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MOTOR SPORT

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Nigel Roebuck and Anthony Davidson on what to expect

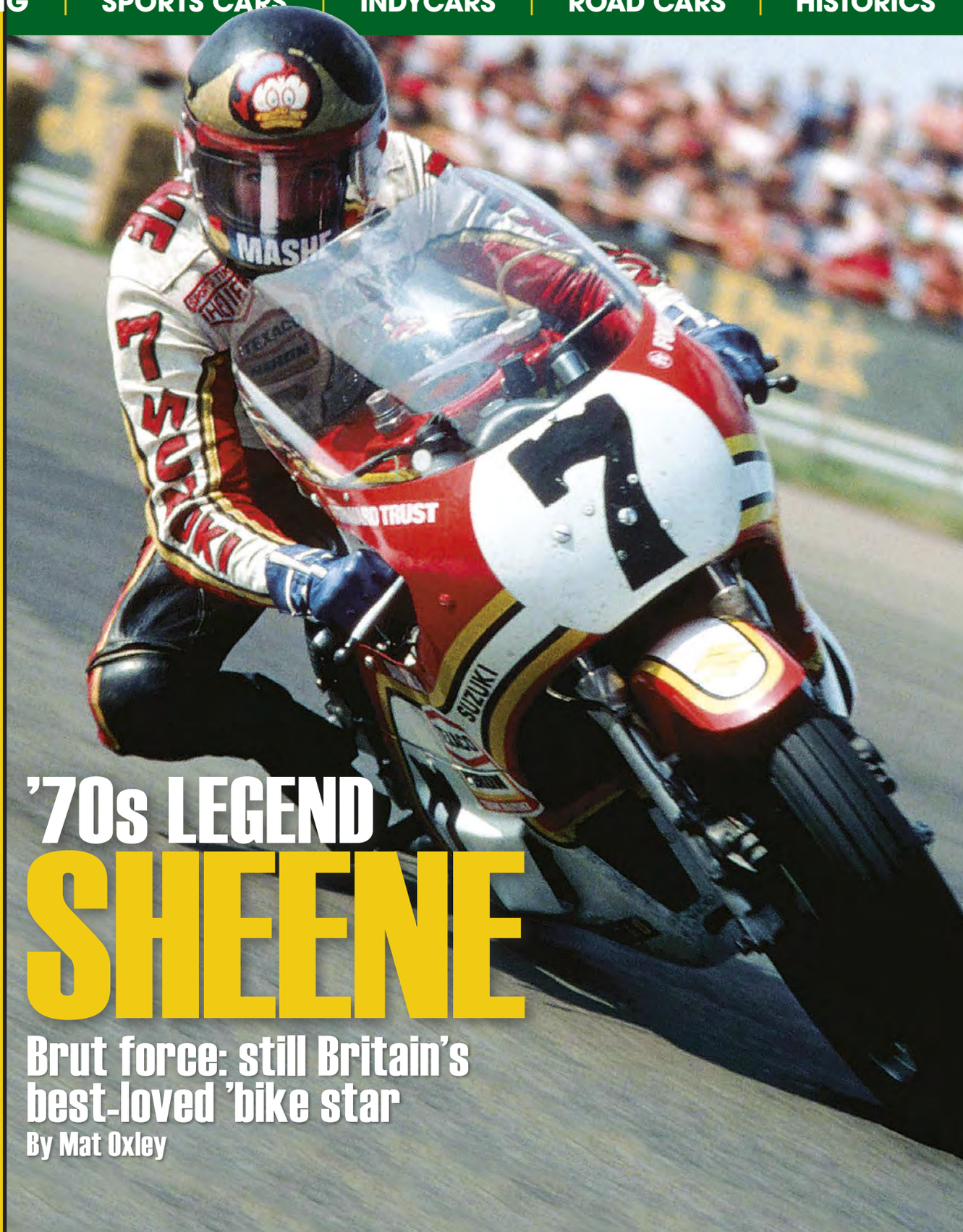
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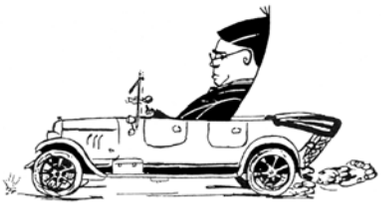
'70s LEGEND SHEENE

Brut force: still Britain's best-loved 'bike star

By Mat Oxley

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Matters of Moment

Function is always the priority when it comes to the Motor Sports Association. You only have to visit the British governing body's base to understand this. No austere building in central London, no polished woodwork, chandeliers or imposing portraits of past chairmen: instead, the MSA lives in a nondescript office building on an innocuous industrial estate beside the M25. This is the hub of Britain's bustling motor sport industry, but if you didn't know it was there you'd drive right past it.



Damien Smith
Editor

This unpretentious, practical – and rather plastic – veneer suits a modern organisation that has distanced itself from its grand old Royal Automobile Club roots. This is the gritty reality of what it takes to run modern, competitive motor sport at all levels, from auto tests in supermarket car parks to the British Grand Prix. Everything about the MSA is run strictly to the (blue) rulebook.

The governing body adheres to its remit of creating a rigid structure within which a technically complicated and safety-conscious sport can survive, as illustrated recently in the aftermath of the Snowman Rally tragedy on which a spectator was killed in February.

But in recent years the MSA has striven to spread its influence further, to follow the lead set by national authorities in other sports. Development of future talent is now on the agenda, its MSA Academy supporting and promoting 60 young race and rally talents with training courses and workshops run under the leadership of Richard Burns' former co-driver, Robert Reid.

It's an admirable venture that has made a real difference to young hopefuls. What it doesn't do, of course, is offer them the life-blood career finance and solid opportunities to further their climb up the cutthroat single-seater ladder. As a rulemaker, you could argue that it shouldn't have to – and on an annual turnover of just £8 million it couldn't fund the next Lewis Hamilton even if it wanted to.

Could it, and should it, do more? John Surtees believes so, as he told us last year. He believes the governing body, in partnership with the clubs, promoters and even Formula 1 itself, should offer prize drives for champions in junior categories, allowing them to be rewarded for success with a seat in the next series up. It seemed a good idea.

But the MSA has a counter-argument. What if the champion is a well-funded youngster with the means to step up without the prize drive? What if he's beaten a plucky 'lad and dad' team, who are more deserving, in dire need of such a prize and might actually be the better prospect whatever the points say? To reward success alone, without perspective, could be unfair and the MSA stands by its mantra of developing genuine potential on merit, whatever the individual circumstances. It's a valiant principle and highlights the fact that nothing about driver development is simple – but the fact remains the Academy can only help a driver so far. Without opportunity, how much does all that training mean?

The effectiveness of the governing body has again been brought into question recently by the sad decline of the country's most important single-seater championship, British Formula 3. A paltry half-dozen entries has forced promoter SRO to reduce this once-great series to just four meetings in 2013. How could the MSA allow this to happen?

Again, the governing body has a strong counter-argument. Yes, British F3 is an MSA championship, but it is actually owned by the British Racing Drivers' Club and is run by Stephane Ratel's company. The MSA is not responsible for its promotion and, significantly, it's not allowed to be. Just as the FIA had to distance itself from Formula 1's promotional rights, so must the MSA with series such as F3. European law dictates that it must be so. »»»

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Matters of Moment

Chairman Alan Gow understands the dividing line only too well, as the man who also promotes the British Touring Car Championship. "If someone came along and said to us they'd like to run an MSA F3 championship, I'd talk to them," he says – before adding that he'd then be accused of splitting the sport and doing it damage. Given that he got close to bringing the BTCC and F3 together on the same bill, only for the teams to turn their back on the chance (much to his anger), he knows he walks a fine line.

There's no doubt that Gow and his team at the MSA are genuinely committed to developing British motor sport, and within their remit they do a great job. But within that statement lies the problem. You come away from meeting the MSA feeling that they are working with one hand tied behind their back. A governing body, by definition, holds a great deal of power – but it's power that cannot always be applied where it's most needed.

Meanwhile, Britain's single-seater ladder system, once the envy of the world, has a rickety top rung and a couple missing altogether, following the demise of Formula Renault UK and the old Formula BMW. There's hope in the newly bewinged Formula Ford and Jonathan Palmer's promising Formula 4 category. But F3 is where it really counts, and here the MSA, remarkably, has no real authority. Baffling, when you think about it.

Aside from the conundrum that is top-line single-seater racing, there's some potentially exciting news on the horizon for the MSA.

For the past few years the national body has been lobbying to change the laws on closing public roads for motor racing on the UK mainland, banned after a mild accident at Kop Hill in 1925. Now it hopes the matter will be up for public consultation before the summer.

Motoring demonstrations around towns have become common, because it's relatively easy for local authorities to close roads for such events. The problem is that they must always adhere to the laws of the Road Traffic Act. In other words, cars taking part can't break the speed limit, or be timed – which kind of makes competitive motor sport somewhat difficult…

For a motor race to be held on the public highway, a promoter requires a Private Bill to be passed through Parliament. The Birmingham Superprix was the last example – way back in 1990. Yes, 23 years ago.

Three events do currently take place with Parliamentary approval: the Jim Clark Rally and the Tour of Mull in Scotland, and the annual Brighton Speed Trials. But now the MSA wants to make it easier for other organisers to secure road closures by taking the decision away from the national government and handing it over to local officials – who, of course, have something to gain by granting permission. The boost street races could have on local economies is obvious.

Within the MSA, there's a feeling of optimism that racing around the streets of British mainland towns is about to become viable. If so, the change in law could lead the sport down so many different avenues – literally! We'll keep our fingers crossed.

The world of *Motor Sport* grows ever wider. This month we have launched a fabulous online photo store, full of wonderful racing images you can either hang on your wall… or even piece together as a jigsaw! Turn to page 85 for more details.

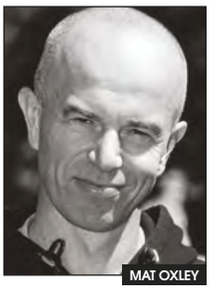
I'd also urge you not to miss our Le Mans competition on page 17, offering a great trip to the 24 Hours in June, courtesy of our friends at Speed Chills. Le Mans is always a highlight of our racing year. Here's your chance to join us down at La Sarthe.

Next month, you'll find some big changes within the pages of *Motor Sport*. Yes, we're planning an all-new look – and before you say it, no, we're not turning it red… We're excited by what we've got planned and, once you see it, we hope you will be too. So keep an eye on the news stands or your doormat. You can't miss it – it'll still be the magazine with the familiar green masthead. Promise!

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ANDREW FRANKEL


MAT OXLEY


ED FOSTER


SIMON ARRON

CONTRIBUTORS

ANDREW FRANKEL usually doesn't need much encouragement to get behind the wheel of fast racing cars but the idea of driving Trevor Willis's 500bhp hillclimber up a frozen Shelsley Walsh had him scuttling for the warmth of the photographer's studio. Besides, he was still getting over driving Simon Saunders' latest Ariel Atom. He reckons that Willis and Saunders both delight in quietly defying the odds in a rather British, understated and impressive way.

Barry Sheene was rather British, too, but understated? Never. As a bike racer himself **MAT OXLEY** knows the breed, so is well placed to explain why even amongst two-wheel heroes the cheerful Cockney had inner steel – and that was before all those mended bones.

Inspired by Mat's feature and buoyed by the baffling optimism that has seen him cycle to Paris, scooter to Silverstone and sail to work, our in-house biker **ED FOSTER** will soon take to the track on a historic two-wheeler – but it's no RG500. That story's for later, but it's due to his quirky transport back-story that we set him to find out why an F1 car went to Bonneville.

Lastly, our new boy who's an Old Boy. **SIMON ARRON** cut his teeth on Teesdale typewriters at *Motoring News*, becoming its editor and then editor of this title in the 1990s. He boasts (often) a deep knowledge of all things racing from Korea to Curborough, while his excruciating music-based car puns were a weekly highlight of *The Telegraph*. It's his many years as an F1 reporter that gives him the insight for his travel guide to this season's GPs, plus the perspective to decide if Nico Hulkenberg is the real deal. For his conclusion, turn to p70.

FORMULA 1

New kids on the block

The late confirmations of Giedo Van der Garde and Luiz Razia by Caterham and Marussia respectively have ensured that the Australian GP will feature a bumper crop of at least five rookies.



Van der Garde and Razia join fellow newcomers Valtteri Bottas, Max Chilton and Esteban Gutiérrez. As *Motor Sport* went to press Force India had yet to confirm whether Jules Bianchi would also finally be announced as a race driver, the alternative choice being a return for Adrian Sutil.

Not counting Sutil there will be just eight drivers on the Melbourne grid who have completed more than two full F1 seasons – the five World Champions plus Felipe Massa, Mark Webber and Nico Rosberg. Among those who competed last year and are now absent are Timo Glock, Kamui Kobayashi, Heikki Kovalainen, Vitaly Petrov and Bruno Senna.

The unprecedented turnover in recent seasons reflects the fact that so many teams are struggling to raise cash and are looking increasingly towards drivers who are able to guarantee sponsorship.

It's a sign of the times that Marussia very publicly ended an ongoing contract with the salaried Glock in order to make way for Razia, who brings substantial funding from Brazil.



FORMULA 1

Fine tuning likely to be key this year

The phrase 'evolution not revolution' has long been bandied about at launches of new F1 cars, and it's the most apt description of this year's crop.

With stable rules there were never going to be too many dramatic changes, and over the winter it really was a question of honing established packages, especially for front-running teams who kept developing their 2012 models until the very end of last season.

In addition, as has become the norm in recent years, teams often save the real novelties – at least those that can be easily seen and studied by rivals – until either the final test session in Barcelona, or the first race in Australia.

Aside from the unusually narrow sidepods of the Sauber C32 there was little reason to raise an eyebrow as each car was unveiled. There was one regular talking point, however, thanks to the FIA giving the teams the option to cover up the ugly stepped noses of 2012 with what has been termed a vanity or modesty panel – a piece of carbon that shatters easily in T-bone impacts, and which creates a hollow area on top of the nose.

Ferrari fans were relieved to see that the Italian team has followed that route, and the F138 is thus considerably more attractive than its predecessor. Some teams have, however, retained a step, or a version of it. Designers have alternative theories about the aero or weight distribution benefits, although all agree that while it might be highly visible, in reality the step issue is of limited relevance.

"RED BULL'S RB9 WAS QUICK. VETTEL POINTED OUT THAT THE TEAM WAS IN BETTER SHAPE THIS YEAR THAN LAST"

The other key factor affecting this year's designs is what's coming in 2014, when the arrival of V6 turbo engines ensures that everyone has to start with a clean sheet of paper. Teams long ago began to pursue 2014 concepts, and even those with considerable resources on which to draw have already made compromises, and will continue to do so. Why pour extra effort into something that will have a shelf life of one year?

That split of R&D effort into 2014 and ongoing development of the current car will be one of this season's biggest themes. The consensus is that teams will have to take a view on their short-term prospects and make a call on what they can gain or lose by continuing to focus on their current cars. That challenge will make the development war all the more intriguing.

Along with the usual pursuit of ever more marginal aero gains, getting the most out of the 2013 tyres will be the key to this season. In an attempt to spice up the racing Pirelli has developed its products to provide quicker warm-up followed by greater



Crash, bang, wallop, take a picture – Lewis Hamilton comes to grief at Jerez

All images LAT

degradation over a race stint. It's going to be fascinating to see how those characteristics play out between different cars and, perhaps more importantly, driving styles.

Last year Jenson Button suffered for much of the season from an inability to get his tyres into the right working range, but the 2013 rubber should complement his smooth style, and possibly work against those who are more aggressive.

A little extra spice is added by the fact that Pirelli's choices for the first four races feature so many different combinations of its compounds, namely medium/supersoft (Australia), medium/hard (Malaysia), soft/medium (China) and soft/hard (Bahrain). That chopping and changing will ensure that teams and drivers are kept on their toes as they learn more about the tyres – and in considerably hotter conditions than those experienced during winter testing in Spain.

The opening salvo of testing in Jerez provided few real pointers. McLaren, Ferrari and Lotus all looked strong and between them set the fastest times on all four days, while Red Bull's new RB9 was ominously quick on the harder tyre. Sebastian Vettel pointed out that the team was in better shape than at the same point last year.

Meanwhile much attention was focused on Mercedes and Lewis Hamilton, and critics of the latter's move were given plenty of ammunition when an early brake failure sent the 2008 World Champion into the tyre wall. However, as Ferrari demonstrated last season, much can change over the course of a season. Discount Mercedes at your peril…

Motor Sport's seasonal F1 preview begins on page 61



■ SPORTS CARS

Senna swaps F1 for GT seat

Aston Martin has pulled off a coup by signing Bruno Senna for its 2013 FIA World Endurance Championship campaign.

The nephew of three-time Formula 1 world champion Ayrton will drive one of the Prodrive-run Aston Martin Racing team's Vantage GTE contenders in a full WEC programme, including the Le Mans 24 Hours in June. The 29-year-old, who parted company with the Williams Formula 1 team last year, will share the car with fellow new signing Frédéric Makowiecki and, at the Spa and Le Mans rounds, Briton Rob Bell.

Senna explained that he opted to join Aston's four-car WEC attack because it's part of his desire to race competitively again.

"I want to move forward and get back to winning races," he said. "The opportunities weren't there to do that in F1.

"There is no secret that ever F1 driver wants to be a world champion or a race winner, but there are relatively few who have a chance to achieve that. At the end of the day, I am in the sport to win races."

Makowiecki is also a significant signing because the Frenchman had the chance to cement his links with Ferrari via a factory deal, but chose to compete with Aston in the WEC because it left him free to race other marques.

The 32-year-old will also drive for Honda in the Japan-based Super GT Series.

Toyota has released the first pictures of its 2013 LMP1 contender. The revised TS030 HYBRID is built around a new monocoque, but Toyota Motorsport GmbH technical director Pascal Vasselon claimed it involved "no concept change, just refinement and optimisation of the 2012 car".





COMPETITION

WIN A PACKAGE TRIP TO THE 2013 LE MANS 24 HOURS

Don't miss this spectacular opportunity to join *Motor Sport* magazine at the Le Mans 24 Hours for its 90th anniversary on June 22/23. *Motor Sport* has teamed up with Speed Chills to offer one lucky reader a self-drive package for two people to this year's race, staying at the Speed Chills Beausejour private campsite.

The prize includes ferry crossing, camping at Speed Chills Beausejour private campsite, Speed Chills Club Membership and two general race admission tickets. Speed Chills Beausejour Private Camping is conveniently located on the inside of the circuit close to the Porsche Curves viewing areas and Speed Chills Club Membership will give the winners access to the Speed Chills private bar, restaurant and entertainment. In addition, your prize gives you access to a whole host of exclusive *Motor Sport* magazine extras including a dedicated *Motor Sport* clubhouse where you can mingle with other *Motor Sport* readers and members of the *Motor Sport* editorial team and their guests in the pre-race build-up.

With this prize our winner will be at the heart of the action for Le Mans 2013.

TO BE IN WITH A CHANCE OF WINNING, LOG ON TO
WWW.MOTORSPORTMAGAZINE.COM/LEMANS2013

The winner will be drawn on April 29, 2013. The winner will need to contact Speed Chills by May 8, 2013. The winner will be chosen at random from the correct entries.

Competition terms and conditions can be found at www.motorsportmagazine.com/rules

HISTORICS

F3 Trophy race revived

A landmark race in the acceptance of the 500cc Formula 3 category as a serious racing class will be revived at Silverstone in April.

A modern-day version of the 100-mile Commander Yorke Trophy race will be part of the programme at the VSCC Spring Start meeting (April 20/21). Up to 30 cars are expected for 25- and 20-minute races.

First run at Silverstone in 1949, the race was conceived by Tony Yorke RN to show that 500cc cars could compete for long enough to provide a proper event. Sadly, Yorke was killed in a motorbike accident before the race, which was won by a 17-year-old Peter Collins.

HISTORICS

Marathon anniversaries

Pirelli, sponsor of the first Classic Marathon Rally in 1988, will return to backing the famous trans-Europe event for the 25th anniversary running this June. The Marathon was one of the first major historic road rallies of its kind.

Now run every other year by the Classic Rally Association, this year's event will start in Ypres, Belgium, on June 15 and conclude six days later in Cortina d'Ampezzo, Italy.

To mark the quarter century, Paddy Hopkirk will be the guest speaker at the celebration dinner in Cortina. Hopkirk, winner of the 1964 Monte Carlo Rally, also won the 1990 Classic Marathon in a Mini Cooper, co-driven by Alec Poole.















SPORTS CARS

Le Mans greats selected

A flotilla of cars representing the rich history of the Le Mans 24 Hours will escort the French enduro's new trophy around the famous circuit ahead of this year's race.

A Bentley Speed 6, Jaguar D-type and Porsche 917 will be among the cars taking part in the parade on Saturday morning of the race weekend on June 22/23 as machines that best encapsulate the history of the great enduro, which is celebrating its 90th anniversary in 2013. The new trophy, which incorporates a replica of the original Rudge-Whitworth Cup dating back to 1923, replaces the previous trophy that Audi has retained by virtue of its 2010, 2011 and 2012 victories.

In total, 11 cars were picked as the result of a public internet vote and then the deliberations of a jury called together by the Automobile Club de l'Ouest, the organiser of the 24 Hours. The original idea of the 'Vote for a Legend' scheme was to pick one car from each of the 10 decades of the race, but a tie in the votes cast for the three 1990s nominees means that the Mazda 787B and Peugeot 905 will both take part in the parade.

The jury included former Le Mans winners Emanuele Pirro and Yannick Dalmas, who have nine victories in the event between them and legendary Porsche engineer Norbert Singer. Volkswagen group motor sport boss Wolfgang Durheimer, FIA President Jean Todt and *Motor Sport* contributor and long-time *Autosport* sportscar correspondent Gary Watkins were also on the panel.

The ACO plans to gather an example of each of the Le Mans legends as early as possible for a series of displays as it celebrates the race's 90th birthday. The 11 cars will also be present in the Le Mans Village during race week.

THE WINNERS

1920s	BENTLEY SPEED 6
1930s	ALFA ROMEO 8C
1940s	FERRARI 166MM
1950s	JAGUAR D-TYPE
1960s	FORD GT40
1970s	PORSCHE 917K
1980s	PORSCHE 956
1990s	MAZDA 787B & PEUGEOT 905
2000s	AUDI R10 TDI
2010s	AUDI R18 E-TRON QUATTRO









■ SPORTS CARS

Prototype privateers sought

Addressing the downturn in privateer LMP1 entries for the Le Mans 24 Hours and the FIA World Championship is one of the top priorities of the Automobile Club de l'Ouest.

The promoter of the WEC and the 24 Hours has expressed its disappointment in the presence of only two full-time P1 entries alongside the pair of factory cars fielded by both Audi and Toyota on the WEC entry. A further privateer car is entered for Le Mans, when Audi stretches its team to three cars.

ACO sporting manager Vincent Beaumesnil said: "The number of LMP1 entries we have is not a surprise, but nor do we regard it as satisfactory. One of our priorities for next year is to have more P1s."

Beaumesnil predicts that there could be as many as 14 or 15 P1s on the grid at Le Mans next year. With the likelihood of seven or eight factory cars from Audi, Toyota and prototype returnee Porsche, that means there would be as many as eight privateer entries.

The ACO and the FIA, which jointly write the LMP1 rulebook, have already revealed that there will be a sub-class open only to privateers when the new energy-based formula comes into force next season. Privateer cars without energy-retrieval systems will be allowed a greater energy allowance per lap than their hybrid cousins.

The supply of customer P1 cars for next year could be limited. OAK Racing has announced that it is building a car, while Honda Performance Development and Japanese constructor Dome both have projects on the go.

Congratulations to Philip Young and Paul Brace for driving a Fiat Panda 4x4 from Cape Town to London in 10 days and 13 hours, taking a whole day off the previous record (set in the other direction). They took four days off the previous fastest time from Cape Town to London. Using a barely modified Panda with rear seats converted into a bed, the two drove 10,000 miles through 13 countries. They have so far raised more than £13,000 for Farm Africa, a UK charity trying to relieve hunger in East Africa. Interested parties can donate at www.farmafrica.org





■ HISTORICS

Alumni gather to fete 50 years of Formula Vee

A star-studded line-up of former Formula Vee drivers gathered at this year's Daytona 24 Hours race to celebrate the single-seater category's 50th anniversary.

Michael Andretti, Hans-Joachim Stuck, Dieter Quester, Klaus Niedzwiedz, Markku Alén and Prince Leopold of Bavaria were among the drivers who started their careers in the class and they were at Daytona for a parade lap of some early cars.

The very first Formula Vee race was held at Daytona in August 1963, with a field of 40bhp, 1200cc-engined single-seaters based on the VW Beetle chassis. Two years later the class made its European debut at the Norisring and in 1971 the more powerful Super Vee class was created.

■ KARTING

Charity race date finalised

The Henry Surtees Brooklands Team Challenge will take place on June 25.

The annual event, which attracts names like Oliver Turvey, Sam Bird and Darren Turner, is a two-hour endurance race at Mercedes-Benz World. Teams of up to four drivers can be entered and all funds are donated to the Henry Surtees Foundation.

Last year's event raised £33,905 for the Kent/Surrey/Sussex Air Ambulance and Brooklands Museum Trust.



BMW has taken the wraps off the new car that will carry its hopes in the American Le Mans Series from this year. The Z4 GTE, which replaces the M3 GT, has been developed from the Munich marque's successful V8-engined Z4 GT3 contender and will be campaigned by the Rahal team.

■ HISTORICS

Old stagers set to star at Daun and Donington

Forty years of the World Rally Championship will be the theme of this year's Eifel Classic Rally, when up to 150 period cars tackle demonstration special stages around the town of Daun in Germany's Eifel Mountains.

Former World Champion Walter Röhrl will once again be event patron.

Historic rally cars also form part of the action at the Donington Historic Festival (May 3-5) with cars from Rallying with Group B and the Historic Rally Car Register in action.

Included in the entry should be some ex-works cars from the 1950s and '60s, which are due to tackle a mini stage and an autotest.



A plaque was unveiled at Henniker Mews in London to record Aston's birthplace

■ HISTORICS

Aston landmark celebrated

The 100-year history of Aston Martin will be celebrated extensively this year and will be capped by a centenary race meeting at Brands Hatch over the weekend of July 6/7.

Two commemorative races are planned, one for cars from the pre-war era through to the mid 1960s, and one for all Astons from the mid-sixties onwards.

Off-track attractions will include examples of nearly every Aston Martin racing car produced, while models ranging from pre-war Ulsters to the Group C Nimrod will take part in track demonstrations.

Aston's connection with James Bond will be showcased in a display celebrating the history of 007's Aston Martins from the DB5, which first appeared in *Goldfinger* in 1964 and also starred in the latest film *Skyfall*.

Owners of Aston Martins and Lagondas will be invited to take part in track parades and display their cars at the Kent venue. A concours area, dealer stands and live music also feature.

David Richards, chairman of Aston Martin Lagonda, said: "Brands Hatch has played an important part in Aston Martin's racing history so is a fitting venue for one of the key events in our year of centenary celebrations."

Other celebrations will centre on a week-long festival from July 15-21, including open-house activities at Aston Martin's Gaydon headquarters and a 1000-guest party on Saturday July 20. The week will finish with a Centenary Concours in central London on Sunday July 21 featuring the 100 most iconic cars and up to 1000 Aston Martins forming the marque's largest ever gathering.



Rindt memorial resurfaces

The Jochen Rindt Trophy, first presented to Graham Hill in 1971, will be awarded to the winner of the Historic Formula 2 race at the inaugural Thruxton Easter Revival Meeting this year (March 30/31).

The HSCC race meeting celebrates the 45th anniversary of the first Thruxton F2 event in 1968. Rindt won that race in a Brabham and repeated the result in Lotuses in 1969 and 1970.

Following Rindt's death at Monza in September 1970 the Thruxton race organising club, the BARC, commissioned a Memorial Trophy.

"We are very grateful to the BARC for the loan of this trophy," said Grahame White, of the HSCC.



Festivals for Ford and Ferrari

The 50th anniversary of two classic mid-engined sports-racing cars will be marked this year as the Ford GT40 and the Ferrari 250LM are celebrated at two major historic racing festivals.

As well as the dedicated anniversary race at the Goodwood Revival (September 13-15), the Ford GT40 will feature in a special race at the Barcelona-based Catalan Classic Festival (April 13/14). Masters Historic Racing will run a race-within-a-race for as many as 10 GT40s.

"With Joaquin Folch in his early GT40 taking on opposition from across Europe, there is sure to be a great battle," said Rachel Bailey from Masters.

The Ferrari 250LM also celebrates its half century this year and will return to the Royal Automobile Club TT Celebration race at Goodwood for the first time in 13 years.

Like the four-time victorious GT40, the 250LM went on to win the Le Mans 24 Hours. The 1965 victory for Jochen Rindt and Masten Gregory remains Ferrari's most recent outright success.

■ OBITUARY

Phil Remington

The legendary Californian race car engineer and fabricator has died, aged 92. He had worked on race cars for more than 65 years and until shortly before his death was still at his bench every day, at Dan Gurney's AAR facility in Santa Ana.



Dave Friedman

A B24 flight engineer in the South Pacific during WWII, he raced hotrods in the 1950s and built possibly the world's first fibreglass bodyshell for the Edwards sports car before joining Lance Reventlow's Scarab operation. He became a key member of Carroll Shelby's Daytona Cobra and GT40 programmes, and then went via Holman & Moody to Gurney's Eagle team, where he spent the last 44 years. Last year he helped construct the revolutionary Nissan DeltaWing Le Mans car. Unflappable and fast-working yet meticulous, whether making things in the workshop or at the trackside, he was known by colleagues as "the greatest fabricator in the world".

Schumacher gets new role at Mercedes

Mercedes-Benz has announced that Michael Schumacher is going to be involved in developing its range of road cars, in an ambassadorial capacity.

Could it be that this has happened in response to a column I wrote on the website in September pondering this very point? Speculating on his future, I said "I can see him in an ambassadorial role for Mercedes" and concluded, "I'd get him involved in car development to an extent never seen before."

OK, it's a coincidence. But it's good to see a manufacturer making the most of the talent at its disposal. Michael is more than the greatest driver of his time. He is also intensely intelligent and any chassis engineer would be foolish not to value his opinions.



Alfa 4C nears production

One year after stunning the Geneva Motor Show with the 4C coupé concept, Alfa Romeo seems to have kept its promise to change the look for the production version as little as possible

Details will have to wait until Geneva this year, but Alfa confirms it will have a 1750cc turbo four, and power to weight ratio of 250bhp per tonne. That's on a par with a Porsche Cayman R, though achieved through lighter weight. Expect a sub-5sec 0-62mph time and top speed well over 160mph.

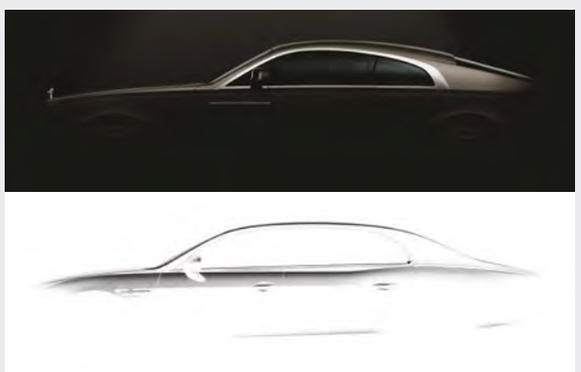


New Spur is sleeker and lighter. Teaser images, below, show coupé slant for it and new Wraith

A glimpse of the future

Bentley and Rolls-Royce have been in a playful mood this month as they drip feed the media coy images of their newest products – or at least parts of them.

First to produce a so-called 'teaser' image was Rolls-Royce, which is slowly revealing its new Wraith to the world in advance of its formal unveiling at the Geneva Motor Show. 'Wraith' is a name first used by Rolls before the war but will this time be applied to what Rolls-Royce insists will be the most powerful and beautiful car in its history. The power component will be easy enough to deliver with a mild tweak to the extant and understressed 563bhp 6.6-litre twin turbo V12 already under the bonnet of the Ghost. But if it's more beautiful than AX201 – the original Silver Ghost – or a Gurney Nutting Phantom II, that will indeed be a triumph.



What we do know about the Wraith (Rolls' house style is to drop the definite article and just call it 'Wraith', which I find excruciating) is that it's a coupé based on the Ghost's platform and running gear. It is likely to have a shorter wheelbase than the Ghost and, as already mentioned, a highly power output – though whether the increase is nominal or meaningful remains to be see.

All I hope is that, however much power it has, Rolls has the sense not to make it in any way sporting. I can remember being appalled by the appearance of a 'Sport' button on the Phantom coupé and there's no need for any more of that nonsense here. Make the Wraith as powerful as you like, but while it can and should be poised on a decent road, the temptation also to make it pointy is to be avoided at all costs.

As for Bentley, hours before this page went to press they did finally release images and details of its new Flying Spur saloon. Over here Spurs are a far rarer sight than Continental GTs and GTCs but in places like China the Spur should do huge business for Bentley, so this model is a massively important car for Crewe.

The saloon is also the most extensively altered of all Bentley's recent model updates. It's a much sleeker shape now than before, with styling that eschews the very traditional sit-up-and-beg three box design of the outgoing car for a more fastback shape. It's also lighter, if only by 50kg which is not much for a 2.5-tonne car, but at least it's turned out no heavier.

Interestingly Bentley is launching this car with just one engine, the full-bore 616bhp W12 from the Continental GT Speed. It is claimed to offer 200mph, though in reality it'll do nearer 210. Clearly this version of the Flying Spur is just an opening bid: a 500bhp V8 version is a certainty, not least because if you're to sell large volumes in China, a relatively conservative displacement is essential.

by Andrew Frankel



GT widens 3-series choices

BMW has shown pictures and released details of its new 3-series GT. Essentially a 3-series hatchback – the estate or Touring version is unaffected – this is the first time the 3-series has been given the GT treatment, although some might argue it harks back to the days of the old Compact models.

In fact while the Compacts were just abbreviated saloons with tailgates, the GT is quite the reverse: longer, wider and taller even than the 3-series estate, its interior packaging is likely to compare more closely to a 5-series than a 3-series. It has a bigger boot than the Touring (it's the same size as a 5-series saloon) and a massive 70mm of extra rear legroom.

At launch it will come with two diesels (318d and 320d) and three petrol motors (320i, 328i and 335i) though obvious gaps in this range, in particular the lack of a big diesel, are soon likely to be filled. But while the car will be available with all the usual M Sport bodywork, it is not thought to be in line for the proper 'M' treatment when the new twin-turbo M3 arrives in a year or so.

BMW is expected to charge a premium of about £1500 for the 3-series GT. This can be seen either as quite a lot given that it's not exactly pretty and has huge parts commonality under the skin, or an absolute bargain if it means you buy one of these rather than the physically larger but apparently no more spacious 5-series.

Far east speed tweaks

Two in-house Japanese tuning companies have been displaying their wares this month. First comes Nissan whose Nismo offshoot has been employed to add a much-needed emotional dimension to the brand.

Interestingly the Nismo brand is not being used to justify a raft of entirely cosmetic 'improvements'. Changes are not radical but in the first product, the Nismo Juke, there's another 10bhp from the engine and bespoke suspension settings to go with minor visual enhancements to justify the extra £1700 asking price.





GT86 TRD adds £££s but not bhp; Nismo 370Z, below, gains both

The second car to get the Nismo treatment is the 370Z. Unavailable to automatics or convertibles, the manual coupé Nismo 370Z gains 16bhp to take its output to 344bhp. Like the Juke it comes with unique spring settings, plus body changes which, says Nissan, are aimed not so much at improving its appearance as its aerodynamic performance. Prices have yet to be revealed.

It was never going to be long before Toyota sought to capitalise on the ocean of goodwill swamping its GT86 coupé. The result is the GT86 TRD which while only a single vowel away from a truly unfortunate acronym actually stands for Toyota Racing Developments.

Perhaps disappointingly given hints of superchargers, there's no more power for the GT86 nor any suspension modification. Instead there's a full bodykit, a new exhaust and a rear diffuser claimed to improve stability. But the price is massive, adding fully £6500 to the £24,995 of the standard GT86. True, only 250 are coming to the UK but unless exclusivity is vital, this looks more like a triumph of form over function than a truly worthwhile upgrade.



AND THAT REMINDS ME...

You can't drive a Le Mans winner down the Champs-Élysées – can you?

HOW MUCH ORGANISING WOULD IT TAKE TO arrange to drive a Le Mans prototype not only through the middle of London from, say, Marble Arch to the City via Hyde Park Corner and Piccadilly Circus, but to do so in the middle of the Monday morning rush hour? More likely with Boris than Ken, I concede, but still close to unimaginable.

Move the location to Paris, however, and it seems anything is possible. Ten years ago Bentley won Le Mans and the next day the bug-splattered race winner, all the drivers, the exhausted team and a few hangers-on like me met near the Arc de Triomphe. The idea was to hold a victory parade from there to the Eiffel Tower. The winner would be flanked by the two vintage 'Blower' Bentleys still owned by the factory: Birkin's 1930 team car and the original factory demonstrator. Derek Bell would drive the Speed 8 prototype with the old-timers, each with three race drivers perched on their back seats, handled by then Bentley chairman Franz-Josef Paefgen and, er, me.

It seemed scarily ambitious, but I knew Bentley would be well prepared and arrived expecting to find most of the Parisian *gendarmerie* on standby to guide us through the traffic. In fact there was one bloke on a bike. But Bentley had a Frenchman in its Bentley press office who wandered over and after a brief exchange returned with his thumb up. Jean-Philippe Coulaud (for that was his name) may choose to correct me, but so far as I am aware, that was all the organising that was done.

Which, of course, is why it went so well. Having given no chance for anyone to say no, we jumped in the cars and headed off in the craziest convoy I've ever known. Apart from the race car inevitably overheating right at the end, an event you probably couldn't plan in six months passed off without incident in a few minutes. If you wanted proof that fortune really does favour the brave, it was there on the Champs-Élysées, June 16, 2003.

TO READ ANDREW FRANKEL'S LATEST ROAD CAR TESTS, TURN TO PAGE 114



Number one Ganassi Riley-BMW led much of the race and won by 20sec

Daytona 24 Hours

Florida, USA

CHIP GANASSI'S GRAND-AM TEAM has taken willful possession of Daytona's Rolex 24 Hours in recent years. Ganassi's team has won five of the last eight 24-hour races at Daytona, a pretty impressive record, and Chip's lead Daytona Prototype driver **Scott Pruett** has dominated the Grand-Am series, winning the last three championships in a row.

This year, as always, Ganassi ran two cars at Daytona with a star-studded driver line-up and his pair of Riley-BMWs swept the front row and ran among the leaders from the start. The second car driven by **Dario Franchitti, Scott Dixon, Jamie McMurray** and **Joey Hand** led through the night, but eventually dropped out on Sunday morning with a gearbox failure. The team's number one car driven by Pruett, **Memo Rojas, Juan Pablo Montoya** and **Charlie Kimball** led most of the race with Montoya driving a fast final stint to win comfortably by more than 20 seconds from Wayne Taylor's Corvette DP driven by **Max Angelelli, Jordan Taylor** and **Ryan Hunter-Reay.**

The only team to win more 24-hour races at Daytona than Ganassi's operation is the Brumos team from nearby Jacksonville, which has done so on six occasions. Meanwhile, Pruett has tied Hurley Haywood's record of five wins in the race so he and Ganassi have every chance of emerging as Daytona's most successful long-distance driver and team.

After the race, second-placed Angelelli complained that Taylor's Chevy-powered Corvette DP was hamstrung by Grand-Am's rules equalisation – or performance balancing. "It's just like we were driving with handcuffs," the Italian grumbled. "It's so obvious, so unfair. Montoya is in another league with the number one car. It's an A class and we are B class."

Ganassi said his team had earned its advantage. "Our guys worked very, very hard on the cars' mechanical grip," he commented. "When you see the speed our car had at the end of the straightaway, it was because we had less wing in the car. Like I said, we work hard on the mechanical side so we can run less wing and be fast down the straight."

Montoya echoed Ganassi's comments. "We've been in that situation (Angelelli's) before and still fought for the win," he said.

"We were down on power here last year, but if you look at the other two BMW cars here this year they were as quick as the rest of the field. I think as a team we did a really good job of taking drag out of the car and understanding what needed to be done to get the top speed up. We did our homework and it paid off."

The first three finishers were impounded after the race and taken to NASCAR's technical centre in North Carolina for further inspection. Last year's winners **A J Allmendinger, Justin Wilson, Oswaldo Negri, John Pew** and **Marcos Ambrose** finished third aboard one of Mike Shank's Riley-Fords. Shank's team lost six laps early in the race because of a suspension failure, but used the many yellow flags to great effect to get themselves back on the lead lap, only to be disqualified in the post-race inspection for an undisclosed engine illegality.

The GT class featured a one-two sweep for Audi. Alex Job Racing's Audi R8 driven by **Filipe Albuquerque, Oliver Jarvis, Edoardo Mortara** and **Dion von Moltke** won by little more than a second after a fierce battle with another factory-backed R8. Job's Audi finished ninth overall, 31 laps behind Ganassi's outright winner.

The top six GT finishers completed the same number of laps as the class-conquering Audi. *Gordon Kirby*





Taylor Corvette took second. Left, top GT was Job Racing Audi

LAT



Dakar Rally

Santiago, Chile

STÉPHANE PETERHANSEL HAS WON his 11th Dakar rally, giving him an amazing six 'bike and five car wins.

The Frenchman held the lead from stage two in his X-Raid MINI (above) and finished more than 42 minutes ahead of second-placed South African **Giniel de Villiers,** though the Red Bull Buggy of **Nasser Al-Attiyah** pressured him until the ninth stage when the Qatari suffered technical problems.

New rules this year meant the 2WD buggies were often faster, but 4WD cars filled the top six places thanks to superior reliability.

"This is the first time we've finished without one mechanical problem," said Peterhansel at the finish. "It wasn't an easy victory because we knew the buggies would be fast. It's a special moment, though. I'm thinking of Jean-Claude Olivier (a former boss of the Yamaha France team), who passed away last week. He taught me everything I know. I'm dedicating this win to him."

This year's event – which ran from Lima, Peru to Santiago, Chile – also yielded the first finish for a disability crew. Race2Recovery, the team of injured servicemen and able-bodied volunteers that featured in our March issue, started the rally with four Bowler Wildcats. By the end of the 8574km route one remained – **Major Matt O'Hare** and amputee **Corporal Philip Gillespie** (below) crossing the line in 91st place in the car category.





Loeb's victory might be his last. Ogier (r) was strong second



LAT

Monte Carlo Rally

Monte Carlo, Monaco

WITH **SÉBASTIEN LOEB** DECIDING TO go part-time in the WRC in 2013 before stopping for good at the end of the year, it was only fitting that he won what could be his final Monte Carlo Rally for a seventh time.

It was also fitting that his success was on the back of his most peerless performance yet on the World Championship's traditional season opener, as treacherous conditions formed the backdrop to the action.

For a fleeting moment, though, at the end of the opening test, Loeb was in danger of being upstaged by the man most likely to succeed him as the sport's next truly great driver, **Sébastien Ogier.**

Giving Volkswagen's Polo R WRC its competition debut, Ogier was expected to be a top-five contender at best. Instead he won the first stage to lead his former Citroën team-mate Loeb by 3.7sec. Although it wasn't to last – Loeb was in front by the end of the very next stage to take a lead he wouldn't relinquish – the performance had served notice of Volkswagen's potential for world dominance.

While Loeb had the beating of Ogier, save for the fifth stage when the younger Frenchman set the pace, the nine-time title-winner's major threat thereafter was the weather.

Snow, ice and slush combined to make the 81st Monte one of the most demanding in years to the extent the rally didn't run to its full scheduled distance, with the final loop of three night stages canned.

This was more due to key access roads being blocked when fans decided to head home early rather than endure the inclement conditions any longer. But with Loeb describing the stages as "undriveable" on the first pass, the organisers were wise to call time early.

Indeed, the final day produced drama aplenty, with Ogier's VW team-mate **Jari-Matti Latvala** joining M-Sport Ford pair **Juho Hänninen** and **Evgeny Novikov** in crashing out.

Russian Novikov had excelled up until that point, winning three stages to climb into third place, but he got caught out on stage 14, hitting a wall and spinning. With only three wheels left on his Fiesta, Novikov joined a growing list of casualties.

Dani Sordo was third on his return to Citroën after two seasons driving MINIs, with **Mikko Hirvonen** fourth after a performance as lacklustre as the WRC's new timing provider. SIT Sports was unable to confirm who was leading after day one following a system failure. *Richard Rodgers*

Rallye Monte Carlo Historique

Monte Carlo, Monaco

ALMOST 40 YEARS TO THE DAY, THE Alpine Renault A110 repeated its 1973 Monte Carlo victory when **Gérard Brianti** and **Sébastien Chol** won the 16th Rallye Monte Carlo Historique.

In 1973, on a snowy Monte, A110s dominated by taking a clean sweep of the podium in the hands of **Jean-Claude Andruet, Ove Andersson** and **Jean-Pierre Nicolas.** This year, Brianti and Chol took a narrow victory over the A310 of fellow French crew **Jean-Pierre Coppola** and **Olivier Sussot.**

In total, 270 crews in pre-1980 cars started from Warsaw, Copenhagen, Glasgow, Reims, Barcelona and Monte Carlo for the concentration run to Valence. They faced fog, snow and rain before 222 finishers arrived back in the Principality after a final night leg that took in the Col du Turini.



Brianti and Chol recalled Alpine A110 victory on retro Monte

Philippe Fugler

By the time the cars reached the halfway point at Gap, Brianti/Chol had established a lead they would never lose in this testing regularity event. However, it was a nervous final section over the Turini for Brianti as his lead was halved by Coppola.

The Porsche 911 of Italians **Fabio Babini** and **Andrea Capsoni** chased the Alpines home in third while **Alastair Vine** and **Peter Moss** were best of the British contingent, down in 85th in their Mini Cooper S. *Paul Lawrence*

Nigel Roebuck



REFLECTIONS
– Conflicts and contrasts at Daytona
– Brundle's grand day out at Fiorano
– The other type of launch control

There may be a better place than Florida to be in January, but if so I have never come across it, and as ever this year's visit to the Rolex 24 at Daytona proved the ideal antidote to the British winter. Pleasurable anticipation of the trip was only heightened by a moment on the Gatwick Express two or three days before I left: the train had reached the environs of Victoria Station more or less on time, but then parked up a few hundred yards short of the platform. "We apologise for the delay," said the disembodied voice, "but would point out that it *has* been snowing for two hours…" A Canadian woman sitting near me looked suitably bemused.

This year's Rolex 24 was the last to be run under the existing Grand-Am rules, for American sports car racing is in the process of unifying itself, and at present discussions are underway to come up with a future car specification embracing not only Grand-Am's 'Daytona Prototype', but also the much quicker – and pricier – LMP2 car from the American Le Mans Series.

A particularly appealing aspect of the race at Daytona – apart from the ambience and climate – is that it tends to pull in drivers from every avenue of racing. In the paddock on the Thursday, for example, I came across a couple of red Ferrari 458s, with Giancarlo Fisichella standing alongside one, Clint Bowyer next to the other.

Bowyer, the runner-up in last year's NASCAR Sprint Cup series, has an on-going feud with Jeff Gordon, which came to a head at Phoenix late last year, when Gordon put Bowyer in the wall, thus ending his hopes of becoming champion. I watched the race on TV, and vividly recall



Barrichello returned to Indy in 2012 for the 500 – "a pure adrenaline rush!"

the sight of Bowyer literally *sprinting* through the paddock afterwards in urgent search of his nemesis. He is a big man, Clint – and clearly a very fit one – and Gordon, who was later fined $100,000 by NASCAR, was well advised to take refuge in his team's truck.

The feud, it appears, remains unresolved. "What d'you want us to do?" Bowyer genially said in response to a question in Daytona. "Hold hands?" I asked him what he made of the Ferrari, and he said he was enjoying it, different as it was: "It's got a few things I'm not used to – brakes, steering, stuff like that…"

For a variety of reasons, I was delighted to see Juan Pablo Montoya take the chequered flag on Sunday afternoon, and it was a pleasure, too, to catch up with Rubens Barrichello, whom I had seen briefly in Austin last November, but with whom I hadn't properly spoken since he left Formula 1 at the end of 2011. Rubens – the arch-enthusiast, who races as he breathes – was sharing a Porsche GT3 Cup car with, among others, his great pal Tony Kanaan.

Barrichello has a house in Orlando, so was very familiar with the area, but this was the first time he had raced at Daytona. "Of course the Porsche is nice to drive," he said, "but really I'm only doing this because it's an all-Brazilian team, and these guys are my friends. For sure I want to come back to Daytona, but I must say I'd prefer to do it next time in a prototype. Twice in the past I was invited to drive one here, but I couldn't do it because the race is always run at about the time the new F1 cars are being launched in Europe, and testing begins. When you're in F1 you're fully focused on it, and basically you've no way to compete in any other series, because of contracts and lack of time. These days, though, I'm living in a different world…"

A touch wistful, perhaps? In the course of his 19 years as an F1 driver, Rubens went to the grid 323 times, a record, and it's easy to forget that as recently as September 2009 he was a Grand Prix winner (at Monza with Brawn), and on merit. There followed two seasons with Williams – the team for which, as a boy, he had dreamed most of driving – but by the end of 2011 financial considerations were coming very seriously into play, and Barrichello was replaced by Bruno Senna. Notification, when it came, was brusque.

"Well… that's Frank, isn't it? He's always been very cold – he doesn't get emotional about anything. He called »»

All images LAT

Nigel Roebuck



me to say that I wasn't going to drive in 2012, and… that was that! I will always be fond of him, though. My real problem was with Adam Parr – I didn't think he understood much about racing – but he's not there any more. In fact, all the guys who decided I wasn't going to drive are not with the team any longer, and I think Williams are now probably back on the right track…"

It was ironic that in 2011, Barrichello's last season with Williams, the car was hopeless, scoring only five points in 19 races, whereas last year, as Rubens looked on, a huge step forward was taken, to the point that at Barcelona Pastor Maldonado was able to hold off even Fernando Alonso and to score the first Williams victory in eight years.

"Yes, it's true," Barrichello shrugged, "but then that's life in F1. I spent five seasons with Ferrari, when the cars were quick, and then those years with Honda, when the cars were very uncompetitive – and then all of a sudden I was in that lovely Brawn, and winning races again! That was the best car I've driven.

"F1 tests your mind, tests your nerves – and you've got to be ready when the cycle comes round to your turn again, when the car's ready for you. If you keep complaining, going around with a long face and bad humour, you're not going to be ready for when your time comes.

"Of course I was happy for everyone at Williams when they won at Barcelona – but at the same time I wished I was in that car! I'm 40 now, but when I left F1 I was as quick as I'd ever been – and, believe me, I'm always honest with myself: if I didn't think that, I wouldn't say it."

It is doubtful that ever there was a man who relished the job of Grand Prix driver more than Barrichello, and coming to terms with life away from F1 was initially a terrible wrench.

"I woke up at four o'clock in the morning in Brazil to watch the first race of last year, in Melbourne – a circuit I really loved – and I saw the competitiveness of the Williams, and thought, 'Mmm, this is going to be really hard…' After a few races, though, I got used to it – that was the way it was, and I couldn't change it. Of course I watched them all – I couldn't not do…

"At the end of the year I went to Austin. I know probably 98 per cent of the people in the paddock, and it was great to be back, and to feel so welcome. So many people said to me, 'Oh, Rubens, if you were still in the Williams…' and of course that was nice to hear. It was wonderful to go back to somewhere I spent 19 years – but did I feel an ache in my stomach just before the start? Absolutely!"

> "Did I feel an ache in my heart before the start? Absolutely!"

We may be more than four years further on from the damburst of the worldwide economic crisis, but many longterm sponsorship agreements were already in place at the time, and for quite a while that cushioned F1 from what was going on in the real world. As agreements expired and were not renewed, however, reality began to hit hard, and it is a fact that many teams are running very close to the edge these days – as evidenced by the increasing number of 'pay drivers'.

