clearly: I left the pitlane, got up to speed, went past Parabolica – and my next lap was the fastest I'd ever done at Monza. When I got out of the car, someone gave me a Coke, and I took one swig from it and smashed the bottle against the wall. I'd never done anything like that in my life before, but… the whole thing was so stupid – I mean, you've just been talking to this guy, and suddenly he's gone. It was one of these emotional experiences that the current generation wouldn't understand."

Thus Jochen Rindt became the only posthumous World Champion in the sport's history. Ickx, the only man who could have beaten him to the title in the races subsequent to Monza, won two of the three, and was relieved when a car problem kept him from victory in the third.

"Not winning at Watkins Glen was such a release," he said. "How could you beat someone not able to defend his own chances? The fact that Jochen won the World Championship was the most perfect solution. As for me, not having won it doesn't create any kind of sorrow *at all*. Now, when I think back, I feel so sad for all those around me – probably more talented than I was, and certainly more dedicated – who didn't have that extra piece of luck that made you a survivor. That was the thing about that era – survival."

"The great majority of today's drivers will be able to retire on their own terms," said Andretti, "but that was a statement we couldn't make. Safety *had* to improve, and people who didn't understand that were living under a rock. The sport got more commercial, and people who came in as sponsors, spending millions of dollars, wanted to celebrate – they did *not* want to go to funerals. I don't believe racing would ever have made it into modern times if it hadn't addressed safety in the way it finally did, and someone had to pioneer that, because the sanctioning bodies never gave a thought to it. And, no question, the guy who did the most was Jackie Stewart."

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"I know how fast good luck can turn back on you. And I've had some good fortune this summer"

The final months of Jochen Rindt's life were a mix of great success on track and personal tragedy, as explained in a new book on F1's only posthumous World Champion

BY DAVID TREMAYNE

It was the Dutch Grand Prix at Zandvoort on June 21, 1970, that changed everything for Jochen. It was the race where the Lotus 72 finally came good, and where the death of his close friend Piers Courage made him question the very reason why he did what he did. Coming so soon after Bruce McLaren's death, it was a reminder of his own mortality, of the heavily loaded risks of his profession. Piers' death revived and magnified Jochen's insecurities about the structural integrity of his Lotus, made him ever more aware of the danger that stalked Grand Prix drivers in that era.

He would never feel quite the same way about racing again.

Shortly after he had taken an easy pole position, Jochen and Nina dined in Bloemendaal with Piers and Sally Courage, Ed and Sally Swart, and Frank Williams. "It was just a merry dinner, lots of laughter," Sally Swart told Adam Cooper (author of *Piers Courage, Last of the Gentleman Racers*). "I don't remember anyone saying anything memorable – we were just having a jolly time."

The following day, everything changed.

Though Ickx led initially, Jochen swept majestically past the Ferrari and thereafter owned the race. But even before the race was over the drivers knew that another tragedy had befallen one of their brothers. Courage had been battling for seventh place with Jochen's team-mate John Miles when his de Tomaso left the road on the 23rd lap, crashed and caught fire. The Old Etonian perished in the flames.

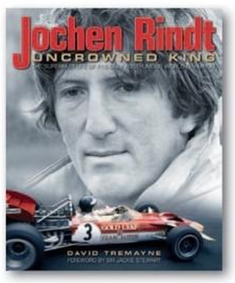
"I saw the burning car and I saw Piers' helmet very near to it," Jochen said. "For some laps I desperately hoped that he had climbed out and thrown away his helmet, but then I realised that Piers, if he had come out, would never have put his helmet down so near to the car."

Jochen and Piers were so close that his death hit Jochen very hard. They and their wives had had so many adventures. Nina left the circuit with Sally long before Jochen took the flag, and admits that she was angry with him for winning.

"It was odd, but I was angry that Jochen won. It was sort of, 'How could he win the race in which Piers was killed?' It was all just so horrific, so disgusting. I was very angry, though not really at Jochen. I was just angry at the whole thing."

Jochen's expression on the podium betrayed his own anguish, and the realisation that he had finally got his hands on a car that could take him to the world title rendered the whole weekend bitter-sweet.

On the way to the airport he discussed his future with Bernie Ecclestone. Bernie said if he was minded to stop, he should do it straight away. But Jochen said: "If I want to keep my self-respect, I can't quit during the season." ›››



JOCHEN RINDT
UNCROWNED KING
DAVID TREMAYNE
Published by Haynes Publishing, available from September 2 2010
ISBN: 978 1 844254 72 9, £40



A delighted Rindt beat fuel-starved Brabham and post-race scrutineering drama for British GP win

"It was a bad time, obviously," Ecclestone said. "I brought Sally and Nina back in the plane to London, and Jochen was just terribly upset about the whole thing. He was talking about quitting immediately afterwards, sure, but I didn't think he would ever have stopped."

Jochen left Zandvoort traumatised and deeply saddened. It was his third GP success, but it was victory without joy. The tragedy triggered the toughest time in Jochen and Nina's marriage, as each coped with their own grief while spending endless hours helping Sally in her darkest time.

"The thing was that Piers dying showed it could happen," Nina said. "When Jimmy died Jochen was shattered. But I sort of pushed it away. I told myself it was a fluke, it couldn't happen to Jochen. I was brought up with racing because of my father, and I never regarded it as dangerous. When you are young, you just push danger away. Or you couldn't survive.

"When it was Piers, when I saw Sally and the kids, I realised that it was really serious."



Meanwhile, a thought kept tormenting Jochen. At Christmas they had spent time with the Courages skiing in Zürs, together with a friend called Ernst Moosbrucker. "He was such a nice young man, and he died very quickly of cancer," Nina said.

Now Jochen would wonder, over and again, "Is it better to die the way Ernst did, or to die instantly, like Piers?"

"It was awful," Nina said. "Jochen would ask that question, and he thought perhaps it was better to go like Piers. We lost all three of them that year…"

Piers' death was the most traumatic thing Jochen had ever faced in his young life. "He was hit hard by Jimmy's death," Nina said. "We'd spent a lot of time with him in Paris, a lot of time. Jochen was completely shattered then because that was the first time for him… But, yes, Piers was more traumatic, emotionally worse, because they were such close friends."

And it set Jochen worrying that he might be the next green bottle to fall from the wall.

The Thursday of that bloody week after Zandvoort they journeyed to England, to see Piers laid to rest in the Chapel of St Mary the Virgin, in Shenfield. Later that sad day they flew to Rouen with Jack Brabham, for an F2 race.

Nina remembered that flight to France, the terrible strain. The men at least had the distraction and the adrenalin rush of driving again during practice, of losing themselves for a time in what they were there to do. Nina had no such distraction, any more than the other wives or girlfriends did. All they had to do was to sit, and to worry. And try to forget what could happen. What had happened.

"It was so awful. I was sick to my stomach. I didn't want to move, I didn't want to go anywhere. It was terrible. I just sat in the car and read my book."

And then something extraordinary happened, which darkened Nina's mood further.

"Jean-Pierre Beltoise came and sat next to me. I have never forgotten what he said. It was so stupid. For some reason he reminded me that Jochen had won in Zandvoort, and that there'd been the smell of burning every lap they drove past the place where Piers had crashed. Beltoise had been through an awful lot of hardships in his own career, but what on earth possessed him to say such a thing to me that day?"

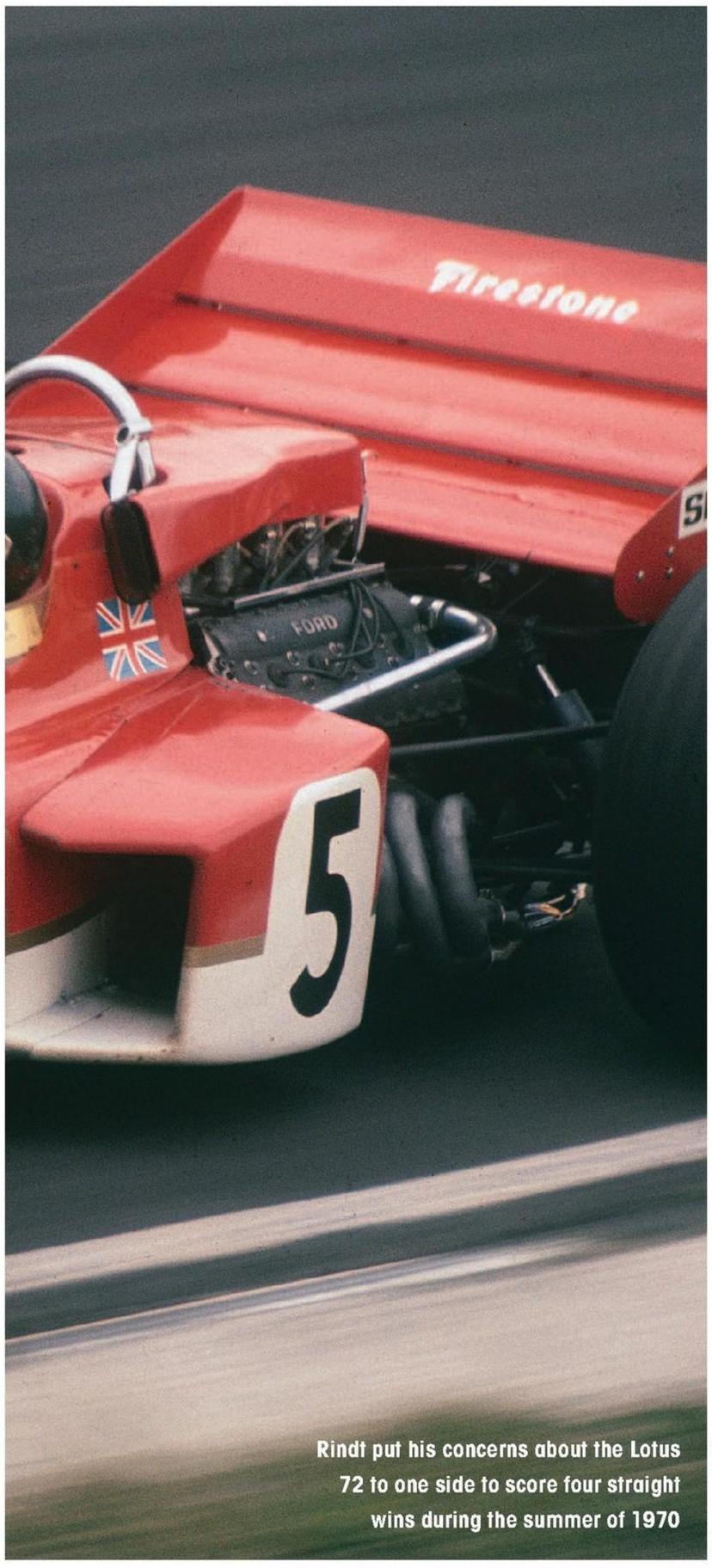
She was 26 years old, bereft, scared witless for the safety of her husband. Totally lost. Jochen finished a lacklustre ninth.

Better things came a week later in France, however, where his Formula 1 luck continued and his spirits were better. He slid the 72 to its second consecutive victory after qualifying sixth behind polesitter Ickx, local hero Beltoise, Amon, Stewart and Brabham.

He could barely put a wheel wrong, and now he had an eight-point lead over Stewart in the World Championship, 27 to 19, with Brabham matching the Scot's tally. The luck was running his way. He hardly dared to believe it.

It continued to hold at Brands Hatch for the British GP later in July, when yet again Brabham was unfortunate. Jochen and Jack shared pole position in 1min 24.8sec, with Ickx next. After the first practice session Jochen had made good after his bitter comments at the International Trophy at Silverstone, when he told his crew: "It's absolutely perfect! Don't touch the car, don't alter anything, it's bloody marvellous!"

Jack led initially until Ickx squeezed by at Druids. But going into Paddock Bend at the start of the seventh lap the Ferrari suddenly slowed with a broken differential. As Jack moved out to go around him Jochen seized his chance and squeaked down the inside of the BT33 in a beautiful move that left a cigarette paper's width between the Brabham's and the Lotus's rear wheels. No wonder Jack so loved dicing with Jochen! So now Jochen seemed set



Rindt put his concerns about the Lotus 72 to one side to score four straight wins during the summer of 1970

All images LAT

for his third win on the trot. But Jack stayed with him all the way. The coup de grâce came as he swept into the lead again on the 69th lap. Within four laps Jack had streaked away, and began his last 13.3 seconds clear of the man who had vanquished him at Monaco. But…

This time Jack was two corners from the flag when drama struck, as the BT33 ran out of fuel. Jochen swept to the line more than half a minute ahead and Jack rolled silently across in second.

He nearly didn't lose, however.

After the traditional victory parade lap with the winning car on the back of a trailer, it was discovered in post-race scrutineering that the Lotus's rear wing support stays were bent and the car was promptly disqualified by autocratic Clerk of the Course Dean Delamont of the RAC.

Three and a half hours later, the RAC finally confirmed that the Lotus did conform to the rules. "When it was announced that he'd won Jochen was just delighted!" Herbie Blash said.

Afterwards, Jochen said to journalist Heinz Pruller as they sat in the Lotus caravan: "My luck now really starts worrying me. I know how fast good luck can turn back on you, bringing bad luck with it. And I have had some good fortune during this summer."

The German GP had moved to Hockenheim that August as the drivers unanimously decided to boycott the Nürburgring while modifications were made, and now the Ferraris were beginning to hit their stride. Ickx put his on pole with a lap of 1min 59.5sec, with rookie team-mate Clay Regazzoni third on 59.8sec. Jochen's 59.7sec split them and left him alongside Ickx on the front row of the two-by-two grid.

Regazzoni got away first, with Amon, Ickx and Beltoise pushing ahead of the Lotus going into the tight first right-hander. But Jochen got the Matra before the first chicane, as Ickx passed Amon. Jochen did the March by the second chicane, so as the crowd cheered them to the echo as they entered the stadium, it was Ickx, Rindt, Regazzoni.

A classic duel ensued, but Jochen got the last two laps perfectly right and led Ickx across the line by seven-tenths of a second. "A monkey could have won in my car," he said. "Thank you Colin."

He didn't like Ickx, and privately took great pleasure in beating him, but on the podium he offered him the champagne-filled trophy to sup from.

"Jochen was a great character," Ickx said in 2008. "Like Stewart, one of the first real professionals entering in a new era. They were both turning the page of the Sixties with all the philosophy about racing, security, sponsoring, the basic idea to make money out of racing and not just being a sport or chivalry from the old times. They were going on very well, I must say."



"Jochen was terribly upset about the whole thing"

And he fondly remembered his duel that day with Jochen. "Hockenheim was based then on slipstreaming, so it was easy to overtake. The idea to touch wheels and all these things was hardly acceptable, because if you had any kind of problem…" He mimed running over another car's wheels and taking off… "If you go up… you never know which shape you were coming back on the asphalt. So when you were on a course like Hockenheim you had to give a sign to the other where you are expecting to come. Look on your right, look on your left… Basically it was a gentleman's approach. Changing your line to make sure they don't overtake you, these things were not existing at the time."

Formula 1 writer Gregor Messer remembers that race like it was yesterday. "August 2, 1970 – that was when I went to my first Grand Prix.

"The 50 laps were full of tension, with Jochen fighting Ickx, and Regazzoni and Amon. When it was over we were really glad that Jochen – our hero! – had won.

"Then a friend suggested we go to the paddock. And there was this huge crowd around the Gold Leaf Team Lotus truck. Jochen was still in his overalls, with a cigarette dangling from his lips, wearing sunglasses. He had a lot of patience and was sitting in the cab of the truck signing autograph after autograph. I still have the picture on the page that my brother tore from the programme, which we got Jochen to sign. There were two big photos in it, one of Jochen and one of Stewart. After we'd got Jochen's autograph my brother forged Jackie's on the other photo!"

Jochen's custom was to give his laurel to the mechanics. Mechanic Dave 'Beaky' Sims took it and laid it at the spot where Jimmy had perished. Jochen would have appreciated that, no question.

So now he had 45 points to Brabham's 25, Hulme's 20 and Stewart's 19. Nobody could ever have known it that day, but Jochen had scored the final F1 points of his life. Had done enough to secure the title.

Normally he was happy-go-lucky, but the wing failures of 1969, and the deaths of Gerhard Mitter at the Nürburgring that year and sports car racer Hans Laine there in 1970, and of McLaren and especially Courage, weighed heavily upon him. It was almost as if he felt that he was living on borrowed time.

Dan Gurney was himself feeling lonely and isolated, driving for McLaren alongside Denny Hulme in the terrible aftermath of Bruce's death and contemplating his own future in a sport in which he'd lost too many friends. He and his wife had talked to Jochen after Zandvoort, when the Austrian had suggested that he could be next.

"Evi and I were talking to him about Lotus," Dan said. "He said it was so easy to win races like this, that he was going to hang in there even though the cars were an unknown entity as far as reliability was concerned, and that if he made it to win the championship he would retire."

There was no respite at home, either. Jochen and Nina continued to argue, surrounded by pressures on their marriage. She had spent a lot of the summer with Sally Courage, and inevitably it all weighed heavily on a young wife who had now seen in the most brutal detail imaginable just what could happen on the race track.

1970
YEAR ZERO
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The first of March

It's spent decades hanging on a wall, but now the first-ever March Grand Prix car is to run again – 40 years after one lucky journalist got to test drive it at Silverstone...

BY SIMON TAYLOR

Marc Wright



It was like bumping into an old flame. Forty years ago, in our distant youth, we'd shared just one dance. In the intervening decades we'd both moved on; inevitably, we were both showing our age. I never meant a thing to her, of course: back then, she'd had other partners who really knew how to tango. But I hadn't forgotten a single second of our brief time together. And now, for her, the years will soon be rolled away. She has a new partner who is going to restore her to her original glory. For me, a mere mortal, such remedies are not an option. I just have to make do with my memories of the day a Formula 1 team invited me to drive their Grand Prix challenger.



LAT



Taylor in action at Silverstone, and (above) back in 701/1. Left: with Robin Herd and March crew. Below: Pete Kerr offers advice



The rapid early growth of March is part of motor racing folklore. At first the racing car business put together in 1969 by Max Mosley, Robin Herd, Alan Rees and Graham Coaker produced nothing more than a single F3 car and a lot of brave talk, which included Mosley vowing publicly that there'd be a March team on the grid for the first Grand Prix of 1970. His pronouncement was greeted with derision by the establishment, but *five* March 701s were on the grid at Kyalami.

Two of them qualified joint fastest and one, driven by Jackie Stewart for Ken Tyrrell's team, led the first quarter of the race, eventually finishing third. Two weeks later Stewart won the Race of Champions, and the next month, at Jarama, March won a Grand Prix at its second attempt, again thanks to Stewart. That day 701s filled three of the top five places. A week later the Silverstone International Trophy was won by Chris Amon's works 701, with Stewart second. With three victories from its first four races, nobody was treating March with derision now.

A March 701 never won another Grand Prix. The new Lotus 72, winning repeatedly in Jochen Rindt's hands, suddenly made it look old-fashioned. But at season's end March finished third in the Constructors' Championship. In all, six 701s ran in 1970 GPs: Amon and Jo Siffert in the red STP-sponsored works cars; Stewart and first Johnny Servoz-Gavin, then François Cevert in blue Tyrrell entries; Ronnie Peterson in the yellow and maroon example from Colin Crabbe's Antique Automobiles; and occasionally Mario Andretti in Andy Granatelli's dayglo STP entry.

During the summer a 701 was sold to the German Hubert Hahne who, with backing from publisher Axel Springer, entered it for his home Grand Prix at Hockenheim. He failed to qualify, his best lap a lengthy 7sec slower than Siffert's second-row time. At once he instigated legal proceedings against March, claiming they'd sold him a sub-standard car, and two weeks later, on its way home from the Austrian GP, the March transporter was seized by the German police. Mosley adroitly resolved the matter by offering an observed test session at Silverstone. Ronnie Peterson set a competitive time in the Crabbe car, and then got into Hahne's silver car – and went 2sec a lap quicker. That ended the matter.

Robin Herd has admitted (*Motor Sport*,

March '10) that the 701 was not the car he wanted to build. Many features of his 1971 F1 car, the bullet-nosed, side-radiatored 711, were already in his mind. But, dreadfully short of resources and time, he designed the 701 as a simple bathtub monocoque with cast magnesium bulkheads, front radiator and outboard suspension. The body was boxy and workmanlike rather than beautiful, with distinctive aerofoil-section side tanks and a bluff nose flanked by fixed wings carrying adjustable tabs at their trailing edge. From the start the car was about 50kgs overweight. In 12 weeks of day-and-night work Herd took the project from drawing board in November to the February press launch, when the assembled hacks were shown 701/1, Amon's works car, and 701/2, the first Tyrrell car. Max had calculated that each 701 cost £2500 to build, less its Cosworth DFV engine and Hewland DG300 gearbox. He fixed the selling price at £6000, but Walter Hayes of Ford said he'd rather pay £9000 each for the Tyrrell cars: he was shrewd enough to see that March were operating on the edge, and wanted them to stay afloat. Eventually, apart from three works cars including a spare, a remarkable eight 701s were sold.

Amon stuck with 701/1 throughout the season. At Monaco he belied its bulky looks by qualifying second, and holding second place for most of the race until a bolt dropped out of the rear suspension. The car was radically rebuilt before the Belgian GP, with a new monocoque, still in 18swg aluminium, carrying the previous car's running gear and chassis number. Helped by lighter wheels, side tanks and radiator, it had shed about 30kgs. At Spa Chris battled for the lead with Pedro Rodríguez's BRM, only to be beaten to the flag by 1.1sec. He scored another fine second in the French GP on the daunting Clermont-Ferrand circuit, chasing Rindt's Lotus 72 home, and at Hockenheim he was lying third behind Rindt and Jacky Ickx's Ferrari when the engine blew. Amon had access to a spare car, 701/6, with a monocoque made of lighter gauge aluminium, but he preferred 701/1 and never raced No 6. As the season drew on the 701s were clearly becoming less competitive, but the brave Amon continued to get results: eighth in Austria, seventh at Monza, third in Canada, fifth at Watkins Glen and fourth in Mexico.

By now, no longer on best terms with Mosley, Amon had signed to go to Matra for 1971, and Siffert was going to BRM: Mosley sold Jo his car, 701/5, for his own use. For March it had been an incredibly hectic year, not only in F1 but also trying to turn a profit building production F2 and F3 cars, and running a Can-Am programme. Money was still desperately short. The much-vaunted STP sponsorship had in fact been a mere £25,000. Porsche had quietly paid £30,000 for Siffert's drive, to keep him away from Ferrari, and Firestone had put in £27,000. But it had been a long, hard season, and the now departed Amon was still owed a substantial sum.

So, in November 1970, Mosley was facing a difficult winter. He had the sensationally talented Peterson on board for '71, but he was desperately hunting for sponsorship and rent-a-drive deals. And there were new F2 and F3 cars to be marketed. What he needed was some off-season publicity. So he called me. At the time I was the youthful editor of *Autosport*, and – to my dumbfounded amazement – he offered me a real scoop: a track test of a current F1 car.

There had been one or two journalists who'd driven, and written about, F1 cars before. *Autosport's* long-time technical editor John Bolster, whose own racing career had ended in a big accident in the 1949 British GP, was an experienced track tester, and had frequently been entrusted with high-powered single-seaters and sports-racers. On another plane was Paul Frère, the Belgian writer, who is surely the only full-time journalist to have finished second in his home Grand Prix and won Le Mans, both in works Ferraris.

In total contrast, my racing experience was then confined to a couple of seasons in Clubmans Formula, first with a 1-litre U2 and then with a one-off 1600 called the RLR. I'd track-tested a variety of F3, GT and sports-racing machinery for the magazine, but an F1 car was beyond my ken. I'd known Max for some years – he too had been a Clubmans driver – and what he really wanted was exposure to prospective customers for March's new F2 and F3 chassis. But he knew that if he offered me a few laps in an F1 car, that would ensure a good spread.

The track selected was the Silverstone Club circuit. The appointed day, Friday November 27, was cold and threateningly overcast. I arrived to find an impressive group waiting for me: Max Mosley, Robin Herd, Alan Rees and Ronnie Peterson were all there. So was racer and wrench Bill Stone, who'd been March's first-ever employee, and fellow Kiwi Pete Kerr, a great character, who'd been employee No 3. Roger Silman, F1 mechanics Dave James and Bernie Ferri, Dewar Thomas and team organiser John 'Ace' Waddington were on hand too. Lined up beside the March transporter were the new F2 car, the 712, which had already done some testing in Peterson's hands; the new F3 car, the 713, which had been finished that morning and had never turned a wheel; and Amon's 701/1, veteran of 15 races in the preceding eight months and not long off the plane from Mexico.

Then it started to rain. While Bill Stone took the F3 car out to make sure everything worked, I went out first in the F2 and did about 20 laps, finding it surprisingly controllable on the slippery surface, at the speeds I was doing anyway. Then I did a handful of laps in the F3 – until the throttle stuck open when I lifted at the end of the Club Straight, arriving at Woodcote with all wheels locked and a dead engine.

Meanwhile wet-weather Firestone R106s had been put on the 701, 10ins wide at the front and 15ins at the back. Ronnie went out to warm it up and was soon indulging in the sort of driving he loved best: heart-stopping opposite-lock power slides coming out of Woodcote, head tucked down in the cockpit, hands blurring from lock to lock, the DFV's strident exhaust note rising and falling as the rear wheels fought for traction. I watched from the pitlane, rain dripping from the hood of my anorak, my heart in my boots. I was starting to have serious misgivings about my ability to cope with the task to come.

I'd been covering Ronnie's career since 1968, when he'd arrived in British F3 like a Swedish bolt from the blue in his yellow Tecno, sponsored by Smog cough sweets. Shy out of the car, extrovert in it, he'd become a friend. In F2 he was sensational, and in his first F1 season he'd gone well in the 701 that Mosley had sold to Crabbe, on condition that he put Ronnie in it. Now in the wet at Silverstone he was glorious to watch, but his times were around 63sec – compared to the 54sec he could regularly do in the dry. He came in to report that the clutch wasn't working properly and a rear tyre was going soft. There was no spare rear ➤➤➤



March 701/1 and sister Tyrrell car were reunited at our shoot

"Ronnie went out to warm up 701/1... In the wet at Silverstone he was glorious to watch"

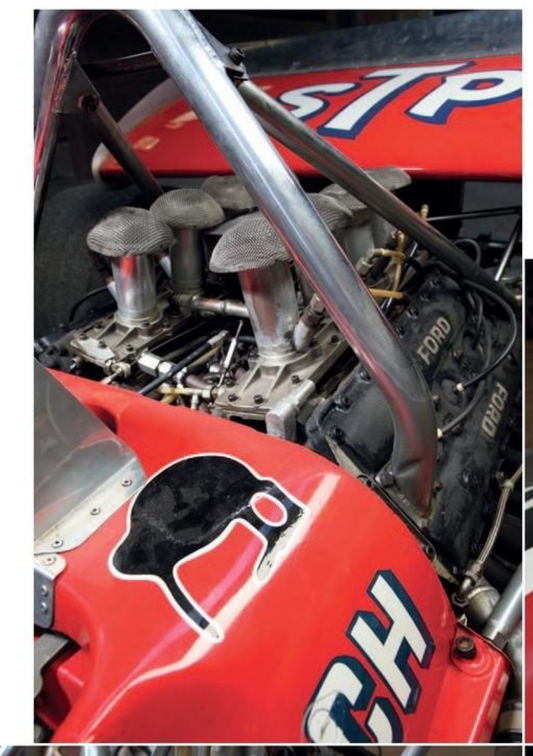


A seven-man team carefully lowered 701/1 from its static display at the Donington Collection, where Tom Wheatcroft had kept it

"Such acceleration was new to me: it felt like I was strapped to a ballistic missile"

wet in the transporter, so while the clutch was bled and adjusted a new rear was fetched. During the hour this took, mercifully it stopped raining.

Then I wriggled myself down into 701/1 and they strapped me in. The March looked bulky from the outside, but the cockpit was definitely snug. But I was then pretty much the same size as Amon, so I fitted fine, my elbows pushed in by the high cockpit sides, the tiny gearlever just under my right hand. I realised I was reclining in the same little space where Chris had been when he averaged 152mph around Spa in Rodríguez's slipstream, qualified on the front row at Monaco, and scored his first F1 victory at this same circuit seven months before; the same space where, an hour earlier, the soon-to-be great Peterson had been driving on the limit in the rain. A stab at the starter button and the DFV was ticking over, clattering and grumbling, giving me a vibro-massage through the monocoque to which it was bolted as a stressed member. Kerr leaned into the cockpit to shout "drive it under 3000rpm, or over 5000rpm" and I found in my first cautious lap that I could indeed chug along with the electronic rev counter pointing below '3'.



I began to feed in the power, at first only when the car was pointing straight, because at Copse it was still damp, and at Woodcote it was definitely slippery. But coming out of Becketts I got braver, flooring the throttle in second. The nose lifted and the car weaved as the rear wheels broke traction. Such acceleration was new to me: it felt like I was strapped to a ballistic missile. Immediately I needed third, and at once fourth, and now fifth, and I glimpsed 8700rpm before braking for Woodcote. On the ratios in the box that day, that, I learned later, was 155mph. The brakes, despite a surprisingly long pedal, were immensely powerful, but the clutch was still not right, and after about 12 laps it wouldn't disengage at all. I could still change gear, feeding the lever into the slot on a down-change while heeling-and-toeing, but it was another thing to have to think about.

At one stage, accelerating in second, I hit a puddle and the wheelspin was so complete, the revs climbed so high, I thought the transmission had broken. Then everything, for a split-second, went silent, and I thought I'd blown the engine. Then it all came to life again – all that had happened was the rev-limiter had done its job.

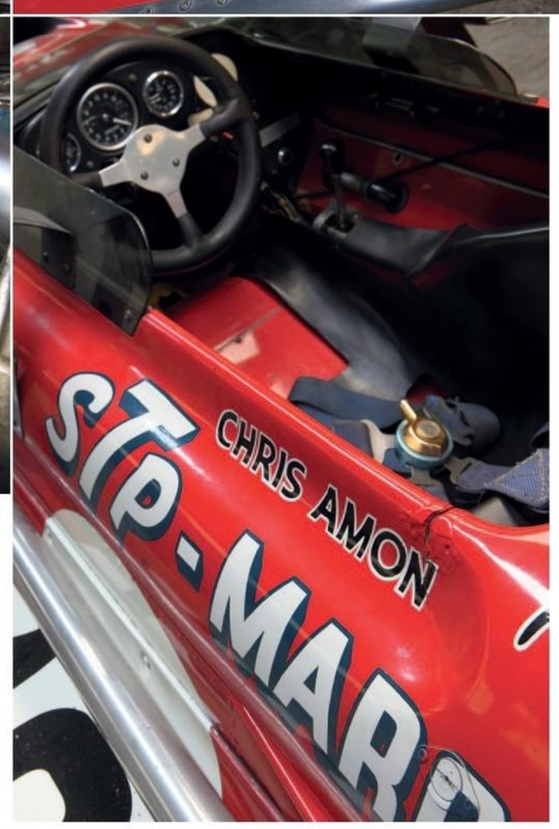
Taking the Club circuit's Woodcote in third, in my caution I was coming off the cam: below 5000rpm the revs fell away and the throttle became less responsive. So I started taking it in second, which kept the revs high and allowed me to get some flow through the corner, although as I got back on the power the car would slide as the rear wheels started to spin again.

As it got dryer, so I got more confident. I was arriving at Copse in fourth, a sharp dab at the brakes and down to third, back to fourth and on to Maggotts. (I know Copse is just a lift for today's F1 cars, but this was 40 years ago.) Maggotts would have been flat for the proper chaps, even then, but I was giving myself a confidence lift. Brake hard from 140-40mph, helped by two gearchanges, for the Club Circuit's tight Becketts. A lot of understeer here: if I'd been more competent I would have used more power to balance the car better. Then that stomach-shrinking acceleration up through the gears to fifth, and feed down through the gears again for Woodcote.





Amon's racer is looking tired but will be fully restored



I'd lost count of how many laps I'd done when the engine hesitated at Becketts, indicating I was low on fuel, and I came in. They said I'd done 28 laps, and it was time to go home. I was trembling with the effort of concentration, which gave way as I relaxed to relief that, on that slippery track, I'd brought the car back in one piece.

John Waddington had been timing every lap and I still have the sheet on which he recorded my efforts. It's headed: Silverstone Short Circuit, 27.11.70. Car 701/1. Driver R. Peterson. Going down the squares, it says, RP out, Tay in. My times are at first very slow, then gradually come down, and I see I managed a couple of 59.8sec. In the dry, Ronnie used to do 54sec. Please note, dear reader, this says nothing about me. All it proves is that it's possible for any monkey to drive a good racing car to within 95 per cent of a real racer's time. It's getting that last five per cent that requires true talent. But with no clutch, the damp track, and my general feeling of being overwhelmed by the whole occasion, I felt happy with my day. My head was a jumble of excited impressions, and I couldn't wait to translate them into reams of copy for the next week's issue.

I can't believe my article made much difference to Mosley's business, but in 1971 March sold around 30 F2 chassis, and it was the series' most successful marque. They sold a lot of F3 cars too. Max asked me back to Silverstone a year later, and I had a day with Ronnie's 711 F1 car, as well as the prototype 722 and 723. But that's another story. Tom Wheatcroft bought 701/1 and entered it for just one race, the non-championship Argentine GP in January 1971, getting Derek Bell to drive it. The race was in two 106-mile heats: Derek was seventh in the first and retired in the second with a blown engine, but so great was the attrition rate that he was awarded fifth place.

The car went to the Donington Museum, where Tom hung it on a wall "so it don't cost me any more money". After his death his son Kevin released a few cars for sale, and 701/1 has joined Roger Wills' stable. For old times' sake I called in at WDK Motorsport, wriggling aboard again. It's a great car, a great piece of history, looking tired now; but the good news is it will be restored and campaigned in historic racing. There's talk of taking it to the New Zealand Festival of Motor Racing, which in 2011 will celebrate Amon's career. He'll probably have mixed emotions seeing 701/1, for his year with March wasn't the happiest. But it should bring back memories – as it did for me.

Thank you to Roger Wills, Joe Twyman & WDK Motorsport www.wdkmotorsport.com

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PEDRO'S

The Mexican's too-brief career reached a high at Spa and Brands in 1970

BY ALAN HENRY



I met Pedro Rodríguez de la Vega just once, although I watched him with huge enthusiasm from the spectator areas for the last couple of years of a career that ended, abruptly and tragically, when he crashed Swiss entrant Herbert Müller's Ferrari 512M in a minor-league Interserie sports car race at the Norisring on July 11, 1971 just a week before the British Grand Prix at Silverstone.

The fact that Pedro, by then one of the world's most versatile racing drivers, should have wanted to 'fill in' a spare weekend on the calendar by driving this rather careworn private Ferrari in such an inconsequential event said everything about the man. There's no cliché about it. He just lived to race.

It was on another such weekend I got to speak to him, away from the bright lights of Formula 1 or the JW Gulf Porsche 917 which he drove so brilliantly in endurance events. It was a month or so before he died and he was driving the BRM P154 Can-Am car in another Interserie race at Zolder on June 6. I was there reporting for *Motoring News* and remember that Pedro was cordial, slightly formal, but also rather quiet and introspective.

He radiated his own charisma but at the same time seemed to be a person who did not want to make a fuss. He just seemed to me like a regular guy, unfazed by the fact that, after qualifying the BRM seventh, he had to withdraw from the race due to a problem with one of the Chevy V8's cylinder liners. As I recall, he was sitting at the back of the pits reading a book while the mechanics toiled away on the recalcitrant machine. By then he had had good times and bad with the struggling Bourne marque, but he showed no annoyance that the Can-Am car had let him down. After all, it was BRM which had given him the tools for his greatest year – 1970.

His rise had been dramatic rather than consistent. A wealthy father indulged both Pedro and brother Ricardo, two years younger, with first 'bikes and then cars to race, and they were only 20 and 18 when Luigi Chinetti paired them for Le Mans in 1960 in a NART Ferrari 250TR. Their impressive drive took Ricardo to Ferrari, only to be killed in Rob Walker's Lotus 24 practising for the '62 Mexican GP.

After one-off drives for Lotus and Ferrari Pedro finally got a seat with the Cooper-Maserati squad, winning on his debut in the 1967 South African GP. That brought him a place in '68 with BRM, though two seconds were not enough for the team and for '69 he had to make do with one-off outings for Parnell-BRM and Ferrari.

Then in 1970 BRM pulled itself together and the superb P153 gave Rodríguez a crack at some serious results.

The P153 was genuinely quick from the outset, but painfully unreliable. At Kyalami he was delayed by a misfire and finished ninth. At Jarama his car was withdrawn after team-mate Jackie Oliver's sister machine broke a suspension upright and T-boned Jacky Ickx's Ferrari into a flaming wreck midway round the opening lap.

"Jackie came back to the pits and begged me to call Pedro in to save his life," recalled Tim Parnell, who'd moved to BRM as team manager with the Mexican. "So I did, and Pedro went bloody ballistic. He just went completely mad, telling me that he'd driven enough sports cars with bits falling off at 200mph at Le Mans to know what risks were involved. It was one of the few occasions when I saw him really unhappy."

He was sixth at Monaco, after which came his day of days with the now Yardley-liveried BRM at the most challenging track on the calendar.

Jackie Stewart had talked it over with Ken Tyrrell and they agreed that if it rained at Spa, scene of the Scot's frightening accident in the 1966 Belgian GP, then he would not take the start in the Tyrrell March 701. But the Ardennes weather stayed fine and he qualified his 701 on pole with a lap in 3min 28sec. Alongside him on the front row were Jochen Rindt's Lotus 49C (3min 30.1sec) and Chris Amon in the works STP March 701 (3min 30.3sec).

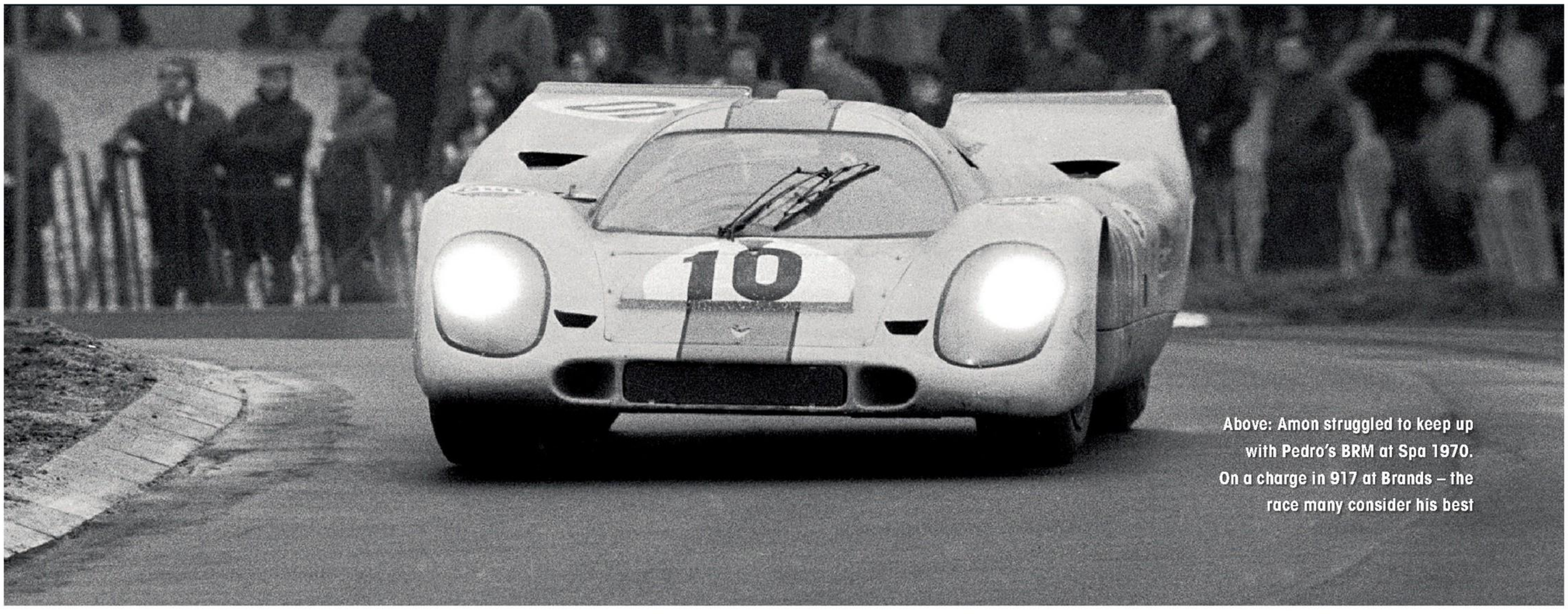
"Stewart went into the lead midway round the opening lap," recalled Amon to me later, "while I fought my way past Jochen and went past Jackie midway round lap two. We were all strung out down towards Malmedy when I ›››



All images LAT



TWIN PEAKS



Above: Amon struggled to keep up with Pedro's BRM at Spa 1970. On a charge in 917 at Brands – the race many consider his best



Rodríguez is mobbed after Spa win. Even he can't seem to believe his achievement...

looked in my mirrors and saw a white car tucked in behind Rindt in fourth place.

"I remember thinking, 'who the hell is that?' Then the white car nipped past Stewart and, as we went down the Masta straight, it drew level and I saw it was Rodríguez in the BRM. He was running really quickly, driving extremely well."

Amon admitted that he wasn't too worried, reasoning that the BRM was unlikely to last. "But it soon became clear I had a big problem," he said. "My March [with its Cosworth DFV engine] would pull 9800rpm down the Masta, but it was being towed up to 10,200rpm behind that BRM. I did get past him just once, slipping through on the inside of La Source, but the damned thing was back past me by the time we got to the bridge at Eau Rouge.

"From then on I managed to get my front wheels level with his rears a couple of times on the Masta, but he beat me in the end by a couple of seconds. My only consolation is that he'd had to battle his way past Rindt and Stewart before he could have a crack at me."

Rodríguez developed into something of an Anglophile. He lived in semi-rural contentment at Bray-on-Thames, drove an elderly Bentley S1 and frequently wore a deerstalker.

Jackie Oliver was Pedro's team-mate at BRM in 1970. Some years later, long after Pedro's death, Oliver learned that it was Rodríguez who supported Jackie's recruitment to the JW Gulf Porsche team as successor to the underperforming Leo Kinnunen for 1971.

"I got to know a huge number of drivers during my own racing career, and even more when I ran my own team," says Oliver. "But I can honestly say that Pedro was probably the nicest I encountered. He was one hell of a driver, brilliant in the wet and at Spa in particular."

The 1970 season was his best, of course, although '71 promised to be even better with the BRM P160 which he would drive alongside new team-mate Jo Siffert. They were also paired in the JW Gulf Porsche team handling the fearsome 917s in the major endurance races. And although he may have fallen short in some respects as an all-round great, Pedro certainly came close.

Like so many other drivers in history, it was a question of being in the right place at the right time. Yet post-Spa, BRM reverted to type with a run of simply painful unreliability. At Zandvoort Rodríguez had to make two stops to deal with a loose nose cone, finishing 10th, followed by retirements in the French, British and German races. He managed fourth in the Austrian race at the Osterreichring, one of his favourite circuits, then the engine blew in the Italian GP and he was fourth in Canada.

> "Pedro was very talented, no question. But not in Clark's league"
>
> SIR JACKIE STEWART

Pedro came close to winning the US GP at Watkins Glen, leading in the closing stages when he made a late stop to top-up with fuel, dropping to second between the Lotus 72s of first-time winner Emerson Fittipaldi and Reine Wisell. Finally, he finished sixth in front of his home crowd at Mexico City.

Yet his exploits with the squat, functionally good-looking BRM were only part of the competitive racing tapestry woven so brilliantly throughout 1970. Ever since sharing the winning JW Gulf Ford GT40 with Lucien Bianchi at Le Mans in 1968, Pedro had been in demand as an endurance racing exponent. And in 1970 he would be invited back to John Wyer's team, this time to handle the fearsome 5-litre Porsche 917 with which he'd deliver some truly remarkable performances in the brief 18 months he had left.

It was at Brands Hatch, in the pouring rain, that Rodríguez drove what many people believe to this day was his greatest race. At the end of the opening lap of the 1000km endurance event, Barrie Smith's Lola T70 coupé spun and crashed on the start/finish straight and suddenly yellow flags were waving frantically in all directions.

Yet Rodríguez hardly eased his foot from the throttle, much to the annoyance of Nick Syrett, the respected Clerk of the Course, a few inches from whose shins the pumped-up Mexican came repeatedly as he shaved the Brands pitwall, refusing to heed signals for him to slow down.

Syrett, understandably furious, went to the JW Porsche team manager David Yorke and advised him that he would be black-flagging Pedro immediately, news which was hardly well received by Yorke or his boss John Wyer. But Rodríguez, realising he was well on the wrong side of officialdom, reluctantly brought his light blue Gulf-liveried Porsche into the pitlane where Syrett flipped open its door and delivered a lengthy rebuke to the chastened – but furious – Mexican. He then went out and made up a remarkable five-lap deficit to win.

Two performances in 1970 – that day at Brands and the Belgian GP a couple of months later – are the standout moments of a colourful career. His popularity, even to this day, cannot be questioned. But ultimately how good was he? Last word goes to Stewart, offering the perspective of a man who was the benchmark of his era.

"Pedro was very talented, no question about it," he says. "Not in the Jimmy Clark, John Surtees or Jack Brabham mould, but very determined and committed. Obviously he was hugely gifted and determined in sports cars, but I don't think he was world champion material, to be quite honest.

"But he was a very nice man who always attended meetings of the Grand Prix Drivers' Association, although sometimes I wondered whether Pedro really felt they concerned him, because he could be a little unpredictable in close traffic and you needed to keep an eye out for him. But he was a good all-rounder who did not often have the luck going his way." Ⓜ

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They created a monster!

When the lairy 917 was built the GT40 still ruled at Le Mans. Drivers Richard Attwood and Jackie Oliver recall how Porsche inherited Ford's crown

BY IVAN OSTROFF

In the late 1960s, the Commission Sportive Internationale was concerned that speeds of Group 6 prototype sports cars running at Le Mans and elsewhere were becoming too high. It therefore decreed that from 1968 for four years, the International Championship for Makes would be restricted to three litres. However, to allow for manufacturers which would not have cars ready in time, it permitted Group 4 sports cars of up to five litres.

This directive from the CSI inadvertently gave rise to the building of one of the greatest and most dramatic racing cars ever – the mighty Porsche 917.

The new Porsche first appeared in 1969, and unlike the Ford GT40 of that period it was not built with a central monocoque tub, but in the older but well-tried system of a very light space-frame chassis similar to that of the Porsche 908. Weighing just 42kg, the chassis tubes contained pressurised gas, a pressure gauge enabling any cracks to be easily detected. Low weight was paramount: the glass-fibre body was very thin and even the gear knob was made of balsa wood. To power it Hans Mezger designed a brilliant new 4.5-litre flat-12 engine, utilising the lightest metals. Initial output was 580bhp, but it was quickly enlarged to 4.9 litres with an output of 600bhp, then to five litres and 630bhp.



Patrik Lingren

Later, when the 917/30 was developed with twin turbochargers for the Can-Am series, the engine delivered more than 1550bhp in qualifying spec and a 'mere' 1100bhp in race trim. It could accelerate from standstill to 60mph in 2.2 secs.

But back in 1969 the Porsche 917 was not yet reliable enough to conquer Le Mans, allowing Jacky Ickx and Jackie Oliver to give the GT40 its famous final win. It was Richard Attwood and Hans Herrmann who scored the first 917 Le Mans victory in June 1970, which makes this year the 40th anniversary of that great win.