"Yes, I know that's the way it is," said Barrichello, "although I think, in the case of Williams they've got such a great name that if they do a good job they'll always survive. The situation at the moment is very sad, though – at least 30 per cent of the grid is made up of 'pay drivers', and so many others are out – not just me! It happened to Trulli, and now to Kovalainen, Glock…

"Of course that's not how F1 should be, but it is what it is. When I came into it, with Jordan in 1993, I brought some money from Arisco with me, but it wasn't a huge amount – and then my talent kept me in for 19 years. Some of the guys who bring money now – they stay one year, and then they go, and then someone else with money is in the car the next year…

"You know, everyone in Brazil seems to think I haven't turned the page – I think I have, but I always take great care when I say anything about F1: I say, 'I'm not begging to go back, but if ever the chance came up, I'd be ready – and that's it'. It's less painful now than it was a year ago."

Rubens spent the 2012 season in Indycars, an experience he enjoyed, albeit with some



Rubens' last GP victory was at Monza in 2009 (l) but a GT3 Porsche at Daytona proves he's still passionate about racing

Jakob Ebrey

reservations. The philosophy of the car he found very different from what he had known in F1, and a particular problem, he said, was the lack of power steering.

"It wasn't just a matter of exercising and getting more fit: the amount of power you have to put through the steering-wheel – in any type of corner – was a shock, especially on some of the street tracks in America, which are incredibly bumpy. Actually, I'm not saying this was a bad thing: in F1 the drivers are used to saying, 'This bump is bad, so we need it to be resurfaced', whereas in America they see the bumps as part of the entertainment – in Detroit I went out for the first time, and thought maybe I'd taken the wrong road!

"After all those years of F1, and as someone known for the smoothness of his driving, I admit that was a shock. To be competitive in Indycars, you've got to be aggressive – you've got to be *rude* to the car, throw it into the corners, and so on – and with the lack of power steering, it was really a big effort, although I did get used to it.

"You've got to remember that the car was more than 200 kilos heavier than an F1 car, the downforce was *huge*, the engine was turbocharged and had less power than I was used to… So many things were different, but by the end of the year I'd got a lot faster, and I was hoping to do at least one more year in an Indycar."

Any driver brought up on road racing who later ventures to the ovals is inevitably asked how he coped with this new discipline, not least with the proximity of the walls. Barrichello said this had actually been the least of his problems.

"As I said, at first I struggled with the heavy steering, but of course on the ovals you don't have that problem, because you're running so much less downforce, and you're not 'steering' as much as on a normal circuit. I enjoyed the ovals, actually, and I thought, 'If I do a second year, I'll have much better chances to get good finishes'."

The pivotal point of any IndyCar season, it goes without saying, is the Indianapolis 500, and I wondered how, as the winner of US Grand Prix there (in 2002), it had been for Barrichello to go back to the Speedway, this time to tackle the oval.

"Oh, wonderful! An amazing experience – and very different from anything else. Again, it's a matter of getting used to a new technique, to the fact that the car pulls to the left so much that you don't actually turn it through the corner – the quickest way is when it turns by itself! Actually you get to grips with it quite quickly, so you can go through flat quite easily – but then, of course, it gets more difficult, because you have to start taking downforce out of the car, and by the time of qualifying you're going 10mph quicker than on the first day! Such a pure adrenaline rush…

"After a few races you get used to the walls being so close – although I'm not saying that it was comfortable, exactly, particularly at a 500-mile race, where you're talking about three and a half hours. I promise you, every three laps something happens that makes you go, 'Ooohhh!' When I finished Indy, I was at least three or four years older than when I started…

"The oval that I enjoyed most was Milwaukee. It's a proper race track, with hardly any banking and two really high-speed corners. I had my best qualifying position of the year there – third – and I loved it. Texas, though, I found a bit scary, because the banking is so steep that for some reason it's difficult to know exactly where the car is that's alongside you. People can say whatever they like, but at that place – especially on old tyres – you're not in control all the time, and that makes it tough. On the ovals, believe me, you start to understand – quite quickly – who's your friend, and who is not…"

Barrichello had hoped to continue with IndyCar in 2013, but financially the series is in a particularly parlous state, and his efforts to raise a budget in Brazil came to nought. "I was like a little boy, Nigel – I went to companies, to banks, *everywhere*, trying to raise sponsorship to continue in IndyCar. My friends said, 'Are you crazy? After 19 years of F1…?' I said, 'I don't care – I'm proud of what I've achieved, and this is what I love doing'. Brazil seemed to be not very keen on sponsorship for IndyCar, and I kept getting invitations to race stock cars, so at the end of the day I started to believe that destiny was right in front of me…

"One good thing about driving stock cars in Brazil is that I'll be able to be closer to my family, which is always a big thing, and although I'm as fit as ever, there's no doubt that when you are 40 travelling certainly makes you more tired than when you were 20."

The stock cars raced in Brazil, Rubens says, are more sophisticated than those in NASCAR, leaning a little bit more towards DTM. "They're quite nice to drive, actually – the biggest problem is getting used to a car with doors – I've spent my life in single-seaters, and honestly, when I raced a stock car for the first time last year and they »»

Nigel Roebuck

closed the door, I felt so alone! I wanted to say, 'No, no! Please open the door – I want to see properly, and have the wind blowing in my face!' I was sitting in this great big cockpit, and when the door closed, I felt shut out…"

If the opportunity ever arose to go back to IndyCar, would Barrichello take it? "Oh, yes – in the right circumstances I'd go back *anywhere*! I haven't lost any speed just yet, and I still love what I do just as much as ever…"

I remember running into Martin Brundle in the Valencia paddock after the race in 2009, and noting the beam on his face. "Great result, wasn't it?" he said. "Proper bloke wins Grand Prix…" Indeed so.

Back in 1996, Brundle and Barrichello were team-mates at Jordan-Peugeot, and they got along extremely well, as might have been expected, for they are of the same cloth: pure racers, as well as team players with no taste for playing political games.

At the time Martin admitted to me that previously he had underestimated Rubens: "He needs his head in the right place, but when he's on it, I think he's exceptional, to be honest – in fact, I wonder now how I'd missed it before…"

Barrichello left Jordan at the end of the year to join the new Stewart Grand Prix team, but Brundle was intending to continue with EJ, alongside new team-mate Ralf Schumacher. In January 1997 we had a long conversation – immediately after Martin had learned that, contrary to his expectations, he was no longer a Jordan driver. Bit late in the day, that, to find alternative employment, and in fact Brundle never raced an F1 car again.

Not surprisingly, he wasn't best pleased with the news – but, more than that, he was infuriated by the uncertainty of the last few months, the way things had been done. "I said to him one day, 'Look, Eddie, if I actually accepted your offer, and I came over right now, would you sign it?' He went all round the houses, and in the end I said, 'Look, is that a yes or a no?' And finally he said, 'Er, no – I could have done it last week, but there's a couple of things that have happened since...'

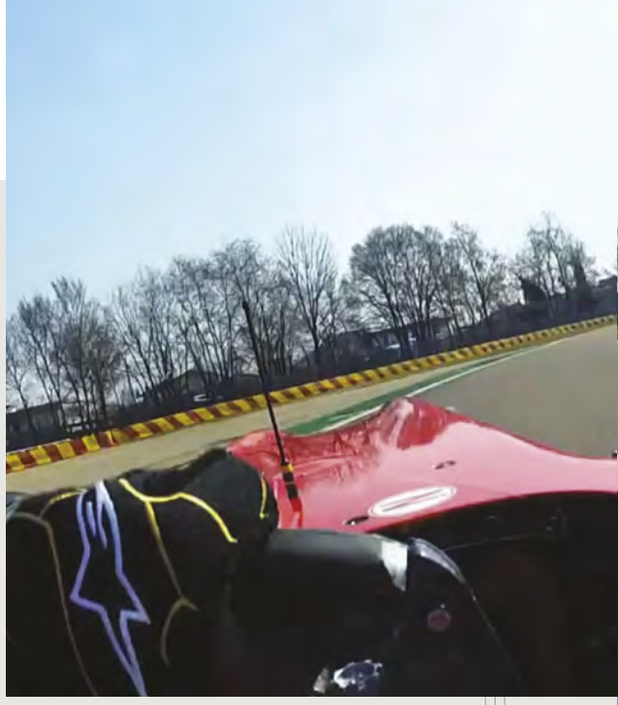
"I'd heard that (Giancarlo) Fisichella was in the frame – that Bernie wanted him moved up from Minardi – and EJ rang to say that I might read something in the press about it, that there was a possibility that something might happen at 12.30 on press day at the Racing Car Show... I said, 'Oh, well, that's interesting, Eddie. I'll be at the show that day, so I'll be able to hear about it…' I heard him gulp at the other end of the 'phone. Of course, what he was trying to tell me – but couldn't bring himself actually to say – was that he'd signed Fisichella, and it was going to be announced. Really bizarre, I thought, but still..."

For Brundle it was the end of one career, as an F1 driver and the start of another, in television, first with ITV, then with the BBC, now with Sky. "I was hoping," he said at the time, "that maybe I had another two or three years in me, at the highest level, but if it's not to be, I have to face facts – and actually, long-term, I quite fancy broadcasting: I'm beginning to see it is an important job…" Sixteen years on, he is revelling in it still, and few would take issue with Niki Lauda's opinion that, "Martin's the best F1 broadcaster in the world, no question…"

> "Man, I tried to get the two-seater flat through here – wouldn't do it!"

At the same time, though, Brundle has never lost his taste for driving racing cars – nor his love of Le Mans, where last year, at the age of 52, he shared an LMP2 car with his son Alex. He understands completely why Mario Andretti, although the wrong side of 70, continues to drive the two-seater Indycar at any opportunity.

"I suppose I've always been a bit starry-eyed about Mario," he said. "If anyone's been there, seen everything, done it all, it's him. At Austin I did the track guide with him for Sky, and with the modern guys it's always, 'How much more d'you need?' Mario, though, just engages completely. The guy's got petrol in his veins, hasn't he? The last thing I said to him was, 'Would you like to be out there this afternoon?', and he batted it straight back: 'Yeah – and so would you!' And he was right, of course.



"We were driving round in an SUV thing, and we got to T9 and T10. T9's a blind left, and T10's a kink with questions, and Mario said, 'Man, I tried to get the two-seater flat through here – wouldn't do it!' I'm thinking, 'What did he need to do that for? Who was watching? Who had a stopwatch?' Nobody! He simply needed to do it for himself, and I thought then, having driven the Ferrari at Fiorano, 'I can completely relate to that'."

It was early last year when Brundle told me about his forthcoming day with Ferrari, and I was amazed that he had managed to pull it off. It was, he unsurprisingly says, one of the most memorable experiences of his life.

"I emailed Stefano (Domenicali), and told him what we'd like to do, and he came back immediately: yes. Sky was hugely enthusiastic, and I took a crew of 14 to Fiorano with me. We got there, and here's the track and the factory and Enzo's farmhouse and everything, and initially I didn't give a toss about the TV aspect of the trip – I just wanted to drive the car!

"They couldn't have done more for us, in









Brundle's day in an F1 Ferrari left him with overloaded senses – and the biggest grin

Sky Sports

spite of the fact that the timing couldn't have been worse – by the time we got there, they'd had some *miserable* tests with the new car. Remember how bad it was to start with? As it was, they threw the factory open to us: there I am interviewing Pat Fry, with the 2012 cars being built in the bay either side of us, and he says, 'How the hell did you organise this – getting in here with cameras?' Obviously it was a terribly stressful time for them – I could see the mechanics' eyes burning holes in Pat as he was talking to me!"

"The car I drove was from 2010, and I had the F1 Cliente team working with me – basically these are F1 people who don't want to go to the races any more, so it was like a works team, and I really felt as if I was driving a test day for Ferrari at Fiorano. This was the real McCoy, on Pirellis, at the team's test track. I remember getting up, opening my hotel window shutters, looked out at the market square in Maranello – and although it was raining, the sky was breaking, and I thought, 'This is going to be a very good day…'"

The plan was to get six or seven features out of it, including such as 'How to start an F1 car'. Brundle filmed the intro, and then finally it was time: "I'm sitting in the car, with the engine running – and the track is drying out, which seemed like a miracle just for me! Then I pulled out on to the track, with this scarlet bodywork in front of me…"

I wondered how emotional it had been, how much difference it made that this was a *Ferrari* – at Fiorano.

"Oh," Martin grinned at the question, "a *massive* difference. Apart from anything else, something like this isn't going to happen at Woking or Milton Keynes, is it? I had a camera on my chest, which was so tight that I couldn't breathe, and three microphones in my helmet – 18,000 revs blows the microphones to bits. I'm hoping that we're going to get some good stuff, hoping the car's going to be reliable, hoping I don't smash it into the wall – hoping for so many things…"

One way and another, Brundle usually manages to get himself into an F1 car once a year at least, and in terms of its reactions, the Ferrari felt very familiar. "Having said that, the systems are completely bespoke – and this is where I can completely relate to the awful Maria de Villota saga. They were feeding me huge amounts of information – what to do, and what not to do. These are *very* complicated bits of kit.

"It was an odd situation for me – I had cameras and microphones all over the place, and I had to start delivering words, but at the same time I'm thinking, 'Christ! This is Fiorano – and I'm in a Ferrari…' All your senses are completely overloaded. I'd been round the track in a 599XX the year before, so I knew roughly which way it went, but it was sort of half-dry, and I didn't know the Pirellis that well in those conditions. The worst thing for me is that, when I see the footage later, if I'm not really on it I'm gutted, to be honest with you – I'm embarrassed.

"Anyway, I'm out there, trying to do something relevant in the conditions, and trying to talk – but then you start pushing, and you can't help but go silent, because you turn in, and the thing just *bites* the track. The gearbox is glorious, and so is the power delivery – the whole thing is totally sublime, and you realise you haven't spoken for half a minute, maybe more. You think, 'Christ, they're filming!', and so you say, 'This feels *amazing* – the grip, the brakes, I feel like I'm part of this racing car…' All the things you'd planned to say are gone, so you revert to instinct and one-liners. Then you start driving, start feeling the grip, and then your breath literally disappears – not through surprise or shock, but sheer physical exertion. It's like a never-ending thing – it just keeps going faster and faster…"

The one aspect of the Ferrari which did not take Brundle by surprise was the way it went in a straight line. "In the turbo era I drove 1250bhp F1 cars with no grip, and then V10s with 900, so 750bhp with what appears to be ultimate grip ain't going

Nigel Roebuck

to shock you. I've driven several 2.4-litre V8 F1 cars, and they all feel gutless – and without torque.

"What is quite extraordinary, though, is the sheer *physicality* of the braking zone, the turn in, throttle-on apex… That aspect of a current Formula 1 car is beyond belief. At Le Mans last year I drove for eight and a half hours, and felt almost brand-new; at Fiorano I did 40 laps, as hard as I could go, and I was wiped out for a week, to be honest…"

Thinking back, Brundle remains amazed by the *carte blanche* aspect of Sky's visit to Maranello. How many laps was he to be allowed in the car? 'Whatever you like.' How many revs could he use? 'It's limited to 18,000, so shift at 17-9…' Could he do some practice starts? 'Why not?'

Once the track activity was all done, Martin was ushered into the presence of Luca di Montezemolo, who gave him a demonstration of a (four-wheel-drive) Ferrari FF. "It frightened the life out of me! We went through Maranello town, and I was on camera – my eyes must have been out on stalks.

"The whole experience was amazing. I'd been in the road car factory lots of times, for instance, but on this visit I went in rooms I'd never been in before. We had absolutely free access – they really didn't let us down, but actually I don't think we let them down, either. I reckon the whole thing cost Ferrari maybe £350,000, but I think they've had value from it – and after we did it we had a lot of other teams say, 'You know that thing you did with Ferrari – d'you want to come and do something with us?' The whole experience was glorious, and the only problem with talking about it is that it all comes back to me, and I want to do it again…"

Martin Whitmarsh has recently suggested that Formula 1's days of excess are a thing of the past, adding that a number of its 11 teams were financially in 'survival mode'. While the size and lavishness of most paddock motorhomes might lead you to doubt that, it has in fact been evident for some time, not least from the ever-increasing number of 'pay drivers' among the 22 on the grid. It's mid-February as I write, and still we don't know who will partner Paul di Resta at Force India.



Brundle leads Barrichello in '96; both real racers, they were well paired at Jordan

In the last few years the costs of F1 have been massively reduced, thanks to such as the virtual ban on testing, the restricted number of 'frozen spec' engines and gearboxes permitted to each driver in a season, and so on. FIA President Jean Todt continues to exhort the teams to reduce costs still further – which is ironic, in a way, since he has been unmoving in his quest to push F1 down an ever more 'socially aware' path: the fact of the matter is that 'green' costs money.

Next year comes the 1.6-litre V6 turbo engine, which we are told – with increased KERS and all the rest of it – should produce *almost* as much horsepower as the current normally-aspirated 2.4-litre V8. Forking out for the new motor is the last thing customer teams, particularly the smaller ones, need, but too bad. F1 has embarked on this road, and whatever Bernie Ecclestone might say to the contrary, it's too late to turn back now.

Quite some years have gone by since Max Mosley, then at the FIA's helm, asked my colleague Mark Hughes and I to pay him a visit at the governing body's London office. He wanted to sound us out on something, he said, and when we got there he began to expound on his vision of F1's future. The gist of his remarks was that if it were to *have* a future – a long-term one, anyway – it had to change, and radically. A green agenda was essential, he said, and he pursued this line all the way to electric cars: "Would they miss the noise, d'you think?" Hughes and I answered trenchantly in the affirmative, and Max seemed quite surprised. "Really? Personally I've always found the noise rather intrusive – it stops you hearing the commentary properly…"

The meeting was genial enough, but it was swiftly evident that there was to be no meeting of minds. Afterwards Mark and I repaired to a café to talk it through, and it's fair to say we were similarly bemused: had the FIA president no *clue* as to why people loved to watch – and listen to – Grand Prix cars? It seemed not. And were Mosley's views representative of the body he represented? Perhaps they were: certainly they have been energetically pursued by his successor in the Place de la Concorde.

In many respects I sense that F1 is in a state of greater disarray and uncertainty than I can remember. For one thing, with



McLaren launch retained some style; Mercedes went the simple route

every passing year the effects of the worldwide economic meltdown are more keenly felt; for another, there appears to be little in the way of unanimity when it comes to how the cars will be in the future; for another yet, far too much of the money created by the sport is going out of it, and while that has long been the case, it is even less palatable at a time when so many teams, as Whitmarsh puts it, are in survival mode.



When FOTA – the Formula One Teams Association – was founded, I was one of many who rejoiced, hopeful that the teams, apparently unified at last after countless years of being played off against each other, would at last have some real clout in the continuing battles with both the FIA and the commercial rights holder (CVC/Ecclestone). I remember going to FOTA's inaugural press conference in Geneva, early in 2008, and feeling encouraged by what I heard – but I also remember what somebody said to me as we left: "I'll give it six months…"

He wasn't very far out. FOTA, with Whitmarsh its chairman, continues to exist, but perhaps inevitably vested interests chipped away at its togetherness and sadly it no longer embraces all the teams, which of course hugely compromises its power. A great opportunity missed, it seems to me, but perhaps it was unrealistic to expect anything else. 'Divide and conquer' has worked famously for Bernie since time began.

Two things strike me at the moment. First, in its quest to be seen to be 'socially aware' – probably a necessity to some degree in these politically correct times – F1 should take great care not to finish up with a product for which there is no market. Perhaps we can live with quieter, more mellow turbo V6s, but who can make sense of ludicrous notions like hybrid power only in the pit lane. What the hell purpose – save laughter – does it serve to turn a Grand Prix car into a Prius whenever it comes in for tyres?

The pit lane speed limit was introduced in 1994, and if it undeniably reduced the drama of pit stops, none could reasonably deny it was justified on grounds of safety. To propose, though, that the cars tool down pit lane in complete silence, simply as proof of F1's green credentials, is not only asinine, but also – for obvious reasons – dangerous.

The second point I would make is surely clear enough. When Mosley's FIA sold the F1 commercial rights to Ecclestone (for not much money), and then Bernie predictably moved them on to CVC (for a lot), our sport fell into the ownership of folk who care not a toss about it, save what kind of bottom line it produces. Hence money earned by F1 positively flows out of it, which doubtless delights the private equity company's investors, if no one else.

Paddock insiders have always said of CVC that it will leave F1 when it feels the time is right, and without a backward glance. Doubtless that's true, but until that day comes the company might be well advised to show rather more generosity to the teams – many of whom are right on the edge – than has been the case to date. Failure to do that might – who knows? – eventually leave them with nothing to sell.

Nothing is more telling of F1's financial plight these days than the launch of each season's new cars. Time was when these would be elaborate affairs, often in glamorous venues, but not any more. Nowadays the launch of a new car tends to be a perfunctory affair, normally at a circuit where the first pre-season tests are being conducted.

McLaren, though, continues to launch its latest cars in some style at its space-age headquarters, and this year showed that imagination and ingenuity are worth more than any amount of B-list 'celebs' and dry ice. There we sat, in a neat temporary grandstand with the MP4-28 before us, still under wraps, but in the distance could be heard the sound of a racing engine – a *serious* racing engine. We looked out, and there, working its way swiftly round the perimeter road, was an orange M8D Can-Am car, as raced by Denny Hulme…

Nor was that the end of it, for the car then entered the building, coming through the lobby area, passing in front of us, then stopping with a 7.6-litre V8 blast to our left. Five McLaren F1 cars followed it in, and we all grinned like kids. Trust me, Max, noise does matter. Ⓜ

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DISPATCHES



Sutton

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FORESIGHT SAGA

"HELLO". BIG SMILE. "YOU HERE FOR RACE? YOU LIKE TO PLAY casino, have night with me?" She is very good looking, designed in a wind tunnel, alluring in that Oriental way so many Europeans find distracting. "No, thank you," I reply, also with a smile. She is not happy. So I explain that I do like a game of poker but, as a general rule, I do not, on a whim, spend the night with total strangers. Quite early in this explanation she disappears.

Welcome to Macau.

"Hello Rob Widdows, you will write something nice about us. I trust," says Teddy Yip, firmly shaking my hand and sliding a glass of champagne from a silver tray into the other.

"Come, let me show you the fantastic view from my house," adds the founder of Theodore Racing, leading me briskly through a crowd of chattering guests.

Welcome to Macau.

Later that night in November 1990 I wandered through the myriad gaming rooms of the Lisboa Hotel. I fancied a wager on Mika Häkkinen winning the 'Grand Prix' on Sunday afternoon. What I found was room after room of frenzied gambling, the staccato sounds of mah jong, roulette and dominoes making any conversation impossible. I swear I could have gone there dressed as a penguin and nobody would have lifted their eyes from the tables. The Chinese just love to gamble. An elderly man in a dark corner offered me odds on a fight between two stick insects. I declined.

The 'Grand Prix', a race for Formula 3 cars on the sensational and steamy Guia street track, is itself something of a lottery. And never more so than in 1990. What a year to be there, what a moment to savour. The air was thick with anticipation. Reigning British F3 champion Häkkinen was back in town, for one last F3 battle, but a young German chap called Michael Schumacher was out to spoil the party. And boy, that is exactly what he did, as so often he would in years to come. The Finn with the lop-sided grin was clear favourite, well worth a wager in this exotic yet slightly tawdry territory on the Pearl River Delta.

On the grid for race two, surrounded by scantily clad young ladies advertising things like steel and tobacco, Mr Yip shook hands with the racers, sensing a big day in the history of his fiefdom. I began to walk the circuit, climbing to the top of the town, and around they came, startlingly close.

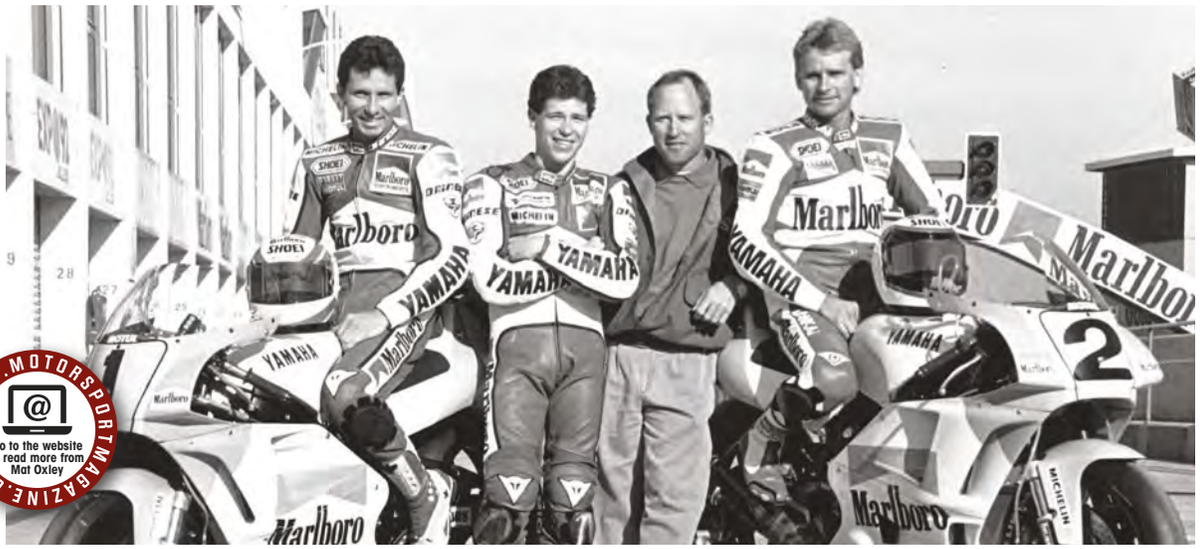
Overtaking at Macau is for the very brave. But what was this? You had to look twice. Schumacher led Häkkinen, winner of race one. OK, second for Mika would net him overall victory, and that's how it was looking until the very last lap when, guess what, they collided. On the straight.

Had Schumacher brake-tested Häkkinen? He'd blocked and the cars had touched, Mika sliding into the wall. The Finn climbed out and stood there, head in hands. The favourite was out, all bets were off and the winner crossed the line with a deranged rear wing. Later, in the paddock Mika was inconsolable, but this would not be the last time their paths crossed. Before the end of the following season, both were in Formula 1.

They were cabbage and caviar, two such different men who between them won nine World Championships and 111 Grands Prix. They shared a craving for the fix known as winning. Häkkinen's sweetest victory came almost exactly eight years later, when he crossed the line at Suzuka to clinch his first World Championship. Schumacher was already showered and changed, having retired with a shredded tyre after starting from the back of the grid.

A great many reputations have been made in Macau over the years and a new book by Philip Newsome entitled *Teddy Yip, From Macau to the World and Back* traces the history. Yip died in 2003, but the Grand Prix weekend at Guia remains one of the sport's most thrilling spectacles.

ON TWO WHEELS



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KING KENNY'S TALES

IT WOULD BE WRONG TO PUBLISH A TRIBUTE TO BARRY SHEENE without talking some more about King Kenny Roberts. The careers of the Cockney and the Californian were inextricably entwined during the late 1970s and early 1980s.

Roberts was a maverick racer, afraid of no one and unafraid of informing anyone of that fact. Over the years he has been a US dirt track champion, a world road-racing champion, a title-winning team owner (above with Eddie Lawson, John Kocinski and Wayne Rainey in 1990) and finally a constructor who counted John Barnard among his employees. He is also a great storyteller, his yarns always strongly flavoured with profanities.

In the winter of 1979 Roberts and Sheene were ringleaders of a breakaway Grand Prix series that planned to wrest power from the FIM (the Federation Internationale de Motocyclisme) and give it to the riders and teams. For various reasons their World Series failed. Roberts was angry about the collapse and partly blamed its demise on the British press, which had sided with the FIM. The former cowboy (he used to train Tennessee Walkers) exacted his revenge after dominating the opening Grand Prix of 1980 at Misano and getting a bit squiffy with the winner's jeroboam.

"They were giving me champagne at the track and I rode to the hotel on the luggage rack on top of the car. The guys tried to get me off the roof but they couldn't. I ended up eating at the hotel, with Randy (Mamola).

"There were these English journalists, eating at a corner table. They'd really pissed me off because they'd helped kill World Series. They wrote all the wrong stuff and blew it up front page. I remember telling those guys: if you ever do that again, I'm not going to get a lawyer, I'm not going to sue you, I'm going to kick your ass. Boy were they nervous, they were shitting bricks.

"So we're in the hotel dining room and I shout to these journalist guys: 'you guys want some champagne?'. 'Oh yeah, thanks, Kenny!' So I throw this bottle, it goes flying across the room and smashes against their table and the wall. All of a sudden they were eating so fast, trying to get out of there. Then I say: 'you guys want some more champagne?'. 'Oh no, no thanks, Kenny!' I never got along with the British press – I wasn't diplomatic back then."

Roberts has mellowed with age (he recently turned 62), though not that much. These days he rides a Harley, cruising around *sans* helmet. And he tries hard, really hard, not to race.

"One day this guy comes by me real close on some Honda sportbike and it was uncool. I said to myself, 'nah, don't do it... no, don't do it, you couldn't catch him anyway… he's gone, he's gone by now... mmm, well, I could probably catch him if I really wanted to.'

"So I downshifted the thing and took off. He was probably a mile or two ahead and I'd seen him turn off down a road I know. My thing is a pretty fast Harley – I've pegged the speedo a couple of times. When I catch him I get right on his ass and go, 'Rraaah, rraaah!' (Kenny mimes pulling in the clutch and twisting the throttle, then mimics the Harley's unsilenced roar.) The guy almost jumps out from the fairing, gathers it all up, then looks in his mirrors. I'm just sitting there. (Kenny pulls the same cheesy grin he gave the freaked-out 'sports' rider.)

"So he downshifts and goes, but I get right up behind him again and go, 'Rraaah, rraaah!' (He does the big, cheesy grin again.) So he starts going even harder till the bike's bouncing around, so I get right on his ass again and go, 'Rraaah, rraaah!' Then he starts running wide and overshooting, so he's gonna meet someone head on.

"I thought I'd better stop it and let him live, because no way was he going to live. The poor guy obviously wasn't very good."

If you're in the States and you see some old dude on a Harley, don't get involved.

Gordon Kirby

THE US SCENE



LAT

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Go to the website to read more from Gordon Kirby

STATE OF THE UNION

NEXT YEAR, GRAND-AM AND THE ALMS WILL COME together. Everyone hopes for the best from the merger but at a track like Laguna Seca, for example, an LMP2 car is five seconds faster than a Daytona Prototype, so it's going to be very difficult to create a level playing field. Four-time Grand-Am champion Scott Pruett led Chip Ganassi's team to its fifth win in the Rolex 24 Hours at Daytona in January. Pruett believes the merger will be a great thing for American sports car racing if the powers that be are able to get the formula right.

"That's the million-dollar question right now," Pruett says. "The challenge is, how do you bring it together? A key thing, I think, is how many LMP2 cars are there going to be? If there are two or three, then it's an easy decision. If that's the case, you just continue with the current Daytona Prototype. If there are 10 LMP2s, then it's a very different challenge. But how many P2 cars are there?

"The reality is that the France family has invested heavily in the current Daytona Prototype and spent a lot of time, effort and money in looking at equality, consistency and durability, while looking at putting on a great race for the fans and also keeping the budget at plus or minus $3 million a year. If you go through the pit area I think that would be a common number. There are lots of things to consider and think about, so it's not going to be an easy decision."

Chris Dyson is the lead driver and boss of Dyson Racing. Founded in 1974 by his father Rob, Dyson Racing is the ALMS's most experienced and successful team with 68 wins and 19 championships to its credit. Rob retired from driving a few years ago and shares responsibility for running the team with Chris, who leads from both the cockpit and the sporting director's office. Driving Lola LMP1 and P2 cars, Dyson and Guy Smith won the ALMS championship in 2011 and finished second in 2012. This is the team's 30th season and Chris hopes to continue competing for many years to come in the merged Grand-Am/ALMS.

"It's definitely a tall order to strike a balance between the LMP cars and Daytona Prototypes," Dyson says. "But I think they understand that preserving the variety and the sophistication in sports car racing, particularly in the prototype classes, has to be an essential component of a successful series.

"It's definitely a tightrope. But I'm hopeful that they can come up with a package that's inclusive and embraces to the greatest possible extent the traditional type of sports car racing that we enjoyed when there was a united IMSA 20 years ago. It's not going to be perfect by any means, but if they approach it with the right attitude I think it can be a very potent platform.

"We really hope they realise the need for the cars to have mind-blowing levels of performance. I really do believe there needs to be a certain inaccessibility to driving this level of automobile and I think that's one of the things that perhaps hasn't been sufficiently prioritised over the last 10 years, in either American sports cars or open-wheel racing."

Of course, the fact is that beyond the Rolex 24 Hours, the Grand-Am series struggles to draw crowds or media. Meanwhile, the ALMS pulls healthy crowds at most of its races and there's no question that ALMS fans love the championship's technical variety and its willingness to embrace new technology. Nor is there any question that most ALMS fans are left cold by Daytona Prototypes. The attraction for ALMS fans is the aesthetic and technical appeal, not the mantra of close racing espoused by NASCAR, Grand-Am and IndyCar.

Can a happy medium be achieved? Every form of motor racing faces the same challenge and it will be intriguing to see if Grand-Am/ALMS or any other sanctioning body is capable of getting it right over the next few years.

Letters

The Scheckter effect

Sir,

I enjoyed the recent issue with Jody Scheckter as guest editor.

In 1988, at a David Bowie concert in Atlanta, I happened to notice Jody standing outside the venue. I had always been a fan of his and he appeared surprised when I approached him to introduce myself. Apparently he was able to live relatively unrecognised here in the South.

At the time I was writing for a local club racing magazine, and arranged to interview him later. He could not have been more gracious, answering with candour and humour. I was truthfully taken aback by his ability to just walk away. There were also many great Ken Tyrrell and six-wheel P34 stories – a race car that he seemed to have detested, and one that I had adored. So many good stories and so little time.

Before leaving, he took me into the 'big room' at his Firearms Training plant and let me play the ultimate video game. A wall to ceiling theatre-sized screen with the 'enemy' rushing towards me. All I had to protect myself was a military issue M60 machine gun using C02 with the kick of the real weapon.

Finally I offered him the opportunity to run my Triumph at Road Atlanta. He had no interest whatsoever. Silly me!

Thank you for a great feature and thank you, Jody, for the positive influence and impact that you have had in your sport!

N Tony Fasola, Marietta, Georgia, USA

Seattle down, Jody

Sir,

I enjoyed your look at the past with Jody Scheckter in the February issue. It brought back memories of a Formula 5000 race I saw as a young man at Seattle International Raceway in Kent, Washington. A highlight was watching Mr Scheckter throwing his car around the downhill esses in massive oversteer slides. David Hobbs and Clay Regazzoni were also entered. I can still hear Regazzoni's front spoiler scraping on the esses on the back part of the track. Good stuff.

Roy Hayashi, Tualatin, Oregon, USA

Look and Learn

Sir,

Your front cover of the February issue made me think. It shows the start of the 1979 South African Grand Prix and Jody Scheckter taking the lead, but he is obviously keeping an eye on his closer and faster rival Jean-Pierre Jabouille.

Some of our current hot shots would do well to take a leaf out of Mr Scheckter's book.

Denzil Monis, Thornbury, South Glos

Points mean – nothing

Sir,

On the discussion of earning championships, it's the person who wins the most races, not points, who deserves to be world champion. Which is why in 2012 Sebastien Vettel was the worthy title winner. And why Stirling Moss should have been crowned champion.

The father of Jacky Ickx long ago proposed the most logical solution: 100 points for the winner; 10 for second; 1 for third. If you're not on the podium, hard cheese. I'm not a fan of Bernie's, but his suggestion of awarding gold, silver and bronze medals as in other sports had some merit. Nothing is more infuriating than drivers talking about their points, which have absolutely no intrinsic value at all. And if the World Championship was decided early, so what? It might focus people's attention on who was going to win the remaining races, instead of making calculations about where they might finish. Rewards for reliability should be confined to endurance events like Le Mans.

F1 is Grand Prix racing, not ballroom dancing!

Andrew Stronach, Sevenoaks, Kent

Business express

Sir,

Knowledgeable motor racing enthusiasts are fully aware that Formula 1 is no longer a sport but a business. Perhaps F1 GP should now mean Formula 1 Grand Parade.

The spectacle of very high-tech four-wheeled advertising hoardings circulating processionally with occasional and infrequent place-swapping is about as exciting as queueing for a bus.

Let us all hope that the forthcoming technical changes will improve our enjoyment.

Surely it is now imperative to return to a back-to-basics approach?

Malcolm Clube, Kensington, London

LETTERS TO THE EDITOR

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

(Please include your full name and postal area)

Calendar dreams

Sir,

I humbly submit my alternative calendar for the year – please note it is called Grand Prix calendar, and not F1. In all cases it would use the original tracks and not any truncated versions!

Feb	BRAZIL **INTERLAGOS**
Mar	SOUTH AFRICA **KYALAMI**
Apr	SPAIN **MONTJUICH PARK**
Apr	HOLLAND **ZANDVOORT**
May	BELGIUM **SPA**
May	MONTE CARLO **MONACO**
Jun	FRANCE **REIMS, ROUEN OR CLERMONT-FERRAND** *(Alternating)*
Jun	CZECHOSLOVAKIA **BRNO**
Jul	GREAT BRITAIN **DUNDROD** *(Bit of poetic licence here...)*
Jul	GERMANY **NÜRBURGRING**
Aug	AUSTRIA **ÖSTERREICHRING**
Aug	EUROPEAN **PESCARA** *(Any excuse....)*
Sep	ITALY **MONZA**
Sep	PORTUGAL **VILA REAL**
Oct	SWITZERLAND **BREMGARTEN**
Oct	USA **WATKINS GLEN**
Nov	JAPAN **FUJI** *(With original banking)*
Nov	AUSTRALIA **BATHURST**

Eighteen rounds that should get everyone misty eyed and excited. I hope NSR approves!

Julian Nowell, Walton on Thames, Surrey

Parliamo Targa

Sir,

I very much enjoyed Andrew Frankel's entertaining account of his lap of the Targa Florio course ('And That Reminds Me...' February). I too ventured into the Sicilian mountains last October in my rented Lancia Ypsilon (the worst car that I have ever driven; absolutely appalling) in a vain attempt to recreate some of the excitement of this truly staggering road race.

The combination of the Lancia's comprehensive inadequacies and frequent and unexpected road subsidence prevented any heroics, but the journey left me with an overwhelming sense of respect for men like Brian Redman and Vic Elford who could drive at seemingly suicidal speeds along these twisty, narrow mountain roads.

A memorable experience, and undoubtedly well worth the time if you are travelling on this wonderful island.

Michael Taylor, Cobham, Surrey

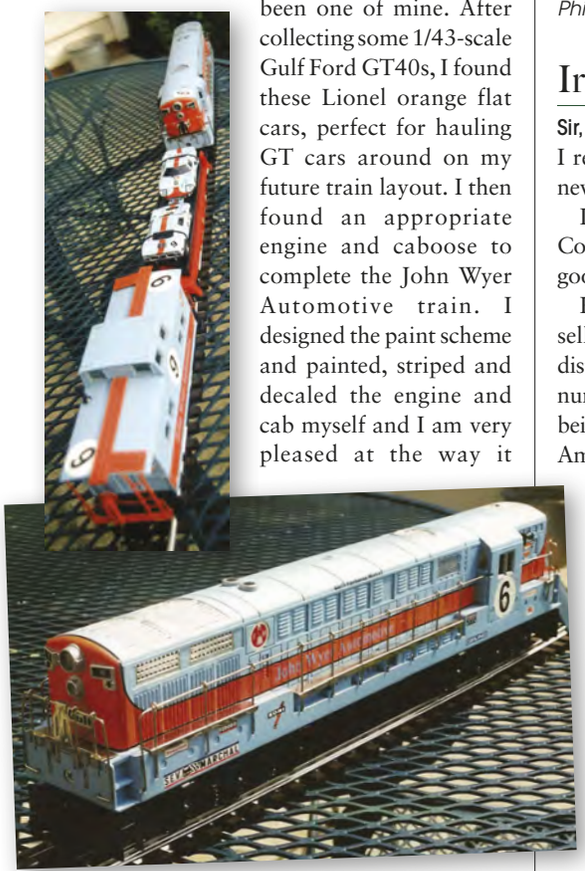
Letters

A platform for expression

Sir,

I just saw the pictures of Ronald Goethe's Gulf collection in the March issue. There is one Gulf that Mr Goethe doesn't have…

I guess each of us has a favourite racing team and the Gulf cars of John Wyer have always been one of mine. After collecting some 1/43-scale Gulf Ford GT40s, I found these Lionel orange flat cars, perfect for hauling GT cars around on my future train layout. I then found an appropriate engine and caboose to complete the John Wyer Automotive train. I designed the paint scheme and painted, striped and decaled the engine and cab myself and I am very pleased at the way it turned out. I also have Porsche 917s and Mirage cars, and last year I found a Wyer Gulf transporter which will also ride on a flat car.



When John Horsman came out with his book *Racing In The Rain* I sent him a picture of the train. He was very kind to write back saying that he enjoyed the pictures.

Jimmy Lisle, Roanoke, Virginia, USA

Gabriel Konig: one fast lady

Sir,

I was sad to see in March's *Motor Sport* that we've said goodbye to Gabriel Konig. In the 1960s she was one fast lady. John Britten and Gabriel in their MG Midgets were a force to be reckoned with. I raced against them in my Midget but they were in a class of their own. In the pits at Brands Hatch Gabriel looked around my car and said, "You won't do any good in that, it's too effing heavy. Put a lighter body on it." I took her advice and fitted a Lenham body, but still couldn't keep up with them.

In the 1960s club racing was great and it was drivers like Gabriel Konig and John Britten who made it so exciting. Great times.

Phil Stewart, Burghfield Common, Reading, Berks

Irish-American alliance

Sir,

I read with interest the February article on the new ownership and revamping of Crosslé Cars.

In the 1970s I worked with Ken Deeter, West Coast USA importer of Crosslé FFs. I'm sure a good percentage of those built came to the US.

Ken Deeter's efforts were responsible for selling more custom Crosslés than any other distributor. Our works driver Dennis Firestone's numerous wins also assisted greatly in Crosslé being the dominant FF chassis of choice for most American FF club racers of that period.

The Deeter/Firestone partnership went on to record 23 US FF National wins in 1976 alone. Dennis also won the FF Championship at Road Atlanta in a Crosslé 30F.

Your article brought back some very fond memories of those Crosslé winning years.

Ruck Nicholls, Manhattan Beach, California,

Chapman's light touch

Sir,

One of your articles mentioning Colin Chapman's aeroplane feats reminded me of a 1970s incident. I worked then for Lucas Lighting and we used to carry out customer lighting tests at Girling's Honiley Proving Grounds in Warwickshire.

These grounds consisted of an unused WWII airstrip and buildings housing Girling's test laboratories and offices, (later Aston Martin's HQ before Gaydon), and we used the entrance road as a known scenario with mannequins and range markers, allowing the comparison of vehicle lighting systems.

We were due to give such a demonstration to Lotus Cars on one occasion and set up our equipment and awaited their arrival in the dark. We heard a low-flying aircraft then silence, thinking nothing of it. After five minutes there was an enormous racket as police and fire engines arrived and we found them ready to knock down the gates to gain entry, having been told that an aeroplane had crashed in the grounds.

At this point up walked Colin to see what the fuss was about. He'd found that Honiley was once identified as an emergency landing strip for Birmingham Airport and decided to use it. We were amazed as he calmly and quietly recounted this, and was asked by the authorities to let them know when he was leaving.

I'm sure it was all kinds of illegal, but *sang froid* shone through.

David Alan, Cannock, Staffs

Short-circuiting progress?

Sir,

I read with interest the article by Ed Foster in March on the Drayson Lola electric LMP1 car. The progress being made in this field is very impressive and I fully appreciate the value of demonstrating the car's capabilities at circuits around the world.

Ed mentions the one-make race series with all cars powered by the same drivetrain. Would it not be better to introduce a Formula Libre-type series for electric cars? This would provide the opportunity for different ideas and technologies to be tested, eliminating the less efficient and determining the more promising approaches. This would surely provide valuable information for future road car development.

I'm not a great fan of the idea of silent cars, road or race, but I do appreciate that, with fossil fuel finite, these avenues have to be explored. I just think that a free-for-all race series with a suitable carrot for those prepared to invest their resources would provide a relatively quick and inexpensive way of discovering the best direction to take.

In the meantime, I hope you are right and the 2014 V6 turbo Formula 1 engines do sound as good as promised!

Brian Verey, Five Oak Green, Kent

KEEP IN TOUCH

The *Motor Sport* website is *the* place to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to **www.motorsportmagazine.com** 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).

NEW ARRIVALS

It's with great excitement that we welcome two new writers to the *Motor Sport* website in the shape of BBC pitlane reporter **Lee McKenzie** and ex-F1 driver **Mark Blundell.**

Neither needs any introduction here, but we can let you know what to expect from them both over the coming months. Lee will be bringing us insight and opinion right from the heart of the Formula 1 paddock after every Grand Prix. We will, of course, continue with our usual Grand Prix reports, but Lee will talk about what went on behind the scenes and all the big stories.

Mark Blundell – who, after a long break, is making a full-time return to the cockpit in the British GT Championship – will bring us monthly updates on his progress in the nation's premier series. He'll be racing for the Anglo-American team United Autosports and will no doubt be at the sharp end of the grid.

We're also delighted to announce the return of four-time IndyCar Champion and three-time Indy 500 winner **Dario Franchitti**, who will be writing about his IndyCar season, and no doubt some motor sport history that has caught his eye.

WEB SPIN

What we're all talking about @ www.motorsportmagazine.com



PODCAST WITH RICHARD ATTWOOD

Richard Attwood: It's difficult to explain the early Porsche 917 and I often think people don't believe what we are saying about it. Aerodynamically it was literally coming off the ground.

It was totally under-developed. To tell you how unprepared I was, the first time I drove the 917 was to qualify for Le Mans. I had never even tested it. I learnt about six years ago that Vic Elford had nominated me! I could have throttled him!

Rob Widdows: But you won Le Mans, despite mumps?

RA: Yes, I didn't know that at the time. At the end of the race I was so desperately tired, but it was Porsche's first Le Mans win so there had to be a big celebration. I went to the reception and dinner, but just couldn't stay awake. When I got home I was in a similar state so I went to see my doctor. One of the things that had affected me was that I couldn't eat anything because of the mumps in my throat.

Nigel Roebuck: And, in those days, there were only two drivers…

RA: Well, I always say the modern drivers are a bunch of poofs because they have three or four of them!

ONLINE WITH OUR WRITERS

SIMON ARRON
Financial times

"It is unthinkable, of course, that anybody would ever to be allowed to pay for the privilege of opening the bowling for England on the first morning of an Ashes series, or to spearhead Manchester United's forward line, but ours is not like other sports because wealthy amateurs have long been part of its fabric."

PAUL FEARNLEY
British F3: the long-term effects

"British F3 has been on a slippery path since it diverged from the BTCC-fronted TOCA package more than 20 years ago. Yes, it was playing second fiddle to the saloon antics, but at least it had a guaranteed audience. The plaintive echoes of this self-spiting decision can still be heard."

ANDREW FRANKEL
Mark Hales found liable in Piper case

"For some time I have explained to owners that if I am to drive their car they must remain liable for anything that happens. To date not one has thought better of it and walked away from the arrangement. It goes to show how unfortunate Hales was to encounter an owner unprepared to accept that sometimes things go wrong."

LATEST POLL

WHICH IS YOUR FAVOURITE OF THE GULF COLLECTION CARS?

1971 Porsche 917: 50.5%
1965 Ford GT40: 30.5%
1971 Porsche 908: 8%
1997 McLaren F1 GTR Longtail: 5.21%
2009 Lola-Aston Martin LMP1: 2.36%
2008 Aston Martin DBR9: 1.86%
1975 Mirage GR8: 1.57%

TOP TWEETS

@Damien__Smith
On the way back from Rétromobile. Flying visit, but very impressed. Loads of great stuff, amazing cars and great stands. Paris lovely too.

@paulpunter (Paul Fearnley) 13 is considered lucky in Italy apparently. Hence no worries about F138 nomenclature.

@Ed__Foster Why does the FIA say `you may add a panel to get rid of the stepped nose'? Surely everyone is of the opinion that teams should have to? #F1

@Andrew_Frankel
The ACO has published a list of Le Mans legends, one per decade. Ferrari 166MM gets in but not Testa Rossa, Audi R10 is there, but R8 not shortlisted.

@Ed__Foster
"When you see the tree you're about to hit it's understeer. When you can only hear and feel it, it's oversteer." Walter Röhrl.

@matoxley Spa 1977 was fastest GP ever: 135.067mph average(!) on 120bhp RG that might seize at any moment. Barry Sheene had balls.

@Damien__Smith
Well done Chris Hoy. Fitting tribute to the Villeneuve of rallying. Just reminds us how much we miss Colin McRae. #rallylegend

@matoxley Just been to screening of TT legends TV documentary. Great stuff. 8x30min docs on ITV4 soon.

@Ed__Foster Great effort from VW Polo and Ogier in the #WRC. Knew it would happen, just not so soon and with Loeb also competing.

@matoxley Would like to wish Stoner luck in his V8 career. Shame he won't look so cool when wringing its neck rather than an RCV or Desmosedici.

@paulpunter
Oh gawd, just discovered 87mins of 1974 Indy 500 on YouTube.

@paulpunter Oh gawd II: just found 90mins of 1976 Monaco GP on YouTube.

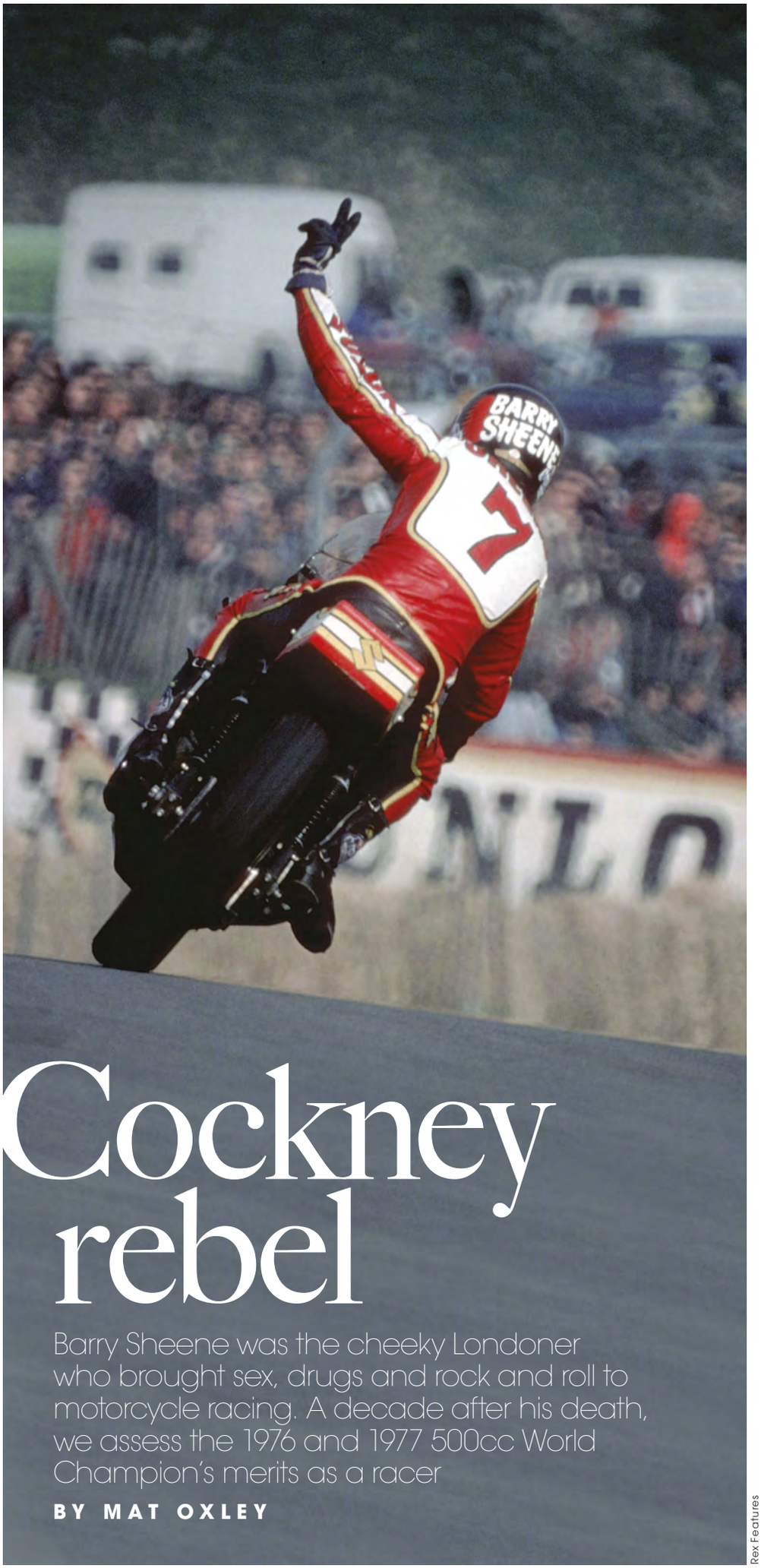
@matoxley
Hurrah, Silverstone MotoGP back to how it used to be. Old pits, first turn at Copse. I think it's a great move. Was never a fan of the new paddock.

www.motorsportmagazine.com



LAT





Cockney rebel

Barry Sheene was the cheeky Londoner who brought sex, drugs and rock and roll to motorcycle racing. A decade after his death, we assess the 1976 and 1977 500cc World Champion's merits as a racer

BY MAT OXLEY

Rex Features

Ten years after losing his life to cancer, Barry Sheene remains a sporting icon and a totem of the fast and loose 1970s. The fact that Sheene was a heroic racer and twice a 500cc World Champion was probably the smaller part of his allure to most people. He transcended the confines of his sport because he was the London boy made good – effin' and blindin' his way through social conventions at a time of enormous socio-cultural change. And he was the bionic man, held together by plates and screws after surviving not one but two horrific accidents that should have killed him.