To celebrate this occasion and to learn something of the early problems drivers had with the Porsche 917, Richard Attwood and Jackie Oliver, both of whom had considerable success in the car, joined me at Mallory Park. To jog their memories back four decades, Adrian Hamilton brought along his John Wyer Gulf Team Porsche 917K (*Kurzheck* or Short Tail), the actual car in which Attwood placed second at Le Mans in 1971. And for comparison we had a new-build GT40 constructed by Gelscoe Motorsport to the precise specification of the 1969-winning Ickx/Oliver JW Gulf Team car.

After enjoying the wonderful sound of both the 4.9 Porsche flat-12 and the great Ford Weslake 4.7 thumper, both drivers returned their cars to the Mallory Park paddock.

Climbing out Attwood comments: "Feels like home, just like a normal racing car. A normal 917 racing car, anyway."

Reflecting on the two cars, he adds: "I raced the GT40 from 1964 to '67, but Porsche decided to make something a lot lighter, so they took a few tubes and some glass-fibre and stuck it all together. I always said that if I were going to have a big shunt I'd rather have it in a GT40 than a 917. When the 917 was mooted, no one wanted to drive it. I suppose we felt the 908 would have won most things at that time anyway, and it was a lot easier to drive – nimble, and no roof." »»»



John Wyer's team sorted 917's aerodynamics – Short Tail version was more stable with less drag

There were problems with the early Porsche 917. What was the worst thing about it?

ATTWOOD: "The shape. It was aerodynamically unstable. We all told them that at anything over 200mph it was virtually off the ground. Porsche tested it at an airfield, but they were only managing about 175 by the end of the runway and up to that speed it was OK, so they didn't believe the drivers and told us it was now fine. We tried it again and it was the same. Still hopeless."

OLIVER: "In 1969 Ickx and I didn't think that we were ever going to be able to beat the new 917s with the GT40."

ATTWOOD: "Well, if the 917s had been running at the finish you wouldn't have had a hope."

OLIVER: "Actually, the Porsche 908 should have beaten us. I don't know why Hans Herrmann couldn't get in front of Jacky [Ickx]; he was faster on lap times. I think that Wyer's teamwork and planning, always looking after our brake pads, was probably crucial. I have a feeling that Herrmann was running out of brakes, because Jacky kept passing him under braking at the hairpin. But you have to admit it was a magnificent ending for the GT40 story."

It seems odd that after the years of winning Le Mans cars having a modern central monocoque tub, Porsche built a car based on a space-frame again.

OLIVER: "Yes, one had an old truck engine with a modern chassis and the other had a chassis that was a lot of cock but with a modern engine. If you put the two together you'd have had a better car. It's funny how evolution comes about. But both cars were pre-aerodynamics; Porsche got away with it because of their mechanical brilliance, but the 917 started out as an aerodynamic disaster, as Dickie found out. It was a learning curve."

ATTWOOD: "Yes, that's right, it was the early days of the way things were about to go in the future with ever-higher speeds."

OLIVER: "Everyone thinks that the 917 was difficult to drive, but that was only before they managed to get the aerodynamics right. John Wyer and his engineer John Horsmann sorted it by fitting a reshaped front bonnet and the reshaped Short Tail. I then ran flat through Whitehouse; apart from being more stable and having less drag, the car must have been developing downforce at the back. Wyer clearly understood aerodynamics better than Porsche."

After all the handling problems of 1969, when you brought the 917 home in first place at Le Mans in 1970, the reaction from Porsche must have been pure joy?

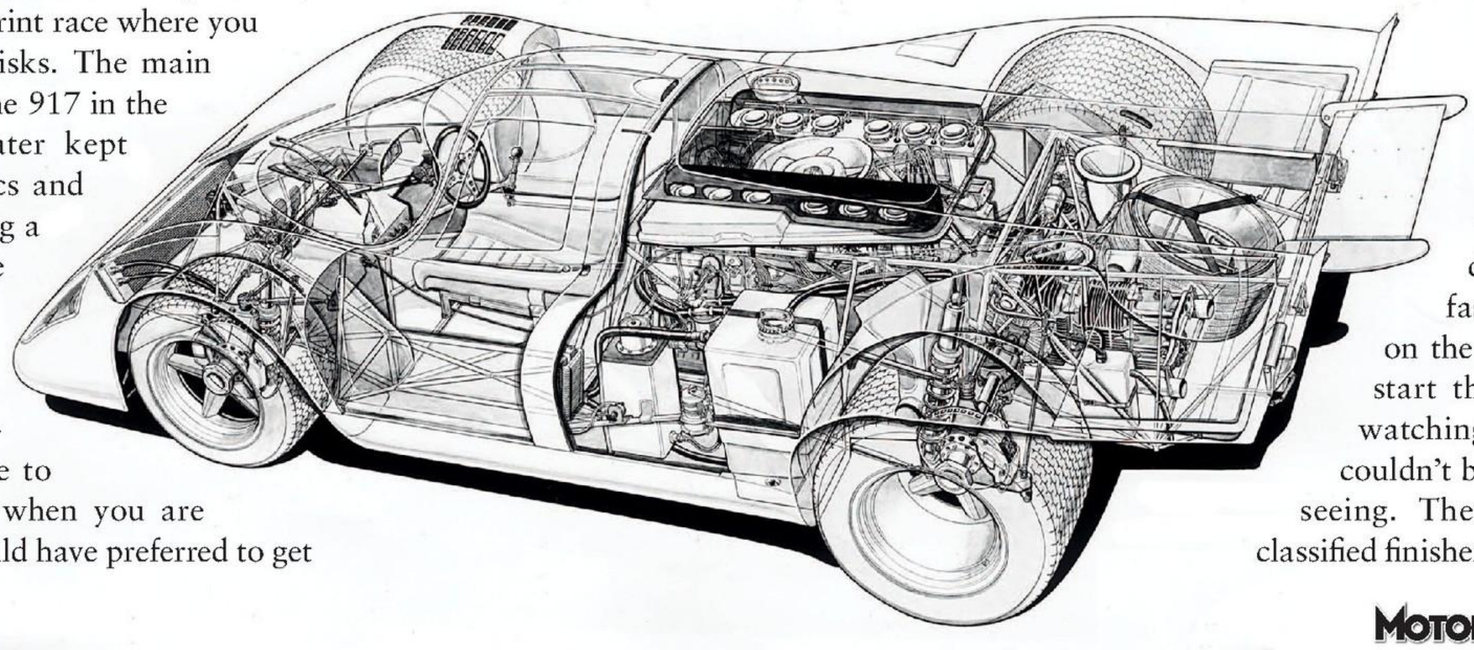
ATTWOOD: "It was. It had been an ongoing saga for so long. Porsche was trying to win Le Mans with small-engined cars and a 3-litre simply wasn't going to be enough. Then there was the birth of the 917 as a result of that ridiculous formula. The CSI never thought that a manufacturer would make 25 cars to go and win a silly championship. But that is exactly what Porsche did. And then unbelievably Ferrari did the same, which of course led to a wonderful era of Porsche versus Ferrari, the like of which has never been seen since and will probably never be seen again. It was a marvellous period."



At the 1970 Le Mans it was raining heavily. What was it like driving the Porsche 917 in those conditions?

ATTWOOD: "Well, you just had to drive according to the conditions. The trouble with this sort of car is the tyre widths. They were affected so much more than if you were on narrow tyres, so that made it more difficult. You would suddenly find the smaller cars starting to overtake you. You just had to be really careful; it's a long race, not a sprint race where you tended to take more risks. The main problem we had with the 917 in the rain was that the water kept getting into the electrics and therefore it was misfiring a lot. We tried to keep the heat in the engine artificially by revving it while we were not going very rapidly – completely the opposite to what you need to do when you are driving in the wet. I would have preferred to get into higher gears all the time. It was difficult, but we coped with it, just doing what we could in the hope that it would dry out and we'd be able to go a bit faster. But we had no other problems and that's how you win Le Mans. Stay out of the pits. Just keep going round and round and round. Boring. But that's how you do it.

"But the 4.5-litre was slow on Mulsanne. It was probably only getting to 215mph. After qualifying I thought we hadn't got a hope in hell; we were about 8sec out. But it was a crazy race with a lot of incidents and retirements that happened long before it rained. We had that massive fight between the Ferrari 512s and the Porsche 917s – it was just like a Grand Prix. I couldn't believe the way people set off at the beginning. I could not understand the mentality of those drivers who were going so fast – Le Mans is a 24-hour race and they were treating it like a two-hour sprint. They were all mad, driving far too fast, trying to win on the first lap. I didn't start the race so I was watching and I honestly couldn't believe what I was seeing. There were so few classified finishers. We didn't



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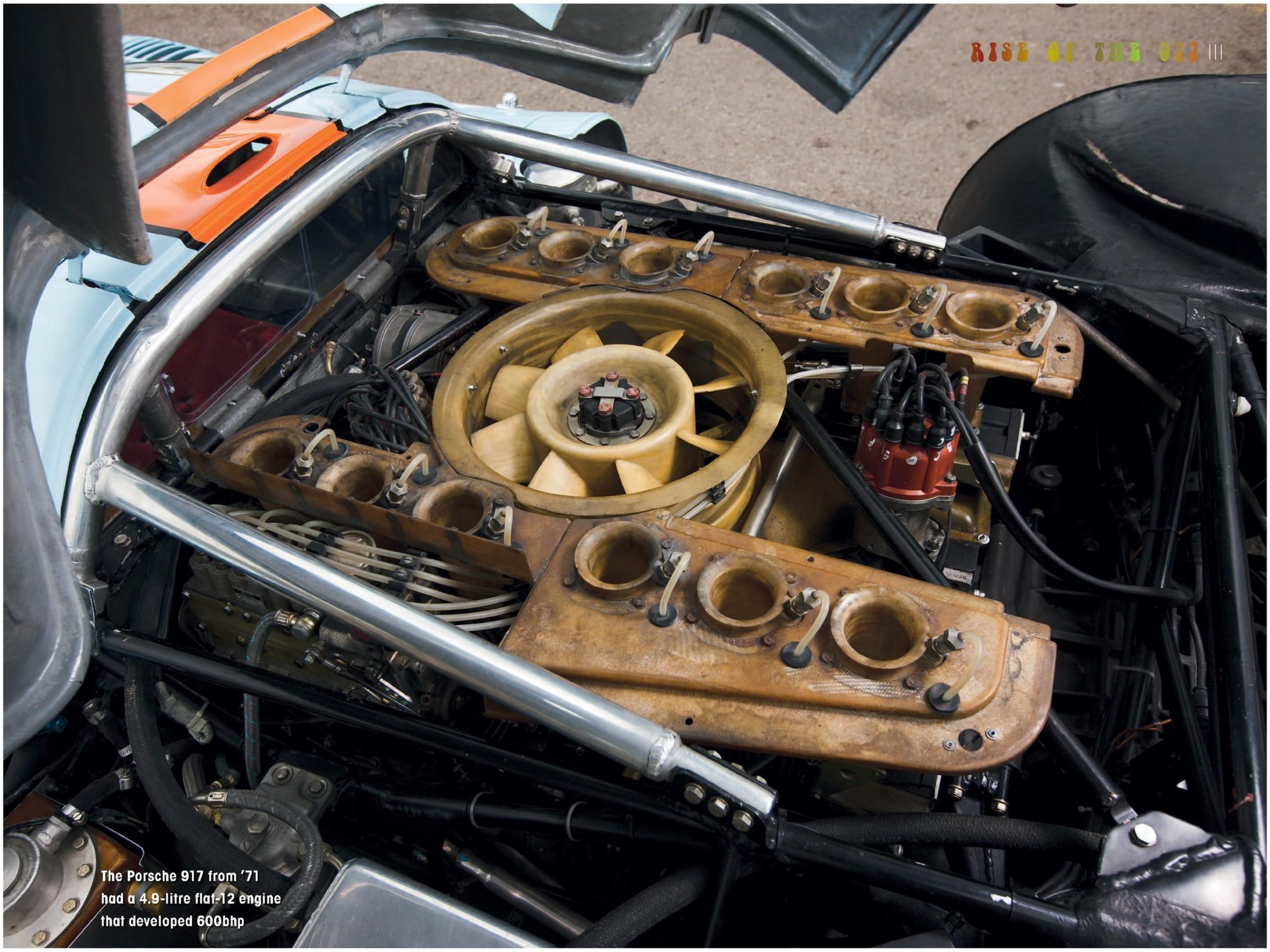
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The Porsche 917 from '71 had a 4.9-litre flat-12 engine that developed 600bhp

win it, everybody else lost it, simple as that.

"I remember hearing that three Ferrari 512s had gone off in the same accident. Three cars! Potential winners, all of them. Derek Bell was in one. I think someone spun and he avoided everything but inadvertently over-revved it and his engine went. Siffert famously missed a gear in a hurry to get by some slower cars while passing the pits. I saw and heard that. I knew he wouldn't be coming around again. Actually, he did come round, but very slowly."

You started your car in 15th place on the grid. Were you surprised when you got the P1 sign?

ATTWOOD: "I couldn't believe it. It was just ridiculous. We were in the lead after 10 hours and we never should have been anywhere near the lead. We didn't so much climb up the board, the others just dropped out. Some might have been six laps ahead but they all dropped away."

Do you think your mentality, and therefore how you drove the race, was a key factor?

> "We didn't so much climb up the board, the others just dropped out"
>
> RICHARD ATTWOOD

ATTWOOD: "I suppose 20 per cent was probably the way we were driving but the other 80 per cent was that the car wasn't fast enough. It just could not keep up with them that year because we had the small engine and the Short Tail.

Did you consider using the Long Tail for the 1971 race?

ATTWOOD: "Well, John Wyer was running the team and he decided who did what in 1971. I drove with [Herbert] Müller and we lost the race by five minutes after a gearbox problem held us up for 45 minutes."

Jackie, you and the Porsche 917 still hold the record for the fastest lap at Le Mans at 3min 13.6sec, with an average speed of over 250km/h (155mph), and you regularly hit over 240mph on the Mulsanne. Were you aware that you were going so quickly?

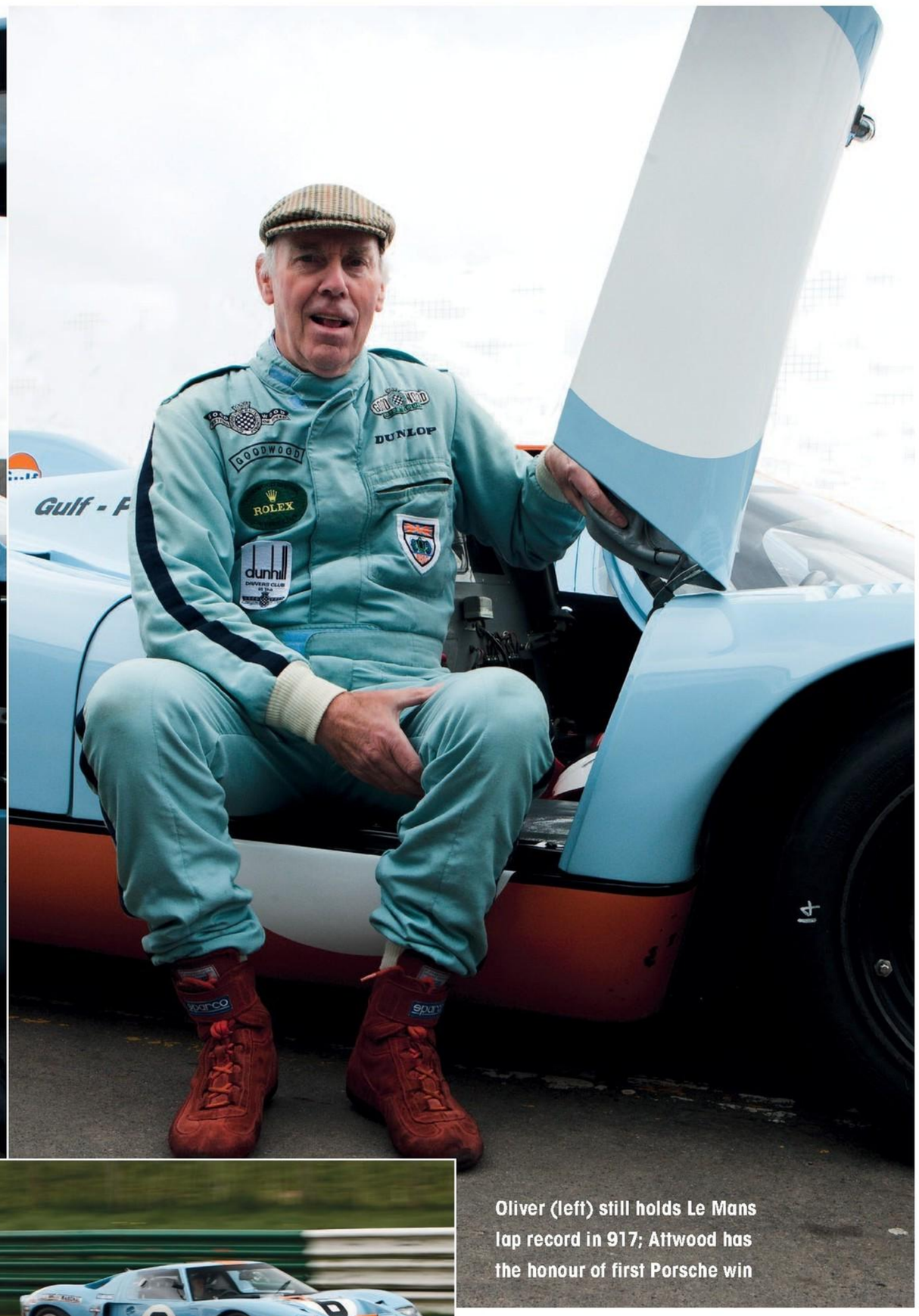
OLIVER: "I had no idea. Once you are over 100mph it doesn't make any difference. Depends how close you are to the wall."

ATTWOOD: "You just hang on to the steering wheel. The first time you do it you really wonder if something goes wrong here where are you going to end up, but it soon just becomes normal daily life really, and not a problem."

What made the 917 so iconic?

OLIVER: "The name Porsche. When Porsche came into racing it turned everybody's head. They immediately thought that because it was Porsche it would be successful. It was too, but it was John Wyer who really made that ➤➤➤





Oliver (left) still holds Le Mans lap record in 917; Attwood has the honour of first Porsche win



Porsche work properly. In 1971 after half the race three JW Porsches led. Jacky [Ickx] and I were two laps in front but even in 1971 Helmut Flegl, the Porsche engineer, was still worried about the back of the car aerodynamically. He said, 'Just be careful that the front wheels don't come off the ground going down the Mulsanne Straight because I think we'll be doing 380km/h [236mph]. That would probably be in top gear, maybe at about 7000rpm.' I told him I'd wiggle the wheel every time the rev counter flicked up to around 7000 down the straight just to make sure the front wheels were still in contact, and that's actually what we did. Next time I came back in I told him it was OK and still steered at 7800rpm. So he said, 'that's fine, then.'"

What did the 917 do for your careers?

OLIVER: "Not a lot, to be honest. I wasn't keen on long-distance racing, I thought there were better things to do in the middle of the night…"

The results speak for themselves. You still have the wins to your record.

OLIVER: "Looking back on it, it was Porsche or Ferrari or Ford that won the races, not the drivers. It was the constructor. You were just another nut behind the wheel."

ATTWOOD: "I agree that it was a team effort. Once the flag goes down there's no one else involved. At the time the Le Mans 24 Hours was just another race, but it has since become more important to me, more relevant to the success of my career. However I didn't win Le Mans, the whole team won Le Mans. I probably drove better at a lot of other races and got no results at all."

OLIVER: "The most fantastic thing about cars such as the Porsche 917 was that they were so fast – particularly when developed for Can-Am – that they became quicker than Formula 1 cars at that time. Clearly that was going to be a problem."

ATTWOOD: "That's right, but the engine was the best part of the car. As drivers we preferred the bigger engines."

OLIVER: "Yeah. We wanted to go quicker, not slower. That's why the 917 is still probably the most iconic sports car around."

Today, the Porsche 917 must stand together with those other German racing icons, the great Silver Arrows Grand Prix cars of the 1930s. And the men who drove the 917 to victory in period surely should be counted as the Titans of the '70s. Ⓜ

Thanks to Richard Attwood, Jackie Oliver, Mallory Park circuit, Adrian Hamilton at Duncan Hamilton Ltd and Gelscoe Motorsport for their help with this feature.

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1970
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FOR THE MODERN AGE

Did he lose THE PLOT?

Movie star and motor sport fan Steve McQueen went to every effort on set for his homage to Le Mans. But the results fell short for some who witnessed his efforts

BY EOIN YOUNG

Le Mans was the movie Steve McQueen most wanted to make. The ultimate bloke's bloke was mates with Jackie Stewart and John Whitmore before they were Sirs, he raced his own Formula Junior Cooper and Mini Coopers, came second in his own 3-litre Porsche 908 at Sebring in 1970 with Peter Revson, and even entered a Porsche 917 at Le Mans that year with Stewart as co-driver to gather front-line footage for his movie, only for his insurance company to pull the plug. It wasn't all 'brash Yank' Hollywood with McQueen.

Le Mans would be the 20th movie in his career. His top movies were *Bullitt* where he drove the lead car action sequences himself and *The Great Escape* where everyone remembers his motorcycle jump to freedom… except he wasn't on the bike. He had tumbled in testing and wasn't allowed to risk neck, reputation and cinema sales by hurting himself.

The 24-hour race at Le Mans had always fascinated McQueen and his experience over 12 hours at Sebring whetted his appetite. He wanted to bring the thrill to the big screen. He used to say that he wanted to make his grandmother in Montana, who knew nothing about motor sport, understand what happened in a racing car on the Mulsanne Straight at night. In fact he never had a grandmother in Montana. It was a figure of speech. "There's so much about racing that's real and doesn't have to be dramatised or invented," he said. "There's the memorization of the circuit… driving as far as you can see by the beams of your lights… the flash in your mirror as the faster car comes by…"

I've always felt that the real Le Mans race was probably 22 hours too long, but McQueen was captivated by the challenge of the historic event. On reflection, his movie was probably an hour and a half too long…



We had seen John Frankenheimer's *Grand Prix* movie and been reasonably appalled at the 1966 portrayal of Formula 1 and attendant intrigues off track. We thought it was awful. But that was before *Le Mans*. Steve McQueen was the star who would put motor racing back on its international pedestal, combining his motor sport passions with his talent on the silver screen, but he totally overdid it with lots of long, hard silences and smouldering stares.

Frankenheimer was forgiven in retrospect and *Grand Prix* is now worth another look, if only to recognise the famous racing faces in the background.

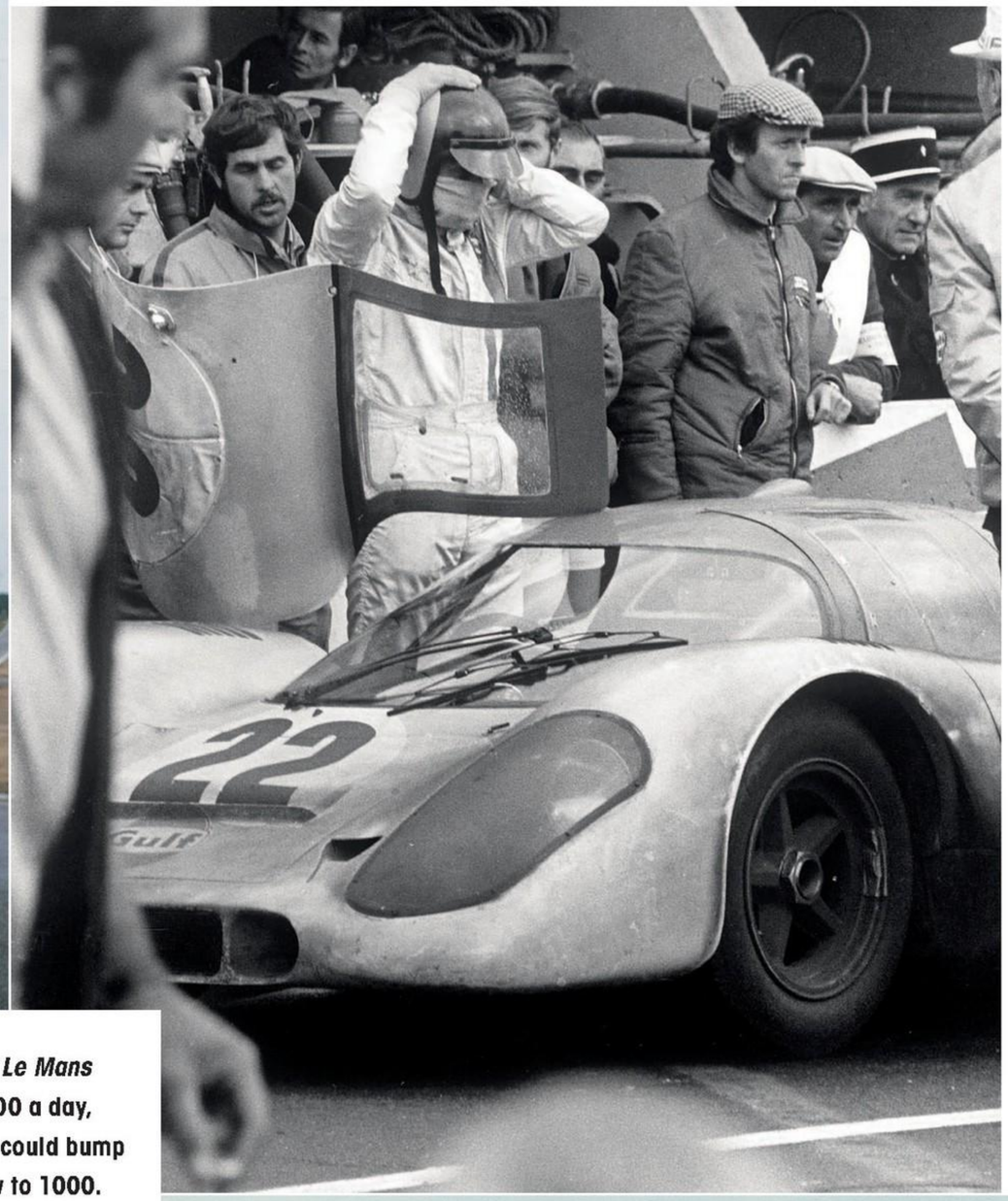
Barred from driving at Le Mans with Stewart, McQueen went to the race with a film crew. Shots were taken of him in helmet and race uniform standing in the pits or moving among the crowds. Nineteen cameras were set up at different points around the circuit, filming constantly, and a Porsche was fitted with cameras to get driver's-eye-view footage of the race. Over 30,000 feet of film was shot, to be spliced in with the hammed-up making of the movie later in the summer, so that the actual race crowd was shown as a backdrop to the movie scenes.

I had been working with John Wyer and his Gulf-sponsored team at endurance races. Revisiting Le Mans as a journalist and being paid $100 cash a day for being in the filming was a bonus. In fact I never made it to the screen, although it came close on one occasion. They were shooting a pitlane scene supposedly in the rain with sprinklers drenching the car and everyone in shot. We were sitting across from the pitlane, laughing at the mechanics and photographers being hosed-down for accuracy before they went on set. Nigel Snowdon, one of the top photographers, took umbrage at our amusement and suggested to the director that he should have wetted journalists on scene as well. We were called over but I pointed out that if the scene were to be accurate, no journalist would ever have his notebook out in the rain. He agreed and Snowdon stayed wet while we stayed dry.

It was Snowdon who took the famous shot of McQueen giving 'the fingers' to an opponent, and it was Snowdon who had to point out that he was doing it wrong. McQueen was gesturing a back-to-front 'Vee' like Churchill! That was before the up-yours gesture had gained international acceptance.

McQueen's own movie company, Solar Productions, owned some of the cars in the movie and hired others from private owners like David Piper, Filipinetti and Jo Siffert. The Ferrari 512 that caught alight and burned out while Derek Bell was driving it back to the start of the filming was owned by Solar. »»





Filming for *Le Mans* cost £10,000 a day, and extras could bump up the crew to 1000. Bottom left: McQueen with beautiful co-star Elga Andersen, and (far left) with our writer





All images LAT & Ferret Fotographics



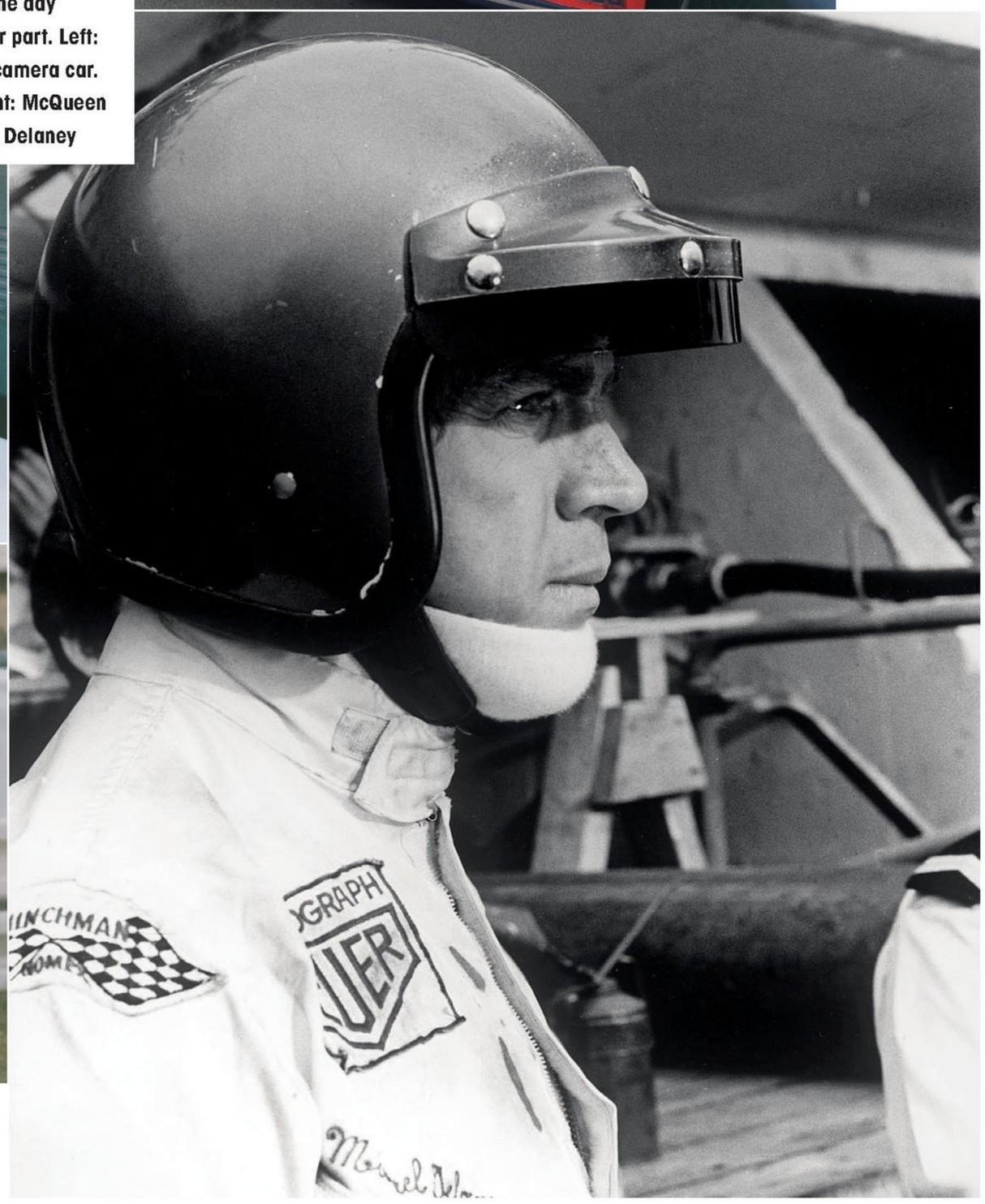




Top Left: McQueen talks, Mike Hailwood listens. Top right: drivers of the day played their part. Left: GT40 was camera car. Bottom right: McQueen as Michael Delaney







Altogether it rented 37 cars to make the film, shutting parts of the Le Mans track for the action sequences not already covered during the race itself. These included five Ferrari 512s, five Porsche 917s, two Porsche 908s, one Matra V12, one Alfa T33-3, four Lola T70s, four Porsche 911s, one Porsche 914/6, two Chevrons, a Corvette, a Ferrari 312 and a Ford GT40 for use as a camera car.

One of the Lola T70s was disguised as a Ferrari and wrecked, and another was wrecked in the guise of a 917, because Lolas didn't cost as much as the real thing!

There were 50 racing drivers used during the making of the movie, including Jo Siffert, Brian Redman, Vic Elford, Frank Gardner, Jonathan Williams, Richard Attwood, David Piper, John Miles, Derek Bell, Helmut Kelleners, Toine Hezemans, Jean-Pierre Jabouille, Herbert Müller and Michael Parkes.

Parkes and Piper combined for some fairly hectic sequences as they indulged in a bit of high-speed horseplay with the Ferrari and Porsche. I mentioned to Mike that his gathering-up sequence on the grass looked quite realistic and he assured me that it was. Apparently it hadn't been pre-planned at all! Bell was burned in an accidental fire and Piper suffered the worst injury during the movie when his Porsche 917 slammed into the guardrail, cut itself in two and David lost the lower part of his right leg.

On-car cameras were in their infancy then. Camera mounts were important as much to eliminate camera shake as from a safety point of view. Two cameras weighed about 36lb and this had quite an effect on the handling of the 917 on a mount 6ft behind the rear wheels. To counter this, lead weights weighing 66lb were bolted onto the nose!

To avoid risking life and limb the film special-effects men rigged up a radio-controlled steering mechanism on pensioned-off Lola T70s disguised as Ferraris or Porsches. The car had an 80mph bottom gear and a fixed throttle, but you couldn't stop the car or cut the engine once it was under way. In early morning shakedown tests of the arrangement without the watching eye of the cameras the man with the little black box realised the car was on a slight veering course, so he tweaked the control switch. A little too much apparently, because the car turn sharply into the guardrail and wrecked itself.

Later when the scene had been set for a proper shunt with cameras strategically planted everywhere, trees partly sawed through to add realism and the track watered to simulate Le Mans weather, everything looked ready. The man in charge checked out all the cameras and gave the go-ahead. Almost immediately he changed his mind to reposition one of the cameras, but by then it was too late. The car was on its way. When it hit the wet patch of road it lost control of itself and walloped the guardrail. And apparently not a camera rolled. It became even more embarrassing because while they were getting another car and reorganising the scene, the partly-cut trees started to fall! In the best Hollywood tradition they were hauled back into position again and propped up. And the props were painted green…

The Le Mans people were recreated as well as the scenery. McQueen was fascinated by David Yorke's seemingly understated control as Wyer's team manager. Face to face, Yorke and actor Ronald Leigh-Hunt didn't have more than a vague resemblance, but on set Leigh-Hunt (David Townsend in the script) was an authentic Yorke to the brim of his Laurel Valley Golf Club hat. He wore the Yorke uniform from Le Mans – a white open-necked shirt, grey cuffless trousers and black shoes. The film people tried to copy the blue hat but it didn't work to McQueen's satisfaction, so they had to track down the actual hat Yorke wore during the race.

Leigh-Hunt studied Yorke's pit pacing during the race and copied this in all his mannerisms. "When David bends, he bends from the waist and not from the knees," he said. "He stands in front of the car when it comes into the pits and waves it right up to his shins. It might be all right doing that with real racing drivers, but when you're doing it with actors it's a bit dicey even when they're only pushing the car into the scene."

Attention to detail wasn't just a McQueen whim, it was important because the film action shots of the race were spliced in with the scenes acted and shot on location after the event and everything had to match up. It worked well and it was hard to tell where the film set stopped and the real race started as a Ferrari made its pitstop and burbled back out.

> "Steve insisted on authenticity to the exclusion of any Hollywood gimmicks"

McQueen had entered his own 908 Porsche for Herbert Linge and Jonathan Williams to drive in the race with a couple of cameras in the nose and another in the tail. They lost time during a camera change in the pits when the starter overheated, but despite that they were running eighth at the finish. The film had run out and the film crew wanted to bring the car in for a change of cameras so that they could shoot the finish, but the racing department didn't want the car to stop in case the starter overheated again and they missed out on their hard-earned eighth place.

Long-time Lotus team manager Andrew Ferguson was persuaded to go from the real thing to the celluloid recreation at Le Mans and Alan Levine looked after the day-to-day running of the film behind the scenes. There was a permanent staff of between 150 and 200, and in crowd scenes the extras could bump this figure close to 1000. It cost £10,000 a day to run the operation and filming was scheduled to take four months. 'Solar Village' was the name of the prefabricated settlement in the circuit, hired for $30,000 from a Swiss company. This incorporated offices, a toilet block and a busy restaurant and cinema. McQueen had offers for the village from the North American Racing Team (NART), which wanted it as a European base for its Ferrari sports cars, and from the local *Gendarmerie* to use as a permanent base during the actual race.

I wanted *Le Mans* to be the ultimate motor racing movie but on reflection it wasn't. We had slated *Grand Prix*, but it became apparent that Frankenheimer had set out to make an epic about racing, whereas McQueen, being a racer himself, had insisted on racing authenticity to the exclusion of any Hollywood gimmicks. I saw the preview of *Le Mans* at Indianapolis in 1971. James Garner, who had starred in *Grand Prix*, was there and I asked for his opinion. He said why didn't I ask Steve what he thought of *Grand Prix*. Peter Revson said he liked the music.

The plot was the weakest part of the movie. But it's probably the most difficult part of a racing movie. If you wrote a plot about what really happens in and around racing, it would be yawned off the screen. And if you wrote a super-lurid plot, nobody would believe it. McQueen tried to solve the problem by making what you began to think was a mute movie. Nobody says anything for nearly 20 minutes, and when Steve meets a lady behind the pits, the dialogue goes like this:

McQueen: Hello.

Lady: You made a good start.

McQueen: Yes.

Lady: Are you well?

McQueen: Yes.

She nods…

Stirling Moss didn't like *Le Mans* at all. He liked the man but he didn't like the movie. Stirling told Malachy McCoy for his book *Steve McQueen* (1974): "I thought it was a ghastly film. To me it was a great letdown. I'm surprised it ever got past him. Absolutely abortive. It had neither passion nor emotion – utterly unrealistic. A very bad film in my opinion. One takes part in the sport because of the passion and the humour. Racing drivers are a special lot – great fun. But none of this comes over in the film at all."

Which just about sums up Steve McQueen's best efforts at putting his personal excitement in racing onto the big screen. It didn't work.

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1970

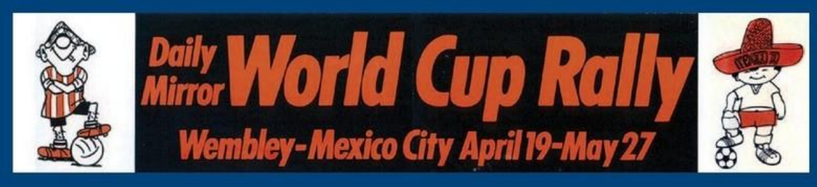
YEAR ZERO

FOR THE MODERN AGE

A game of two continents

It started in London, ran through Europe and the Americas, and Finland was the top scorer. The 1970 World Cup Rally was a daunting event that could never be repeated today

BY ROB WIDDOWS





In the summer of 1970, Finland won the World Cup.

You thought it was Brazil that took the famous trophy, beating Italy to one of sport's greatest prizes, right? Well, yes, but... While Edison Arantes do Nascimento, or Pelé as he is better known, was leading his team to victory in Mexico City, Hannu Mikkola and Gunnar Palm were on their way home from the same place with another World Cup. The original Flying Finns had driven there from London in a Ford Escort.

You may recall that four years earlier England won the cup in London and later that year FIFA bestowed the next tournament upon Mexico City. It was this connection, and the success of the 1968 London to Sydney Marathon, that inspired Wylton Dickson to organise a World Cup Rally (see p83). The cars would set off from Wembley Stadium on April 19, finishing nearly six weeks and 16,000 miles later in the Mexican capital on May 27, just as the World Cup was getting underway. What a wheeze.

Dickson's brusque and abrasive approach did not endear him to the motoring media, but having persuaded experienced rally practitioners Paddy Hopkirk, Dean Delamont, John Sprinzel and John Brown to join him, the RAC and the MSA came on board to make sure it was all within the rule book. It was promoted as the toughest rally of all time. And so it proved to be.

In his definitive account of this extraordinary event, *The Daily Mirror World Cup Rally 40 – The World's Toughest Rally in Retrospect*, Graham Robson describes the route as being the toughest, most tortuous, most arduous challenge in the history of serious rallying. And he should know: as one of the rally controllers he had to leapfrog along the route to run controls.

Ford, British Leyland and Citroën spent a fortune preparing for six weeks on the road in two-and-a-bit continents. Robson, a former competitor and team manager, recently celebrated the 40th anniversary with a small party of other veterans from an adventure that captured the nation's imagination all those years ago. The trials and tribulations are still fresh in his mind.

"The London to Sydney was good, but many people thought it was just too easy, and so the World Cup Rally was deliberately tough," he says. "Some of the stages were so long that the target time was 11 hours, and that was never going to be a picnic. Where John Sprinzel was involved, there had to be adventure and ➤➤➤



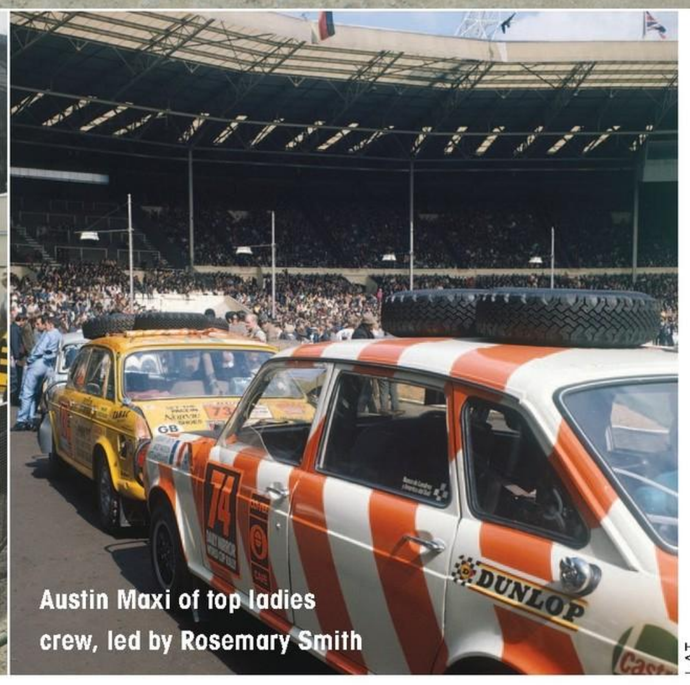


Winning Ford of Mikkola/Palm in Italy. Above: sign highlights challenge ahead; Triumph crew waved off from Wembley





Silver Cloud was unusual entry...

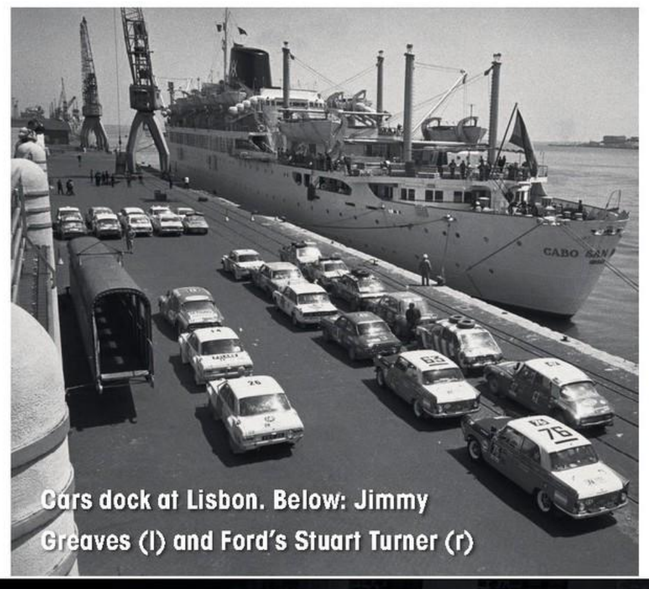


Austin Maxi of top ladies crew, led by Rosemary Smith

LAT

there was plenty of that once the cars got halfway up South America."

Paddy Hopkirk, who finished fourth in a Triumph 2.5PI, recalls the challenges. "One of the toughest sections was in South America, from Rodeo to La Vina. This was like driving flat out from Edinburgh to Dover in the fog, on unmade roads strewn with rocks and animals." Typically the veteran rally champion also remembers the lighter moments. "On the stopover in Rio de Janeiro we all stayed in the old Gloria Hotel and there was Rosemary Smith, relaxing by the pool, in her white bikini. That seemed to stir up more publicity than the cars themselves." Ms Smith went on to win the Ladies Cup, bringing her Austin Maxi home in 10th place. Hopkirk was in fact one of the few who spent some profitable time out on the stages preparing for the rally. While others sunned themselves, he was the only one to practice the final stage in Central America which he won, taking home some decent prize money.



Cars dock at Lisbon. Below: Jimmy Greaves (l) and Ford's Stuart Turner (r)



LAT

The World Cup Rally started from Wembley on the morning of April 19, with England football manager Alf Ramsey and team captain Bobby Moore dropping the flag on over 100 cars. There was a special send-off for Jimmy Greaves, who had just retired from the game and was sharing a Ford Escort with Tony Fall, the pair finishing a very creditable sixth.

"Jimmy had just lost his place at West Ham and it was Wylton Dickson and the *Daily Mirror* who saw the potential of putting him in a car," says Robson. "Ford agreed to run him as long as he was a credible co-driver for the experienced Tony Fall. As it was, on the first test day, Jimmy told Stuart Turner, Ford's motor sport director, that if he made a fool of himself then Stuart was to tell him and he'd pull out before the event got going. But he was very professional, he took it seriously, and his sheer grit and determination got him through. At one point, high in the Andes, they had so many punctures that they ran out of wheels and tyres. So Tony put Jimmy on a local bus to go and get some new tyres from the nearest town. He really entered into the spirit of it but he's never talked about the rally since – I think it was just something he did, and that was that."

There was royalty present too, with HRH Prince Michael of Kent setting off around the world in an Austin Maxi, but like four-fifths of the starters he failed to make it to the Estadio Azteca in Mexico City, just a week before the World Cup kicked off.

But do not be deceived by the presence of footballers, celebrities and royalty on this extraordinary adventure. This was a very real rally, taken very seriously by the manufacturers, the works teams and the British motor industry which, in 1970, was still in its ascendancy. Forty years ago Britain was producing a great many motor cars, British Leyland had not yet fallen foul of industrial action and Fords were rolling off the production lines at Dagenham. The industry saw the World Cup Rally as a huge marketing opportunity, a chance to further boost the 'high performance' image of their brands both at home and around the world. Ford, in particular, committed big budgets to developing an Escort 1850 GT, while Triumph and Austin were not far behind with the 2.5PI and the Maxi. In the Soviet Union Moskvitch prepared to enter a works team, and in France Citroën began work on its ageing DS21s.

Ford decided to modify the Escort Mk1, installing an 1850cc version of the tried and tested crossflow Kent engine and using uprated components from other models in the range. British Leyland covered every base by entering two teams – one from Triumph and one from Austin. Triumph ran three 2.5PI Mark IIs which, though more powerful than the Fords, were significantly heavier. Two of these cars would carry a crew of three while Brian Culcheth preferred to stay with a more conventional crew of two, driver and navigator. A second Leyland team ran the Maxis, with twin carburettors and lightweight door panels, and the Morris 1800s, as did some of the plucky privateers.