In the end it turned out that motorcycle racing wasn't his most dangerous habit. The man who drilled a hole in the chin piece of his helmet so he could have a cigarette on the grid died because he had smoked since childhood.

When reappraising Sheene and his career, the good times and bad times always loom as large as the lap times, perhaps even larger. He was bike racing's James Hunt or George Best: a brash, brave and sometimes badly behaved sports star who perfectly fitted the mood of the times. The men wanted to be him, the women…

Like Hunt and Best, Sheene took full advantage of the interest shown in him by the opposite sex. He made the front pages of the tabloids when he stole a supermodel away from her fashion photographer husband and spent most of his life indulging his competitive streak by chasing other women.

"The women were just another massive game," recalls Sheene's great friend and former team-mate Steve Parrish. "It was the chase, not the catch, and there was an awful lot of chasing that went on. People used to say I followed in Barry's slipstream. It was like following Alice in Wonderland – roll along with the rock and roll."

Sheene certainly knew how to rock. He was close friends with Beatle George Harrison, he drove a Rolls-Royce (reg plate: BS7) and he enjoyed high times. Legend has it that while holidaying in the Balearics, Sheene and his gang would trace out the racetracks of the world in cocaine: "Okay, you do the hairpin; I'll do the main straight." One of the gang, Marco Lucchinelli, who went on to win the 500cc world title four years after Sheene, fully fell under the spell of the 'devil's dandruff' and was sent down for his involvement with a Peruvian drugs cartel.

"All sorts of experimenting went on," adds Parrish, who chose not to indulge in Sheene's wildest jet-set habits. "But all that went on in winter time, party time. Barry never did stuff when he was racing."

No wonder that Sheene liked to repeat the proud boast of petrol-head actor Steve McQueen: "I won't die wondering."

Sheene's flamboyance and charisma changed motorcycling forever, banishing the stereotype of the black-clad greaser, if only replacing the sickly-sweet whiff of Castrol R with the sickly-sweet smell of Brut 33. He was enough of a mainstream star to make after-shave adverts alongside boxer Henry Cooper and he penetrated deep enough into the establishment psyche to be considered a suitable subject for BBC Radio 4's Desert Island Discs.

Listening to that recording – made shortly after he won his second world title in 1977 – is a striking reminder of the breadth of the social divide he bridged: his spiky Cockney twang (though he wasn't quite born within earshot of Bow Bells) a jarring counterpoint to the plummy tones of the BBC's Roy Plomley.

Sheene probably turned up at the BBC wearing cut-off denim shorts, just as he did wherever he went, forcing many a luxury hotel to quietly overlook its stuffy dress code. Depending on your viewpoint, he was either harbinger of a disastrous drop in standards or the vanguard of social progress, even if the only progress he was really interested in was his own. His chosen luxury item for his make-believe desert island sojourn was an effigy of Labour chancellor Denis Healey and a plentiful supply of pins. Sheene was always a genius at looking after number one or, in his case, number seven.

His taste for rebellion didn't stop when he got to the racetrack. In his debut GP season – 1971, in the 125 class – he fire-bombed the paddock toilets at Finnish circuit Imatra. "They were disgusting, so we burned them down."

Of course, his greater concern was the condition of the circuits. Sheene was one of the first high-profile riders to turn his back on the Isle of Man TT – following a miserable debut in 1971 – and he became a leading light in the crusade to improve safety at all tracks.

"The TT doesn't frighten me in any way," he said. "I just don't see the sense of riding around against the clock in the pissing rain. It's not racing to my mind. The TT is no proof of anything, except how well you know the track."

His refusal to race on the island led to charges of cowardice, a laughable accusation considering his success on other road circuits.

Sheene will almost certainly always have his place in history as the winner of the fastest-ever motorcycle Grand Prix. In July 1977 he averaged 135.07mph around the old Spa-Francorchamps road circuit, threading his way between trees and houses aboard a temperamental 500 two-stroke that might seize and hurl him into the scenery.

"Barry was ballsy, I'd always say that about him," says his former mechanic Martin Brookman. "I always thought his bravery probably greater than his ability. He was a brave little bastard and he just wanted to win."





Sheene and father Frank at the Isle of Man TT... but riding solo against the clock wasn't quite Barry's idea of 'racing'

Mortons

A year after the history-making Belgian GP victory, Sheene's nemesis Kenny Roberts rode Spa for the first time, fighting the reigning World Champion for second place on a damp track.

"Jesus, I was scared to death," Roberts remembers. "I didn't know where I was going and couldn't see nothing. I'm racing with Sheene, thinking this is so stupid. One time I got sideways and was off the racetrack. I was up against a wall, doing 150 miles an hour. I got it straightened out, looked behind and Sheene's eyes were *that* big."

Ironically, Sheene suffered his two big smashes at purpose-built racetracks, the first of these disasters transforming him from aspiring World Champion into household name. In March 1975 he was testing for the Daytona 200 when his Suzuki XR11 750 triple suffered a catastrophic machine failure and slewed sideways at 175mph, the ensuing carnage filmed in gruesome detail by a Thames Television crew who were in Florida making a primetime documentary about Britain's rock-star racer. Sheene broke a femur, an arm, a few ribs and several vertebrae in the accident. Surgeons hammered an 18-inch pin into the leg and seven weeks later he was racing again.

During the interim he had the camera crew at his bedside, the cheeky grin and the Gitanes cigarette (with filter torn off) burning brightly between the leg in traction and the arm in plaster. It was genius image-making, but no wonder people decided to love the man.

The cause is still disputed. Sheene always insisted the rear tyre came apart; others believe a broken chain tensioner was to blame. »»





Trying to fend off Kenny Roberts at Silverstone in 1979, and (left) with kindred spirit James Hunt

LAT



INSIGHT

THE UNFORGETTABLE RACE

The 1979 British GP is etched in motorcycling folklore. The leaders were almost inseparable throughout... and remained so at the finishing line

SHEENE'S DUEL WITH KENNY ROBERTS AT SILVERSTONE in 1979 was one of bike racing's all-time greatest moments. Not surprisingly, Roberts remembers it well, not least for the notorious hand signals that the pair exchanged.

"I knew I couldn't outrun him and he knew he couldn't outrun me, so we were just playing with each other," recalls Roberts, who went on to win the second of his three 500 titles that year. "When he would lead, he'd slow us down, so I'd have to lead because there were guys behind us. We both knew it was going to come down to the last lap. When he gave me the bird it made me chuckle, but what people didn't see was that I'd already been waving at him saying, 'Fuck, let's go asshole, because (Wil) Hartog is catching us'."

In fact the race came down to the last corner, Sheene making a heroic surge round the outside as the pair swept through Woodcote for the final time.

"I knew he was there," says Roberts. "But he wasn't going to get inside of me, that's for sure, and I made myself pretty wide."

As Roberts drifted to the edge of the track, Sheene had the momentum to make a pass on the outside but there was nowhere to go. By the time he was alongside the Yamaha he had run out of racetrack and was inches away from a huge crash. He lost the race by one yard.

"The effort Sheene put in was pretty amazing – to try and go that far around me," adds Roberts. "He got beat but he was happy – how could you not be? He'd given it everything he had. Really there was no loser that day – if you come that close, there are no losers."

Bauer

Seven years later he was testing for the 1982 British Grand Prix at Silverstone when he collided with a fallen machine at 160mph, shattering both legs and a wrist. This time he was out of hospital in just 23 days.

The accident happened as Sheene crested the blind brow exiting Abbey Curve, head behind the screen, shifting into sixth gear. There were no marshals present and therefore no flags to warn him of Patrick Igoa's wrecked Yamaha TZ250 lying directly in his path.

Photos of the aftermath show a horrific scene – more air crash than motorcycle accident.

Once again the world got a grandstand view of his recovery and once again the bravery and the wit shone through. When a TV presenter asked him how his legs were coming along, he replied, "They're great – I wouldn't be without them."

Most people were quite rightly in awe of Sheene's ability to shrug off pain, though Parrish knew there was an ulterior motive to the Lazarus-like comebacks; there nearly always was with everything he did.

"The speed of his recovery was phenomenal," says Parrish. "And I'll tell you why – because he wanted to be faster at recovering than anyone else. It was another competition, like who could get to the track fastest or who could swim the furthest underwater. Barry knew that if he got out there quicker than anyone else it would get him publicity which would help him get more money from the sponsors and better bikes. It was just part of the big game."



LAT

"To get the RG out of the paddock you had to scream it at 10,000rpm"

It is telling that the X-rays of Sheene's rebuilt legs – complete with several steel plates and two dozen screws – are as famous as any shot of him actually racing. Which brings us to the subject of the actual racing.

Sheene took the world by storm in the early 1970s. He nearly won the 125 World Championship at his first attempt, and two years later Suzuki signed him for 500 and 750 duties. In his first year as a factory rider he won the Formula 750 world title aboard the XR11 that would hurt him so badly two years hence. More important was the new RG500. It was Sheene's good fortune that his arrival at Suzuki coincided with the introduction of the brilliant square-four RG, which went on to win 50 Grand Prix victories and five world titles.

Sheene worked hard to develop the initially problematic machine, one of the new breed of fast but fickle two-strokes that would end the long reign of the four-stroke.

"The first RG engine I tried at the end of '73 started at nine grand," he told me a few years before he died. "Below that there was nothing, and when I say nothing, I mean nothing. To get it out of the paddock you had to scream it at 10,000rpm or it wouldn't even clear, and it stopped at ten-five, so once you'd got it clear at nine-five, you had precisely 1000rpm to play with.

"I told them it was a waste of time unless they spread the powerband; but they were going, 'but Barry-san, it's got 105 horsepower!'



Sheene leads nemesis Kenny Roberts in the 1979 Belgian GP at Spa-Francorchamps

Mortons

"Foolishly enough I told Suzuki I'd go to Japan at the end of '74 and stay there until the engine was right. I was there for five weeks, the biggest jail sentence I've ever served in my life, a nightmare, but the bike came good."

Sheene scored the RG's inaugural Grand Prix victory at Assen the following June and used the bike to dominate the 1976 and 1977 500 World Championships.

In '76 he clinched the title with three races to go and took off on holiday, not even bothering to turn up for the final few events.

Then Kenny Roberts arrived. The Californian won the 1978, 1979 and 1980 World Championships, so the usual version of events is that Sheene was the best until the former dirt tracker came on the scene and found him out. Is that a fair assessment?

There's little doubt that Roberts was the better rider. King Kenny raised the game, bringing with him a way-out riding technique learned on America's low-grip dirt ovals. His ability to keep the throttle pinned while the rear tyre scrabbled for grip was too much for the Europeans and changed the sport forever.

Roberts plays down his ability. "There wasn't a helluva lot between us – the way I rode was more on the throttle, a little less momentum than him through the corners."

Sheene would certainly have put up a better fight if Suzuki's development programme hadn't gone awry. The factory redesigned the RG500 for 1978, but it was a dog.

The rider also made mistakes, as Roberts recalls. "At the first race of '78 Sheene told me I should run a treaded front tyre like him because racetracks are sometimes dirty, and it's just more comfortable. I was thinking, this is bullshit, there's no way he's going to run a treaded tyre and keep up with me. The first thing that came flying off his bike was that treaded front tyre – he had to go to a slick, but he wasn't used to a front slick which put him at a disadvantage."

> "His strength was self-belief, not the ability to set up a bike"

The 1979 RG wasn't much better and yet Sheene could still beat Roberts on his day and come very close to beating him on other days, most famously at the British Grand Prix.

Silverstone '79 was Barry Sheene at his bloody-minded best. Thwarted by myriad technical problems, he qualified 1.7 seconds off pole, then turned it around for the race, duking it out with Roberts all the way to the flag.

Sheene liked to tell people he was a genius at bike set-up, but others disagree. "He was an excellent mechanic, but his strength was self-belief, not the ability to set up a bike," says Parrish. "At Silverstone his mechanics told him what he wanted to hear and he rode the wheels off the thing.

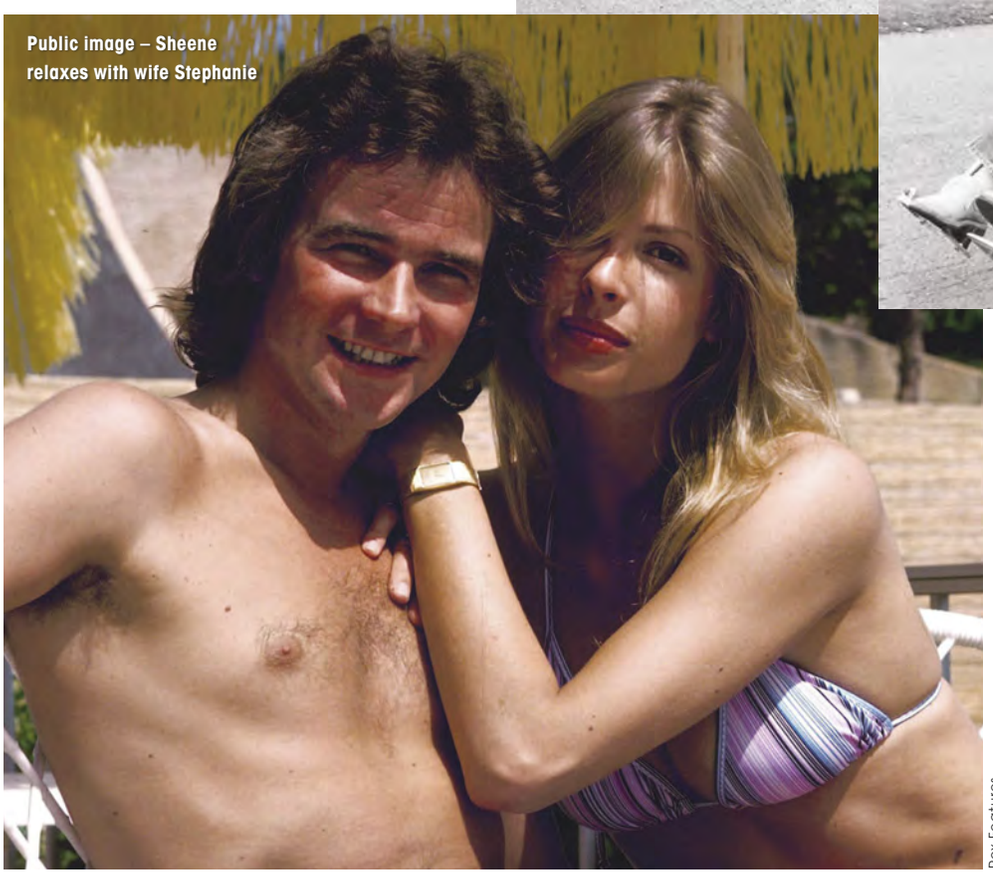
"He had such enormous self-belief and confidence in himself and in what he was doing. Kenny was one of the real massive talents, but I'd never put Barry down as one of the real greats. I'd put him down as having a huge amount of self-belief and an incredible ability to get everyone working around him.



Yamaha wreck at Silverstone '82 – and recovering patient



Bauer



Public image – Sheene relaxes with wife Stephanie

Rex Features

He was so good at getting the Japanese making what he wanted and he was good at getting the best equipment because he would use his intelligence – he would speak French to the Michelin guys and Italian to the Brembo guys. He was extraordinary at gathering the best troops around him – and that's what made him so good.

"His technique was preparation. He liked to have everything lined up nicely. On a bike he was incredibly smooth in all conditions, a lot of which came down to his preparation and his intelligence. And despite the injuries, he was anything but a crasher."

Sheene did have another technique – mind-games. Throughout his career he loved to make enemies and dismantle them through the media, which was ever eager for another headline.

"Barry had to hate people to beat them," Parrish explains. "There weren't many people in the paddock he got on with; the only people were the ones slower than him. Anyone faster, he would do anything to screw them around, whether it was taking their parking place, their garage, whatever it took to annoy them. Barry was just obsessed with beating people from the start to the finish of his career."

A few months after his unforgettable ride at Silverstone, Sheene for once did fail to gather the best troops around him. He let his ego get the better of him during fraught contract negotiations with Suzuki and walked away without a Plan B. It was the biggest mistake of his career.

All he could get for 1980 were uncompetitive production Yamahas, and by the time he had factory bikes for 1981 it was Yamaha's turn to drift into the development doldrums. While Yamaha struggled with new machinery, Suzuki riders Franco Uncini and Lucchinelli carried off both the 1981 and 1982 titles aboard their well-sorted RG500s.

"If Barry had stayed with Suzuki I think he would have won another two championships," says Parrish. "He knew he had made a mistake by going to Yamaha – he was a better rider than Lucchinelli or Uncini."

In fact Sheene might have won the 1982 title with Yamaha if it hadn't been for the Silverstone crash. He had been given the factory's latest OW61 V4 for the British GP and was running at lap-record pace when fate intervened.

Both Roberts and Parrish believe he had a chance of taking the title that year. "No question about it," says Parrish. "He was doing really well, gaining on the other guys. He was out testing the bike after he'd got some people to chop a lump out of the frame to change the geometry and he was lapping bloody fast. He was all set to go out and win the British GP.

"Chopping that frame about was a typical Barry thing – he said the changes had transformed the bike, though sadly we'll never know if they really did."

Concerned that his injuries had pushed him past his sell-by date, Yamaha let him go at the end of 1982, so he returned to Suzuki. By this time both Sheene and the RG were entering the twilight of their careers, though they could still light up the racetrack when conditions were right. He scored his final podium at Kyalami in 1984, coming from way behind to finish third in tricky damp conditions.

Remarkably, since his final Grand Prix win – in the 1981 Swedish GP at Anderstorp – no other British rider has climbed to the top step of a premier-class podium.

Sheene derived pleasure from that fact until the day he died, on March 10, 2003.

INSIGHT

LIFE BEYOND RACING

Sheene proved a natural fit for Australian TV



LAT

A MAN LIKE BARRY SHEENE was never going to disappear into obscurity after hanging up his leathers. Not surprisingly, his first thought was to try his hand at other forms of motor sport. Already during his bike racing heyday he had shown interest in an eventual move to cars, undertaking a test in a Team Surtees Formula 1 car, but a season driving a Toyota Supra in the British Saloon Car Championship failed to ignite a spark. Neither did a number of truck race outings.

Not to worry, Sheene was much in demand off the racetrack. He was already hosting television programmes for ITV when he decided to move his family – he had recently become a father – to Australia, where the drier, warmer weather would be kinder to his aching limbs. In fact there was another reason for the escape: over the years Sheene had been somewhat economical with the truth when dealing with Her Majesty's Revenue and Customs.

It did not take very long before he was back in the centre of things Down Under, joining Channel Nine's Formula 1 commentary team alongside Alan Jones. Sheene's willingness to deploy colourful language at which even local commentators baulked ensured that the Aussies loved him as much as – or maybe even more than – the British back at home.

In 1998 Sheene was back racing bikes again. He rode a Manx Norton at the Goodwood Revival and that did ignite a spark. He became a regular winner at classic events in Britain and Australia. By the time of his final win – at the 2002 Goodwood Revival – he had already been diagnosed with the illness that would take him at the age of 53.

Interviewing Ayrton Senna in 1993, top, and riding at Goodwood in 2002



Sutton



LAT

INSIGHT

LAST-CHANCE SALOON

Sheene tested a fair few racing cars, F1 chassis among them, but his career on four wheels proved both fleeting and patchy

BY RICHARD HESELTINE

VIEWED THROUGH THE COLD GAZE of the sceptic, you could argue that Barry Sheene never made a successful transition to racing on four wheels. Except somehow you doubt his heart was ever really in it – and it isn't as though opportunities didn't present themselves. Indeed, he tested for Surtees at Brands Hatch in August 1977. According to *Barry Sheene 1950–2003: the Biography*, he completed 70 tours of the Indy circuit and came within 2.9 seconds of the lap record.

The great man himself said: "It was no major problem to achieve that fast time, and the experience, although enjoyable and requiring immense concentration, did not stimulate me to the point where I felt I just had to switch to four wheels."

And stimulation was conspicuously absent when he drove a works Arrows A1 at Donington Park in September '78. According to *Motoring News*, he managed only two laps before an off and the departure of a wheel ended play. Two months later, he tested for the same team at Le Castellet where his lap times were reportedly on the slow side. Nonetheless, it was reported that he was considering 'doing an Agostini' and competing in the Aurora AFX F1 series when dates didn't conflict with his day job.

It never happened, although as late as 1985, Sheene was still sufficiently intrigued to at least test a Formula 1 car. In November of that year, he joined fellow motorcyclists Franco Uncini and Marco Luchinelli for a run at Paul Ricard in a Brabham-BMW BT54. Sheene had his excuses at the ready, relating to *Autosport*: "well, I couldn't fit in the car. I couldn't be there for a proper fitting and the car was set up for Uncini and Luchinelli. We took the seat out, but it was still not big enough, so in the end I only did seven laps, steering with my knees and unable to change down gears as my elbows wouldn't fit in the cockpit…"

When he did finally make the leap to a sustained four-wheel programme, it was in an unlikely arena of motor sport. Truck racing exploded onto British circuits in 1984, and one of the earliest exponents was Sheene, who had hitherto been sponsored by DAF. And it was aboard an 11.6-litre Sherwood DAF FT3300 that he made such an impact, both literally and figuratively. While outright wins proved hard to come by, he was unquestionably the fledgling movement's biggest draw, with fourth place in the '86 Multipart Truck Grand Prix support race at Silverstone being perhaps his grittiest showing.

However, midway through 1987 he chopped in the big rigs as by now he had discovered saloon car racing. Intermittent outings in the BTCC aboard assorted Japanese tin-tops showed he had pace. He even stepped up to the European series, participating in the September 1986 Tourist Trophy race at Silverstone alongside Dave Brodie in a 2-litre Colt Starion. 'The Brode' had qualified on pole for the same race a year earlier, but this time around their bid began to unravel during qualifying after the car's engine went pop. A replacement was installed but this too developed problems, so Sheene had little time to attune himself to the car. And while Jeff Allam and Denis Hulme would emerge victorious come race day, the embattled Starion duo finished 36 laps down after the Colt went lame with a constant misfire among other maladies.

Nonetheless, Sheene surfaced for round nine of the RAC British Saloon Car Championship at Silverstone, but this time he was equipped with a Team Toyota/Duckhams Toyota Corolla. Having been unable to make it for the Saturday practice, he managed just three laps on Sunday morning and was obliged to start at the back of the grid with a 10sec penalty. He would come home 11th from 13 finishers.

There would be further tests and at least one barrel roll, but the four-wheel career was effectively over once Sheene moved to Australia later that decade. The question isn't so much why Sheene didn't sparkle on four wheels, more why he ever bothered at all. Ⓜ



F1 test with Surtees at Brands Hatch and, top, Sheene's BSCC Toyota

Getty

Regulatory stability dictates that cars will not change greatly this season, but other

F1 SEASON PREVIEW 2013

aspects of the sport's fabric look very different. The challenge, though, remains the same:

Can anybody prevent Sebastian Vettel and Red Bull annexing their fourth consecutive titles?

With **NIGEL ROEBUCK** and **ANTHONY DAVIDSON**



nr Well, it's January 24, and snowing like hell back home, but here we are in the Daytona paddock, sitting in the sun, chewing the fat about the coming season…

ad Yes, not too bad, is it?! This is my first race since the Le Mans accident, and also my first time in Daytona. I love everything about it, not just the weather…

nr F1 seems a world away, but we're nearing the start of pre-season testing: here and now, before any of the cars have turned a wheel, who are you tipping for the 2013 World Championship?

ad Sebastian Vettel. I know it's boring, considering he's won it the last three years, but that's what I think will happen – mainly because the rules haven't changed that much, and you can still have quite a powerful blown diffuser. Red Bull and Adrian Newey are the masters of designing it – it's such a tricky thing to get right – and Vettel's the master of driving it.

nr Of course, this will be the last year for the blown floor…

ad Yes – and if we were talking about the 2014 season, when the cars will be totally different, with the V6 turbo engine, and so on, I'd be saying the championship was wide open. But the blown floor requires a different style of driving, and Vettel's got it.

nr More than Webber, apparently. I thought it significant that early last season, when the rules relating to the blown floor had changed and Red Bull was pretty much without it, Mark more than held his own against Seb.

ad Yes, he did – and then Red Bull found the secret again, and Seb was off on his own. Obviously he's very quick, anyway, but the technique needed to bring out the best in the blown floor – the complete opposite of what you'd do instinctively – brings out the best in him, too.

nr Adrian just plays the game better than anyone else, doesn't he? He's brilliant at taking things to the edge, finding loopholes that others can't, and so on. And perhaps he has more free rein with Red Bull than with other teams he's worked for.

ad Yes, there might be something in that. I'll be interested to see how Mark goes, relative to Seb, and fortunately he won't be fazed by what Helmut Marko has been saying about him – that interview horrified me…

nr Well, he's been trying to get rid of Webber for years. The main reason Mark's still there is his excellent relationship with (Dietrich) Mateschitz, who's always been loyal to him.

ad The interview with Marko was *appalling*! In belittling Webber I don't think he was trying to gee Mark up at all – he was just being deliberately destructive, trying to break him mentally…

nr Well, that just shows how little he knows about Mark, doesn't it?

ad Absolutely! He's the most resilient driver I've ever seen in F1. You're not going to break him by telling him he's fragile – he's so clearly not – so why bother trying? Mark's accustomed to a hostile environment, and he's cool with that, whereas many a driver would have fallen by the wayside long ago. Vettel, on the other hand, is one of those drivers who really needs the love from his team – if he'd endured the sort of comments coming at him, week after week, that Marko's been throwing at Webber, it would have had a really destructive effect on him.

nr Never going to happen, though, is it? Marko thinks Vettel's the Second Messiah. When I read the interview, I wondered if Webber had begun to regret not going to Ferrari – although I remember him saying he could see what Alonso was struggling with every weekend…

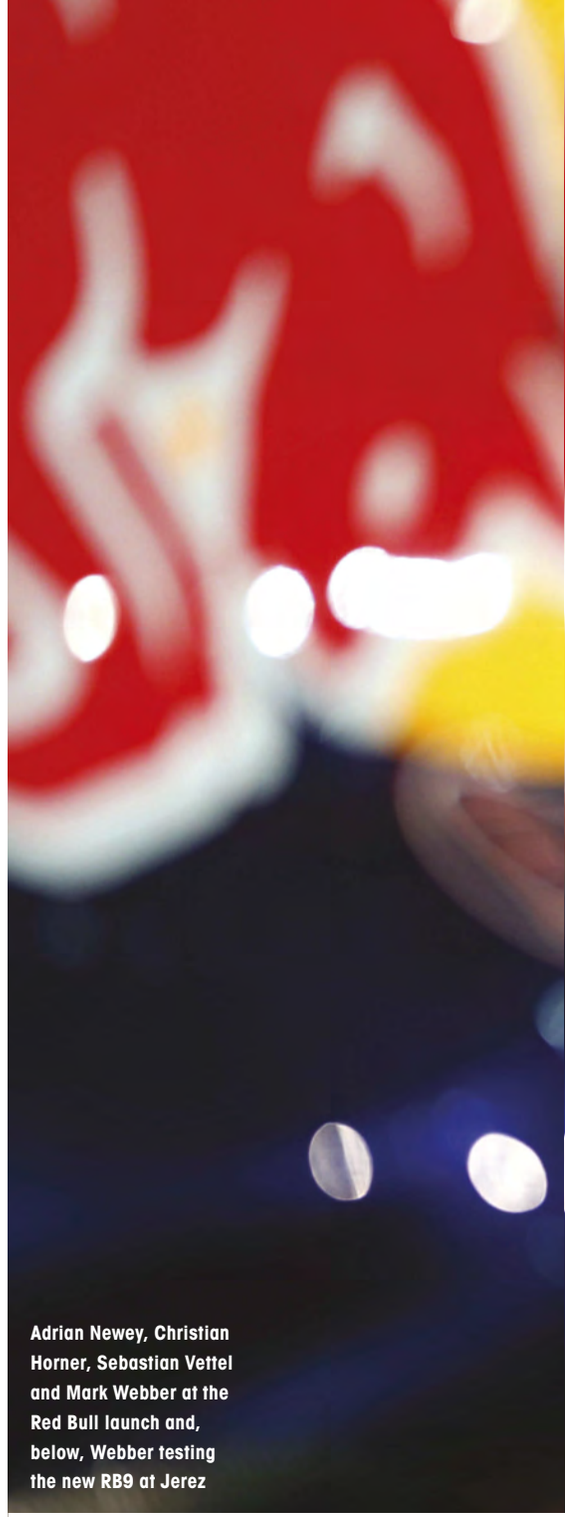
ad Exactly, and where Mark is, he's got the fastest car, which is what every driver wants above all – even if he's got people in the team slagging him off! If you've got the fastest car, and you're on top of your game – or the other guy falters – you're there to take the glory. In 2010 it almost worked out for Mark and you never know, it could happen again – but it's going to be tough, because Vettel's in his prime. He might get better, in terms of becoming a more rounded driver, in the Alonso sense, but I doubt he's going to get any faster. In terms of pure speed, he's one of the top three, with Alonso and Hamilton.

nr OK, so you think Seb's the likely World Champion again. When it comes to opposition for Red Bull, I suppose we're looking at the usual suspects – Ferrari and McLaren, with Lotus in the mix, too. Twice in the last three years Alonso almost took the title – and this year's Ferrari *has* to be more competitive than the last one.

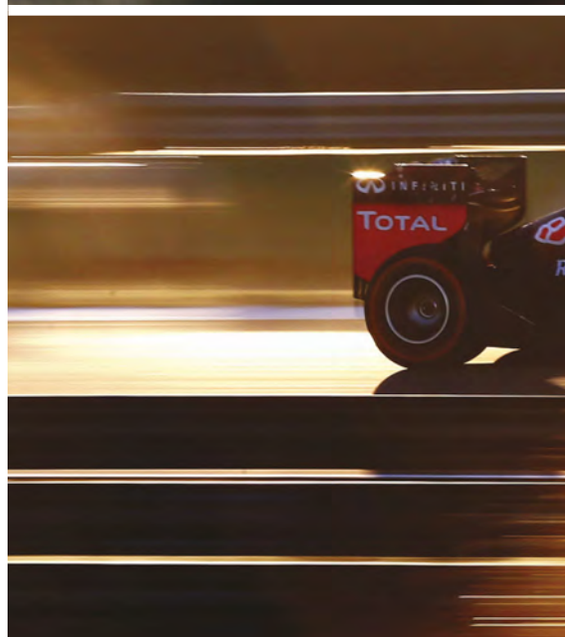
ad You'd assume so, wouldn't you? Fernando's an absolutely extraordinary racing driver, I think – one of the greats. In 2012 he made only one mistake, at Suzuka, and even that wasn't clear-cut, in my opinion, because Räikkönen was behind, and had his nose on the outside.

nr Something that impressed me was that, because the Ferrari was poor in qualifying, Alonso had a *lot* of overtaking to do most weekends, and he did it so cleanly, without running into people all the time.

ad I know! That's why everyone made so much of Suzuka. Fernando's got it all, hasn't he? He's got… it… all. When he needs to turn it on he's got the feistiness of Lewis, when he needs to look after the car he's got the smoothness of Jenson, and when it's make or break he's got the qualifying speed of Sebastian.



Adrian Newey, Christian Horner, Sebastian Vettel and Mark Webber at the Red Bull launch and, below, Webber testing the new RB9 at Jerez




INFINITI
TOTAL
GEOX
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TOTAL
GEOX


RENAULT
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TOTAL

nr And he's so bright, so savvy – out of the car, as well as in it. There must have been so many times when he felt disheartened, yet publicly he maintained this resolute optimism…

ad Yes, and I don't know how he did it. Fernando plays the media so well, and that's an important part of being a modern-day F1 driver. More than anything, though, I couldn't get over the level of performance he got from a bad car – which wasn't something we saw from Vettel at the beginning of last year, when Red Bull was up against it.

You *always* get 100 per cent from Alonso. Look at someone like Räikkönen. In Abu Dhabi he only came alive when he got into the lead and had a sniff of victory, because that's the way Kimi is: put him in front, and he'll win a race – but put him in seventh or eighth, in a poor car…

No one else could have done what Fernando did, I'm sure of that. Ask me who the fastest driver is, and I'd probably say Lewis, or maybe Sebastian – but when you talk about who's the *best*, you've got to look at every single avenue, in which case I'd say Fernando, without doubt.

nr Massa came within an ace of losing his drive, but redeemed himself towards the end of 2012. There's no escaping the fact that he was pretty lamentable for most of last season, but in the final races he began to look like his old, pre-accident, self again.

ad Yes, and if he can keep that momentum I think he'll do well this year – Ferrari needs to have two drivers scoring points. I was pleased when Massa started to get it together again, because no one likes to see a driver so beaten down mentally – and he was crushed, wasn't he?

Felipe's one of those drivers who's a bit fragile mentally, and needs an arm around him – let's face it, after a series of poor races, with a team-mate as relentless and ruthless as Fernando, anyone would have his head down, and that could always be his downfall.

nr On to McLaren – where things have changed. I'm fascinated to see how Button will respond to being unequivocal team leader. Some reckon that to get the best out of a driver you need the impetus of a really strong team-mate, but perhaps that depends on the temperament of the individual driver: I suspect Jenson will thrive in his new role.

ad Yes, he could well do – but it can go two ways. If he's at the same level as last year, not always firing on all cylinders, McLaren is *really* going to miss Lewis. But having said that, it could be beneficial for Jenson because he no longer has the pressure of Lewis to affect him – and won't be tempted perhaps to over-drive on a given weekend. If you've no direct competition, your confidence levels rise: you don't hustle the car as much, it all comes a bit easier – and the lap times fall.

For any driver the frustration comes when your team-mate's going quicker than you are – and when that guy is Lewis, it's going to happen a lot! No matter how strong you are – and Jenson's one of the toughest mentally out there – you're going to end up looking at the other guy's data and trying to do something different, which might not be natural to you. Sometimes when you relax and let it come to you a bit more – as Jenson did at Spa last year – the lap times are there for you.

nr Frankly, I was amazed that McLaren – with Hülkenberg available – signed Pérez, although potentially there were commercial advantages…

ad Yes – and we all know that's probably what led to the decision. We're in difficult times, no question about it, but… I don't think it's an ideal driver line-up for McLaren, quite honestly.

nr Pérez had his moments last year, but the jury's still out, I think. Is he going to be enough of a spur for Button?

ad No. For his sake, I hope I'm proven wrong – like I was about Kimi, saying it would take him time to get up to speed! You don't always get it right, but Pérez needs to prove himself in qualifying, for one thing.

Jenson – at his best – is as fast as anyone, but a team at McLaren's level needs two top drivers, so that when one of them isn't quite on the pace, you've got a wing man to get the result. Look at last year: when Lewis was off, as at Spa, Jenson was there; when Jenson was in trouble, like in Montréal, Lewis did the job. It worked brilliantly – and several times, of course, they were both right there.

Lewis's leaving has *considerably* diluted the McLaren line-up. You can't rely on just one driver to do the business for you – as Ferrari showed last year...

nr Certainly Pérez was impressive at times – but it always seemed to be when he was on different tyres from everyone else at a particular stage of the race, as at Monza…

ad Yes, that's right. There are two things here: ultimate lap times, ballsy driving – and looking after tyres well. That's a big part of F1 today, and certainly Pérez has got it mastered, but deep down we all know it's not as impressive as ultimate lap times.

nr What struck me last year was that, after he'd signed the McLaren contract, you wouldn't have known he was at the races. At Sauber they were pretty disappointed by that…

ad I'm not surprised – that car was usually bloody good, and you've got to ask yourself, 'What could Alonso have done with it?' Personally, I think that in the Sauber Fernando would probably have been World Champion, because often it was quicker than the Ferrari, and once you start thinking of it like that, Pérez doesn't look that amazing, does he? »»





Button is perceived as McLaren team leader this year, alongside new recruit Pérez (top right). Massa (top) gets another chance at Ferrari


Santander
PIRELLI


vodafone
Mobil1
BOSS
Santander
AON
Lucozade


vodafone
JOHNNIE WALKER
BUTTON
BOSS
vodafone

nr Anyway, McLaren doesn't have Hamilton any more – and Mercedes does. That's been the big change over the winter, and endless reasons – money, more commercial freedom, new challenge – have been put forward for Lewis's decision to move…

ad It's a fascinating prospect, isn't it? Lewis can probably drag another two or three tenths out of the car over Rosberg – but, having said that, it'll be interesting to see what effect his presence will have on Nico: I've always thought of him as a bit of an enigma, but now we'll find out how mentally tough he really is, up against one of the very strongest in the business.

Actually, I don't see Rosberg being affected by Hamilton in the way someone might be as, say, Alonso's team-mate: I think *anyone* would find that daunting. I see Lewis having the sort of relationship with Nico that he had with Jenson – it'll be harmonious within the team, I'm sure, but Nico might have to cope with the thought that, 'Every time I get in this car, the other guy is going to go faster…'

Getting your head around that is bloody difficult, and this is crunch time for Rosberg, but… he might surprise us all. If Lewis's arrival makes him step up every weekend to how he drove in China last year… he was in a league of his own there, easily on pole, left everyone behind in the race – and I don't think it was because the car was so great: Nico found the magic that weekend, so we know his capabilities…

nr What strikes you about Mercedes, though, is that there is *so* much going on. All this political upheaval immediately before the start of the season… not what Lewis would have wanted…

ad Couldn't agree more. On the face of it, the management structure does seem a bit top-heavy, and I'm intrigued to see what Lewis makes of it all. I think he might have a season similar to the one with McLaren in 2009, where – on his day, with the car running sweetly – he might drag a win out of it, but I'll be surprised if the Mercedes is anything like the car he had under him last year.

nr It could be difficult for Lewis – with his pure racer's mentality – to be in a car not quite there on pace…

ad Yes, but he's one of those guys who just loves driving, isn't he? Think of Korea, where he had a damaged car late on, but fought tooth and nail for the last point, and got it. Apart from Austin, where he beat Vettel, that was probably the Lewis race that I enjoyed the most.

nr Sure, but once the novelty of being at Mercedes-Benz – in a different team – wears off…

ad Yeah, you're right. In '09 McLaren started off diabolically, but by the end of the year the team was winning races. That's one thing, but if you have a whole season of… *averageness*, it'll start to drain the batteries, however much you're being paid.

nr Let's move on to Lotus, widely considered the dark horse – which perhaps sells them short. The car was sometimes *very* strong last year, and I thought Räikkönen – in his comeback season – drove way better than in his last couple of seasons with Ferrari…

ad He certainly did. He started the year more strongly than many expected, myself included, and got better as it went on, not least in his racecraft. Sometimes we saw the Kimi of old – by which I mean the McLaren days, rather than, as you say, the last two years with Ferrari, where he was already switching off. It looks like he's got the bit between his teeth again.

nr It's always been said of Kimi that the only thing he lacks is dedication, but on the other hand in a way that's also what people love about him – that he's a maverick, and in a PR-controlled environment like F1 that is very attractive…

ad Oh, yeah! I love him for it, too – but I'm also frustrated by it, because so much potential is being wasted. If Kimi had the work ethic of a Schumacher, my God, you'd have an incredible driver. He says he was born in the wrong era, and he's right – he should have been an F1 driver in the '70s. Today there's nowhere to hide – you can't *not* be analytical, dedicated, disciplined and so on. You can't rely solely on natural ability any more, which is probably sad for fans to hear, but facts are facts: it's become a *very* technological sport. When Kimi stops, we're going to miss him because I don't think there will be any more like him.

nr What do we make of Grosjean? Clearly he's *very* quick, but some of his errors of judgment – particularly early in the race – I found quite disturbing. At Spa, where he tanked into Hamilton, it was as if he hadn't *seen* Lewis, as if he had the track to himself. A lot of people got on his case, and then the ban at Monza shook his confidence…

ad Yes, it did. Grosjean's certainly got qualifying sorted – look how many times he outpaced Kimi – but he did lose confidence after the fall-out from Spa, and when that happens it's hard to keep your speed. I saw it with Takuma Sato at Honda: he arrived as quite a wild driver, but the more the team tried to calm him down, the slower he became – there were fewer mistakes, yes, but he wasn't as quick…

Romain might be teetering on the edge of that. He's an intelligent lad and there was nothing malicious in any of the incidents – I think it was just clumsiness, honestly, but still it's scary to be on the grid with someone like that. If he was arrogant, you'd despise him, but he isn't – he's a good guy and I hope he can smooth out the rough edges, because he's certainly got the speed. »»









Hülkenberg spearheads all-new Sauber line-up. Lotus (top) is primed to trouble the front-runners, which might not include Hamilton (left)

nr As also has Hülkenberg. To me, he looks like the real deal: I thought he had chances with McLaren or Ferrari, but as it is he's with Sauber, perhaps not for long…

ad I think we can expect some fireworks from Hülkenberg. We saw what he was capable of with Force India, a similar package. On days when tyre wear is an issue – the Sauber looks after its tyres very well – he can certainly pick up the pieces if the top teams fall, and I'm looking forward to seeing what he can do at circuits where he really thrives, like Interlagos.

Nico's a bit similar to Grosjean – still a bit rough around the edges, although not as much as Romain – but Sauber will be good for him, in terms of coming of age. At Force India he and di Resta were pretty evenly matched – in some ways there wasn't room for the two of them – but towards the end of the year he definitely had the upper hand.

nr I got the impression that Paul was severely knocked by not being picked up by one of the major teams for 2013 – McLaren, perhaps. Mind you, it's not always easy to tell from his expression whether he's happy or sad…

ad Yes, he's a very serious lad, isn't he? You get the impression he's quite hard on himself. He was up against a tough opponent – Hülkenberg's a natural seat-of-the-pants driver, whereas Paul's perhaps more of a worker – and on the days when it's not coming easily that can get your head down.

Then again, remember Singapore: Nico had shown his speed, and was coming into his own – but Paul was exceptional there. It was his best drive to date and, if there are more like that, we can expect some really good results. Maybe it's similar to the Jenson/Lewis scenario: with the other guy not there any more, giving him heaps of pressure, perhaps we'll see more of an air of lightness about him. Paul's going to be the clear number one, whoever's eventually alongside him, and this is the year when it should come good for him – if it doesn't, he'll have a big problem…

nr Just going back to Sauber for a second, it's sad that Kobayashi has lost his drive – and a worrying indication of how financially close to the bone F1 is at the moment. Not only is he out, but so also are Kovalainen and Glock. They should all be there on merit – and all have been replaced by rookies with a budget.

ad Well, you're right, it is worrying. (Esteban) Gutiérrez is in at Sauber, for example, and let's not beat about the bush, he's there because of money. He seems like a nice guy, but do I expect him to be a long-term feature in F1? No. I can see him having one year with the team, then the money freight train will continue to roll.

nr Speaking of money freight trains, there's little doubt as to why Maldonado was originally signed by Williams, but he's more than just another 'pay driver', isn't he? He is *quick*…

ad Is he ever! I see Maldonado as a feistier version of Grosjean, but, because he's a paying driver, he's more secure – which means that calming him down is going to be even harder! I expect him to be bloody fast, and right up there on some of his favourite circuits, like Monaco and Singapore. Pastor's good at tracks where you have to drag the car around, and he'll cause a few surprises again – and lose his rag many times, too. I enjoy him – he's a character, and whatever you say about him you can't ignore his speed.

nr Williams also seems to be really high on Bottas, but it's probably a bit too early to say much…

ad Yes, it is. All we can say is that he went about 'Friday driving' in a very professional way. He didn't have much time in the car, so he did well – but, speaking from experience, Fridays are very different from a race weekend. Bottas has a long way to go – and he's up against a formidable driver in Maldonado, who on his day will probably always have the upper hand.

nr That leaves us with Caterham and Marussia. I was amazed that Caterham, with Renault engines, KERS and all the rest of it, didn't improve significantly last year…

ad I agree. It was a mystery to me, and I think it was to them, as well. The performance they were expecting wasn't there. The team's only saving grace was that it had Kovalainen – and now he's gone. As we've said, we're not living in ideal financial times, but you need experience, especially when you're a new team, to have some idea of exactly where you are. Caterham is just surviving and that doesn't turn me on. I'll say no more…

nr (Charles) Pic moves there this year, from Marussia. He often looked pretty handy in 2012, I thought…

ad Yes, he did – he could sometimes hold his own against Glock, although Timo was the guy you'd put your money on at most races, and now, like Heikki, he's stopped. In that respect, it's the same story as Caterham.

I thought Marussia was on the up, but it'll be tough with two raw rookies, in Chilton and Razia. Let's see how they go – some drivers improve when they get to F1, and some find it a bit too much. It's a crying shame, though, that the likes of Kobayashi, Kovalainen and Glock aren't there. It's not the way it should be, but it's a sign of the times and I hope the fans understand that.



Revised Pirelli tyre compounds add a fresh element for 2013

nr Toro Rosso? They're sticking with Ricciardo and Vergne, who'll be hoping for a somewhat better car than they had in 2012…

ad I'm intrigued to see what Ricciardo can do. A young driver, under the Red Bull Young Driver programme, can easily become arrogant, but it hasn't affected him – and he's delivered, too. I thought Vergne was going to be a tougher opponent for him, but it didn't really happen: whatever he threw at his team-mate, Daniel had an answer, and his qualifying performance in Bahrain – where he started sixth – amazed me. I think he'll have a good year – and that he'll be alongside Vettel at Red Bull in 2014…

At the front of the grid, though, I'm sure the show will be as good as ever. Logically, this season should start as the last one ended, with close competition, and certain teams getting it right on certain weekends. For me, the most fascinating aspects are that Alonso should have a more competitive Ferrari – and Hamilton won't be in a McLaren… M


Sauber F1 Team
NEC
oerlikon
telcel
OMP
N. Hülkenberg
11
TELMEX
OMP
OMP


Team
oerlikon
Claro
TELMEX
CERTINA
swiss watches



Horse and groom?

F1 folk were surprised McLaren didn't sign him, but many believe Ferrari will. Meet Nico Hülkenberg, who has won titles at every stage of his career... bar one

BY SIMON ARRON

ACT ONE, SCENE ONE:

Silverstone, England, August 31, 2006. A cynic-ripe industry doubted A1GP – the self-styled 'world cup of motor sport' – would ever get off the ground, but 20 cars were ready for testing as the second season loomed.

A1GP operated on a franchise system, with established teams running identical cars on behalf of competing countries. Multiple FIA Formula 3000 champion Super Nova had two, in the colours of New Zealand and Germany. "We'd previously run Adrian Sutil a few times in the German car," says team principal David Sears, "but his manager was forever complaining about this and that. We were looking for something different and somebody recommended Nico Hülkenberg. We didn't know too much about him. He'd won lots of Formula BMW races en route to a title and had competed in German F3, which wasn't really a front-line series at that stage, so A1GP represented a bit of a step.

"Anyway, we stuck him in for the second day of testing and on about his third flying lap he set what proved to be the quickest time, despite not knowing either the car or the circuit. That completely blew me away. I thought, 'Blimey, he learns quickly'. I'd only ever experienced anything like that once before, ahead of an F3000 race at Enna in 1998. Juan Pablo Montoya blew one of our engines and hardly practised at all, but we got him out for the final few minutes of qualifying and he bagged pole. That was hugely impressive, but at least he was familiar with both car and venue. Nico was pretty raw when he came to us, but it was immediately obvious that he was supremely quick."

> "Nico is a good guy – and not afraid to get his hands dirty"

Hülkenberg went on to compete in 20 of the 22 A1 races, winning nine, finishing 18 (always in the top five) and ensuring that Germany breezed to the title. By the time the series was canned, two years later, Hülkenberg was on the verge of securing an F1 race seat with Williams.

"He's an all-round good guy, too," says Sears, "and not afraid to get his hands dirty. He wants to know how cars work and I believe he spent time in the composites section when he was reserve driver for Williams – he'd be in there on Mondays, helping to fix broken front wings and stuff! That side of his character endears him to teams and certainly did with us.

"He was extremely thorough in A1GP. By the time most of his rivals were waking up, Nico would have been to the gym, run the track and eaten his breakfast. As well as arriving early, though, he'd also stay late. He even used to help us clean the car, because he felt it would be unfair if the mechanics had to stay too long into the evening as a result of his handiwork. He had a very humble approach and proved to be a great team player who knows how to motivate those around him – that's probably one of his best features."

ACT ONE, SCENES TWO-FOUR:

the conquest of Europe, 2007-2009. Host theatres include established classics such as Brands Hatch, Pau, Zandvoort, Mugello, Monaco, Norisring, Spa and Monza.

Where do you find the best young drivers? Nowadays, there's a fair chance they'll have been nurtured at some stage by ART (formerly ASM), the team owned by Frenchmen Frédéric Vasseur and Nicolas Todt, son of current FIA president Jean.

The 2013 F1 grid wasn't quite settled at the time of writing, but 10 of the 22 confirmed drivers were ART alumni – and Jules Bianchi, tipped for the second Force India seat, was poised to become the 11th. Recent F1 cast-offs Kamui Kobayashi, Sébastien Buemi, Lucas di Grassi and Adrian Sutil also feature on an illustrious F3/GP3/GP2 roster alongside such as Sebastian Vettel, Lewis Hamilton, Romain Grosjean, Valtteri Bottas, Paul di Resta, Pastor Maldonado and two Nicos, Rosberg and Hülkenberg.

"I first noticed Hülkenberg in 2005," Vasseur says. "We were running Lewis Hamilton and Adrian Sutil in the F3 Euroseries and the ADAC Formula BMW championship was often part of the support programme. Nico seemed to win most of the races I watched and at that stage looked pretty phenomenal. I was subsequently aware of his success in A1GP, too."

Such speed did not immediately translate when Hülkenberg resumed his F3 career, however. At the time, the German admitted that he'd become accustomed to the unruly ways of a 600bhp A1GP chassis and it took a while to rediscover the finesse an F3 car craves.

"Things didn't go particularly well when Nico arrived in 2007," Vasseur says. "There were all sorts of complications during the first four or five meetings, so after the Magny-Cours event we sat down with Nico and Willi Weber, his manager, to discuss what was going wrong and what we needed to do. It's a great strength, though, that Nico has fantastic self-belief and determination. He didn't complain, it was more a case of, 'Right, let's get on with it'. He addressed the things we'd discussed and scored more points in the second half of the season than his team-mate Romain Grosjean, who won the title."

Hülkenberg wound up third in the final standings – and at the season's end Weber arranged for his charge to make his F1 debut with Williams, during an end-of-season session in Jerez. He performed well enough to earn a test contract for 2008, when he scored seven victories en route to the F3 Euroseries title. "That campaign didn't start particularly well, either," says Vasseur, "because Nico suffered a blown engine in the first race and broke a starter motor as he left the line in the second, but he didn't let that bother him: his mental strength and confidence are fantastic. In that respect he is possibly the most solid driver I've known. He's absolutely sure of his own capabilities and never allows external factors to distract him."

Sears concurs: "We never noticed any major weaknesses," he says. "You see some young drivers tied to their girlfriends by a lasso, but it was clear that Nico didn't intend to allow anything to stand in his way. He was incredibly focused. After he'd won the F3 title I was very keen to sign him for my GP2 team, but sadly it wasn't to be."

He remained within ART's embrace for 2009, with his reserve role at Williams extended for another year... but once more things began modestly. "There were a couple of podium finishes early on," says Vasseur, "but Grosjean made a flying start and had quite a big points lead after a few races. Again, we sat down to discuss things and Nico reassured us that there was no need to worry. He was certain he could make up the difference and soon afterwards we went to the Nürburgring, where he won both





races – a turning point that reflected his self-belief."

Three more victories – and yet another title – duly followed. It helped that Grosjean dropped out shortly beyond mid-season, when Renault shifted him to its F1 team to replace the axed Nelson Piquet Jr, but by that stage Hülkenberg was already ahead on points.

"In recent years," Sears says, "quick, well-heeled drivers have stuck around a while in GP2 before taking the title at the umpteenth attempt, but Nico did it at the first time of asking – and against a strong, experienced field, too. That was very impressive."

ACT TWO, SCENE 18:

Interlagos, Brazil, November 6, 2010. Williams has just taken its first pole position for more than five years – and Cosworth its first since France 1999 – but Nico Hülkenberg's future with the team appears in doubt. That, though, cannot sour the moment...

Nobody had seen this one coming, but Interlagos has a habit of conjuring the unexpected. Hülkenberg was only 14th in Saturday morning's final practice session, but had sat out the final few moments. "A lot of young drivers might become flustered when they're that far back," says former Williams engineering director Patrick Head, "but Nico is not like that. The car was exactly as he wanted it, so he didn't see much point playing around. His attitude is very mature."

The capricious local climate then kicked in and gave the circuit a good soaking. "Nico showed a lot of guts that year," says Head, "even though we didn't give him a particularly good car." The FW32 chassis always worked well, though, on a 'green' track washed clean by the elements – not usually much of an asset on the Saturday afternoon of a GP weekend, but it was on this occasion.

Hülkenberg and team-mate Rubens Barrichello both made it through to the final qualifying phase and completed their first laps on Bridgestone intermediates. The German initially planned to stick with the same compound for his final run, but McLaren driver Lewis Hamilton had been first to take a punt on slicks – and Barrichello, more aware than most of local conditions, followed suit. Alerted by race engineer Tom McCullough, Hülkenberg did likewise. The outcome? Each of his final two laps was good enough for pole – and the last was more than a second clear of the fancied Red Bulls of Sebastian Vettel and Mark Webber. When he first checked his dashboard read-out, Hülkenberg wasn't sure whether he'd done quite enough. It just hadn't occurred to him to look at the number in the middle: he managed a 1min 14.470sec, Vettel a 1min 15.519sec.

He had never previously raced at Interlagos: Barrichello, who could have driven the place blindfold, was 1.8sec slower (and blamed a dawdling Hamilton for getting in his way). At the time, Hülkenberg accepted his time in the spotlight would be fleeting. "Tomorrow," he said, "my best option would be to make a good start and drive away from these guys, but in the dry I accept that's probably not going to happen." Nor did it: Vettel passed him before the first turn and Hülkenberg went on to finish eighth. That, though, could not dilute the majesty of the previous afternoon.

"Nico," Webber said, "gave us all a bit of a driving lesson."

It proved to be Hülkenberg's penultimate start for Williams, because Pastor Maldonado's Venezuelan oil dollars were being brandished on the horizon. When the impending change was confirmed, the team's then-chairman





Hülkenberg (car 2) tussles with Yann Clairay (16) en route to winning the F3 Masters at Zolder in 2007. Success in A1 GP (above left) soon led to a Williams test role (left). Above, the German recovered from a slow start to secure the 2009 GP2 title as a rookie

Adam Parr reacted irritably to suggestions that he was hiring a mere pay-driver. "We have never put anybody in a car if we didn't think they were ready for F1," he said, "and Pastor has just won the GP2 title with a rookie team."

True to a point: Maldonado is no makeweight, but won the GP2 title with Rapax – new in name, but in effect just a rebranded version of the Piquet Sports operation that had been present since the category's inception.

In 2009, furthermore, Hülkenberg and Maldonado had both driven for ART, when the German rookie scored 100 points to his team-mate's 36, even though the latter was competing in GP2 for a third season.

Parr forgot to mention that bit.

"Nico was unhappy to lose his Williams seat," Head says, "but modern F1 reminds me a little of the Premier League, in that not all teams are necessarily self-sufficient without outside help. Anybody with half a brain can probably work out why he was replaced."

ACT THREE, SCENE ONE:

The Emirates Lounge, Changi Airport, Singapore, September 24, 2012

There are occasions when airport lounges and motor racing paddocks are almost indistinguishable – and this was just such a moment. For a while, a small group of us chatted with GP3 Series champion Mitch Evans and his former racer father Owen, who had paused in Singapore en route from Europe to their New Zealand base. Once they'd left to catch a flight to Auckland, we were joined by a representative from a driver management agency (who shall remain nameless).

Much of the weekend speculation had focused on Lewis Hamilton's future and the agent wondered what we thought. The message from McLaren, we said, seemed to be that Hamilton would stay (and in last month's *Motor Sport*, Nigel Roebuck's conversation with Martin Brundle revealed that the team believed as much – not least because it had received an email to that effect). The agent smiled. Hamilton, he insisted, was poised to join Mercedes and Sergio Pérez would be hired to fill the gap. Oh, and Ferrari was courting Nico Hülkenberg as a likely replacement for Felipe Massa...

Agents tend to know these things, but so far his disclosures have been only partially accurate. After a year as Force India's reserve, Hülkenberg looked highly impressive when he graduated to its race team in 2012 (especially in Brazil, where he led on merit after he and Jenson Button showed rivals how best to manage a race in mixed conditions), but for now has taken what many perceive as a sideways step, to Sauber – a long-time Ferrari customer and ally.





Hülkenberg impressed during single race seasons with Williams in 2010, above, and Force India in 2012. Next stop: Sauber

He tested the Swiss team's C32 for the first time at Jerez, early in February, and was encouraged by what he saw. The car has been aggressively designed for this year, with conspicuously slender sidepod packaging, but Hülkenberg – physically one of the sport's larger drivers – felt comfortable enough. "My height was a bit of a limiting factor at Williams and Force India, too," he says, "but I have no aches, pains or bruises after a full day's running." And could he dispense the perception that he tends to perform better in the second half of a season that he does during the first?

"I hope so," he says, "but I'm sure people's thoughts are influenced by the way my career has gone over the past few seasons. I went from F3 to GP2, from GP2 to F1 with Williams and then took a break from racing for a year. This time it should be a seamless transition, with only a change of teams."

The final words go to his former mentors. Vasseur: "It's difficult to compare drivers from season to season, but Nico is right from the top drawer. If he's given the right car, it wouldn't surprise me if he won the world title."

Head: "I think Nico has added more finesse to his driving during the past two seasons. He's a well-rounded individual, without airs or graces, a very positive character who loves his racing and has all the attributes to become a champion."

Sears: "Everybody says he's on Ferrari's radar and that makes complete sense. In the meantime I think he'll fit well at Sauber, because they produced one of last season's best cars and you have to wonder how many races they might have won with different drivers at the helm.

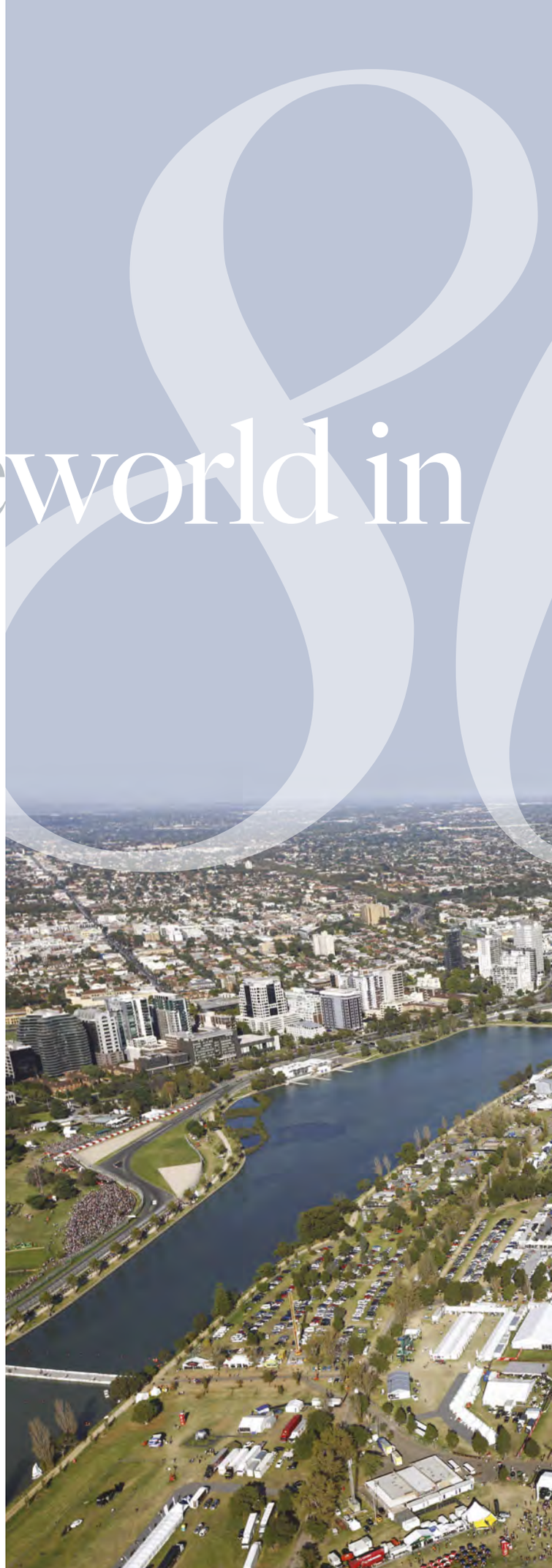
"Nico is quite a rare case, a driver who has been able to make his way in the sport on the basis of talent and personality, rather than bags of cash. It's rather refreshing and I'd be amazed if he doesn't become world champion one day."

Act three, scene two commences in Melbourne, on March 15.

Around the world in 80

The Formula 1 calendar becomes ever more cosmopolitan, yet its farthest extremes might be more accessible than you'd imagine...

BY SIMON ARRON



"You want what?" From the look on our interpreter's face you might think we'd requested something complex, but we sought only a knife to butter our toast... and the hotel appeared bereft of cutlery. Such can be the reality of the itinerant Formula 1 lifestyle. And this isn't some vague recollection from the 1970s: it happened in Korea last year...

Had the Korean GP been conceived close to Seoul, a wonderful, bustling city with fantastic architecture and attitude, it would probably have become an instant favourite. The financial impetus, though, came from the nation's southern tip, more than three hours from the capital by high-speed train and a region short on conventional accommodation. Many buildings have 'hotel' emblazoned on their flanks in bright neon letters, but they usually rent rooms for hours rather than days. When colleague Mark Hughes and I checked in last October, we were given gift packs containing assorted potions and condoms, but they couldn't supply breakfast utensils (although they did eventually procure one knife, which every guest had to share). And this wasn't some run-down shack we'd booked on the cheap, but an official media hotel.

For the past 12 seasons I've had the privilege of attending every World Championship Grand Prix, as a freelance, and self-employment taught me much about the practicalities of life on the road. As recently as 2009, when I drove to three races and flew from the UK to the other 14, my total flight costs came to £4600 – pretty reasonable, when you consider the destinations. There's no magic involved, just patience and a little diligence.

The cost of covering the sport has since increased, with extra long-haul races, associated visa costs and rising aviation fuel taxes, but even the most distant events might be within your reach. Websites such as travelsupermarket.com (flights, hotels, hire cars) and booking.com (hotels) are valuable allies, while budget airlines are not the UK's exclusive preserve: last year, one writer stayed away during the Singapore-Japan-Korea race sequence, flew with Caterham F1 owner Tony Fernandes's Air Asia from Kuala Lumpur to Osaka and paid about £75 for more than six hours aloft. It's a frequently repeated cliché that the planet feels much smaller than once it did, and the evidence supports that.

Here, then, is a glance at the Formula 1 calendar, featuring the races you really should attend at least once – and how.

9 ways





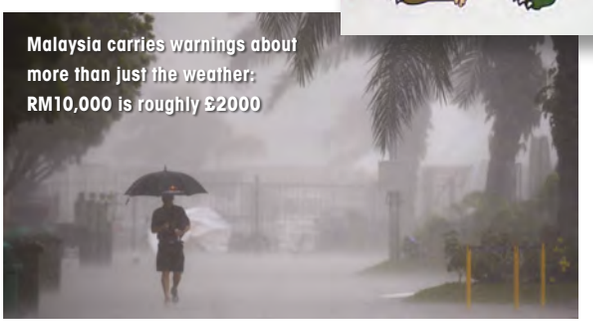
AUSTRALIA + MALAYSIA
ROUNDS 1&2

THESE two are best considered as a package. The cost of a return flight from the UK to Melbourne won't change greatly if you add a Kuala Lumpur pitstop during the return leg. Expect to pay about £800, give or take, and £400 per Grand Prix is very fair in terms of flight expenses. If you have ample time on your hands, you could set off very early and take in the Phillip Island Classic, too, a wonderful historic event one Sunday before Melbourne and about 90 minutes away by road. Australian hotels aren't the cheapest, but getting around is easy, thanks to a fine tram service, and four-day general admission passes start from about £100. Nowhere else puts on quite so many top-class support events (including Aussie V8s and, this year, historic sports cars). The atmosphere is wonderful and the setting at least its match: it's a template all Grands Prix should copy.

Malaysia can't quite match that, but is a cheaper destination and often generates decent races. The Sepang circuit is close to Kuala Lumpur International Airport and the nearby Concorde Inn is a practical base: it's the Malaysian equivalent of Butlins, but lies only 15 minutes from the track and the food (usually included in the room rate) is excellent. There's also a shuttle service to the airport, from where you can catch an express train to central KL.







Malaysia carries warnings about more than just the weather: RM10,000 is roughly £2000

CHINA
ROUND 3

SHANGHAI is a fascinating, vibrant city and the circuit – when you can see through its smog – isn't bad, either. The two, though, are some way distant and in the early days this used to mean reliance on shuttles or taxis. You're not allowed to hire a car without a local licence, but most cab drivers tend to be either deranged or asleep (once, we had to wake ours just before he piled into a bloke changing a wheel in lane three of the airport highway). On the flip side, they're cheap. More recently, a direct rail link between city and circuit has opened, which might explain why crowd numbers have increased. Note that you will be approached by unfamiliar women when walking around Shanghai: some want to practise their English and will engage you in conversation about tea and cheese sandwiches, which is really quite sweet. The others are hookers.









BAHRAIN
ROUND 4

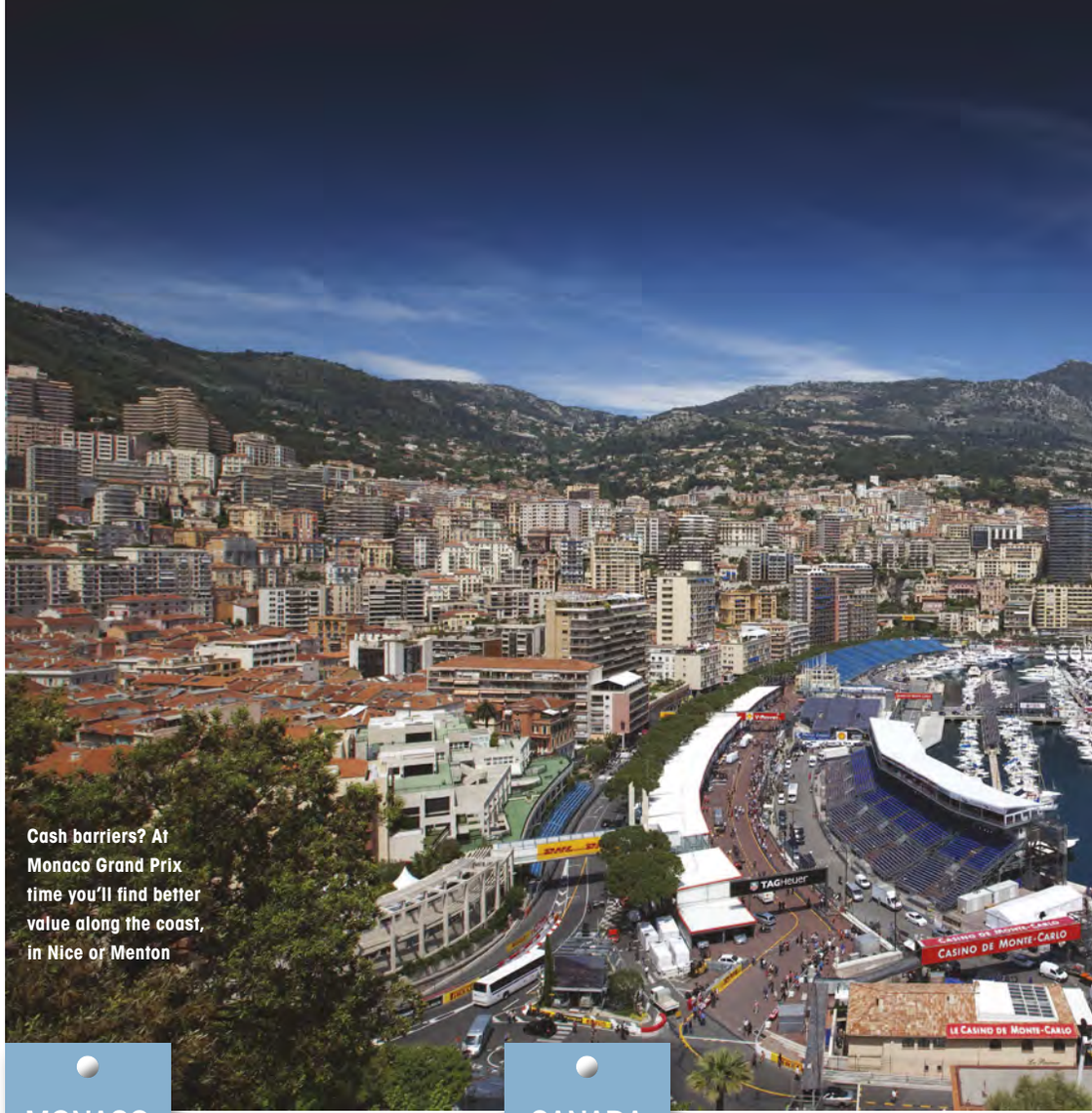
GIVEN that they started with a blank sheet of paper, a vast budget and an empty desert, this could have been a wonderful venue. Instead, it is peppered with tedious, slow- to medium-speed corners and relatively few parts are accessible to spectators. For much of the lap you might as well stage a race on the moon (although that would probably generate more atmosphere). Avoid.



Route one to Barcelona: fly across the Pyrénées and turn right

SPAIN
ROUND 5

THERE are countless daily flights from the UK to Barcelona – and Girona is almost as practical. Hire cars are cheap and you could stay as far away as Lloret de Mar yet remain within relatively easy range, although central Barcelona is better if you can find something affordable (and it has a good rail service to the circuit). Often fairly empty prior to Fernando Alonso's invention, the circuit has become a bubbling cauldron. The races are often a bit rubbish, but the long, high-speed sweeps make it a fine theatre at which to appreciate the art of a lone F1 car.



Cash barriers? At Monaco Grand Prix time you'll find better value along the coast, in Nice or Menton

MONACO
ROUND 6

AGAIN, like Barcelona, the principality tells you rather more about driving than racecraft. The stats reveal that Monaco's lap speed is the season's slowest, but drivers claim it feels like the fastest and that's how it looks from trackside, too, because proximity embellishes the spectacle. It's not cheap, but you'll find fair hotel deals in Nice and a daily return train ticket is about €7 (cramped, but practical). Airlines (even the budget variety) ramp up their fees at race time, so you need to book early to pay closer to £100 than £350. Eurostar is a good option, though: online sales open three months before travel and, if quick, you can buy a non-flexible, premier-class return from London to Nice for about £220 (or significantly less for standard). There are worse ways to spend a day than watching France waft by.



CANADA
ROUND 7

MONTRÉAL would be one of the world's most appealing cities even if it didn't have a Grand Prix, so the Circuit Gilles Villeneuve is an added bonus. Hotels vary from reasonable to outrageous, but booking.com usually unearths something to suit all budgets. The city's efficient metro network runs to the track, and generally this is a venue with great spirit and very few downsides. There aren't too many direct flights, but it's a bit cheaper to fly to Newark, New Jersey – and the drive through upstate New York towards the Canadian border is a landscape-rich, five-hour treat. Recommended.

BRITAIN
ROUND 8

ODDLY, this is the one about which I've probably learned least. When I first attended, in 1977, a three-day ticket cost £16 and paddock security knocked off at about 5pm, so everybody could get in and mooch about behind the pit garages. Some bygone traditions are overdue for reinvention.





GERMANY
ROUND 9

HOCKENHEIM and the Nürburgring are reasonably easy to reach from Calais – although that's more practical if you hail from Tunbridge Wells rather than Tayside or Truro. It's worth the effort, though: proceed towards Hockenheim via eastern France and you can stop awhile at Reims, perhaps to take a picnic lunch on the old pit counter. And the most efficient Nürburgring route takes you past Spa: win-win, basically.

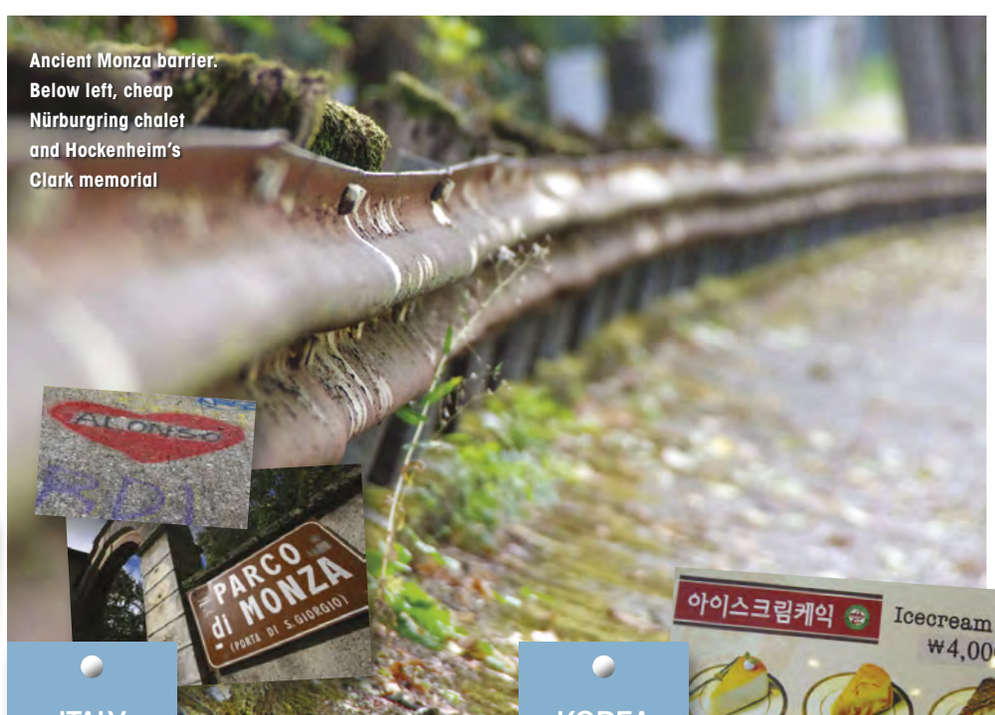


HUNGARY
ROUND 10

LET down only by the fact that the circuit isn't as inspiring as the city that spawned it. As F1's lone staging post in eastern Europe, though, Budapest has a fantastic atmosphere (most of Finland pops down to watch). It also benefits from low-cost flights and, if you choose carefully, cheap accommodation. Last year three of us paid £18 each per night for single rooms close to the urban hub. They were in an old apartment block, up about 120 stairs, but wifi was included and it provided everything you might need (a bed, mainly).

BELGIUM
ROUND 11

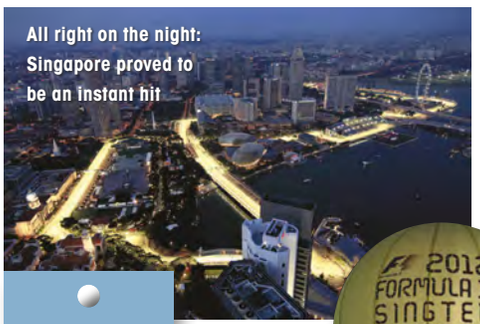
NEARBY HOTELS are few and far between, but independent travellers can still find quaint guest houses within much easier reach. Stout boots and stamina are required to appreciate the whole lap, but the rewards justify the endeavour. Spa is only about three hours from Calais and you can buy splendid wine and cheese on the way back. What's not to like?



Ancient Monza barrier. Below left, cheap Nürburgring chalet and Hockenheim's Clark memorial

ITALY
ROUND 12

LOW-COST airlines fly from several main UK airports to Milan Linate and Bergamo, both of which lie 30-35 minutes from the Monza car park. There are many hotels within striking distance, but deals flit from year to year and so have I. First-time visitors are advised to reach the circuit early on Thursday, to allow ample time to wander around the old North and/or South Banking. It's steeper than it looks: last year, GP2 racer Johnny Cecotto Jr tried to run up with his physio and tumbled awkwardly. At least he took the trouble to explore: such appreciation for the past is all too rare among his peers.



All right on the night: Singapore proved to be an instant hit

SINGAPORE
ROUND 13

SHOWS how a new race should be. A wonderful venue that permits Monaco-scale proximity, but costly too. Flights from the UK are likely to nudge £600, the ancient art of hotel price-hiking is well understood, and quoted rates might not include taxes. As luxury weekends go, though, it's pretty special (some food markets offer fantastic fare for a pittance). The local light rail system stops close to several circuit gates. A good thing, this: in the fierce humidity, long walks are not advised,





KOREA
ROUND 14



READ the intro. There's not much wrong with the circuit, which blends elements of Silverstone, Monza and Monaco, except that it's in the wrong place. »»







JAPAN
ROUND 15



A LONG trip from Europe, but not overly complicated. Nagoya is the closest major airport: from here take a shuttle towards the central rail station, then an Osaka-bound Kintetsu Line service to Shiroko to pick up a bus or taxi. You could fly to Osaka and reverse the above, or else Tokyo (although Narita Airport is an hour from the main rail hub, from where you catch one of the world's finest inventions, a bullet train, to Nagoya). At the end of it all lies Suzuka, the Spa of the Orient, a wonderful asphalt ribbon that remained totally unspoiled when facilities were upgraded a few years ago. Nearby hotels are few, far between and monopolised by teams, so quite a few folk commute from Nagoya. Note that rail fares aren't cheap, not all stations take credit cards and many ATMs refuse European plastic. Take plenty of cash, then.





INDIA
ROUND 16

BUDDH International is a fine circuit, but was built miles from anywhere. Access from the closest towns (Noida and Greater Noida) hinges on erratically driven cabs that will encounter flocks of sheep being led the wrong way along dual carriageways and other local clichés. Fresh hotels are being built and the opulence of fresh construction clashes starkly with rampant poverty nearby. The mood is engaging, but prices are quite high and smog levels worse still. The best advice is to fly to New Delhi, cross your fingers and accept it for what it is. India had many more pressing needs, though, than a racetrack.

ABU DHABI
ROUND 17

THE local desert might one day disappear, such is the rate of construction in the United Arab Emirates. Abu Dhabi's Yas Marina circuit was built on a spare bit of sand and is distinguished by its architectural conceits. You can fly to Abu Dhabi or Dubai for about £350 – and some people choose to stay in the latter, because it's a little cheaper and the circuit is only 45 minutes away if your hotel is at the right end of town (it takes almost half an hour from central Abu Dhabi). Hire cars cost next to nothing, although cameras automatically debit your credit card for speeding and parking fines that are easily incurred.

UNITED STATES
ROUND 18

THERE are various travel options, but direct flights from the UK to Houston deposit you a couple of hours from Austin by road and from there you can proceed via the Interstate network or else interesting back roads that pass through quaint, quiet towns. Last year there were all sorts of scare stories about a shortage of accommodation in Austin (and the prices), but three of us paid £200 per night for a triple suite, despite only booking it upon arrival. This year there might genuinely be a problem, given the race's clash with a major college football match, but the circuit is exquisite and Austin – a compact, friendly city with live music drifting from every bar window – is the perfect complement. Just go.



BRAZIL
ROUND 19

INTERLAGOS has changed little in spirit since the 1970s and is all the better for it. The flight is long and can be expensive, a taxi ride from airport to city takes forever and you are advised not to walk around wearing expensive jewellery. The circuit is surrounded by armed police – all the more so since Jenson Button was victim of an attempted carjacking in 2010 – but you forget the potential hassles once you're inside, for there is no finer track on the schedule. Magic, but with a hint of menace. Ⓜ



Interlagos was quite remote when it opened in the 1930s, but São Paulo's suburbs soon caught up

Private View

A 'You Were There' special

An audience at the Palace, from back when F2 mattered enough for Ferrari to send a works team





Top: in the first heat of the 1967 F2 London Trophy, Jackie Oliver's Lotus 41B leads the Protos of Brian Hart and the works Cooper T84s of Mike Beckwith and Peter Gethin. Right: Holts Trophy, September 1968. Soon-to-be World Champion Graham Hill in thoughtful mood by his Lotus

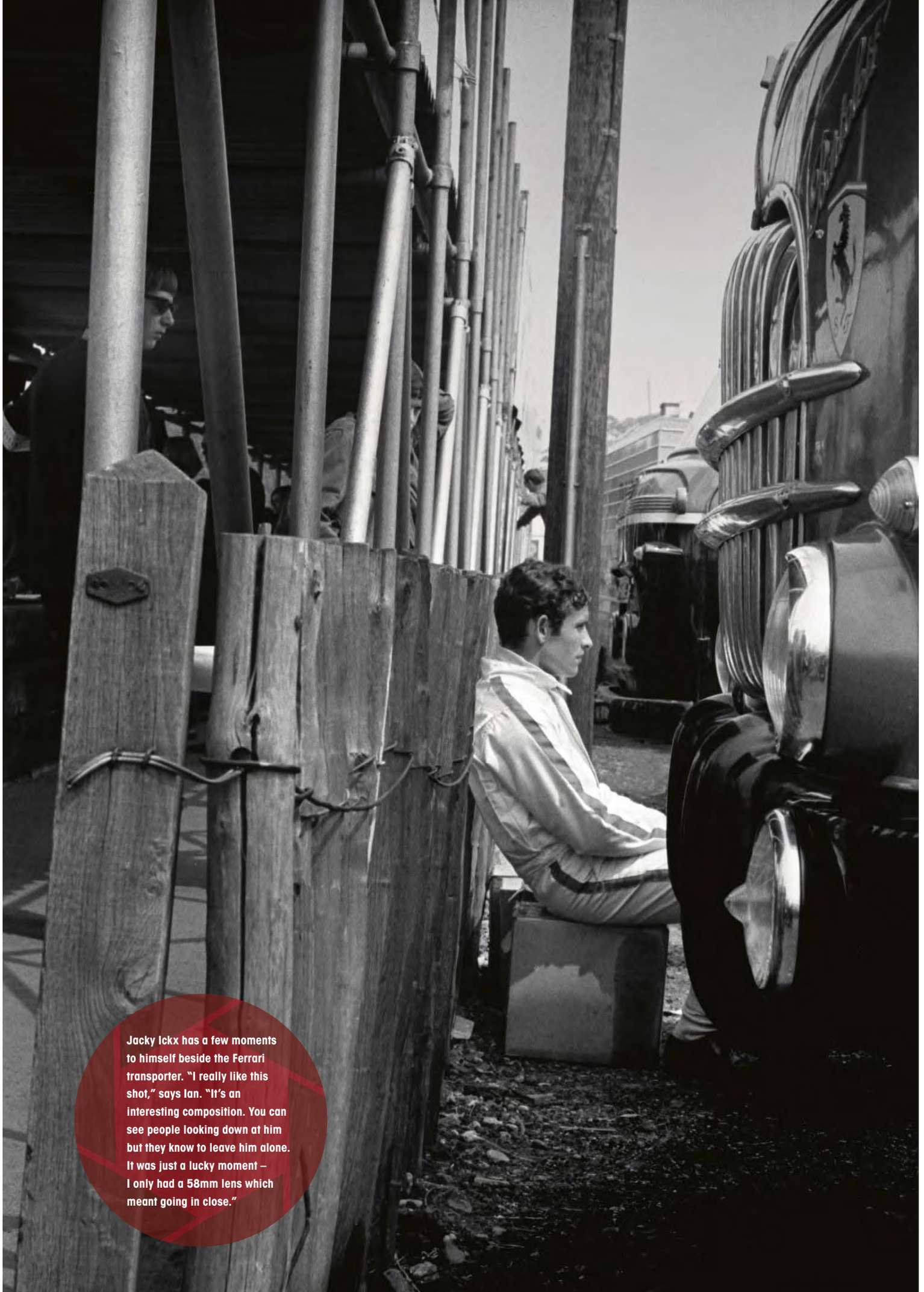
We've stretched the definition of the word 'amateur' slightly to let us use these wonderful images, as the man who took them went on to become a highly respected professional photographer in the automotive field, whose work you will have seen in all the top motoring titles. However, when Ian Dawson set off for Crystal Palace in 1967 and '68 he had yet to earn a penny with his camera.

"I had just completed my BA in Fine Art at Camberwell School of Art, doing sculpture as a post-grad – all completely non-appliable! The photography was only to record my own work. But I was obsessed with racing and lived near Crystal Palace, so I would pack my kit, put on my quilted nylon rally jacket and spend all day there. I had a Russian Zenit SLR camera, given to me as a 21st birthday gift a couple of years earlier. It was very agricultural in build: the lens had an air bubble in it (I still have it!) and the shutter button felt like someone had emptied sand into the mechanism!

"I had no formal instruction in photography; I taught myself, even building a darkroom and developing and printing all my own films. I eventually saved my pennies and bought a 'previously cherished' Nikon Nikkormat and lenses. That was a step in the right direction…"

Ian also made a racing film at the Palace, called *Close-up Heroes*. "I chose F2 because you could get great access to the drivers, and the F2 guys seemed very real." That led to film work for racing sponsors, and then on to his unintended career in car photography, with Ian's first professional shoot appearing in *Car* magazine in 1975. But he looks back fondly to those early days.

"The wonderful thing then," Ian reflects, "was that as the mere mortals we were (and are still) it was possible to walk amongst the gods, our heroes. It was an amazing time – dangerous, yes – but amazing all the same."

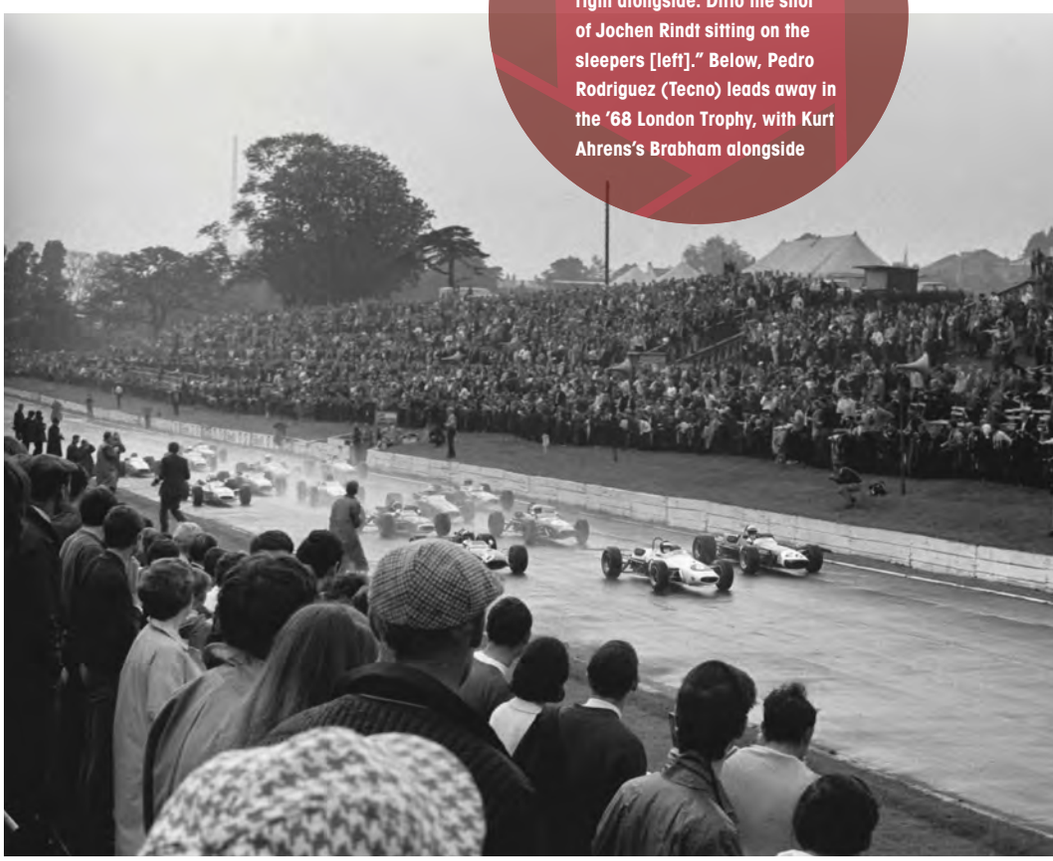


Jacky Ickx has a few moments to himself beside the Ferrari transporter. "I really like this shot," says Ian. "It's an interesting composition. You can see people looking down at him but they know to leave him alone. It was just a lucky moment – I only had a 58mm lens which meant going in close."



Top: Holts Trophy event, September 1968. "By now I'd blagged my way into the pitlane," recalls Ian, "which is how I got right alongside. Ditto the shot of Jochen Rindt sitting on the sleepers [left]." Below, Pedro Rodriguez (Tecno) leads away in the '68 London Trophy, with Kurt Ahrens's Brabham alongside





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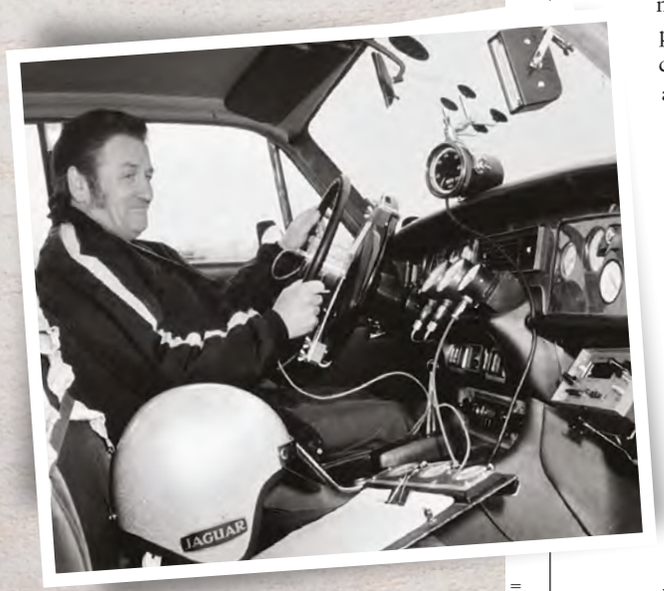




Lunch with...
NORMAN DEWIS

During 33 years and more than a quarter of a million 100mph miles, this dedicated team player helped make Jaguar great

BY SIMON TAYLOR



James Mitchell

Marque loyalty is an old-fashioned concept these days. A driver will swap seats after a season or two, a designer will change teams, an engineer or technician will quietly ask around to tease out available opportunities. Everyone's looking to maximise their career potential, and more power to them. It's the same in today's global motor industry: a familiar face from Ford will pop up at BMW, a rising star will exchange Turin for Detroit.

But back when a few at least of the great car makers were still private businesses with paternalistic proprietors, some famous companies enjoyed a true family feeling among their key employees. This shared unity of purpose translated into the firm's products, helping a strong identity to run through each successive model.

There's no better example of this than Jaguar. Founded, and run with an iron hand, by Bill Lyons, it enjoyed its greatest days in the 1950s under a tight team of loyal servants: engineering boss Bill Heynes, racing manager Lofty England, vehicle engineer Bob Knight, aerodynamicist Malcolm Sayer and development test driver Norman Dewis. All of those names spent the majority of their working life with Jaguar. Norman's own service adds up not only to 33 years but also to more than a quarter of a million miles at over 100mph, perhaps further at those speeds than any other man. The road behaviour and fitness for purpose of all the great Jaguars is very much down to the relentless work put in, often seven days a week day and night, by Norman.

Having joined Jaguar from Lea-Francis in 1952, Norman remained on the staff until the mid-80s. By then Lyons, Heynes, England, Knight and Sayer were all gone, and Jaguar was part of British Leyland. Norman now had to work through a diluted and bureaucratic reporting structure that was worlds away from the direct link he'd enjoyed to Heynes, and the frequent after-hours visits from Lyons himself to enquire how things were going.

Then, six months after he retired, his beloved wife Nan suffered a stroke. She was given two years to live, but Norman nursed her devotedly for seven. After her death he started a new life, travelling the world talking to Jaguar enthusiasts and clubs, recounting his inimitable stories about the cars he helped to develop and the people with whom he did it. He's been doing that for 20 years and, at an extraordinarily energetic 92 years of age, he shows no sign of slowing down. Some forward planning was required to pin down this busy man for lunch at the Fishmore Hall Hotel in Ludlow, not far from his Shropshire home.

Norman was conveniently born in Coventry, the heart of Britain's then thriving motor industry, in 1920. Early evidence of graphic talent resulted in a scholarship to art school; but he never took it up, for when he was only 14 his coalman father died suddenly. With the breadwinner gone he had to leave school at once and go to work, initially as a grocer's delivery boy for 7s 6d (37.5p) a week. He lived in Humber Road, named after the big car factory along its length, and soon he was asking at the gate to see the labour manager – ➤➤➤

which is how, still only 14, he became a Humber worker, fitting wings and bonnets.

At 15 he moved to Armstrong-Siddeley, because they were able to offer him a proper five-year apprenticeship. That included a stint in the chassis department, where he learned to drive, and eventually to take the naked chassis on their shake-down runs. This progression was brought to an abrupt halt by the declaration of war in September 1939.

At once Norman, still a teenager, joined the RAF and was soon occupying the centre gun turret of a Blenheim bomber. Invalided out in 1942 he became an Air Ministry inspector, checking war production in the Midlands factories, including Lea-Francis. So when war ended in 1945 it was Lea-Francis that he joined, building engines, and then testing chassis on its quality range of post-war saloons and sports cars. They were built in small numbers, but great pride was taken in their hand finish. "We rather looked down on Jaguar, thought they were a bit mass-produced. But we couldn't work out how they did it for the price."

The twin-high-camshaft Lea-Francis engine was used by Connaught in their early cars, and also in American midget racing as an alternative to the ubiquitous Offenhauser. In 1948 Norman accompanied Ken Rose and Albert Ludgate of Lea-Francis to America to see the engine in action, quite an adventure for the lad from Humber Road. Meanwhile he took note of the burgeoning 500cc Formula 3 movement, and with a fellow LeaF employee designed and built a neat Rudge-powered F3 car, the DNC. In its first race, at Silverstone in July 1950, he qualified on pole and led for two laps before the cylinder barrel parted company from the crankcase and came out through the bodywork. It was rebuilt to do more races in 1951.

As national car production got back into full swing Norman realised Lea-Francis was not in a very strong position. He put out feelers, and in October 1951 he was summoned to Bill Heynes' office in the old Swallow Road works to discuss a job as development test driver. "I thought Jaguar seemed a tatty place, but Heynes told me about their big plans for the future, and showed me the experimental department." There he saw not only the C-type that had won that year's Le Mans 24 Hours, but also a mock-up of a new type of brake that, instead of an enclosed drum, had a rotating disc with external pads rubbing on it. After a haggle about money – "Jaguar had a real reputation around Coventry for being poor payers" – Norman was hired, reporting direct to Heynes who was effectively one down from Bill Lyons himself. He started on January 1, 1952.

"The Old Man liked to wander around after most people had gone home. About a week after I'd joined I was working late in the experimental department, and he came in and said, "Are you Dewis? I'm Lyons." He called everybody by their surnames. To us he was still Mr Lyons, he didn't become Sir William until 1956. He took me into the body shop, showed me a couple of ideas they were working on, and asked for my comments. Team spirit, you see: it started with the way the Old Man would involve you, and went on down from there."

Norman found no properly regimented test procedures at Jaguar. His predecessor, Old Harrovian Ron "Soapy" Sutton, had moved on to Alvis to test military vehicles, and there was no consistency in any of the trials that were taking place either with the road cars or with the C-types. Norman lost no time putting in proper routines, and in this he had Heynes' full support. "He was my boss until he left in 1969, a beautiful engineer and a great character, and always stood by me. If the production people complained that they were having to over-engineer components because I was turning stuff down, refusing to sign it off, he'd always back me up. Bob Knight, too: a brilliant suspension man. Jaguar's reputation for ride and comfort – but not at the expense of handling – started with Bob. It took us a lot of development work to get it to the levels he wanted."



From the start Norman was heavily involved with the disc brake programme, working with Harold Hodkinson of Dunlop. The early versions were prone to alarming failures, due mainly to boiling brake fluid and pad knock-back. As well as Norman's own testing routines at the Motor Industry Research Association (MIRA) track at Lindley, regular works drivers Tony Rolt, Duncan Hamilton, Peter Walker and Stirling Moss also tried the early C-type with disc brakes. "They were all deeply suspicious of it, although Moss was the first to recognise its potential." As part of the test process a disc-braked C-type was entered for the 1952 Mille Miglia, with Moss as the driver, and Norman was sent along as passenger to monitor the brakes' behaviour.

The race began in wet conditions, and at Ravenna Moss was in 12th place. The C-type had several dust-ups with the works Mercedes-Benz 300SLs but by Florence, despite a leaking fuel tank and shot rear shock absorbers, they had climbed to second overall. The brakes were standing up well, but in the Abruzzi mountains a stream of water running off the hillside caught Moss out. They hit a rock and broke the steering, and with 100 miles to go their race was run. It was the start of Moss' fascination with the Mille Miglia, which would culminate in his victory for Mercedes three years later.

Before flying home Moss sent a fateful telegram to Bill Lyons insisting that the C-types needed more straight-line speed before Le Mans if they were to beat the 300SLs. "I stayed behind to repair the Mille Miglia car before I could drive it home, and by the time I got back to Coventry the three Le Mans C-types had already been modified for more top speed, with longer noses and tails. This required changes to the cooling system, and I was dismayed to find they hadn't been properly tested." They were also back on drum brakes.

The 24 Hours was a disaster: after cooling problems emerged in practice, Moss' car was converted back to the old-type radiator, but suffered engine failure, and the other two retired with overheating. "The Old Man was really livid after that. He said, 'Nothing like this will ever happen again. In future no changes will be made without proper testing.' So the debacle strengthened my position. From now on, everybody knew that structured testing was essential.

"Lofty England did a good job as team manager, but he was very dictatorial, and he did have the habit of being always right. He would never be corrected. He and Heynes didn't get on at all. I had several rows with Lofty when he wanted to change something without due evaluation. If he got his way and it went wrong, he'd never admit it was down to him. It was always the driver's fault."

Norman was back at Le Mans in 1953, now as reserve driver across the three-car team. He therefore needed to qualify, and was sent out to do his laps on Thursday in the spare car – which, like the Tony Rolt/Duncan Hamilton C-type, was also wearing No18. So two cars numbered 18 were on-track at once, an error by England, and the organisers threatened disqualification. Lyons himself had to apologise – and C-type no18 won the race.

The famous banked triangle at MIRA, the first place on British soil for continuous high-speed testing following the demise of Brooklands, was opened in 1953, and Norman became its most frequent inhabitant. Meanwhile the Belgian motorway from Jabbeke to Aalter had become a useful venue for speed attempts, as the authorities could be persuaded to close one side of the dual carriageway, with the RAC Belgique providing independent timing. »»



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2



5



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6

[1] In 1950 Norman built and raced this F3 car, the DNC [2] As passenger in XKSS with Prince Michael of Kent [3] Posing with the record-breaking XK120 at Jabbeke after beating 172mph [4] On the way to fifth place with Broadhead D-type in 1955 Goodwood Nine Hours [5] Norman in first D-type at MIRA with Minister of Transport Alan Lennox-Boyd aboard. Bill Lyons is second from left behind [6] Norman accompanied the young Stirling Moss in works C-type on 1952 Mille Miglia, mainly as part of disc brake development



JDHT

Jaguar made headlines in 1949 when Soapy Sutton achieved 132mph in a near-standard XK120, and in 1953 they returned with an XK120 and a MkVII saloon. "In the XK I got just over 140mph, a production car record, and in the MkVII I managed 121, which was an incredible speed then in a big four-door saloon. Then one evening the Old Man came down and said to me, 'Dewis, I see you've lost your record. What are you going to do about it?' I hadn't heard that the Spanish Pegaso people had gone to Jabbeke with a supercharged V8 thing, not a real production car, and they'd done 151mph.

"I thought the XK120 had gone as fast as it was going to go, but Malcolm Sayer reckoned we might find a bit more with a full-length undertray and a plastic bubble off a glider over the cockpit. We took the seat out and I sat on the floor under the bubble, and we removed the headlights and ducted air from one side to the carbs to get a ram effect. We buffed the tread off the tyres and blew them up to 50psi, to make the contact area as small as possible. We decided to do it at dawn, when the air would be cool and dense. They'd closed five miles of one side of the dual carriageway, but even at that hour there were crowds standing along the centre reservation to watch. We were pulling our highest ratio, 2.9:1, but our engine man Jack Emerson said, 'Don't go over 5800rpm, you might throw a rod'.

"It's a lovely clear morning, and when I pass the black and white boards to start the measured mile I'm pulling 6200rpm. I turn round at the other end – I can't get out, because the cockpit cover's screwed down; it's very hot and airless inside – and Dunlop Mac checks the tyres and gives me the thumbs-up. I go back the other way, and I pull 6300 this time. I get to the end, they unscrew the bubble, I'm red-faced gulping in air, and nobody says anything.

"Then Lofty says, 'You got a problem, Norman?' 'No,' I say, 'It's running beautifully. I was pulling 6.2, 6.3.' Lofty says, 'The rev-counter must be playing up, you were slower than you were in April.' He plays me along for a few moments, then he says, 'You bugger, you've done 172.4. The timekeepers have confirmed it, they're producing the certificates'."

Sixty years ago that was an astonishing speed for a production car, and the record made headlines around the world. But the Belgian authorities decided that, with crowds lining the road, the potential for disaster was great, and no more speed attempts were allowed. Norman also drove X11, the one-off interim C-type/D-type car, the same day but a cracked injector pipe kept its speed down to just under 180mph.

Norman's daily work at MIRA continued, and in 1954 he was lucky to escape when a C-type being used to try fibreglass body panels seized its final drive coming off the banking at maximum speed. "It cartwheeled onto the infield, coming to rest upside down on top of me with fuel and hot oil everywhere. A couple of hefty Irish labourers were resurfacing part of the track, and they ran over and lifted the car off me. In the pub that evening I bought them all the Guinness they could drink."

It was in 1955 that Norman had his only works Jaguar drive in a race – nothing less than the Le Mans 24 Hours. The C-type had been succeeded by the D-type, on which Norman had done a massive amount of early testing. After the D had been narrowly beaten by Ferrari at Le Mans in 1954, the much-improved long-nose car was readied for the 1955 race, and three works cars were entered for Mike Hawthorn/Jimmy Stewart, Rolt/Hamilton and Don Beauman/Desmond Titterington. Beauman, an old school friend of Hawthorn's, was hired after a test under Lofty's eagle eye. But, two weeks before Le Mans in the Nürburgring Eifelrennen, both Stewart and Titterington crashed their Ecurie Ecosse D-types. Titterington was laid up in hospital in Germany, and Stewart decided to retire from racing. So, days before the race, Ivor Bueb was drafted in as Hawthorn's co-driver, and Norman – who had already done more sheer miles in D-types than anyone else – found himself elevated from reserve driver to become Beauman's partner.