Peter Browning, competitions manager at Abingdon, had been given a generous budget by BL boss Donald (Lord) Stokes, who ➤➤➤



Newsroom or rally results office? *Daily Mirror* became both

INSIGHT

MIRROR TO THE WORLD

The budget was huge, the organisation immense. Anthony Howard was the man charged by the *Daily Mirror* with turning rally bulletins into news



Once upon a time, Fleet Street thrived amid rivers of alcohol, old Spanish practices, the chatter of telex machines and the aroma of hot lead. But its firm grip on advertising revenues and its prime position as provider of news and entertainment faced an increasing challenge as independent television began flexing its muscles from the mid-1950s.

Amid the doom and gloom of the Harold Wilson era – characterised by industrial unrest and the devaluation of sterling – national morale got a much-needed fillip when England beat Germany in the 1966 World Cup final at Wembley.

Two years later, at the instigation of *Daily Express* proprietor Sir Max Aitken, the first 9600-mile London-Sydney Marathon began from Crystal Palace. The idea was to cheer everyone up, boost circulation and nurture exports to the 12 countries en route.

After high drama towards the finish, Andrew Cowan and his Hillman Hunter came through to claim the £10,000 prize and acres of ink. Paddy Hopkirk finished second. Quietly observing all this from behind a cloud of Havana smoke was Australian ad-man Wylton Dickson, the brains behind the 1966 World Cup Willie mascot, who had a chance encounter with Hopkirk at a drinks party in Chelsea.

Hopkirk recently reminded me: "Wylton asked what my game was. I said professional rally driver, and he asked me what a rally was. So I explained, mentioning the London-Sydney."

Dickson put two and two together and came up with 10: how about the mother and father of all motoring contests running from the previous World Cup venue to the next – London to Mexico City – in 1970?

Next question: what kind of organisation was big enough and silly enough to risk putting its financial muscle behind such a hare-brained scheme?

Why, the *Daily Mirror* of course. In those days, it stood like a colossus in its purpose-built Holborn Circus HQ, and its five million-odd daily circulation was the world's largest. Dickson made his pitch, saw his idea deftly appropriated, and found himself confined to the shadows.

As the complex, highly-politicised worlds of motor sport and the media converged the resulting ego clashes were analogous to the Large Hadron Collider. My good fortune was to be a *Mirror* foot soldier in the thick of all this, charged with maintaining rally news flow to the 22 countries from which the 106 entrants arrived.

This involved crucial journalist skills such as smoking, drinking and keeping very unsocial hours – long before Blackberries, wi-fi laptops, e-mail or digital photography existed. For I was captive between the varying time zones competitors were in from day to day and the deadlines of British and foreign media as far afield as Argentina, Australia and Thailand – all anxious for stories.

Appropriately, the start was scheduled for Wembley Stadium where Bobby Moore was to dig up a sod of hallowed turf for re-planting in the Aztec Stadium. Raymond Baxter, the voice of BBC's *Tomorrow's World* (not to mention motor racing) was signed to give the startline commentary. Then some bright spark decided the event had to be more family-friendly, and hired Ginger Baker's Air Force jazz-rock band at huge expense to play a 20-minute gig at the halfway mark. Nothing was too good for our readers.

There was further consternation when Ginger and the boys over-ran, oblivious to frantic signals to cease. They were just getting into their stride when power to their amplifiers and huge speakers was cut.

Writing *Where they are – day by day* for the official programme (left, price 4/- or 20p) was pretty exhausting, I quipped to colleagues. So doing the real thing was bound to be a touch arduous. With exquisite understatement, IPC Newspapers chief Edward Pickering remarked: "I understand that the tougher a rally is, the more it pleases competitors. Even as a non-expert, it seems clear to me that the *Daily Mirror* World Cup Rally is going to make a lot of competitors extremely happy."

The 'warm-up', the brisk week-long 4500-mile tour of (what is now) 15 European countries, was an hour ahead of London. Once in South America, the remaining 11,500-mile route was three to seven hours behind us, which mostly entailed waiting late into the night for any snippets that could be cobbled into stories and telexed to grateful distant recipients. So I lived just around the corner in the Waldorf Hotel for a month, and sustained my stamina by refuelling regularly at the Stab-in-the-Back, where there was a reliable telephone.

Shipping the cars from Lisbon to Rio de Janeiro took a couple of weeks, and just to keep things on the boil the *Mirror* hosted a major black-tie thrash for 200 thirsty automotive luminaries at London's Savoy Hotel. I don't know where they found the money, but we sure knew how to spend it.

Ironically, given what it was spending, the *Mirror* missed out on one benefit. Fleet Street rivals had essayed spoilers by sponsoring likely front-runners. The *Evening Standard* and *Woman* each backed contenders for the ladies' prize, a battle that the *Standard's* Rosemary Smith, Alice Watson and Ginette Derolland won. The *Daily Express* and *Sunday Express* rode with a factory Ford Escort apiece, the *Express* scooping third place with Rauno Aaltonen and Henry Liddon. The *Telegraph Magazine* drew the best cards, however, winning with the Escort driven by Hannu Mikkola and Gunnar Palm.

The *Mirror's* overall rally budget was supposedly £250,000, but the smoke and mirrors department eventually had to find £1 million plus, a vast amount of money in those days. Inevitably, the post-mortem found it was a jolly good jape that underscored the *Mirror's* prestige with established readers and advertisers. But it could scarcely have built new circulation or revenues in Latin America or mainland Europe, and it was maybe the last of Fleet Street's serious such extravagances.

made it clear that he expected his cars to win. Ahead of a trip that would take them over some of the most daunting roads in the world, however, talk of victory was premature. There was a gargantuan amount of intricate planning to be completed.

"With the benefit of hindsight," says Robson, "everybody says they always knew Mikkola would win – but they didn't, because he was in fact the least likely to finish. At the time his record of hitting things was not exactly wonderful and, if there was a favourite, it was another Finn, Rauno Aaltonen, who was very quick and diligent. Yes, Hannu was extremely quick, but he kept crashing. In many ways the result was a surprise." Mikkola, who celebrated his 28th birthday just three days before the finish, waited another 13 years before becoming World Champion.

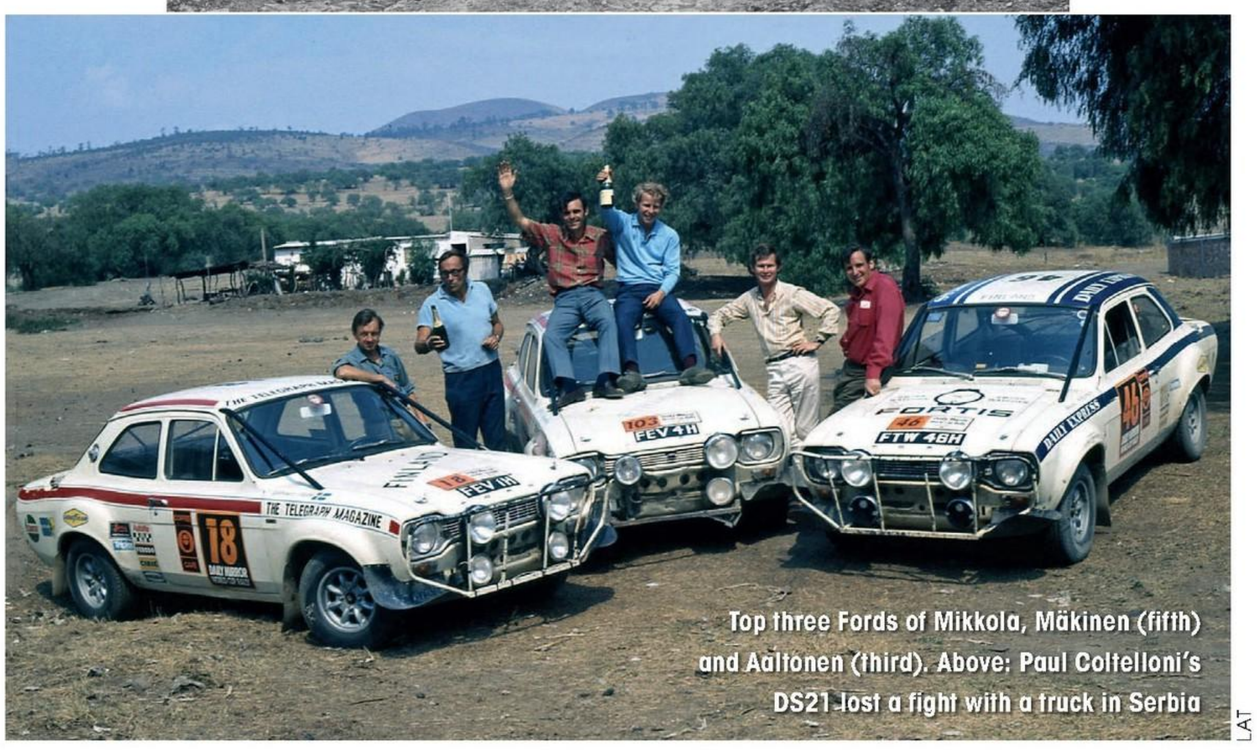
The early part of the route took the competitors across Germany, Austria, the former Yugoslavia, Italy and back through France, before racing south across Spain to Portugal where the teams would board the SS Derwent, a Royal Mail Lines ship, to take them to Rio de Janeiro. Stage time targets were, as ever, demanding but the European section offered nothing too challenging in the way of terrain.

"Those first seven days across Europe were really just a warm-up," says Robson. "They took in the classic stages of the Spa-Sofia-Liège and the Alpine passes behind Monte Carlo but the stages in the Balkans, in the former Yugoslavia, were pretty difficult, weeding out the no-hopers early on. At that point Citroën were leading with René Trautmann in a DS21 but he couldn't repeat that success in South America."

Apart from some rough stuff in Eastern Europe, the leaders dashed down to Lisbon without undue troubles, conserving their cars for the hard part to come in darkest, deepest Peru. They landed in Brazil, where in those days very few roads were properly paved, and set up camp in the Gloria Hotel. Some drivers prepared for the arduous trek to come by swimming and lazing on Copacabana beach, others hanging out with their mechanics who were poring over every nut and bolt, knowing that service points were going to be virtually impossible once the cars moved up into Chile and Bolivia.

"A lot of people had a very good time. Many of them are still not prepared to talk about it…" laughs Robson, who ran the dockside control in Rio. "But the real pros went out and practiced. The route went south from Rio, over the River Plate to Buenos Aires, and then hopped over the Andes before winding up the Pacific coast of South America. Not only were the roads in bad condition but there was none of the infrastructure you might expect on a rally. The stages were pretty horrible although some of the roads in Argentina, which had been impossible in practice, had been re-graded and paved ahead of the rally for fear of bad publicity for the country. Brian Culcheth talked about the unique experience of taking the Triumph along a stage that was disappearing into the horizon at 6000rpm, flat in fifth gear, or about 120mph – unbelievable."





Top three Fords of Mikkola, Mäkinen (fifth) and Aaltonen (third). Above: Paul Coltelloni's DS21 lost a fight with a truck in Serbia

LAT

"Some of the stages were very remote. You'd never get that route sanctioned today"

British Leyland had a slight advantage in that it had agents and some servicing in South America but for the privateers it was a daunting prospect. Some of the special stages were run over distances of more than 500 miles in remote areas, and time penalties were given for exceeding set times as well as any other infringements of the rules. The results, therefore, were determined by penalties awarded rather than the fastest cumulative times.

"It started to get very demanding as we went up the Pacific Coast," says Robson. "Some of the stages were very remote, and dangerous. You'd never get that route sanctioned in today's culture of health and safety – there were no medical facilities and at times they were up over 16,000 feet in the Andes where some of them used oxygen to stay alert, the others relying on adrenalin. The four days during which they went from Santiago to La Paz and then to Lima were the most challenging."

It was a matter of endurance, driving flat out for up to 11 hours at a stretch. The crews of three had more pairs of hands, of course, but those with two in the car were carrying much less weight and were therefore faster. The highest-placed crew of three was Paddy Hopkirk's Triumph in fourth. Culcheth, who did by far the most pre-event practice, said that a crew of two was the only option because they could carry more fuel, more spares and more tyres. "And fuel was a problem," continues Robson. "Every little town had some, but it was poor quality, down to about 66 octane in places, and dispensed by a bloke with a hand pump. Both Ford and Leyland were with Castrol so they were able to get high quality fuel at pre-arranged stops. The privateers relied on big tanks and the local juice." From 100 starters, just 23 cars made it to Mexico City.

The World Cup Rally of 1970 could not, and will not, ever be repeated. Rally bodies would not accept such draining time pressures – through South America there were four nights' rest in 15 days. The costs would now be prohibitive and the cross-border politics simply too complex, too sensitive. Back then they relied on Gentleman Jack Sears to smooth out all the diplomatic wrinkles between the various governments and that's unlikely to be achievable again. Forty years on, civil wars are no longer put on hold while rally cars come blasting over the border. And more's the pity. Ⓜ

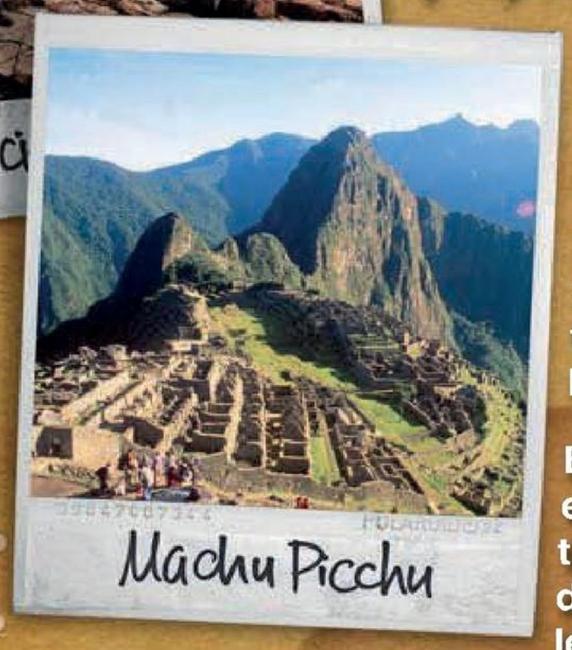
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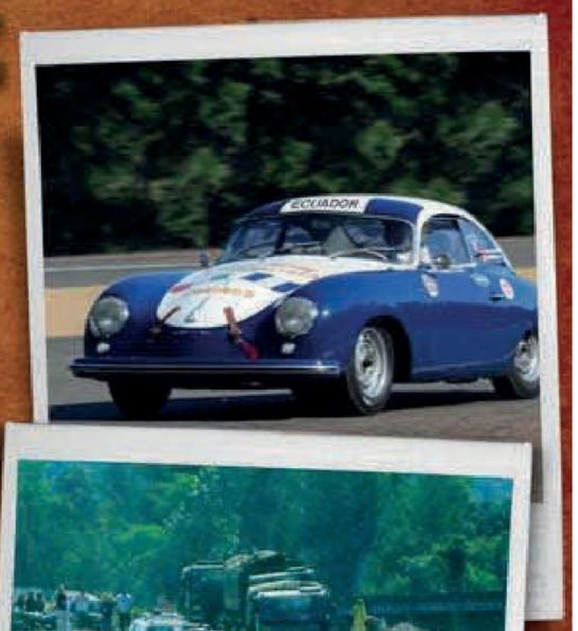


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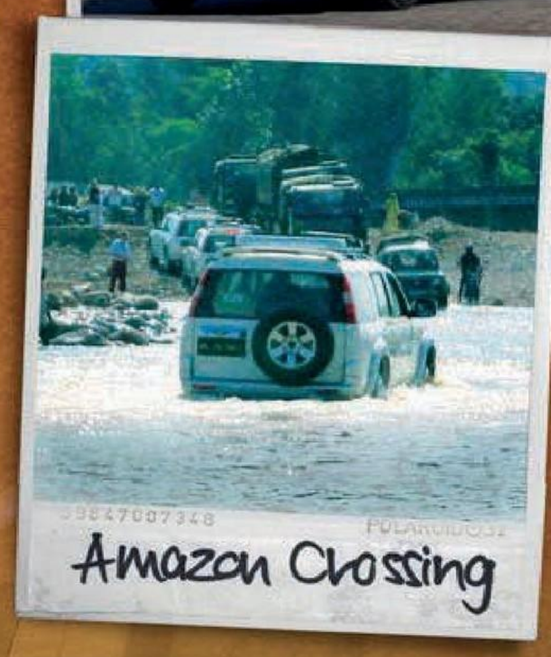
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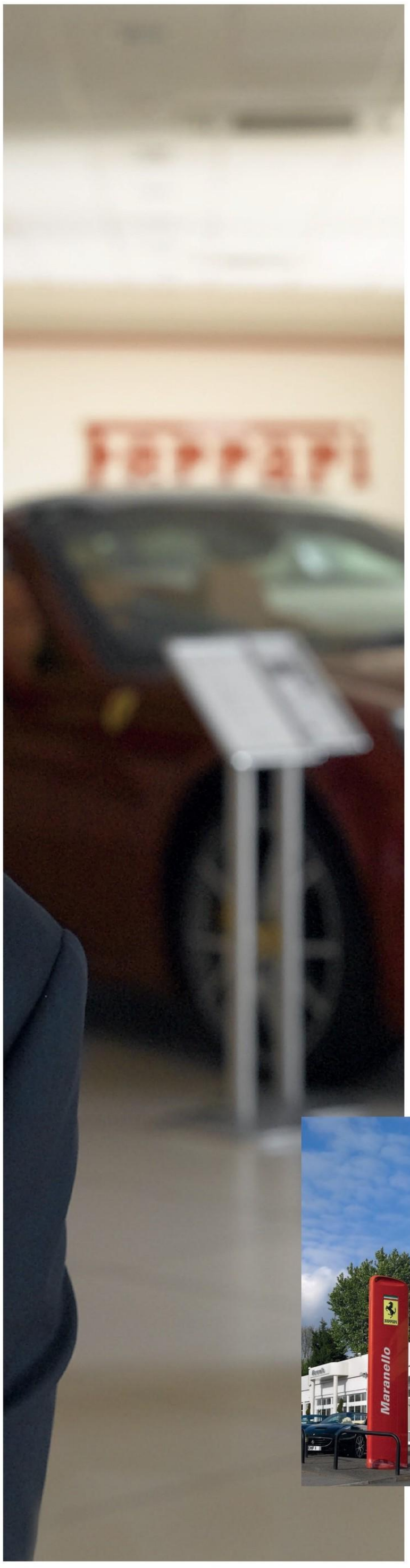
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Breakfast with. . .
ROGER PENSKE

He started out as a racing driver, but it's as a businessman that Penske has really achieved results. And such is the pace of life for this 73-year-old that he only had time for coffee and a croissant

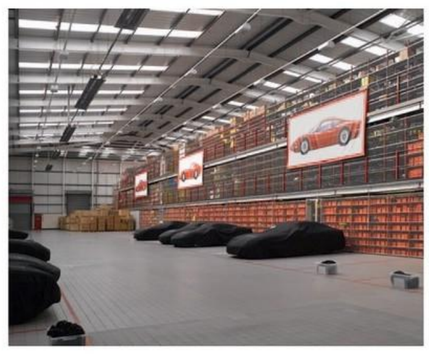
BY SIMON TAYLOR

I'm always fascinated by what racing drivers do with themselves when they hang up their helmets. For some, their cockpit careers are the high point of their lives: afterwards, the only way is down. Others shrug off their racing overalls and use the talents that made them good on the track to find success in other arenas. And one or two regard their motor racing merely as something they did in their youth, a rite of passage, from which they have moved on to more important things.

By any measure, Roger Penske is an extraordinary human being. He is 73 now, a fit, tall-striding bundle of energy who controls hundreds of different companies worldwide and employs 36,500 people. You'll find him in the Forbes List of the World's 400 Richest, with a net worth of around $2 billion. He controls a mammoth truck-leasing organisation which operates in four continents. He owns car dealerships – at the last count, 329 of them, spread across America and Europe. He manufactures diesel engines in Italy, truck mirrors in England and fluid level management systems in Michigan. He has factories producing electrical systems and truck parts from Puerto Rico to Poland. He is a director of General Electric, has been the chairman of the Detroit Superbowl, and is a former director of Gulfstream Aviation. When General Motors was going through its recent difficulties he made a bid for one of its divisions (although, once he'd had a close look at their accounts, he withdrew his offer). He has owned and developed race tracks across the USA, and his other interests range from logistics and IT to a ski resort in Utah. He is also a philanthropist, and a driving force behind the regeneration of urban Detroit. »»»







James Mitchell



Porsche, LAT & Steve Swope





Yet motor racing still consumes him. He runs an incredibly successful Indycar team: 15 Indianapolis 500 victories, 12 national championships, 147 race wins and counting. He is a major player in NASCAR too, with a five-car Dodge team running in the two top series. And with this, as with all his myriad activities, he is totally hands-on. He gets involved, imposing everywhere his uncompromising standards of presentation, cleanliness and attention to detail, and motivating everybody from race drivers to truckies with an indomitable will to win. They all know he's a racer, and they respect him for it. They call him The Captain.

I've long wanted to understand what makes Penske tick. He seems to work seven days a week, 52 weeks a year, and because his interests are spread across continents he is constantly on the move. I offered to meet him at his choice of venue anywhere in the world, but he's not a man you can easily pin down to a lunch table. He has little interest in talking about his own racing career, because he doesn't have that sort of ego. What gets his attention is not the past, or even the present. His focus is constantly on the future: tomorrow's opportunity, tomorrow's race, tomorrow's deal. Talking about himself bores him. What he loves to talk about is his people, his key players, the rising stars among those 36,500 employees. It's the Penske people who matter, he says. They make the story.

Eventually he agrees to breakfast. Among the plethora of British businesses he now owns is the hallowed English Ferrari dealership on the Egham bypass, Maranello Concessionaires. Over a Sunday night his Gulfstream G450 executive jet is bringing him from Nantucket Island, where he has a house, to Farnborough. He's flying in to address a meeting of 800 of his UK managers in the ultra-modern glass tower beside the M4 Chiswick Flyover that is Audi West London – he owns that, too. But he also wants to see the results of his major investment in Maranello's parts and service operation, so he's calling in there first. He suggests we meet there.

Even though Roger jets in to the UK roughly once a month, at Maranello there is still the feeling of a royal visit, with everyone on tenterhooks waiting for the boss to arrive. The Egham showroom, with its gleaming line-up of new Ferraris and Maseratis, is as spotless as ever, but the floor has been polished a second time already this Monday morning. Promptly at 7.30am The Captain strides in, looking crisp and groomed despite his overnight flight. With him is his son Greg, who's involved in several of his operations. (One of Greg's responsibilities is Longo Toyota in Los Angeles, the largest single car dealership in the world. When the sun's shining, it sells a car every eight minutes.)

Roger's people skills are extraordinary: even the receptionist is greeted by name, as is every salesman on the floor. He has a pertinent comment for each, which shows he's aware of their roles – and their latest sales figures. Then a Maserati Quattroporte whisks us off to the after-sales facilities: spotless servicing bays, and a huge parts warehouse decked out floor to ceiling with rows of multi-storey racking. Roger, totally involved as usual, hustles me up a ladder to show me £6 million-worth of classic Ferrari spares going back to the 1950s: a row of hand-beaten Pininfarina wings in primer here, a shelf of downdraught Weber carburettors there. In both locations he greets staff like old friends, and seems to know everybody by name. Back at the showroom, I prevail upon him to pause for a coffee and a croissant.

"There was no automotive interest in my family. As a young man I guess I just liked cars. In high school I had a Norton motorcycle, and I started buying old wrecks, fixing them up, selling them on. I worked up to a fuel-injected Corvette, and in 1958 I started doing local SCCA races with that." By 1959 it was a Porsche RSK, and he was winning at national level. By 1960 he was class champion. The wins continued with a Birdcage Maserati and a Cooper Monaco, and in 1961 he was overall SCCA Champion. By now he'd talked some sponsorship out of chemical giant Dupont, promoting its Telar anti-freeze. "The SCCA didn't allow sponsors' names on the car, so I covered them up with adhesive tape. I arranged it so the tape'd blow off after about three laps."

For the 1961 US GP at Watkins Glen, Penske organised a ride in an F1 Cooper-Climax. In exalted company among the works teams, he came home eighth. Walt Hansgen was less fortunate: he crashed his Briggs Cunningham-owned Cooper trying to avoid the spinning Lotus of Olivier Gendebien. Roger, who'd thought of a way to improve on his Cooper Monaco, approached Briggs in the paddock and bought the wreck, plus one of two special 2.7-litre engines that Coventry Climax had prepared for Cooper's Indianapolis foray with Jack Brabham that year. The bent chassis was straightened and, having read the sports car regulations carefully, Roger had a neat all-enveloping aluminium body made, retaining the central seating position. A token passenger seat was fitted between the left-hand wheels, with the fuel tank on the right and tiny headlights in the radiator intake. The car was painted red and christened the Zerex Special, after another Dupont anti-freeze brand. "I think Dupont gave me $5000 for the season."







LAT & Porsche

Clockwise from top right: Donohue/Hobbs Ferrari 512M was third at 1971 Daytona 24 Hours. Roger is on left of car; Penske and Donohue at Indy in '69 – theirs was a close working relationship; IRL line-up includes former Indy winner Hélio Castroneves, pictured at this year's Long Beach GP; John Watson scored Penske's sole F1 win at Austria in '76 – then had to lose the beard; Roger is proud of ALMS campaign with Porsche RS Spyder, which included 2008 Sebring 12 Hours win over Audi; Donohue practices 0-100mph in 3.8sec aboard the Porsche 917/30 in 1973 Can-Am outing

The beautifully finished car was ready for the 1962 Riverside Grand Prix, a big-money race which attracted the likes of Jack Brabham, Bruce McLaren, Dan Gurney and Masten Gregory. The Zerex beat them all. A week later, at Laguna Seca, Roger did it again. Reports of the day noted that his take from the two events was $20,000 and a new Pontiac, plus the $700 he'd cleared at the Las Vegas tables between the two. Two weeks later the Zerex won again in Puerto Rico.

At Riverside there'd been mutterings about the Zerex's centre-seat layout. "I just pointed out that, further down the grid, there was an old Bobtail Cooper with exactly the same layout. That seemed to settle it." However, the establishment wasn't happy about being beaten by what it felt was merely a wide-bodied F1 car, and at the end of the season centre seats in sports car racing were banned. "So I changed it to side-by-side seating, moving the cockpit tubes wider. It wasn't very comfortable, but it worked. In 1963 we took it to Brands Hatch for the August Bank Holiday race, the Guards Trophy, and we won there." Now running in the blue colours of John Mecom's team, the Zerex also won at Marlboro, Cumberland and Nassau.

In early 1964, in search of more power, an alloy Oldsmobile V8 was readied, but before it could be fitted the Zerex was sold to Bruce McLaren. Bruce bought the Olds engine too, and after a couple of wins in Climax-powered form he debuted the now stiffened, V8-powered machine at the Mosport 200 in Canada, and won. So the little Zerex was the seed-corn of a great motor racing marque: the very first McLaren, the Olds-powered M1 prototype, followed three months later.

Roger was now seen as one of America's most promising rising stars. He'd had another F1 ride in the 1962 US GP, in a Lotus 24 V8. In John Mecom's Ferrari GTO he scored a couple of wins in Nassau and, with Augie Pabst, took the GT class and fourth overall at Sebring in 1963. At Le Mans Luigi Chinetti's North American Racing Team paired him with Pedro Rodríguez in a Ferrari 330LM. They were lying third when a blown engine sent Roger off the road. He raced another GTO in the Goodwood TT, splitting the Lightweight E-types of Salvadori and Sears in qualifying. That year he also did his one and only NASCAR race, a 250-miler on the Riverside road course in a Pontiac. He won it.

For 1964 he joined Jim Hall's Chaparral operation to drive one of the futuristic auto-transmission 2As. He usually played obedient second-string to Hall – the cars finished 1-2 at Watkins Glen and Meadowdale – and then, after Hall broke an arm in a big accident at Mosport, Roger took the 2A to victory at Laguna Seca. His last meeting as a driver was the Nassau Speed Week in December. He swept the board, winning the TT in Mecom's Corvette Gran Sport, and then both the Nassau Trophy and the Governor's Trophy in the Chaparral. In the latter he started on dry tyres, and when it rained he crashed. So he took over team-mate Hap Sharp's 2A, and brought it through to win.

But Roger has little interest in any of this. "Some people sit down and work out the chronology of all they've done in racing, but I've never had the time to do that. I'm about now, not then. I'm about how we go forward. But I can tell you why I retired from racing. For a while my goal had been to become a Chevy dealer, and in August 1963 I joined McKean Chevrolet in West Philadelphia. But General Motors were strictly not involved in racing then, and their policy was, no racing drivers as dealers. They said they wouldn't give me a franchise if I was racing. So I had to make a decision: do I want to be a businessman, or do I want to be a racing driver? Well, I wanted to build a business. So in February 1965 I announced my retirement, and I bought the McKean dealership."

Barely a year later he was back in racing – but as an entrant. "Sun Oil's Vice-President of Marketing walked into the showroom, and we sold him a Corvette. Then we persuaded him to give us $2500 towards running in the Daytona 24 Hours. That was the start of a long relationship with Sunoco." Roger got GM to release a Sting Ray with the still very new alloy-block 7-litre engine. At Daytona one of its drivers, George Wintersteen, ran into the back of a Morgan during the night and it sustained severe front-end damage. It wiped out the headlights, so Roger taped torches to the front wings: they gave the drivers no illumination, »»

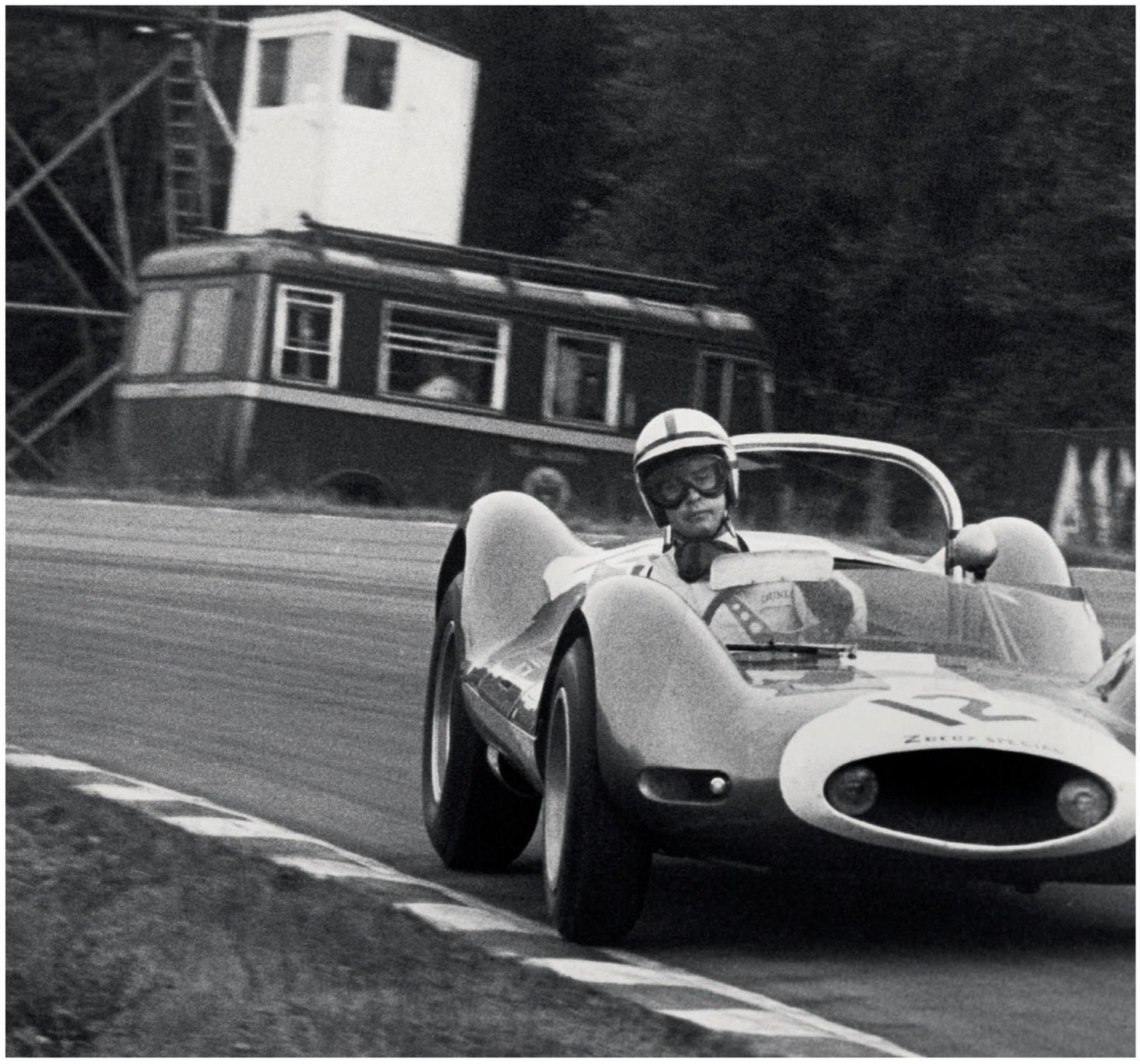
but nothing in the rules said how powerful the headlights had to be. The radiator was leaking badly, so Roger found a Corvette owner in the car park, and persuaded him to sell the radiator off his car. After 24 hours the battered Corvette struggled home to win the GT class. The following month, immaculate again and now in Sunoco's dark blue colours, it won its class in the Sebring 12 Hours. For Roger Penske, entrant, it was an auspicious beginning.

At the Le Mans test weekend that April the great American racer Walt Hansgen was killed in a Ford GT Mk 2. At his funeral Roger talked to Hansgen's young protégé and Ford co-driver Mark Donohue. The two had first met in 1960, when Donohue was starting out in SCCA racing with an Elva Courier. Penske gave the newcomer a piece of advice, which Donohue quoted in his wonderful book, *The Unfair Advantage*. "He stressed that if we were going racing [in whatever category] we should only go first class." Roger – no doubt aware of Mark's talents as an engineer as well as a driver – made him an offer. It was the start of a close and deep working relationship that was to last the rest of Donohue's life.

Almost at once, the Penske/Donohue pairing became a towering force in US racing. They dominated Trans-Am with a series of highly developed Camaros and later AMC Javelins, and the USRRC with Lolas and then a McLaren M6A. With the highly intelligent, deep-thinking Donohue developing the cars in the workshop as well as in the cockpit, the wins piled up. Always the Penske operation was the most immaculate in the paddock, every item polished, every detail considered. In *Technical Excellence at Speed*, Michael Argetsinger's flawlessly-crafted biography of Donohue, long-time team member Karl Kainhofer is quoted thus: "Roger is always two steps ahead of you, always trying to improve on what you think is perfect. But he'll also listen to you, and change things in a second if he thinks your idea is better."

For Roger, USRRC and Trans-Am titles weren't enough. In 1968 he took the hard-working Donohue into Indy racing. Sometimes Mark would do an Indy race and a Trans-Am race in different states on the same weekend, flying between the two. In his first Indianapolis 500, with a Lola-Offy, he qualified fourth and finished seventh to be rookie of the year. In 1970 he was second. In 1971, now in a McLaren, he led but the gearbox failed. In 1972 he won.

Penske tackled NASCAR too, with an AMC Matador, and Donohue won the 1973 Riverside 500, echoing Roger's Pontiac victory at the same track 10 years before. But the Can-Am Series, apart from a couple of isolated wins for Mark, was still locked up by the orange works McLarens.



At Le Mans in 1971, where Donohue and David Hobbs were sharing Penske's Sunoco-blue Ferrari 512S (a car substantially redeveloped by Mark), Roger was quietly approached by Porsche. Having dipped a toe in the Can-Am pond with a Spyder 917, the Germans wanted to mount a serious assault. Mark spent weeks at Zuffenhausen, totally involved in the project, and the result was the extraordinary twin-turbocharged, flat-12 917/10K. It vanquished the McLarens and won the 1972 Can-Am, but in George Follmer's hands, not in Donohue's: Mark was injured in a mammoth testing crash at Road Atlanta when the rear bodywork came away at over 150mph. On crutches, he continued to help direct the car's engineering, and was back in the cockpit before the season's end.

For 1973 Porsche and Penske produced the 917/30, one of the most fearsome racing cars of all time: 1100bhp – or up to 1500bhp if the driver turned up the boost – and 850kgs dry. (With the 88-gallon fuel tanks brimmed, that weight went up somewhat.) Acceleration was in the order of zero to 100mph in 3.8sec, and zero to 200mph in around 12sec. Later, Donohue's world closed-circuit record at Talladega of 221.12mph showed that the straightline maximum was over 250mph.

Donohue dominated Can-Am in this monster. Then, after winning three of the four Penske-promoted IROC Porsche RSR races, he announced his retirement. The relentless seven-days-a-week schedule of testing and racing in several series at once had left him exhausted. At 36, he was appointed President and General Manager of Penske Racing Enterprises. And Roger Penske announced that he had taken over the McRae workshops in Poole, Dorset, to build a Formula 1 car.

Roger's competitive spirit had long been nudging him towards F1. For the 1971 Canadian GP he'd arranged for Mark to drive the second McLaren alongside Denny Hulme. In the Mosport rain Mark finished a brilliant third in his first Grand Prix, never running lower than fourth despite a pitstop for fresh goggles. Now, in 1974, he had to grapple with life as a retired racing driver, and he found it far more difficult than Roger had done, nine years earlier. The F1 Penske was slated to make its debut in the Canadian Grand Prix in September. On August 29 all media and public were barred from Mosport, and the new car was tested by a driver in an unmarked helmet. On September 13 Donohue announced he was coming out of retirement to race in Formula 1.

The Geoff Ferris-designed Penske PC1, in the red, white and blue colours of First National City Travellers Checks, was of course immaculately turned out, but inevitably F1 was a steep learning curve. Mark's first points finish came in its ninth Grand Prix, fifth at Anderstorp. The car consistently lacked speed so, mid-season, Roger decreed a switch to a March 751



Penske in the Zerex Special, now with side-by-side seating, en route to Guards Trophy win at Brands in '63

LAT

while an improved Penske was built. During the Sunday morning warm-up for the Austrian GP, in the fast uphill right after the pits, a left-front tyre failed. The March leaped the guardrail and crashed heavily, and a metal bar supporting a hoarding hit Mark's helmet. He was concussed, but in the ambulance he was talking rationally. A few hours later he lapsed into a coma. He was flown by helicopter to Graz and had a four-hour operation to remove a blood clot from his brain. On Tuesday evening Mark Donohue died.

Over our breakfast, Roger is poker-faced when I ask him about Mark. It's clear that, 35 years on, he still feels the loss of his friend. "Today's medical facilities are so much better. Maybe today we could have done something, and saved him. Mark was totally dedicated to racing. He was a very fine engineer, and he had the technical ability to take things much further than I could, while I looked after the business side. In personality he was introverted, but we really communicated well. Plus I'd raced, so I understood the pressures a driver goes through. Our goal was to win Indy, which we did, and Can-Am, which we did. We were in F1 for one reason, because Mark wanted it."

It's a cruel irony that Penske's finest moment in Formula 1 came without Mark, and at the very same circuit. "It was one year on from when we lost him that we won the Austrian Grand Prix. Racing is like that. One day it's tragic, next day you're thinking, well, we won this one." In the much-improved PC4 John Watson was third at Paul Ricard and fourth at Brands Hatch. Then at the Österreichring Wattie led all but nine of the 54 laps to score a brilliant victory – after which, at Penske's insistence, he famously shaved off his beard.

At every level of the Penske organisation, Roger insists that people as well as machinery are smartly turned out – spotless pressed clothes, short haircuts, clean-shaven. "It's true, when John joined us there was a discussion about his beard. I wasn't too keen on it." So they did a deal: as soon as the Penske won a Grand Prix, John would shave his beard off. He was true to his word, and has been beardless ever since. According to Argetsinger, when David Hobbs was hired as Mark's co-driver in the Ferrari 512S, Roger suggested that David might want to visit a barber to attend to his English-length locks. "Not a chance," said Hobbs, and nothing more was said.

But a drive for Penske was always a feather in any driver's cap. "People can't buy rides with us," says Roger. "That shows weakness in a team. We hire the best drivers, and if we can't afford the best we won't be racing. That's always been our DNA. I say to my drivers, 'You got the ride, now run the way you need to run to win.'"

Following the Austrian victory Penske, with a singleton entry against two-car teams, was lying fourth in the Constructors' Championship. But at the end of the season Roger pulled the F1 plug, and the cars were sold to ATS. "We were doing F1, Indy, Can-Am, Trans-Am, IROC. We had a full plate. It was time for me to make a business decision. We didn't then have the international footprint that we have today, so we said, 'Let's concentrate on US racing.' Since then Bernie [Ecclestone] has talked to me a number of times about starting an American F1 team. But if you're in anything you've got to be able to go to the top, so that when people talk about the best teams they're talking about your team. The investment required just to get onto the grid, the capital needed to get properly into the technology, is huge. Look at USF1, they couldn't even get started. I have great regard for F1's top teams, Ferrari, McLaren and the rest, but I'm an American. We've got so much good racing in the US, and we need to win the NASCAR championship and do things like that before we get back into F1.

"Bernie has done an outstanding job bringing F1 to where it is today. In every country it goes to, it's a tremendous event. But in the US we race 35 or 40 weekends a year, and the average NASCAR race has 100,000 spectators at every round. Real paying spectators, not like some F1 races in the Middle East with lots of guest tickets. There's got to be changes in F1, because of the technological costs. And they need to do something about the spectacle. The race starts, it all happens into the first corner, and after that… The guys in the stands, the guys who've paid, most of them aren't interested in the details of F-ducts or diffusers or carbon brakes. What they know is the red Ferrari, the blue Red Bull, the silver McLaren, the white Mercedes. And they know Fernando and Mark and Lewis and Michael. Build the drivers, make them the stars. That's what people understand."

> "Our goal was to win Indy and Can-Am. We were in F1 because Mark wanted it"

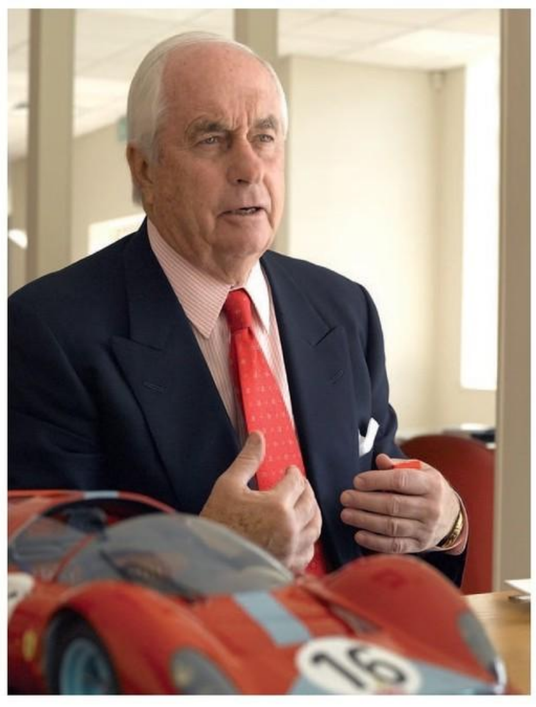
Roger has been in Indycar, through USAC, Champ Car and the IRL, for an incredible 43 seasons. He was a major chassis builder for many years, but the cars are now Italian Dallaras, using the Honda-badged Ilmor engine. And Ilmor is another Penske company. "Back in 1983 Mario [Illien] and Paul [Morgan] came to my home with a handwritten business plan. I read it, and I said, 'Let's go.' We started with the Chevy V8, Rick Mears won Indy for us with that, and we went from there. In the end we sold off the F1 side to Mercedes. The guts and feathers of the McLaren and Brawn engines came from Ilmor, so you could say we're involved, indirectly, in today's F1. We build the Indy motors in England at Brixworth, and Ilmor US does all the servicing. We lease the engines to the teams, so it's quite a good business for us. There are Chinese walls, the IRL guys control the engine numbers, and when you get your new engine you don't know what number you're getting. There's never been a complaint that the engines aren't all exactly the same."

Typically, Penske Indycar statistics – all those wins and titles – don't interest Roger much, but one season he singles out is 1994 (see feature on p94). "We did the stock-block Mercedes engine in great secrecy, didn't announce it until two weeks before Indy. Buick had been doing pushrod engines for years without much success, but we sat on pole, won the race, led every lap but about three. The key Mercedes directors flew over, came into the garage in their business suits and ties, took them off and put on Penske Mercedes shirts. Then I knew we'd arrived. We won 12 of the 16 rounds that year."

His drivers today are the Brazilian Hélio Castroneves and Australians Ryan Briscoe and Will Power. This year's Indy 500 – although Castroneves started from pole, with Power second and Briscoe fourth – didn't go so well, but Power still leads the 2010 Indycar standings, with Castroneves fourth and Briscoe seventh. "Hélio's got over that unfortunate court

case [last year he was accused by the US authorities of tax evasion]. They made it into a witch-hunt, but he was completely exonerated, and he won his third Indy a few months later. Briscoe is super – he had the title all but won last year. In Japan he was nearly a lap ahead of the field, then he had that accident in the pitlane, knocked the front suspension off. Lost him the championship right there. Will is a great young driver, very committed. At Sears Point a guy spun and Will T-boned him. It broke his back, but he came back and won the first two rounds this season, nearly won three in a row."

After his initial forays into NASCAR, Roger withdrew from that series in 1980. But he couldn't ignore such a fundamental part of American racing, and in 1991 he was back, first with Pontiac, then Ford and now with Dodge. There have been many wins and many great moments, like Penske's 1-2 in the 2008 Daytona 500 with Ryan Newman and Kurt Busch, but the NASCAR Sprint Cup title is a goal that Roger still has to score. This year the Dodge Chargers are raced by Busch, Brad Keselowski and Sam Hornish, with Justin Allgeier in the Nationwide series. In May Busch won the season's longest race, the Coca-Cola 600 at Charlotte.



"We build our NASCAR cars top to bottom. We build the chassis, we hang the bodies, we get block castings from Dodge and we build our engines. NASCAR's reach is a lot bigger than Indycar, apart from the Indy 500. The fan base is just gigantic, there are TV shows every night, you've never seen such passion for the favourite drivers. And cars: there are Ford fans, Chevy fans, Dodge fans, Toyota fans. You've got a level playing field, and it's the tightest racing I've ever seen. It's tough, too. Look at [Juan Pablo] Montoya. Good as he is, he's now in his fourth year and it's been a long transition for him. We've brought Sam Hornish over from open-wheelers, and he's struggled to get to where he wants to go. Under the France family, NASCAR has been consistently strong for so long. In Indycar we had the split with Champ Car and the IRL but, now it's come back together, we've got better fields than we ever had. There's 12 or 14 cars that can win every race, and it's the same in NASCAR. I'm not sure that's true of F1."

One programme that Roger mentions with pride is his three-season ALMS campaign for Porsche in 2006-8. The Penske-run 9R6 Porsche RS Spyders won the LMP2 title all three years, and also outright victories, notably the 2008 Sebring 12 Hours. "That was one of our best wins in recent years, beating the LMP1 Audi R10s that won Le Mans. It was good to work with Porsche again. Wolfgang Dürheimer, their R&D boss, he's a very competitive, highly motivated guy. If Porsche ever decides to do Le Mans again, we'd love to be part of that. I'm not someone who collects old race cars for old times' sake, but I do have that Sebring-winning Porsche, in 100-point condition."