> "I had to ask the way. You can't drive a D-type and read a map"

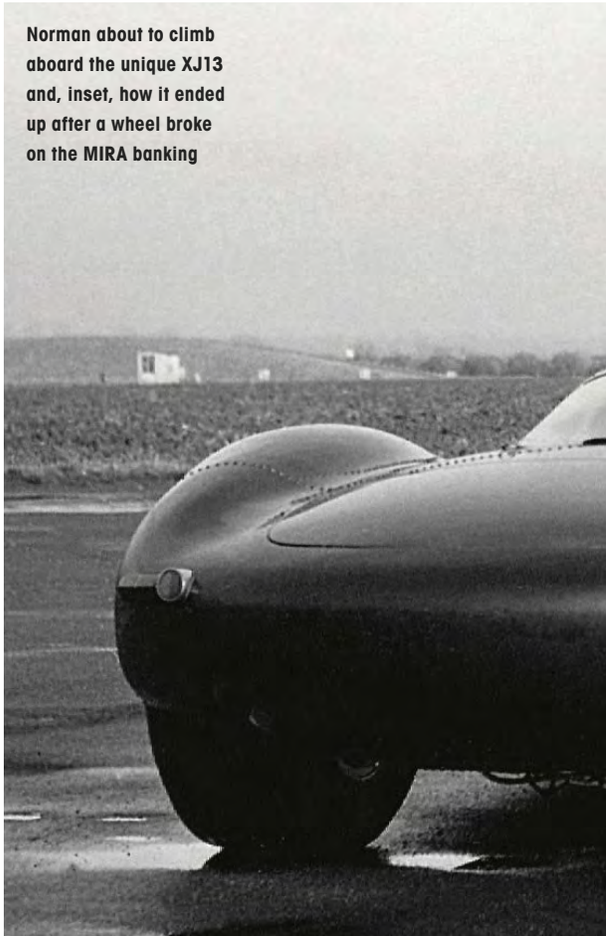
The tragic story of Le Mans 1955 needs no repetition. Just before 6.30pm on Saturday, Hawthorn's leading D-type lapped Lance Macklin's Austin-Healey and then pulled to its right to come into the pits. Macklin, caught by surprise, swerved to his left, just as he was being lapped by Pierre Levegh's Mercedes 300SLR. The Mercedes ran up the tail of the Healey and was launched into the packed spectator enclosure opposite the pits. Levegh and 83 spectators were killed, and 120 injured.

The accident unfolded in front of Norman, who was waiting in the pits to take over the No8 D-type from Beauman. "I believe strongly that the accident wasn't Hawthorn's fault. If you study the stills from the movie footage that exists, you'll see that as Hawthorn pulls to his right approaching the pits, Macklin swerves unnecessarily far to his left to avoid him. There was actually room for Levegh to go between the Healey and the D-type – but by then Levegh was committed to passing Macklin on the left, and couldn't avoid using the back of the Healey as a launching pad.

"We were all on the pit counter waiting for our driver changes, Bueb for Hawthorn, Hamilton for Rolt, me for Beauman. I saw Hawthorn with his hand up, coming in, I saw Macklin swerve sharply left, I saw Levegh hit him. The fire and carnage were directly across the road from us, but it didn't affect me, to be honest. I'd seen bad things in the war, and there was a job to do. The only person it did affect was Ivor. He said, 'It's suicide. I'm not driving'. Lofty just said to him, 'Bueb, get in the car', and sent him out while he dealt with Hawthorn.

"Beauman handed over to me, and I did my two-hour stint. I remember winding in Kling's 300SLR, and tailing him for three laps until finally I towed alongside on the Mulsanne just before the kink. I was pulling 6200rpm, which was 192mph on that gearing, and I went ahead. That put us fourth. I got the 'in' board after my two hours, but as they refuelled the car Lofty shouted, 'Stay in! Stay in!' so I did another hour, before handing back to Don around 10pm. We were looking good. We needed to stay out there until Sunday afternoon – and then just after midnight Don put it on top of the sandbank at Arnage. He couldn't get it off, so gave up and walked home. It didn't occur to him that the metal tonneau cover would have made a good shovel to dig it out."

In the early hours of Sunday morning, on orders from Stuttgart, Mercedes withdrew their remaining cars from the race. The D-type of



Norman about to climb aboard the unique XJ13 and, inset, how it ended up after a wheel broke on the MIRA banking

Hawthorn and Bueb went on to score a hollow victory, but added to the Le Mans disaster for Jaguar was the tragic death of Bill Lyons' only son, John. Driving down to Le Mans on the Monday before the race, his MkVII hit a truck and he was killed instantly. Having completed an apprenticeship at Leyland, he was sampling various departments around Jaguar to learn the family business, and one wonders how different Jaguar's history might have been had he been around in the 1960s to take over the reins from his father. And four weeks later Don Beauman was dead, too, killed at the wheel of his Connaught in the Leinster Trophy race.

All the works Jaguar drivers were paid a fee per race and start money. Norman, as a waged employee, didn't get paid for his Le Mans drive, but did think he deserved his £260 share of the start money. "Two weeks later I'd had nothing, so I told Heynes, who raised it with Teddy Huckvale, the Finance Director. He was tight, even tighter than the Old Man. He called me to his office, wrote out a cheque, and threw it down on the desk. I picked it up, and it was for £156. I told him it was meant to be £260, but he said he'd deducted £104 for hotel bills. Rolt and Hawthorn and co didn't have to pay their hotel bills, of course, but Huckvale said I did because I was an employee. If I'd known I would have stayed in the £5 a night flophouse with the mechanics! Until you worked for Jaguar, you didn't know what mean was."

Norman's other long-distance race was the 1955 Goodwood Nine Hours, when Jaguar PR manager Bob Berry asked him to share the ex-works D-type he was driving for entrant Jack Broadhead. Norman had to get Bill Lyons' permission, which was grudgingly given. Despite an off by Berry in the final hour, which required some body repairs, they finished fifth.

In May 1956 Norman earned his keep with two very hectic weekends in Europe, both involving Paul Frère. Frère wanted a mount for the big production car race at his home track, Spa, and asked Lofty England for one of the recently-introduced 2.4-litre saloons. One was readied with a C-type head, and Norman ran it up to 127mph at MIRA before driving it on the road, alone, to Spa. Up against Porsche 1600s, Mercedes 220S saloons and Jo Bonnier in a works Alfa Romeo, the 2.4 qualified well, but at the end of Saturday's practice Frère came in to report that the gearbox had gone.

"The little lock-up Paul had found me in a village at the other end of the circuit had no pit and no ramp. The 2.4 was the first unitary-construction Jaguar, so the only way to get the gearbox out was from underneath. But with no means of access all I could do was take up the carpet and drill a series of holes in the floor, and then hacksaw between the holes and bend up a flap in the floor with my feet, like opening a tin, to lift the gearbox out. The bearing on the back of the layshaft had seized, and there was a tooth off second gear. The Brussels Jaguar dealer didn't have a spare gearbox, but he sent some bits to Spa, which arrived around 7pm. So I work into the night, rebuild the box, and put it all back together. Then I try the gears, and I can't get fourth. Take it to bits again, and find I've put in a shim wrong. Put it back together, and now I can't get first. I'm tired now, and that's what happens when you're working on your own – although David Murray of Ecurie Ecosse heard what was going on, and lent me his chief mechanic, Stan Sproat, for a while.



"I work through the night, and next morning Paul rings to see how I'm getting on. When he hears the car's still in bits he says, 'Well, we can forget the race'. 'No, no,' I say, 'We've got an hour before the race starts. Just hang on'. I've got no welding equipment, of course, so I kick the folded-back floor into position as best I can and put the carpet back over the holes. Then, with minutes to go, I have to get the car back up to the starting grid. The shortest route is on the circuit, going the wrong way. The Belgian marshals block me until I make them realise it's the local hero's car, and they wave me through. I get it to the grid, and just have time to shout to Paul to take it steady for the first two laps until he can be sure the gearbox is all right.

"As soon as Paul had gone past to complete his second lap I relaxed, and fell dead asleep. I saw nothing more of the race. Paul overtook the Mercs, led his class, got up among the Porsches, and on the last lap he passed the leading Porsche to win the race outright." Norman shared in the Ecurie Ecosse victory dinner that evening – Ninian Sanderson's D-type had won the main sports car race – and then on Monday morning he threw his tools into the 2.4, and drove it back to Coventry.

Eleven days later Frère was practising a works D-type for that weekend's Nürburgring 1000Kms when he went off in the wet. "He cartwheeled down the valley, got out without a scratch, but the car was finished. This was late Friday afternoon. Lofty phoned Coventry and told Heynes I had to get another D-type over to Germany for 11am Saturday. I drove it down to Dover, caught the overnight ferry to Ostend, and at dawn I was roaring down the Jabbeke road towards Brussels. On through the Black Forest towards Düsseldorf, and then I got lost and had to ask the way. I had a map, but you can't drive a D-type and read a map. There wasn't too much traffic, fortunately, and the weather was clear, so I was really pressing on. I got there with 20 minutes to spare. The car was scrutineered, and Paul and Duncan Hamilton took it straight out to practise. They still had to start from the back, but they'd climbed up to sixth when the gearbox broke."

With Jaguar's withdrawal from racing at the end of 1956, more of Norman's time was

devoted to road car testing, although he was still responsible for development work on customer race cars for teams like Ecurie Ecosse and Briggs Cunningham. He continued to spend much of his working life at MIRA, and remembers taking the Duke of Edinburgh around the banking in an XKSS.

"All his security people said I wasn't to do more than 80mph, but once we were out there he pointed to the top of the banking and shouted, 'Take me up there'. At about 135mph he wanted to know what revs we were doing. Then going down the back straight he motioned me to stop. I thought maybe he was feeling a bit queasy. But he said, 'Will you let me drive?' So I let him take over, and when we passed the security chaps they were waving frantically. When we stopped they started to be really angry with me, but Philip silenced them at once, saying it had been at his request. Then he said to me with a grin, 'Do you think I make a good driver?' I said to him, 'I think you're Orroight'.

"Then I was asked to assess Prince Michael of Kent because he wanted to get a sports car. We had a private session at MIRA on a Saturday morning, and he drove an XKSS while I gave him a few pointers. A few days after that I'm in the office late one evening, and the Old Man comes down waving a newspaper. 'Dewis, you didn't do a very good job with Prince Michael. It says here he's just ordered a new Aston Martin…"

Norman has stories about developing every type of Jaguar, not least the remarkable E-type. The earliest prototype, E1A, first ran in May 1957; E2A was raced in Cunningham colours in 1960. In the run-up to the E-type's launch in March 1961 Norman put in days and weeks of sorting at MIRA and elsewhere to ensure that the agreed goal of 150mph was attainable. In the first published road tests both coupé and convertible duly achieved that figure – a sensational speed more than half a century ago for a series production car costing barely £2000. For Norman the E-type was "an icon".

But ask him which Jaguars he remembers most fondly, and he'll list the XK150S – "a beautiful car" – and, of course, the long-nose D-type. And he reserves a special place in his heart for "my XJ13. I know she caught me out, but she's still a lovely thing".

That unique XJ13, the first mid-engined Jaguar, was completed in 1966, using a four-cam five-litre V12. "It was intended for Le Mans originally, but the merger with BMC was going through, and when it was finished the Old Man sent around a memo saying it wasn't to be driven. I really wanted to know what it was like, of course, so a few weeks later I said to George Mason, who'd built it, 'Don't tell anyone, but put the XJ13 on a trailer on Sunday and take it to MIRA. I'll see you there at 7am'.

"Well, it was all unsorted, the handling was bloody awful and it wouldn't steer straight. But I did four laps of the outer circuit at an average of 157mph, faster than I'd ever gone with a D-type. First thing Monday morning I get a message: Sir William wants to see you at once. I go into his office, he's standing with his back to me looking out of the window, hands clasped behind his back. 'Where were you yesterday, Dewis?' 'I was at MIRA, Sir William.' 'Yes, you were at MIRA with the XJ13. I circulated a memo specifically saying it was not to be run'. 'Oh,' I said, 'that was three weeks ago. I thought it was just a temporary ban'. He turned around from the window, his face very red, and said, 'Oh, you did, did you? Next time I send you a memo, Dewis, do as I say. Now then, how did it go?' He was longing to know.



"I told him it was quick, but needed a lot of work, and I asked him if we could carry on. Eventually he said, 'I suppose you could test it on Sundays, when things are quiet, and in your own time'. So over the months that followed we gradually developed the XJ13 at MIRA, and at Bruntingthorpe we did more than 200mph in straight-line tests. Then in 1968 came the amalgamation with Leyland. Their boss Lord Stokes operated a formal no-racing policy, and the XJ13 was put away."

But in 1971, when the V12 E-type was being launched, it was dusted off to make a publicity film. It got a complete check-over, and the wheels it had worn for most of its testing life were replaced with new ones from the stores.

"I was high on the banking at about 135mph when the offside rear wheel broke. It spun down the banking onto the infield, dug in, did two cartwheels and then a series of barrel-rolls. I wasn't strapped in, but while it was all going on I managed to wedge myself under the scuttle. The wreck ended up on its wheels, and I got myself out." Miraculously he had severe bruising but no broken bones. "I had a hospital check-up and went home. I told Nan I'd had a busy day, and wanted an early night. I was so stiff next day I had to force myself to get up and go to work. Unfortunately one of the MIRA people leaked the story to the *Coventry Evening Telegraph*, and Nan read 'Mr Norman Dewis crashes experimental vehicle at 140mph'. So no secrets from her." It was two more years before the badly damaged monocoque was rebuilt, and the XJ13 ultimately became part of the Jaguar Daimler Heritage Trust.

"After the Leyland takeover I found myself working for this big loose organisation, where they'd have two men to do one man's job. The Old Man retired as managing director in 1967, although he carried on as chairman for a bit, and Heynes retired in 1969. Malcolm Sayer died of a heart attack in 1970. Lofty England was managing director for a while, and so was Bob Knight – until 1980, when he had to deal with John Egan as chairman. They disagreed about engineering policy, and one morning Bob packed up his things, left his car keys and office keys with me, got on the bus and went home.

"I crossed swords with Egan when he called a big management meeting – he was a very good showman on stage – and said, 'Right gentlemen, on such-and-such a date we're going to launch the new XJ40'. I stood up and said, 'Where did you get this launch date from? There are 14 more test procedures I haven't signed off yet'. Egan summoned me and Director of Engineering Jim Randle to his office, and I said to Jim, 'I'll carry on with the programme, but in three months I'm retiring, so you'll have to sort it out'. Well, they launched the XJ40 on that date, and it was the worst Jaguar that ever left the factory. Eventually they got it right and it was a beautiful car, but by that time the warranty costs were horrendous and two dealers in America had gone bust.'

Since Norman's retirement from Jaguar in 1985, and then following Nan's sad illness and death in 1993, his life has been incredibly busy. A natural story-teller, he has held audiences spellbound without notes around Europe, in America, in Australia and New Zealand. He has helped revive the British Racing Mechanics' Club, and has taken part in a huge variety of Jaguar events, including D-type cavalcades to Le Mans, being reunited with the ex-works short-nose D-type OKV 2 at Monterey, and marking 60 years of that C-type Mille Miglia debut with Stirling Moss. He even clocked up no fewer than 82 high-speed laps of Goodwood in Nigel Webb's long-nose D-type, giving journalists demo rides – aged 84.

The work this man has done, and is still doing, to enhance the magic of the Jaguar name is immeasurable. All this from somebody who left school at 14, and has always been driven by a belief in hard work, and that old-fashioned concept of marque loyalty. Ⓜ

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No.11
Bert Hadley's race helmet

One of Tom Wheatcroft's many achievements with the Donington Collection was restoring the supercharged 750cc Austin single-seaters that proved so fast in the later 1930s. Their chief exponent was Bert Hadley, who took one of the diminutive A7-based machines to an impressive second in the closely fought final of the 1939 Crystal Palace Cup at the London circuit, beating Bira's ERA. This is Hadley's racing helmet, together with two tasselled pennants commemorating some of his placings.



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A Bonneville triumph

It seemed simple: set the fastest ever speed for an F1 car, at the spiritual home of straight-line record breaking. Honda achieved its aim – but no one had predicted it would take two years instead of the planned 10 days

BY ED FOSTER

"You go to Bonneville and you take a really heavy car with narrow wheels. We turned up with a really light car with big balloon tyres, and the first time we wheeled the car out the Americans started laughing…"

Alan van de Merwe didn't even know where Bonneville was before 2005, when he was asked to head out there with BAR-Honda's Formula 1 challenger and set the first official Land Speed Record for an F1 car.

"I had just been taken on as one of Honda's development drivers," says the 2003 British Formula 3 Champion, "and the guys at Lucky Strike [which was sponsoring the team at the time] called me into their offices. 'We've got a project for you,' they told me. 'It should only take 10 days of your time. You're going to Bonneville. We're sending an F1 car, we're going to run it up and down, take some photos and that will be it'. Two years later we were still trying to set a record."

British American Tobacco was keen to get some publicity and to become a member of the 'Bonneville 400' club – an elite group of men or women who achieve more than 400kph (248mph) on the famous salt flats. "I think the whole thing was dreamt up by a marketing team," says van de Merwe. "In fact they might have come up with 400kph before they had even spoken to anyone technical about it."

No matter, F1 cars were reaching speeds of 360kph (223mph) on the straights of Monza. How hard could it be to eke out another 40kph? As it turned out, no one had a clue just what they had taken on by running a thoroughbred F1 car on the unpredictable salt flats. It was a long way from Monza, and not just in miles. The project would continue into 2006, switching to a Honda RA106 after the Japanese manufacturer took over the team.

"We ran at various airfields before going out to Nevada," says John Digby, the project's team manager, "and we were doing 415kph in both directions. We knew we had a good car – Honda had given us a great engine [which was producing close to 1000bhp], we had it geared right, but it simply wasn't heavy enough when we got to the salt. We were breaking traction all the time and measured some jumps the car made at 22ft. It was literally launching itself off the ground.

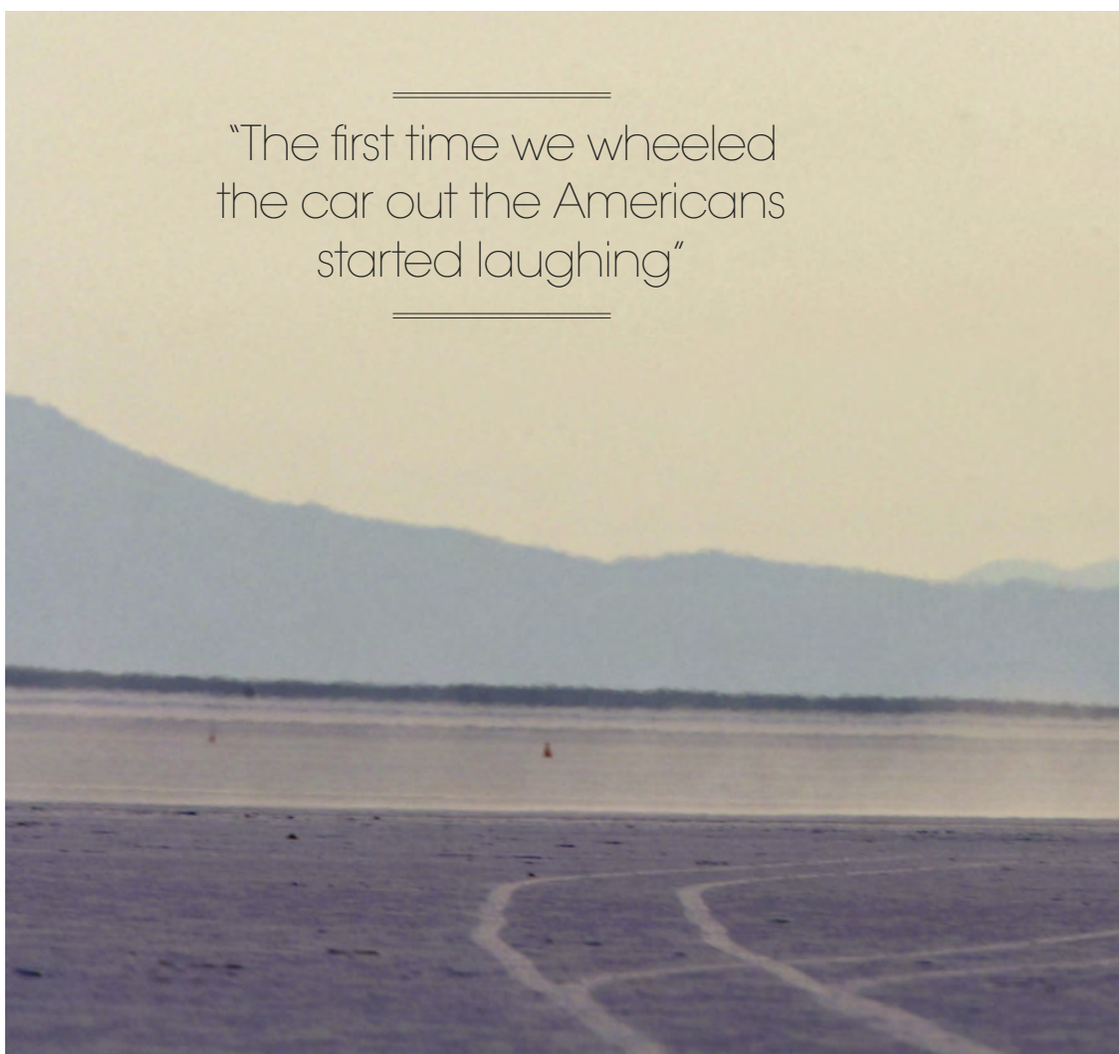
"What's more, down between mile markers seven and eight there was a small valley that hit the speedway at an oblique angle. The wind blew through there and it would push the car 40ft sideways when it was doing well over 200mph." Van de Merwe hasn't forgotten the effect it had. "I quickly gained a huge amount of respect for the guys who raced on the salt flats," he says. "You're driving flat out and using the whole track, which measured about 40 car widths. It was huge, but we were drifting for 300 or even 400 metres. It was pretty different to what I was used to… You're in control the entire time with an F3 or an F1 car. You feel it sliding, but we're talking inches. When we went to look at the tyre marks after one run, we just couldn't believe it."

So why was it so difficult? As van de Merwe says, "It was the wrong tool for the job." That year the minimum FIA weight for an F1 car was 605kg, too light to dig through the salt and find some grip, especially with the large tyres. "The car had a lot of weight added to bring it up to 640kg," recalls Digby. "We changed the aero on the car, smoothed the sidepods and, because we were running in top gear for a long time, we had to modify the gearbox." There was a longer top gear, but the team wanted to achieve the record without a 'push' so the rest of the gearbox stayed the same. Digby adds: "They call them 'dualies', big twin-wheeled Ford trucks that would help push people up to 100mph before the record car would even run. We didn't do any of that – we drove our car out of the awning, to the measured mile and through it. I only ever had eight people out there. As soon as the car set off, we had to jump in a rented truck and follow it in order to get to the other end of the course with the starter motors, cooling fans and all the rest of it in order to turn it around and send it back.

"We made some heavy parts for the car, but once we were out there each time we had to develop stuff on the spot. The parachute deployment system was one of those and when we were testing in the Mojave Desert it deployed itself at 200mph. [Top fuel dragster racer] Andy Carter lent me some parachutes and I learnt how to pack them from his crew chief."

Fitting a parachute is a requirement for Bonneville records, though not everyone adheres to it. Van de Merwe seemed unfazed about small parachute trifles, but remembers the weight problem well. "We were literally taping things to the diffuser on the back of the car. There was a feeling of 'this is the tool that we have, we have to make it work'. It was extremely satisfying when we did. I had complete trust in what the team had done with the car. I was never worried it was going to

"The first time we wheeled the car out the Americans started laughing"

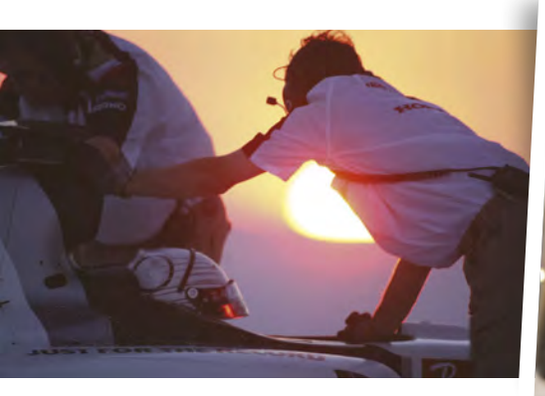


break or that it was going to flip, it just wasn't a thought for me."

Watch any of the YouTube footage of the runs, though, and the most striking parts are the 200mph spins. That's why the rudder was introduced. "Yes, we had to add that as a yaw control element," admits Digby. The system was linked, via the ECU, to the steering so that it could 'see' van de Merwe's steering inputs and judge how much rudder he needed. "It really wasn't that hard to get used to," says the current F1 medical car driver. "The problem was that in the measured mile you wanted the rudder off as it would create drag. I ended up using it in third, fourth and fifth, when the car didn't have that much downforce. The way it was set up, if I wasn't correcting the steering it wouldn't move, though. It was very intuitive except for the first time that we ran it when it had been put on the wrong way round. I remember coming back from the run thinking 'the car's really bad now, I don't know why!'"

The wind and the unsuitability of the car were just two of the many problems that the team faced, as the salt flats threw up their own set of issues. "The salt is like a living thing out there because it's always changing," Digby says. "The sun goes down and the salt starts to harden through the night and almost turns to concrete. The water table drops and the salt becomes crystallised.

"When the sun comes up in the morning, which in July is at about 4.30am, it starts to draw the water up through capillary action, the salt starts to soften and by 11am you can't run on it. We were running before the sun even came up on most days."







Bonneville's famous salt flats proved far harder to run on than Tarmac when BAR-Honda began its '10-day project' to establish a Formula 1 speed record

Despite the parachute deploying at the wrong time and some very high-speed spins, van de Merwe was not bothered by the precarious nature of the whole project, even if Digby admits that he must have had "balls of steel".

"It's weird," van de Merwe says. "It's like the state of mind you're in when you know that you need to win a race in order to wrap up a championship. When we were in Bonneville we waited so long to run the car [the team would be out there for three or four weeks at a time waiting for the right weather] and we knew that when we did, 'this was it'. I had realistic expectations about how difficult it was going to be, but at the same time when I did spin I didn't think 'Jesus Christ, I'm done now, I don't want to do any more'. I just thought 'OK, so we've learnt from that. I can now go a bit quicker…'"

And quicker they went. On every trip to Bonneville during that two-year period, the car crept up towards the 400kph mark, but modifications were made even harder by the remoteness of the salt flats. "There's really nothing," says Digby of the area. "There's nothing in Wendover, the local town. The closest city is Salt Lake, but that's 120 miles away. If you need something then you're in trouble. I actually made a bet with the lads – after putting $50 into an envelope I said 'if anyone can buy a pair of socks while they're here they can have the 50 bucks'. They tried really hard, but nobody could. It really is a wilderness and quite hostile.

"On the day that we got the record [of 397.481kph] there were eight of us out there. I had two people in hospital, one person in an ambulance on the way to the hospital and another guy sat in the truck plugged into a saline drip and oxygen. The two people in hospital were exhausted, the guy in the ambulance was exhausted and the other guy had just collapsed. That's why we had to stop at 397kph; we were just exhausted."

With attempts foiled by flooding on the salt flats and constant reiterations of the car the

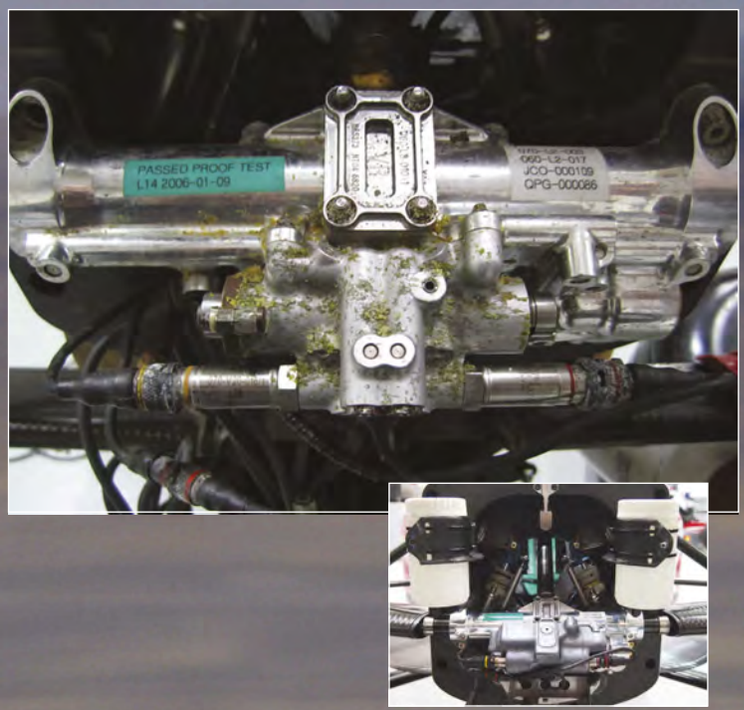
'10-day project' became a long slog, but despite missing out on the 400kph mark by less than 3kph both Digby and van de Merwe remember it as a career highlight. "I'm really proud of it," says Digby. "It was a huge challenge, especially when you were trying to do it next to your day job. It's the best thing I've ever done."

Van de Merwe: "I do remember it fondly. From a sporting point of view it would have been great to go out there with a more suitable car and set a record that could really make you



proud. To me it's not really about the number as it was one of the best things I've done. Obviously the first time I drove an F1 car was probably more of a highlight, but the whole experience gave me a new appreciation for other forms of motor sport. Oh, and I did meet my current girlfriend out there so I can't complain about that either… We've all taken something away from it – I met some incredible people and we still talk about it."

At the time the project failed to capture as many hearts and minds as perhaps it should. Was that because it seemed too easy? Quite possibly. Whatever the case, it's hard to imagine another Formula 1 team heading out to the salt flats any time soon to try and break the record, even though it was set back in 2006. Red Bull is famous for taking on a challenge and the fact that even it hasn't ventured out to Nevada is surely a sign that Honda and its small team of speed hunters achieved something special on that day seven years ago.



INSIGHT

SALT-FREE DIET

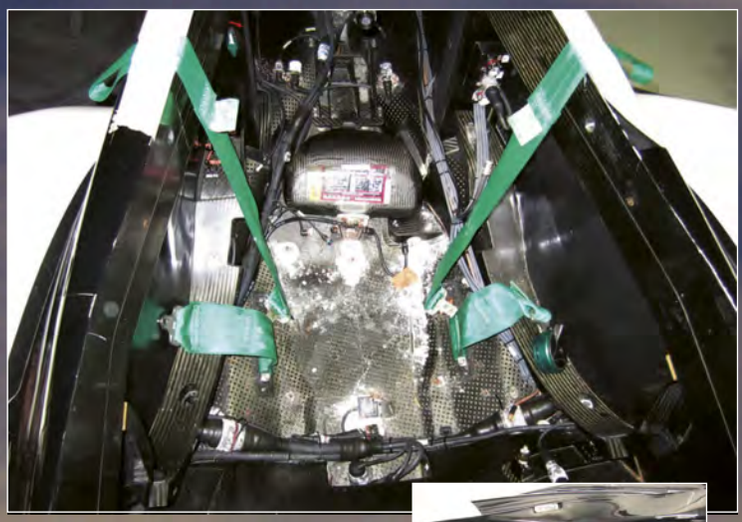
Restoring the Bonneville record car presented an unusual set of problems for Dawn Treader

SEVEN YEARS AFTER THE record run at Bonneville, the Honda RA106 was still suffering from the salt, which was making the machine rust so fast it was literally falling apart.

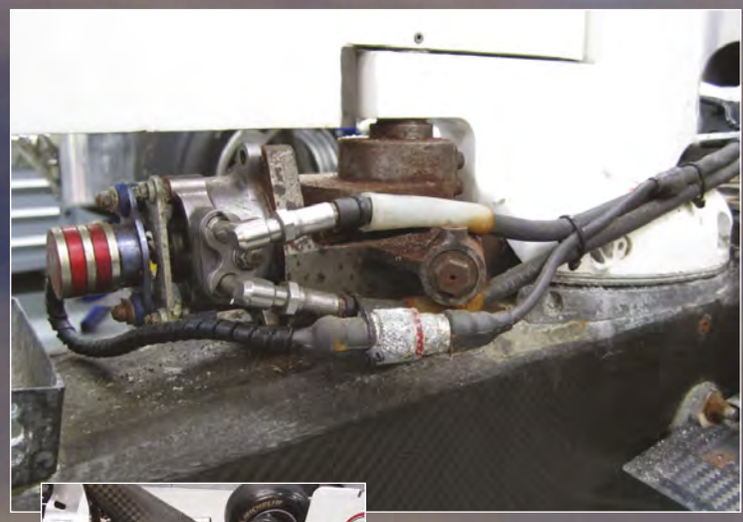
Honda quit Formula 1 in 2008 and out of that team came 2009 championship winner Brawn GP. A year later, Brawn had sold out to Mercedes. There was no need for the German manufacturer to hold on to Honda's history, so the car was sold by Bonhams in July that year, for £51,000. Even then it was well on its way to the bin thanks to the effect of the salt, and in 2012 the new owner made the decision to send it to restoration specialist Dawn Treader Performance for a complete refurbishment. "By the time it got to us," says Dawn Treader boss Patrick Morgan, "if we hadn't stripped it then we would really have struggled to bring it back to life. It wasn't until we started taking panels off that the realisation sank in about how serious the job would be. After three or four weeks of struggling just to get parts off the car we knew it was going to be a big job." Very quickly Morgan realised that the three- or four-month project would take 10 months, and that was just to get the car into a non-running condition where it wasn't rusting anymore.

"The biggest issue we had was that every nut and every bolt had corroded into whatever it was screwed into. Every single one had to be drilled out. Take the shrouding around the brake discs, for example – each has as many as 25 fasteners and could take hours to get out." That in itself was bad enough, but each new fastener cost up to £30. "We were just so lucky that the owner wanted it done properly," Morgan says, with feeling.

"We've replaced almost nothing, and if you look at things like the driveshafts you can still see the pitting on the surface. We cleaned and replated them, but the rust was too deep. It's not a car you'll be able to fake easily! The salt problem then started spreading

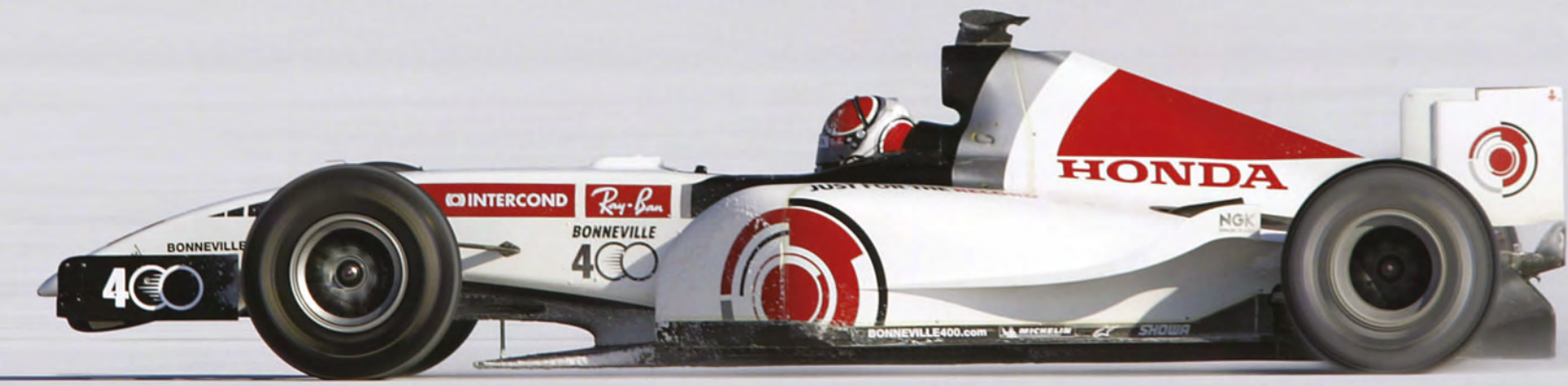








Six years of neglect had allowed salt to corrode most components. Before and after shots show, left to right, steering rack, driver's seat and hydraulic rudder mechanism



over the workshop so that when we started working on the car we had to quarantine it. With the best will in the world, in any workshop environment that's going to be difficult."

The car now looks like something you'd see in a showroom, but speaking to Morgan you quickly realise that the salt was like a powdery disease – if you touched a clean part of the car with a tool you had used on an unclean part, it would start rusting again. Sometimes signs of new rust could be seen as quickly as 12 hours later. Tools had to be thrown out and some were even made for special jobs – every fin on the radiators had to be cleaned and each one was a slightly different shape to the last, meaning another tool had to be made to fit.

"The electronic connectors were especially bad," says Dawn Treader employee Kris Nash, who did much of the work. "They have so many small places for the salt to get into that you'd restore it, fasten it to another connector and *another* bit of salt would fall out! We cut the knurling back on the connectors with a scalpel and then put new patterns on, masked them, primed them and then sprayed them. Some days it would take two hours just to get the connectors apart!"

The effect of the salt didn't just show itself on the metal parts, though. "A lot of the carbon was also really badly stained," adds Morgan, "especially if some of the resin had been badly scratched. The salt would get in and the stain would spread. In rare cases some of the carbon bits had to be recreated and, as you can imagine, some of them, such as the exhaust heat shields, were really complicated shapes. We used the originals, glued them up to try to get the right shape and then took a mould from that."

As Morgan says, we're lucky that the owner wanted to do a proper job with the restoration because otherwise this one-off piece of history would have been lost forever. Like its record attempt on the salt flats of Bonneville, its restoration was fraught with difficulties, but there's no denying the impressive nature of the outcome.

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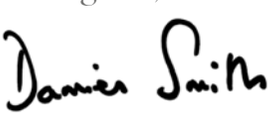
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BMW

By the 1970s motor racing was becoming big business, with powerful publicity potential. With multiple race successes to boast of, BMW invested in a vehicle which would serve as a team base and somewhere to host press interviews and sponsor meetings. The result was this far from handsome but very practical double-decker with retractable upper story which also provided a viewing gallery. Here it forms the focus of the team's effort at Le Mans in 1973; car 50 is the CSL of Chris Amon and Hans Stuck which did not finish.



AUTO UNION »

Tazio Nuvolari adjusts his gloves in front of one of the Büssing NAG lorries that carried the Auto Union racers around the circuits of Europe. Pictured at Monza in 1938, where the Flying Mantuan would win the Italian Grand Prix in his D-type machine. The petrol-engined trucks had a range of 300 miles but carried only one racing car each, with its attendant spares.

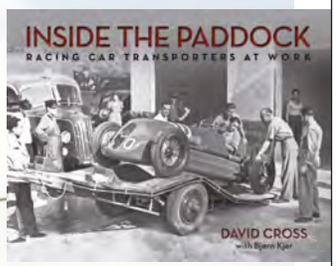


EQUIPE NATIONALE BELGE »

Unglamorous transport for what will become a priceless automotive possession – after some serious restoration. Willy Mairesse and Lucien Bianchi's mangled 250 Testa Rossa Ferrari teeters on two overstressed planks atop their Belgian-built Ford P truck, after coming to grief in the rain-sodden 1958 Le Mans race.



Inside the Paddock – racing car transporters at work
by David Cross with Bjørn Kjer.
Dalton Watson, £59
ISBN 978 1 85443 254 4









ASTON MARTIN

Well, they're only cars – why make fancy transport arrangements? Three Aston Martin prototypes set off from the Feltham factory for the 1963 Le Mans trials on the most basic of transporters, pulled by a Bedford C-type tractor unit. On board are both DP214s with, above, the upgraded DP212 – all now valuable historic vehicles, but then merely experimental racers. Separate vans carried equipment, spares and mechanics to La Sarthe, where in the race no Astons would finish.

Getting there

For some, what's in the paddock is as interesting as what's in the pits. Especially the race car transporters...

BY GORDON CRUICKSHANK

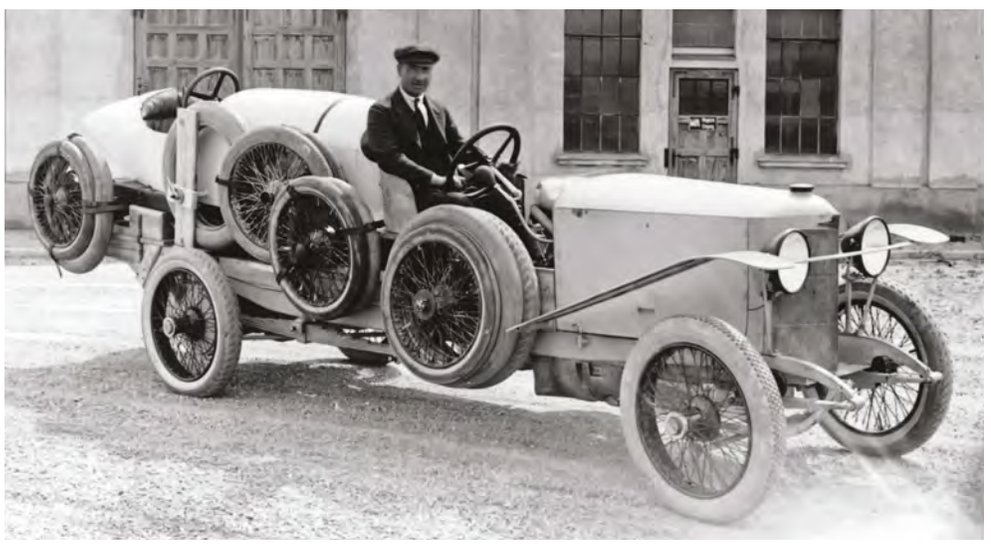
It doesn't matter which form of racing you are involved in, there's one requirement that remains constant: getting the racing car to the circuit. Even if a racer is physically capable of being driven to the venue on the road (ah, the thought of those Le Mans D-types barking down the N1...), it might not be driveable after the event – but it still has to be carted home. Over the years teams have employed every option from simple tow-rope to today's vast articulated lorries, and while transporters are often ignored, for some they exert a fascination. Hence *Inside the Paddock*, David Cross's intensively researched book describing scores of these vital vehicles through the years. We liked it so much that we decided to bring you a selection of its contents, which illustrate a fascinating range of solutions to the transport question. The contrasts are enormous: from two-wheeled trailers through converted coaches to multi-story conveyors; bare vans with a simple tool bag to fully equipped travelling tool rooms; sleeping bags on seats to insulated, heated bunk rooms; Thermos flasks to lavish kitchens with fridges and microwaves. The days of mechanics pushing cars up a couple of wooden planks are gone; now electric winches and hydraulic lifts provide the muscle, while elaborate awnings provide extensive covered work space.

The golden era of transporters came between the 1950s and 1970s, when some wonderful coachbuilt designs appeared in circuit paddocks, styled and streamlined in the fashion of the time, notably by Pegaso, Lancia and Scarab. Perhaps the stylistic peaks are the Ecurie Ecosse truck and the low-line Mercedes high-speed transporter, but here we select some less usual sights from Europe's paddocks.



J LEMON BURTON

Prescott hillclimb, 1955: Jack Lemon Burton was a well-known racer and dealer in Bugattis who competed in many hillclimbs and sprints before and after the war. He was also notable for his cheerful and eccentric advertisements in *Motor Sport*. His Ford transporter had been a cake lorry until he cut the top off and fitted a canvas tilt top. "We were impecunious," he later recalled. "We couldn't spend money on a lorry, we had to spend it on the car!" In front is his Type 51A Bugatti, on twin wheels for traction, with a Type 55 alongside.





BMC

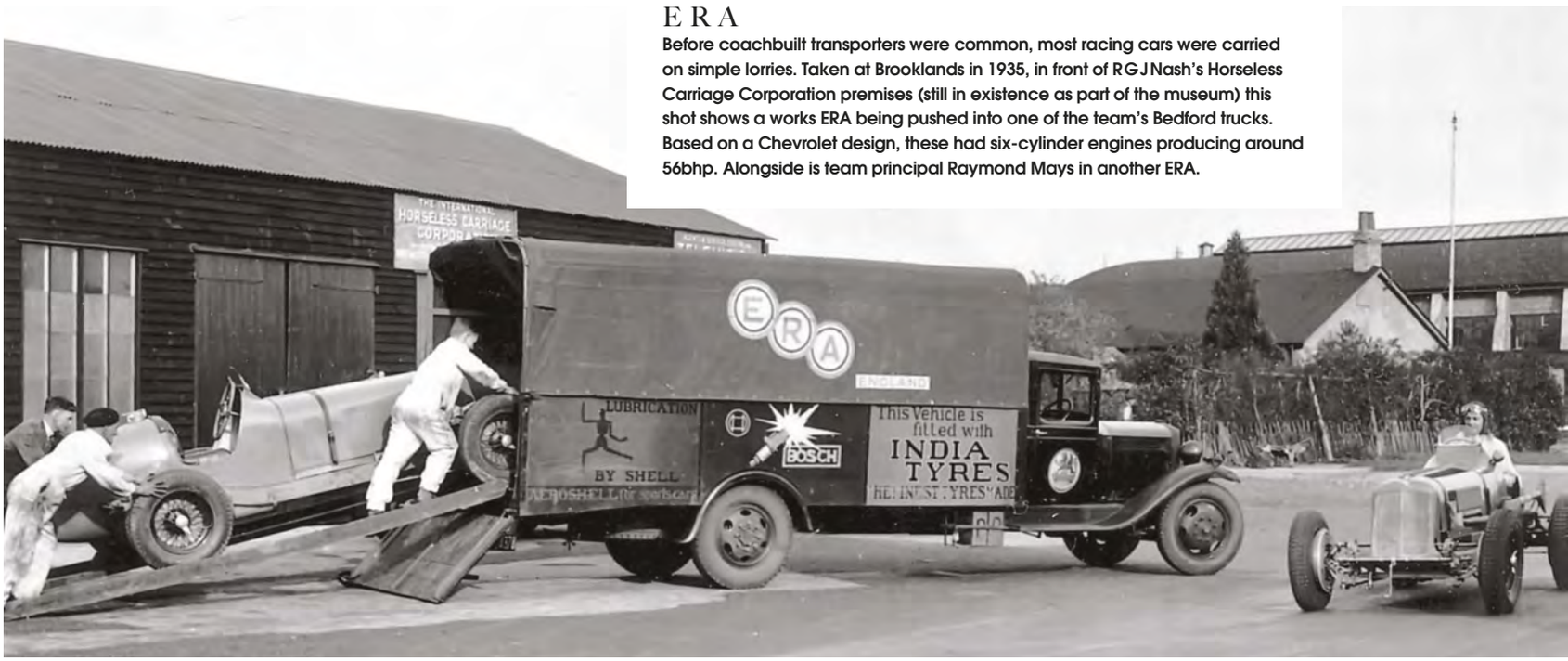
For its 1955 Le Mans entry of MGAs, BMC's competition department needed a transport and service vehicle. The result was this streamlined machine with an Appleyard body on a Morris Commercial lorry chassis. It featured a galley and bunks as well as workshop facilities, while cars could be serviced using the ramps as a platform. It is pictured at Chateau de Chêne-de-Coeur, the team's base for the Le Mans attempt, with the three prototype MGAs. Later on the truck would be used as a support vehicle for major rallies, including the Monte Carlo and Alpine events. Lacking power steering and equipped with only a four-speed gearbox, driving it over the Alps was a tough job.

AUSTRO-DAIMLER

Way back when there was little difference between the chassis of a large touring car and that of a small lorry, it was practical for a manufacturer to use an old vehicle from around the factory to carry its racing models to events. This Austro-Daimler, photographed outside the firm's Wiener-Neustadt factory around 1922, sports a crude timber extension to the chassis in order to piggyback one of the 1100cc Sascha racers ready for the journey to Fanø off the coast of Denmark. Plenty of tyres, but not a scrap of protection for the poor driver.

ERA

Before coachbuilt transporters were common, most racing cars were carried on simple lorries. Taken at Brooklands in 1935, in front of RGJ Nash's Horseless Carriage Corporation premises (still in existence as part of the museum) this shot shows a works ERA being pushed into one of the team's Bedford trucks. Based on a Chevrolet design, these had six-cylinder engines producing around 56bhp. Alongside is team principal Raymond Mays in another ERA.





MERCEDES-BENZ

It always helps if a works team is part of a firm which also manufactures commercial vehicles. Here two of the three Mercedes 300SLRs are conveyed to the 1955 Targa Florio on canvas-topped Mercedes L311 lorries. Car 112 will take Fangio and Kling to second place; behind is the eventual winner for Moss and Collins. As well as these transporters the team had various support lorries including a travelling workshop. To work on the cars the mechanics would lift the ramps horizontal using jacks and roll the cars onto them.

FERRARI

The archetypal transporter – one of the Bartoletti-bodied Fiat 682 RN2 double-deckers which hauled so many Ferraris to meetings all over Europe, seen here at Spa in 1962 with a trio of V6 Dinos on board. Equipped with a 10.7-litre 175bhp diesel engine, these brawny vehicles contained a workshop, seating for six and sleeping accommodation for two mechanics. This one served Ferrari from 1959 to 1970 and was then laid up for 23 years before being sold. It has since been fully restored and now attends major historic events such as Goodwood's Revival.





GORDINI

Looking in need of some care, Equipe Gordini's hefty-looking Lancia truck has carried the two T32 straight-eight racers to Silverstone for the 1956 British Grand Prix. One would fail to finish, the other would make it, seven laps down. One hopes the five-cylinder diesel engine in the truck proved more reliable in returning the cars to Paris. These Lancia lorries were first built in 1938 and were used by both the Italian and German armies during WWII. Gordini would run out of funds by 1957.



LOTUS

The 1970s did have a unique style… This menacing black battlebus was commissioned in 1972 by Team Lotus to carry its John Player Specials. Despite the uncompromising angular styling, 'JAHIL', as it was known from its number plate, was laid out on standard lines with elevating ramps, room for two cars and a workshop up front with large doors opening into an awning space. It was built by Marshall of Cambridge, whose MD is handing the keys to Colin Chapman.


POWERED BY
RPE
AVON
TYRES
1
SBD



Lyndon McNeil

The hills are alive

Formula 1 tends to hog the headlines, but you'll find parallel ingenuity elsewhere within our sport, and its provenance might just surprise you

BY ANDREW FRANKEL

We've all done it: imagined racing cars conceived in a world without rules. Gordon Murray has even sketched one for this very magazine. What is perhaps less well known is that they actually exist.

Or as near as makes very little difference. An unlimited hillclimb car is, next to a kart, the purest motor sports animal it is possible to devise. Apart from limits to the width and height of their front wings and a stipulation that they must run with either methanol or pump fuel in their tanks, you can do almost whatever you like. You can use any engine that's ever been built whether it has 200bhp or 2000bhp, normal aspiration, supercharged or turbocharged induction. And you can make the car as light as you like. Some hillclimb cars weigh about 280kg, roughly half the weight of a current F1 car.

And to take a close look at the very quickest out there is to see another style of motor sport entirely – to call it a glimpse into another world is not too strong. For it is not just the machines that are different to anything else in modern motor sport, but the people who drive them.

Take Trevor Willis, a bloke with long greying hair and a day job designing electronics for Hitachi. Last year he became British Hillclimb Champion, adding his name to a list of champions that stretches all the way back to Raymond Mays, up to Andy Priaulx and beyond. He did it in an OMS 25 (base car retail price £21,000) that he adapted to the art of hillclimbing in his one-car garage. In so doing he became the first person in 14 years to take the title driving anything other than a Gould.

But if you ask him how he did it in a car weighing barely any less than those of his rivals, with perhaps 150 fewer horsepower and which has never seen a wind tunnel, this usually genial, chatty man suddenly clams up. He'll mutter a bit about power only counting if you can use it and being fortunate that all the bad weather during the season played to his car's strengths, but you'll need to look to others to hear him described as 'Captain Commitment' or as possessing 'other-worldly car control'. And you'll need to put his name into a search engine to see images of him recovering this vicious-looking car from impossible angles as he slithers up some narrow sliver of tarmac.