Roger has also been a circuit owner. "We started with Michigan, which we bought in 1972. Then we bought Rockingham in North Carolina, we did a joint venture with Homestead in Florida, and in 1997 we built the California Speedway in Fontana. But we've sold them now, to the France family. Since then we've done Belle Isle, that's something I wanted to do for the City of Detroit. We have a great circuit there, a semi-permanent road course. Because the economy in the area has been a mess we haven't run there in the last two years, but we have all the pieces, the fencing, the barriers, and I see it as a place where we can run a really big event."

> "Racing is my golf game, my fishing trip"

The state of downtown Detroit after the financial crisis concerns him deeply. "The city is shrinking. It used to be two million people, now it's 900,000. Three-quarters of the city's kids never graduate from high school. I'm head of the Downtown Detroit Partnership, pulling the private equity people together to recreate the downtown area. It's safer now, we've got a great new mayor, we're working on charter schools, we've got a new medical group to reinvigorate the hospitals, and I think we're really making a difference. When I was a kid I was sent to Culver Military Academy in the summer, that's where I learned to be tidy and neat. We're taking inner-city kids and putting them through the same school. All the success, all the winning in the world, doesn't mean a thing if you can't put something back. After the Haiti earthquake, through all our companies, very quickly we shipped a million dollars' worth of heavy-duty trucks in there to move food."

I suggest to Roger that the huge investment in money and energy that he still pours into motor sport has to be for one of three reasons: because it's lucrative, because it's good promotion for his other businesses, or because he just loves it. "Lucrative no, because we run a zero-based operation in racing. Everything we make we put back in, in equipment, in people. I guess you'd have to say the primary reason is, I love it. I'm a busy guy, I'm never going to run out of things to do, but racing is my golf game, my fishing trip, my skiing holiday. I do play golf, I do ski, but what I love is being personally involved in racing, sitting on the pitwall. That said, we try to use racing as a common thread in everything we do. It creates momentum. You can't put a price on the value of how racing builds your brand. It ties in with everything we're trying to do: execution, teamwork, quality, reliability, integrity. Those are all ingredients you need to win, in racing and in business. Look at Ron Dennis, look at Bernie: they've succeeded in business because they understand racing.

"Racing's a model for any business: you've got to motivate, you've got to think ahead, you've got to manage it through the down periods, and you've got to develop your people. That's a key lesson: everybody matters. The guy who drives the truck is as important as the guy in the pitstop changing the right front, or the guy in the cockpit steering the car. A race team is a flat organisation. That's how I like all my businesses to be."

In recent years Roger's investment in Europe has grown enormously. Having bought several major dealer groups, including Sytner, he now has 139 dealership locations in the UK. He's our largest retailer of BMW, Audi, Porsche, Bentley, Lexus, Ferrari and Maserati. In Germany, too, he owns major dealerships for Porsche, Audi, Toyota, BMW, Lamborghini and Ferrari. Of course, at the age of 73, he could retire, switch off, relax. "Why would I want to do that? I still like to win – and winning for me might equally be a race on a Sunday, or a big order in one of our businesses, or persuading a bright talent that I've been trying to hire to join us. I'm not going to stop until I can't do it any more. I couldn't sit at home or go to the golf course every day. I have a commitment to all the people who work with us, our human capital. That sets a bar for me to reach for.

"What keeps you young is mental effort, and risk. Risk keeps you on the ball. No risk, no reward – whether it's a judgement call on the track, or a financial risk in a business. If you're a racer you've got to be able to take risks, because there's always someone coming up from behind."

So the man who hung up his helmet 45 years ago is still racing. Once a racer, always a racer. Roger Penske's businesses are everywhere: if you live in the UK, Germany or the US, you might find yourself buying a car from him soon. And even if you don't, next time you take a black cab in London, you'll probably be Penske-powered. The company that makes their diesel engines – The Captain owns that, too.

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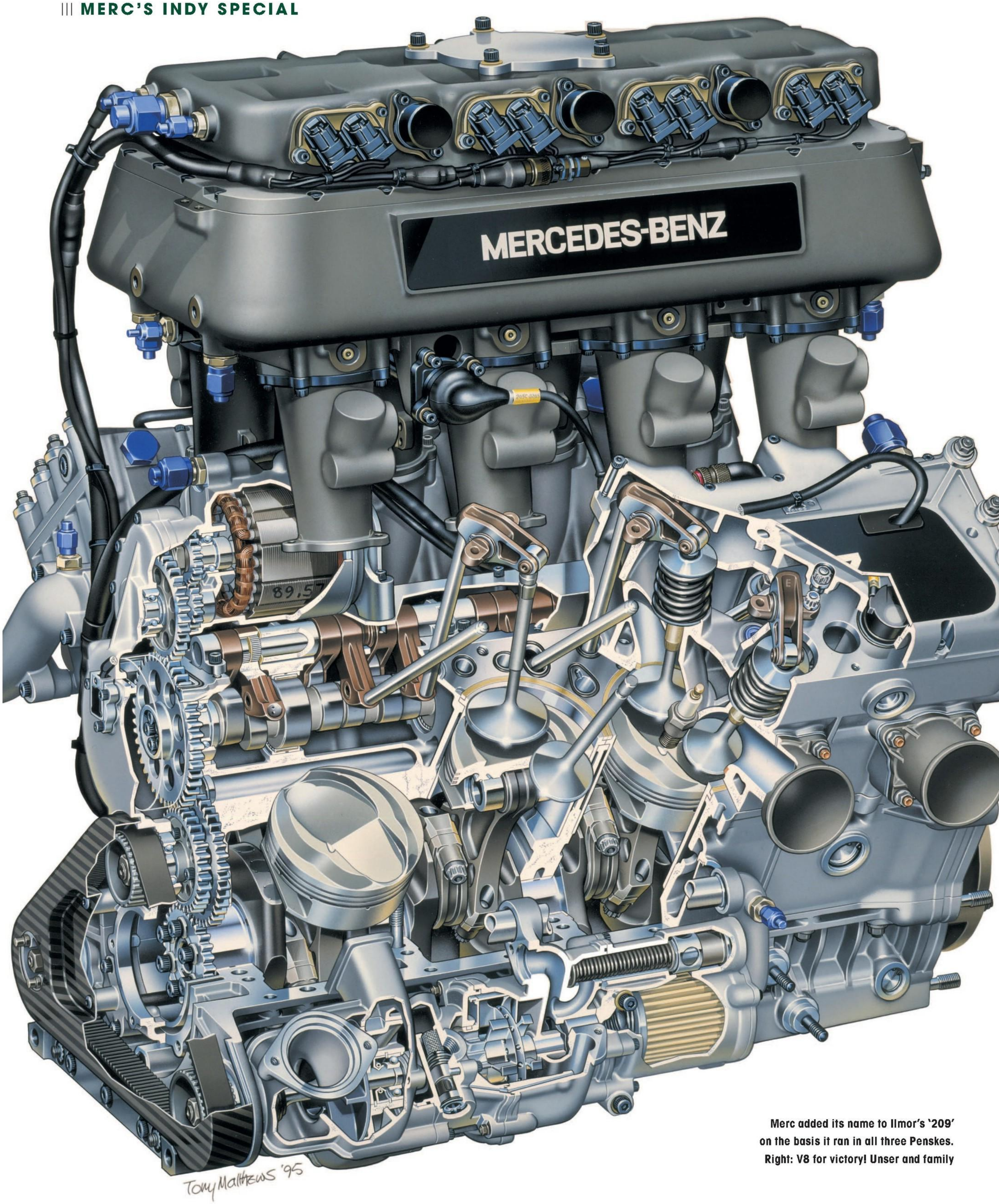
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MERC'S INDY SPECIAL



Merc added its name to Ilmor's '209' on the basis it ran in all three Penskes. Right: V8 for victory! Unser and family



IMS

Penske's last great 'unfair advantage'

Clever rule-reading plus Ilmor's super-secret engine helped Roger Penske's savvy team dominate Indy in '94 – but it turned out to be a one-off opportunity

BY GORDON KIRBY

The impossible dream for any engine builder, team or driver is to substantially out-power the opposition and beat them on fuel economy too. In 1994 this chimera was briefly achieved by Roger Penske's team, when Penske and Ilmor engine designer Mario Illien took advantage of USAC rewriting its rulebook to design, build and develop in great secrecy the single-camshaft rocker-arm 3.4-litre (209 cubic inch) Mercedes-Benz turbo V8, with which Al Unser Jr and Emerson Fittipaldi dominated that year's Indy 500.

Fittipaldi lapped the field and Unser won easily after Emmo led most of the race only to crash while trying to put Al Jr a lap behind. In the weeks following the race USAC reacted by severely restricting the turbo boost pressure for single-cam engines, effectively banning the motor in favour of the conventional 2.65-litre four-cam engines raced by the other teams. The '209' never raced again.

In those days the owners' organisation, CART, ran the championship known as the Indy Car World Series, but USAC prevailed as the sanctioning body at Indianapolis. Hoping to promote the use of American 'stock-block' engines, USAC had long permitted stock-block-based, single-camshaft engines with 750cc more swept volume and considerably more boost than the four-cam racing engines used by most CART teams. In 1991 Gary Bettenhausen was the fastest qualifier at Indianapolis aboard a turbo Buick-powered Lola, and the following year Roberto Guerrero was on pole in a similar car.

"Time after time we kept seeing the Buicks running fast and blowing everybody off for pole, but then they'd break down in the race," recalls Roger Penske. "So I talked with Mario [Illien] and said, 'Why don't we look at doing a pushrod engine?' And he said, 'Absolutely.'"

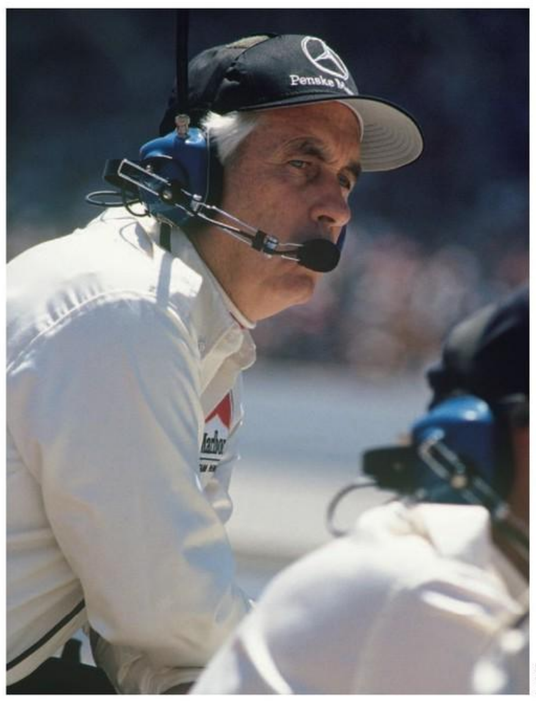
Illien takes up the story: "After the 1993 Indy 500 USAC freed up the rules for the pushrod engine. There was no longer a requirement for a stock block. The only limitation was the capacity and a single camshaft with pushrods and rocker arms. I had done some homework and was confident we could get well over 900bhp. I committed to Roger at that time that I would produce an engine which would fit exactly the same way into the chassis as the current four-camshaft engine, so the pick-up points would be the same and the water and oil outlets and the radiator arrangement could all remain identical."

Penske and Illien agreed the project had to take place in maximum secrecy. "I said if we do this we've got to keep it absolutely quiet," says Penske. "There cannot be any discussion about it anywhere. As we progressed with the programme we moved the guys who were working on it to a separate shop and I said to them, 'Any time you talk about this to anyone, even your wife, it's like cutting off your paycheck.' Everyone knew the confidentiality aspect of it was so important." »»

MERC'S INDY SPECIAL

Illien and partner Paul Morgan went to great lengths to maintain security. "Paul and myself called the whole workforce together at Ilmor and told them this was the programme we were going to do," Illien recalls. "We said it's very important for the company and for the interest of us all that you keep absolutely quiet about it. You can't talk to your wife or anybody about it. And it wasn't an issue. All our people behaved in the right manner. We were exposed to another danger with Cosworth [located] not too far away from us. If somebody were to go into a pub and casually talk about it, that would have been a real problem, but it never happened."

The engine ran on the dyno for the first time in the UK in late January and track testing started in February at the tiny, nine-tenths of a mile Nazareth tri-oval in Pennsylvania. In those days Penske Racing was based in Reading, Pennsylvania and the Nazareth Speedway was less than an hour's drive away, so it was the perfect place to test in secrecy. Testing began amid frigid, snowy weather. "In those days we didn't have chassis dynos and transient dynos," notes Penske. "We just had to get the engine out on track and run it."



LAT

Paul Tracy was the team's young third driver and he recalls running many days at Nazareth during that cold February in '94: "On some days it was so cold they gave me a snow suit to drive in. We had to take the seat out so I could fit in the car with this bulky suit, with rubber galoshes over the top of my driving shoes to insulate my feet. I've never been involved in any other development programme that operated at that level and expense. It was a huge undertaking by a superteam with a government-style, top-secret programme and a whole skunkworks in the shop, right under everybody's noses, and nobody knew what was going on.

"Roger was completely involved with the programme. He would call every night and ask if it had more power. He'd pepper you with questions and was totally motivated by the opportunity to pull the rug out from under everybody at Indy."

At the time Penske owned the high-banked Michigan Speedway outside Detroit, the only track that could replicate or exceed the demands of Indianapolis. In April testing moved there and continued until the start of May when practice opened at Indy. Al Jr was also involved in the testing and was at the wheel the first time the engine ran 500 miles at Michigan on the first weekend in May.

"When we got to Michigan the engine would almost bust the tyres loose coming off the turns," says Unser. "When you got on the throttle you could feel the torque. It blew up very often. They had other engines on the dyno back in England, so they would pull it apart right there in the garage to find out what had failed so they could call England and get to work on it straight away."

Mercedes-Benz didn't agree to put its name on the engine until early April. Prior to that, the project had been financed entirely by Penske and Ilmor. "Helmut Werner was the Mercedes CEO and I went to see him and said I needed some funding," says Penske. "He said the one thing he wanted was Team Penske to go to Indy with all three cars with the engine. He didn't want us to hedge our bets with one car with a conventional engine and we committed to that."

> "Roger was completely involved with the project"

Heading to Indianapolis, Illien was totally confident. "Going into the month of May the engine was running flawlessly," he says. "We did in excess of 10,000 miles that month and we didn't have a single failure."

Illien had to remind the drivers not to push too hard and risk over-revving the engine. "The only concern I had was running hard into the limiter," he says. "It was also a bit scary for them to smoke the tyres because that would take the edge away quickly. So I told them we didn't want to be running into the limiter with a pushrod engine, and I think they behaved quite well."

Penske was concerned that USAC would reduce the engine's boost limit if it saw its true capability and he kept his drivers on a tight leash. "Roger was very worried that USAC would impose some restrictions," recalls chief engineer Nigel Beresford. "So he personally oversaw the whole pop-off valve programme with USAC. You used to be given a primary valve and a spare, and Roger always made sure both valves were exactly right."

Al Jr was enjoying himself immensely. "That was a wonderful month. The chief steward had the authority to reduce the boost at any time. If I ran within 2mph of the fastest guy Roger parked me for the rest of the afternoon."

Beresford says the engine was better than the car. "The 1994 car in my opinion never handled as well as the '93 car. The success of the '94 car was due to the fact we had several innovative technologies. We had a sequential-shift gearbox and a third-spring-type suspension, which we had begun to develop in '92. But Reynard had a better handle on aerodynamics and a car that was far less pitch-sensitive than ours. As we tried to match them our operating window became narrower, whereas they had a nice wide operating window. It wasn't so much that we were sandbagging as the cars didn't handle very well."

Fittipaldi had won the 500 with Pat Patrick's team in 1989 and with Penske in '93. Emerson was a master of the month of May and looked likely to beat his team-mates to pole. But a Pole Day rain delay meant he had to make his qualifying run the next day in less favourable





Unser (31) and Fittipaldi's speed advantage was clear from the start

conditions, so Unser took pole with Fittipaldi third. Tracy started 25th, a second-day qualifier.

A key factor going into the race was that the rocker arm engine had substantially better fuel mileage than its competitors, which meant at least one less pitstop over the 500 miles – a huge advantage. "Most of the other teams didn't have a chance because they had to make more pitstops than us because of fuel consumption," says Illien. "We produced 1024bhp with the race engines and also made great fuel mileage compared to everyone else.

"With a pushrod engine you have less cam and bearing surfaces which reduces the overall friction. You also have lower rpm and we had roller followers and lots of other things that reduced friction. That's why even though the engine had a lot of horsepower it was still economical. It also had good combustion, it was fast-burning. We had good tumble motion and fast combustion. It was very economical."

Unser led the opening laps before Fittipaldi took over, both of them running away from the field. Tracy dropped out when a turbo shaft bearing failed. Unser struggled with understeer and Fittipaldi was able to lap him, but Al Jr fought back, unlapping himself in a desperate effort to keep his hopes of winning alive. Emerson was equally insistent on putting the race on ice, however, and with 15 laps to go he tried a little too hard to repass his team-mate, hitting the rumble strip at the bottom of turn four and losing control. He smacked the wall, ignominiously ending his race on the spot. "I was about half a foot too low and hit the apron," he says. "I was very disappointed. It was a great shame because the car was flying and the engine was so strong."

Unser went on to easily win his second 500. "It reminded me of when Parnelli and Andy Granatelli took the turbine to the Speedway in '67," he says. "They sandbagged all month and come race day they smoked 'em. And that's what we did."

Penske counts the victory as one of his most satisfying. "One of the highlights of my life was to have the Mercedes senior executives come into my garage on the morning of the race. They all had coats and ties on, and they took them off and put Penske-Mercedes shirts on and went up into the stands. To see our cars lead almost every lap of that race was a highlight of my relationship with Mercedes. It was one of our greatest wins."

Illien echoes Penske's pleasure. "That was the best project I've done," he says. "It was so intense – it was day and night, every weekend. It was just a high through the whole month of May. How many times in your life can you go to a race with 200 more horsepower than everyone else? That was pure joy."

Immediately after the race a handful of teams ordered rocker arm engines from Ilmor for 1995. "We started manufacturing engines," says Illien. "We had castings ordered and started to really get into it."

But in the weeks following the 500 USAC twice reduced the rocker arm engine's boost limit. "They pretty much outlawed it," says Penske, shaking his head. "It was a draconian way to punish hard work, success and innovation when people had been running Buicks all that time and no one cared. Those Buicks were racing engines too. So it was disappointing. But on the other hand we got what we wanted. We won the race."

Adds Illien: "Paul and I built that engine in the knowledge that we'd have only one chance to race it. We anticipated it would get banned. It was annoying, but it wasn't a real disappointment because we knew that was going to happen."

Reflecting on the rocker-arm engine, Penske veteran Clive Howell mourns the loss of independent thinking in Indycar racing. "That was probably the last of the projects at Indy where you could innovate. After that everybody started running more of the same stuff. The original 'run what you brung' innovative attitude of the Indy 500 has gone."

After failing to qualify for the 1995 Indy 500, then missing the race for six years amid the CART-IRL war, Penske returned in '01 and has since won the race five times. But of course today Penske has to race the same cars and engines as everyone else. In his heart, you know Roger would prefer it like it was in the old days. Ⓜ

Red carpet treatment

Being let loose on the Mille Miglia with one of Mercedes' greatest assets was an honour – if slightly blush-making

BY DOUG NYE



Gert and Doug inside 'Red'; right, complex gearchange lock-out

Fifty-four years ago I first saw a picture of Mercedes' 300SLR Coupé. I thought then it was absolutely gorgeous. Nothing has changed. When I was invited to drive the second of these two magnificent cars during the recent Mille Miglia Retro my natural reflex was "That's a wonderful gesture, but I couldn't possibly..." Within an instant my second reaction was (thinks) "Shut up you b***** fool and rip his arm off".

'He' in this case was Michael Bock, head of Mercedes-Benz Classic, who proved as good as his word. So, quivering with almost adolescent anticipation, I found myself with Mercedes engineer Gert Straub and truck driver Bernd Schneider – no, not the DTM one – in a car park behind a parade of shops in Buonconvento, north of Rome. The shops fronted onto the Mille Miglia route, and the first cars would pass through within the next couple of hours, so there we were, rolling out Mercedes-Benz 300SLR Coupé chassis 55/0008, ready for me to drive.

Just how important is this car? Put it this way, there were two Coupés out of only nine SLRs completed, although a tenth entity was part-produced. None has ever been sold into private hands. Chassis 55/0001 was donated to the Ford Museum (and has now returned to Daimler-Benz where it joins roadster-bodied chassis '2, '4 and '10 and the two Coupés, '7 and '8). Chassis '3 went to the Deutsches Museum, Munich, chassis '5 to the Musée Nationale in Mulhouse, France, and chassis '6 was destroyed in the one blot upon the SLRs' glittering escutcheon, 'Levegh's devastating accident which so disfigured the 1955 Le Mans 24-hour race.

So not one SLR has ever been released into private hands. The two Coupés – chassis '7 upholstered in blue, 'my' chassis '8 in red – were both used by Chief Engineer Rudolf Uhlenhaut for test and development work (and outrageous open-road fun) through 1956-57. Today they share one nickname as 'The Uhlenhaut Coupé', though perhaps not many appreciate there are two such cars. In 1956 Uhlenhaut loaned 'Blue' to journalists Robert Braunschweig and Gordon Wilkins. They returned it from their road test with minds (and ears) jangling.

Their test figures for it included an average maximum of 176.47mph and acceleration from 0-60mph in 6.8sec and 0-100mph in 13.6sec. Doesn't sound too stellar today, does it? But this was more than a half century ago... More significantly, it punched itself from 50-70mph in 2.5secs, 60-80mph in 3.1, and 80-100mph in 4.8. It really was an absolute rocket ship, and in period absolutely the world's fastest road car.

So digest that stature – backed by the unbeatable racing provenance of the 1955-season 300SLR roadsters (winning the Mille Miglia, the EifelRennen, the Swedish Sports Car Grand Prix, RAC TT and Targa Florio, and being withdrawn post-accident at Le Mans when running first and second) and what do you have? As one leading classic car dealer gasped – "God Almighty! If it ever became available, I'd be confident of serious interest from several players at 50-60 million dollars...". In other words, 'The Uhlenhaut Coupé' is a candidate for being the world's most valuable motor car.

And I found myself let loose in it. But I'm happy to report that 'Red' and I both survived, unscathed. I suspect my companion in the car, Gert Straub, was not so confident. He has cared for the Museum cars for years. He's a fourth-generation Daimler employee; his father Horst rode with 'Taffy' von Trips in a works 300SL during the 1956 Mille Miglia. It was horribly wet, and Trips drove like a man on a mission before crashing heavily. He and Horst Straub escaped serious injury, but the car was destroyed. Did his father express an opinion on Trips's driving? "Ja. He told me Trips woss total nuts!".

Now Gert fussed around 'Red' like a mother hen, telling me he had been concerned by "a noise in the back axle". I got the message. "It's OK, Gert – I'll treat her like cut glass". He nodded, clearly unconvinced. He removed the hatch in the driver's door sill, connected the battery within, then released the steering wheel lock and slid the four-spoked wood-rim from its splines. Sliding down into the driver's seat he reached across to the magneto switches, click-click, further across for the ignition key – on – push in for the electric fuel pump. An insistent whine from the tank-filled boot primed the Bosch fuel injection – then Gert pressed the starter button on the left of the dash panel. Down below that long, shapely bonnet the 3-litre straight-eight engine began to clash over, chassis shuddering. I pictured those eight

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pistons shuttling virtually from side-to-side in their cylinders since they are canted at just 33 degrees from the horizontal to minimise centre-of-gravity height.

Cough – ker-BLAAAAAMMMM! Now when I described years ago what the V16 BRM was like to drive, one reader criticised my trying to spell "infantile mouth noises". Well, please accept my apologies, but I'm at it again. Incredible, cacophonous, ear-splitting noise is what the 300SLR is all about. Conventional language just doesn't express it. When he tested the sister Coupé in 1956, Gordon Wilkins wrote: "...as soon as one touches the starter button there is a shattering noise from the engine which momentarily numbs the senses. It is compounded by the whine of the gears, the clatter of the desmodromic valve gear and the injection pump, and a variety of grinding noises from the vicinity of the clutch housing...".

The ensemble settles down into a thunderous warm-up at 3000rpm – Gert occasionally whooping it to 4000. Once warmed through, he switches it off. Silence reigns. We roll the car around the end of the shops and line it up beside the main road, ready to join the Retro pack as they career by. A small admiring crowd gathers. One asks, in English "Is this..." – a reverential intake of breath – "...the Uhlenhaut Coupé?"

"Well spotted. Absolutely right". Jaws slack, they look on in homage. Gert ushers me into the hot seat, right foot stretching over the offset clutch hump into the near-centreline trough which houses brake and throttle pedals; slide your backside over the broad sill, left foot down beside the clutch pedal and there you are, legs wide apart, clutch housing in between with adjustment hatch right here on top. Refit the steering wheel, choosing the correct spoke positioning relative to the instruments beyond. I re-start that mighty sound machine and continue the warm-up process.

Then here they come, the police motorcyclists, blue lights flashing – a flock of Hell's Angels (!) then spasmodic packs of Mille Miglia runners, many craning round open-mouthed as they shoot by our parked 'Gullwing' which isn't. Michael Bock and Freidhelm Loh arrive in the latter's imposing Mercedes-Benz SSK, my transport for the two previous days. "Let's go" – clutch out, depress the gear-knob button to free first gear, right-hand clacks the imposing lever towards me and forward, a whoop of throttle. Don't shame yourself by stalling it – glory be, I've got it right, and away we go in the SSK's wake. Nothing has changed since old Willykins' drive. Inside the SLR the din is simply *unbelievable*. I soak up the decibels. Marvellous!

Clutch take-up is surprisingly smooth. Clutch out, my left foot ends up almost beneath the wing mirror mount. I've been warned not to slip it – the single-plate will burn. The complex gearchange gate with lock-out linkage dancing to every change ensures the driver can only change up or down one ratio, not miss one out. On Mille Miglia reconnaissance in '55, Moss found he tended to snatch fifth instead of third while changing up, or – much worse – dog-leg back into second changing down from fifth.

At high revs that incredible cacophony within the Coupé's domed roof becomes almost physically unbearable. Ride is firm yet supple. Stirling had told me the SLRs rode like big American sedans, suspension long-travel but never flabby. The steering is surprisingly light considering it's only two and a half turns lock-to-lock. It kicks at low speeds but that large diameter rim provides great leverage. You can sense the texture of the road beneath, yet the well-damped springing soaks up ripples and potholes which would shock a lesser system.

We've only run a few hundred metres and suddenly we're being directed left into a village road leading to a major control and lunch stop. Below about 2000rpm the Coupé's brake booster scarcely works at all. We haven't yet run far enough to warm the all-inboard drum brakes. Stone-cold – well...there aren't any! None at all. Oh, great... I've only driven this legend for a minute, and now I'm about to mow down the packed pedestrian *tifosi* blocking our path. Neutral, thumb the horn, blip the throttle. WHAAAAAMMMM!!! Good-oh – that worked, they scatter. Now I can coast down, brush in the brakes and – yes – they bring us to rest. Switch off. Well, that's the first five minutes. Pull the door releases, raise the gullwing... and already my ears are ringing.



"Incredible, cacophonous noise is what the 300SLR is all about"

When one of the Uhlenhaut Coupés appears, owners of production 300SL 'Gullwings' often come up and say "I've got one just like that". Many of Mercedes' old boys have given up putting them right. But 'Red' and 'Blue' are cars of totally superior stature. The SLR Coupé uses a multi-tubular spaceframe chassis in 25mm diameter steel tube. The lengthy engine is slung on two mounting points up front and a rigid sandwich plate at the rear which clamps between the crankcase and clutch housing to the left, and picks up on the cylinder head and cam covers to the right. It's clearly visible within the cockpit, bolted through the bulkhead. The clutch is offset 8in left of centreline, and the propshaft runs aft into the rear-mounted transaxle's input at 4¾in left of centre. The gearbox internals, drum brakes and suspension parts are effectively common with the sister W196 Formula 1 cars.

While the Grand Prix cars used 2½-litre M196 engines with two four-cylinder blocks within welded-on steel water jackets, the 3-litre M196.I sports car engine features two cast four-cylinder alloy blocks with integral water jacketing. With 2mm greater bore and stroke than the F1 engine, 78mm x 78mm, it displaces 2982cc.

Crank configuration and firing order differed from F1 to sports car unit, while the sports car engine's valves were set at a wider included angle than the F1 unit's, and deeper-skirted pistons prevented skewing in the bores. The upstream fuel injection nozzling was improved, and an altitude compensation diaphragm added to the Bosch pump-cum-metering unit to cater for mountain passes on the Mille Miglia and the planned Carrera PanAmericana.

The luscious body style was designed by Karl Wilfert and his colleagues at D-B Sindelfingen. The Coupés, tailored for Le Mans and the Carrera, drew more from the Formula 1 streamliner form than from the open SLR roadsters. The open roadsters were then preferred for Le Mans, while of course that year's Carrera, in which Moss should again have been navigated by Jenks, was cancelled. Meanwhile, 'Blue', the first Coupé, was completed post-Le Mans, before the 1955 Swedish race at Kristianstad. This fantastic car was driven on the road to Sweden and used there as a practice hack. In September 'Taffy' von Trips joined the team for the TT at Dundrod in Ulster. To give him experience of the SLR he was issued with '0007' to drive from Unterturkheim to Belfast on the open road. Again 'Blue' was used there only in practice.

The pair of Coupés were then stored for some 30 years. Their glorious magnesium-alloy bodies being attached to spidery aluminium body frames by hundreds of ground-flat rivets, age-fracture cracking afflicted both bodies. 'Red' seems to have suffered worse. In 1987 both doors had to be re-skinned, while its broken side windows and cracked windscreen had to be replaced.

I slither back in – clunk-click, furl the gullwing doors – "OK" calls Gert, and I restart the sound machine. Back out onto the Retro route, ➤➤➤



Exciting, outrageous, embarrassing – SLR Coupé thrills Siena

bound for Siena and beyond. As 'Red' warmed through, drum brakes, dampers, tyres (and driver) all warmed up and I could appreciate what a fabulous Mille Miglia car her open roadster sisters must have been. The view forward includes surprisingly little bonnet, though the roll and swoop of the multi-curved panelling provides the classic perspective, with the injection intake trunk forming high ground to the right. Ducking down into a winding ess-bend I get a sense of how the greats – Moss, Fangio, Kling, Herrmann – could have placed the car. Fangio always maintained he couldn't place a sports car or Formula 1 streamliner as precisely as he could the open-wheelers. Nah – c'mon Juan, what's your problem? I found the front end grip utterly reassuring. And then Gordon Wilkins wrote "...the Daimler-Benz engineers have produced a car which has almost unbelievable traction and an amazing disinclination to spin its wheels no matter how vigorously the throttle is used...". And flooring the throttle just powers the tail round to suit. Moss told me how the SLR looks big in photographs, smaller in the metal and feels smaller still from the driver's seat. Spot on. Given half a chance I'd have loved to press it on the twists of the Radicofani and Futa Passes, but as far as I drove that day it felt just tailor-made to do real racing damage on real roads.

"Oh Gawd, now my date has just demanded a side order of pickled onions"

Again it's hard to improve on Gordon's 1956 description: "With such fantastic acceleration on tap, overtaking is possible on short stretches of road where one would never normally dream of it. A quick snatch to pull the gearlever into second, a quick flick on the steering wheel, and the car ahead is overtaken... where vision permits the car will go rocketing past six or eight others, roaring up to 75mph in second before slowing to a crawl under the action of its fabulous brakes...". Once warmed through and with the booster awakened they are good too.

Then there's a grand entry to be made into the mediaeval central square at Siena. The massed crowds there have had a diet of BMW 328s, pre-war rumblies and various adenoidal Italian etceterini with flatulent Fiat power. The occasional serious Ferrari has raised a cheer, but then they must have heard something approaching through the old city's canyoned streets which absolutely raised the roof.

Now, it's hard not to enjoy a huge helping of Olympic free-style posing, but to conduct 'The Uhlenhaut Coupé' into a Mille Miglia-primed Siena just about takes the biscuit. Yet it's embarrassing, too; as if I've pulled the most gorgeous girl, taken her to a sophisticated dinner and only then discovered how outrageously noisy she can be. In the tight, undulating streets and stop-start traffic, I daren't slip 'Red's clutch. I can only select neutral, toe the brakes, maintain the revs – WHAAAMMM-BLAAAMMM!!! – and wince at the echoes. It's as if my drop-dead gorgeous girl has studied the Michelin three-star Quenelle de Brochet set before her and bawled at the maitre d'hotel "Oy, gar-kon – Tomater Ketchup perlease!". Round another corner, again we stop on an up-slope – neutral, brakes, "WHAAMMM-BLAAMMM!" Oh Gawd, now my date has just demanded a side order of pickled onions... and a Bacardi and Red Bull. This beauty is really feisty – a true-born Racer...

And my oh my, what a drive. I have always adored the hard, crisply-defined rap and crackle of a real works racing engine, and when it's as throaty and full-bodied as the 300SLR's the din is an experience to savour. After a memorable run in Uhlenhaut's last SLR Coupé my brain's still buzzing. Believe me, the legend of the world's most valuable race-bred GT car does not in any way exaggerate. As I said to the Editor when he telephoned upon my return home... "Eh? – sorry, can't hear a word". That's the way it was, after a few hours with such an unutterably ravishing – yet embarrassing-to-be-with – total beauty.

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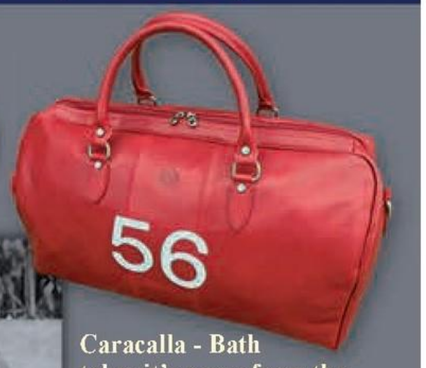
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Caracalla - Bath takes it's name from the Terme di Caracalla racing circuit in Rome, where Ferrari won it's first race, the 9th Rome Grand Prix on Sunday 25th May 1947.

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FINE HISTORIC AUTOMOBILES



1957 AC Ace Bristol

Completed in May 1957, BEX 260 was originally delivered to Arlington, Virginia before being secured by an AC enthusiast in New York who enjoyed her for almost thirty years.
Recently the subject of a complete restoration and presented in white with red leather, BEX 260 still retains its original Bristol engine and is in superb condition throughout.

CURRENT STOCK

1957 AC Ace Bristol

1952 Allard J2X

1961 Aston Martin DB4GT

1927 Bentley 4½ 'The Fast Lady'

1936 Pacey-Hassan Bentley Special

1937 BMW 328

1984 Ferrari 308 GT/M

1966 Ford GT40

1965 Lola T70 Mk1

1963 Lotus Cortina

1962 Jaguar E-Type Competition

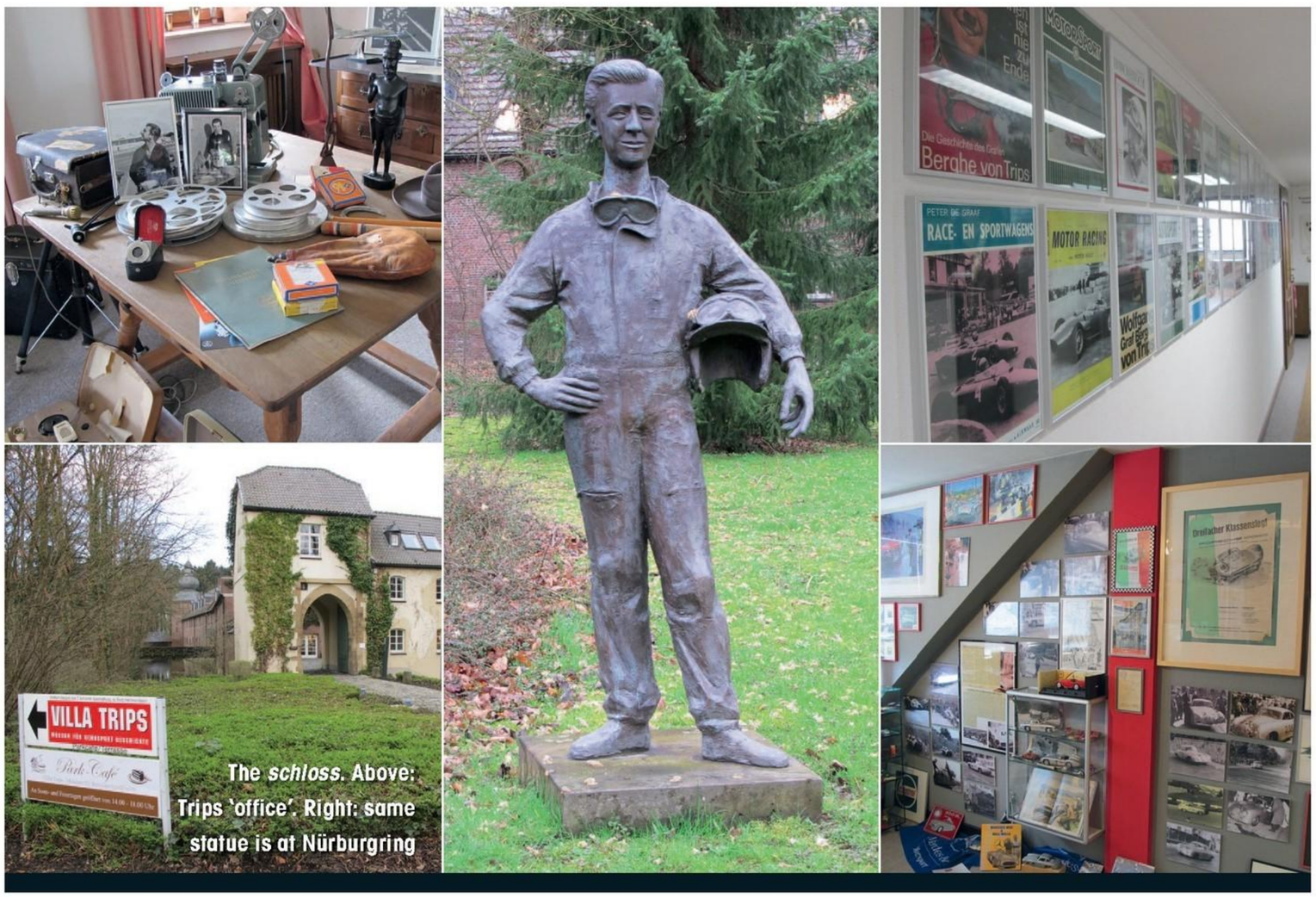
1936 Maserati 6CM

1968 Porsche 910

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NOSTALGIA FOR VON

A museum dedicated to the great German F1 driver is like



The *schloss*. Above: Trips 'office'. Right: same statue is at Nürburgring



Museums – usually informative (well, hopefully), often fascinating, and sometimes eccentric. And occasionally wonderfully bizarre. The Wolfgang von Trips museum is the latter. It's run by Jörg-Thomas Födisch, a man so passionate he makes the most avid motor racing enthusiast look like a bored teenager. His day job is writing for *Die Bundeswehr*, a German military magazine with a circulation of 230,000, but when I find him he's sat at a table with his wife, sorting through photos of, and by, Wolfgang von Trips.

"How many more of those have you got to sort through?"

"About 10,000, I think."

The *Museum für Rennsportgeschichte* (Museum for Racing History) is on the outskirts of Horrem, a sleepy town 40 miles north of the Nürburgring. Although the museum's name is ambiguous it is really a homage to the German Formula 1 driver Count Wolfgang von Trips.

The museum is not in the old family *schloss* – Hemmerbach castle, which Wolfgang's parents inherited in 1932 – but in Villa Trips, a building just 50 metres from the Schloss which Wolfgang's mother Thessa built for herself in 1973 after Wolfgang's father Edward died.

Five years before Thessa's death in 1978 she set up the *Graflich Berghe von Trips'sche Sportstiftung zu Berg Hammersbach* foundation in memory of her son, killed at Monza in 1961. The aim? To create a motor racing museum with an emphasis on Wolfgang. The foundation, and museum, was previously based in Horrem. But in 2000 the foundation bought Villa Trips from an events company that now owns the *schloss*.

The foundation has not been without its difficulties over the past decade, even though the museum has been returned to (almost) its proper location. "Not many people are interested in the history of the sport around here," says Jörg-Thomas. "We used to be open all the time, but now, because money is tight, we're only open from 2-6pm on Sundays.

"It's not just here – 10 minutes down the road was the Michael Schumacher museum at his kart centre. They used to go for five or six days without anyone walking through the doors even though they had original F1 cars. Not replicas or show cars, but the *actual* machines he drove. There were seven original Ferraris. Anyway, that closed last year after only six months. Meanwhile the karting centre continues to have hundreds of people visiting every day."

The von Trips museum gets 5-6000 visitors a year, many through motoring clubs that include it as a stop-off in their tours. All of these people will have had a unique experience.

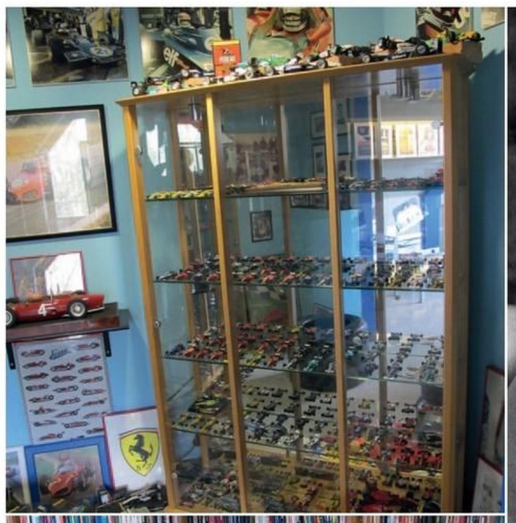
Because it is essentially a house the museum is divided into various rooms, the first of which, on the ground floor, is the 'garage'. Set up to look like the workshop where Wolfgang used to fettle his road cars, it houses one of his go-karts and a TCA (Trips, Colotti and Auto Union) Formula Junior car.

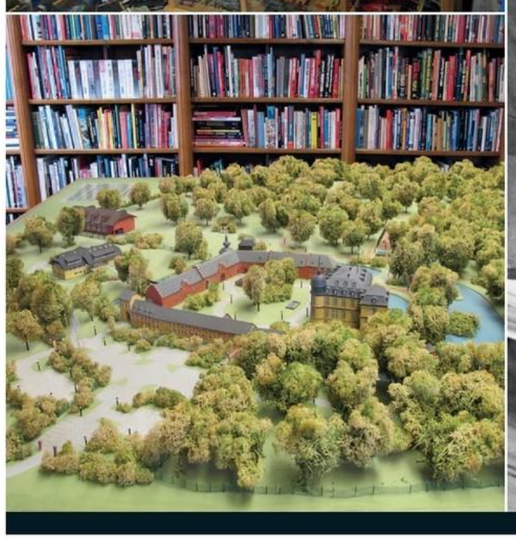
"Wolfgang made seven of these cars between 1959-61 and this is the only complete one left," says Jörg-Thomas. "He teamed up with [engineer and transmission maker] Valerio Colotti and based them on the De Tomaso Formula Juniors. He asked Alejando [de Tomaso] if he could have one of his racers in order to learn how to build his own, so that's why there's the De Tomaso Formula Junior next to the TCA."

In the corner another TCA rests, bent beyond repair after a heavy accident. "In March 1961 this chassis was crashed at the Nürburgring. Trips abandoned the Formula Junior project a few days later as it was costing a lot of money.

"People seem to think he had lots of money, but he didn't. He didn't receive any money from his parents, so much of it came from start money and his winnings. I heard that after he died, his parents spent six or seven years paying back the money he owed on the Formula Junior project.

"The other issue was that the DKW engine wasn't great. It produced 70 or 72bhp, but the







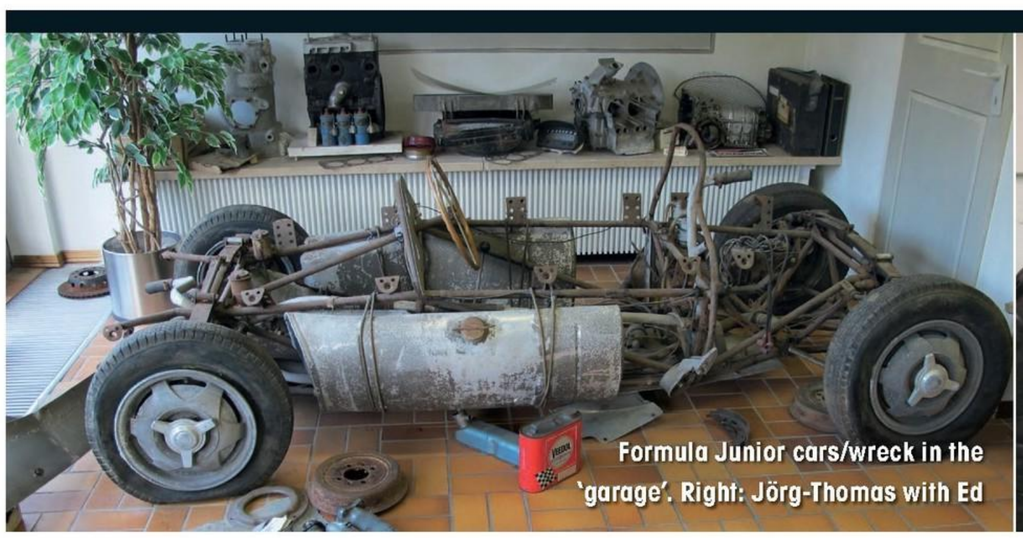
Von Trips at Reims in '61. Right: Monza crash helmet. Left: model of *schloss* and Villa Trips





TRIPS

no other you will have visited... BY ED FOSTER



Formula Junior cars/wreck in the 'garage'. Right: Jörg-Thomas with Ed



Juniors of Lotus, Cooper and Lola were turning out 80 or so. In a car that weighs only 330kg, that's a pretty big advantage."

Next to the go-kart is a photo of Wolfgang sitting in it outside the *schloss*. Jörg-Thomas' eyes light up when I ask about its history.

"Wolfgang visited the States several times in the '50s and saw lots of kids driving these things. He thought it was a great idea to start racing young [von Trips started car racing aged 26 in 1954], so he shipped two over from Florida. He was keen to build a track in the *schloss* grounds and got the green light in 1961, months before he died. The idea was abandoned.

"A year later five or six people from Horrem started a karting club which was really popular. But they didn't have a track. Wolfgang's mother gave the club some ground on the estate to use and in Easter 1965 a new karting track was opened." The one thing missing was someone to look after it, but that position was soon filled by a certain Rolf Schumacher, father of Michael and Ralf. The brothers were surrounded by racing, and by the age of three they were out on track. The circuit has since moved to nearby Mannheim following Horrem's expansion.

We leave the 'garage' and move upstairs. First stop is *Graf Wolfgang Zimmer* (the Wolfgang Room). As we walk in I spot one of his helmets. "Ah yes, that's the helmet he died in," Jörg-Thomas nonchalantly informs me.

Slightly taken aback, I examine the rest of the room which has everything from von Trips' gramophone, to Scuderia Colonia writing paper (a private drivers' club he founded), trophies, pens, laurel wreaths, and a plaster leg cast...