The first thing I notice about his car is something it lacks. Sponsorship. Not a word from stem to stern save a couple of logos for SBD, which designs the engine management system, and RPE, which makes the 3.4-litre V8. Given his successes over a 20-year career in the sport, I can't believe companies don't want their names on his car. "No, but I don't want theirs," he says. "Hillclimbing is not about big sponsors and corporate hospitality. If it were I'd probably not be doing it."

> "The first thing I notice about his car is something it lacks. Sponsorship"

I ask him to elaborate. "It really is not like other forms of motor sport," he says. "What it shares with them is that you must have the desire to be the fastest. But it's actually one huge circus moving from place to place. It's incredibly friendly and, because it takes up all your spare time if you're doing it seriously, it becomes your social life. Imagine what it would be like if it were ruled by sponsors."

I ask whether, if a vital component broke on the car at the championship decider, his deadliest rival would lend him a spare. Willis gives me a somewhat old-fashioned look before saying, "He'd lend me his car, and without a second thought." And there is little or no skulduggery in the sport because even the most dishonest competitor can't break rules that don't exist.

Then there are the venues. Our shoot is taking place at Shelsley Walsh, the oldest operational motor sport facility not merely in the land, but the world. Cars first climbed the hill in 1905, before even Brooklands opened its gates and, except during global conflict, have been doing so ever since. For most of its length, only a well-maintained surface (it was gravel originally) distinguishes it from how it would have been more than a century ago.

ENGINE

The motor is a 3.4-litre normally aspirated V8 made by Radical Performance Engines and most commonly used in the Radical SR8. Essentially two bored-out Suzuki Hayabusa 'bike engines sharing a common crankshaft, it revs to a conservative 10,500rpm and when it gets there produces approximately 500bhp, about 150bhp fewer than its most powerful rivals. Other engines used in hillclimbing include Judd V10s and normally aspirated Cosworth-designed Indycar engines. Turbo- and supercharging are both allowed but rarely used. Willis's current engine has done two seasons without a refresh and is expected to complete a third.

Cooling comes from two tiny radiators, but water temperature rises from 70-95deg C during a 20-sec run. It has a tiny tank – Willis will typically start with just 2.5 litres of standard pump fuel on board.



GEARBOX

The OMS has less power than most front-running hillclimb cars, so features a Hewland-based F3 paddle-shift gearbox (capable of using four to six ratios) but with strengthened internals to cope with the V8's extra torque and the loads caused by ultra-soft slick tyres. Generally Willis uses four gears, with an unusually tall first to reduce stress on the crown wheel and pinion. At Shelsley it's geared to do 138mph over the line while the best Goulds top 150mph. Gearboxes can use split ratios with, say, another second positioned above fourth to obviate the need to go down through the box. The differential is a crude cam and pawl device that's almost completely locked under power. "It doesn't have to be clever," says Willis, "it just has to survive."



COCKPIT

Spartan doesn't even begin to cover it. There is a display you can scroll through to bring up various temperatures and pressures within the engine, as well as a bank of coloured change-up lights. In reality and as Willis says, "if you're looking at anything other than the course when you're doing a run, you're doing something badly wrong." The information is there solely for use before and after the run; when the car is moving all Willis uses is a change-up beeper in his earplugs, but even this is largely redundant as it's all done aurally.



It is tempting to think of hillclimbing as the sport that time forgot.

Because it's never been in a tunnel, Willis has no idea how much downforce his car generates. Asking how fast it accelerates draws an almost complete blank too. Then he remembers that the timekeepers always record how long it takes for the car to cover the first 64 feet of a run, because if you can get there in 2sec dead, your car is pulling exactly 1g. Those 64 feet take Willis 1.8sec, so we can deduce that, from a standing start, he is able to add speed faster than most road cars can lose it during emergency braking.

Now we have a perspective, aided further once he's furtled around in the data-logging and discovered it actually does 0-60mph in exactly 2sec and 0-100mph in 3.6sec. Quick enough to dust a modern F1 car? "I would think so," says Willis thoughtfully. "They have more power but we are quite a bit lighter and have rather better tyres for the job." Tyres? I'll come to those in a moment (see below).

Unlimited hillclimbing has been described as Formula 1 qualifying in a country lane, and looking up the Shelsley Walsh hill you can see why. What kind of brain do you need to strap yourself into something like the OMS and thrash it to the top?

"I visualise the hill and try to do a complete run in my head before the car even moves," says Willis. "After that, it's all about controlled aggression." He explains that none of the techniques that have traditionally worked in circuit racing apply on the hill. There's no balancing the car on the throttle or adjusting your line with your right foot. "If you even touch the power too early, the car will just understeer like a pig. You enter the corner as fast as you can to get as much downforce as possible from the front wing, brake all the way into it and only get back on the gas when you know you'll have the traction to power you out."

Traction. That's what it's all about, which is why Willis's car is set up exceptionally soft at the back and rock hard at the front. "All the roll stiffness comes from the front," he says. "That's why proper hillclimb cars spend most of their time in corners on three wheels."

It sounds like a rock-ape formula, but it's not. "Because hills are not like tracks – they're bumpy and inconsistent – you have to





Spark of genius: Willis in action at Shelsley Walsh en route to the 2012 British title

BODYWORK

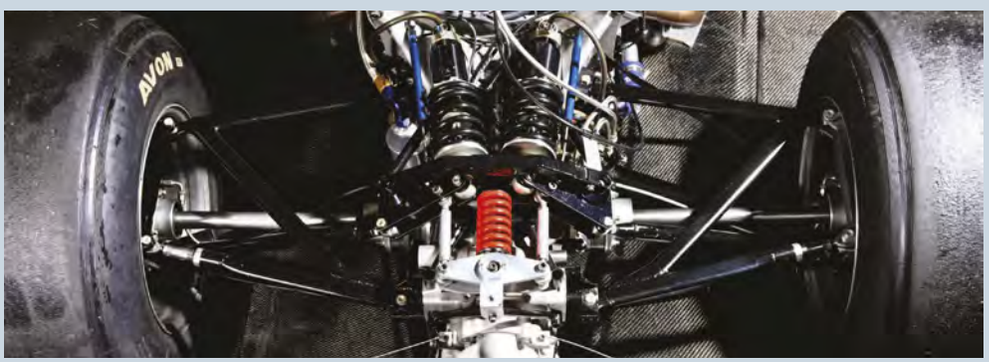
All the body is made from carbon fibre, save the engine cover. Downforce figures are not known but will amount to many hundreds of kilogrammes as maximum speed approaches. Basic shape is still that of an OMS, but Willis-designed sidepods, floor, engine cover and rear wing transform its appearance.



TYRES

Willis can't remember where the wheels came from, but thinks the fronts might be from the back of a Formula Palmer Audi single-seater and the rears from "some other formula racing car". Tyre choice is free in theory but, in practice, Avons are widely used. The slicks feature a compound so soft that even on a damp, near freezing day, the surface feels like it's been coated in marmalade.

"The tyres have to work immediately from stone cold if you're not to go straight on at the first corner," says Willis. Wheelspinning before the start is common but intended primarily to clean the rear tyres rather than heat them. Willis uses three sets for an entire season, one of those being wets. A set of tyres costs approximately £1700. Tyre warmers used to be allowed but were banned at the end of the 1970s to keep costs down.



SUSPENSION

Conventional double wishbones are used at each corner. Carbon fibre is eschewed because knocking corners off your car is an occupational hazard in the hillclimbing world. Spring rates seem nonsensical to circuit racers: the car runs about 500lb of springing at the relatively unladen front and as little as 250lb at the back.

BRAKES

You might expect vast carbon ceramic discs with multi-piston calipers and ultra-sophisticated ABS, but nothing could be further from the truth. When I ask Willis about them he looks momentarily nonplussed before saying, "They're nothing special and don't need to be. The car doesn't weigh much and doesn't run for long enough for them to get hot. I think we got them from a Formula Ford."

drive reactively. But at the same time you have to be ahead of the car, always anticipating. When you're really in the groove you are actually able to react to things that haven't happened yet, because you know the hill and the car so well."

Willis reckons this is why the career of a full-time hillclimbing expert is so much longer than that of a circuit racer. Clearly you don't need much stamina when a climb at Shelsley Walsh is completed in about 23sec (though Willis says the concentration is such that he'll be exhausted by the end of each weekend), but experience counts for even more than reflexes. "It's not like racing where you can test and test and tracks are pretty consistent from one corner to the next. Because we'll do, at most, a few minutes running during the course of an entire weekend, it takes time to learn the craft and the courses."

Just as important, however, is how that experience helps Willis develop the car. With little or no testing possible, the simple business of making the car go faster is as much an art as it is a science.

"You can have all the data in the world but if you get in the car and it doesn't instantly inspire confidence, you're still not going to be quick."

Having finally sorted out the back end, Willis turned his attention to the front and designed a wing that had so much downforce it broke the back loose again. "Aerodynamicists will tell you meaningful downforce doesn't come into play until you're travelling fast, but I can show you 40mph corners you'd not even turn into without a front wing on one of these cars."

So how does he set the aero balance? "I read a great deal and talk to as many people as I can." To this extent he's designed and built the car's rear wing, sidepods, engine cover and floor himself at home. "What I've tried to achieve is consistent downforce so that the car is balanced front to back, but also so that the downforce doesn't disappear when you turn into a corner. If it all vanishes as soon as you're no longer travelling in a straight line you might as well not have it: you'll never be confident in the car."



That ability to impart confidence drives the set up of the entire car. The mapping for the engine is designed not for ultimate power but to provide a consistent flow of torque right through the rev range. Likewise the transmission, honed to such a degree now that while Willis can hear it changing gear, he can't really feel it.

The more closely you examine hillclimbing, the more remarkable an offshoot the sport appears to be. Although the cars are quicker by some measures than F1 machinery, the discipline with its paucity of rules appears to have been transplanted from a gentler era, and you fear the arrival of big money might come and spoil it. Willis reckons his car would cost about £75,000 for someone else to create, and while a top-spec Gould running an adapted Indycar engine would be considerably more expensive, you're still talking petty cash compared to most modern single-seater racing. There is always the chance that someone will see it as a soft title, a championship there for the taking for anyone with the cash to create the ultimate hillclimb car. But they'd still have to drive it and might just discover that rarest of things: a branch of motor sport where hard work, experience, raw talent, guts and determination still count for far more than the size of your wallet. Ⓜ

Our thanks to Trevor Willis, Mark Constanduros and everyone at Shelsley Walsh for their help with this feature. The British Hillclimb Championship starts at Prescott on April 27-28 and visits Shelsley Walsh on June 1-2 and August 17-18.



British title-winning OMS features a few inspired detail touches

Road tests

BY ANDREW FRANKEL



ARIEL ATOM 3.5

Sometimes you forget. This was one of those occasions. The last time I drove an Ariel Atom was to record some acceleration times for a national newspaper. It must have been at least five years ago. That day on a poor surface the car recorded a 0-60mph time of slightly less than 2.9sec, despite discovering that the best way to put its power down was actually to start in second gear. I simply wasn't capable of balancing the throttle in first well enough to keep the tyres on the edge of longitudinal adhesion without them dissolving into the concrete runway.

All this seemed to have flown my mind as I presented myself at Ariel's tiny factory by the side of the road outside Crewkerne, Somerset. There to meet me was Simon Saunders, the founder of a car firm unlike any other, and not just because the product has an exoskeleton but no doors, windows, roof or windscreen.

He first started delivering his crazed, insect-like roadsters just after the turn of the century, but it will be later this year before the 1000th Atom is built. "Time has shown very clearly that if you want to survive this business, you need to be either a very big company or an extremely small one," he says. "We're extremely small and very happy to stay that way." Even in the market heyday of 2007-2008 he built fewer than 100 cars per year, a





level he describes as “rather busy”. This year he’ll build about 70, a number I sense is probably closer to his comfort zone.

Like Caterham but unlike certain other small sports car manufacturers, Ariel makes absolutely nothing. An Atom is an Ariel-assembled agglomeration of parts made elsewhere. Honda provides the engine and gearbox (unless you spec a SADEV six-speed sequential race ’box for serious track work), Arch does the powder-coated steel spaceframe chassis, the supercharger comes from Jackson Racing in California and as you look around the car you’ll spot a veritable Who’s Who of blue-blooded race car component suppliers: Eibach, Bilstein, Tilton, ITG, Alcon and



Twin peaks: GT86 is already terrific, but new Subaru version just shades it

SUBARU BRZ

OUTSIDE THE TOYOTA firm I would humbly submit that its GT86 coupé has few bigger fans than me. I first drove it on a soaking test track in Japan and enjoyed it so much I feared it was too good to be true. Was this some crazed Japanese-specification car set up to provide headlines for a drift-obsessed nation? And if not, would its relative lack of power turn it into a busted flush when shifted from a wet Japanese track to a dry British road? No, and no. The GT86 is the biggest blast of fresh air to blow through the sports car market since the Mazda MX-5, well over 20 years ago.

Which is why it’s such a surprise to discover it’s already met its match. You may know already that the GT86 was a joint venture with Subaru, which has produced its own version. Many dismiss this as a clone, but it isn’t. There are small cosmetic changes including a more discreet interior for the Subaru and a less aggressive front bumper. Subaru also aims to sell just one BRZ for every 10 GT86s sold, despite identical prices.

But the big difference – and I know this only because someone in a position to help ferreted the information out of an internal Subaru document – is that the BRZ’s suspension is 20 per cent stiffer at the front and eight per cent softer at the rear. And this alone makes the cars very different to drive.

Having driven both models back to back on road and Silverstone GP circuit, I can report the Subaru is a far better balanced car than the Toyota, replacing the latter’s insistent oversteer when the electronics are disabled with a much more neutral stance. It still doesn’t understeer much but it’s an easier car to guide to the apex and quicker away thanks to superior traction. On the road its ride seems a little firmer but no more harsh.

This can be seen two ways. The BRZ is less extrovert and, yes, less fun too. You could argue the GT86 is better because when you don’t want to do skids you can just leave the traction control engaged and when you do you can hit the button and drift for Europe. But I still slightly preferred the BRZ’s less frenetic character. Put it this way, as an only car I’d take the Subaru over the Toyota. But for pure recreation, the GT86 is preferable.

FACTFILE

ENGINE: 2.0 litres, four cylinders
TOP SPEED: 140mph
PRICE: £24,995
POWER: 197bhp at 7000rpm
FUEL/CO2: 36.2mpg, 181g/km
www.subaru.co.uk





Upgrades to latest Atom are invisible. Everything else is utterly exposed to view

so on. But they're put together by Ariel's 15 employees to form a car that really could not be anything else.

There are three Atoms to choose between, though the 500bhp V8 model is so esoteric, complex and expensive at £150,000 that two years into production they're still building only the eighth of 25 cars. Even by Ariel standards, that's low volume. For more normal and less well-resourced types there's the standard car complete with its 245bhp Honda 2-litre motor or its supercharged sister, which has recently been remapped to raise its output by 10bhp to 310bhp. Despite their mammoth outputs and mighty 8600rpm redlines, Saunders says he's never known one fail.

He tries to sell Ariel rookies the normally aspirated version because he thinks it offers a gentler introduction to a unique driving experience. "Once they've got used to the car and decide they still want the supercharger," he says, "they can bring it back and we'll fit it for exactly the same price as if they'd ordered it supercharged from new." That said, he concedes that most people just want the blown version from the word go.

I can see why. The Atom 3.5 sounds like a software update, but is so called because Saunders doesn't think the modifications are sufficiently extensive to warrant calling it the Atom 4. Even so the 3.5 has a stiffer chassis (by 15 per cent), that extra 10bhp from the engine, different springs and dampers for its vastly adjustable double wishbone suspension and steering modified to retain feel but drastically reduce kickback. Together they make for a substantially upgraded car.

But before you can appreciate any of that, you have to update your own software. This was the bit I'd forgotten. If I'd done the maths I would have remembered that this Atom has a power to weight ratio in excess of that mustered by cars such as the McLaren F1, Bugatti Veyron, Ferrari Enzo and so on. But because what you see is just a small, slightly strange looking car and because your brain knows it's powered by something built for a Honda Civic and costs about the same as a top-of-the-range BMW 3-series diesel, you can still lull yourself into a false sense of security.

It looks like one of the least comfortable cars on earth, but it's not. The composite seat is well shaped, the driving position close to perfect for all 6ft 4in of me. A new LCD display is very 'race car', but when you flick the ignition and fire the motor you're answered by a discreet burble. Nothing frightening here at all. The gearlever selects first as easily as it does in a Honda, the clutch is just as light and progressive and the engine so sweetly mapped you can pull away as you would in any other car with a Japanese hatchback powertrain. Mad though it looks, I'd say a Mazda MX-5 is no easier to drive slowly.





So when you accelerate hard for the first time, your first sensation is that this sweet little thing is trying to mug you. There's a shout – more of a howl, actually – from the supercharger followed by a palpable assault on your body and another shout, this time an expletive-laden instinctive shriek from the core of your soul. Your head is snapped back while the scenery zooms towards you. Items that appeared far



away a mere moment ago are instantly adjacent. Acceleration is not so much strong as violent. Changing up serves mainly to extend rather than ameliorate the effect.

This level of performance in any normal car would make it a menace but it is the manner in which the Atom deals with such thrust that makes it so impressive. Almost all the changes that turn an Atom 3 into a 3.5 have been aimed at making the car more driveable without any loss of performance. The bump-steer has gone, the nose no longer sniffs out camber changes and if you look through the lattice framework to the clearly visible front wheels, you can see how hard they're working yet how little your progress is being disturbed.

You just need to bear in mind that it's not flingable like a Caterham – its major masses are in the wrong place. This is not a 'chuck it in and sort it out' kind of car, but a precision instrument that will soon communicate displeasure if you try to drive it any other way. It understeers quite a lot if you're over-ambitious with entry speed and will oversteer equally strongly if you're inelegant about reapplying the throttle.

I still loved it for all the same reasons I loved the old Atom: not just its performance and point-to-point speed, but the inimitable English eccentricity of its design. All the 3.5 does is make that pleasure even easier to access, a deceptively important consideration for a car that'll hit 60mph from rest in 2.7sec without launch control or four-wheel drive.

When Saunders and his team do indeed build that 1000th Atom, I hope they go to the pub to celebrate. Many privately thought the company wouldn't build 10 cars, but instead it has continued to deliver its unique take on the British sports car through fair winds and foul while keeping prices and quality under tight control. I think Ariel deserves all our admiration, and I hope it continues to do exactly that for many years to come.



A fine car and a great engine – but not necessarily a perfect marriage

JAGUAR XJ 3.0 S/C PREMIUM LUXURY

THIS IS AN XJ WITH A supercharged 3-litre V6 motor under the bonnet and the first question it raises is who on earth will want to buy it. Compared to the turbocharged 3-litre V6 motor already available but fuelled by diesel, this one provides quite a lot more power (an extra 65bhp to be precise) but a great deal less torque (110lb ft, since you're asking). By giving with one hand and taking away with the other Jaguar has managed, on paper at least, to create a car of very similar performance (their 0-60mph times are separated by 0.2sec) for a catastrophic cost in fuel consumption. The diesel will make a gallon go well over half as far again, which means its range is more than 50 per cent better too.

But that's not the end of the issues: your first year tax disc in a supercharged 3-litre costs £600, but just £170 if you choose its turbocharged sister, and of course there are commensurate implications for company car tax as well.

Just as telling is the fact that the diesel motor is so much better suited to the XJ than the petrol unit. While the diesel allows you to waft along on a flex of a toe without the slightest need to use more than 2500rpm on any journey, the blown motor is more urgent, not just willing to rev but demanding to be revved too. It's quiet enough at a constant cruise, though certainly no more refined than the diesel, but the moment you want to power past some traffic, it drops several of its eight gears and throws the needle around the tachometer.

Actually this is not a bad engine. It's just in the wrong car, and the wrong place.

FACTFILE

ENGINE: 3.0 litres, six cylinders, supercharged
TOP SPEED: 155mph
PRICE: £65,365
POWER: 340bhp at 6500rpm
FUEL/CO2: 29.4mpg, 224g/km
www.jaguar.com

Imagine, for instance, you live in America where diesel is what you put in your Peterbilt and gas remains in real terms less than half what you pay in the UK. Compared to what else is available there, it would suddenly seem several streets more competitive.

More enticingly still, change not the country but the car and imagine this engine under the bonnet of an F-type, a car you're going to want to thrash: suddenly you're hitting 60mph in under 5sec, listening to the supercharger wail and all is suddenly well with the world. In theory at least: the proof of that particular pudding remains a month or two away.





Improved yet again, latest 911 still offers 4WD – but need you lash out for it in UK?

PORSCHE CARRERA 4S

WHAT IS IT THAT makes people purchase a four-wheel-drive 911 in Britain? In mountainous countries where snow is a perennial problem and winter tyres are compulsory during the season, I can easily see the sense. An all-wheel-drive 911 on winter rubber is a truly formidable device for covering ground quickly in marginal conditions.

Here, the motivation is far less clear. The all-wheel-drive 911 costs £7000 more than its rear-drive sister and adds 50kg to your kerb weight. The question is, to what benefit?

To find out I drove a 911 Carrera 4S on summer tyres in conditions that included wet, damp, dry and with the lightest covering of snow. Almost all the time the car coped spectacularly well – or, put another way, exactly as expected. Of course it has massive traction, but what 911 was ever lacking in this area? With a limited-slip differential and a large flat-six motor over its rear wheels, it would catapult you out of almost any corner you'd care to tackle on a public road without the need for front driveshafts. I've driven 10 or more two-wheel-drive versions of the new 991-series 911 and not once found its traction inadequate.

The 4S also generates mighty cornering forces, capable according to the little meter on the dash of up to 1.1*g* in steady-state cornering on a slightly damp constant-radius curve. But is that any better than a two-wheel-drive 911 would manage? There is no reason to think so. And, of course, there'd be no advantage under braking either. So what does it bring?

On slush and light snow it certainly accrues speed faster, effectively behaving like it was on dry Tarmac, but with no better cornering or braking power, I leave it to you to decide if that's a good thing or not. What it does do is compromise further the steering feel or lack thereof in a car that has already drawn substantial criticism in this area relative to its predecessor. Despite the extra nose weight the steering, while accurate and positive, feels too light when cornering forces build and is lacking in feedback.

I think its main draw is the added sense of security – be it perceived or real – that it brings. I suspect there remains lurking doubt about the fundamental stability of the 911 in extremis and a belief that 4WD provides a solution. Understandable though both these ideas are, neither is related to the modern-day truth.

That said, a drive in a new 911 is to remind you just how far Porsche has come with this car. Less interactive it may be on the right road but the rest of the time, which is mostly, the advances in ride, refinement, stability and interior design are startling. I'm even starting to like the seven-speed manual, though I still find it astonishing that a car that came to me sufficiently loaded with options to command a six-figure price tag can still not offer a DAB radio.

In short, the Carrera 4S shows that for all that's changed about the newest model of 911, one thing remains as true today as it did 10, 20 and 30 years ago: among mainstream 911s (so excepting GT3 and GT2 esoterica), the cheapest is, was and I suspect will always remain the best.





FACTFILE

ENGINE: 3.8 litres, six cylinders, normally aspirated

TOP SPEED: 185mph

PRICE: £87,959

POWER: 397bhp at 7400rpm

FUEL/CO_2: 28.5mpg, 234g/km

www.porsche.co.uk



Sidetracked
WITH ED FOSTER



Max Chilton rose rapidly to a Marussia F1 seat, but team believes Jerez (right) showed his talent



YOUNG PRETENDER

He didn't collect any titles on his way up, but Marussia's British rookie glows with confidence

Despite a six-hour, sub-zero game of golf two days prior to our chat Max Chilton is looking refreshed when he walks into the country club where we're meeting. "It was so cold I could hardly hold the club!" he says as we sit down to talk about the prospect of making his Formula 1 race debut with Marussia.

There's been plenty in the news about the team's 2013 season, as the arrival of Chilton and team-mate Luiz Razia has meant that F1 stalwart Timo Glock has had to seek a new life in the DTM. The German has been quoted as saying that the team will struggle with so little experience, while others have pointed out that Team Lotus used six drivers in 1960 – including Jim Clark and John Surtees – and they had a combined total of only seven Formula 1 World Championship finishes to their names before then. It wasn't exactly the most experienced team on the grid…

All this is far from Chilton's mind. This year, at the age of only 21, he's realising a childhood dream of racing in F1. Some have said it's too early for him to make the step into the top echelon of the sport, but that's not very likely to faze the brother of BTCC race winner Tom. Making big jumps has been part of his make-up since he started racing.

In 2007, at the age of 15, Chilton moved from the entry-level T-Cars series into British Formula 3. A daunting prospect until you recall that he also raced an LMP1 car with his brother that year in the Silverstone 1000Kms. "I was quite young so it was pretty interesting," he admits, now with orange juice in hand. "We actually nearly got on the podium, but we had a rear suspension failure that dropped us to sixth. It was a massive jump from F3 [not to mention T Cars], but my brother had already raced it so he gave me all the information I needed. It's a big shock when you first step into a car with lots of downforce and good brakes. All cars do similar things, though, don't they? They're either going to understeer or oversteer. It's just a case of finding out where the limit is."

Chilton freely admits that he progressed too quickly to get the eye-catching race wins and championships that many of his fellow F1 drivers managed on the way to the top of the sport, but does that mean he's not ready? Marussia's technical consultant Pat Symonds doesn't think so. "What impressed me during the first test was that we did a long race run and at the end of it he had the soft tyres on. Jerez is very hard on tyres and by the end the car was very slow. We wouldn't have put him in that position in a race, but we were doing a little experiment. We brought him in, put on new tyres, took some fuel out and told him to see

what the car could do. That's not easy because he had been pounding around all day and we'd suddenly given him a car that was five seconds a lap quicker. In order to cope with that you need natural ability – you've got to know when to put your foot down – and he's got that.

"He came in after that run and said, 'The car's good'. Well, it's not. I've never known a good car! It was good because he probably wasn't pushing hard enough. He's not the finished article by any means, but he's a bright kid and will fit in well with the team."

So what of the inexperience? Surely two rookies will struggle to give the level of feedback that Glock might provide? "There's so much data on the cars now, and so many engineers to help you work through it that it's not such a big issue," says Chilton. "Before the tests are over I think we'll be more than ready and almost in the same position as the team was last year. Obviously Timo was very experienced and gave great feedback, but I'm pretty confident that after a few more tests Luiz and I will get there.

"The aim, as always, is to get into the midfield, but it's important that you set yourself a manageable goal. If you achieve that, it's time to set another. You mustn't start setting a million goals because you won't know what you're aiming for. As a team we all understand that this year's first aim is to score some points. We've got to be realistic, though, and in the first two races the target will be to get both cars to the chequered flag with no issues."

This year's car is the first Marussia to be designed using both CFD and a wind tunnel, unlike previous examples, which were designed using only CFD under the instruction of former technical director Nick Wirth. There were no early signs that the car would challenge the midfield, but there are signs that it's a step forward. Either way, it's easier for Chilton to start his Grand Prix career at the back of the grid than the front. "I think I could have handled it if I had come in among the midfielders," he says when I mention this. "Even the legends of our sport had to start lower down and work their way up, though. I think it's important to start like that because you learn to get the very best out of everything and you can concentrate on becoming the best driver possible. When you're at the front of the grid it should all be natural."

Talk soon turns to the matter of being a pay driver in F1. Chilton, who has enjoyed his father's financial and moral support throughout his career, gives a wry smile – he's no doubt been asked about this many times before. "People have always brought sponsors into F1 and some of the biggest names in the sport's history have paid to get in. Some of them are my heroes so I just don't see it as an issue. Most of the drivers wouldn't be on the grid if someone, at some time, hadn't put money behind them. I try not to pay too much attention to it all really. I know I have the ability to drive just as well as anyone else; I just need a bit more time in an F1 car to prove that."

Yes, Max Chilton is on the F1 grid because he's brought some money, but he wouldn't be there if he didn't also have some ability – especially with the wise head of Symonds helping to make decisions.

Chilton might not have won championships en route to the summit, but his two race victories in GP2 last year were proof enough that he deserves a chance. It's now up to him to prove he merits an F1 seat in the long term.







Chilton wins GP2 in Hungary, after LMP1 drive at 16 (l) and T-Cars at 14 (top)



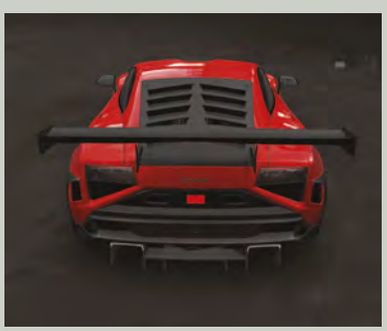


GRAND-AM AMBITIONS

Lamborghini is building a new GT3 car to take on Ferrari, Mercedes and Porsche, but is also looking to the Grand-Am Championship in 2014

SHOULD YOU MEASURE A RACE category's success by how many different cars compete in it, then GT3 racing has been one of the most prosperous over the past few years. Whatever you have to say about the balance of performance, it has encouraged many manufacturers to use GT3 as a shop window for their products. Competing against the likes of Ferrari, Porsche, Mercedes and Aston Martin is a great way to prove your car's ability.

The growth shows no signs of slowing as Lamborghini is currently developing a Gallardo to race in GT3. The Volkswagen-owned Italian manufacturer has not been far away for the past few years, because race team Reiter Engineering has been competing with Lamborghinis since 2000 – when it raced a heart-in-the-mouth Diablo – and Lambo has also run a one-



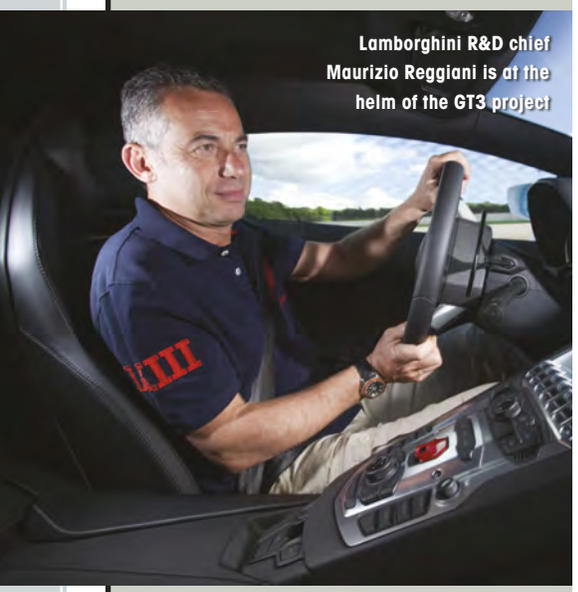
make championship, the Super Trofeo, since 2009. The new GT3 car is the product of the Super Trofeo racer, the work Reiter has been doing and Lamborghini's own design department.

"We started our Super Trofeo activity back in 2009," research and development director Maurizio Reggiani says, "and that just happened to be one of the worst years for car business of all time! Since then, though, things have improved dramatically and we now have a series in Europe, one in Asia and we are launching one in the US. America is a big market for us and we don't currently have any racing there. The next obvious step was an entry to the GT3 category."

The target this year is to sell 18 cars and then a further 10 in 2014, but Lamborghini wants more than just the one-make series in its US campaign. "The really important thing for us is the GT class of the Grand-Am championship. We looked at Le Mans, but that's not our target, it's not part of our strategy. With the Super Trofeo championships, GT3 and the Grand-Am we will be present in Asia, Europe, America and many other places where GT3 cars race.

"We studied the Super Trofeo car very carefully before deciding to make the jump into GT3 because it's a big step," says Reggiani. "If you're putting the face of your company out there against some of the most famous names in racing you have to be sure you can compete. It's the best time, though, because the car is at the right stage of its life."

Having Lamborghini on the grid is another feather in the cap for GT3 and good news for its fans. With the balance of performance it'll be interesting to see whether Volkswagen's other brand, Bentley, will trouble the Gallardo on track…



Lamborghini R&D chief Maurizio Reggiani is at the helm of the GT3 project



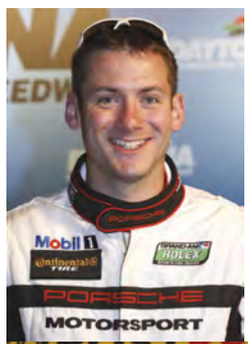
Nick Tandy's German Carrera Cup title earns him a works GT seat

ON PORSCHE'S **CHRISTMAS LIST**

Nick Tandy is the latest driver to be signed by Porsche's works team. He's the only Brit to have won the German Carrera Cup, but this was still an unexpected announcement…

AS A 16-YEAR-OLD NICK TANDY LINED UP on the grid for the 1996 Midland Short Oval Ministox Championship the last thing on his mind would have been one day becoming a Porsche factory driver. It's happened, though, and having won the German Carrera Cup in 2011, a feat only one other non-German has managed (Frenchman Nicolas Armindo in 2010), Porsche motor sport bosses must have taken note. At the end of 2012 he was summoned to see the management in Weissach, Germany, and told that his racing career would change for ever.

"It was a pretty good Christmas present," he admits before heading to the Daytona 24 Hours to race a Konrad Motorsport Porsche GT3, "especially because it was so unexpected this year – that made it all the sweeter. After winning the Carrera Cup in 2011 it was something I was looking for and something I was trying to work towards, but I didn't expect to be offered it for this season. The full plans for this year are yet to be decided, but it starts with Daytona, my favourite race of the year." Tandy underlined why Porsche has been so quick to sign him after he put his car on class pole for the 24-hour race. Things didn't go as planned, with an off due to being forced offline, tyres delaminating because of the damage and then further punctures later in the race. The final one took out the radiator, bumper, front wing and electronics. "At that point we decided that we'd had enough bad luck for one race and retired the car," says Tandy.



Next up is the Sebring 12 Hours on March 16, with the Walker Racing-run Falken team, and a few months after that he will line up on the Le Mans grid in another Porsche customer car. As he mentioned, the rest of the season isn't yet decided, but what about a possible prototype seat when Porsche returns to the premier class in 2014?

"It's not something I'd expect to be considered for," he says, after a short pause. "Obviously more or less every driver wants to drive the fastest car they possibly can in the highest profile series available, but I don't expect to be given a chance in Porsche's new prototype. At the moment I'm 100 per cent focused on the GT job and if I get many more years in Porsche's GT programme I will be a very happy man, a very happy driver.

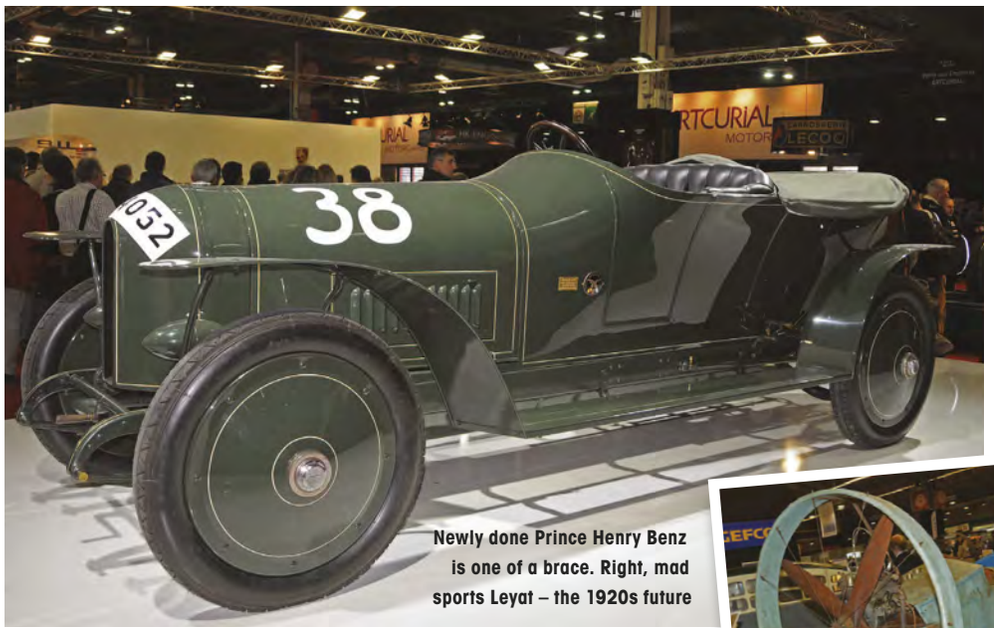
"When I first started racing a Porsche (in 2009) the Carrera Cup was the best championship at the time, the best option for me, but that's because Porsche is so integrated with motor sport across the world. Everybody knows about Porsche and its record in motor racing Along with Ferrari and its F1 heritage, it's one of the most recognised names in motor sport."

The list of recent British Porsche works drivers is pretty short – Richard Westbrook and Allan McNish are the only two during Tandy's whole career – a detail that no doubt makes his new position all the sweeter.





Historic Scene
WITH GORDON CRUICKSHANK



Newly done Prince Henry Benz is one of a brace. Right, mad sports Leyat – the 1920s future



PAST AND PRESENCE

Parisian winter exposition assembles an impressive array of wings, wheels and props

Transport of all hues turns up at Rétromobile, the annual Paris extravaganza. Greeting visitors this year was the Morane-Saulnier monoplane of tennis champ and aviator Roland Garros, with his Type 18 Bugatti, while outside were a bristling Mirage V fighter and a working locomotive steaming up and down. And inside I found the ideal commuting wheels – a road-rail Jeep to take you to the station and then all the way to Platform 4.

One of this year's themes was a homage to the Citroën DS, focused on Lukas Huni's richly varied display. What a stunning effect this mould-breaking saloon must have had on a 1950s audience more used to 4CVs and Simca Arondes. Among Huni's delicious show of prime Alfas and Bugattis, that lovely Facel-bodied Bentley MkVI Cresta stood out with its sculpted wooden dash, while opposite sat a voluptuously curved Alfa shaped by Swiss extreme stylist Luigi Colani – pity the buyer who ever has to replace its bulbous glasswork. Elsewhere Citroën went topless, displaying a range of coachbuilt CX and SMs including that Heuliez SM with 'venetian blind' roof. Bet that doesn't leak…

Across the aisle Renault boasted a top contender for the bad taste tankard – a matt black Louis XV Twingo, lined in crushed velvet featuring marquetry, brocade, candelabra and a gold *fauteil* instead of a rear seat. In recompense the firm also brought an Alpine A220 V8 Le Mans car – registered for the road. Not to mention a vast street sweeping device they built in 1913. Completing the *partes tres* of Gallia, Peugeot's 1935 401 Transformable proved that folding metal roofs aren't new, while Porsche brought the T7 prototype that spawned the immortal 911.

A selection of Lamberts from the Mulhouse museum included a sweet pick-up used around the works, a racer and a slightly slabby three-seater coupé which its minders ostentatiously handled with white gloves. These light but sophisticated machines initially had FWD and independent front springing but struggled to sell.

I've seen one Leyat before, but never four in one place. A few 1920s eccentrics thought this style of aeroplane-cabined prop-driven contraption was the future, and Leyat managed to build several including the open 'sports' version on show. And there was a model of a proposed 40ft-long propeller bus, presumably capable of wiping out 20 people at once…

Volkwagen flew both Bentley and Bugatti flags by showing the Embiricos 4¼ before it returns to Arturo Keller's vast Napa Valley collection, plus the restored ex-Benoist and Stafford East T59 that was once often seen at UK events. Shown here once before in unrestored state, it sparkled, proudly celebrating 80 years since these beautiful machines left Molsheim – but in contrast 'distressing' has elsewhere gone too far: several restored cars boasted unrealistic dirtied paint and roughed-up leather. I don't like glitter, but nor do I like paint-on grime.

Spent an interesting time on the Hall & Hall stand where after admiring the Beltoise/Brabham Matra MS650 Rick Hall races (the Hill/Pescarolo MS670 was nearby, too – it's



Garros flew this Morane non-stop across the Med in 1913

that kind of show) Dick Crosthwaite told me about a forthcoming C&G project that had me goggling. You will too – but I'm not allowed to tell you yet. Equally frustratingly, Dick recalled being taken to a warehouse full of 60 or 70 Maseratis somewhere in America that he couldn't quite recall. I left him being grilled for location clues by several excited car people.

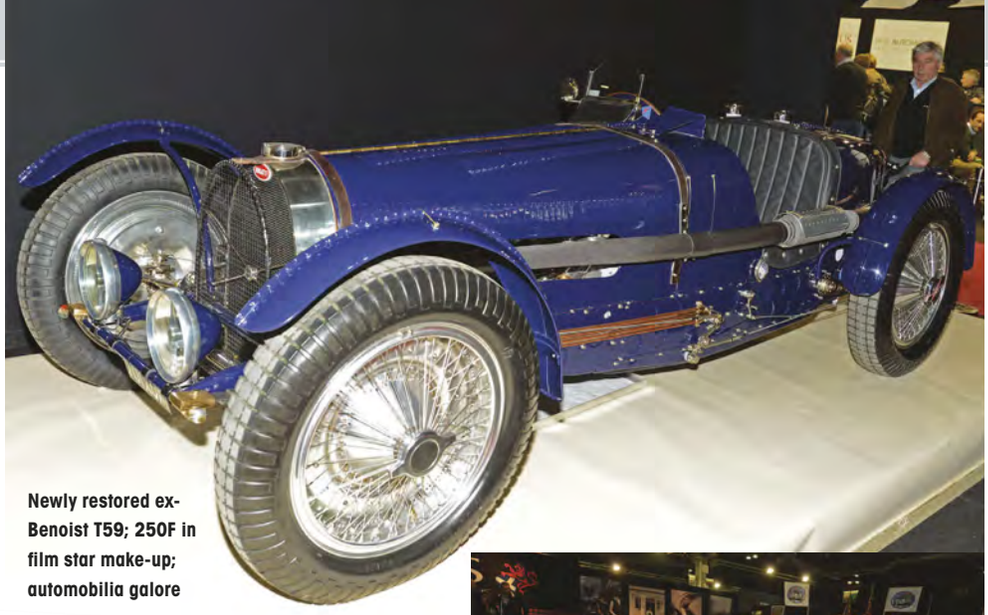
It's the art and automobilia stands that confirm you're not at the NEC. There are acres of glass cases displaying trophies, models and mascots you might see at Goodwood or Pebble, but here there are unique novelties: lamp standards made from con rods and ring gears, a Dino engine table with its carbs breathing through the glass top, a desk hewn from an airliner engine. There's sculpture, too: some recent, some dating back to the dawn of motoring. I admired a cyclist carved from a block of sandstone, but I coveted an intricate model of a early V8 aero engine, complete down to working cams and tappets, which I was told off for playing with. I might have consoled myself with a handsome curved ply hydroplane with streamlined chrome outboard but as it was full-sized I couldn't get it back on Eurostar.

This time I didn't buy myself anything at all, despite the enormous and tempting range of models including several transporters, even down to the Gordini truck in our feature this month (see p104). What I really did fancy was Dioram'art's astonishingly detailed and busy 1/43rd scene of the Le Mans Classic paddock, packed with cars and little spectators. Another depicted a pit full of DBR1 Astons being fettled by wonderfully scruffy mini-mechanics.

If you're searching for that elusive book or photo, try here: I noticed original brochures for the Fiat 8V, Stratos handbooks and a first edition of Luigi Barzini's pioneer classic *Peking to Paris*. If you haven't read it, do: their hardships crossing the Gobi desert make facing British snow look small beer. And some of them did it on spindly De Dion tricycles; falling over one at Rétro reminded me that it's 130 years since that pioneer firm began.

Fiskens showed a 250F in sparkling white, a livery James Mitchell tells me was applied for a German movie filmed partly in practice at Monaco 1959. What's the film like, I asked James. "Awful." So don't bother tracking down *Ein Engel auf Erden*.

This was the first time I had seen the 4WD six-cylinder Spyker from the Louwman Museum – a technical tour de force for 1903 – while the Dutch collection and Mercedes-Benz jointly unveiled a handsome pair of Benzes built for the 1910 Prince Henry trials which they have co-operated on restoring. These had spent years forgotten in a Mercedes warehouse, complete barring the unusual flared bodywork. MB also showed one of the 1908 GP cars and the 200HP Blitzen Benz record-maker, which glistened like porcelain – a far cry from 1909.







Newly restored ex-Benoist T59; 250F in film star make-up; automobilia galore

Eric Sawyer

Rétro is more than a show, though – it's a forum for the old car world. Many people said to me "I'm just here to see people". I got talking with a man who noticed my *Motor Sport* badge and asked if I knew who Gwenda Stewart was – turned out he owns the FWD Derby-Miller that very rapid lady once raced.

Over dinner I got an insight into the other side of the paperwork we all moan about when an American FIVA inspector described the problems of the USA's sheer size: if someone living in the Mid-West discovers he needs a FIVA certificate to do, say, Peking to Paris, it may mean flying an inspector out to him. And as FIVA is composed of individuals representing countries, the swings of diplomacy are played out round the table. My informant described the meeting after country A had upset country B, when delegate A had to apologise to delegate B through gritted teeth before car talk could resume…

I also learned from a well-known historian that Bugatti faking is no new pastime. According to him, a well-known racer who worked at Molsheim would return to the factory on Saturday with a trusted foreman, assemble a Type 35 by Sunday evening and stamp it with the same chassis number as the last car out on Friday, selling it to an unsuspecting buyer and pocketing the proceeds. There's nothing new under the sun, as WB liked to point out. But while Rétro is about history, there's always something novel there.

DREAM GARAGE

WHAT WE'D BLOW THE BUDGET ON THIS MONTH



ANDY GILBERG

ROYALE RP20

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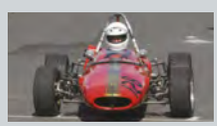


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MINICHAMPS 1:12 model Suzuki RG500, €99.52
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Ferrari 340/375 is expected to hit at least £4.5m at Villa d'Este

Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– RM AUCTIONS –

The Canadian auction house's Villa d'Este sale on May 25 is fast approaching and one of the great racing Ferrari sports cars will be a headline attraction. The 1953 Ferrari 340/375 MM Pininfarina Berlinetta 'Competizione' is one of the three works cars built and was driven in period by the likes of Mike Hawthorn, Alberto Ascari, Giuseppe Farina and Umberto Maglioli. Hawthorn and Farina drove it in that year's Le Mans 24 Hours, but were famously disqualified from second place after brake fluid was added during the race.

RM Auctions is asking anyone interested in the estimate to contact the company directly, but don't expect this coveted racer to sell for any less than £4.5m.

There's another interesting chassis up for sale at RM's Amelia Island Sale on March 9. A 1970 Porsche 908/3 is one of 13 examples built: chassis number 4 doesn't have any period race history, but was used as a spare for flex testing during the 1970 and '71 seasons. It wasn't until 1996 that Miller Historic Motorcars made the chassis fully operational. Despite this, the car carries a £900,000-1.1m estimate.

Back on January 18, RM had a successful sale in Arizona and attracted business to the value of £23.2m. That figure was helped in no small part by the 1960 Ferrari 250 GT SWB Berlinetta 'Competizione' that went for a record £5.2m. A 1967 Shelby 427 'semi-competition' Cobra was also popular, and sold for £1.3m, but it was the Italian manufacturer that stole the show with many other big hitters. Most notable of these was a 1967 275 GTB/4 (£1.2m), with a 1966 275 GTB and a 2003 Enzo both going for £842,570.

The sale total was up 42 per cent on last year and with RM "focusing on the top tier of the market", that figure doesn't come as a surprise. With banks offering only tiny interest rates, classic car prices continuing to rise and no Capital Gains Tax on such sales, auction companies' financial futures look bright.

– ARTCURIAL –

Every minute of Artcurial's Rétromobile sale on February 8 raised another £31,994 towards the £12.5m total – the largest ever sale of collectors' cars in France. Headlining the event was a 1936 Talbot-Lago T150 (below), which sold for £100,000 more than its pre-sale estimate of £1.15m. Bang on estimate was a 1995 Bugatti EB 110 SS, which sold for £382,950, while a 1962 Ferrari 250 GT Pininfarina cabriolet with only 15,000km on the clock went to a US collector for £721,550, £60,000 above its top estimate.



– GOODING & COMPANY –

Gooding and Company achieved a 97 per cent sale rate on January 18/19, helping the auction to reach an impressive £33.4m. It was the same story as RM, with fewer cars being sold at a higher average price (£333,100 in Gooding's case). Unsurprisingly there were records broken during the sale, especially when a 1958 Ferrari 250 GT LWB California Spider sold for £5.3m – a record price for any car during the Arizona auction week. There were 14 other records set, including the £951,400 paid for a 2003 Ferrari Enzo and £2m for a 1959 Porsche 718 RSK.

– BONHAMS –

A 1929 De Havilland DH 60GMW Gipsy Moth biplane, which starred in the 1985 film *Out of Africa*, is heading 'home' after it was bought at Bonhams' Paris sale on February 6/7. An anonymous telephone bidder from Kenya paid £173,180. The sale was a great success with 86 cars, 84 motorcycles and more than 100 automobilia lots finding new homes. A 1929 Bentley 6½-litre Speed Six tourer (£712,678), a 1963 Aston Martin DB4 (£692,882) and the 1938 ex-Ettore Bugatti Type 57C special coupé (£593,921) contributed to the overall sale total of £11.2m.

There will be a full review of Silverstone Auctions' Race Retro sale next month.

MARCH 2 BONHAMS *Collectors' Motor Cars and Automobilia,* TBC, Oxford. Tel: 020 7468 5801

MARCH 6 BRIGHTWELLS *Classic Cars and Motorcycles,* Easters Court, Leominster, Herefordshire. Tel: 01568 611122

MARCH 8 GOODING AND COMPANY *The Amelia Island Auction,* Racquet Park, Omni Amelia Island Plantation, Florida, USA, Tel: 001 310 899 1960

MARCH 9 RM AUCTIONS *Amelia Island Sale,* The Ritz-Carlton, Amelia Island, Florida, USA. Tel: 001 800 211 4371

MARCH 9 HISTORICS AT BROOKLANDS *Classic and Collectors' Cars,* Brooklands Museum, Weybridge, Surrey. Tel: 01753 639170

MARCH 9 OLDTIMER GALERIE *Retro Classics Auction,* Gürbestrasse, Toffen, Switzerland. Tel: 0041 31 819 61 61

MARCH 12 COYS *Spring Classics,* Royal Horticultural Halls, London. Tel: 0208 614 7888

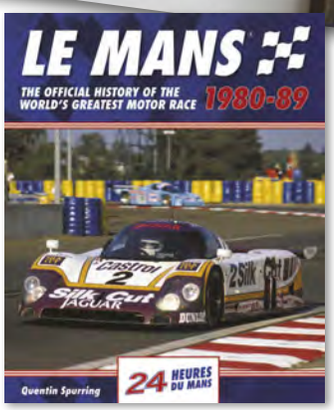
MARCH 21 DVCA *Classic Collectors' Cars and Automobilia,* The Garfell Light Railway, Common Lane, Yenston, Templecombe, Somerset. Tel: 01963 363 353

MARCH 22-24 AUCTIONS AMERICA *Fort Lauderdale Sale,* Greater Fort Lauderdale/Broward County Convention Center, Eisenhower Blvd, Fort Lauderdale, Florida, USA. Tel: 001 877 906 2437

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www.motorsportmagazine.com

Reviews





LE MANS 1980-89

THE OFFICIAL HISTORY OF THE WORLD'S GREATEST MOTOR RACE

by Quentin Spurring

This is the latest by-product of endurance racing eminence Spurring's serial dissection of a popular institution. The format echoes those that have gone before and so, happily, does the quality.

Each of the 10 races is separated into easily digestible, bite-sized chunks, the vast majority ripe with fascinating nuggets that might otherwise be forgotten. Who recalls Ernst Ungar turning up in 1983 with a URD-BMW that didn't officially have an entry? Race organiser the Automobile Club de l'Ouest is famed as a regulatory stickler, but administrative protocol was a little more relaxed 30 years ago and the car was allowed to take part – something that would be unthinkable today.

Comprehensive entry lists, results sheets and hourly lap charts are interwoven with the emergence of the Porsche 956/962 as the decade's most prolific endurance racer, but there is plenty of space set aside for curiosities – and not just Jean Rondeau's landmark 1980 success, when he became the first (and so far only) driver to win Le Mans in a car of his own manufacture.

If you'd feared time might forever overlook peculiar strategies (WM driver Roger Dorchy starting on low fuel in 1984, to lead for the sake of the show, which he did before crashing on lap three) and even quirkier cars, worry not. The Ardex, Sthemo, Bardon-Cosworth, a Courage that was really a March and 1980's bewinged, turbocharged Triumph TR8 are all here, with descriptive prose and illustrations to prove their existence.

Conceptually splendid – and even better in execution. **SA**

Published by Haynes Publishing, ISBN 978 0 85733 128 1, £45



BEHIND THE SCENES OF MOTOR RACING

E-BOOK VERSION

by Ken Gregory

Considering that books about Stirling Moss have been appearing right through the 50 years since his career ended, it's surprising it's taken so long to reissue this, written at the height of his career by his closest collaborator. Friends with Moss from 500cc days, Ken Gregory became his manager when Moss was the sport's only full-time pro.

We marvel at how The Boy seemed to be everywhere but it was thanks to Gregory who ran the show, planning the season and negotiating drives and fees. Written in 1960, it is now an e-book featuring many extra photos and an epilogue, though Gregory has not altered the main text. It's still a vivid, close-up picture of 1950s racing, told by a man who was friends with Collins, Hawthorn and Bueb. It's much more than a history – and it's told by a first-hand witness. **GC**

Published by Indd on iTunes and Kindle, £6.99



GOODWOOD FESTIVAL OF SPEED

THE FIRST TWENTY YEARS

"I drove at the very first Festival in 1993," says Damon Hill at the start of this glossy review of the Festival of Speed's first 20 years. "It was my first season racing with Williams." Yes, the Festival of Speed really has been going that long.

Shots of Eddie Irvine sitting on John Surtees' MV Agusta and a young Jenson Button chatting to Barry Sheene remind us why the Festival has always been special. They also go some way to explaining how the event has grown from attracting 25,000 people in 1993 to 185,000 last year. The aerial shots from those years at the back of the book are particularly interesting – how did the Festival get *so* big?

This is a great trip down memory lane and also a reminder of what we missed during any years that we didn't make the event. **EF**

Published by the Goodwood Road Racing Company Ltd., ISBN 978 0 9574820 0 5, £40



THE SCIENCE BEHIND THE SPEED

A DESIGN MANUAL FOR THE WORLD'S FASTEST CAR

by David Tremayne and the Bloodhound Team

Imagine a Formula 1 team releasing a book on its forthcoming season and all the technology it's using to try and win the World Championship. It just wouldn't happen. The beauty of the Bloodhound SSC project, however, is that its main aim is to inspire a generation of engineers, mathematicians and physicians by releasing all the data as and when it's produced.

The plan is to break 1000mph with the help of a jet engine and a hybrid rocket so, as you can imagine, the facts and figures in this book are quite incredible. All aspects of the Bloodhound are covered from the aerodynamics to the rocket technology. Even though it covers extremely advanced engineering principles, it's understandable, engaging and informative. The only downside is that you will constantly bore everyone with phrases like, "Did you know that the Bloodhound's wheels will have to endure 50,000g of centrifugal force at the rims?" **EF**

www.bloodhoundssc.com/shop, £30

READER OFFER

In association with Laverstoke Park Farm



1979 Formula 1 World Champion
Jody Scheckter and *Motor Sport*
present:

Cars and Food

At the Allianz Park Saracens rugby stadium, London on Saturday May 18, 2013

Come and see eight of the cars Jody drove from his collection, which will be matched with eight courses of the best award winning food from Laverstoke Park Farm. This collection of cars has never been shown to the public before. As well as gourmet food and world class cars, there will also be film screenings, celebrity guests and a chance to engage in a Q&A session with Jody himself.

A taster of the menu:

A SELECTION OF LAVERSTOKE PARK FARM CANAPÉS

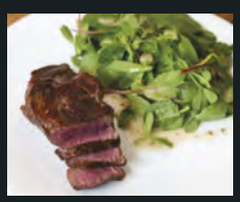
"We'll be offering a selection of biltong," says Jody. "We make the biltong I always dreamed about – and it does not contain preservatives or colourings. It is cured overnight and then slowly dried, giving its unique flavour. Early South African settlers used these methods to preserve their meats naturally."



BUFFALO MOZZARELLA WITH FRESH TOMATO & BASIL

Served with a selection of our home-grown baby salad leaves and vegetable crudités

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More to be revealed next month...

The evening, held in association with *Motor Sport*, will take place in the new state-of-the-art Saracens Rugby Stadium. The multi-course feast will be sourced from Jody's award-winning Laverstoke Park organic farm. Tickets are offered at a discounted rate for *Motor Sport* subscribers.

To book your tickets call +44 (0)207 349 8472
For group bookings please contact us.

Tickets are priced at:
£250 for subscribers
£295 for non-subscribers

For more information go to:
www.motorsportmagazine.com/gourmet
or email:
readersevents@motorsportmagazine.com

WHEN: Saturday May 18, 2013
TIME: 6pm
WHERE: Saracens Rugby Stadium, London

YOU WERE THERE

Faces to the fore this time, including a casual snap of a legend when he was still merely a man to watch



COLIN TRIPPAS

Silverstone in 1983, the year Ayrton Senna won the British Formula 3 title. "I'd read so much about him," says Colin, "and then I turned, saw him and took the picture. I remember being embarrassed because I took the picture so close to him!" Beside Senna stands Dick Bennetts, whom Senna drove for in that championship year



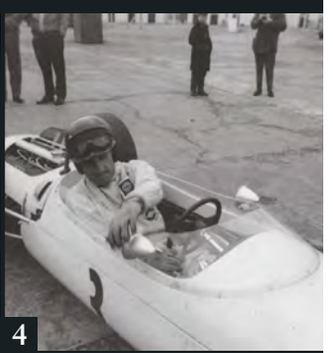
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PETER HAYNES

Peter describes his photographic efforts at the inaugural F2 meeting at Snetterton, April 1965, as "snapping away at random with my trusty Brownie 44A", but he managed to come up with some nice casual moments, helped by being "able to roam at will among current and future stars". {1} Overhead view of Graham Hill in Brabham-BRM emphasises how exposed a driver was then {2} In his Ron Harris F2 Lotus, Jim Clark sports what Colin calls "his ever-faithful beige cardigan" {3} Jack Brabham frowns at some time sheets {4} Hill again, adjusting his Brabham's mirror before hitting the track



LAT

MANN FOR ALL SEASONS

Fond recollections of a popular team owner, whose forthright personality was recently captured in print

When great racing team patrons and entrants are mentioned, the names of Ken Tyrrell, Frank Williams, Ron Dennis and perhaps today Christian Horner inevitably arise, every one of them most notably for their Formula 1 achievements. Within the endurance racing world other personalities may spring to mind: 'The Colonel', of course – Ronnie Hoare of Maranello Concessionaires – Luigi Chinetti, then Dr Bott of Porsche, John Wyer and David York of Gulf-JW fame, and more. But for me one of the most prominent, most effective and by too many people most underrated of great team leaders was the late Alan Mann.

Tony Dron and publisher John Blunsden have gone far towards putting the record straight with *Alan Mann: A Life of Chance*, Alan's biography published last year (by MRP - sadly just too late for Alan who died, aged 74, last March). Tall, fair-haired and with the penetratingly direct gaze of classic team chiefs, Alan – though clearly an adept politician in his assorted dealings, most notably with the Ford Motor Company – was not known for mincing his words. This comes across very clearly in his memories of Ford's 7-litre Mark II programme, which was victorious (at last) at Le Mans but plainly left the British entrant pretty unimpressed.

His role in pre-season Mark II testing at Daytona '66 left him with "…no doubt in my mind that the car was a pig and far too heavy. In fact the thing was so bad that it had broken itself every morning, so the testing seemed to go on forever. Endless hours were spent just repairing that car while the rest of us hung around. I had so much spare time... that I went next door, took flying lessons and got up to going solo before the end of it".

Evidently the first thing to break in that interminable test programme was the 210lb Ford four-speed gearbox. Alan was intrigued to hear Ford's on-site gearbox specialist 'phoning his boss in Detroit to report: "Looks like the gearbox has overheated a bit, sir". In actual fact the offending unit's innards were deep blue and virtually welded inextricably together from the intense heat of seized bearings. The listeners heard his boss suggest "Can't you put a bigger cooler on it?" Back came the cautious response, "I think it's going to take a bit more than that, sir," while all the ear-wiggers creased up with stifled giggling.

Alan plainly became impatient with Ford employees more interested in protecting their careers and reputation within the company than turning their cars into practical, short-term race winners. He also recognised that the company engineers casually dismissed what their drivers were telling them if it denied any predicted improvement.

His own preference was to run well-developed, lightened versions of the Ford GT with small-block 4.7-litre engines. Ever after he remained convinced that "…all the trouble and expense of developing that monstrous Mark II 7-litre could have been avoided". He was particularly scarred by Walt Hansgen's fatal accident during the Le Mans Test Weekend in early April, after the veteran hard-charger had returned to the pits to report that his Mark II prototype was "diving all over the place" on the drizzle-slick surface. Having been sent out again he crashed on his second lap at the right-handed Dunlop Curve, understeering wide and apparently opting to take the escape road where the old pre-war 24-Hour circuit had headed into the city suburb of Pontlieu. A banner was stretched across the



Graham Hill listens to team boss Alan Mann at Sebring in '66. Below, Hill in action at the US track

Ford

Graham Hill's pearls of wisdom

Mann's memories reminded me of a couple of typical Graham Hill stories. As the Le Mans-type starting echelon was being arranged at Sebring in 1966, Graham and Jackie Stewart were to share one of Alan's GT40s. Graham was due to take the start but after the mechanics had lined up the car with door ajar and first gear engaged, and the clock was ticking down, Graham could not be found. Jackie began to fuss about getting togged up to start in his place. And as Alan recalled: "At the last second, and with perfect timing, Graham appeared at the far end of the line of drivers, walking calmly up towards the number three spot on the line. On the way he stopped and shook hands with everybody. His perfect English manners could not be faulted, and his rivals' concentration was immediately lost. Just as he got to his spot the flag was dropped and Graham was away. At the end of the first lap he came around with a massive lead."

There's also a story, which I'm pretty sure is apocryphal, that while Graham and Bob Bondurant were wrestling with borrowed spanners to extricate Jackie Stewart from his crashed and crushed BRM after their opening-lap incidents in the 1966 Belgian Grand Prix at Spa, Graham tried to cheer up his semi-conscious team-mate, trapped there in a cockpit bath of leaking petrol, by remarking: "Don't worry, lad. If it goes up – we'll toss in some potatoes. It won't be wasted." Timing – that's the key.



LAT

road entrance there, but it offered no escape at all, since a pile of sand had been dumped just behind. Now Hansgen's sliding Mark II dived headlong through the banner, straight into the hard-packed wet sand beyond. This immense impact broke the car's back, collapsing the cabin around its unfortunate driver like the jaws of a man-trap, before the wreckage somersaulted to rest, back on its belly. Ford's press cover-up after the incident did it no credit.

Alan Mann's crew then took Shelby's surviving white Mark II back to their Byfleet works to prepare it for their planned entry in the imminent Spa 1000Kms. They found its rear suspension seemed to match the John Crosthwaite-designed system used on their own lightweight GT40 chassis for the small-block engine. "But they had got it wrong for that different chassis. It seemed obvious that they'd never swung a rear suspension to measure whether it toed in or out." On their surface plate they discovered that the Shelby Mark II exhibited massive rear-suspension bump steer, which would certainly explain poor Hansgen's complaints in that final Le Mans pit stop about his sister car wandering…

At Spa (pictured on the facing page), despite having modified the Mark II's suspension as best they could, drivers Sir John Whitmore and Frank Gardner still reported aerodynamic instability. Hurtling along the Masta Straight in a crosswind was "a bit spooky", which from those two must have meant it was absolutely terrifying. Raising the rear spoiler helped, but only a little. Spa also taught them that neither Goodyear's contemporary tyres nor even the car's brakes would be up to 24 hours around Le Mans. During the 1000Kms the Belgian clerk of the course called at Alan's pit to announce that his marshals "were reporting that the 7-litre was getting in the dirt every time by the side of the Masta Straight". Alan could only reassure the clerk that his chaps were competent drivers, and knew what they were doing.

At its next pitstop the car's right-front tyre was found to be chunking badly, so Frank and John were instructed "to back off, nurse the remaining tyres and resign ourselves to second place behind Ferrari".

The story of what followed at Le Mans is just another small part of a fascinating insight into one of the most significant World Championship endurance races ever run.

Don't miss *Alan Mann: a Life of Change*. This is a very significant work that adds tremendous perspective and insight from a most respected major player.

Doug Nye



GP Library

Sifting through the wreckage

In recent weeks I have spent much time trying to re-address research upon a very important group of racing cars. There comes a point, after reviewing literally hundreds of photographs and thousands of written words in contemporary race reports and internal team documents, that a chilling realisation dawns. No matter how thoroughly one might feel that 1970s or '80s research was done, in reality the more one thought one knew, the less one became inclined to continue cross-checking, and so the bigger the historical cock-up committed to print. The demon, as ever, lies in the unnoticed detail.

I had been seeking a photograph of a burned-out wreck after a racing accident. Surely somebody must have taken one. After two months of energetic hunting, I am now not so sure. Eventually I asked the driver concerned if he'd ever seen a photo of the aftermath.

"Nope," came the crisp answer, "and I can assure you, I was in no mood to take one at the time."

Certainly some race-accident fires used to leave very little to take home. In continental European races, after accidents in which the driver was thrown out, or had scrambled clear, race marshals and bystanders quite commonly stood by to enjoy the bonfire – 20 to 30 minutes could pass before a fire went out simply because nothing remained to burn. One classic photo (above) shows how much even an 'iron' competition car could be consumed. It records the scene at Oporto in Portugal 1953, after Australian owner-driver Tony Gaze had crashed his Aston Martin DB3, I believe chassis '9' – it was pretty well used up.

In contrast, another quite celebrated sports car fire springs to mind: Richard Attwood's at Le Mans in 1964 (below), when he was driving one of the Ford Advanced Vehicles team Ford GT prototypes – chassis '104' – and it ignited near Mulsanne. Plenty of the Ford survived for salvage, but few would settle for that after retirement from a major race.



GP Library

One size tends not to fit all

All great racers demand the best. Compromise isn't within their dictionary. Graham Hill was one of the most pernickety and demanding drivers any team could run. Mechanics and engineers alike brim with stories of his relentless job lists. When he joined Team Lotus in 1967 he must have been extraordinarily confident that the forthcoming Lotus 49, with its brand-new Cosworth DFV engine, was going to do the job, because he accepted quite a lash-up for his early outings that year.



GP Library

The record book will tell you that until the 49s emerged at the 1967 Dutch Grand Prix, he drove a two-year-old Lotus 33 'R11' fitted with a nominally 2-litre Tasman BRM V8 engine and gearbox. That's perfectly true. He did. But what the record book doesn't explain is that he didn't fit the car, which had to be hacked about until he did. Tailored around jockey-sized Jim Clark or slim-line Pete Arundell, 'R11's inner cockpit skins had to be cut and scalloped out to accommodate Graham's broader shoulders and biceps.

His long legs posed the next problem, because the steering wheel became trapped against his legs. Lotus's long-suffering mechanics had to alter the rake of the steering column, lifting it within the car so the steering wheel rim would clear Graham's thighs. But how could they get it through the dash panel? In lieu of any alternative, they removed the rev counter from its standard dash panel orifice and ran the steering column through that hole instead, remounting the tacho high on top (above). I'd always wondered why Graham looked so, well – odd – within that car. And now we know.



Parting Shot

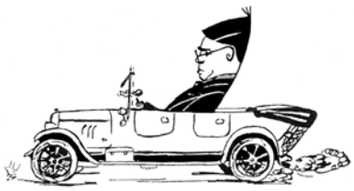
BMW Procar, Belgian Grand Prix, Zolder, May 12, 1979

Clay Regazzoni leads away at the start of the inaugural BMW Procar race. The series pitched the fastest five eligible F1 qualifiers (ie no clashing manufacturer contracts) against series regulars. Sadly, it lasted only two years. Elio de Angelis won this one

To buy this photo or other classic motor racing shots, visit **photos.motorsportmagazine.co.uk**


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WILD
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kollie
SWARTE KAT
RENAULT
da FLY saudia

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In the spirit of Jenks



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Matters of Moment

Function is always the priority when it comes to the Motor Sports Association. You only have to visit the British governing body's base to understand this. No austere building in central London, no polished woodwork, chandeliers or imposing portraits of past chairmen: instead, the MSA lives in a nondescript office building on an innocuous industrial estate beside the M25. This is the hub of Britain's bustling motor sport industry, but if you didn't know it was there you'd drive right past it.

This unpretentious, practical – and rather plastic – veneer suits a modern organisation that has distanced itself from its grand old Royal Automobile Club roots. This is the gritty reality of what it takes to run modern, competitive motor sport at all levels, from auto tests in supermarket car parks to the British Grand Prix. Everything about the MSA is run strictly to the (blue) rulebook.



Damien Smith
Editor

The governing body adheres to its remit of creating a rigid structure within which a technically complicated and safety-conscious sport can survive, as illustrated recently in the aftermath of the Snowman Rally tragedy on which a spectator was killed in February.

But in recent years the MSA has striven to spread its influence further, to follow the lead set by national authorities in other sports. Development of future talent is now on the agenda, its MSA Academy supporting and promoting 60 young race and rally talents with training courses and workshops run under the leadership of Richard Burns' former co-driver, Robert Reid.

It's an admirable venture that has made a real difference to young hopefuls. What it doesn't do, of course, is offer them the life-blood career finance and solid opportunities to further their climb up the cutthroat single-seater ladder. As a rulemaker, you could argue that it shouldn't have to – and on an annual turnover of just £8 million it couldn't fund the next Lewis Hamilton even if it wanted to.

Could it, and should it, do more? John Surtees believes so, as he told us last year. He believes the governing body, in partnership with the clubs, promoters and even Formula 1 itself, should offer prize drives for champions in junior categories, allowing them to be rewarded for success with a seat in the next series up. It seemed a good idea.

But the MSA has a counter-argument. What if the champion is a well-funded youngster with the means to step up without the prize drive? What if he's beaten a plucky 'lad and dad' team, who are more deserving, in dire need of such a prize and might actually be the better prospect whatever the points say? To reward success alone, without perspective, could be unfair and the MSA stands by its mantra of developing genuine potential on merit, whatever the individual circumstances. It's a valiant principle and highlights the fact that nothing about driver development is simple – but the fact remains the Academy can only help a driver so far. Without opportunity, how much does all that training mean?

The effectiveness of the governing body has again been brought into question recently by the sad decline of the country's most important single-seater championship, British Formula 3. A paltry half-dozen entries has forced promoter SRO to reduce this once-great series to just four meetings in 2013. How could the MSA allow this to happen?

Again, the governing body has a strong counter-argument. Yes, British F3 is an MSA championship, but it is actually owned by the British Racing Drivers' Club and is run by Stephane Ratel's company. The MSA is not responsible for its promotion and, significantly, it's not allowed to be. Just as the FIA had to distance itself from Formula 1's promotional rights, so must the MSA with series such as F3. European law dictates that it must be so.

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Matters of Moment

Chairman Alan Gow understands the dividing line only too well, as the man who also promotes the British Touring Car Championship. "If someone came along and said to us they'd like to run an MSA F3 championship, I'd talk to them," he says – before adding that he'd then be accused of splitting the sport and doing it damage. Given that he got close to bringing the BTCC and F3 together on the same bill, only for the teams to turn their back on the chance (much to his anger), he knows he walks a fine line.

There's no doubt that Gow and his team at the MSA are genuinely committed to developing British motor sport, and within their remit they do a great job. But within that statement lies the problem. You come away from meeting the MSA feeling that they are working with one hand tied behind their back. A governing body, by definition, holds a great deal of power – but it's power that cannot always be applied where it's most needed.

Meanwhile, Britain's single-seater ladder system, once the envy of the world, has a rickety top rung and a couple missing altogether, following the demise of Formula Renault UK and the old Formula BMW. There's hope in the newly bewinged Formula Ford and Jonathan Palmer's promising Formula 4 category. But F3 is where it really counts, and here the MSA, remarkably, has no real authority. Baffling, when you think about it.

Aside from the conundrum that is top-line single-seater racing, there's some potentially exciting news on the horizon for the MSA.

For the past few years the national body has been lobbying to change the laws on closing public roads for motor racing on the UK mainland, banned after a mild accident at Kop Hill in 1925. Now it hopes the matter will be up for public consultation before the summer.

Motoring demonstrations around towns have become common, because it's relatively easy for local authorities to close roads for such events. The problem is that they must always adhere to the laws of the Road Traffic Act. In other words, cars taking part can't break the speed limit, or be timed – which kind of makes competitive motor sport somewhat difficult…

For a motor race to be held on the public highway, a promoter requires a Private Bill to be passed through Parliament. The Birmingham Superprix was the last example – way back in 1990. Yes, 23 years ago.

Three events do currently take place with Parliamentary approval: the Jim Clark Rally and the Tour of Mull in Scotland, and the annual Brighton Speed Trials. But now the MSA wants to make it easier for other organisers to secure road closures by taking the decision away from the national government and handing it over to local officials – who, of course, have something to gain by granting permission. The boost street races could have on local economies is obvious.

Within the MSA, there's a feeling of optimism that racing around the streets of British mainland towns is about to become viable. If so, the change in law could lead the sport down so many different avenues – literally! We'll keep our fingers crossed.

The world of *Motor Sport* grows ever wider. This month we have launched a fabulous online photo store, full of wonderful racing images you can either hang on your wall… or even piece together as a jigsaw! Turn to page 85 for more details.

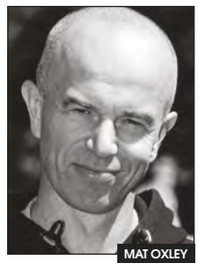
I'd also urge you not to miss our Le Mans competition on page 17, offering a great trip to the 24 Hours in June, courtesy of our friends at Speed Chills. Le Mans is always a highlight of our racing year. Here's your chance to join us down at La Sarthe.

Next month, you'll find some big changes within the pages of *Motor Sport*. Yes, we're planning an all-new look – and before you say it, no, we're not turning it red… We're excited by what we've got planned and, once you see it, we hope you will be too. So keep an eye on the news stands or your doormat. You can't miss it – it'll still be the magazine with the familiar green masthead. Promise!

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ANDREW FRANKEL


MAT OXLEY


ED FOSTER


SIMON ARRON

CONTRIBUTORS

ANDREW FRANKEL usually doesn't need much encouragement to get behind the wheel of fast racing cars but the idea of driving Trevor Willis's 500bhp hillclimber up a frozen Shelsley Walsh had him scuttling for the warmth of the photographer's studio. Besides, he was still getting over driving Simon Saunders' latest Ariel Atom. He reckons that Willis and Saunders both delight in quietly defying the odds in a rather British, understated and impressive way.

Barry Sheene was rather British, too, but understated? Never. As a bike racer himself **MAT OXLEY** knows the breed, so is well placed to explain why even amongst two-wheel heroes the cheerful Cockney had inner steel – and that was before all those mended bones.

Inspired by Mat's feature and buoyed by the baffling optimism that has seen him cycle to Paris, scooter to Silverstone and sail to work, our in-house biker **ED FOSTER** will soon take to the track on a historic two-wheeler – but it's no RG500. That story's for later, but it's due to his quirky transport back-story that we set him to find out why an F1 car went to Bonneville.

Lastly, our new boy who's an Old Boy. **SIMON ARRON** cut his teeth on Teesdale typewriters at *Motoring News*, becoming its editor and then editor of this title in the 1990s. He boasts (often) a deep knowledge of all things racing from Korea to Curborough, while his excruciating music-based car puns were a weekly highlight of *The Telegraph*. It's his many years as an F1 reporter that gives him the insight for his travel guide to this season's GPs, plus the perspective to decide if Nico Hulkenberg is the real deal. For his conclusion, turn to p70.

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■ FORMULA 1

New kids on the block

The late confirmations of Giedo Van der Garde and Luiz Razia by Caterham and Marussia respectively have ensured that the Australian GP will feature a bumper crop of at least five rookies.



Van der Garde and Razia join fellow newcomers Valtteri Bottas, Max Chilton and Esteban Gutiérrez. As *Motor Sport* went to press Force India had yet to confirm whether Jules Bianchi would also finally be announced as a race driver, the alternative choice being a return for Adrian Sutil.

Not counting Sutil there will be just eight drivers on the Melbourne grid who have completed more than two full F1 seasons – the five World Champions plus Felipe Massa, Mark Webber and Nico Rosberg. Among those who competed last year and are now absent are Timo Glock, Kamui Kobayashi, Heikki Kovalainen, Vitaly Petrov and Bruno Senna.

The unprecedented turnover in recent seasons reflects the fact that so many teams are struggling to raise cash and are looking increasingly towards drivers who are able to guarantee sponsorship.

It's a sign of the times that Marussia very publicly ended an ongoing contract with the salaried Glock in order to make way for Razia, who brings substantial funding from Brazil.



■ FORMULA 1

Fine tuning likely to be key this year

The phrase 'evolution not revolution' has long been bandied about at launches of new F1 cars, and it's the most apt description of this year's crop.

With stable rules there were never going to be too many dramatic changes, and over the winter it really was a question of honing established packages, especially for front-running teams who kept developing their 2012 models until the very end of last season.

In addition, as has become the norm in recent years, teams often save the real novelties – at least those that can be easily seen and studied by rivals – until either the final test session in Barcelona, or the first race in Australia.

Aside from the unusually narrow sidepods of the Sauber C32 there was little reason to raise an eyebrow as each car was unveiled. There was one regular talking point, however, thanks to the FIA giving the teams the option to cover up the ugly stepped noses of 2012 with what has been termed a vanity or modesty panel – a piece of carbon that shatters easily in T-bone impacts, and which creates a hollow area on top of the nose.

Ferrari fans were relieved to see that the Italian team has followed that route, and the F138 is thus considerably more attractive than its predecessor. Some teams have, however, retained a step, or a version of it. Designers have alternative theories about the aero or weight distribution benefits, although all agree that while it might be highly visible, in reality the step issue is of limited relevance.

"RED BULL'S RB9 WAS QUICK. VETTEL POINTED OUT THAT THE TEAM WAS IN BETTER SHAPE THIS YEAR THAN LAST"

The other key factor affecting this year's designs is what's coming in 2014, when the arrival of V6 turbo engines ensures that everyone has to start with a clean sheet of paper. Teams long ago began to pursue 2014 concepts, and even those with considerable resources on which to draw have already made compromises, and will continue to do so. Why pour extra effort into something that will have a shelf life of one year?

That split of R&D effort into 2014 and ongoing development of the current car will be one of this season's biggest themes. The consensus is that teams will have to take a view on their short-term prospects and make a call on what they can gain or lose by continuing to focus on their current cars. That challenge will make the development war all the more intriguing.

Along with the usual pursuit of ever more marginal aero gains, getting the most out of the 2013 tyres will be the key to this season. In an attempt to spice up the racing Pirelli has developed its products to provide quicker warm-up followed by greater



Crash, bang, wallop, take a picture – Lewis Hamilton comes to grief at Jerez

All images LAT

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degradation over a race stint. It's going to be fascinating to see how those characteristics play out between different cars and, perhaps more importantly, driving styles.

Last year Jenson Button suffered for much of the season from an inability to get his tyres into the right working range, but the 2013 rubber should complement his smooth style, and possibly work against those who are more aggressive.

A little extra spice is added by the fact that Pirelli's choices for the first four races feature so many different combinations of its compounds, namely medium/supersoft (Australia), medium/hard (Malaysia), soft/medium (China) and soft/hard (Bahrain). That chopping and changing will ensure that teams and drivers are kept on their toes as they learn more about the tyres – and in considerably hotter conditions than those experienced during winter testing in Spain.

The opening salvo of testing in Jerez provided few real pointers. McLaren, Ferrari and Lotus all looked strong and between them set the fastest times on all four days, while Red Bull's new RB9 was ominously quick on the harder tyre. Sebastian Vettel pointed out that the team was in better shape than at the same point last year.

Meanwhile much attention was focused on Mercedes and Lewis Hamilton, and critics of the latter's move were given plenty of ammunition when an early brake failure sent the 2008 World Champion into the tyre wall. However, as Ferrari demonstrated last season, much can change over the course of a season. Discount Mercedes at your peril…

Motor Sport's seasonal F1 preview begins on page 61



■ SPORTS CARS

Senna swaps F1 for GT seat

Aston Martin has pulled off a coup by signing Bruno Senna for its 2013 FIA World Endurance Championship campaign.

The nephew of three-time Formula 1 world champion Ayrton will drive one of the Prodrive-run Aston Martin Racing team's Vantage GTE contenders in a full WEC programme, including the Le Mans 24 Hours in June. The 29-year-old, who parted company with the Williams Formula 1 team last year, will share the car with fellow new signing Frédéric Makowiecki and, at the Spa and Le Mans rounds, Briton Rob Bell.

Senna explained that he opted to join Aston's four-car WEC attack because it's part of his desire to race competitively again.

"I want to move forward and get back to winning races," he said. "The opportunities weren't there to do that in F1.

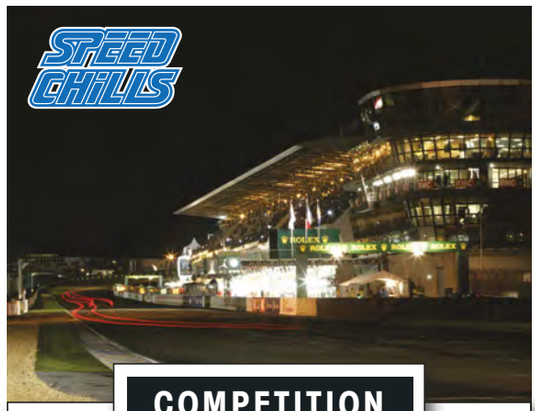
"There is no secret that ever F1 driver wants to be a world champion or a race winner, but there are relatively few who have a chance to achieve that. At the end of the day, I am in the sport to win races."

Makowiecki is also a significant signing because the Frenchman had the chance to cement his links with Ferrari via a factory deal, but chose to compete with Aston in the WEC because it left him free to race other marques.

The 32-year-old will also drive for Honda in the Japan-based Super GT Series.

Toyota has released the first pictures of its 2013 LMP1 contender. The revised TS030 HYBRID is built around a new monocoque, but Toyota Motorsport GmbH technical director Pascal Vasselon claimed it involved "no concept change, just refinement and optimisation of the 2012 car".





COMPETITION

WIN A PACKAGE TRIP TO THE 2013 LE MANS 24 HOURS

Don't miss this spectacular opportunity to join *Motor Sport* magazine at the Le Mans 24 Hours for its 90th anniversary on June 22/23. *Motor Sport* has teamed up with Speed Chills to offer one lucky reader a self-drive package for two people to this year's race, staying at the Speed Chills Beausejour private campsite.

The prize includes ferry crossing, camping at Speed Chills Beausejour private campsite, Speed Chills Club Membership and two general race admission tickets. Speed Chills Beausejour Private Camping is conveniently located on the inside of the circuit close to the Porsche Curves viewing areas and Speed Chills Club Membership will give the winners access to the Speed Chills private bar, restaurant and entertainment. In addition, your prize gives you access to a whole host of exclusive *Motor Sport* magazine extras including a dedicated *Motor Sport* clubhouse where you can mingle with other *Motor Sport* readers and members of the *Motor Sport* editorial team and their guests in the pre-race build-up.

With this prize our winner will be at the heart of the action for Le Mans 2013.

TO BE IN WITH A CHANCE OF WINNING, LOG ON TO WWW.MOTORSPORTMAGAZINE.COM/LEMANS2013

The winner will be drawn on April 29, 2013. The winner will need to contact Speed Chills by May 8, 2013. The winner will be chosen at random from the correct entries.

Competition terms and conditions can be found at www.motorsportmagazine.com/rules

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■ HISTORICS

F3 Trophy race revived

A landmark race in the acceptance of the 500cc Formula 3 category as a serious racing class will be revived at Silverstone in April.

A modern-day version of the 100-mile Commander Yorke Trophy race will be part of the programme at the VSCC Spring Start meeting (April 20/21). Up to 30 cars are expected for 25- and 20-minute races.

First run at Silverstone in 1949, the race was conceived by Tony Yorke RN to show that 500cc cars could compete for long enough to provide a proper event. Sadly, Yorke was killed in a motorbike accident before the race, which was won by a 17-year-old Peter Collins.

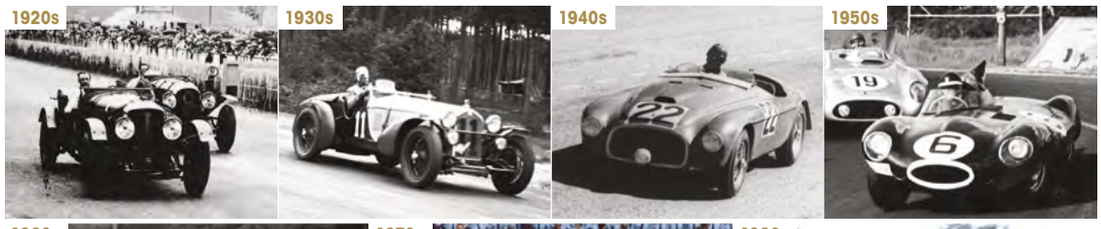
■ HISTORICS

Marathon anniversaries

Pirelli, sponsor of the first Classic Marathon Rally in 1988, will return to backing the famous trans-Europe event for the 25th anniversary running this June. The Marathon was one of the first major historic road rallies of its kind.

Now run every other year by the Classic Rally Association, this year's event will start in Ypres, Belgium, on June 15 and conclude six days later in Cortina d'Ampezzo, Italy.

To mark the quarter century, Paddy Hopkirk will be the guest speaker at the celebration dinner in Cortina. Hopkirk, winner of the 1964 Monte Carlo Rally, also won the 1990 Classic Marathon in a Mini Cooper, co-driven by Alec Poole.





■ SPORTS CARS

Le Mans greats selected

A flotilla of cars representing the rich history of the Le Mans 24 Hours will escort the French enduro's new trophy around the famous circuit ahead of this year's race.

A Bentley Speed 6, Jaguar D-type and Porsche 917 will be among the cars taking part in the parade on Saturday morning of the race weekend on June 22/23 as machines that best encapsulate the history of the great enduro, which is celebrating its 90th anniversary in 2013. The new trophy, which incorporates a replica of the original Rudge-Whitworth Cup dating back to 1923, replaces the previous trophy that Audi has retained by virtue of its 2010, 2011 and 2012 victories.

In total, 11 cars were picked as the result of a public internet vote and then the deliberations of a jury called together by the Automobile Club de l'Ouest, the organiser of the 24 Hours. The original idea of the 'Vote for a Legend' scheme was to pick one car from each of the 10 decades of the race, but a tie in the votes cast for the three 1990s nominees means that the Mazda 787B and Peugeot 905 will both take part in the parade.

The jury included former Le Mans winners Emanuele Pirro and Yannick Dalmas, who have nine victories in the event between them and legendary Porsche engineer Norbert Singer. Volkswagen group motor sport boss Wolfgang Durheimer, FIA President Jean Todt and *Motor Sport* contributor and long-time *Autosport* sportscar correspondent Gary Watkins were also on the panel.

The ACO plans to gather an example of each of the Le Mans legends as early as possible for a series of displays as it celebrates the race's 90th birthday. The 11 cars will also be present in the Le Mans Village during race week.

THE WINNERS

1920s	BENTLEY SPEED 6
1930s	ALFA ROMEO 8C
1940s	FERRARI 166MM
1950s	JAGUAR D-TYPE
1960s	FORD GT40
1970s	PORSCHE 917K
1980s	PORSCHE 956
1990s	MAZDA 787B & PEUGEOT 905
2000s	AUDI R10 TDI
2010s	AUDI R18 E-TRON QUATTRO





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■ SPORTS CARS

Prototype privateers sought

Addressing the downturn in privateer LMP1 entries for the Le Mans 24 Hours and the FIA World Championship is one of the top priorities of the Automobile Club de l'Ouest.

The promoter of the WEC and the 24 Hours has expressed its disappointment in the presence of only two full-time P1 entries alongside the pair of factory cars fielded by both Audi and Toyota on the WEC entry. A further privateer car is entered for Le Mans, when Audi stretches its team to three cars.

ACO sporting manager Vincent Beaumesnil said: "The number of LMP1 entries we have is not a surprise, but nor do we regard it as satisfactory. One of our priorities for next year is to have more P1s."

Beaumesnil predicts that there could be as many as 14 or 15 P1s on the grid at Le Mans next year. With the likelihood of seven or eight factory cars from Audi, Toyota and prototype returnee Porsche, that means there would be as many as eight privateer entries.

The ACO and the FIA, which jointly write the LMP1 rulebook, have already revealed that there will be a sub-class open only to privateers when the new energy-based formula comes into force next season. Privateer cars without energy-retrieval systems will be allowed a greater energy allowance per lap than their hybrid cousins.

The supply of customer P1 cars for next year could be limited. OAK Racing has announced that it is building a car, while Honda Performance Development and Japanese constructor Dome both have projects on the go.

Congratulations to Philip Young and Paul Brace for driving a Fiat Panda 4x4 from Cape Town to London in 10 days and 13 hours, taking a whole day off the previous record (set in the other direction). They took four days off the previous fastest time from Cape Town to London. Using a barely modified Panda with rear seats converted into a bed, the two drove 10,000 miles through 13 countries. They have so far raised more than £13,000 for Farm Africa, a UK charity trying to relieve hunger in East Africa. Interested parties can donate at www.farmafrica.org





■ HISTORICS

Alumni gather to fete 50 years of Formula Vee

A star-studded line-up of former Formula Vee drivers gathered at this year's Daytona 24 Hours race to celebrate the single-seater category's 50th anniversary.

Michael Andretti, Hans-Joachim Stuck, Dieter Quester, Klaus Niedzwiedz, Markku Alén and Prince Leopold of Bavaria were among the drivers who started their careers in the class and they were at Daytona for a parade lap of some early cars.

The very first Formula Vee race was held at Daytona in August 1963, with a field of 40bhp, 1200cc-engined single-seaters based on the VW Beetle chassis. Two years later the class made its European debut at the Norisring and in 1971 the more powerful Super Vee class was created.

■ KARTING

Charity race date finalised

The Henry Surtees Brooklands Team Challenge will take place on June 25.

The annual event, which attracts names like Oliver Turvey, Sam Bird and Darren Turner, is a two-hour endurance race at Mercedes-Benz World. Teams of up to four drivers can be entered and all funds are donated to the Henry Surtees Foundation.

Last year's event raised £33,905 for the Kent/Surrey/Sussex Air Ambulance and Brooklands Museum Trust.



BMW has taken the wraps off the new car that will carry its hopes in the American Le Mans Series from this year. The Z4 GTE, which replaces the M3 GT, has been developed from the Munich marque's successful V8-engined Z4 GT3 contender and will be campaigned by the Rahal team.

■ HISTORICS

Old stagers set to star at Daun and Donington

Forty years of the World Rally Championship will be the theme of this year's Eifel Classic Rally, when up to 150 period cars tackle demonstration special stages around the town of Daun in Germany's Eifel Mountains.

Former World Champion Walter Röhrl will once again be event patron.

Historic rally cars also form part of the action at the Donington Historic Festival (May 3-5) with cars from Rallying with Group B and the Historic Rally Car Register in action.

Included in the entry should be some ex-works cars from the 1950s and '60s, which are due to tackle a mini stage and an autotest.

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A plaque was unveiled at Henniker Mews in London to record Aston's birthplace

■ HISTORICS

Aston landmark celebrated

The 100-year history of Aston Martin will be celebrated extensively this year and will be capped by a centenary race meeting at Brands Hatch over the weekend of July 6/7.

Two commemorative races are planned, one for cars from the pre-war era through to the mid 1960s, and one for all Astons from the mid-sixties onwards.

Off-track attractions will include examples of nearly every Aston Martin racing car produced, while models ranging from pre-war Ulsters to the Group C Nimrod will take part in track demonstrations.

Aston's connection with James Bond will be showcased in a display celebrating the history of 007's Aston Martins from the DB5, which first appeared in *Goldfinger* in 1964 and also starred in the latest film *Skyfall*.

Owners of Aston Martins and Lagondas will be invited to take part in track parades and display their cars at the Kent venue. A concours area, dealer stands and live music also feature.

David Richards, chairman of Aston Martin Lagonda, said: "Brands Hatch has played an important part in Aston Martin's racing history so is a fitting venue for one of the key events in our year of centenary celebrations."

Other celebrations will centre on a week-long festival from July 15-21, including open-house activities at Aston Martin's Gaydon headquarters and a 1000-guest party on Saturday July 20. The week will finish with a Centenary Concours in central London on Sunday July 21 featuring the 100 most iconic cars and up to 1000 Aston Martins forming the marque's largest ever gathering.



Rindt memorial resurfaces

The Jochen Rindt Trophy, first presented to Graham Hill in 1971, will be awarded to the winner of the Historic Formula 2 race at the inaugural Thruxton Easter Revival Meeting this year (March 30/31).

The HSCC race meeting celebrates the 45th anniversary of the first Thruxton F2 event in 1968. Rindt won that race in a Brabham and repeated the result in Lotuses in 1969 and 1970.

Following Rindt's death at Monza in September 1970 the Thruxton race organising club, the BARC, commissioned a Memorial Trophy.

"We are very grateful to the BARC for the loan of this trophy," said Grahame White, of the HSCC.



Festivals for Ford and Ferrari

The 50th anniversary of two classic mid-engined sports-racing cars will be marked this year as the Ford GT40 and the Ferrari 250LM are celebrated at two major historic racing festivals.

As well as the dedicated anniversary race at the Goodwood Revival (September 13-15), the Ford GT40 will feature in a special race at the Barcelona-based Catalan Classic Festival (April 13/14). Masters Historic Racing will run a race-within-a-race for as many as 10 GT40s.

"With Joaquin Folch in his early GT40 taking on opposition from across Europe, there is sure to be a great battle," said Rachel Bailey from Masters.

The Ferrari 250LM also celebrates its half century this year and will return to the Royal Automobile Club TT Celebration race at Goodwood for the first time in 13 years.

Like the four-time victorious GT40, the 250LM went on to win the Le Mans 24 Hours. The 1965 victory for Jochen Rindt and Masten Gregory remains Ferrari's most recent outright success.

■ OBITUARY

Phil Remington

The legendary Californian race car engineer and fabricator has died, aged 92. He had worked on race cars for more than 65 years and until shortly before his death was still at his bench every day, at Dan Gurney's AAR facility in Santa Ana.



Dave Friedman

A B24 flight engineer in the South Pacific during WWII, he raced hotrods in the 1950s and built possibly the world's first fibreglass bodyshell for the Edwards sports car before joining Lance Reventlow's Scarab operation. He became a key member of Carroll Shelby's Daytona Cobra and GT40 programmes, and then went via Holman & Moody to Gurney's Eagle team, where he spent the last 44 years. Last year he helped construct the revolutionary Nissan DeltaWing Le Mans car. Unflappable and fast-working yet meticulous, whether making things in the workshop or at the trackside, he was known by colleagues as "the greatest fabricator in the world".

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Schumacher gets new role at Mercedes

Mercedes-Benz has announced that Michael Schumacher is going to be involved in developing its range of road cars, in an ambassadorial capacity.

Could it be that this has happened in response to a column I wrote on the website in September pondering this very point? Speculating on his future, I said "I can see him in an ambassadorial role for Mercedes" and concluded, "I'd get him involved in car development to an extent never seen before."

OK, it's a coincidence. But it's good to see a manufacturer making the most of the talent at its disposal. Michael is more than the greatest driver of his time. He is also intensely intelligent and any chassis engineer would be foolish not to value his opinions.



Alfa 4C nears production

One year after stunning the Geneva Motor Show with the 4C coupé concept, Alfa Romeo seems to have kept its promise to change the look for the production version as little as possible

Details will have to wait until Geneva this year, but Alfa confirms it will have a 1750cc turbo four, and power to weight ratio of 250bhp per tonne. That's on a par with a Porsche Cayman R, though achieved through lighter weight. Expect a sub-5sec 0-62mph time and top speed well over 160mph.



New Spur is sleeker and lighter. Teaser images, below, show coupé slant for it and new Wraith

A glimpse of the future

Bentley and Rolls-Royce have been in a playful mood this month as they drip feed the media coy images of their newest products – or at least parts of them.

First to produce a so-called 'teaser' image was Rolls-Royce, which is slowly revealing its new Wraith to the world in advance of its formal unveiling at the Geneva Motor Show. 'Wraith' is a name first used by Rolls before the war but will this time be applied to what Rolls-Royce insists will be the most powerful and beautiful car in its history. The power component will be easy enough to deliver with a mild tweak to the extant and understressed 563bhp 6.6-litre twin turbo V12 already under the bonnet of the Ghost. But if it's more beautiful than AX201 – the original Silver Ghost – or a Gurney Nutting Phantom II, that will indeed be a triumph.





What we do know about the Wraith (Rolls' house style is to drop the definite article and just call it 'Wraith', which I find excruciating) is that it's a coupé based on the Ghost's platform and running gear. It is likely to have a shorter wheelbase than the Ghost and, as already mentioned, a highly power output – though whether the increase is nominal or meaningful remains to be see.

All I hope is that, however much power it has, Rolls has the sense not to make it in any way sporting. I can remember being appalled by the appearance of a 'Sport' button on the Phantom coupé and there's no need for any more of that nonsense here. Make the Wraith as powerful as you like, but while it can and should be poised on a decent road, the temptation also to make it pointy is to be avoided at all costs.

As for Bentley, hours before this page went to press they did finally release images and details of its new Flying Spur saloon. Over here Spurs are a far rarer sight than Continental GTs and GTCs but in places like China the Spur should do huge business for Bentley, so this model is a massively important car for Crewe.

The saloon is also the most extensively altered of all Bentley's recent model updates. It's a much sleeker shape now than before, with styling that eschews the very traditional sit-up-and-beg three box design of the outgoing car for a more fastback shape. It's also lighter, if only by 50kg which is not much for a 2.5-tonne car, but at least it's turned out no heavier.

Interestingly Bentley is launching this car with just one engine, the full-bore 616bhp W12 from the Continental GT Speed. It is claimed to offer 200mph, though in reality it'll do nearer 210. Clearly this version of the Flying Spur is just an opening bid: a 500bhp V8 version is a certainty, not least because if you're to sell large volumes in China, a relatively conservative displacement is essential.

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by Andrew Frankel



GT widens 3-series choices

BMW has shown pictures and released details of its new 3-series GT. Essentially a 3-series hatchback – the estate or Touring version is unaffected – this is the first time the 3-series has been given the GT treatment, although some might argue it harks back to the days of the old Compact models.

In fact while the Compacts were just abbreviated saloons with tailgates, the GT is quite the reverse: longer, wider and taller even than the 3-series estate, its interior packaging is likely to compare more closely to a 5-series than a 3-series. It has a bigger boot than the Touring (it's the same size as a 5-series saloon) and a massive 70mm of extra rear legroom.

At launch it will come with two diesels (318d and 320d) and three petrol motors (320i, 328i and 335i) though obvious gaps in this range, in particular the lack of a big diesel, are soon likely to be filled. But while the car will be available with all the usual M Sport bodywork, it is not thought to be in line for the proper 'M' treatment when the new twin-turbo M3 arrives in a year or so.

BMW is expected to charge a premium of about £1500 for the 3-series GT. This can be seen either as quite a lot given that it's not exactly pretty and has huge parts commonality under the skin, or an absolute bargain if it means you buy one of these rather than the physically larger but apparently no more spacious 5-series.

Far east speed tweaks

Two in-house Japanese tuning companies have been displaying their wares this month. First comes Nissan whose Nismo offshoot has been employed to add a much-needed emotional dimension to the brand.

Interestingly the Nismo brand is not being used to justify a raft of entirely cosmetic 'improvements'. Changes are not radical but in the first product, the Nismo Juke, there's another 10bhp from the engine and bespoke suspension settings to go with minor visual enhancements to justify the extra £1700 asking price.





GT86 TRD adds £££s but not bhp; Nismo 370Z, below, gains both

The second car to get the Nismo treatment is the 370Z. Unavailable to automatics or convertibles, the manual coupé Nismo 370Z gains 16bhp to take its output to 344bhp. Like the Juke it comes with unique spring settings, plus body changes which, says Nissan, are aimed not so much at improving its appearance as its aerodynamic performance. Prices have yet to be revealed.

It was never going to be long before Toyota sought to capitalise on the ocean of goodwill swamping its GT86 coupé. The result is the GT86 TRD which while only a single vowel away from a truly unfortunate acronym actually stands for Toyota Racing Developments.

Perhaps disappointingly given hints of superchargers, there's no more power for the GT86 nor any suspension modification. Instead there's a full bodykit, a new exhaust and a rear diffuser claimed to improve stability. But the price is massive, adding fully £6500 to the £24,995 of the standard GT86. True, only 250 are coming to the UK but unless exclusivity is vital, this looks more like a triumph of form over function than a truly worthwhile upgrade.



AND THAT REMINDS ME...

You can't drive a Le Mans winner down the Champs-Élysées – can you?

HOW MUCH ORGANISING WOULD IT TAKE TO arrange to drive a Le Mans prototype not only through the middle of London from, say, Marble Arch to the City via Hyde Park Corner and Piccadilly Circus, but to do so in the middle of the Monday morning rush hour? More likely with Boris than Ken, I concede, but still close to unimaginable.

Move the location to Paris, however, and it seems anything is possible. Ten years ago Bentley won Le Mans and the next day the bug-splattered race winner, all the drivers, the exhausted team and a few hangers-on like me met near the Arc de Triomphe. The idea was to hold a victory parade from there to the Eiffel Tower. The winner would be flanked by the two vintage 'Blower' Bentleys still owned by the factory: Birkin's 1930 team car and the original factory demonstrator. Derek Bell would drive the Speed 8 prototype with the old-timers, each with three race drivers perched on their back seats, handled by then Bentley chairman Franz-Josef Paefgen and, er, me.

It seemed scarily ambitious, but I knew Bentley would be well prepared and arrived expecting to find most of the Parisian *gendarmerie* on standby to guide us through the traffic. In fact there was one bloke on a bike. But Bentley had a Frenchman in its Bentley press office who wandered over and after a brief exchange returned with his thumb up. Jean-Philippe Coulaud (for that was his name) may choose to correct me, but so far as I am aware, that was all the organising that was done.

Which, of course, is why it went so well. Having given no chance for anyone to say no, we jumped in the cars and headed off in the craziest convoy I've ever known. Apart from the race car inevitably overheating right at the end, an event you probably couldn't plan in six months passed off without incident in a few minutes. If you wanted proof that fortune really does favour the brave, it was there on the Champs-Élysées, June 16, 2003.

TO READ ANDREW FRANKEL'S LATEST ROAD CAR TESTS, TURN TO PAGE 114

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Daytona 24 Hours



Number one Ganassi Riley-BMW led much of the race and won by 20sec

Florida, USA

CHIP GANASSI'S GRAND-AM TEAM has taken willful possession of Daytona's Rolex 24 Hours in recent years. Ganassi's team has won five of the last eight 24-hour races at Daytona, a pretty impressive record, and Chip's lead Daytona Prototype driver **Scott Pruett** has dominated the Grand-Am series, winning the last three championships in a row.

This year, as always, Ganassi ran two cars at Daytona with a star-studded driver line-up and his pair of Riley-BMWs swept the front row and ran among the leaders from the start. The second car driven by **Dario Franchitti, Scott Dixon, Jamie McMurray** and **Joey Hand** led through the night, but eventually dropped out on Sunday morning with a gearbox failure. The team's number one car driven by Pruett, **Memo Rojas, Juan Pablo Montoya** and **Charlie Kimball** led most of the race with Montoya driving a fast final stint to win comfortably by more than 20 seconds from Wayne Taylor's Corvette DP driven by **Max Angelelli, Jordan Taylor** and **Ryan Hunter-Reay.**

The only team to win more 24-hour races at Daytona than Ganassi's operation is the Brumos team from nearby Jacksonville, which has done so on six occasions. Meanwhile, Pruett has tied Hurley Haywood's record of five wins in the race so he and Ganassi have every chance of emerging as Daytona's most successful long-distance driver and team.