"That's not *his* plaster cast, is it?"

"Of course! It's from when he broke his leg at the Nürburgring in the 1957 1000Kms driving the Ferrari Testarossa. That car seemed to work fine – the problem arose when Olivier Gendebien asked von Trips to try his 250GT as it wasn't running well. He jumped in and halfway round the track he got the pedals mixed up [the works car had a centre throttle whereas the private 250GT had a conventional pedal layout]."

The room is fascinating, but the experience a little uncomfortable. Von Trips never actually used this room – Villa Trips wasn't built until after he died – but with such personal belongings you feel you're invading someone's privacy.

The rest of the museum proves to be just as left-field. We go to a room dedicated to Monza 1961, the most chilling part of which – apart from photos and newspaper cuttings of von Trips' crash – is the original radio broadcast from the race playing in the background...

Other rooms are dedicated to the Mille Miglia – von Trips was 33rd overall in 1954 driving a Porsche 356 and also competed in 1956-57 – the Nürburgring, Formula 1 and Le Mans. There's even one for road cars, with the largest model collection you're likely to see.

It's not the theme of each room that surprises, but the bizarre assemblage of material inside. In the Le Mans room, there are newspaper cuttings and some wonderful photos of when von Trips raced there, but there's also a model of a McNish Audi R8, a Steve McQueen *Le Mans* DVD that's still in its wrapper, and countless books.

"Ten years ago we bought many of these books new, as well as VHS tapes of races, but now they're nearly all worthless," says Jörg-Thomas. "But it does mean that we have a pretty comprehensive motoring library in English, German, Italian and French. At last count I think we had over 7000 books."

The museum is informative and fascinating, but what it needs is some proper money spent on it, because at the moment it resembles a slightly mad collection of motoring automobilia based around Wolfgang von Trips. Some of the pieces are priceless and could form the basis of a superb museum. But the only way that's going to happen is if more people go and see it. So do drop in if you're heading for the Nürburgring. You won't be disappointed – it really is an eye-opener.

The museum is located at: Parkstrasse 20, 50169 Kerpen, Germany. Tel: 0049 (0) 22 73 940670





SHADES OF WO'S FINEST

Bentley's all-new Mulsanne is a car that upholds the vision of the company's famed founder

BY ANDREW FRANKEL

Call it an historical nicety, but it's easy to see why Bentley is placing such importance on the assertion that this new Mulsanne is the first unique Bentley since the company founded by WO went bust in 1931.

First, the claim is largely credible. Now that the Continental series is in its autumn years, Bentley no longer squeals at claims it is based on the VW Phaeton; indeed in its suggestion that the Mulsanne is its first bespoke product in almost 80 years it seems tacitly to acknowledge the fact. Just as the Arnage was a Seraph and the Turbo R a Spirit so this hybrid line stretches back to the days of the first badge-engineered Bentleys, the Derby-built 'Silent Sports Cars' of the 1930s. The Mulsanne is none of these things: VW's influence can still be seen if you know where to look – the navigation system differs in no great way to that of a new Audi A8 – but beneath those flowing flanks lies a car designed, engineered and developed in Crewe.

That doesn't mean its pure-bred design immunises the Mulsanne from the spin without which no new car is launched today. It is, says Bentley, not a replacement for the Arnage at all, and points at its price – considerably over rather than under £200,000 – as evidence. But all that proves is that Bentley is charging a chunk more for a new Arnage. Like the Arnage it is Bentley's pinnacle product and like the Arnage it will become available in long-wheelbase, coupé and convertible form.

It differs from the Arnage only in all the ways that matter. The Arnage was a massively flawed product, saved only by its considerable charm. When the VW trucks rolled into Crewe in 1998, the board were so shocked by what they found that they authorised a re-engineering programme which resulted in more money being spent bringing the Arnage up to snuff than Bentley's former proprietor, Vickers, had spent on creating it. But they shouldn't have been so surprised: the roots of the Arnage can be traced straight back to the 1965 Silver Shadow.

By contrast, the Mulsanne appears to owe only its engine to history and then the similarity is superficial. Yes, there's still a 6.75-litre, all-aluminium V8 that rather quaintly retains pushrod actuation for its two overhead valves, but only ancillaries have been carried over from the motor whose half a century of service ended last year. The engine itself, the block, heads and all they contain, is entirely new.

I drove the Mulsanne in Scotland, sampling while I was there its two most obvious rivals: Rolls-Royce's Ghost and Phantom. And while comparison can be drawn between these rival approaches to the full-sized British gentleman's



BENTLEY MULSANNE

ENGINE: twin-turbocharged V8, 670cc

POWER/TORQUE: 505bhp @ 4200rpm; 752lb ft at 1750rpm

GEARBOX: ZF 8-speed automatic

TYRES: 265 x 45 x ZR20

FUEL/CO_2: 16.7mpg, 393g/km

ACCELERATION: 0-60mph in 5.1sec

SUSPENSION: electronically-controlled air springs with continuous damping control (CDC), automatic ride height control; f: double wishbone; r: multilink with toe and brake reaction control

BRAKES: twin-booster braking system with ventilated discs and electronic brake force distribution (EBD); f: 400 x 38mm; r: 370 x 30mm

TOP SPEED: 184mph

PRICE: £220,000 (on the road)

carriage, more interesting is what sets them apart. What they illustrate best is how both brands have profited from their divorce. BMW has not always shown so deft a touch when managing foreign brands (as anyone who worked at Rover during its brief and unhappy patronage will tell you) but it has understood very well what a Rolls-Royce should be. The Ghost is quiet, opulent, effortless and comfortable, while the Phantom offers a majesty and luxury unmatched by any other car in the world.

Similarly, and gratifyingly, you could tell the Mulsanne was a Bentley even if you sat in the back blindfolded. The smell of leather, touch of the impeccably crafted wood and feel of the lambswool carpets would get the choice down to two, requiring one nudge of the throttle from your man up front to put the issue beyond doubt. This engine has 505bhp but that's not the point. Rather more compelling is its 752lb ft of torque, and where it is developed way down at 1750rpm. You're not going to mistake that.

Amusingly, Bentley has felt the need to deploy a transmission with eight speeds to marshal this energy, lending credence to my theory that the number of gears a car has rises in inverse proportion to its need for them. The choice was made for reasons of marketing, emissions, fuel consumption and practicality (this is not Bentley's gearbox but ZF's, and that's what was on offer). Happily though, and unlike other multi-speed transmissions, it doesn't feel the need to pass the time hunting around the ratios, trying to find a better one to be in; by and large it lets the torque do the work. And there remains the option of locking it in the gear of your choice: you'll find fourth offers everything from silent urban running to a lengthy prison sentence all by itself.

And in that very sensation lies the spirit of WO's final, and finest, Bentley. The 1930 8-litre is less vaunted than the Speed Six only because it never had the chance to race, but no Bentley before or since better expressed the vision of its founder. WO never pursued power or speed at all costs. Mechanical refinement was at least as important to him, which is why all the engines he designed for Bentley had the four-valve head but not the twin overhead camshafts of the 1914 Peugeot Grand Prix engine he admired so much.

Bentley is so keen to make the association it bought WO's old company car, a Mulliner-bodied 8-litre saloon, subjected it to a beautifully sympathetic restoration and parked it outside the hotel where the Mulsanne was being launched. Back then it was said an 8-litre would pull from walking pace to over 100mph in top gear – just as well because an 8-speed gearbox is an infernal contraption – and that same sense of effortless tractability remains my most enduring memory of the Mulsanne.

Yet it's also rewarding to drive other than in a straight line. Another clear divide between it and either Rolls is that while the Mulsanne attacked the Scottish highways with relish, both Rollers had no interest in being hustled: the Ghost is grimly tolerant of such treatment but the Phantom doesn't like it at all. And nor should it. It's a Rolls-Royce. And the Mulsanne is a Bentley and as agile, responsive and communicative as you could hope of any car weighing over 2.5 tonnes which sits on a wheelbase that's substantially longer than an entire Toyota iQ. This and the lack of a mechanically locking differential might limit what it can ultimately achieve, but there is still fun to be had, not least at the way a car as substantial and stately as this can cope with a difficult road.

I just wish it looked a little better. Parked next to the gorgeous Ghost, the Mulsanne's awkward frontal treatment appears, at best, a missed opportunity. The idea was that a large pair of inboard headlamps would evoke the spirit of the 8-litre, but better illustrate how even the most gilt-edged heritage retains the capacity to damage if wrongly applied.

I hope it doesn't put people off, for this is a car I liked and admired. Nor should anyone be delayed pondering whether to buy a Rolls or a Bentley: while a Rolls is for riding in, a Bentley is for driving, none more so than this.



On the road
WITH ED FOSTER





Hertfordshire University's winning car from last year. Below: Hilton and Brawn

SILVERSTONE, UK

FORMULA STUDENT

CONTEST IS HELPING MORE YOUNG PEOPLE TO GAIN A FOOTHOLD IN MOTOR SPORT

Formula Student is fast becoming one of *the* ways to get engineering experience in motor sport. Nowadays, it doesn't matter to top teams – especially those in Formula 1 – whether you've gained perfect grades throughout your education if you haven't shown that you can work in the industry and have hands-on experience.

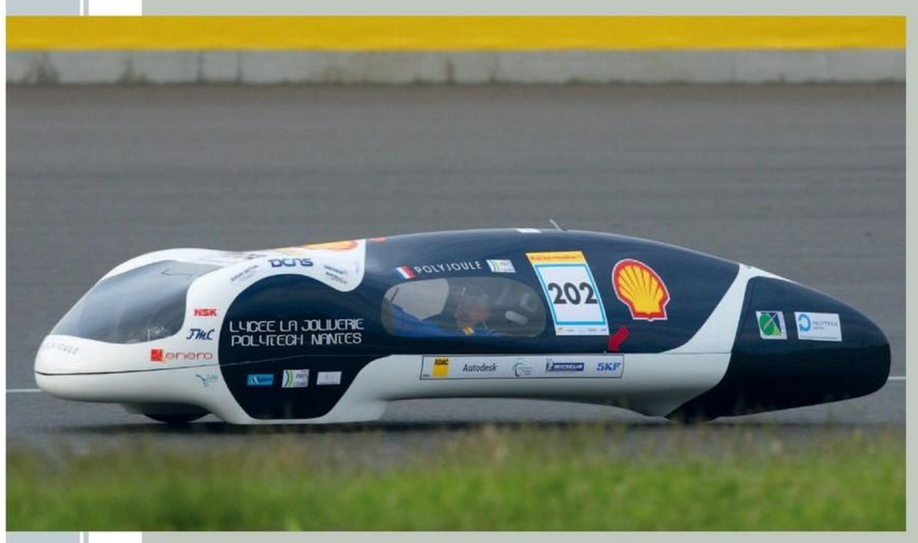
Not long ago Kevin Lee of Meynard Competition Technologies told me: "When I was looking at CVs from people who wanted to work in F1, if they hadn't shown that motor racing was everything to them and they had the appropriate experience, they usually got put to the bottom of the pile."

Formula Student is Europe's largest educational motor sport event, with Ross Brawn as patron and ex-Renault engine division technical director John Hilton as chairman. The competition, which involves designing and building a car from scratch, is an element of degree courses at universities across Europe and aims to "develop job-ready graduates".

There are three different classes that teams can enter: '1' is based around a 600cc petrol engine; '2' is a design exercise for the following year's car; and '1A' is a new low-carbon category that includes green fuels and technologies. It's not just speed that the cars are scored on, with judges taking a close look at fuel economy, design, sustainability, business presentation and various performance parameters such as acceleration, handling on a skidpan, autocross and an endurance test – a timed 22km run. Class 1A focuses even more closely on sustainability and the car's carbon footprint.



"I actually wrote the first set of rules for the class," says Hilton. "It's a really good thing for students to get involved in and it's good for us as well because we need to stay relevant to what's going on in the outside world. We have to make sure we give them a competition that



KLETTWITZ, GERMANY

SHELL ECO-MARATHON

HOW FAR CAN A CAR TRAVEL ON ONE LITRE OF FUEL? NOW IT'S ALMOST 5000KMS!

ON THE SUBJECT OF INNOVATION, A record has been smashed in the Shell Eco-marathon Europe. In 2005 the ETH Zurich team managed to travel 3836km on one litre of fuel, but in May Polytech' Nantes (left) smashed that distance by an impressive 1060km, covering 4896.1km – the same as driving from the northern tip of Norway to the southern tip of Italy.

Team leader Pauline Tranchard said afterwards: "We believe there is still room for improvement. If there hadn't been so much wind and we hadn't had a flat on our last run, I guess we would have done even better."





Oxford Brookes is another UK college involved in Formula Student. Right: Zurich's €150,000 project!

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teaches them skills they're going to need when they've finished university. It's great to be able to provide them with a limb of the competition where they can stretch into areas that aren't that well covered, even in mainstream road car manufacturing."

There are now 130 teams across 20 countries that take part in the various Formula Student competitions and, as in the real world, all have very different budgets. However, a big budget from a university doesn't necessarily spell success. "We've had teams with as little as five people and a £500 budget, up to teams of over 50 people who've had budgets of up to €150,000," says Hilton.

"The best thing about this competition is that the ones who spend the most money don't always win. In fact, they quite often don't. Last year in class 1A Zurich University (which admitted to the €150,000 budget) were beaten by Hertfordshire which spent £7200."

I asked Hilton how much of a help a programme like this is to job-seeking students once they've finished their degrees. "I have to say we get *so* many people through Formula Student now that it's more often the case that they've done the competition than not," he says. "Having experience is a crucial part of gaining the practical skills. It would be harsh to suggest that they're completely missing from university courses, but it's one of the things universities find it difficult to fit in and that they struggle to find the facilities for."

It would be wrong to suggest that Formula Student is the only way to get the appropriate experience to forge a career in motor sport. "Work experience is a great route and I regularly recommend it to people," says Hilton. "If you walked up to a small team in F3 and said, 'I'll come along and do some proper engineering for you, some data analysis, work out what's happening with the car and try and make it go faster… and I'll be free', they'd bite your arm off, especially if you pay your own travel expenses. These are bright young people who can make a significant contribution, so work experience is definitely a viable alternative, or better still, an addition to Formula Student."

The British element of this year's competition will be held at Silverstone on July 15-18 and teams are now sorting the final parts on their cars. I found Chris Jones, a new member of the Hertfordshire University team that won class 1A last year, in the middle of trying to sort the batteries they are using to power this year's 1A car. "The batteries are the tricky bit," he says. "Just getting them to work all at the same time is pretty difficult as there are 240 individual cells, and if one of them isn't working then it won't go very fast at all."

Hertfordshire is entering classes 1 and 1A this year, but the team is cautious about repeating last year's success. "The problem is that there are a lot more people doing electric cars this year and many of them have a much larger budget than us," says Chris. "It'll be a lot more competitive so we'll have to wait and see.

"Last year the electrics in our car hadn't really been developed and it was very much a first attempt. We learnt a lot of things from that and this year everything apart from the front end is different. We've also packaged the batteries differently to get a lower centre of gravity."

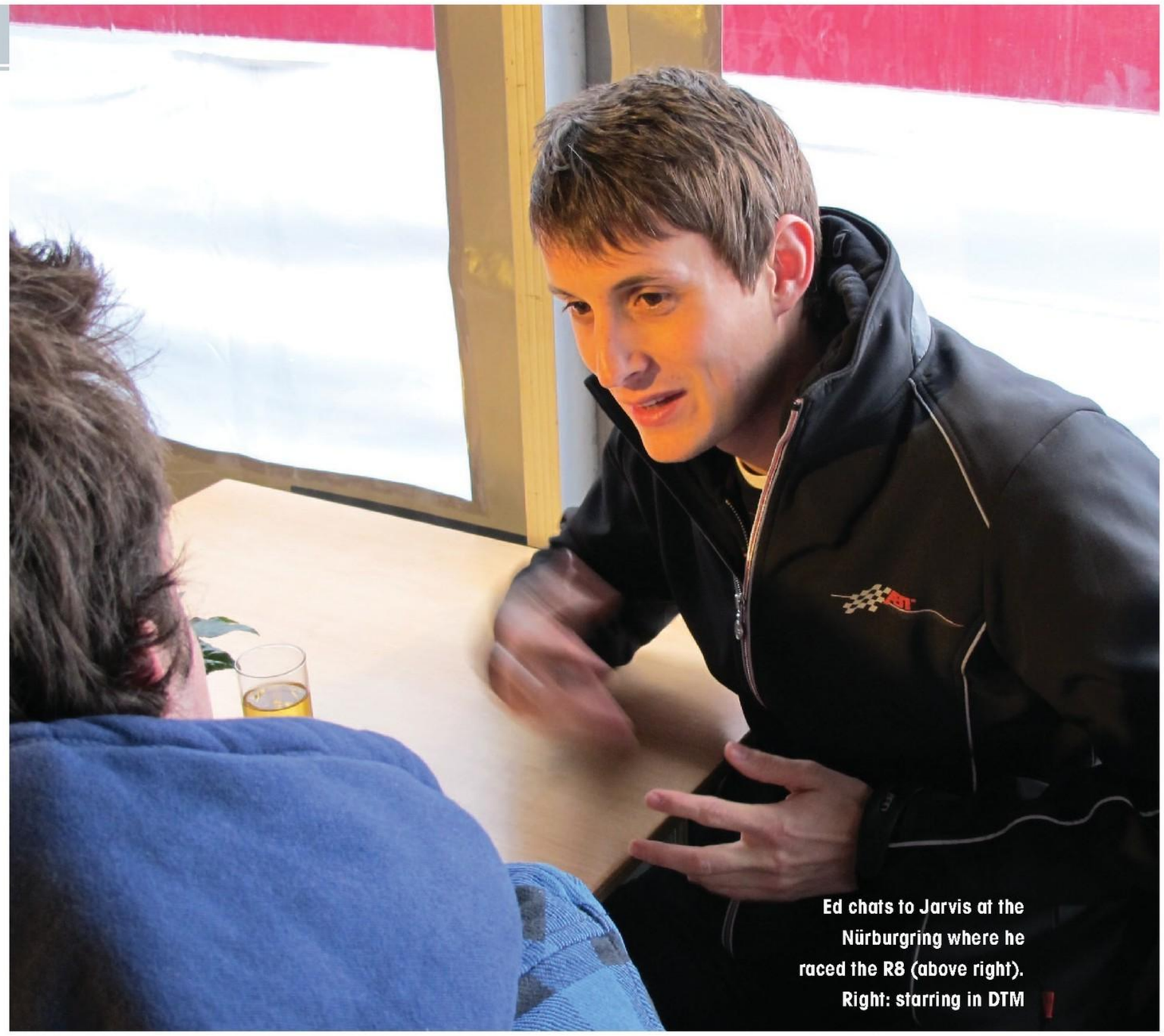
Hilton has high hopes for the Hertfordshire team: "I have to be careful mentioning anyone in particular, especially Herts as I went there, a long time ago… But they'll be looking for a top 10 place in the overall competition. I had the impression that last year's car hadn't been running for that long, so with more preparation time I'll be hoping to see some reasonable improvement in performance."

It's clear from the number of people who compete – and the quality of those involved – that Formula Student is a great way to get into motor sport. Not only that, it's an economical way for universities to run final-year projects – a member of Coventry University said it managed to run 17 different projects around just one car. It's also refreshing to see innovation being encouraged and not outlawed as soon as it appears – perhaps the only element that doesn't reflect life in the real world… »»»

NURBURGRING, GERMANY

LE MANS PRACTICE

ENDURO OUTING PROVED PROFITABLE FOR YOUNG BRIT



Ed chats to Jarvis at the Nürburgring where he raced the R8 (above right). Right: starring in DTM

Oliver Jarvis has never made a secret of the fact that he wants to race at Le Mans. When I met up with him last year at the Brands Hatch DTM race he was thrilled to be part of Audi's motor sport programme, not only because of the competitive German touring car series, but also because it opened the door to sports prototypes and GTs. He was keen to get involved with every aspect of Audi's racing world.

The 26-year-old was in Germany in May competing in the Nürburgring 24 Hours aboard a customer Audi R8 LMS, but little did he know that he'd actually be on the Le Mans grid as early as this year. It wasn't until after that event that Jarvis was confirmed as team-mate to Christian Bakkerud and Christophe Bouchut in the Kolles customer Audi R10 TDI for Le Mans.

"I am fully focused on the DTM," said Jarvis at the 'Ring, "but in the future the sports car category, and in particular Le Mans, is what I would like to be involved in, so this is a great opportunity and will be valuable experience."

Indeed experience was part of what the Nürburgring race was all about, because of its length and the fact that traffic is such an issue – much like at Le Mans. "I'll probably pass more cars here in one lap than I would in a whole year of DTM. I mean, it's crazy out there," said Jarvis after a practice session. "There are 200-plus cars out there and if you're lucky you can overtake 20 or even 30 in one lap. Every corner you get to you're looking ahead to see where the cars are, and where you can overtake them.

"Much like at Le Mans there's a *massive* performance difference between the cars and drivers. If you're approaching a guy at 250km/h (155mph) and he's only doing 160km/h (100mph), that's quite a closing speed. You've also got to remember that he's already got enough going on without worrying about the car coming from behind.

"The other thing that's interesting to experience is the atmosphere around the track; the smoke from the barbecues drifts across it and it's like a mini fog. Then there are the people with some pretty serious cameras, and the flashes on them are *really* bright. It's like being caught by a speed camera!"

Sadly, Olly's Nürburgring 24 Hours experience ended soon after his team-mate Marco Werner took the wheel of the R8. The car was taken out by a backmarker and retired with rear hub damage and a broken driveshaft. Despite all this, the race in Germany was clearly very good practice for someone preparing to do Le Mans.



NURBURGRING, GERMANY

AUDI R8 SPYDER

NEW CAR IS JUST AS THRILLING AS ITS PREDECESSOR – BUT THERE'S A WAITING LIST TO BUY ONE

LAST YEAR OUR ART EDITOR DAMON Cogman and I were lucky enough to be lent an Audi R8 V10 to go to the Nürburgring 24 Hours. We were both blown away by how easy it was to drive and how breathtakingly fast it was. Yes, we were told a few times how 'the R8 doesn't have the *excitement* of some supercars', but quite frankly, we didn't agree. The R8 worked in the real world, and it could manage speed bumps as well as it could accelerate in a cacophony of noise. People say Alfas are exciting, but they are prone to breaking down...

The company has since brought out the R8 Spyder and the more hardcore R8 GT. I was lucky enough to take the Spyder (right) to Germany for this year's race and it is exactly what you'd expect from Audi – more of the same excellence. Without a roof, of course.



Audi Motorsport



LAT

Audi has a good history of looking after its drivers, and it's rare that once a driver becomes a part of the team they then move on. Allan McNish and Tom Kristensen – two names that any manufacturer would love to lure into its Le Mans squad – are both good examples as drivers who have been with Audi for a combined 20 years. Of course, it helps that Audi has had some extremely competitive Le Mans cars over the past decade…

Racing an old-spec Audi LMP1 car should be just the beginning for Jarvis at La Sarthe. The next step? Surely a place in the works team side by side with McNish and Kristensen beckons.

There are a couple of drawbacks with the Spyder, such as there is now no space behind the seats for your belongings as there was in the coupé. But really, in the grand scheme of things, this is a pretty minor defect. Also, there will always be the odd purist who'll argue that it doesn't handle as well as the hardtop. But again this doesn't hold much weight as an argument, because you're unlikely to use an R8 Spyder on a race track where you might be affected by this. A soft top is for getting all the enjoyment of the coupé but with the added bonus of being able to take the roof down – which is done by merely pressing a button on the Spyder.

So the R8 Spyder is another success, a view that seems to be shared by a reasonable number of people considering there is already a one-year waiting list for the car… Ⓜ



HORLEY, SURREY, UK

PURETECH SIMULATORS

FIRM WANTS TO USE MACHINES TO HELP YOUNGSTERS INTO RACING

A NEW SIMULATOR EXPERIENCE has opened in Horley, near Gatwick Airport. A few months ago in *On the Road* I went to try an ex-Formula 1 simulator with Darren Turner. It was quite eye-opening how much a professional racing team can achieve with one of these machines.

However, I've always thought of simulators that are open to the public as being 'just a bit of fun'. Before arriving at the new PureTech racing simulator centre in Horley, I thought it would be much the same. Apparently not.

There are 10 simulators in total and the philosophy is to get as many people as possible to experience 'driving' an F1 car. Fifteen minutes at the wheel costs £15, so I suspect there will be plenty of takers. The most interesting aspect is that the PTR team is keen to help young people who show natural talent aboard the simulators into the sport.

"In the past year, for instance, I've seen eight-year-old boys get in a simulator and be very good," says PTR creative director Nick Ball. "It's a great way to tell who has the raw talent. The idea of the race centre is to have a race team associated with it as well, and they can pick up these guys. What I don't want to do is to squash real motor sport, I want to get the right guys into it and not have this big barrier between them and the sport."

There are obvious parallels with the GT Academy, where the winner of a worldwide competition on PlayStation is given the chance to race a Nissan as a professional driver. "That's something we'd work towards," says Ball. "It would be based much more around real-world physics rather than a game, however.

"Further into the future I'd like to see an engineering station. Each simulator produces all the outputs you get from a real car so you could start training engineers."

These are all plans for the future at PTR, but they're certainly worth keeping an eye on. In the meantime, if you're very early for a flight out of Gatwick, it really is just next door. For more information visit: www.brdsim.com





PureTech's simulators wait for drivers and, above, Nick Ball

HISTORIC RACING DIARY

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JUL 3/4 HISTORIC SUPERPRIX
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JUL 3/4 SUMMER CLASSIC RACE MEETING SPA (B), admission FOC
www.roadbook.be

JUL 4 VSCC/MAC HILLCLIMB
SHELSLEY WALSH, admission £17
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JUL 9/10 THE ISLE OF MAN HISTORIC RALLY
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JUL 9-11 BRITISH GRAND PRIX
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Early Napier back in action

ONE OF THE THREE NAPIERS WHICH took part in the first competition event at Brooklands returned to action during the Double Twelve event in June (see right), nearly 103 years after its debut at the venue.

The 1907 Napier T21 60HP, now owned by Peter Rae, ran in the 24-hour record attempt at Brooklands in June 1907. It is thought that Frank Newton and F Draper drove it then.

The car has been reconstructed to 1907 form, having existed as a bare chassis for many years. It was on display in the Brooklands Museum from 2000-07.



'Lucky' Grant hails rescuers

JOHN GRANT SAYS THAT HE is lucky to be alive after one of the biggest accidents in recent seasons of historic racing. His McLaren M8C Can-Am car speared off the track at Brands Hatch after suffering total brake failure during the Interserie Revival race at the Masters Festival.

After a violent impact with the barriers, which folded the front of the tub through almost 90 degrees, the car suffered a significant fire in the cockpit area. With Grant still trapped in the wreckage only swift action by the marshals saved his life.

Grant, a former chairman of the MSA, was trapped in the remains of the McLaren for nearly an hour and a half as rescue crews worked to free him. He was conscious throughout the rescue and was then airlifted to hospital with two broken legs, broken ribs, cuts and burns.

Former Orwell Supersports Cup champion Grant had the brake pedal go to the floor on the rush towards Paddock Hill Bend. He paid tribute to the work of the marshals and rescue crews.

"This was an enormous accident, and my survival with such modest personal damage is down to many different people," said Grant as he recovered in hospital. "I would particularly like to express my gratitude to the marshals who were on the scene immediately and who displayed the tremendous professionalism in dealing with the accident which we have come to expect in the UK.

"The medical team was brilliant and deserves praise for the reassuring and meticulous way in which I was looked after."



Grant's McLaren folded in two after brake failure at Paddock Hill Bend, top

All images Paul Lawrence



First race together for Morgan trio

FOR THE FIRST TIME IN HISTORY ALL three Morgan SLRs raced together, in the GT and Sports Car Cup at Silverstone in May (above). Morgan enthusiasts Keith Ahlers, John Emberson and Simon Orebi-Gann now own the three cars from the early 1960s.

The SLR was a special-bodied GT racer with an aerodynamic body mated to a Morgan Plus 4 chassis. Chris Lawrence and John Sprinzel built the cars, with the SLR tag coming from Sprinzel LawrenceTune Racing. A fourth SLR was built in the '60s around a Triumph TR chassis.

The car now owned by Emberson has recently returned to the UK after 20 years in California.

Double Twelve gathers pace

BROOKLANDS TRACK ECHOED ONCE more to competition engines in June when the museum and the VSCC hosted the third Double Twelve festival.

Large crowds watched Chris Jaques tackle a series of driving tests in his Type 35 Bugatti and then shine in the concours to collect the Double Twelve award from Prince Michael of Kent, narrowly beating *Motor Sport's* Simon Taylor in his 4¼-litre Bentley Sedanca, from a field which ran from veterans to '60s GTs. Mercedes-Benz World hosted the Speed Trials on its nearby test track, where Pete Candy's Riley Special made FTD, leaving Terry Crabb in ERA R12 to head the pre-war class, with Martin Overington's T35 as best vintage.

The huge site throbbed with activity, with the Test Hill in constant use, one-make club displays and noisy demos on the test track. Brooklands Museum director Allan Winn called it "the biggest competition event here since the circuit closed in 1939".

IN BRIEF

■ After 12 years out of racing, Mike Freeman, 67, will return to drive a Brabham BT14 in the Classic Racing Car Championship. The Gloucestershire driver, who raced Ford Escort Mexicos in the early 1970s, won a European historic title in a BT14 in 1987.

■ The Association of Scottish Motoring Writers has awarded Ian Forrest, chief instructor at Knockhill, the Jim Clark Memorial Award for 2010. Ian began racing in 1971 and has won many Scottish titles as well as contesting the British Touring Car Championship.

■ To celebrate the event's 10th anniversary, the 2010 Rally of the Tests will be longer than usual with three days of competition in Ireland before transferring to Wales and England for another three days. The rally will start near Dublin on November 15 and finish at Blackpool on the Sunday.

■ After a decade out of racing, the Lotus 59 1-litre F3 car driven by Bev Bond in 1969 has returned to competition with Jim Chapman. The Lotus, in period Gold Leaf colours, was previously part of James Wigmore's collection. "It's a time warp. The 1-litre F3 cars are gorgeous and I've always wanted to race one," said Chapman.

■ Cornwall-based Bob Pepper is building a replica of the 1969 6-litre Group 2 Ford Mustang that Allan Moffat raced in Australia. The Trans-Am Mustang scored 101 wins from 157 starts with Moffat over six seasons from 1969.

■ The E-type Challenge will feature a race at the 39th running of the Nürburgring Oldtimer GP in August. The series has other dates confirmed at the Brands Hatch Superprix, Silverstone Classic and the Oulton Park Gold Cup.

■ The Crystal Palace sprint, the first motor sport event at the venue for a decade, is likely to be repeated in 2011. Sevenoaks and District Motor Club ran two days of competition and reported a favourable response from the local authorities.

■ Simo Lampinen and John Davenport were reunited with their 1968 RAC Rally-winning Saab 96 at the Chatsworth Rally Show. Modern and classic cars thrilled crowds at the Derbyshire event, attended by WRC stars Jari-Matti Latvala and Henning Solberg.



Return for Keegan March

THIRTY-FOUR YEARS AFTER RUPERT Keegan raced it on his way to the British Formula 3 title, his March 743 has returned to competition in the hands of Simon Hadfield.

Hadfield (above) bought the car from Keegan last September. It had been stored since the summer of 1976 when Keegan switched to a Chevron during his run-in to the title.

"I recall seeing the car race as a young mechanic," said Hadfield. "The provenance of the car is impeccable."

Brian Henton raced the car in 1974 before Keegan took it over for 1975 and the first half of the '76 season.

Attwood and 917 for Le Mans Classic

RICHARD ATTWOOD WILL REPRISE HIS 1970 Le Mans win by driving a Porsche 917 in this year's Le Mans Classic (July 9-11). Forty years on from taking Porsche's first victory in the 24-hour enduro with Hans Herrmann, Attwood will share a 917 with Vern Schuppan.

The 2010 event line-up includes three 917s and 11 Ford GT40s in an entry of over 400 cars. Fellow former Le Mans winner Henri Pescarolo will drive an Inaltera in the races for the most recent cars from 1973-79. Other star drivers include GT racers Jamie Campbell-Walter, Bobby Verdon-Roe and Rob Barff, while former Le Mans racer John Sheldon will campaign his Chevron B16.

The field will split into six grids, each with a full 68-car entry. Each grid will have three 80-minute races in a 24-hour period, starting at 4pm on Saturday. Over 1000 drivers are due to take part.

One of the oldest cars in action will be the 1923 Montier T, part of Ford's first assault on the race in 1923. Tony Dron will be one of the drivers.



European debut for Reventlow car

THE COOPER BOBTAIL CAMPAIGNED IN 1958 by American Lance Reventlow has been raced in Europe for the first time by new owner Jeremy Cooke.

The Cooper was the last car of the Bobtail era and was raced at Sebring and Daytona in '58 by Woolworth heir Reventlow, before he went on to build his own cars under the Scarab badge.

"It's a fantastic car and it hadn't raced for a long time. I found it at Coys and it's been rebuilt from scratch," said Cooke (above), who plans to race it regularly and compete at Goodwood.



Jarier's Osella FA1 surfaces at Brands

AFTER A LENGTHY REBUILD, THE EX-JEAN-Pierre Jarier Osella FA1 Grand Prix car returned to racing at the recent Masters Festival at Brands Hatch.

Frank Lyons added the Osella (above) to his stable several years ago, but has been racing other cars, and so it became a long-term project. He took a pair of top-10 finishes at Brands.

Jarier raced the car from the middle of 1981 and achieved a series of top-10 finishes, after Piercarlo Ghinzani and Beppe Gabbiani struggled to qualify their FA1s over the early-season races.

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Chevrolet Camaro heads parade through town. Right: Dave Olson's winning Lotus

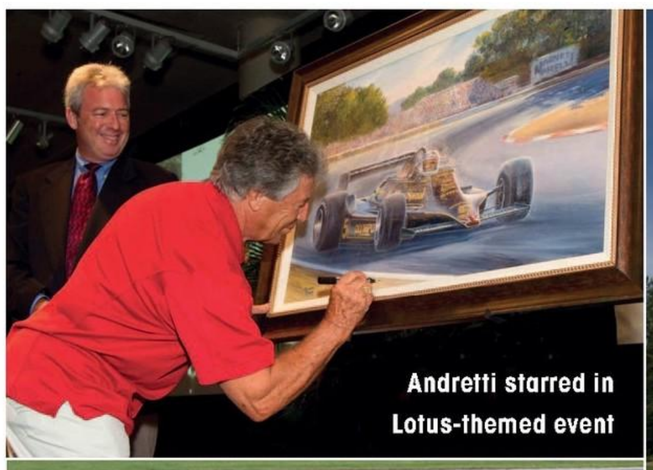






Bobby's baby takes first steps

Mario Andretti was the star guest as *Motor Sport* columnist Bobby Rahal launched his historic racing series in the US



Andretti starred in Lotus-themed event





Chris Bender's March, Pete Stoneberg's Lotus (24) and series founder Rahal









With Lotus as the theme, Mario Andretti was the perfect figure to wave the green flag at the inaugural Legends of Motorsport weekend at Barber Motorsports Park in Alabama in May. The first in a new wave of high-profile USA historic events co-founded by Indy 500 winner Bobby Rahal, the meeting combined vintage racing, charity events and a racing-themed film festival with a 100-car closed-road run, which gave thousands of onlookers a chance to see racing machinery which normally never leaves the track. Rahal drove a McLaren M1B Can-Am car.

Saturday's race practice climaxed in a charity gala where Andretti, the only driver to win the F1 World Championship, Indy 500 and Daytona 500, spoke about his career and motor sport's future before an auction of Andretti-related items including wine from the ace's winery. Proceeds went to the Barber circuit's Motorsports Museum, which contains the largest racing Lotus collection anywhere as well as 1200 motorcycles, and the Winning through Giving charity administered by Paul Newman's family.

Sunday's programme began with Andretti hosting a fan forum and giving rides in a Lotus Evora before waving off an all-Lotus race in his capacity as Grand Marshal. Races for Historic Grand Prix cars, Can-Am, IMSA, Trans-Am and sports cars from the '50s to Group C were also included. Chris Bender took his March 821 to a Historic Grand Prix win, with Rahal fifth in a Hesketh 308C. Rahal made the podium in the Can-Am event, driving the McLaren to third, but the victor was Peter Stoneberg in a Lotus 23B. Other winners included Keith Frieser (Lola T290) in IMSA, Dave Olson (23C) in the Lotus invitational race, Andy Gilberg (Royale RP-20) in the Classic Monoposto/Formula Libre/F5000 event, and Sean Ryan (Chevrolet Camaro) in Trans-Am/Thunder and Lightning.

Those involved felt the new event set a high standard for vintage racing stateside – "a travelling Goodwood" one entrant called it.

By the time this issue appears, the second Legends of Motorsports meeting will have taken place at Watkins Glen, celebrating Porsche, with Vic Elford as Grand Marshal.

WIN

TICKETS FOR YOUR FAMILY TO SAVOUR THE SPECTACULAR SILVERSTONE CLASSIC







MOTOR SPORT has teamed up with Silverstone to give away five sets of family tickets to the Silverstone Classic (July 23-25), 'the world's biggest classic racing festival'. Each set of tickets is worth more than £100 and includes a pair of 'access all areas' adult tickets, plus two more for accompanying children aged six-16 (under fives go free).

This year's event includes a stellar line-up spanning seven decades of motor racing heritage. Among the highlights will be six classic Formula 1 races to mark the 60th anniversary of the first World Championship Grand Prix held at Silverstone in 1950, plus a celebrity charity race to raise money for the Bobby Moore Fund.

The Historic Grand Prix Car Association will re-live the early years of the British GP, while the 1970s and '80s will be brought to life by two races for the Grand Prix Masters series. This year's event also hosts the first running of the RAC Historic Tourist Trophy for pre-63 GT cars, celebrating Britain's oldest motor race, first run on the Isle of Man in 1905.

Other track highlights include an evening race for the Italian Historic Car Cup and touring car action courtesy of the Masters Mini series, the U2TC series and the HSCC 'Big Beasts' – featuring American V8 racers alongside big-engined Jaguar and Mercedes saloons.

But the Silverstone Classic is much more than a celebration of motor racing heritage – live music is also on the bill. On Friday night two classic British bands from the 1960s and '70s, The Yardbirds and Dr Feelgood, will take to the stage. Then on Saturday there is a show featuring stars from the X Factor – Jedward, Danyl Johnson and Ruth Lorenzo. Entry to both concerts is included within the circuit admission charge.

If you're not a winner in our competition (right), order tickets in advance via the hotline on 0871 231 0849, or at www.SilverstoneClassic.com. Advance adult entrance: Friday £30, Saturday £40, Sunday £35, or three-day ticket £80. Children six-16: £5 per day. Under fives free. Ticket includes car parking, grandstand seating, paddock access and live music.

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Richard Piper was big Interserie winner in McLaren M8F

GP circuit proves a festival favourite

Bill Coombs and Simon Hadfield led the Masters winners on Brands Hatch's famous GP loop

BY PAUL LAWRENCE

The annual Masters Festival at Brands Hatch delivered a fine weekend of racing, marred only by the shocking violence of the accident that befell John Grant in the Interserie Revival race (see *Historic News*, p112).

The big winners included Bill Coombs, who made it three Formula 1 wins from four starts in Grand Prix Masters, and Simon Hadfield, whose versatility earned victories in a Lola T70 Spyder and AC Cobra.

Any event that offers drivers the chance to tackle the spectacular challenge of the Brands Hatch Grand Prix circuit will be a sure-fire hit. The three-dimensional sweeps of the former home of the British GP ensure it remains one of the world's great circuits, unfettered by chicanes and Tilke-esque constant-radius turns. "I know the lap at Brands is shorter, but you get just the same buzz you get at Spa," said Hadfield of the Kent track. "It really is that good."

After a day of Top Hat racing on the Indy circuit on Saturday, the action switched to the Grand Prix circuit for Sunday and Monday, and drivers responded by pitting fabulous machinery into action from encouragingly strong grids. For many cars in the crowded paddock, it was the first race of the season.

Coombs, now enjoying a fresh career a quarter of a century after he was a rising star of Formula 3, bagged a double in GP Masters at the helm of Peter Orlando's Tyrrell 009. It might have been tougher for Coombs, however, if another former F3 racer in the shape of poleman Rob Austin had not lost out with clutch problems before his anticipated debut in the ex-Alan Jones Surtees TS19. Roger Wills (Williams FW05) and Manfredo Rossi di Montelera (Brabham BT42) pursued Coombs.

The vastly underrated Richard Evans toppled the big bangers in the opening World Sportscar Masters race with a mighty performance at the wheel of John Crowson's Osella PA01. With the car back on track this season for the first time in decades, Evans was denied a double when the gearlever broke at Paddock Hill Bend on the first lap of race two. Instead, Oliver Bryant stormed away in his Lola T70 Mk3B.

The Gentleman Drivers grid was split at two litres to cope with competitor demand and it proved a popular move with the drivers. Hadfield was a big player in both two-hour races, winning the big-engined race alongside Leo Voyazides in the Greek's AC Cobra. However, 24 hours earlier, Hadfield and Michael Schryver could not quite match the pace of the similar Lotus Elan 26R of old mates Sean Walker and Ian Flux.

Elsewhere on the programme, Richard Piper (McLaren M8F) bagged the Interserie Revival win despite a spirited chase by Frank Bradley (March 717), and Patrick Watts was top dog in Top Hat Saloons in his Ford Mustang. Ⓜ



Coombs added to F1 tally in Tyrrell 009

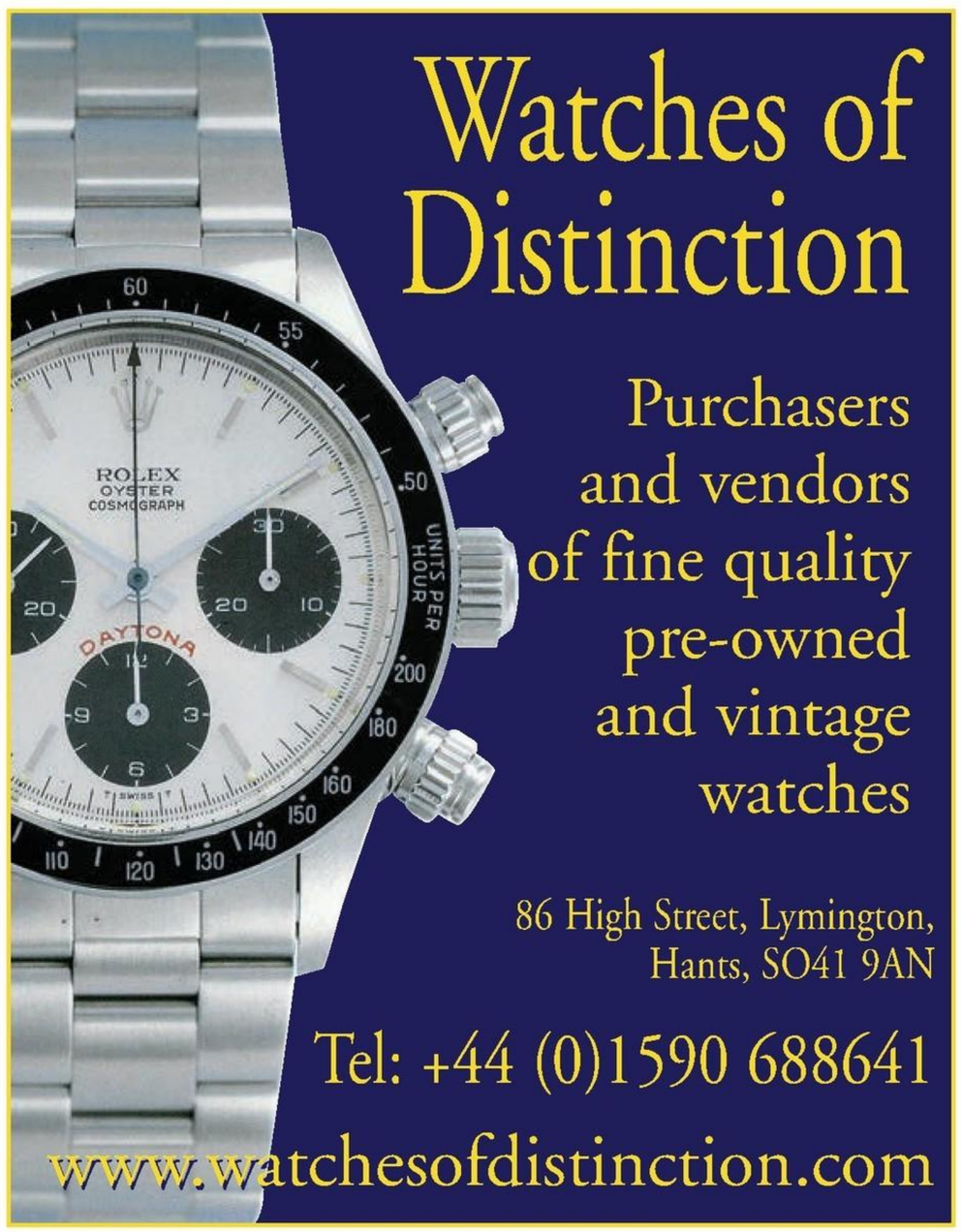


Hadfield took Sports Racing Masters win in Lola T70 Spyder



World Sportscar winner Bryant had less luck in AC Cobra


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Pre-war Bentley and Speed 8 set for 'track run' while powerboats circulate

FLURRY 'CROSS THE MERSEY

Cars raced through Liverpool's Albert Dock watched by cheering crowds during a clever preview of the Cholmondeley Pageant of Power

BY ROB WIDDOWS

Arriving at the Hilton Hotel in Liverpool, you might be forgiven for thinking that the combined talents of both Anfield and Goodison Park had somehow managed to choose the same accommodation.

There they were, the preferred transport of 'superstars', parked outside the entrance. Lamborghini Gallardo, Ferrari Enzo and Rolls-Royce Phantom Coupé. From inside came a great deal of noise from the bar. But this was nothing to do with football. This was the start of the Liverpool Pageant of Power.

Later in the day racing cars roared along the Mersey waterfront, a huge crowd waved and cheered, boys shinned up lamp posts for a better view, while the privileged watched from balconies high above the streets. The chosen few looked on from boats in the harbour.

The purpose of such an event was to promote the Cholmondeley Pageant of Power, which will be staged on July 17-18 in the magnificent grounds of Cholmondeley Castle out in the Cheshire countryside. This was just a taster of bigger, better and noisier things to come. But for the Liverpudlians it was the real thing, their very own Pageant of Power set against the spectacular backdrop of the city's Albert Dock, itself a World Heritage site and the showpiece of a recent regeneration scheme that has transformed the old docks.

Star of the show was Jersey man James Walker in his Superleague Formula car, sponsored by the city's famous football club. Walker threw the red car around in an energetic series of racing starts and donuts. The fans loved it, forgetting a dismal season at Anfield and instead enjoying a blast of Superleague racing where they are the reigning champions. "Look, here comes the F1 car," shouted a young lad, "it must be a Ferrari."

No sooner had the tyre smoke blown away then out came Justin Law in his Silk Cut Jaguar, booting it away from the line and charging towards the iconic Liver Building in a wall of sound. A forest of mobile phones was held aloft as the big car rumbled past, a moment that may never be seen again on these streets. "I had to delete photos of my daughter," laughed a man next to me, "but you don't often see racing cars around these parts."

And there was more to come. Bentleys of all shapes and vintages, racing bikes, rally cars and a mouth-watering selection of supercars such as any self-respecting Premiership footballer takes to the training ground each day. Not to mention racing powerboats in the harbour and wing-walkers in the sky above. Girls in blue Cholmondeley shirts mingled with the fans, hoping to persuade them to see it all again at the castle this summer. Judging by the reaction, there will be many who make the trip out of the city.

There is already talk of the Liverpool Pageant of Power becoming an event in its own right. Organisers were taken aback by the size of the crowd, estimated at around 25,000 souls. City bigwigs reckoned it was worth up to £1 million in revenue by the time the crowds had come, spent their money in bars, shops and restaurants, and returned happily home. It was a great day for the city, an inspired promotion for Cholmondeley – and perhaps a new stage for the sport. Ⓜ



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Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– GOODING AND COMPANY –

The auction firm has confirmed a few more interesting cars for its Pebble Beach sale on August 14/15. An ex-Moss/Behra/Taruffi 1956 Maserati 200 SI is expected to fetch in excess of £1.7 million. This particular racer, the works team and development car, was campaigned in many European and South American events in period. It finished on the podium at the Nürburgring, in Napoli, Caracas and Bari, and was also raced in the Cuban GP, Mille Miglia, Targa Florio and the Grand Prix of Rome.

Another car with motor racing history is the 1949 Talbot-Lago T26 which won the 1950 Paris Grand Prix with Georges Grignard driving. The car has recently been restored but will do well to top its estimate of £450-590,000.

Next up is a Vignale-bodied 1952 Ferrari 340 America that raced in the US through its early years and has since been campaigned in the Laguna Seca Historics. It is expected to fetch over £1.3m.

Finally, Gooding will be selling the 1927 Mercedes-Benz S Boat-tail Speedster that was owned by the Marx brothers. The car competed in the 'Muroc Match Race' against Phil Berg's winning Duesenberg Model J as a result of a bet between Zeppo Marx and Mr Berg, Clark Gable and Gary Cooper's manager. The Mercedes is estimated to sell for an impressive £2.7m.

The company has recently sold a 1936 Bugatti Type 57SC Atlantic to an undisclosed buyer while acting as official broker to the Williamson Family and Trust that used to own the car. Although Gooding and Company would not disclose the exact price, it did say that the car went for more than £19m, making it the most expensive car ever sold.

– RM AUCTIONS –

RM has confirmed several lots for its Monterey sale on August 12-14. The company is advertising many notable entries, including more than a dozen cars that are expected to fetch over $1m (£690,000). Among the competition car lots is the only surviving Cougar Cobra. This 1967 Shelby American Can-Am car (£140-240,000) was the last produced by the Ford/Carroll Shelby partnership, and was Shelby's first entry into Can-Am racing.

Also in the Monterey sale is a 1938 BMW 328 Roadster (£410-480,000), a 1938 Peugeot 402 Pourtout Special Roadster (£290-360,000) and a 1959 Offenhauser Sprint Car built by A J Watson (£50-60,000).

RM is selling James Bond's Aston Martin DB5 (see p122) as driven by Sean Connery in *Goldfinger* and *Thunderball*. It is the first time the car has come up for sale, and it will go under the hammer at the Automobiles of London event at Battersea Evolution on October 27, where it is expected to sell for more than £3.5m. There are a few non-optional extras with this car... such as machine guns, a bulletproof shield, revolving number plates, an oil slick sprayer, nail spreader and a smoke screen, all controlled from toggles in the arm rest.

RM has sold a 1963 Ferrari 250 GTO (chassis 4675 GT) through private treaty. The sale figure has not been released, although it is widely acknowledged that BBC 2 radio presenter Chris Evans bought the car for more than £12m. RM is currently offering the rare 1967 Ferrari 330 P4 (chassis 0858) for private treaty sale. >>>



Ex-Moss Maserati 200 SI is among the lots at Pebble Beach

Pawel Litwinski

FORTHCOMING AUCTIONS

■ **JUNE 25-27 BARRETT-JACKSON** Orange County Auction, Orange County Fair, Costa Mesa, USA *Tel: 001 480 663 6255*

■ **JULY 2 BONHAMS** Collectors' Motor Cars and Automobilia, Goodwood Festival of Speed, Chichester, West Sussex *Tel: 020 7447 7447*

■ **JULY 3/4 SILVER AUCTIONS** Jackson Hole Auction, Teton Village, Jackson, Mississippi, USA *Tel: 001 800 255 4485*

■ **JULY 10 SILVER AUCTIONS** Spokane Auction, Spokane County Fair & Expo Center, Spokane, Washington, USA *Tel: 001 800 255 4485*

■ **JULY 17 COYS** Fine Motor Cars, Blenheim Palace, Woodstock *Tel: 020 8614 7888*

■ **JULY 18 SHANNONS** Classic Vehicle Auction at MotorEx, Sydney Showground, New South Wales, Australia *Tel: 0061 2 8019 4116*

■ **JULY 21 H&H SALES LTD** Classic Collectors' Cars, The Pavilion Gardens, Buxton *Tel: 08458 334455*

■ **JULY 24 BONHAMS** Collectors' Motor Cars and Related Automobilia, Silverstone Classic, Northamptonshire *Tel: 020 7447 7447*

■ **JULY 24 RM AUCTIONS** Vintage Motor Cars of Meadow Brook, Shotwell Gustafson Pavilion at Meadow Brook Hall, Rochester, Michigan, USA *Tel: 001 519 352 4575*

■ **JULY 26/27 BARONS** Classic Collectors' and Historic Cars, Esher Hall, Sandown Park, Surrey *Tel: 023 8066 8413*

■ **AUGUST 5-8 SILVER AUCTIONS** Hot August Nights, Reno Sparks Convention Center, St Reno *Tel: 001 800 255 4485*

■ **AUGUST 13/14 RM AUCTIONS** Sports & Classics of Monterey, Portola Hotel & Spa/ Monterey Conference Center, Monterey, California, USA *Tel: 001 519 352 4575*

■ **AUGUST 13-15 RUSSO & STEELE** Classic Cars of Monterey, Monterey Marriott Hotel, California, USA *Tel: 001 602 252 2697*

■ **AUGUST 14 COYS** Oldtimer Klassik, Nürburgring, Germany *Tel: 020 8614 7888*

■ **AUGUST 14/15 GOODING & COMPANY** Classic Collectors' Cars, Pebble Beach, California, USA *Tel: 001 310 899 1960*

■ **SEPTEMBER 4/5 SILVER AUCTIONS** Sun Valley Auction, Sun Valley, California, USA *Tel: 001 800 255 4485*

■ **SEPTEMBER 11 BONHAMS** Collectors' Motor Cars, Motorcycles and Automobilia, Beaulieu Autojumble, National Motor Museum, Hampshire *Tel: 020 7447 7447*

Cars for Sale

– BONHAMS –

The 11th edition of Bonhams' Aston Martin and Lagonda Motor Cars sale was the most successful so far, making a total of almost £4.7m.



shooterz.biz

One of the biggest surprises was a 1968 Aston Martin DB6 Vantage 'barn find'. Its £20-30,000 estimate passed swiftly as nine telephone bidders, five absentee bidders and five bidders in the room pushed the price up to £124,700.

Another interesting lot was Design Project 'DP2155', a 1959 DB4 rebuilt in 1990 by AM Works Service to 4GT spec with a prototype IRS set-up, which went for £485,500.

"This clearly demonstrates the strength of the collectors motor car market and that of the Aston Martin and Lagonda marques in particular," said James Knight, group head of Bonhams Motoring Department.

The company has announced a new auction at the Royal Mirage Hotel in Dubai. Although this will be Bonhams' first motor car sale in the city, it has hosted art auctions that have been a great success. The sale will also include various collectors' watches and will be held in October.

– MECUM –

On August 13-14 at its Monterey sale, Mecum is selling the 1959 Ferrari 250 GT LWB that won the GT class at that year's Le Mans. The car, which was raced by Jean Blaton and Leon Dernier, finished third overall and also came first at the '59 Nürburgring 1000Kms. Estimates will be offered on request.

Mecum had a very successful Spring Classic Auction on May 19-23, where more than 1000 vehicles were sold – including wooden boats and tractors – making more than £28m. The top-selling vehicle was the one-of-a-kind Harley J Earl Corvette, which went for a staggering £634,621. And all this was managed with only 66 per cent of lots selling.

AUCTION RESULTS

APRIL 30 COYS
- 2005 Maserati 3200 GT Trofeo Light: £144,240
- 1995 Bugatti EB 110 SS: £327,820
- 1955 AC Ace: £115,897
- 1939 Alfa Romeo 6C 2500S Corsa Spyder: £295,445
- 1993 Venturi 600S Le Mans: £97,049
- 1958 Ex-Horace Elgin Dodge Maserati 3500 GT: £66,800
- 1968 Ferrari 330 GTC: £172,686
- 1973 Porsche 911 Carrera 2.7 RS: £136,762
- 1959 Ferrari 250 GT Pininfarina coupé: £153,779
- 1952 Siata Diana Gran Sport: £128,253

MAY 19-23 MECUM AUCTIONS
- 1963 Harley J Earl Corvette: £634,621
- 1970 Dodge Hemi Challenger convertible: £514,557
- 1966 Shelby Cobra roadster: £429,032
- 1963 Pontiac Tempest coupé: £312,335
- 1965 Shelby Cobra 289 (CSX2291): £247,122
- 1966 Chevrolet Corvette coupé (ex-Bob Johnson): £209,368
- 2001-05 DuPont Chevrolet Monte Carlo SS (ex-Jeff Gordon): £75,800

MAY 22 BONHAMS
- 1964 Aston Martin DB5 Sports Saloon: £194,000
- 1968 Aston Martin DB6 Vantage Sports saloon 'barn find': £124,700
- Design Project 'DP2155' 1959 4.7-litre Aston Martin DB4 Prototype: £485,500
- Ex-1962/63 Targa Florio 1954 Aston Martin DB2/4 3-litre drophead coupé: £150,000
- 1962 Aston Martin DB4 Series IV Vantage Saloon: £214,900
- 1950 Aston Martin DB2 Team Car 'VMF 65': £513,000
- 1950 Aston Martin DB2 3-litre saloon: £199,500
- 1963 Aston Martin DB5 4.2-litre sports saloon: £144,500
- 1965 Aston Martin DB5 4.2-litre sports saloon: £287,500
- 1960 Aston Martin DB4 Series II sports saloon: £166,500
- 1965 Aston Martin DB5 convertible: £359,000

JUNE 2 HISTORICS AT BROOKLANDS
- 1972 Ferrari 246GTS Dino: £67,050
- 1954 Aston Martin DB2/4 Mkl 3-litre Tickford: £89,400
- 1985 Toleman TG/85 F1: unsold
- 1931 Bentley 4½-litre Van den Plas tourer: £670,500
- 1968 Ford Escort AVO rally car: unsold
- 1964 MGB Roadster ex-works rally car: £141,922
- 1955 Aston Martin DB2/4 Mkl drophead coupé: £162,037

FOR FULL AUCTION LISTINGS AND RESULTS VISIT
www.motorsportmagazine.co.uk

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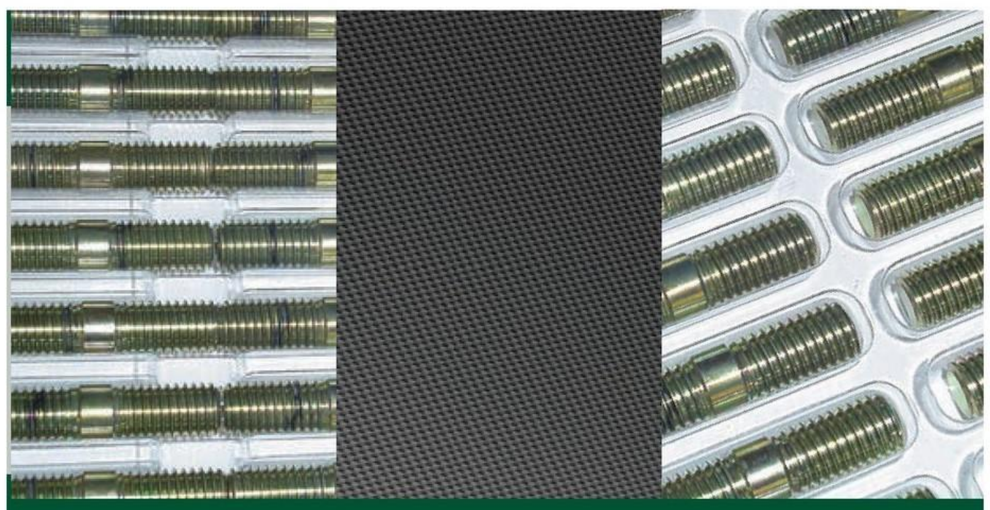
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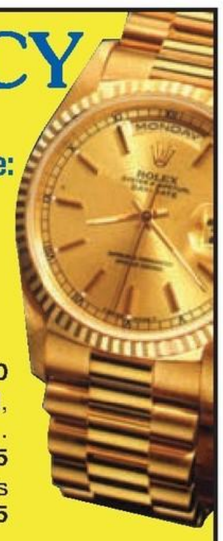
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Sir Jackie & Lady Stewart



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INSIDE SIR JACKIE'S RACING ALBUM

Three-time Formula 1 World Champion Sir Jackie Stewart was in good form at the launch of his new book *Collage*, held at the Caledonian Club in London on May 28.

Collage, Jackie Stewart's Grand Prix Album, to give it its full title, is an unusual tome based on the scrapbooks that his wife Helen kept throughout his racing days. The book contains many unseen photos from the family albums. "It's really all down to Helen," said Sir Jackie, "and the tireless work she put in to create these intimate albums."

Only 1500 copies of *Collage* will be printed and the books will be traditionally leather-bound by hand in Scotland. Each book will be numbered and signed by Sir Jackie, and is presented in a white slipcase featuring his trademark tartan.



Sir David Prosser, Esther Park & Thomas Fuhr



The Simms medal



John Wood & steam team

KERS SYSTEM SALUTED

Mercedes-Benz High Performance Engines Ltd was honoured by the Royal Automobile Club on June 1 by becoming the latest recipient of the Dewar Trophy, the annual award to mark 'British technical achievement in the automotive field'.

The company, formerly known as Ilmor and based in Brixworth, was chosen by the RAC Technical Sub-Committee for its Kinetic Energy Recovery System (KERS) produced for F1 in 2009. Lewis Hamilton's win for McLaren-Mercedes in Hungary last year was the first for a GP car with KERS.

Mercedes-Benz HPE managing director Thomas Fuhr attended the lunch at the Pall Mall club to receive a replica of the huge trophy.

The Simms medal, which marks 'motoring innovation by individuals or small companies that exemplify the spirit of adventure', was also awarded. The RAC chose to honour the British Steam Car Challenge Team for its successful attempt to break the world's oldest Land Speed Record. The steam turbine-powered vehicle set a new record of 139.843mph in California last year.

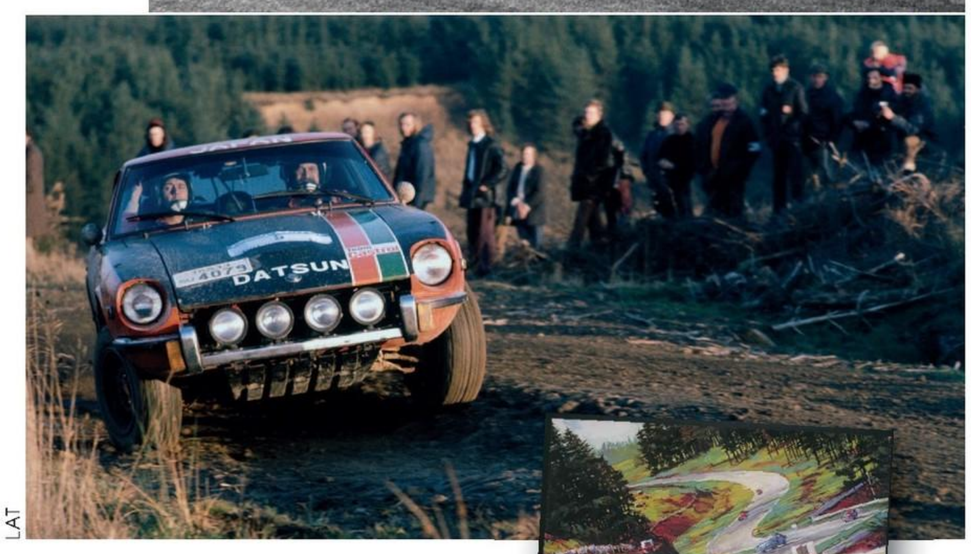
DATSUN 240Z

Recognised as the world's first credible Japanese sports car, the durable 240Z is still sought after, even if the period PVC trim is looking a little passé...

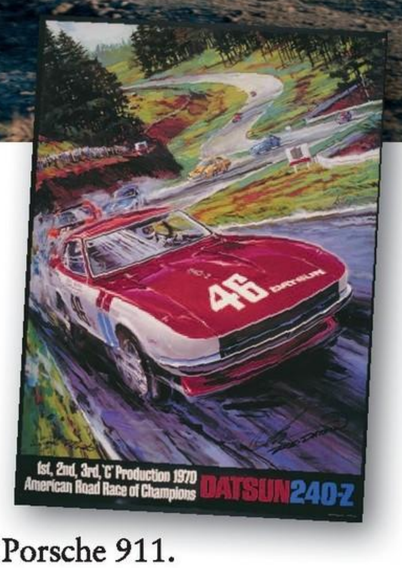
BY RICHARD HESELTINE



John Morton enjoyed title success with the 240Z Stateside. Below (l-r): Harry Källström/Claes Billstam on 1973 RAC Rally; Win Percy in 'Big Sam' in '74



LAT



By any rational criteria it looked fabulous, but so what? Call it cultural imperiousness, call it what you want, but prior to the arrival of the Fairlady Z Export Model at the 1969 Tokyo Motor Show few Europeans took Japanese cars seriously. And, truth be told, the advent of this brutishly attractive GT did little to dissuade the doubters. There would surely be little substance below the surface sparkle, they suggested. After all, Japan made knock-offs of continental fare or zirconium Detroit iron. It was incapable of creating something genuinely worthwhile from scratch.

And then they drove one. In its own modest way, the 240Z – as we in the west came to know it – succeeded in rewriting history in the same breath as making it. Backtrack to the '60s and, as the British automobile industry embarked on a ruinous merger-spree, the Japanese were busy making motorcycles that didn't lose their liquids before, during and after each sortie. They then exported them in vast numbers, prompting complacent brands from Albion to curl up and die. The 240Z had much the same effect on the traditional British sports car.

Datsun – or rather Nissan's – engineers fashioned a machine that sated North America's susceptibility for a bargain (the first cars off the boat were artificially priced down), one that rendered British rivals obsolete at a stroke. Suddenly a cramped, leaky and woefully outdated ragtop didn't seem quite so appealing. And, just to massage salt into the wounds, the 'Zed' proved handy in competition, too. And not just at home.

The 240Z broke the mould for Japanese sports cars. There had been earlier attempts, some quite appealing ones in fact. Nissan's series of Fairlady roadsters had proved reasonably successful, Honda's endearing S800 with its DOHC head and roller-bearing crank representing an intriguing mix of the innovative and the ordinary. Not forgetting the sophisticated Toyota 2000GT which sold in tragically small numbers. But the 240Z was the first truly credible Japanese sports car, if only in the eyes of uninformed Europeans.

Having discounted making another four-cylinder roadster, the decision to build a coupé with an extra pair of cylinders was made in 1966. History has it, and has it incorrectly, that the Z was styled by a German aristocrat. When the Z first appeared on the show circuit, Count Albrecht von Goertz was a well-known and media-savvy figure in the design world. He had previously had a hand in the pretty Nissan Silvia 1600, if only on a peripheral level, and his attachment stuck. As to who did actually style the car, therein lies a very occidental question. Japanese decorum dictated that the company rather than any one particular employee should receive recognition – there's no 'I' in 'team' – but latterly Yutaka Katayama has been credited with the work. But then the project was already underway when 'Mr K' (as he's known to a legion of the marque faithful) was parachuted in, with much of the final outline being the work of unsung arty types Akio Yoshida and Kumeo Tamura.

And what an outline: crisp, clean and every inch the junior-league GT. And it didn't stop there. Beneath the skin sat a gutsy straight-six (iron block and alloy 'head) with near 50:50 weight distribution – this was a neatly packaged machine. One that could house two six-footers in comfort within a footprint no bigger than a **Porsche 911.**

But strictly speaking, the whole 240Z tag is a bit of a misnomer as there were at least six clearly defined variations of the 'S30 series' theme when launched in 1969: the no-frills Fairlady Z, the deluxe Fairlady Z-L, the Fairlady Z432 homologation special, the ultra-hardcore Fairlady Z432-R, the North American market LHD 240Z and the UK/Australian/New Zealand market RHD edition. The 240Z tag is



BRE Collection



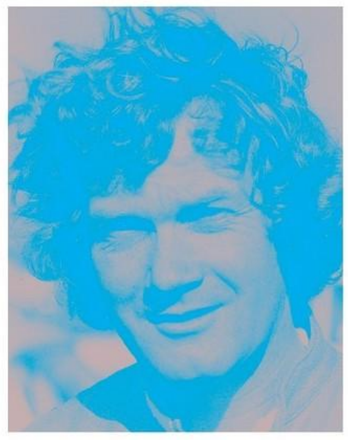
LAT

essentially a flag of convenience, with countless variations – not least in displacement and specification – between models.

Officially introduced Stateside in February 1970, the Z was less expensive than most mainstream British sports cars. Predictably sales went stratospheric, with eager punters paying a premium over list price to land one. Matters were a bit more subdued in Britain. Officially launched here at the 1970 Earls Court Motor Show, reaction was encouraging although Datsun UK was scuppered by protectionist tariffs against Japanese imports: the Z was viewed as a niche product at best, one that would take away tariff quota numbers from more bread-and-butter fare. At £2535 in 1973, there was a near £700 price premium over a 3-litre Capri, although for sheer performance (120mph-plus and 0-60mph in eight seconds) there was little to touch it for similar money.

And, as with all true classics, the Datsun covered itself in glory trackside. In the forests, too. The S30-series Z made its debut at the January 1970 All Japan Suzuka 300Kms meeting, factory driver Moto Kitano showing well in qualifying aboard his Fairlady 432-R only to be T-boned by another car come the race. Two months later when the Japanese race season started proper, Kitano came home second to Hiroshi Kazato's Porsche 910 in the All Japan Stock Car Fuji 300Kms encounter. The third works outing resulted in a win at the 'Race de Nippon' event at Fuji Speedway in April 1970, Kitano and future Grand Prix occasional Masahiro Hasemi covering 959km and 159 laps over six hours.

Stateside, the Z made the SCCA's C-production category its own, with the under-rated John Morton claiming 1970-71 titles for Brock Racing Enterprises, arch-rival Bob Sharp taking the 1972-73 crowns. Yet it was in endurance rallying that the car found its true metier, Edgar Herrmann and Hans Schuller winning the 1971 East African Safari Rally ahead of the sister car of Shekhar Mehta and Mike Doughty. »»»



"I RACED ONE"

WIN PERCY

This touring car legend got a career leg-up after being picked to drive a ModSports Z. And it all began with Motor Sport…

"I've always liked Healeys and used to rally a 100/6. The 240Z had the same sort of character: it was great fun to drive sideways, steering on the bump stops. I got involved with racing them after reading an article written by (*Motor Sport's*) Clive Richardson. He'd road-tested Spike Anderson's Samuri Z and raved about it. I was sitting in my garage one dull April day – this would have been in 1973 – and instinctively picked up the phone and called Spike. I went along to drive his demonstrator, loved it and he offered to make my own Z 'honk' – his way of saying 'go really fast'. Anyway, a little while later I took the car to Gurston Down and Hugo Tippett was there driving Spike's car. Well, I beat Hugo and Spike said I was either incredibly talented or an accident waiting to happen. He was going to enter a car in the following year's BARC ModSports series and did I want to drive it? That really was the start of my professional career.

"Back then I didn't have a proper understanding about setting up cars and we used one set of tyres for the whole season. We beat Nick Faure's AFN Porsche to win the 3-litre class and I think with a bigger budget and more development 'Big Sam' would have been unstoppable. I also had a Z that we used for autocross and rallycross events, which was just the most fun. I love Zs and I'm looking for one right now: Spike is going to give it the full Samuri treatment. I seem to have come full circle…"

Two years later it was Mehta's turn. Not an overall triumph but still impressive was Rauno Aaltonen and Jean Todt's third place overall on the 1972 Monte Carlo classic. Closer to home, Tony Fall claimed the '71 Welsh Rally and was leading that year's Scottish Rally when the gearbox failed.

Yet while the Z's frontline rallying career was of the brief variety, it did in a roundabout way lead to one of Britain's most fondly remembered race cars. An ex-Herrmann Z (as used on the 1970 RAC Rally) found its way into the hands of plucky privateer Rob Grant, who adapted it for track use. Operating on a shoestring budget under the Motor Racing Facilities banner, Grant campaigned it extensively in European GT events and the Springbok series before rolling the car into a ball in Angola following catastrophic brake failure. It was replaced with an ex-Aaltonen machine (another '70 RAC car), in which Grant attempted to qualify for the 1972 Le Mans 24 Hours.

He never made it trackside, as Lola principal and former team-mate Martin Birrane explains: "I qualified but I was the only one. I recall getting in four laps but there was all manner of things wrong with the car. In fact they were still building it. It sounds like a tall story, but I swear somebody followed me down the pitlane each time I went out – the only time I went out – armed with a screwdriver. I remember a headlight falling out which didn't exactly help our case. We couldn't get in no matter how much I talked to the organisers. I spoke good French back then but I couldn't persuade them to allow in a car in which only one of the drivers had actually done any laps. It was a sad end as a lot of work had already been put into the car, but I can understand their reluctance to let us race."

Grant made another aborted attempt in 1973 before selling the car to ex-Broadspeed man Spike Anderson, whose period Samuri [sic] conversions – and in particular the accompanying metallic coffee over orangey-red livery – entered into local Z legend. Anderson built as many as 74 hotted-up Datsuns, Grant's highly-developed car forming the basis for the ModSports weapon Big Sam. Driven by then unknown West Countryman Win Percy, the cash-strapped team cleaned up despite a hefty shunt at Brands, which necessitated the purchase of another ex-works 'shell (this time from an ex-Mehta car). Percy beat Porsche man Nick Faure to that year's BARC Modified Sports Car 3-litre class title by one point (see *I Raced One*). The following year they turned their attention to the British Saloon Car Championship with a Toyota Celica, with only occasional Z outings.

By which time the 240Z had been superseded by the larger-displacement (2393cc to 2565cc in UK spec) 260Z, later variations on the theme becoming exponentially lardier, uglier and less satisfying. As is so often the case, the first generation was the purest of the breed, save perhaps for some of the more exotic editions Japan kept for itself. Naturally the US took the lion's share of the six-figure production and, despite the paltry numbers that made it to Blighty, a fair few have arrived subsequently as demand outstrips supply.

"I still say that they're undervalued, but then I would," laughs Z Farm principal Duncan Pearcey who has specialised in the model for more than 20 years. "Interest has shot up dramatically in the last three or four years. There is a lot of demand from the rally crowd, and we have built eight cars to full stage, marathon or rally/tour spec. The Z was never developed as much as it could have been, the works tending to focus on the more prestigious events such as the Monte, the RAC and the Safari rallies. It's ideal for the Safari with its long, undulating straights: if ever you see aerial footage of them in action, they're very stable and don't porpoise like Escorts or Porsches on landings. Guys like Kevin Bristow kept the flag flying in the early days of historic rallying and we've seen a definite rise in popularity of late."

Indeed, but that is to be expected of a car that latterly seems indemnified from criticism. The thing is, the 240Z is far from perfect: the PVC trim is a little low-rent and the ride quality is of the pelvis-pulping kind, but it's an infinitely better car than many a period rival. Which isn't really news. It's not as if most British reviews were begrudging in period. The difference now is that positive ink isn't immediately followed by missives from Aggrieved of Purley because you dared say something – anything – praiseworthy about Japanese cars. In so many ways, the sea change started here. Ⓜ

ONE TO BUY

DATSUN 240Z – £18,750

From: Le Riche Automobile Restorations Ltd 01534 864073
www.leriche.com



This late-model Z represents top money for the breed but it has covered just 30,772 miles since new. The car has recently undergone a partial restoration, the vendor at pains to point out that the engine bay and underside are as it rolled off the production line. It was dry stored for many years, the Z benefiting from overhauled suspension and brakes, the interior being largely original save for the seats which have been re-covered in the era-correct pattern. The car rides on Wolfrace alloy wheels which, while not standard fitment, are infinitely better looking than the factory items and in keeping with the period.

OTHERS TO CONSIDER



ALFA ROMEO 2000GTV
Two fewer cylinders than a Z but twin-cam 'four' is a gem. An involving driving experience – and fab Bertone styling, too.



FORD CAPRI
In 3-litre V6 trim there was little to touch 'The car you always promised yourself' for lairy, tail-out antics. Getting rare, though.



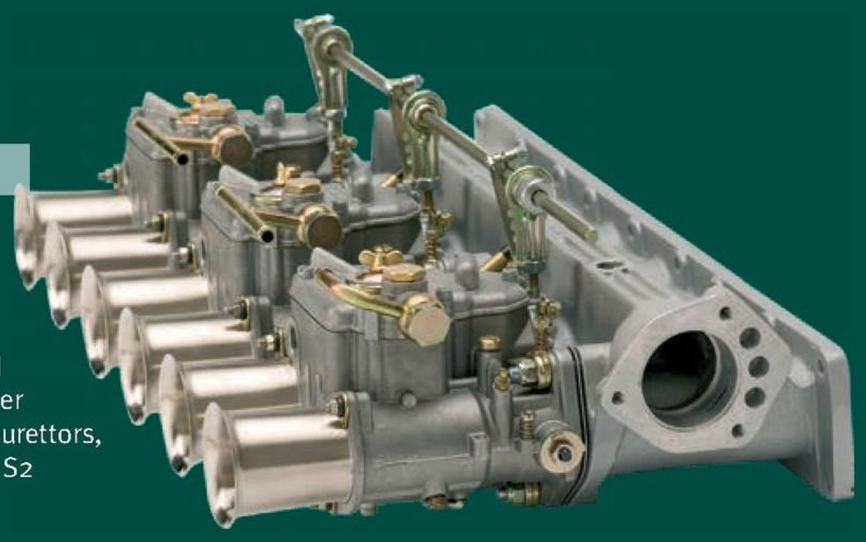
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Though not as fondly remembered as the Z, first-generation cars similarly had a decent rally and race pedigree.

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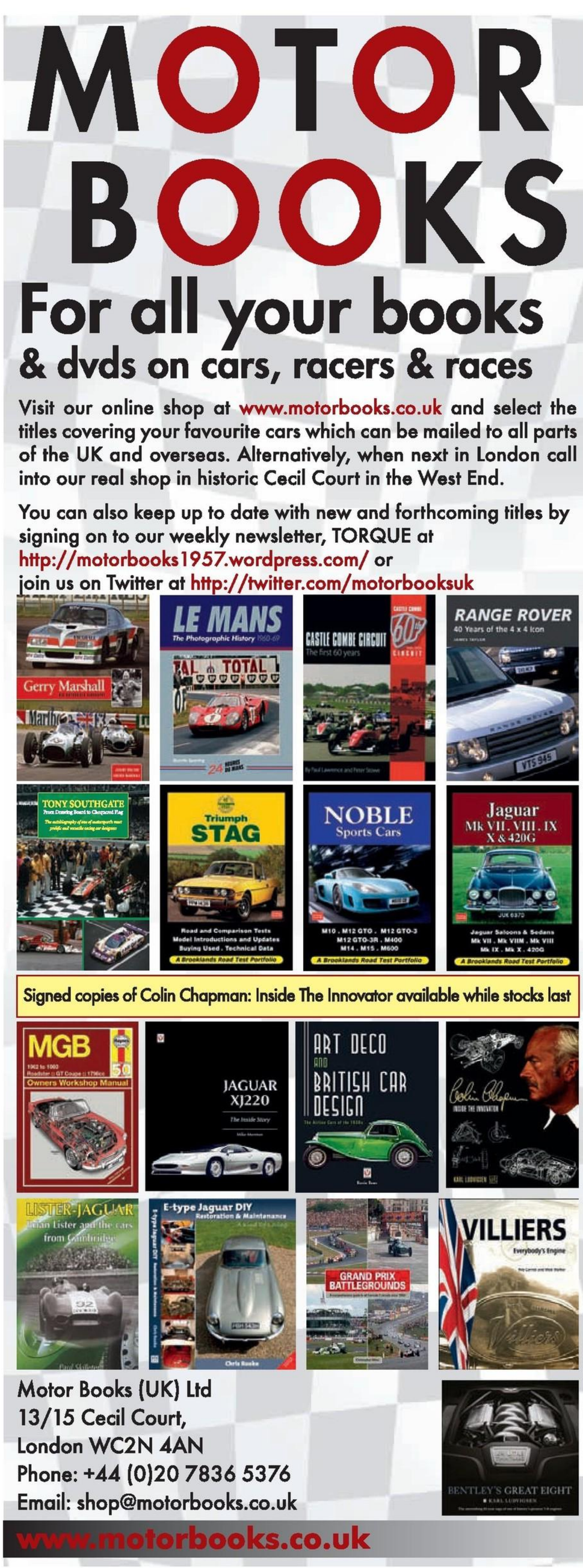
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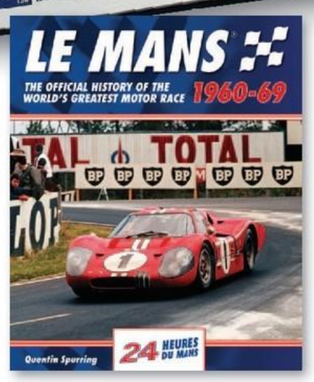
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Reviews





LE MANS 1960-1969
THE OFFICIAL HISTORY OF THE WORLD'S GREATEST MOTOR RACE

QUENTIN SPURRING

Author Spurring's opening assertion that the 1960s saw the making of the Le Mans 24 Hours is amply borne out as one peruses this handsome work, which captures the event's colour, variety and atmosphere during a decade of rapid change.

Although notionally the first in a series encompassing the famed race's 87-year history, it hardly matters if the undertaking reaches fruition: this is perfectly good as a stand-alone volume, *sui generis*.

The photography is plentiful, the prose crisp, and each year's race is condensed into a series of short, detailed narratives disclosing less familiar facets, anecdotes and personalities. In fact, it feels surprisingly discursive for an official history. A case in point: did you know that Dan Gurney begat frenzied champagne spraying on the podium by shaking up his magnum in exuberance at winning with Foyt in 1967? What did they do before; sip contemplatively from a glass? Yes, as the photograph of Phil Hill and Olivier Gendebien from 1960 on page 80 attests. Few venerable traditions or sacred cows survived the decade unscathed.

My only quibble is with the copious statistical data at the book's end. Graphs, tables, pie charts, histograms and the rest are fine in mathematics textbooks, but here they are uninformative, confusing, and, worst of all, colourless. Le Mans in the Sixties was anything but that.

Overall, however, this is an intelligently conceived and executed volume, to be lingered over and sipped at leisure… like a good glass of champagne. **IM**

Published by Haynes, ISBN 978 1 84425 584 9, £40



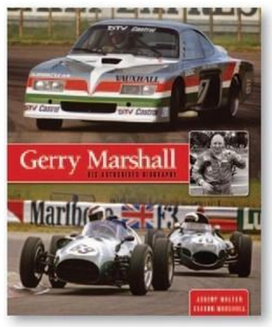
BLUEBIRD CN7
THE INSIDE STORY OF DONALD CAMPBELL'S LAST LAND SPEED RECORD CAR

DONALD STEVENS

We've had many works on Donald Campbell and his record attempts, but this one focuses on the metal – specifically the design and build of CN7, the guided missile that took Campbell *fils* to 403mph. Stevens was part of the team that created the 4WD turbine machine, so is well-placed to explain how the Norris Brothers company (which also produced K7, the water record boat) set to building a Land Speed Record car.

With drawings, diagrams and photos he illustrates the design process and assembly, including unseen photos of the Utah crash and successful Lake Eyre runs. Intriguing details of what might have been had Campbell not died include CN8, an 850mph rocket car, and a scheme for a 1000mph device. Recommended for LSR fans. **GC**

Published by Veloce, ISBN 978 1 84584 280 2, £24.99



GERRY MARSHALL
HIS AUTHORISED BIOGRAPHY

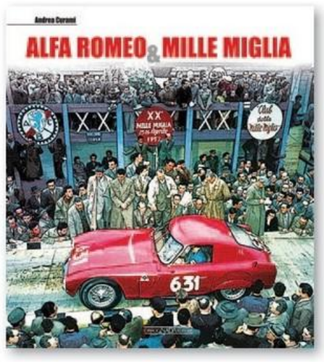
JEREMY WALTON & GREGOR MARSHALL

Five years on from his premature end, Gerald Dallas Royston Marshall still invokes wonderfully happy memories whenever you see images of him flinging various Vauxhalls, Minis and, latterly, historic Aston Martins around at impossible angles.

His larger-than-life character is warmly documented by *Only Here For The Beer* author and long-time friend Jeremy Walton, with invaluable personal stories and pictures from Gerry's son Gregor and the family archive.

Gerry's antics, not only on the track but also in the bar, are legendary, and this book goes some way to reminding us all that his record of over 600 wins in many classes, cars and distances came from a huge talent behind the wheel, not just in the clubhouse! **DC**

Published by Haynes, ISBN 978 1 84425 648 8, £35



ALFA ROMEO & MILLE MIGLIA

ANDREA CURAMI

Alfa Romeo and the Mille Miglia have a rich history together. The Italian marque dominated the race during the pre-war years, winning 10 times between 1927-1940. Alfa also triumphed in 1947 and continued to make an impression through to the race's final year in 1957.

This success is relived over 160 pages, which include some wonderful archive images and a full Alfa Romeo results section at the back. At first glance the book seems promising – not only are the photos good, but the layout is clear and easy to digest. However, there is a major failing with regard to the text. The English prose sits next to the Italian text from which it has been translated, and frequent copy errors and poor grammar do not make for an easy read. **EF**

Published by Giorgio Nada Editore, ISBN 978 88 7911 504 9, £29

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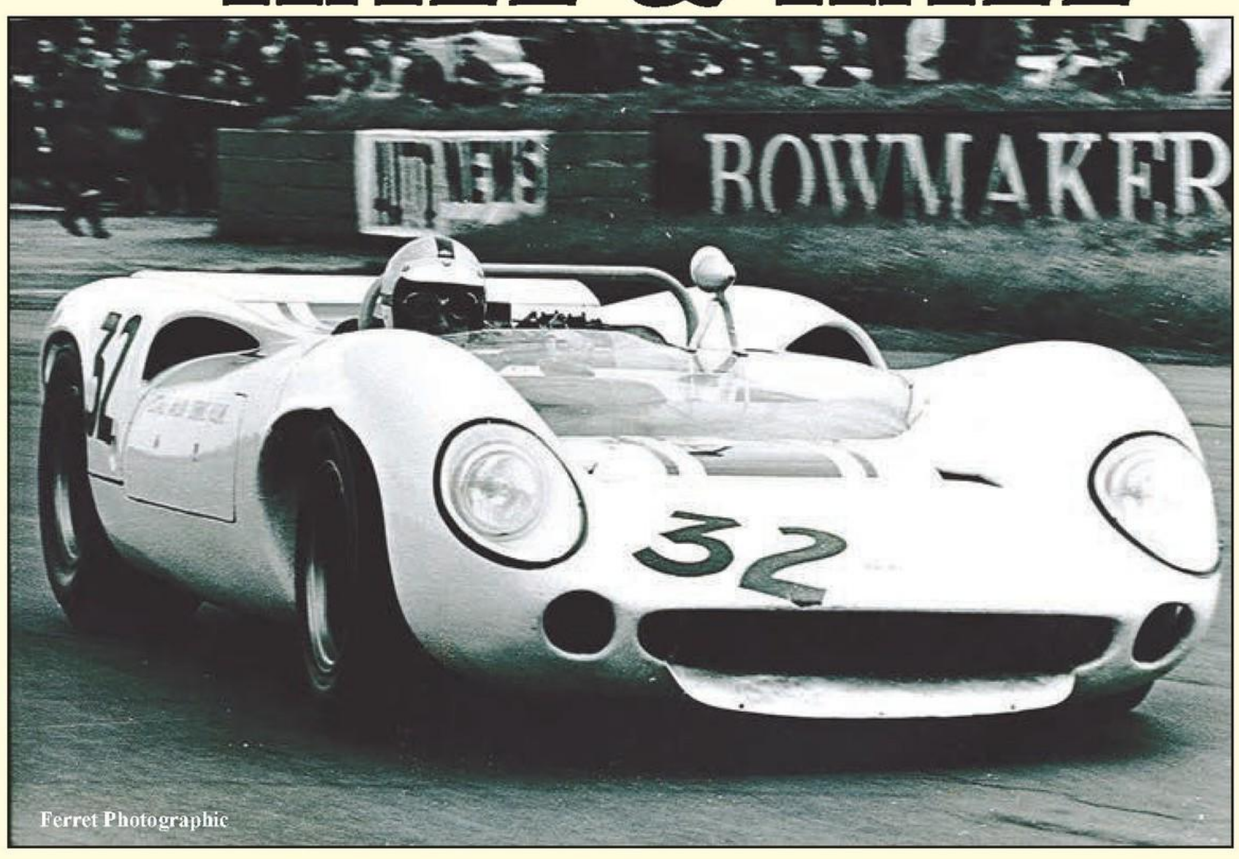




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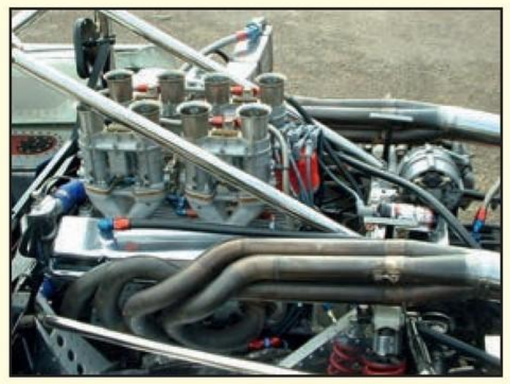
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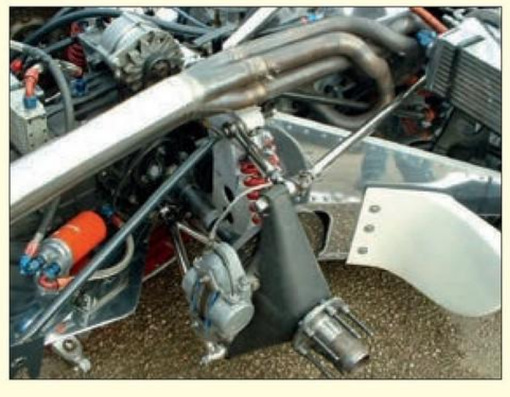


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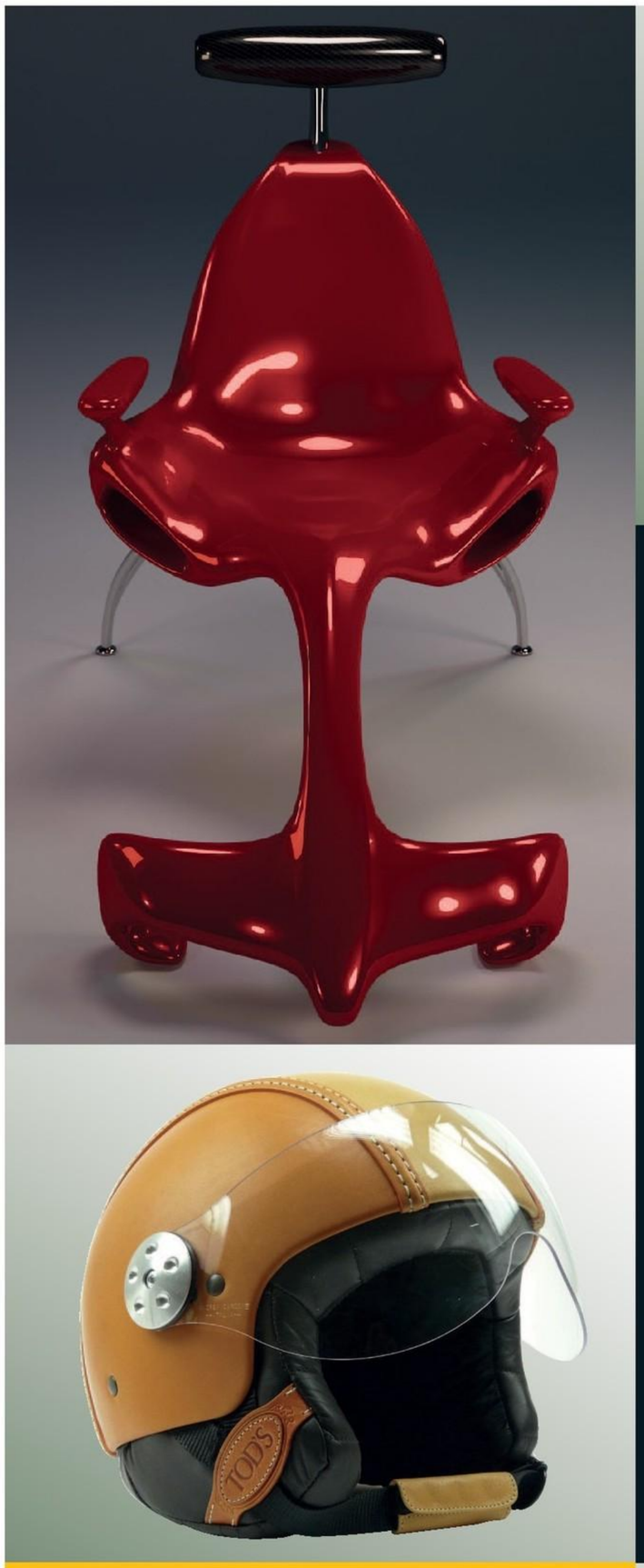


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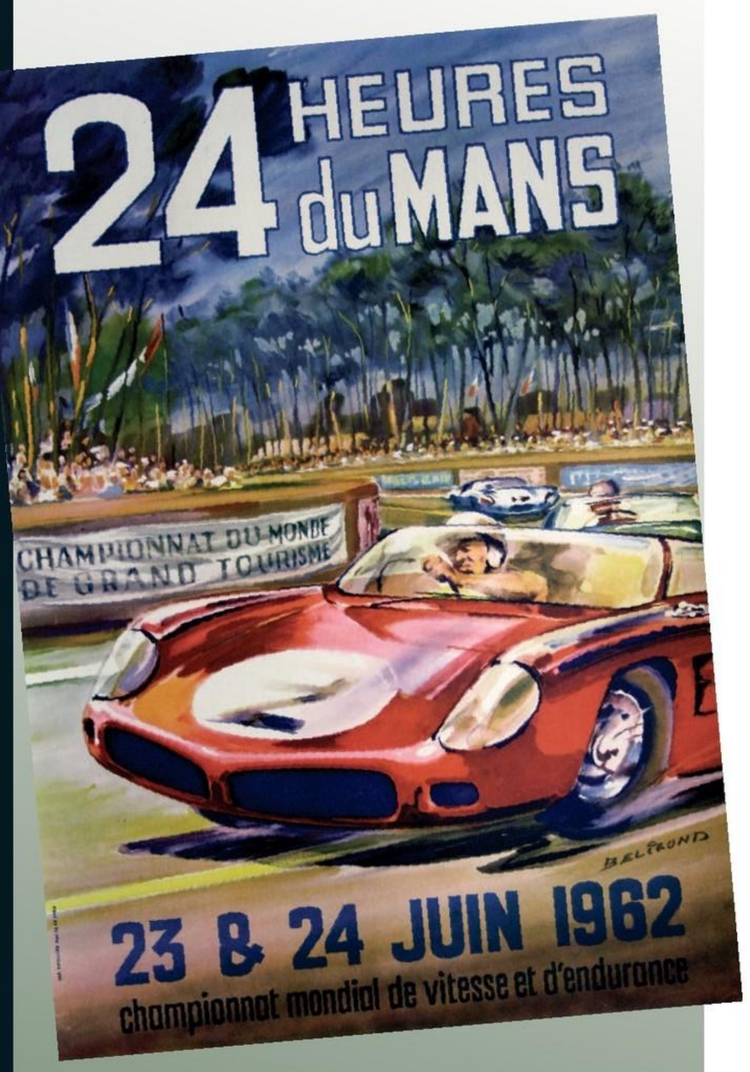
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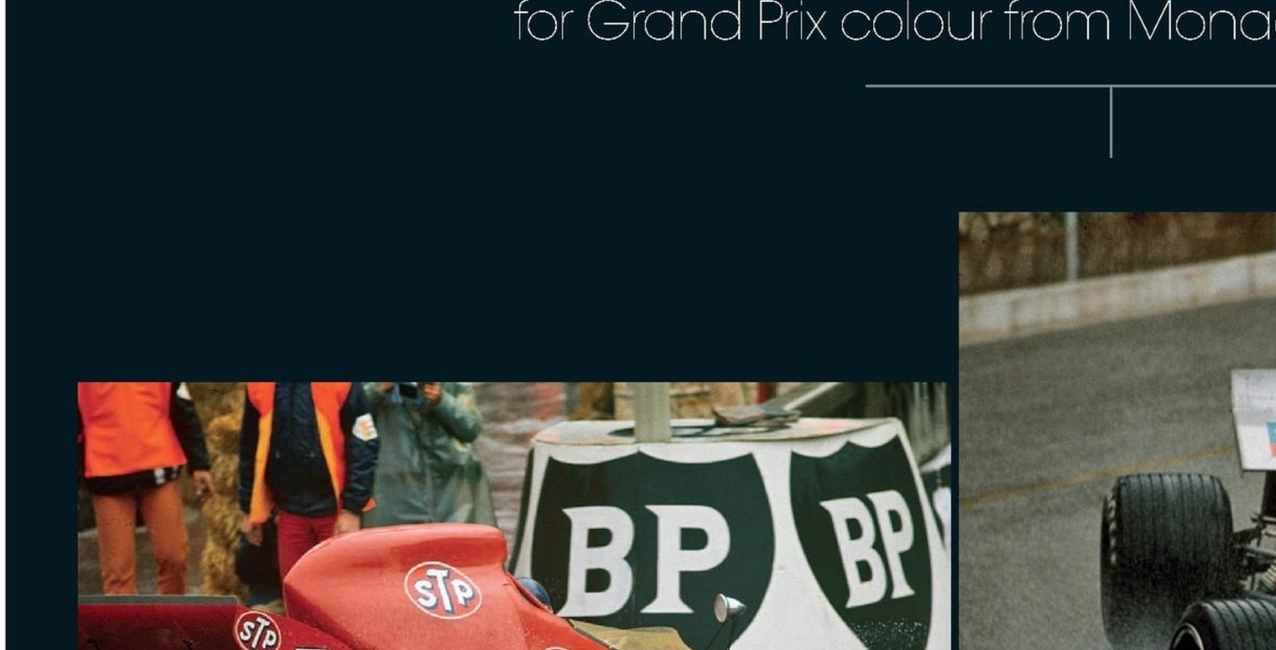
We've moved on from 1970, although we're sticking with that decade, for Grand Prix colour from Monaco and Silverstone



1



2



3

ANDREW WILKINS

Motor racing historian Mr Wilkins took all but one of this first page of pictures at the 1972 Monaco GP. "The rain started 10 minutes before the race," he recalls. "I bought a Marlboro cap to shelter under and the red dye ran down my face, so everyone thought I was ill!" {1} Ronnie Peterson slides his March. {2} Chris Amon's Matra was sixth. {3} This is '71, when Jackie Stewart raced while ill but won for Tyrrell. {4} In '72 JYS was fourth, after being hounded by Peter Gethin (BRM). {5} Emerson Fittipaldi's JPS Lotus was third, but none could beat Jean-Pierre Beltoise (BRM) {6}. On to Silverstone – Niki Lauda at '73 GP with BRM crew {7}, and with Mauro Forghieri in '75 {8}. {9} Clay Regazzoni with 312T. {10} Tom Pryce (Shadow) speeds through Woodcote in '76 International Trophy. {11} Back to '75 – that's Luca di Montezemolo sitting by Lauda's Ferrari bodywork. {12} Peterson and new Lotus 76 in '74 Trophy race. {13} Tony Southgate and Ken Tyrrell confer at '75 Grand Prix.



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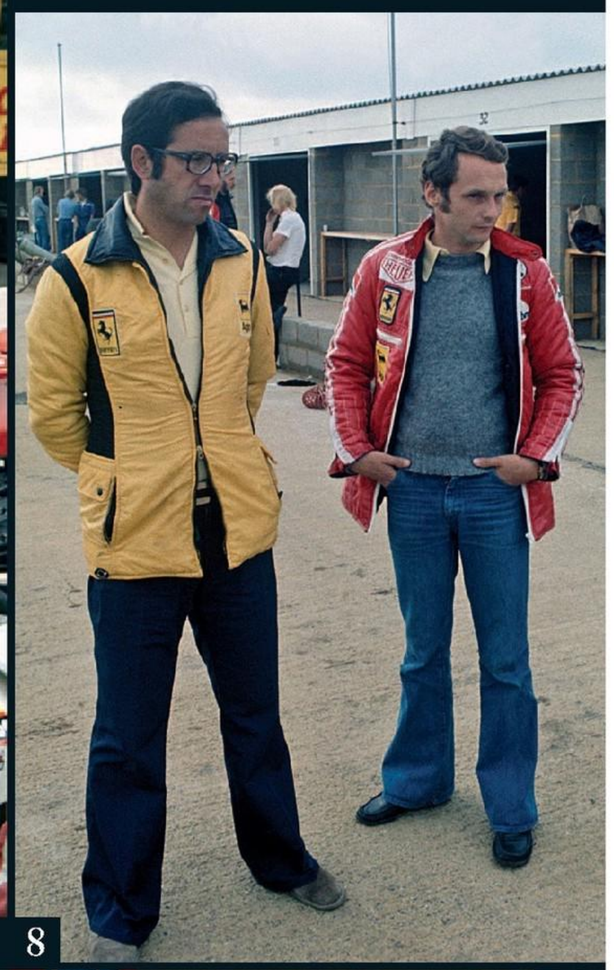
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Doug, Michael Bock and the SSK take a break

GPL

TAKING FLIGHT IN AN SSK

A chance to co-pilot one of Mercedes' finest in the Mille Miglia Retro revealed some unexpected delights – and dangers...

Navigating the Mercedes-Benz SSK at dusk during the recent Mille Miglia Retro was quite an evocative experience. Folded into the great car's confined cockpit with driver Michael Bock's right elbow against my left as he juggled the vast wood-rim steering wheel, I was wearing a works-issued LED torch-headband so I could both read the 300-plus-page roadbook on my lap and hang on to the darned thing against the battering airstream as we pounded and bounded towards Bologna. Peering down my light beam like a novice proctologist I was bawling "240 metres fork left, signposted Argelato, six kims". Thumbs up. Michael, a Morgan Plus-8 racer in his spare time from Mercedes-Benz Classic, rolled his foot onto the brake pedal and the copper-toned drums whistled their shrill song – comforting confirmation they were at least receiving the message.

You need that kind of confirmation in a ton-and-a-half of 'tween-wars battlecruiser, pounding through the Italian night at 80-90mph on country roads with half-candlepower orange-hued headlamps your only other life insurance. And it was about then that we hit the raised 'sleeping policeman' of a pedestrian crossing on the outskirts of the town. The Mercedes SSK is said by some to be the nervous, flighty sister in the imposing S and SS series of great vintage sports cars. "It's the short wheelbase of the SSK," they'll tell you. "It's much more likely to step out and oversteer than the standard longer-wheelbase SS, don't you know?" Hmm – well, from our experience, that's not necessarily so. Perhaps it depends upon having some measure of throttle sensitivity, but in fact the SSK's traction seemed pretty impressive and its rear tyres hardly ever broke adhesion despite what turned out to be some pretty heroic motoring on dry, damp and even snowy/icy roads on this particular Mille Miglia. Now, what became far more apparent to us was that the short-wheelbase SSK actually seems far more sensitive in pitch than yaw. The instant our front wheels and hefty beam axle struck that gloom-hidden ramp the front end launched skyward. Hardly had it touched down again when the rear wheels and back axle – just abaft my spine and kidneys (trust me) – rammed the same crossing ramp. Ooomph! And we reached for the night sky...

A lifetime interest in aviation as well as racing cars meant a name instantly flashed through my mind. Bernie Lynch, the Martin-Baker company's intrepid fitter who became its ejection seat-testing guinea pig. Our 'kaboom!' moment was interesting for Michael as his thighs crashed up against the underside of the SSK's big steering wheel, smacking him straight back down into his seat. My experience was somewhat different. No steering wheel, no seat belt for the bearded baldy. So I landed with my backside against the folded hood behind the cockpit coaming, gasping in the direct airflow high above the windscreen. A grab for the bodywork, anything, my proctology beam wavering crazily around the dark sky, then – ker-plop – slither back down into my seat. "Phwoar, may I get back into the car now, Michael?"

Oh yes, upset the short-wheelbase SSK in pitch and, I would agree, in that plane it is quite nervous. In fact by the end of our second day in the car I felt quite comfy with the notion, as twice more we hit a really big bump or ripple, once at very high speed indeed on a stretch of autostrada, and – yet again – it was bum on back of cockpit time.

This made me think back to 1931 when Mercedes-Benz actually won the real Mille Miglia first time round – with Rudolf Caracciola and Wilhelm Sebastian sharing the heavily drilled, much lightened SSKL. Caracciola and Christian Werner had shared the driving in their first Mille Miglia the previous year. Their SSK then finished sixth after 17hrs 20mins on

the road. For 1931 Caracciola opted to drive the total distance with Sebastian as riding mechanic. That year the race ran anti-clockwise around the leg of Italy, the opposite way to that used when Moss and Jenks next won for Mercedes in 1955. But where 24 years later Moss in the 300SLR would average 97.9mph, in 1931 Caracciola still averaged 63.2. His race lasted 16hrs 10mins 10secs. Moss/Jenkinson's occupied 10hrs 7mins 48secs. Now we were going to spend two-and-a-half days covering a broadly similar 1000 miles, though on open roads.

But thinking more on Caracciola/Sebastian's feat – the first-ever Mille Miglia victory for non-Italians. Many miles of the thousand they covered in 1931 were loose surfaced, dust, grit and stones. Wash-outs and ripples would have been awaiting them round every turn. How many times must they have nearly been fired from their seats à la Lynch? And me.



Daimler-Benz

Caracciola/Sebastian's SSKL in '31. Left: a mix of weather greeted this year's runners







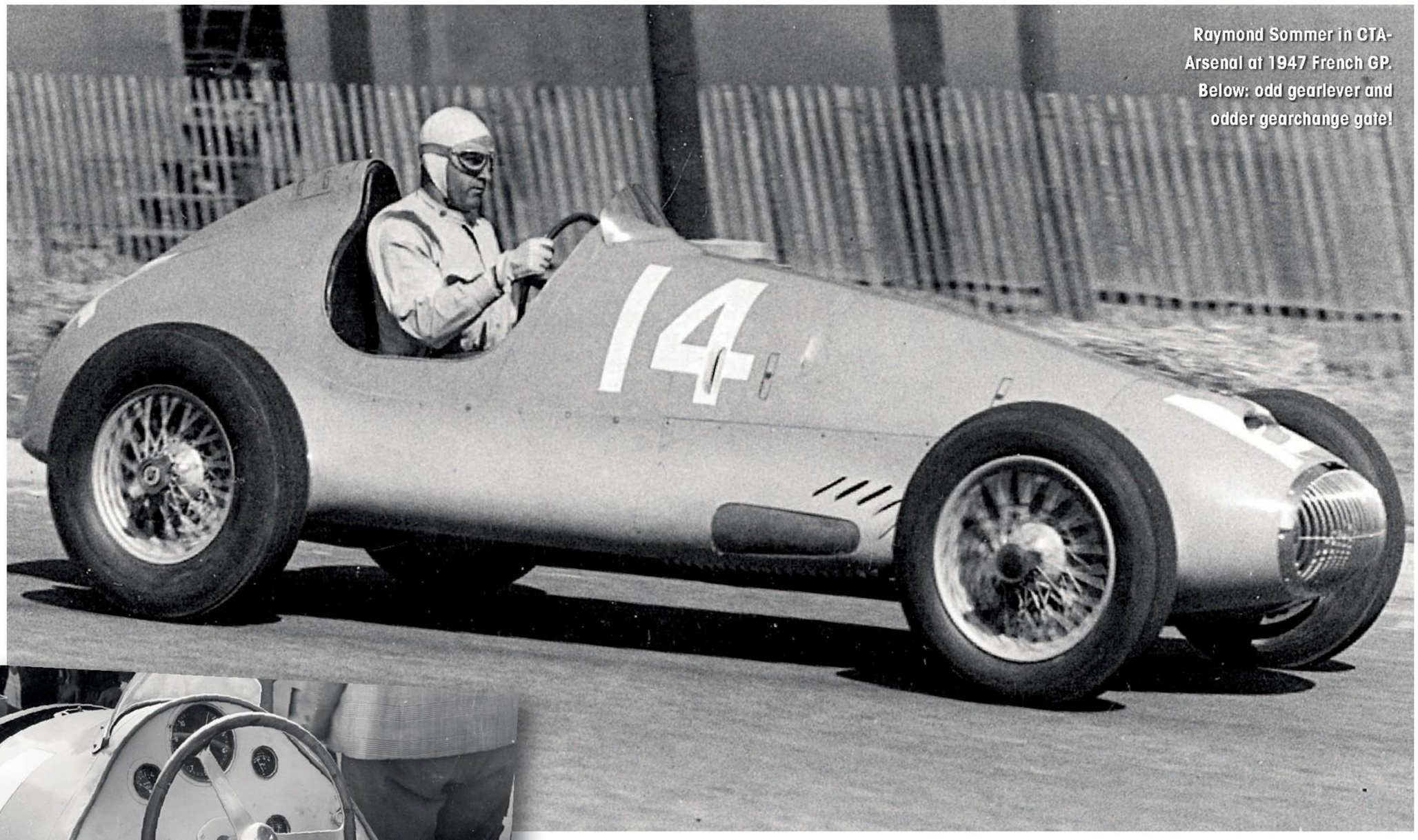
Caracciola's SSKL, like ours, had a six-cylinder engine of 7.1 litres with supercharging selected by the driver. His SSKL (*leicht* = lightweight) developed around 300bhp. These big sixes have so much torque their acceleration impresses even without the blower engaged. The driver simply floors the throttle to wake it up. It's like calling in your big brother in a bar-room fight. Floor the throttle and – with a keening wail like a bandsaw cutting concrete (as my friend David Burgess-Wise so memorably describes it) – your big brother supercharger kicks in. You have to be positive on the throttle to ensure positive engagement from the 45 steel discs comprising the supercharger's clutch pack. Dithering on the throttle could burn out this clutch. The blower runs at 2.8-times engine speed, delivers up to 7lbs psi boost, and throttle flat, blower engaged, the rev counter climbs like a homesick angel. It's not neck-cracking acceleration – more just effortless, relentless. And the limit is strict. Only engage the blower in 10 to 15-second bursts.

Mounted on the engine bay firewall there's a five-litre fuel header tank like a lavatory cistern. Fuel is pumped into it from the tail tank, thence by gravity to the carburettor. But when the supercharger is engaged it blows into the carburettor, which would blow fuel back into this cistern. So a valve closes to pressurise it as well – and effectively it flushes. One result – in a well set up SS or SSK – is that relentless, unhesitating acceleration. Another, unless you lift within the time/fuel constraint, would be to wash the bores of lubricating oil. And a third is a massive blast of unburned hydrocarbon out of the drainpipe-sized exhaust. One driver of a modern BMW saloon emerged spluttering from such a banner cloud of fuel-laden smog to see the SSK he'd attempted to monster receding to a fine point. I think his poor car needed a respray. Oh, and the other thing I realised from 500 miles or so in Unterturkheim's inter-war finest is just what a terrific contemporary hillclimb car the SSK must have been. Caracciola was European Mountain Champion in both 1930 and '31 in his, and Hans Stuck Sr followed in his wheel tracks.

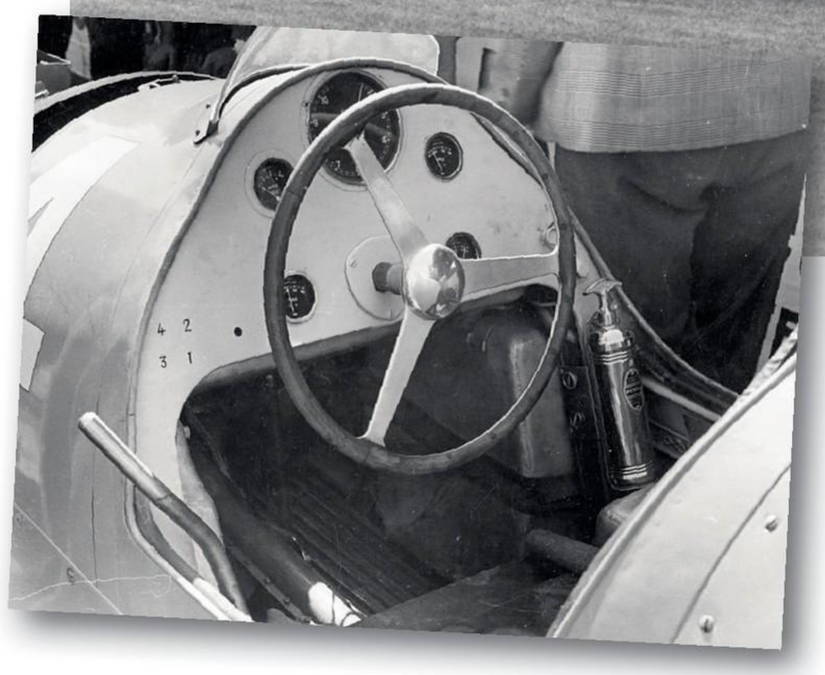
> "These big sixes have so much torque even without the blower"

After our partial ejections I was still battered next morning when we found our scheduled flights home had been cancelled due to Icelandic ash. I grabbed the generous offer of a private flight out, including a first leg Brescia-Venice at zero feet – exciting stuff. As we aimed for the coast I was reminded of 617 Squadron's home leg after their dambusting raid in 1943. As one of their Lancasters blundered across the heavily-defended railway marshalling yard at Hamm, the nose gunner complained to his skipper: "If we get any lower they won't need guns. All they'll have to do is change the points..." Coo-ee – what a weekend that was. »»»

Doug Nye



Raymond Sommer in CTA-Arsenal at 1947 French GP. Below: odd gearlever and odder gearchange gate!



The Commodore and the CTA

AIR-COMMODORE RODWELL BANKS WAS A considerable figure in engine development history. From 1927-31, working first for Anglo-American Oil, then the Ethyl Gasoline Corporation, he became the fuel consultant who played a crucial role in brewing the fuels which helped the Supermarine S6 and S6B seaplanes win the Schneider Trophy in perpetuity. He had much to do with introducing tetraethyl lead to petrol for its remarkable anti-knock effect and advised Fiat on boosting its 'tandem-12' 24-cylinder AS6 aero engine – which at 52 litres was some 15.4 larger than the Supermarines' Rolls-Royce 'R'-Type V12 – to reach 2850 horsepower. The Fiat engine then blasted the Macchi-Castoldi 72 seaplane to a new world record speed of 440.709mph in 1934.

Post-war, Rod Banks of Associated Ethyl resumed consultancy work with car and aero engine manufacturers worldwide. He spent a lot of time with the re-emergent French industry and around 1947 visited the Arsenal at Chatillon where a Government-backed engineering group was trying to develop new designs. He found them struggling with a large, vertical H-type design for a 24-cylinder liquid-cooled engine with twin crankshafts, geared together. It sounds like a huge H16 BRM predecessor, stood on its side. The Arsenal team told Banks the crankshafts kept breaking, but they couldn't understand why. Examining the broken bits, he found conclusive evidence of torsional failure, due to the shafts writhing around. The French engineers then astonished him by saying they suspected the crankcase might be too rigid, so they were designing one which would be more flexible "to accommodate the crankshafts". The Commodore had a reputation for straight talking, and he declared that a crankcase deliberately designed to give even less support would probably see the crankshafts break more quickly, if the crankcase didn't beat them to it... Which it subsequently did.

What's this got to do with motor sport? Well, the Arsenal was involved with CTA – the Centre d'Etudes Techniques de l'Automobile – which was attempting to produce a French national Grand Prix car to recapture the lapsed racing prestige of Bugatti and Delage. Albert Lory – whose 1926-27 straight-8 Delage had been such a masterpiece – designed a supercharged 1482cc four-cam V8 claimed to produce 266bhp at 7500rpm. It was mounted in a somewhat eccentric chassis, and the first of two cars built emerged for the 1947 Grand Prix de l'ACF at Lyons-Parilly. Raymond Sommer drove, but the car snapped a half-shaft at the start – just as the prototype V16 BRM would at Silverstone in 1950, again with Sommer operating the clutch. But the V16 had a future, the CTA-Arsenal had none, and to date has never raced again. Indeed, just this May it failed to make the grid once more, at the Monaco Historique.

Among its peculiarities was a back-to-front gearchange gate, and while as delivered to Lyons the gearlever was about 7-8 inches long – which means already too long, with a sturdy knob on top – I think Sommer must have found his left fist hitting the dash panel in the forward plane. For the race the original lever with its knob removed was then sleeved by about 18 inches of thicker tube, cranked outboard to clear the cockpit cowl. This seems to me symptomatic of a curious way to go racing, and few were surprised when this French Government project promptly evaporated. Twenty years later – with tacit Government approval – Matra Sports would do it so much more effectively...

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Entertainments were lavish and well-organised. Nordhoff, right, was figure behind VW's huge expansion

SEVEN-FIGURE CELEBRATIONS

Almost snuffed out by the war, Volkswagen recovered to become a major player. Bill Boddy was invited to one milestone event

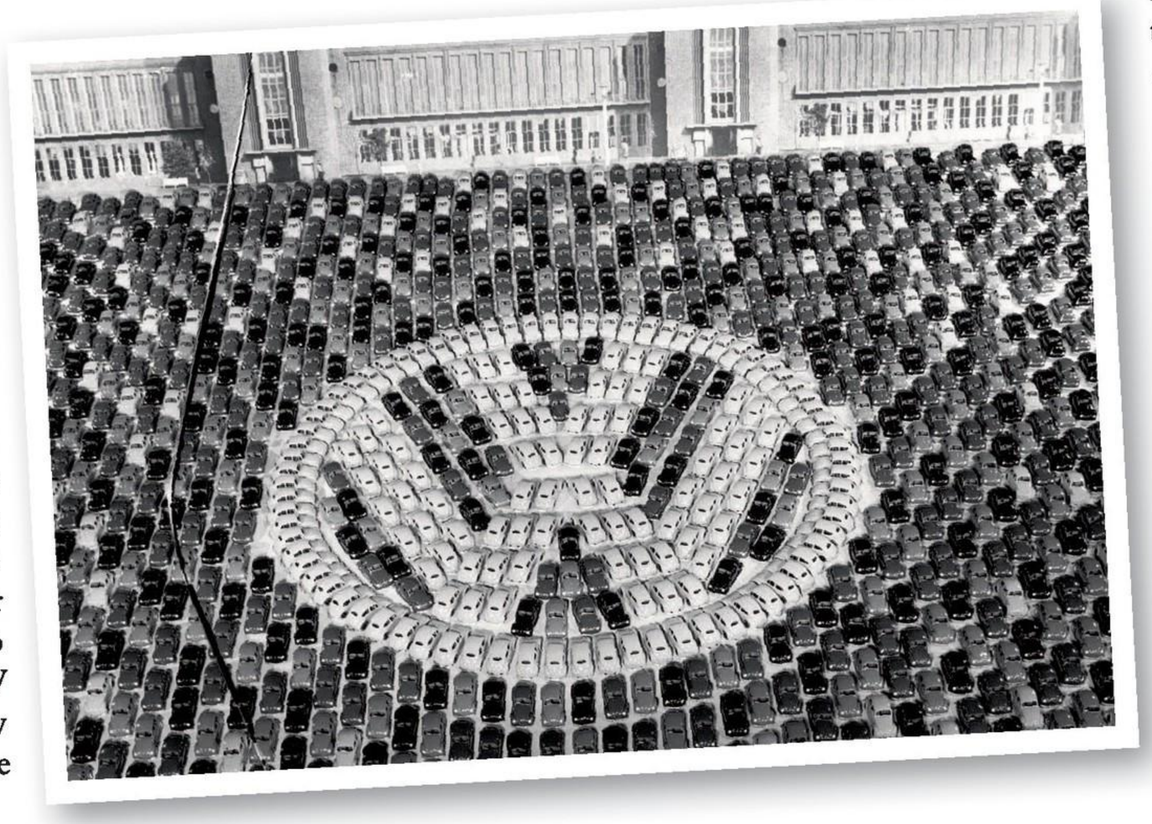
After World War II some folk thought I had connections with the enemy because I was so enthusiastic about the VW Beetle, which being air-cooled could not boil or freeze and was well made, and one of which served me very well.

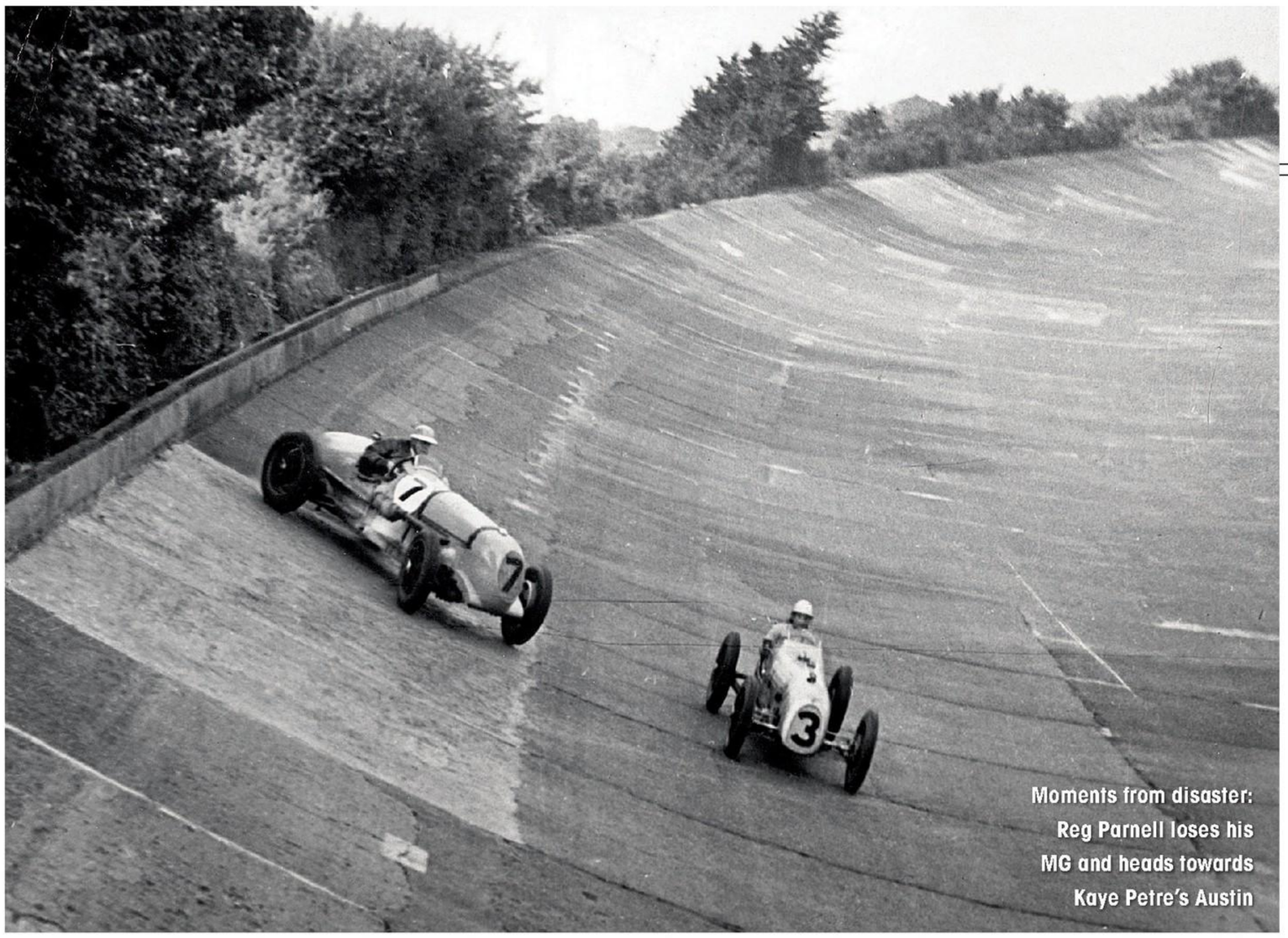
My wife and I were invited to the occasion of the VW milestone of the millionth one being produced, which took place in Germany in 1955. We were flown from England to Germany in a Convair 240 and with other visitors were driven to the town of Wolfsburg, in a convoy of VW minibuses, to the VW factory where we saw the 'eine million' Volkswagen come off the assembly line, and Heinz Nordhoff himself gave a speech and fixed a chassis plate to the gold-plated millionth car. Then we were given lunch in the vast staff canteen, and after lunch there was a tour of the factory. This three-quarter mile long building was highly impressive, with overhead observation corridors (which Hitler had ordered), where 1280 vehicles, including some 190 or 200 microbuses and transporters, were made daily. After the tour there was a press conference, Nordhoff explaining that no car was made that was not already sold. He told us that in 1949 they only had 40 distributors in Germany, whereas to date they had 1000 in Germany and 2800 abroad. After the address dinner was served in a huge hall normally used for car testing, and then the convoy took us to a Hotel Waterloo in Hanover.



Next morning we had a short shopping spell, then we were taken to the newly completed VW factory, outside Hanover, where it was hoped that they could by 1956 be building 300 VW transporters a day. Back to Wolfsburg for lunch, where each guest was presented with a model VW car, and then we walked to the stadium, built especially for the festival performances, having well-concealed fire engines underneath the wooden construction. Some 160,000 people occupied it, including the workers and their very well-behaved children. Performances were provided by VW agents from 11 different nations, including a team of Highland dancers, a band from the Irish Guards and scantily-clad dancers from South America.

On our police-escorted journey to the airport I only saw a couple of Austins and one early MG, otherwise VWs predominated. Again we flew with KLM via a night's stop in Amsterdam and on the next day back to London, from where I drove home in my Editorial VW.





Moments from disaster: Reg Parnell loses his MG and heads towards Kaye Petre's Austin

Kaye Petre: racer and writer

Lady racing drivers became a fairly notable aspect of Brooklands during the post-war years. One of the more prominent was Mrs Kaye Petre, who first appeared in the 1930s driving a Daytona Wolseley Hornet Special, bought for her by her husband.

Her racing successes came in her first two events in 1932, the first being the Novices Handicap in which she came third with a best lap of 75.80mph, behind G Moncrieff in an MG Magna, and the Duchess of York's lady drivers' race in which she finished second, five yards behind Eileen Ellison in her T37 Bugatti.

In 1933, driving a 2.3-litre Bugatti in the Women's Mountain Handicap, Kaye Petre came in just 5.5sec behind winner, Rita Don, who won at 60.34mph in her brother's Freddie Dixon Riley. He rode as passenger to Rita to ensure that she improved her speed.

At the opening meeting of 1934 there were two-mile and half-mile Sprint Handicaps, as frost had hindered repair work to the Track. Mrs Petre, in her Bugatti, won one of these short sprints with an average speed of 71.15mph. At the Whitsun Meeting she won the Merrow Senior Short Handicap in her 2-litre Bugatti, with a lap speed of 106.42mph, one fifth of a second ahead of Staniland in Mathieson's scratch Bugatti. In the Light Car Club's Relay race Mrs Petre's team, consisting of herself, Mrs Tolhurst and Eileen Ellison, came home fifth, averaging 71.53mph.

In July of that year, in a Scratch Sprint race, driving an Appleton Special, she took second at 50.77mph. In the Kingston Senior Long Handicap she came second, due to a plug cutting out on the 2.3-litre Bugatti, lapping at 117.74mph. At the end of the year she achieved the Ladies lap record, first in Thomas Fotheringham's 2.3-litre Bugatti, getting round at 124.14mph but finally in Oliver Bertrams's V12, 10.5-litre Delage. On a windy track and almost dwarfed by the car, she got up to 129.58mph.

In 1935 driving Shuttleworth's Bugatti on the Outer Circuit, in a Junior Long Handicap, from scratch, she not only won at 118.62mph but made it a new woman's record. At the August Bank Holiday Meeting, Mrs Stewart and Mrs Petre were to have a ladies match-race but when in practice Mrs Petre, in the Delage, put in a 134.75mph lap, it was decided that the cars must run separately. On the day it was Mrs Stewart at 135.95mph who retook the Ladies' Lap Record. On scratch, in a five-lap Woman's Mountain Handicap race, Mrs Petre managed to come third in a Riley. In a supercharged Riley she finally recaptured the Class F Mountain lap record, at 77.87mph, but lost it a week later to AFPFane who was driving a Shelsley single-seater Frazer Nash at 78.30mph.

For the JCC 250-mile International Trophy Race of 1936, Mrs Petre drove one of 13 ERAs but spun at the Fork and had to go in search of two mechanics to restart her. In the LCC Relay Race, due to Mrs Petre coming off the Track on the Railway Straight and having to run back to the pits for help, her team of Mrs Hedges and Lady Makins came in eighth and last. She experienced more mishaps in the 500-Mile Race with the 2-litre Riley, needing the entire valve rocker gear changed. Finally she had a win in a 1½-litre blown Riley in the ordinary Mountain Handicap race, by 6.4 seconds in front of G Hartwell's blown MG Magnette. She was lapping at 74.95mph and was the first woman to win an ordinary Mountain handicap race.



By 1937 Kaye Petre had joined the Austin works team and in the LCC Relay Race that year, with Bert Hadley and Charles Goodacre, won at 105.63mph, lapping constantly at 95mph. While practising in a side-valve Austin for the BRDC 500-Mile race (which that year was reduced to 500 kilometres) and lapping fast in the rain, Parnell's MG Magnette, overtaking her on the Byfleet Banking, slid downwards and the cars met. Parnell's car went through the railings. He was hardly hurt whereas the Austin turned over several times. Kaye was thrown out and was taken to hospital unconscious. She suffered serious head injuries. In time she recovered but was left with some permanent damage down one side of her face. This put a stop to her successful motor racing career. However, she never blamed Parnell for the calamity.

In 1938 Kaye was again involved in an accident at Brooklands: this time she was knocked over while walking back to the pits, when Percy Bradley's Delage and Lace's Darracq collided and the Delage burst into flames and came off the banking.

In addition to her success at Brooklands, Kaye also took part in the 1934 24-hour Le Mans race as a Riley works driver, partnering Dorothy Champney, in a 1.5-litre touring Imp. They took the Rudge-Whitworth Cup and finished in 13th place overall, averaging more than 60mph for the full 24 hours. At Donington, in the 1937 Coronation 100-mile Handicap race with Hadley and Goodacre, works drivers for Austin Motor Company, Kaye came in sixth. Goodacre took the trophy. In the JCC Nuffield Trophy Race all three Austins retired. She also took up rallying and drove with the Singer team in the Alpine Rally.

Kaye became a successful motoring journalist for the *Daily Graphic* and was the first woman member of the British Guild of Motoring Writers. While reporting the 1939 Monte Carlo Rally, with Major Reggie Empson, she was again involved in an accident, when a lorry hit their car. Epson was killed outright but luckily Kaye only had minor injuries. Another of her exploits was as a colour consultant for Austin.

Her husband died in 1962 and she returned to Toronto, her home town, but she returned to London in the mid-1960s and lived there until her death on August 10, 1994 aged 91.

There was an occasion I remember very well, when I was invited to an important lunch for journalists and was asked to bring an appropriate personality. My wife and I took as our guest Kaye Petre. Being introduced to the organisers, they remarked that it was a pity I had not brought a racing driver, thinking I had gate-crashed a friend. Whereupon I was delighted to say the lady we had brought with us was the most successful woman racing driver they were ever likely to meet.

Bill Boddy

A trip to the Brighton seafront – the slow way

One of the motoring events that I always particularly enjoyed was the Brighton Run for veteran cars. I first went on this personally in 1936 as passenger on Richard Nashe's 1900 Peugeot, having been recommended to wear old clothes as we might have been asked to 'get out and get under' if there was mechanical trouble. There wasn't.

The following year I was passenger on Captain Wylie's 1898 Hurtu. On our way the automatic inlet valve dropped down onto the piston but I managed to put back the gudgeon pin three times, which I doubt I would ever be able to achieve again. Nevertheless we finished at 5.30pm, candle side lamps alight. In 1938 I spectated from a modern car.

After the war the Run was resumed again in 1946 and I was then a passenger in J Kentish's 1902 De Dion Bouton. In 1947 there was no Brighton Run due to petrol rationing, but in 1948 I was a passenger in George Lanchester's 1902 two-cylinder Lanchester and again in 1949 I rode in G Frank's 1902 15hp Panhard-Levassor, but in 1950 I was a mere spectator.

In 1951 I was driven by Ronald Barker in Francis Hutton-Stott's 1902 Type 8 De Dietrich. For the next two years I spectated, but from 1954 to 1958 I was a passenger in a 1901 Type 'E' Mors, a 1904 10/12hp Tony Huber, a 1902 10hp Wolseley and twice with Lord Montagu in a 1902 and 1903 60hp Mercedes.

In the next eight consecutive years I drove a variety of cars from the Montagu Motor Museum with a selection of different passengers arranged by Lord Montagu. By 1967 I went again as passenger with Lord Montagu in a 1903 16hp Fiat, but in 1968 I did not go. From 1969 to 1992 I drove or rode in a variety of cars, among which I particularly recall travelling in 1977 as passenger with Roger Collings in his 1903 60hp Mercedes, as we arrived first at the finish.

In 1984, driving Lord Montagu's 1903 6hp De Dion Bouton, I had my only Veteran Run accident, when I ran very slowly into a Datsun and damaged the offside front mudguard because I could not find neutral in a hurry. Then in 1988, again in Roger Collings' Mercedes, with six up, we ran out of fuel in Kennington. We made a big detour from Stratton to Croydon to avoid the traffic jams, stopping half way to lubricate the scroll clutch. At another stop I watched out for the appearance of another fast car that Roger wanted to keep ahead of, and he started off with the ladies coming out of the hotel only just in time to resume their seats.



WB finishes the Run driving the NMM's Model Q de Dion, left, and riding in a 60hp Mercedes

All images LAT

Tom Lush – the man with the hush-hush pass...

When my friend Tom Lush and I ran Austin Sevens I recall some amusing episodes with them. On one occasion I went to see him and parked behind his Austin 7 in the quiet road where he lived. He asked where I had parked and I said, behind his Austin. "Oh, no!", he replied, and rushed out to move my car round the corner. When I queried why, he said, "did you not notice they had the same number plates?".

On another occasion he was in his garage working hard on his Austin when a girl came up to me and said her car had a puncture, and could I help her to change the wheel. I went in to tell Tom. He was very busy but said, "I suppose I should help", and he emerged after combing his hair and washing his hands. He came out with a jack and changed the flat tyre with the spare. The girl thanked him and as she was about to drive away she said, "I hope it will not come off". Tom said "I will tighten it a bit more". He was a very strong man and as he tightened the wheel nuts his muscles stood out as he exerted all his strength to the job. Turning to me he said, "she will never get that off again".



Tom Lush, left, with Sidney Allard and Guy Warburton after winning the 1952 Monte rally

During WWII Tom had a special identity pass, which gave no address but said if contact was required the London telephone number on the card was to be used. This pass was given to him when he had a government job of a secret nature, which was to do with the construction of decoy bomb sites and repairing these if they were bombed. They were very realistic, even down to dummy rivers and overhead tram lines which sparked to suggest that real trams were in operation.

On a pouring wet night we went to the local cinema and when we came out we found a very bedraggled policeman. He had been waiting a long time to apprehend the driver of the car parked there, which he assumed must be using illicit petrol. He was not very pleased when Tom used his special pass.

On another occasion when Tom, I and our wives were having a picnic on a local common, the police arrived, convinced they had found someone who should not be using petrol for pleasure in war time, but they were easily dispersed when Tom again showed his special pass. Ⓜ

HALL & HALL



1948 Nardi Danese Alfa Romeo #948/11
Supplied to Cesare Mussetta. Fitted with 6 cylinder dry sump 6C 2500 engine. Mille Miglia eligible.



1961 Jaguar E Type Competition Roadster, 179 WK
Prepared for FIA Period E by CKL. Highly competitive and a regular entrant in major events such as Tour Espagne, Le Mans Classic etc.



1972 Williams FX3B#02
The first F1 design built by Williams. Driven by Howden Ganley. FIA HTP, current crack test certificate etc.



1962 Brabham BT3 V8 Coventry Climax. The first Brabham F1 car, winner of the Solitude GP. Historically important and a competitive car for HGPCA, Goodwood etc. In current ownership since the mid 60s and nicely restored.



1964 Lotus 33 R10. Winner of the 1964 Rand GP (Stewart) and the 1965 S.African GP (Clark). Purchased direct from Lotus by the current owner in 1967 and extensively raced by him ever since.



Maserati 300S a perfect replica with FIA HTP
Built for Cyril Embrey and correct in all details.

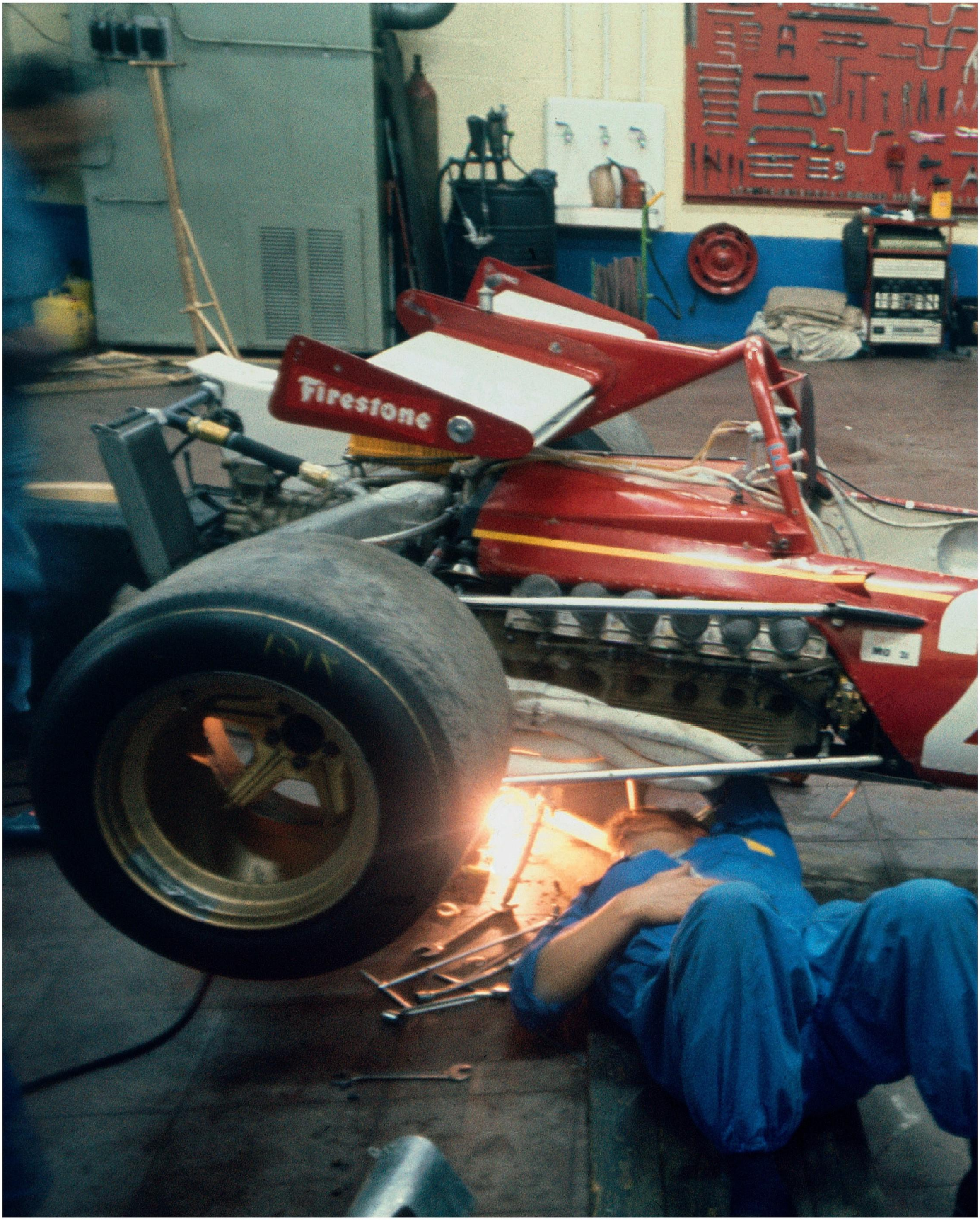
ALSO AVAILABLE

1982 Alfa Romeo N182 F1
1990 Arrows A11B #01
Aston Martin DBR4/250
1963 Brabham BT4 Climax
1963 Brabham BT7 Tasman car
1964 Brabham BT8 BRM V8
1967 BRM H16
1968 BRM P133 V12
1970 BRM P153 V12
1968 Brabham BT25 Indycar
1959 Cooper T51 Works car
1958 Elva Mk IV Climax
Ferrari 246 F1 re-creation
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Parting Shot

Belgian Grand Prix, Spa-Francorchamps, June 6, 1970

Jacky Ickx's Ferrari 312B is strengthened by a spot of welding on the evening before the race. Pedro Rodríguez's BRM P153 sped to victory the following afternoon, while Ickx finished eighth after pitting for fuel pump repairs and a change of overalls.

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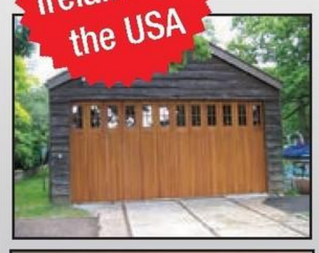
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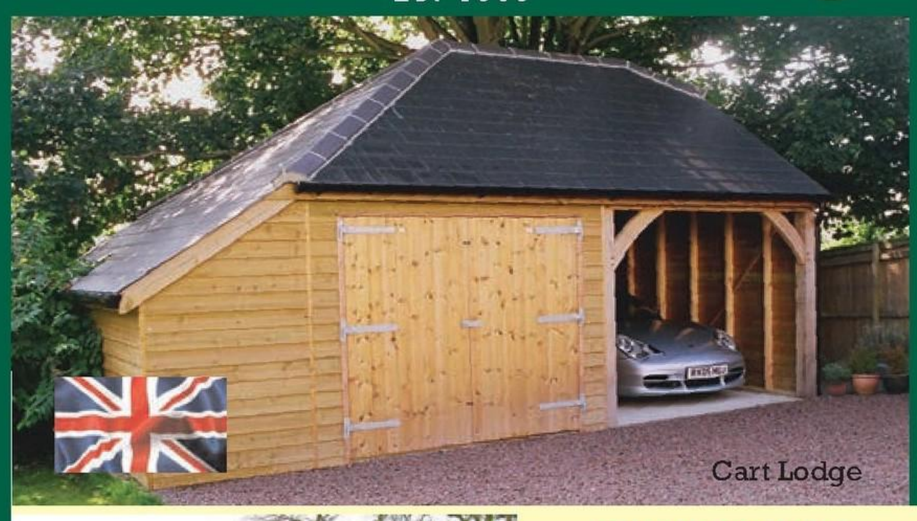


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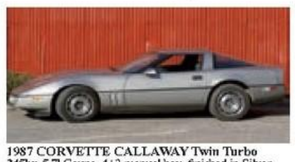
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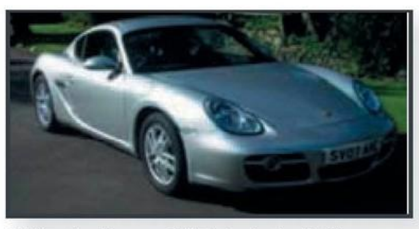
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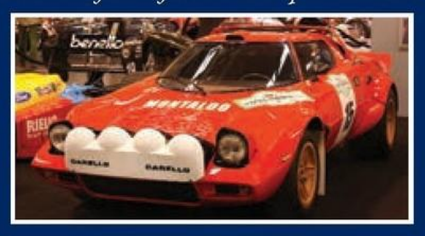
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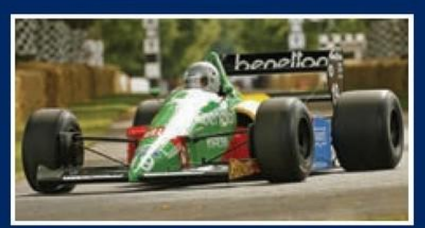
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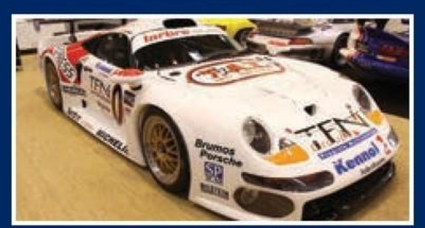
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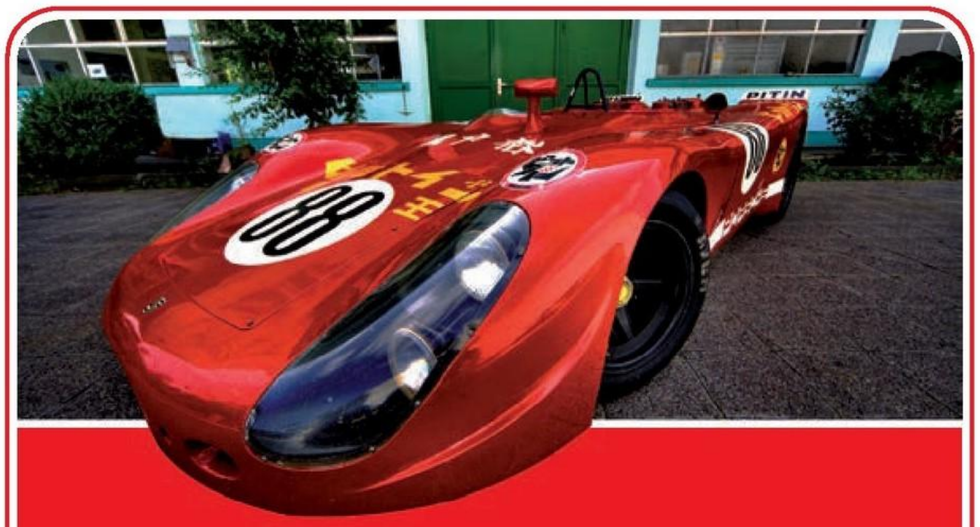
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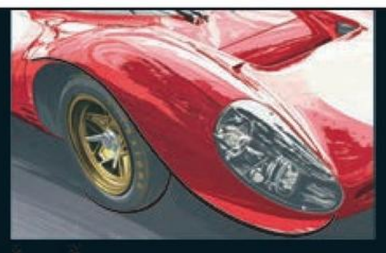
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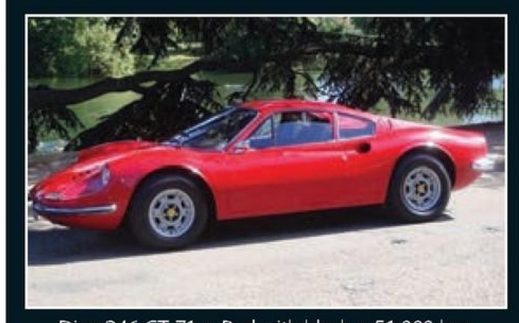


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Aston Martin DBS V8, 1972, Royal Cherry/Black, Auto, Cosmetically restored-Serviced $119,500.00	Ferrari 430 Challenge, 2006, Gulf Colors, Serviced & Ready for immediate use $169,000.00
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Abarth 207A Spider Corsa Boano 1955

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Alfa Roméo GT Veloce 1965

Specially prepared car. Motor specially prepared by Richard Bury. 4 high-pressure pistons. 2 overhead camshafts for racing. Steel pushrods. Reinforced valve springs. Carillo steel track rods. Steel crankshaft with counterweights. 4-in-2 exhaust pipes. Light fly wheel. 170 hp, 8400 RPM. Body in perfect condition. GTA style.

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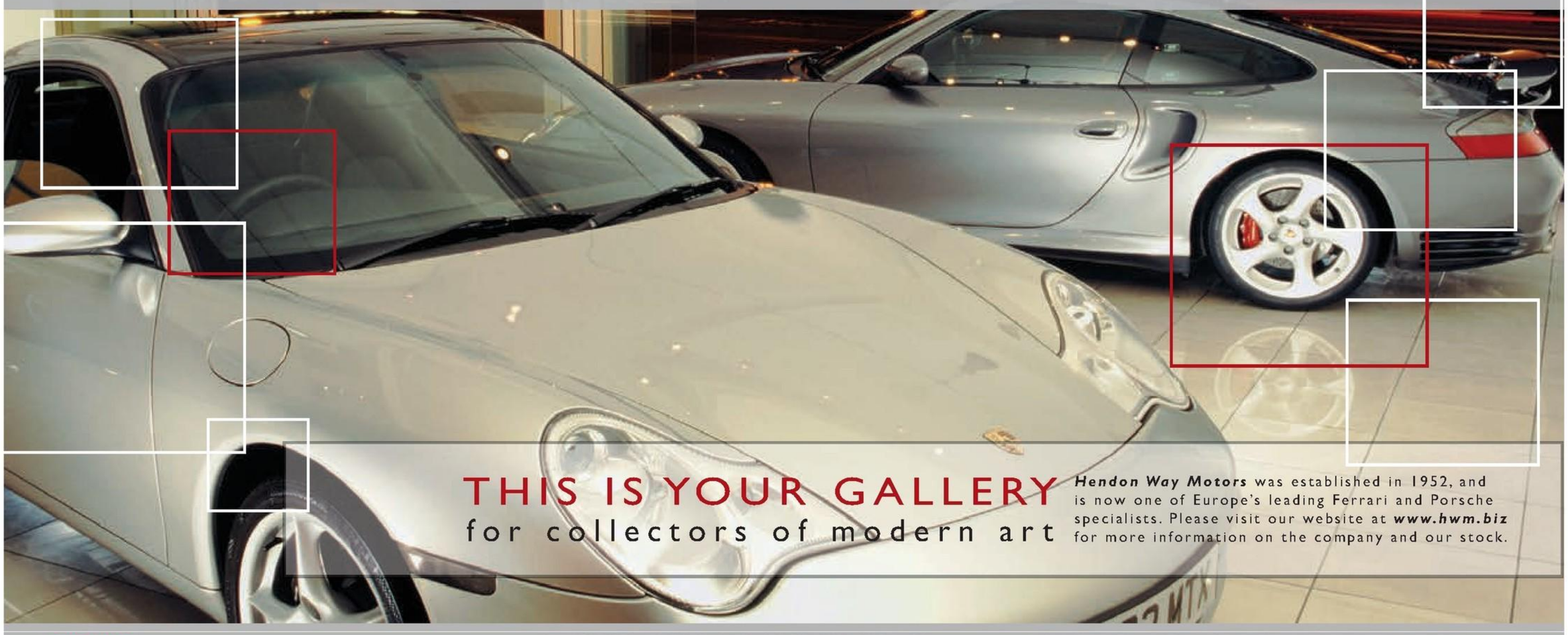
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CAYENNE S

2008 PORSCHE CAYENNE S TIPTRONIC WHITE 4000 MILES
Havanna/Sand Beige leather interior, Comfort Seats with Memory, 20" Cayenne Sport Design Wheel, Coloured Wheel Centres, 18" collasible spare wheel, Bi-Xenon lighting equipment, Parking assist, Privacy glass, Electric slide/tilt glass sunroof, Powerlift tailgate, Three spoke multi-function wheel, Telephone module, Porsche Communication Management, Cruise control, Heated front and rear seats, Heated steering wheel, Bose sound system, 6 disc CD autochanger, Sport aluminium package, Servotronic.

PORSCHE 997 / TURBO / C4S / C2S / C2

2009 PORSCHE 997 TURBO MANUAL GT SILVER 8000 MILES
Full Black leather interior, Generation II Porsche Communication Module, Porsche Stability Management System, Sports Chrono Pack plus, Sunroof, White dials, Electric heated memory seats, BOSE Sound system, USB with IPod connection, CD Changer, Bi-Xenon lights

2007 PORSCHE 997 TURBO MANUAL BASALT BLACK 10000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White Dials, Telephone module, BOSE Sound system, Sunroof, Chrono pack, Sports Mode, Sports Adaptive Memory Seats, Xenon Lights, Full Climate Control, Rear Wiper, 19" Turbo Alloy Wheels, One Owner from New

2009 PORSCHE 997 GEN II C4S COUPE PDK BASALT BLACK 1000 MILES
Full Black leather Interior, Generation II Porsche Communication Module, Porsche Stability Management System, White Dials, Heated electric Seats, Multifunction Steering wheel, Cruise Control, Telephone Module, USB & IPOD Connection, Bi-Xenon Lights, Park Assist, Sports Chrono Pack, Climate control, 19" Turbo Alloy wheels.

2006 PORSCHE 997 C4S COUPE TIPTRONIC - GT3 AERO KIT COBALT BLUE 28,000 MILES
Metropole Blue Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, Computer, Cruise Control, White Dials, Multifunction Steering wheel, Sports Heated Seats, Sport Suspension, Sport Exhaust, Climate Control, BOSE Sound system, Aluminium pack, Xenons, Park assistance, Rear Wiper, Climate Control, 19" Alloy wheels, Full Porsche Service History.

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

2006 PORSCHE 997 C2S CABRIOLET MANUAL SILVER 23,000 MILES
Metropole Blue Leather, Porsche Communication Module, (Satellite Navigation), Porsche Stability Management System, Telephone, Computer, White dials, Climate control, BOSE sound system, CD changer, Heated Electric Memory seats, Xenons, Park assist, 19" alloys, Full Porsche Service History.

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

2006 PORSCHE 997 C2 CABRIOLET MANUAL ARCTIC SILVER 22,000 MILES
Metropole Blue Leather interior, 6 Speed Manual, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, BOSE, sound system, 6 CD Changer, Electric Seats, Memory Seats, Heated Seats, White dials, Sports suspension & Sports exhausts, Rear Parking Assistance, Porsche Logo matts, 1 Owner from New. 19" Alloy wheels. Full Porsche Service History

2005/6 PORSCHE 997 C2S COUPE TIPTRONIC S ARCTIC SILVER 20000 MILES
Black leather Interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Sport Exhaust System, Sports seats, heated seats, BOSE sound system, CD changer, Parking assistance, Multifunction Steering wheel, Top Tinted windscreen. 19" Alloy wheels. Full Porsche Service History.

2004/5 PORSCHE 997 C2S COUPE MANUAL BASALT BLACK 36,000 MILES
2005 Model, Manual, Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, White dials, Sports seats, Climate control, 19" Alloy wheels, Full Porsche Service History.

2008/9 PORSCHE 997 C2 MANUAL BASALT BLACK 8,000 MILES
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Onboard computer, Telephone Module, Sports heated seats, Sunroof, Climate control, 19" Sports Design alloy wheels

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

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

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

2005 PORSCHE 996 TURBO "S" MANUAL ARCTIC SILVER 16,000 MILES
Black leather interior, Manual, Porsche Communication Module, Porsche Stability Management System, Computer, Cruise control, Telephone Module, OSE Sound system, CD changer, White Dials, Full Carbon Pack, Sunroof, Sports seats, Heated seats, Ceramic Brakes, Rear Park assist, Front Park assist, Full Climate control, Rear wiper, 18" Turbo Alloy wheels, Full Porsche Service History, A concourse example of the 996 Turbo S.

2003/4 PORSCHE 996 TURBO TIPTRONIC COUPE BLUE 29,000 MILES
Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Computer, Cruise Control, White Dials, Electric Memory Seats, CD Changer, BOSE, Sunroof, Xenons, Rear Wiper, Climate Control, 18" Alloys. Full Porsche Service History.

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

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

2003 PORSCHE 996 C4 CABRIOLET TIPTRONIC ARCTIC SILVER 52,000 MILES
Metropole Blue Leather interior, Porsche Communication Module (Satellite Navigation), Telephone, Computer, White dials, BOSE sound system, CD changer, Xenons, Parking assistance, 18" Turbo alloys, GT3 aerokit. Full Porsche Service History.

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

2002 PORSCHE 996 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) 55,000 MILES
Black Leather Interior, Porsche Stability Management System, Kenwood stereo with Satellite Navigation+ MP3 Player & DVD, Sound pack, Sports seats, Heated seats, Telephone, Climate Control, Computer, Small aluminium pack, Uprated Radio system and CD changer, 18" Alloy wheels, Full Main Dealer Service History.

2002 PORSCHE 996 C4 CABRIOLET TIPTRONIC ARCTIC SILVER 25,000 MILES
Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, Climate control, Computer, BOSE sound system, CD changer, Electric Memory seats, Aluminium Pack, Park Assistance, 18" Turbo Alloys, Full Porsche Service History.

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

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

1998 PORSCHE 993 TURBO COUPE MANUAL ARCTIC SILVER 22,000 MILES
6 Speed Manual, Black leather interior. Computer, Sports Electric seats, Sunroof, Alpine Radio, Bluetooth, Porsche CD Changer, Climate Control, Horizan Tracker, Original Spare Keys with factory red box, 18" Turbo Alloys, Complete Documented service history with MOT's & Invoices.

1997 PORSCHE 993 C2S COUPE MANUAL MIDNIGHT BLUE 71000 MILES
Marble Grey leather, Climate control, Sports seats, Rear wiper, 18" Turbo alloy wheels, Sunroof, Full Porsche Service History

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

1995 PORSCHE 993 C2 COUPE TIPTRONIC SILVER 71,000 MILES
Grey Leather interior, Satellite Navigation, Computer, Sunroof, BECKER Indianapolis Radio & Single CD Player, Bluetooth, Climate control, 18" alloy wheels. Full main dealer service history.

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

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

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

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

1996 PORSCHE 993 TARGA MANUAL, SILVER, MILEAGE 70,000
Grey leather interior, climate control, Sony CD radio, sports seats, rear wiper, 17" alloys.

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2005 PORSCHE 987 3.2S BOXSTER MANUAL SEAL GREY 18,000 MILES
Black leather interior, Porsche Stability Management System, Computer, White dials, Porsche radio with single CD changer, Climate control, Park Assist, 18" Alloy wheels, Full Porsche Service History

2008 PORSCHE 987 3.4 BOXSTER S TIPTRONIC BASALT BLACK 11,000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White dials, Wind visor, Electric heated seats, Climate control, Park Assist, 19" Turbo Alloy wheels. As new.

2002 PORSCHE 985 2.7 BOXSTER S MANUAL MERIDIAN SILVER 73,000 MILES
Grey leather interior, Sports seats, Climate control, Porsche CD radio, 18" alloy wheels, Full main dealer service history.

CAYMAN

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

FERRARI
Models from 1970 +

2005/6 FERRARI 430 SPIDER MANUAL NERO DAYTONA BLACK 9,000 MILES
2006 Model, Manual, Crema Leather interior, Ferrari Metal Shields, Hi-Fi Upgraded, Bluetooth, Satellite Navigation, Yellow Callipers, Just Serviced.

2003 FERRARI 360 F1 SPIDER ROSSO CORSA RED 11,000 MILES
Crema Leather with Red Carpet, ASR, Ferrari Radio, Daytona Sports Seats, 6 CD Changer, Chellenge Grill, Xenons, 18" Alloys. Full Ferrari main dealer service history. Cambelts Recently Changed.

2003 FERRARI 360 SPIDER F1 GRIOGIO SILVER 40000 MILES
Crema Leather with Red carpet, ASR, Satellite Navigation, Sport Mode, Telephone, TV Video Computer, Electric Seats, CD Changer, Climate Control, Xenon lights, 18" Alloys, Full service history.

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

1998 FERRARI 550 MARANELLO GRIGIO SILVER 42000 MILES
Full black leather interior, Manual, Electric Daytona seats, Climate control, 18" alloy wheels, Full Ferrari Service History

1995 FERRARI 355 SPIDER GIALLO YELLOW 26000 MILES
Full black leather interior, Manual, Electric sports seats, Climate control, Sports suspension, 18" alloys, Full Ferrari Service History. Superb example that has been meticulously maintained from new

1991 FERRARI TESTAROSSA ROSSA 6000 MILES
Crema leather interior, Manual, Climate control, Electric windows, CD Changer, 18" alloys wheels, Full Ferrari Service History

1981 FERRARI 308 GTS RED 40000 MILES
Full Leather, Climate Fog Lights, First Class History, 3 Owners.

1972 FERRARI DINO 246GT WHITE 39000 MILES
Black Leather, Excellent Original Condition, 1 Original Owner, Concourse Winner.

1967 FERRARI 275 GTB/4 LHD LIGHT SILVER 65000 MILES
Black Leather, Full History, Original Tool Kit, Concourse Winner.

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1991 AC COBRA LIGHTWEIGHT METALLIC BLACK 5000 MILES
Black Leather, 1 of 26 RHD Lightweights.

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Carmen Red paintwork, immaculate black leather interior with red piping, Black hardtop, extensive service history, wire wheels. Immaculate condition throughout. Very careful previous owner.

1969 JAGUAR E-TYPE 4.2 SERIES 2 ROADSTER MANUAL PRIMROSE YELLOW 83,000 MILES
Primrose yellow paintwork, black leather interior, extensive service history, one owner over last 10 years. Very original car, excellent condition throughout, and runs superbly.

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Black Leather, Fully Restored To Concourse Condition, Works Factory Hardtop.

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54 Model, Black leather interior, BMW Business CD Radio, Climate Control, Cruise Control, Parking Assistance Front and Rear, 18" Alloys, Full BMW Service History.

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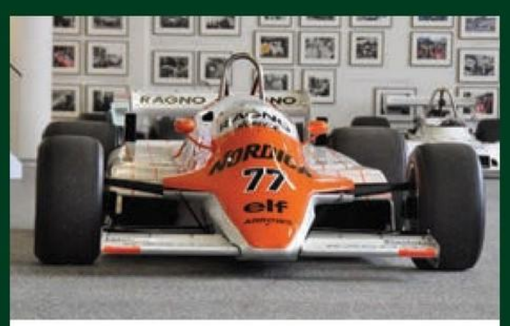
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Bentley Turbo R Left Hand Drive first registered in 1992
Finished in gleaming unmarked ebony black with black hide interior, piped in St James red, lambs wool overugs, picnic tables, cocktail cabinets, footrests, alloys, rear quarter badges, expensive in car stereo equipment, 35,000 miles, garaged from new, totally stunning **£19,750**



Jaguar 3.8 Mk II 1964
Finished in traditional British racing green with matching hide interior, picnic tables to rear, sparkling chrome wire wheels, auto power steering, radio stereo system, alarm, over £75,000 spent, excellent history. Magnificent **£45,500**



Jaguar E Type 3 8 1963
This superb E Type is finished in Silver Blue with Navy Blue hide interior, stereo/radio, chrome wire wheels, with low mileage of 66,500,very difficult to repeat, garaged from new. **£45,500**



Jaguar E Type 3.8 1963
FHC Finished in opalescent Dark Blue with Tan hide interior, Sun roof, chrome wire wheels, over £60,000 spent to bring this car to superb condition. Personal reg number, excellent history, drives magnificent, the ultimate of a legend **£47,750**



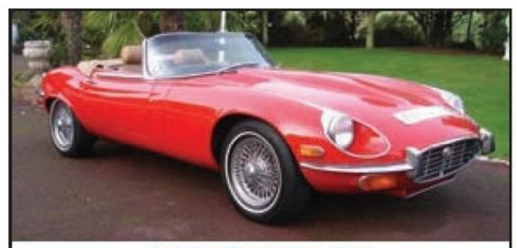
Lincoln Four door 1977
Finished in Royal Blue with matching interior, this car has just about every extra possible. Having covered only 12,000 miles, it has been kept in a museum since new, until recently. Similar to purchasing a new car, drives, or should I say glides, along effortlessly, just magnificent, probably the finest lowest mileage Lincoln in the world **£15,750**



Aston Martin DB7 Volante Vantage 2001
Finished in Antrim Blue with matching hide interior in magnolia and blue, with matching blue power convertible top, auto power, tip-tronic steering controls, overugs, alcantara headlining, heated screen, premium stereo system, CD. Sat Nav, walnut veneer throughout, heated seats, power windows, usual Aston extras, non smokers car, only 14,000 miles from new, full Aston Martin history, garaged, mint condition **£48,750**



Jaguar E type V12 Roadster 1974
Finished in signal red with black hide interior, headrests, stereo system, chrome wire wheels, auto, power steering, re/con engine and gearbox,bills and Mots etc, handbook, excellent example **£45,500**



Jaguar Roadster 1974
Left Hand Drive finished in Signal red with beige hide interior, headrests, radio/stereo, tinted glass, air conditioning, sparkling chrome wire wheels, spare unused, manual transmission, power steering, 29,500 miles, garaged from new, superb . .**£56,500**



Mercedes 280 SL Sports 1969
Left Hand Drive, finished in Diamond white with cherry red hide interior, headrests, hard and soft tops, auto, power, air con, stereo system, two owners from new,this car is in amazing condition, pampered from new, looks like a one year old car and is totally superb. Also available in ivory white with dark brown hide interior **£49,750**



Jaguar E Type 4.2 1970 2+2
Finished in Willow Green with matching hide interior, headrests, manual transmission, sparkling chrome wire wheels, spare unused, stereo system, this magnificent example has service history from new, original bill of sale, handbook, old Mots, thousands of pounds spent to keep this car in mint condition **£27,750**



Aston Martin Virage 1991
Finished in metallic green with magnolia hide interior, piped in green, headrests, overmats, stereo system, tilt steering, usual Aston extras, only 25,000 miles from new with full service history, garaged from new **£28,750**



Jaguar E Type V12 Roadster 1974
Finished in gleaming signal red with as new black hide interior, headrests, stereo system, manual transmission, power steering, sparkling chrome wire wheels, white side tyres, heritage certificates, only 9,000 miles since top professional renovation, old Mots, hand book, history, always garaged, just magnificent **£68,750**



Mercedes 560 SL Sports 1986
Left Hand Drive, finished in gleaming Signal Red with black hide interior, hard and soft tops, headrests, air bags, light up vanity mirrors, cd/stereo system, power mirrors, power windows, centre arm rest, air conditioning, climate control, cruise control, 18,000 miles, garaged from new, very difficult to repeat **£25,500**



Jaguar E Type V12 Roadster
Finished in gleaming unmarked Signal red with black hide interior, headrests, smooth auto transmission, power steering, new chrome wire wheels and white side tyres, stereo system, only 12,500 miles since complete nut and bolt restoration, all bills pictures, and records,built better than when it was new, probably the finest restoration ever **£75,750**



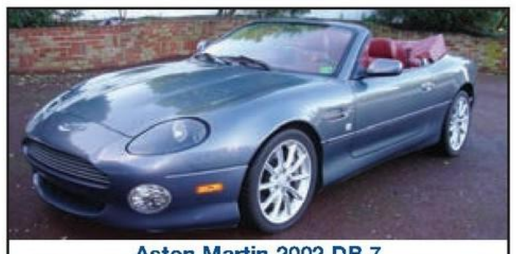
Mercedes 300 SL Sports 1989
Finished in the special colour of Black with Dove Grey hide interior, headrests, rear seats, stereo system, power windows, central locking, hard and soft tops, auto, power, only 60,000 miles from new, full service history, only one previous owner, this car is magnificent **£24,750**



Jaguar E Type V12 Roadster 1974/5
Finished in Regency red with Black hide interior, headrests, stereo system, auto,power, chrome wire wheels, only 60,000 miles from new,bills and Mots, classic colour combination, very original example **£39,750**



Bentley Hooper 1956
Finished in gleaming two tone green with fine coach lines to compliment the coachwork, a matching green hide interior, with a glass like finish to walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overugs, only one former keeper, this very rare Bentley is ideal for showing with every possibility of winning, or for the pure pleasure of driving, possibly the finest in the world and a fine investment **£65,750**



Aston Martin 2002 DB 7
Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, Cd, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history,this car is just remarkable, never seen rain **£49,750**



1999 Bentley Continental SC Sedanca Coupe LHD
Finished in Silver Pearl with Stratos hide interior, 27,000 miles, matching lambswool overugs, this car has just about every possible extra, a very rare model with only seventy three ever produced, with its unique lift out glass roof, this stunning car has FBSH, garaged from new, a very famous owner, just magnificent .**£135,000**



1972 Rolls-Royce Phantom V1 State Limousine
Finished in Garnet over Antelope with Cherry hide interior to the front and West of England cloth to the rear, glass division, power windows, a/c, TV & video, cocktail bar, intercom, 12 stack CD player, Sundym glass, only 18,000 miles from new, 2 owners, lambswool overugs, occasional seats, show condition **£175,000**



Bentley Azure 1997 Model
Left Hand Drive finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, expensive stereo system, chrome wheels, anti theft device, Burr Walnut throughout, 52,000 miles, always garaged **£75,500**



Mercedes 280 SL 1969
Finished in champagne gold with superb interior, hard and soft tops, automatic, power steering, radio and stereo, cd and mini disc player, expensive alarm, 89,000 miles from new, good service history, garaged from new, absolutely stunning, probably the finest **£39,750**



Mercedes Sports 280SL 1969
Finished in Ganate Red with black hide interior, headrests, hard and soft tops, auto, power, CD/ stereo, only two previous owners, original service and handbooks, service bills etc, original document wallet, garaged from new, Mercedes show car probably the finest **£49,750**



Jaguar E Type V12 Roadster
1973/4 finished in the original colour of unmarked Primrose Yellow with black hide interior, head rests, CD system, manual transmission, power steering, chrome wire wheels. Only two owners from new, every MOT since new, original British Leyland service book stamped up-to-date, original bill of sale, lots of history, original handbook. Only 19,000 miles from new. This car is remarkable. Never seen rain, garaged since new. **£87,500**

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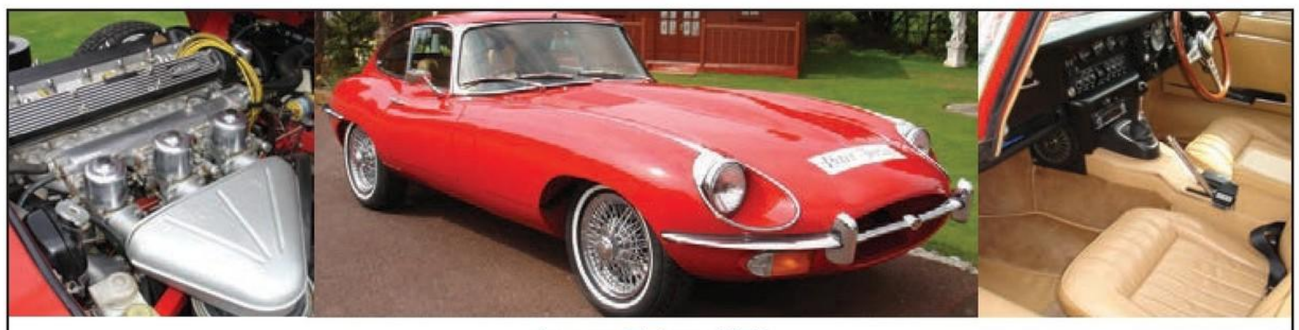
Rolls Royce Left Hand drive Corniche Convertible series 11 1985 model.

Finished in Ivory with matching tan hide interior,matching power convertible top, lambs wool overugs,stereo system,air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example **£49,750**



Bentley Arnage T Mulliner 2005

Level 2 Finished in Silver lake with Nautic Blue with contrasting Cotswold quilted seats and door inserts, walnut veneer to fascia and waist rails, with Bentley recessed badges, Le mans vent and Mulliner badges, sat nav, sunroof, quad exhaust, parktronic, many more extras, 27,000 miles,FSH,very high spec,this car is totally stunning **£75,500**



Jaguar E Type 1970

Series 11 FHC Finished in gleaming Signal Red with Tan hide interior, head rests,sparkling chrome wire wheels, stereo system, spare unused, well known car in the Jaguar world, this E Type is just incredible in condition, totally rebuilt every nut and bolt, by a top club member, only covered 2,000 miles since rebuild,l ots of bills, handbook in leather wallet, it would probably be impossible to find better, the ultimate E Type **£65,500**



Jaguar V12 E type Roadster 1974/5

Finished in Gleaming Old English White with Cherry Red hide interior, headrests, stereo system,overmats,sparkling chrome wire wheels, virtually one owner,only 21,000 miles from new, with original British Leyland service book with stamped up service history, hand book in original leather wallet, garaged from new, this E type is quite remarkable and totally superb **£69,750**

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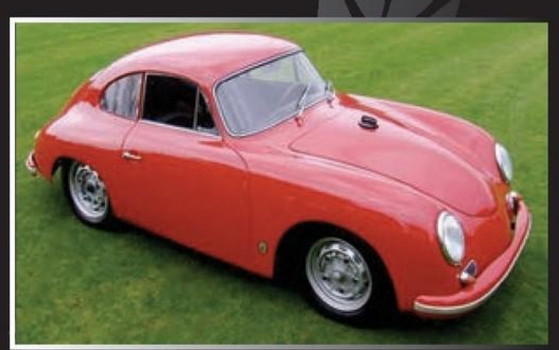
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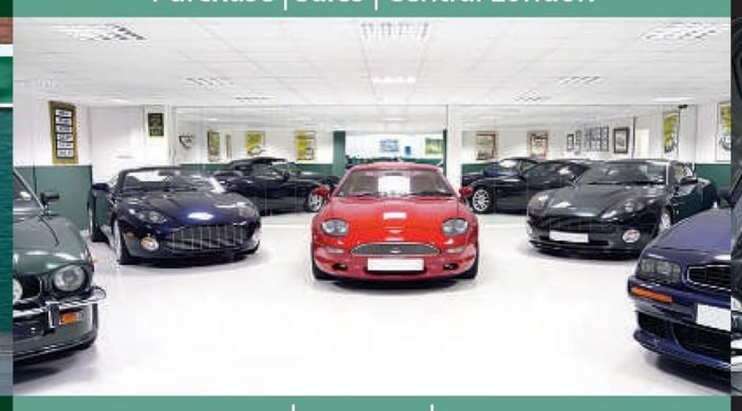
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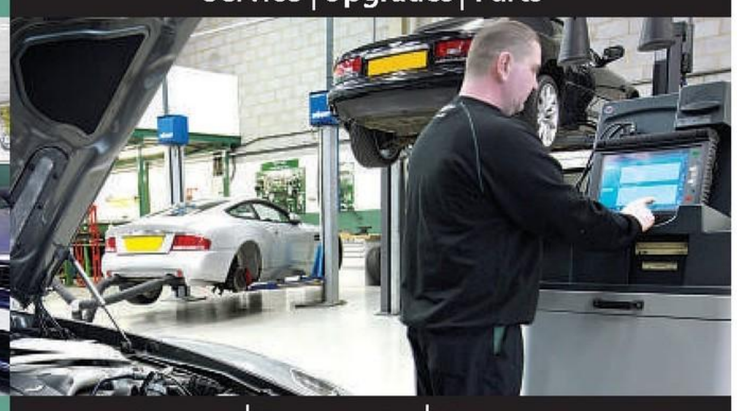
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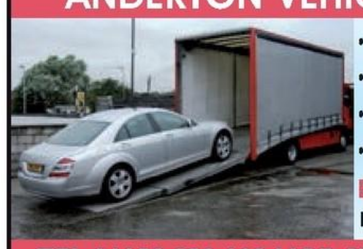
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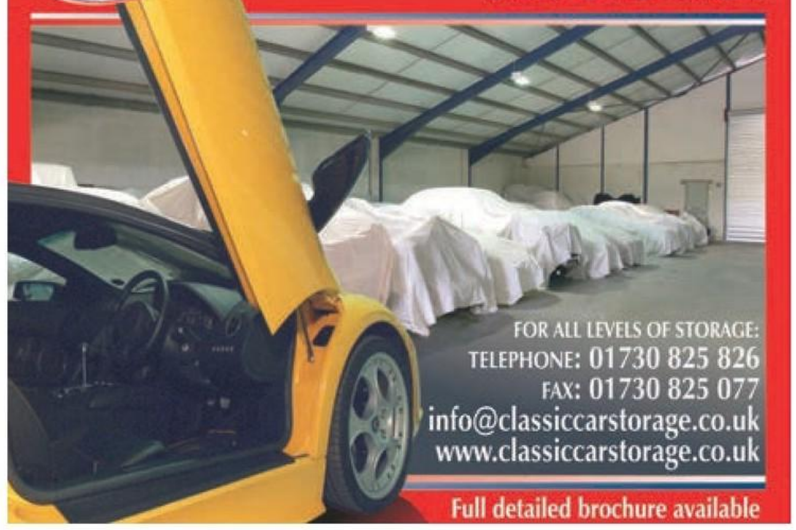
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Aston Martin DB7 Volante Vantage 2001. Finished in Antrim Blue with matching hide interior in magnolia and blue, with matching blue power convertible top, auto power, tip-tronic steering controls, overugs, alcantara headlining, heated screen, premium 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. **Tel 01322 669081.**

B



Bentley Turbo R Left Hand Drive first registered in 1992. Finished in gleaming unmarked ebony black with black hide interior, piped in St James red, lambs wool overugs, picnic tables, cocktail cabinets, footrests, alloys, rear quarter badges, expensive in car stereo equipment, 35,000 miles, garaged from new, totally stunning. £19,750.
Tel 01322 669081.

F





1991 Ferrari Testarossa finished in Rosso Corsa with Crema hide interior. This beautifully kept example sits on 512 TR wheels and comes with a comprehensive service history including cam belt changes at the correct intervals. It is both mechanically and cosmetically excellent and undoubtedly rising in value. Very sensibly priced at £39,950
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J



Jaguar E type 1962 series 1 3.8 roadster.
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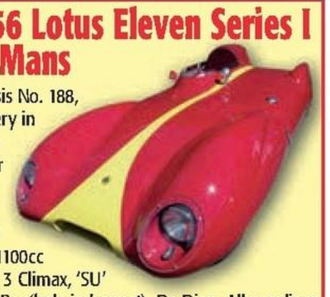
Jaguar E Type V12 Roadster 1974. Finished in gleaming signal red with as new black hide interior, headrests, stereo system, manual transmission, power steering, sparkling chrome wire wheels, white side tyres, heritage certificates, only 9,000 miles since top professional renovation, old Mots, hand book, history, always garaged, just magnificent £68,750
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1969 Jaguar E-Type 4.2 Series 2 Roadster. 83,000 Miles. Primrose yellow paintwork, black leather interior, extensive service history, one owner over last 10 years. Very original car, excellent condition throughout, and runs superbly.**Tel: +44 (0)208 202 8011**

1969 Jaguar E-Type 4.2 Series 2 Roadster. 10,000 miles. Carmen Red paintwork, immaculate black leather interior with red piping, Black hardtop, extensive service history, wire wheels. Immaculate condition throughout. Very careful previous owner. **Tel: +44 (0)208 202 8011**

L

1956 Lotus Eleven Series I Le Mans



Chassis No. 188, delivery in single seater body style. Fitted with 1100cc Stage 3 Climax, 'SU' & Air Box(hole in bonnet). De Dion, Alloy caliper brakes, painted Red. First owner of the car was Tony Bik (UK), 1st raced Monday 6th August 1956 at Crystal Palace. Car was imported to Australia in 1960 and has extensive Australian racing history spanning 10 years. Purchased in 1983, commenced a full bare chasis restoration in 1990. Finished in 2006. The front/rear body section and head rest are original. Pritchard body panels.
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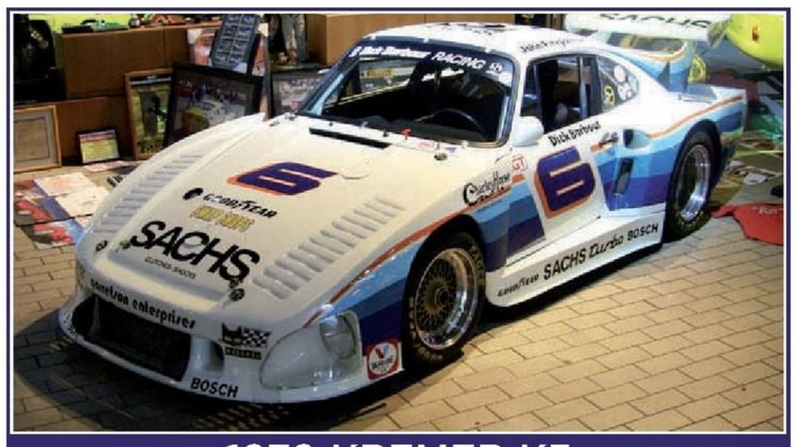
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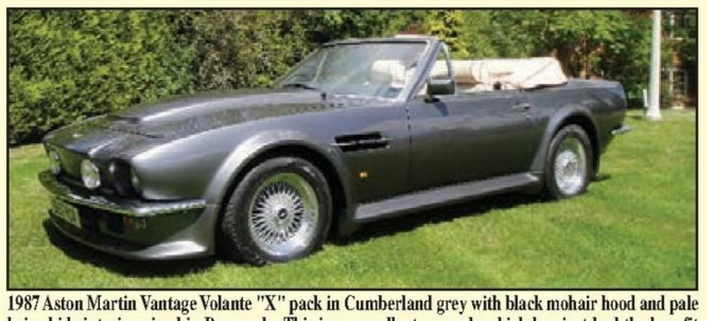
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1997 Aston Martin V8 Coupe, finished in Rolls Royce Royal blue with contrasting pale grey hide interior and grey Alcantara head lining; dash panels and door capings are finished in walnut veneer. The condition of this car is quite stunning and a credit to its previous fastidious owner. Only 25,000 miles with comprehensive service history, much of which is by Aston Martin works Service. Probably the best available and realistically priced at £47,500



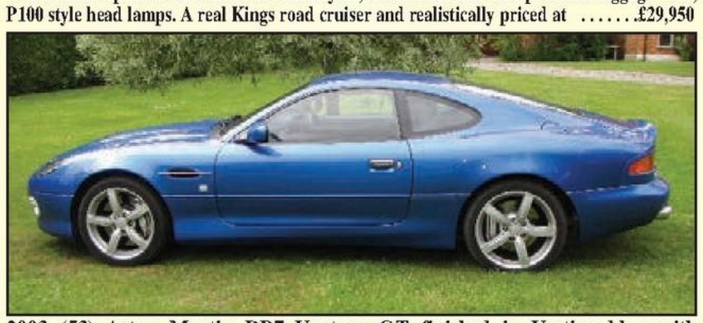
1976 Panther J72 in the style of a Jaguar SS 100 beautifully finished in Rhodium silver with contrasting deep Burgundy mohair hood and full Crimson hide interior, fitted with a Jaguar 4.2 XJ engine, automatic transmission. Further specification includes chrome wire wheels with 3 eared spinners and modern radial tyres, chrome tubular bumpers and luggage rack, P100 style head lamps. A real Kings road cruiser and realistically priced at £29,950



1987 Aston Martin Vantage Volante "X" pack in Cumberland grey with black mohair hood and pale beige hide interior piped in Burgundy. This is an excellent example which has just had the benefit of a full repaint by an Aston Martin specialist in Kent. Huge specification includes power hood and Becker Satellite navigation system. Older Aston Martins such as this have been steadily rising in value and we believe this to be a sound investment at this price £82,500



2005 Aston Martin DB9 finished in Meteorite grey with matching Saville grey hide interior. This is a perfect 2 owner example that comes with most available options including satellite navigation, Touchtronic transmission, 19" multi-spoke alloy wheels; heated electric seats with lumbar support and an excellent HiFi system with 6 stack CD. This car has covered just 34,000 miles and comes with a full Aston Martin service history. Very competitively priced at £52,950



2003 (53) Aston Martin DB7 Vantage GT finished in Vertigo blue with contrasting deep ocean blue hide interior and carbon capings. This very special 2 owner example has covered just 17,000 miles and is in superb condition. It has been superbly cared for and regularly serviced by appointed Aston Martin service agents. Very realistically priced for this mileage at £38,950



2005 (55) Aston Martin DB9 Superb car in Chiltern Green with Quail Grey hide, electric heated seats,6 speed manual, sat nav,19inch alloys, grey brake callipers, traction control, aircon, HiFi system, heated electric mirrors ,xenon headlights, full Aston Martin service history ,having covered only 15,000 miles. Very competitively priced at £49,995



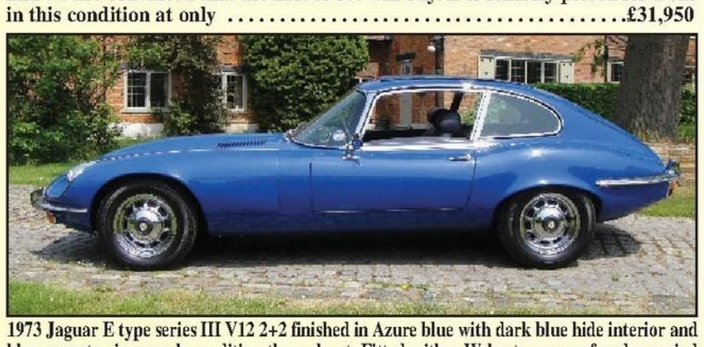
2001 Aston Martin DB7 Vantage Volante finished in Mendip blue with contrasting Pacific blue and Parchment hide interior. Only 55,000 miles with a substantial Aston martin service history; it is in quite exceptional condition and we are convinced that the first to see will buy. It is sensibly priced for a car in this condition at only £31,950



2003(03)Aston Martin DB7 Vantage Volante in Cairngorm grey with pale grey & charcoal hide interior with carbon cappings. This is a beautiful low mileage example that has covered only 29,000 miles and has full Aston Martin service history. Please enquire for complete specification. The car comes with 12 months warranty and is very competitively priced at £36,950



2003 Aston Martin DB7 Vantage Volante finished in Aisgarth Blue with dark blue mohair electrically operated hood and contrasting Parchment & Pacific blue hide interior. This is a splendid example that has covered just 33,000 miles and comes with a complete Aston martin service history. Please enquire for full specification. These cars are superb to drive and give great motoring pleasure. Sensibly priced at £36,950



1973 Jaguar E type series III V12 2+2 finished in Azure blue with dark blue hide interior and blue carpets, in superb condition throughout. Fitted with a Webasto sun roof and a period Motolita steering wheel. Specification includes a modern HiFi system and CD player, chrome pressed wheels, PAS and automatic. A superb and completely rust free shining example with the benefit of being 2+2. Very competitively priced for one in this condition at £24,950



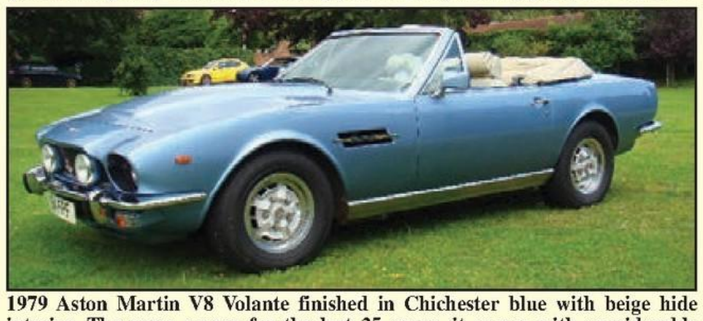
1960 Alvis TD21 finished in a very attractive Fern green with contrasting Suede green full leather interior with matching fern green carpets edged in matching hide. This Alvis has been the subject of a total restoration and is believed to have had only 3 owners from new. It has automatic transmission and wire wheels with modern radial tyres which greatly enhance the driving pleasure. Very sensibly priced at ..£29,950



1969 Aston Martin DB6 finished in its Caribbean blue with contrasting black hide interior and all in excellent order throughout. It is fitted with the more desirable 5 speed ZF gearbox and also has power assisted steering and chrome wire wheels. Despite being over 40 years old, these cars easily stay with modern traffic. Now definitely appreciating in value, this one is realistically priced at £95,000



1998 Aston Martin V8 SrsIII finished in Cobalt blue with contrasting stone hide interior. This car has just had a major service and comes with a substantial history file detailing past expenditure. It has had a wheel upgrade to the later BBS cross spoke alloys and has an "S" spec engine and mesh front grills. The car drives extremely well and comes with a 12 month warranty. Should undoubtedly appreciate in value, but still sensibly priced at £29,950



1979 Aston Martin V8 Volante finished in Chichester blue with beige hide interior. The same owner for the last 25 years, it comes with considerable service history and is in fine condition throughout. A really excellent investment at this money and great fun for the summer £49,950



1975 (Dec) Aston Martin srs3 V8 Finished in Chichester Blue with contrasting black hide interior. Despite being 35 years old, this car has only covered 60,000 miles and drives superbly. This is an inexpensive way into classic Aston motoring at only £29,950



2002 Bentley Arnage "T". This is a superb, low mileage example finished in Moroccan blue with pale grey quilted hide interior and turned aluminium dash and door capings. This is a well kept car and has been regularly serviced at a main Bentley franchised dealer and comes with complete service records. With a mileage of only 38,600 it is extremely good value at only £39,950



1990 Bentley Mulsanne "S" Finished in Brooklands green with St James red hide interior, this is a very nice example that has a reasonable amount of service history and drives beautifully. It comes with all usual refinements which are too numerous to list and provides splendid motoring for little cost.17" 5 spoke alloys now fitted. Astounding value at £11,950



1998 Bentley Continental "R" finished in Amethyst with Cream hide interior. This is a 3 owner car in superb condition and having covered only 38,000 miles. It comes with all usual Bentley refinements too numerous to list, (on website). Previously owned by an enthusiastic Bentley drivers club member, this car is a delight to drive. It has full dealer service history and is excellent value at £49,950

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