After the race, second-placed Angelelli complained that Taylor's Chevy-powered Corvette DP was hamstrung by Grand-Am's rules equalisation – or performance balancing. "It's just like we were driving with handcuffs," the Italian grumbled. "It's so obvious, so unfair. Montoya is in another league with the number one car. It's an A class and we are B class."

Ganassi said his team had earned its advantage. "Our guys worked very, very hard on the cars' mechanical grip," he commented. "When you see the speed our car had at the end of the straightaway, it was because we had less wing in the car. Like I said, we work hard on the mechanical side so we can run less wing and be fast down the straight."

Montoya echoed Ganassi's comments. "We've been in that situation (Angelelli's) before and still fought for the win," he said.

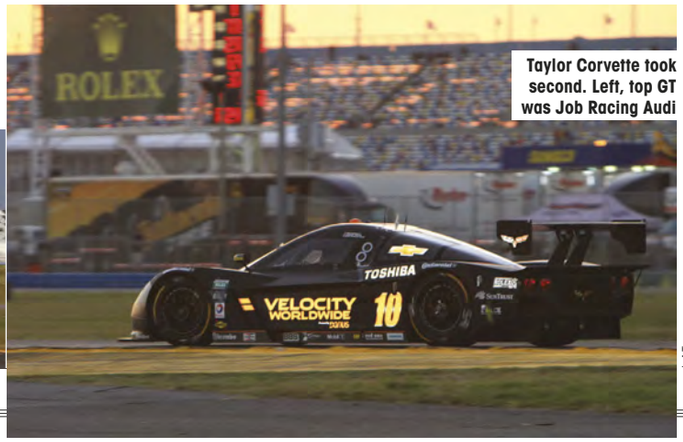
"We were down on power here last year, but if you look at the other two BMW cars here this year they were as quick as the rest of the field. I think as a team we did a really good job of taking drag out of the car and understanding what needed to be done to get the top speed up. We did our homework and it paid off."

The first three finishers were impounded after the race and taken to NASCAR's technical centre in North Carolina for further inspection. Last year's winners **A J Allmendinger, Justin Wilson, Oswaldo Negri, John Pew** and **Marcos Ambrose** finished third aboard one of Mike Shank's Riley-Fords. Shank's team lost six laps early in the race because of a suspension failure, but used the many yellow flags to great effect to get themselves back on the lead lap, only to be disqualified in the post-race inspection for an undisclosed engine illegality.

The GT class featured a one-two sweep for Audi. Alex Job Racing's Audi R8 driven by **Filipe Albuquerque, Oliver Jarvis, Edoardo Mortara** and **Dion von Moltke** won by little more than a second after a fierce battle with another factory-backed R8. Job's Audi finished ninth overall, 31 laps behind Ganassi's outright winner.

The top six GT finishers completed the same number of laps as the class-conquering Audi. *Gordon Kirby*





Taylor Corvette took second. Left, top GT was Job Racing Audi

LAT

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Dakar Rally

Santiago, Chile

STÉPHANE PETERHANSEL HAS WON his 11th Dakar rally, giving him an amazing six 'bike and five car wins.

The Frenchman held the lead from stage two in his X-Raid MINI (above) and finished more than 42 minutes ahead of second-placed South African **Giniel de Villiers,** though the Red Bull Buggy of **Nasser Al-Attiyah** pressured him until the ninth stage when the Qatari suffered technical problems.

New rules this year meant the 2WD buggies were often faster, but 4WD cars filled the top six places thanks to superior reliability.

"This is the first time we've finished without one mechanical problem," said Peterhansel at the finish. "It wasn't an easy victory because we knew the buggies would be fast. It's a special moment, though. I'm thinking of Jean-Claude Olivier (a former boss of the Yamaha France team), who passed away last week. He taught me everything I know. I'm dedicating this win to him."

This year's event – which ran from Lima, Peru to Santiago, Chile – also yielded the first finish for a disability crew. Race2Recovery, the team of injured servicemen and able-bodied volunteers that featured in our March issue, started the rally with four Bowler Wildcats. By the end of the 8574km route one remained – **Major Matt O'Hare** and amputee **Corporal Philip Gillespie** (below) crossing the line in 91st place in the car category.





Loeb's victory might be his last. Ogier (r) was strong second



LAT

Monte Carlo Rally

Monte Carlo, Monaco

WITH **SÉBASTIEN LOEB** DECIDING TO go part-time in the WRC in 2013 before stopping for good at the end of the year, it was only fitting that he won what could be his final Monte Carlo Rally for a seventh time.

It was also fitting that his success was on the back of his most peerless performance yet on the World Championship's traditional season opener, as treacherous conditions formed the backdrop to the action.

For a fleeting moment, though, at the end of the opening test, Loeb was in danger of being upstaged by the man most likely to succeed him as the sport's next truly great driver, **Sébastien Ogier.**

Giving Volkswagen's Polo R WRC its competition debut, Ogier was expected to be a top-five contender at best. Instead he won the first stage to lead his former Citroën team-mate Loeb by 3.7sec. Although it wasn't to last – Loeb was in front by the end of the very next stage to take a lead he wouldn't relinquish – the performance had served notice of Volkswagen's potential for world dominance.

While Loeb had the beating of Ogier, save for the fifth stage when the younger Frenchman set the pace, the nine-time title-winner's major threat thereafter was the weather.

Snow, ice and slush combined to make the 81st Monte one of the most demanding in years to the extent the rally didn't run to its full scheduled distance, with the final loop of three night stages canned.

This was more due to key access roads being blocked when fans decided to head home early rather than endure the inclement conditions any longer. But with Loeb describing the stages as "undriveable" on the first pass, the organisers were wise to call time early.

Indeed, the final day produced drama aplenty, with Ogier's VW team-mate **Jari-Matti Latvala** joining M-Sport Ford pair **Juho Hänninen** and **Evgeny Novikov** in crashing out.

Russian Novikov had excelled up until that point, winning three stages to climb into third place, but he got caught out on stage 14, hitting a wall and spinning. With only three wheels left on his Fiesta, Novikov joined a growing list of casualties.

Dani Sordo was third on his return to Citroën after two seasons driving MINIs, with **Mikko Hirvonen** fourth after a performance as lacklustre as the WRC's new timing provider. SIT Sports was unable to confirm who was leading after day one following a system failure. *Richard Rodgers*

Rallye Monte Carlo Historique

Monte Carlo, Monaco

ALMOST 40 YEARS TO THE DAY, THE Alpine Renault A110 repeated its 1973 Monte Carlo victory when **Gérard Brianti** and **Sébastien Chol** won the 16th Rallye Monte Carlo Historique.

In 1973, on a snowy Monte, A110s dominated by taking a clean sweep of the podium in the hands of **Jean-Claude Andruet, Ove Andersson** and **Jean-Pierre Nicolas.** This year, Brianti and Chol took a narrow victory over the A310 of fellow French crew **Jean-Pierre Coppola** and **Olivier Sussot.**

In total, 270 crews in pre-1980 cars started from Warsaw, Copenhagen, Glasgow, Reims, Barcelona and Monte Carlo for the concentration run to Valence. They faced fog, snow and rain before 222 finishers arrived back in the Principality after a final night leg that took in the Col du Turini.

By the time the cars reached the halfway point at Gap, Brianti/Chol had established a lead they would never lose in this testing regularity event. However, it was a nervous final section over the Turini for Brianti as his lead was halved by Coppola.

The Porsche 911 of Italians **Fabio Babini** and **Andrea Capsoni** chased the Alpines home in third while **Alastair Vine** and **Peter Moss** were best of the British contingent, down in 85th in their Mini Cooper S. *Paul Lawrence*



Brianti and Chol recalled Alpine A110 victory on retro Monte

Philippe Fugier

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Nigel Roebuck



REFLECTIONS
– Conflicts and contrasts at Daytona
– Brundle's grand day out at Fiorano
– The other type of launch control

There may be a better place than Florida to be in January, but if so I have never come across it, and as ever this year's visit to the Rolex 24 at Daytona proved the ideal antidote to the British winter. Pleasurable anticipation of the trip was only heightened by a moment on the Gatwick Express two or three days before I left: the train had reached the environs of Victoria Station more or less on time, but then parked up a few hundred yards short of the platform. "We apologise for the delay," said the disembodied voice, "but would point out that it *has* been snowing for two hours…" A Canadian woman sitting near me looked suitably bemused.

This year's Rolex 24 was the last to be run under the existing Grand-Am rules, for American sports car racing is in the process of unifying itself, and at present discussions are underway to come up with a future car specification embracing not only Grand-Am's 'Daytona Prototype', but also the much quicker – and pricier – LMP2 car from the American Le Mans Series.

A particularly appealing aspect of the race at Daytona – apart from the ambience and climate – is that it tends to pull in drivers from every avenue of racing. In the paddock on the Thursday, for example, I came across a couple of red Ferrari 458s, with Giancarlo Fisichella standing alongside one, Clint Bowyer next to the other.

Bowyer, the runner-up in last year's NASCAR Sprint Cup series, has an on-going feud with Jeff Gordon, which came to a head at Phoenix late last year, when Gordon put Bowyer in the wall, thus ending his hopes of becoming champion. I watched the race on TV, and vividly recall

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Barrichello returned to Indy in 2012 for the 500 – "a pure adrenaline rush!"

the sight of Bowyer literally *sprinting* through the paddock afterwards in urgent search of his nemesis. He is a big man, Clint – and clearly a very fit one – and Gordon, who was later fined $100,000 by NASCAR, was well advised to take refuge in his team's truck.

The feud, it appears, remains unresolved. "What d'you want us to do?" Bowyer genially said in response to a question in Daytona. "Hold hands?" I asked him what he made of the Ferrari, and he said he was enjoying it, different as it was: "It's got a few things I'm not used to – brakes, steering, stuff like that…"

For a variety of reasons, I was delighted to see Juan Pablo Montoya take the chequered flag on Sunday afternoon, and it was a pleasure, too, to catch up with Rubens Barrichello, whom I had seen briefly in Austin last November, but with whom I hadn't properly spoken since he left Formula 1 at the end of 2011. Rubens – the arch-enthusiast, who races as he breathes – was sharing a Porsche GT3 Cup car with, among others, his great pal Tony Kanaan.

Barrichello has a house in Orlando, so was very familiar with the area, but this was the first time he had raced at Daytona. "Of course the Porsche is nice to drive," he said, "but really I'm only doing this because it's an all-Brazilian team, and these guys are my friends. For sure I want to come back to Daytona, but I must say I'd prefer to do it next time in a prototype. Twice in the past I was invited to drive one here, but I couldn't do it because the race is always run at about the time the new F1 cars are being launched in Europe, and testing begins. When you're in F1 you're fully focused on it, and basically you've no way to compete in any other series, because of contracts and lack of time. These days, though, I'm living in a different world…"

A touch wistful, perhaps? In the course of his 19 years as an F1 driver, Rubens went to the grid 323 times, a record, and it's easy to forget that as recently as September 2009 he was a Grand Prix winner (at Monza with Brawn), and on merit. There followed two seasons with Williams – the team for which, as a boy, he had dreamed most of driving – but by the end of 2011 financial considerations were coming very seriously into play, and Barrichello was replaced by Bruno Senna. Notification, when it came, was brusque.

"Well… that's Frank, isn't it? He's always been very cold – he doesn't get emotional about anything. He called ➤➤➤

All images LAT

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Nigel Roebuck



me to say that I wasn't going to drive in 2012, and… that was that! I will always be fond of him, though. My real problem was with Adam Parr – I didn't think he understood much about racing – but he's not there any more. In fact, all the guys who decided I wasn't going to drive are not with the team any longer, and I think Williams are now probably back on the right track…"

It was ironic that in 2011, Barrichello's last season with Williams, the car was hopeless, scoring only five points in 19 races, whereas last year, as Rubens looked on, a huge step forward was taken, to the point that at Barcelona Pastor Maldonado was able to hold off even Fernando Alonso and to score the first Williams victory in eight years.

"Yes, it's true," Barrichello shrugged, "but then that's life in F1. I spent five seasons with Ferrari, when the cars were quick, and then those years with Honda, when the cars were very uncompetitive – and then all of a sudden I was in that lovely Brawn, and winning races again! That was the best car I've driven.

"F1 tests your mind, tests your nerves – and you've got to be ready when the cycle comes round to your turn again, when the car's ready for you. If you keep complaining, going around with a long face and bad humour, you're not going to be ready for when your time comes.

"Of course I was happy for everyone at Williams when they won at Barcelona – but at the same time I wished I was in that car! I'm 40 now, but when I left F1 I was as quick as I'd ever been – and, believe me, I'm always honest with myself: if I didn't think that, I wouldn't say it."

It is doubtful that ever there was a man who relished the job of Grand Prix driver more than Barrichello, and coming to terms with life away from F1 was initially a terrible wrench.

"I woke up at four o'clock in the morning in Brazil to watch the first race of last year, in Melbourne – a circuit I really loved – and I saw the competitiveness of the Williams, and thought, 'Mmm, this is going to be really hard…' After a few races, though, I got used to it – that was the way it was, and I couldn't change it. Of course I watched them all – I couldn't not do…

"At the end of the year I went to Austin. I know probably 98 per cent of the people in the paddock, and it was great to be back, and to feel so welcome. So many people said to me, 'Oh, Rubens, if you were still in the Williams…' and of course that was nice to hear. It was wonderful to go back to somewhere I spent 19 years – but did I feel an ache in my stomach just before the start? Absolutely!"

> "Did I feel an ache in my heart before the start? Absolutely!"

We may be more than four years further on from the damburst of the worldwide economic crisis, but many longterm sponsorship agreements were already in place at the time, and for quite a while that cushioned F1 from what was going on in the real world. As agreements expired and were not renewed, however, reality began to hit hard, and it is a fact that many teams are running very close to the edge these days – as evidenced by the increasing number of 'pay drivers'.

"Yes, I know that's the way it is," said Barrichello, "although I think, in the case of Williams they've got such a great name that if they do a good job they'll always survive. The situation at the moment is very sad, though – at least 30 per cent of the grid is made up of 'pay drivers', and so many others are out – not just me! It happened to Trulli, and now to Kovalainen, Glock…

"Of course that's not how F1 should be, but it is what it is. When I came into it, with Jordan in 1993, I brought some money from Arisco with me, but it wasn't a huge amount – and then my talent kept me in for 19 years. Some of the guys who bring money now – they stay one year, and then they go, and then someone else with money is in the car the next year…

"You know, everyone in Brazil seems to think I haven't turned the page – I think I have, but I always take great care when I say anything about F1: I say, 'I'm not begging to go back, but if ever the chance came up, I'd be ready – and that's it'. It's less painful now than it was a year ago."

Rubens spent the 2012 season in Indycars, an experience he enjoyed, albeit with some

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Rubens' last GP victory was at Monza in 2009 (l) but a GT3 Porsche at Daytona proves he's still passionate about racing

Jakob Ebrey

reservations. The philosophy of the car he found very different from what he had known in F1, and a particular problem, he said, was the lack of power steering.

"It wasn't just a matter of exercising and getting more fit: the amount of power you have to put through the steering-wheel – in any type of corner – was a shock, especially on some of the street tracks in America, which are incredibly bumpy. Actually, I'm not saying this was a bad thing: in F1 the drivers are used to saying, 'This bump is bad, so we need it to be resurfaced', whereas in America they see the bumps as part of the entertainment – in Detroit I went out for the first time, and thought maybe I'd taken the wrong road!

"After all those years of F1, and as someone known for the smoothness of his driving, I admit that was a shock. To be competitive in Indycars, you've got to be aggressive – you've got to be *rude* to the car, throw it into the corners, and so on – and with the lack of power steering, it was really a big effort, although I did get used to it.

"You've got to remember that the car was more than 200 kilos heavier than an F1 car, the downforce was *huge*, the engine was turbocharged and had less power than I was used to… So many things were different, but by the end of the year I'd got a lot faster, and I was hoping to do at least one more year in an Indycar."

Any driver brought up on road racing who later ventures to the ovals is inevitably asked how he coped with this new discipline, not least with the proximity of the walls. Barrichello said this had actually been the least of his problems.

"As I said, at first I struggled with the heavy steering, but of course on the ovals you don't have that problem, because you're running so much less downforce, and you're not 'steering' as much as on a normal circuit. I enjoyed the ovals, actually, and I thought, 'If I do a second year, I'll have much better chances to get good finishes'."

The pivotal point of any IndyCar season, it goes without saying, is the Indianapolis 500, and I wondered how, as the winner of US Grand Prix there (in 2002), it had been for Barrichello to go back to the Speedway, this time to tackle the oval.

"Oh, wonderful! An amazing experience – and very different from anything else. Again, it's a matter of getting used to a new technique, to the fact that the car pulls to the left so much that you don't actually turn it through the corner – the quickest way is when it turns by itself! Actually you get to grips with it quite quickly, so you can go through flat quite easily – but then, of course, it gets more difficult, because you have to start taking downforce out of the car, and by the time of qualifying you're going 10mph quicker than on the first day! Such a pure adrenaline rush…

"After a few races you get used to the walls being so close – although I'm not saying that it was comfortable, exactly, particularly at a 500-mile race, where you're talking about three and a half hours. I promise you, every three laps something happens that makes you go, 'Ooohhh!' When I finished Indy, I was at least three or four years older than when I started…

"The oval that I enjoyed most was Milwaukee. It's a proper race track, with hardly any banking and two really high-speed corners. I had my best qualifying position of the year there – third – and I loved it. Texas, though, I found a bit scary, because the banking is so steep that for some reason it's difficult to know exactly where the car is that's alongside you. People can say whatever they like, but at that place – especially on old tyres – you're not in control all the time, and that makes it tough. On the ovals, believe me, you start to understand – quite quickly – who's your friend, and who is not…"

Barrichello had hoped to continue with IndyCar in 2013, but financially the series is in a particularly parlous state, and his efforts to raise a budget in Brazil came to nought. "I was like a little boy, Nigel – I went to companies, to banks, *everywhere*, trying to raise sponsorship to continue in IndyCar. My friends said, 'Are you crazy? After 19 years of F1…?' I said, 'I don't care – I'm proud of what I've achieved, and this is what I love doing'. Brazil seemed to be not very keen on sponsorship for IndyCar, and I kept getting invitations to race stock cars, so at the end of the day I started to believe that destiny was right in front of me…

"One good thing about driving stock cars in Brazil is that I'll be able to be closer to my family, which is always a big thing, and although I'm as fit as ever, there's no doubt that when you are 40 travelling certainly makes you more tired than when you were 20."

The stock cars raced in Brazil, Rubens says, are more sophisticated than those in NASCAR, leaning a little bit more towards DTM. "They're quite nice to drive, actually – the biggest problem is getting used to a car with doors – I've spent my life in single-seaters, and honestly, when I raced a stock car for the first time last year and they

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Nigel Roebuck

closed the door, I felt so alone! I wanted to say, 'No, no! Please open the door – I want to see properly, and have the wind blowing in my face!' I was sitting in this great big cockpit, and when the door closed, I felt shut out…"

If the opportunity ever arose to go back to IndyCar, would Barrichello take it? "Oh, yes – in the right circumstances I'd go back *anywhere*! I haven't lost any speed just yet, and I still love what I do just as much as ever…"

I remember running into Martin Brundle in the Valencia paddock after the race in 2009, and noting the beam on his face. "Great result, wasn't it?" he said. "Proper bloke wins Grand Prix…" Indeed so.

Back in 1996, Brundle and Barrichello were team-mates at Jordan-Peugeot, and they got along extremely well, as might have been expected, for they are of the same cloth: pure racers, as well as team players with no taste for playing political games.

At the time Martin admitted to me that previously he had underestimated Rubens: "He needs his head in the right place, but when he's on it, I think he's exceptional, to be honest – in fact, I wonder now how I'd missed it before…"

Barrichello left Jordan at the end of the year to join the new Stewart Grand Prix team, but Brundle was intending to continue with EJ, alongside new team-mate Ralf Schumacher. In January 1997 we had a long conversation – immediately after Martin had learned that, contrary to his expectations, he was no longer a Jordan driver. Bit late in the day, that, to find alternative employment, and in fact Brundle never raced an F1 car again.

Not surprisingly, he wasn't best pleased with the news – but, more than that, he was infuriated by the uncertainty of the last few months, the way things had been done.

"I said to him one day, 'Look, Eddie, if I actually accepted your offer, and I came over right now, would you sign it?' He went all round the houses, and in the end I said, 'Look, is that a yes or a no?' And finally he said, 'Er, no – I could have done it last week, but there's a couple of things that have happened since...'

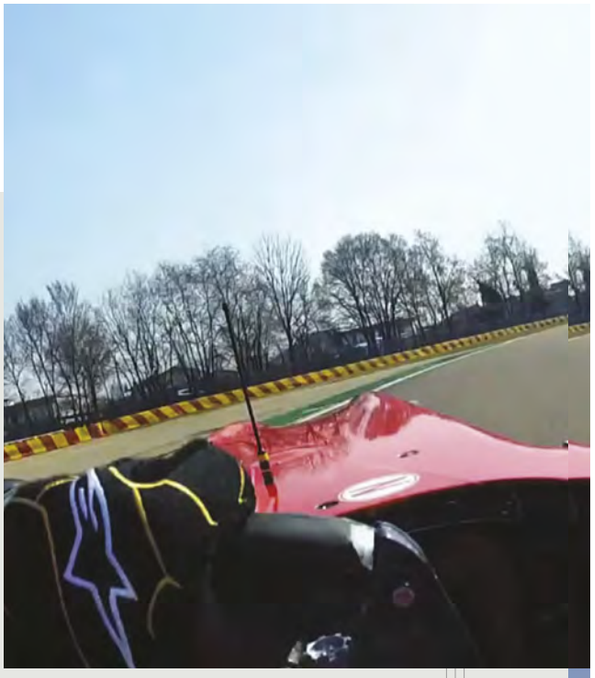
"I'd heard that (Giancarlo) Fisichella was in the frame – that Bernie wanted him moved up from Minardi – and EJ rang to say that I might read something in the press about it, that there was a possibility that something might happen at 12.30 on press day at the Racing Car Show... I said, 'Oh, well, that's interesting, Eddie. I'll be at the show that day, so I'll be able to hear about it…' I heard him gulp at the other end of the 'phone. Of course, what he was trying to tell me – but couldn't bring himself actually to say – was that he'd signed Fisichella, and it was going to be announced. Really bizarre, I thought, but still..."

For Brundle it was the end of one career, as an F1 driver and the start of another, in television, first with ITV, then with the BBC, now with Sky. "I was hoping," he said at the time, "that maybe I had another two or three years in me, at the highest level, but if it's not to be, I have to face facts – and actually, long-term, I quite fancy broadcasting: I'm beginning to see it is an important job…" Sixteen years on, he is revelling in it still, and few would take issue with Niki Lauda's opinion that, "Martin's the best F1 broadcaster in the world, no question…"

> "Man, I tried to get the two-seater flat through here – wouldn't do it!"

At the same time, though, Brundle has never lost his taste for driving racing cars – nor his love of Le Mans, where last year, at the age of 52, he shared an LMP2 car with his son Alex. He understands completely why Mario Andretti, although the wrong side of 70, continues to drive the two-seater Indycar at any opportunity.

"I suppose I've always been a bit starry-eyed about Mario," he said. "If anyone's been there, seen everything, done it all, it's him. At Austin I did the track guide with him for Sky, and with the modern guys it's always, 'How much more d'you need?' Mario, though, just engages completely. The guy's got petrol in his veins, hasn't he? The last thing I said to him was, 'Would you like to be out there this afternoon?', and he batted it straight back: 'Yeah – and so would you!' And he was right, of course.



"We were driving round in an SUV thing, and we got to T9 and T10. T9's a blind left, and T10's a kink with questions, and Mario said, 'Man, I tried to get the two-seater flat through here – wouldn't do it!' I'm thinking, 'What did he need to do that for? Who was watching? Who had a stopwatch?' Nobody! He simply needed to do it for himself, and I thought then, having driven the Ferrari at Fiorano, 'I can completely relate to that'."

It was early last year when Brundle told me about his forthcoming day with Ferrari, and I was amazed that he had managed to pull it off. It was, he unsurprisingly says, one of the most memorable experiences of his life.

"I emailed Stefano (Domenicali), and told him what we'd like to do, and he came back immediately: yes. Sky was hugely enthusiastic, and I took a crew of 14 to Fiorano with me. We got there, and here's the track and the factory and Enzo's farmhouse and everything, and initially I didn't give a toss about the TV aspect of the trip – I just wanted to drive the car!

"They couldn't have done more for us, in

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Brundle's day in an F1 Ferrari left him with overloaded senses – and the biggest grin

Sky Sports

spite of the fact that the timing couldn't have been worse – by the time we got there, they'd had some *miserable* tests with the new car. Remember how bad it was to start with? As it was, they threw the factory open to us: there I am interviewing Pat Fry, with the 2012 cars being built in the bay either side of us, and he says, 'How the hell did you organise this – getting in here with cameras?' Obviously it was a terribly stressful time for them – I could see the mechanics' eyes burning holes in Pat as he was talking to me!"

"The car I drove was from 2010, and I had the F1 Cliente team working with me – basically these are F1 people who don't want to go to the races any more, so it was like a works team, and I really felt as if I was driving a test day for Ferrari at Fiorano. This was the real McCoy, on Pirellis, at the team's test track. I remember getting up, opening my hotel window shutters, looked out at the market square in Maranello – and although it was raining, the sky was breaking, and I thought, 'This is going to be a very good day…'"

The plan was to get six or seven features out of it, including such as 'How to start an F1 car'. Brundle filmed the intro, and then finally it was time: "I'm sitting in the car, with the engine running – and the track is drying out, which seemed like a miracle just for me! Then I pulled out on to the track, with this scarlet bodywork in front of me…"

I wondered how emotional it had been, how much difference it made that this was a *Ferrari* – at Fiorano.

"Oh," Martin grinned at the question, "a *massive* difference. Apart from anything else, something like this isn't going to happen at Woking or Milton Keynes, is it? I had a camera on my chest, which was so tight that I couldn't breathe, and three microphones in my helmet – 18,000 revs blows the microphones to bits. I'm hoping that we're going to get some good stuff, hoping the car's going to be reliable, hoping I don't smash it into the wall – hoping for so many things…"

One way and another, Brundle usually manages to get himself into an F1 car once a year at least, and in terms of its reactions, the Ferrari felt very familiar. "Having said that, the systems are completely bespoke – and this is where I can completely relate to the awful Maria de Villota saga. They were feeding me huge amounts of information – what to do, and what not to do. These are *very* complicated bits of kit.

"It was an odd situation for me – I had cameras and microphones all over the place, and I had to start delivering words, but at the same time I'm thinking, 'Christ! This is Fiorano – and I'm in a Ferrari…' All your senses are completely overloaded. I'd been round the track in a 599XX the year before, so I knew roughly which way it went, but it was sort of half-dry, and I didn't know the Pirellis that well in those conditions. The worst thing for me is that, when I see the footage later, if I'm not really on it I'm gutted, to be honest with you – I'm embarrassed.

"Anyway, I'm out there, trying to do something relevant in the conditions, and trying to talk – but then you start pushing, and you can't help but go silent, because you turn in, and the thing just *bites* the track. The gearbox is glorious, and so is the power delivery – the whole thing is totally sublime, and you realise you haven't spoken for half a minute, maybe more. You think, 'Christ, they're filming!', and so you say, 'This feels *amazing* – the grip, the brakes, I feel like I'm part of this racing car…' All the things you'd planned to say are gone, so you revert to instinct and one-liners. Then you start driving, start feeling the grip, and then your breath literally disappears – not through surprise or shock, but sheer physical exertion. It's like a never-ending thing – it just keeps going faster and faster…"

The one aspect of the Ferrari which did not take Brundle by surprise was the way it went in a straight line. "In the turbo era I drove 1250bhp F1 cars with no grip, and then V10s with 900, so 750bhp with what appears to be ultimate grip ain't going

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Nigel Roebuck

to shock you. I've driven several 2.4-litre V8 F1 cars, and they all feel gutless – and without torque.

"What is quite extraordinary, though, is the sheer *physicality* of the braking zone, the turn in, throttle-on apex… That aspect of a current Formula 1 car is beyond belief. At Le Mans last year I drove for eight and a half hours, and felt almost brand-new; at Fiorano I did 40 laps, as hard as I could go, and I was wiped out for a week, to be honest…"

Thinking back, Brundle remains amazed by the *carte blanche* aspect of Sky's visit to Maranello. How many laps was he to be allowed in the car? 'Whatever you like.' How many revs could he use? 'It's limited to 18,000, so shift at 17-9…' Could he do some practice starts? 'Why not?'

Once the track activity was all done, Martin was ushered into the presence of Luca di Montezemolo, who gave him a demonstration of a (four-wheel-drive) Ferrari FF. "It frightened the life out of me! We went through Maranello town, and I was on camera – my eyes must have been out on stalks.

"The whole experience was amazing. I'd been in the road car factory lots of times, for instance, but on this visit I went in rooms I'd never been in before. We had absolutely free access – they really didn't let us down, but actually I don't think we let them down, either. I reckon the whole thing cost Ferrari maybe £350,000, but I think they've had value from it – and after we did it we had a lot of other teams say, 'You know that thing you did with Ferrari – d'you want to come and do something with us?' The whole experience was glorious, and the only problem with talking about it is that it all comes back to me, and I want to do it again…"

Martin Whitmarsh has recently suggested that Formula 1's days of excess are a thing of the past, adding that a number of its 11 teams were financially in 'survival mode'. While the size and lavishness of most paddock motorhomes might lead you to doubt that, it has in fact been evident for some time, not least from the ever-increasing number of 'pay drivers' among the 22 on the grid. It's mid-February as I write, and still we don't know who will partner Paul di Resta at Force India.

In the last few years the costs of F1 have been massively reduced, thanks to such as the virtual ban on testing, the restricted number of 'frozen spec' engines and gearboxes permitted to each driver in a season, and so on. FIA President Jean Todt continues to exhort the teams to reduce costs still further – which is ironic, in a way, since he has been unmoving in his quest to push F1 down an ever more 'socially aware' path: the fact of the matter is that 'green' costs money.

Next year comes the 1.6-litre V6 turbo engine, which we are told – with increased KERS and all the rest of it – should produce *almost* as much horsepower as the current normally-aspirated 2.4-litre V8. Forking out for the new motor is the last thing customer teams, particularly the smaller ones, need, but too bad. F1 has embarked on this road, and whatever Bernie Ecclestone might say to the contrary, it's too late to turn back now.

Quite some years have gone by since Max Mosley, then at the FIA's helm, asked my colleague Mark Hughes and I to pay him a visit at the governing body's London office. He wanted to sound us out on something, he said, and when we got there he began to expound on his vision of F1's future. The gist of his remarks was that if it were to *have* a future – a long-term one, anyway – it had to change, and radically. A green agenda was essential, he said, and he pursued this line all the way to electric cars: "Would they miss the noise, d'you think?" Hughes and I answered trenchantly in the affirmative, and Max seemed quite surprised. "Really? Personally I've always found the noise rather intrusive – it stops you hearing the commentary properly…"

The meeting was genial enough, but it was swiftly evident that there was to be no meeting of minds. Afterwards Mark and I repaired to a café to talk it through, and it's fair to say we were similarly bemused: had the FIA president no *clue* as to why people loved to watch – and listen to – Grand Prix cars? It seemed not. And were Mosley's views representative of the body he represented? Perhaps they were: certainly they have been energetically pursued by his successor in the Place de la Concorde.

In many respects I sense that F1 is in a state of greater disarray and uncertainty than I can remember. For one thing, with



Brundle leads Barrichello in '96; both real racers, they were well paired at Jordan

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McLaren launch retained some style; Mercedes went the simple route



every passing year the effects of the worldwide economic meltdown are more keenly felt; for another, there appears to be little in the way of unanimity when it comes to how the cars will be in the future; for another yet, far too much of the money created by the sport is going out of it, and while that has long been the case, it is even less palatable at a time when so many teams, as Whitmarsh puts it, are in survival mode.

When FOTA – the Formula One Teams Association – was founded, I was one of many who rejoiced, hopeful that the teams, apparently unified at last after countless years of being played off against each other, would at last have some real clout in the continuing battles with both the FIA and the commercial rights holder (CVC/Ecclestone). I remember going to FOTA's inaugural press conference in Geneva, early in 2008, and feeling encouraged by what I heard – but I also remember what somebody said to me as we left: "I'll give it six months…"

He wasn't very far out. FOTA, with Whitmarsh its chairman, continues to exist, but perhaps inevitably vested interests chipped away at its togetherness and sadly it no longer embraces all the teams, which of course hugely compromises its power. A great opportunity missed, it seems to me, but perhaps it was unrealistic to expect anything else. 'Divide and conquer' has worked famously for Bernie since time began.

Two things strike me at the moment. First, in its quest to be seen to be 'socially aware' – probably a necessity to some degree in these politically correct times – F1 should take great care not to finish up with a product for which there is no market. Perhaps we can live with quieter, more mellow turbo V6s, but who can make sense of ludicrous notions like hybrid power only in the pit lane. What the hell purpose – save laughter – does it serve to turn a Grand Prix car into a Prius whenever it comes in for tyres?

The pit lane speed limit was introduced in 1994, and if it undeniably reduced the drama of pit stops, none could reasonably deny it was justified on grounds of safety. To propose, though, that the cars tool down pit lane in complete silence, simply as proof of F1's green credentials, is not only asinine, but also – for obvious reasons – dangerous.

The second point I would make is surely clear enough. When Mosley's FIA sold the F1 commercial rights to Ecclestone (for not much money), and then Bernie predictably moved them on to CVC (for a lot), our sport fell into the ownership of folk who care not a toss about it, save what kind of bottom line it produces. Hence money earned by F1 positively flows out of it, which doubtless delights the private equity company's investors, if no one else.

Paddock insiders have always said of CVC that it will leave F1 when it feels the time is right, and without a backward glance. Doubtless that's true, but until that day comes the company might be well advised to show rather more generosity to the teams – many of whom are right on the edge – than has been the case to date. Failure to do that might – who knows? – eventually leave them with nothing to sell.

Nothing is more telling of F1's financial plight these days than the launch of each season's new cars. Time was when these would be elaborate affairs, often in glamorous venues, but not any more. Nowadays the launch of a new car tends to be a perfunctory affair, normally at a circuit where the first pre-season tests are being conducted.

McLaren, though, continues to launch its latest cars in some style at its space-age headquarters, and this year showed that imagination and ingenuity are worth more than any amount of B-list 'celebs' and dry ice. There we sat, in a neat temporary grandstand with the MP4-28 before us, still under wraps, but in the distance could be heard the sound of a racing engine – a *serious* racing engine. We looked out, and there, working its way swiftly round the perimeter road, was an orange M8D Can-Am car, as raced by Denny Hulme…

Nor was that the end of it, for the car then entered the building, coming through the lobby area, passing in front of us, then stopping with a 7.6-litre V8 blast to our left. Five McLaren F1 cars followed it in, and we all grinned like kids. Trust me, Max, noise does matter. Ⓜ

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Rob Widdows

DISPATCHES



Sutton

FORESIGHT SAGA

"HELLO". BIG SMILE. "YOU HERE FOR RACE? YOU LIKE TO PLAY casino, have night with me?" She is very good looking, designed in a wind tunnel, alluring in that Oriental way so many Europeans find distracting. "No, thank you," I reply, also with a smile. She is not happy. So I explain that I do like a game of poker but, as a general rule, I do not, on a whim, spend the night with total strangers. Quite early in this explanation she disappears.

Welcome to Macau.

"Hello Rob Widdows, you will write something nice about us. I trust," says Teddy Yip, firmly shaking my hand and sliding a glass of champagne from a silver tray into the other.

"Come, let me show you the fantastic view from my house," adds the founder of Theodore Racing, leading me briskly through a crowd of chattering guests.

Welcome to Macau.

Later that night in November 1990 I wandered through the myriad gaming rooms of the Lisboa Hotel. I fancied a wager on Mika Häkkinen winning the 'Grand Prix' on Sunday afternoon. What I found was room after room of frenzied gambling, the staccato sounds of mah jong, roulette and dominoes making any conversation impossible. I swear I could have gone there dressed as a penguin and nobody would have lifted their eyes from the tables. The Chinese just love to gamble. An elderly man in a dark corner offered me odds on a fight between two stick insects. I declined.

The 'Grand Prix', a race for Formula 3 cars on the sensational and steamy Guia street track, is itself something of a lottery. And never more so than in 1990. What a year to be there, what a moment to savour. The air was thick with anticipation. Reigning British F3 champion Häkkinen was back in town, for one last F3 battle, but a young German chap called Michael Schumacher was out to spoil the party. And boy, that is exactly what he did, as so often he would in years to come. The Finn with the lop-sided grin was clear favourite, well worth a wager in this exotic yet slightly tawdry territory on the Pearl River Delta.

On the grid for race two, surrounded by scantily clad young ladies advertising things like steel and tobacco, Mr Yip shook hands with the racers, sensing a big day in the history of his fiefdom. I began to walk the circuit, climbing to the top of the town, and around they came, startlingly close.

Overtaking at Macau is for the very brave. But what was this? You had to look twice. Schumacher led Häkkinen, winner of race one. OK, second for Mika would net him overall victory, and that's how it was looking until the very last lap when, guess what, they collided. On the straight.

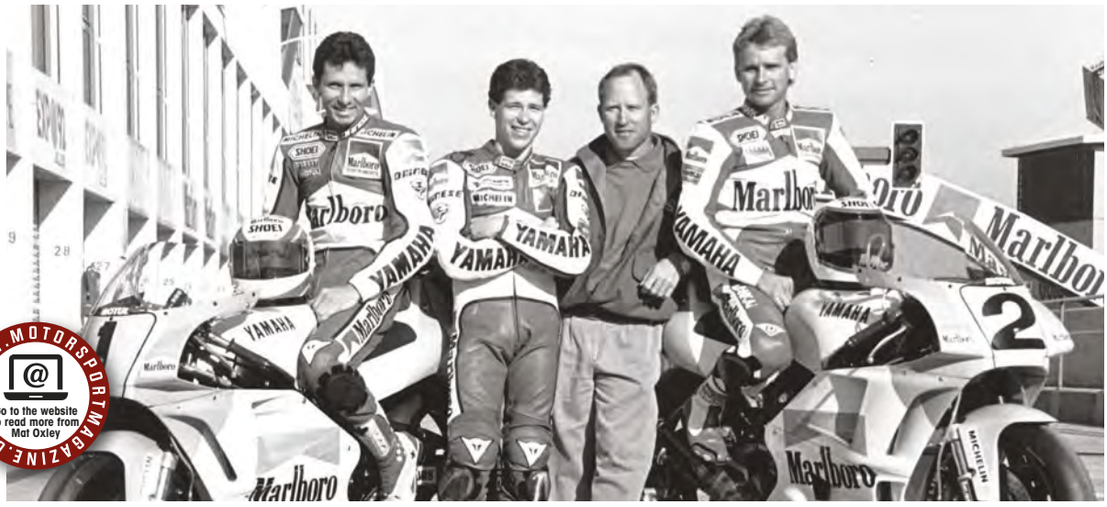
Had Schumacher brake-tested Häkkinen? He'd blocked and the cars had touched, Mika sliding into the wall. The Finn climbed out and stood there, head in hands. The favourite was out, all bets were off and the winner crossed the line with a deranged rear wing. Later, in the paddock Mika was inconsolable, but this would not be the last time their paths crossed. Before the end of the following season, both were in Formula 1.

They were cabbage and caviar, two such different men who between them won nine World Championships and 111 Grands Prix. They shared a craving for the fix known as winning. Häkkinen's sweetest victory came almost exactly eight years later, when he crossed the line at Suzuka to clinch his first World Championship. Schumacher was already showered and changed, having retired with a shredded tyre after starting from the back of the grid.

A great many reputations have been made in Macau over the years and a new book by Philip Newsome entitled *Teddy Yip, From Macau to the World and Back* traces the history. Yip died in 2003, but the Grand Prix weekend at Guia remains one of the sport's most thrilling spectacles.

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ON TWO WHEELS



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KING KENNY'S TALES

IT WOULD BE WRONG TO PUBLISH A TRIBUTE TO BARRY SHEENE without talking some more about King Kenny Roberts. The careers of the Cockney and the Californian were inextricably entwined during the late 1970s and early 1980s.

Roberts was a maverick racer, afraid of no one and unafraid of informing anyone of that fact. Over the years he has been a US dirt track champion, a world road-racing champion, a title-winning team owner (above with Eddie Lawson, John Kocinski and Wayne Rainey in 1990) and finally a constructor who counted John Barnard among his employees. He is also a great storyteller, his yarns always strongly flavoured with profanities.

In the winter of 1979 Roberts and Sheene were ringleaders of a breakaway Grand Prix series that planned to wrest power from the FIM (the Federation Internationale de Motocyclisme) and give it to the riders and teams. For various reasons their World Series failed. Roberts was angry about the collapse and partly blamed its demise on the British press, which had sided with the FIM. The former cowboy (he used to train Tennessee Walkers) exacted his revenge after dominating the opening Grand Prix of 1980 at Misano and getting a bit squiffy with the winner's jeroboam.

"They were giving me champagne at the track and I rode to the hotel on the luggage rack on top of the car. The guys tried to get me off the roof but they couldn't. I ended up eating at the hotel, with Randy (Mamola).

"There were these English journalists, eating at a corner table. They'd really pissed me off because they'd helped kill World Series. They wrote all the wrong stuff and blew it up front page. I remember telling those guys: if you ever do that again, I'm not going to get a lawyer, I'm not going to sue you, I'm going to kick your ass. Boy were they nervous, they were shitting bricks.

"So we're in the hotel dining room and I shout to these journalist guys: 'you guys want some champagne?'. 'Oh yeah, thanks, Kenny!' So I throw this bottle, it goes flying across the room and smashes against their table and the wall. All of a sudden they were eating so fast, trying to get out of there. Then I say: 'you guys want some more champagne?'. 'Oh no, no thanks, Kenny!' I never got along with the British press – I wasn't diplomatic back then."

Roberts has mellowed with age (he recently turned 62), though not that much. These days he rides a Harley, cruising around *sans* helmet. And he tries hard, really hard, not to race.

"One day this guy comes by me real close on some Honda sportbike and it was uncool. I said to myself, 'nah, don't do it... no, don't do it, you couldn't catch him anyway… he's gone, he's gone by now... mmm, well, I could probably catch him if I really wanted to.'

"So I downshifted the thing and took off. He was probably a mile or two ahead and I'd seen him turn off down a road I know. My thing is a pretty fast Harley – I've pegged the speedo a couple of times. When I catch him I get right on his ass and go, 'Rraaah, rraaah!' (Kenny mimes pulling in the clutch and twisting the throttle, then mimics the Harley's unsilenced roar.) The guy almost jumps out from the fairing, gathers it all up, then looks in his mirrors. I'm just sitting there. (Kenny pulls the same cheesy grin he gave the freaked-out 'sports' rider.)

"So he downshifts and goes, but I get right up behind him again and go, 'Rraaah, rraaah!' (He does the big, cheesy grin again.) So he starts going even harder till the bike's bouncing around, so I get right on his ass again and go, 'Rraaah, rraaah!' Then he starts running wide and overshooting, so he's gonna meet someone head on.

"I thought I'd better stop it and let him live, because no way was he going to live. The poor guy obviously wasn't very good."

If you're in the States and you see some old dude on a Harley, don't get involved.

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Gordon Kirby

THE US SCENE



LAT

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STATE OF THE UNION

NEXT YEAR, GRAND-AM AND THE ALMS WILL COME together. Everyone hopes for the best from the merger but at a track like Laguna Seca, for example, an LMP2 car is five seconds faster than a Daytona Prototype, so it's going to be very difficult to create a level playing field. Four-time Grand-Am champion Scott Pruett led Chip Ganassi's team to its fifth win in the Rolex 24 Hours at Daytona in January. Pruett believes the merger will be a great thing for American sports car racing if the powers that be are able to get the formula right.

"That's the million-dollar question right now," Pruett says. "The challenge is, how do you bring it together? A key thing, I think, is how many LMP2 cars are there going to be? If there are two or three, then it's an easy decision. If that's the case, you just continue with the current Daytona Prototype. If there are 10 LMP2s, then it's a very different challenge. But how many P2 cars are there?

"The reality is that the France family has invested heavily in the current Daytona Prototype and spent a lot of time, effort and money in looking at equality, consistency and durability, while looking at putting on a great race for the fans and also keeping the budget at plus or minus $3 million a year. If you go through the pit area I think that would be a common number. There are lots of things to consider and think about, so it's not going to be an easy decision."

Chris Dyson is the lead driver and boss of Dyson Racing. Founded in 1974 by his father Rob, Dyson Racing is the ALMS's most experienced and successful team with 68 wins and 19 championships to its credit. Rob retired from driving a few years ago and shares responsibility for running the team with Chris, who leads from both the cockpit and the sporting director's office. Driving Lola LMP1 and P2 cars, Dyson and Guy Smith won the ALMS championship in 2011 and finished second in 2012. This is the team's 30th season and Chris hopes to continue competing for many years to come in the merged Grand-Am/ALMS.

"It's definitely a tall order to strike a balance between the LMP cars and Daytona Prototypes," Dyson says. "But I think they understand that preserving the variety and the sophistication in sports car racing, particularly in the prototype classes, has to be an essential component of a successful series.

"It's definitely a tightrope. But I'm hopeful that they can come up with a package that's inclusive and embraces to the greatest possible extent the traditional type of sports car racing that we enjoyed when there was a united IMSA 20 years ago. It's not going to be perfect by any means, but if they approach it with the right attitude I think it can be a very potent platform.

"We really hope they realise the need for the cars to have mind-blowing levels of performance. I really do believe there needs to be a certain inaccessibility to driving this level of automobile and I think that's one of the things that perhaps hasn't been sufficiently prioritised over the last 10 years, in either American sports cars or open-wheel racing."

Of course, the fact is that beyond the Rolex 24 Hours, the Grand-Am series struggles to draw crowds or media. Meanwhile, the ALMS pulls healthy crowds at most of its races and there's no question that ALMS fans love the championship's technical variety and its willingness to embrace new technology. Nor is there any question that most ALMS fans are left cold by Daytona Prototypes. The attraction for ALMS fans is the aesthetic and technical appeal, not the mantra of close racing espoused by NASCAR, Grand-Am and IndyCar.

Can a happy medium be achieved? Every form of motor racing faces the same challenge and it will be intriguing to see if Grand-Am/ALMS or any other sanctioning body is capable of getting it right over the next few years.

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Letters

The Scheckter effect

Sir,

I enjoyed the recent issue with Jody Scheckter as guest editor.

In 1988, at a David Bowie concert in Atlanta, I happened to notice Jody standing outside the venue. I had always been a fan of his and he appeared surprised when I approached him to introduce myself. Apparently he was able to live relatively unrecognised here in the South.

At the time I was writing for a local club racing magazine, and arranged to interview him later. He could not have been more gracious, answering with candour and humour. I was truthfully taken aback by his ability to just walk away. There were also many great Ken Tyrrell and six-wheel P34 stories – a race car that he seemed to have detested, and one that I had adored. So many good stories and so little time.

Before leaving, he took me into the 'big room' at his Firearms Training plant and let me play the ultimate video game. A wall to ceiling theatre-sized screen with the 'enemy' rushing towards me. All I had to protect myself was a military issue M60 machine gun using C02 with the kick of the real weapon.

Finally I offered him the opportunity to run my Triumph at Road Atlanta. He had no interest whatsoever. Silly me!

Thank you for a great feature and thank you, Jody, for the positive influence and impact that you have had in your sport!

N Tony Fasola, Marietta, Georgia, USA

Seattle down, Jody

Sir,

I enjoyed your look at the past with Jody Scheckter in the February issue. It brought back memories of a Formula 5000 race I saw as a young man at Seattle International Raceway in Kent, Washington. A highlight was watching Mr Scheckter throwing his car around the downhill esses in massive oversteer slides. David Hobbs and Clay Regazzoni were also entered. I can still hear Regazzoni's front spoiler scraping on the esses on the back part of the track. Good stuff.

Roy Hayashi, Tualatin, Oregon, USA

Look and Learn

Sir,

Your front cover of the February issue made me think. It shows the start of the 1979 South African Grand Prix and Jody Scheckter taking the lead, but he is obviously keeping an eye on his closer and faster rival Jean-Pierre Jabouille.

Some of our current hot shots would do well to take a leaf out of Mr Scheckter's book.

Denzil Monis, Thornbury, South Glos

Points mean – nothing

Sir,

On the discussion of earning championships, it's the person who wins the most races, not points, who deserves to be world champion. Which is why in 2012 Sebastien Vettel was the worthy title winner. And why Stirling Moss should have been crowned champion.

The father of Jacky Ickx long ago proposed the most logical solution: 100 points for the winner; 10 for second; 1 for third. If you're not on the podium, hard cheese. I'm not a fan of Bernie's, but his suggestion of awarding gold, silver and bronze medals as in other sports had some merit. Nothing is more infuriating than drivers talking about their points, which have absolutely no intrinsic value at all. And if the World Championship was decided early, so what? It might focus people's attention on who was going to win the remaining races, instead of making calculations about where they might finish. Rewards for reliability should be confined to endurance events like Le Mans.

F1 is Grand Prix racing, not ballroom dancing!

Andrew Stronach, Sevenoaks, Kent

Business express

Sir,

Knowledgeable motor racing enthusiasts are fully aware that Formula 1 is no longer a sport but a business. Perhaps F1 GP should now mean Formula 1 Grand Parade.

The spectacle of very high-tech four-wheeled advertising hoardings circulating processionally with occasional and infrequent place-swapping is about as exciting as queueing for a bus.

Let us all hope that the forthcoming technical changes will improve our enjoyment.

Surely it is now imperative to return to a back-to-basics approach?

Malcolm Clube, Kensington, London

LETTERS TO THE EDITOR

Write to: Motor Sport, 38 Chelsea Wharf, 15 Lots Road, London SW10 0QJ

or e-mail: editorial@motorsportmagazine.co.uk

(Please include your full name and postal area)

Calendar dreams

Sir,

I humbly submit my alternative calendar for the year – please note it is called Grand Prix calendar, and not F1. In all cases it would use the original tracks and not any truncated versions!

Feb	BRAZIL **INTERLAGOS**
Mar	SOUTH AFRICA **KYALAMI**
Apr	SPAIN **MONTJUICH PARK**
Apr	HOLLAND **ZANDVOORT**
May	BELGIUM **SPA**
May	MONTE CARLO **MONACO**
Jun	FRANCE **REIMS, ROUEN OR CLERMONT-FERRAND** *(Alternating)*
Jun	CZECHOSLOVAKIA **BRNO**
Jul	GREAT BRITAIN **DUNDROD** *(Bit of poetic licence here...)*
Jul	GERMANY **NÜRBURGRING**
Aug	AUSTRIA **ÖSTERREICHRING**
Aug	EUROPEAN **PESCARA** *(Any excuse....)*
Sep	ITALY **MONZA**
Sep	PORTUGAL **VILA REAL**
Oct	SWITZERLAND **BREMGARTEN**
Oct	USA **WATKINS GLEN**
Nov	JAPAN **FUJI** *(With original banking)*
Nov	AUSTRALIA **BATHURST**

Eighteen rounds that should get everyone misty eyed and excited. I hope NSR approves!

Julian Nowell, Walton on Thames, Surrey

Parliamo Targa

Sir,

I very much enjoyed Andrew Frankel's entertaining account of his lap of the Targa Florio course ('And That Reminds Me...' February). I too ventured into the Sicilian mountains last October in my rented Lancia Ypsilon (the worst car that I have ever driven; absolutely appalling) in a vain attempt to recreate some of the excitement of this truly staggering road race.

The combination of the Lancia's comprehensive inadequacies and frequent and unexpected road subsidence prevented any heroics, but the journey left me with an overwhelming sense of respect for men like Brian Redman and Vic Elford who could drive at seemingly suicidal speeds along these twisty, narrow mountain roads.

A memorable experience, and undoubtedly well worth the time if you are travelling on this wonderful island.

Michael Taylor, Cobham, Surrey »»

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Letters

A platform for expression

Sir,

I just saw the pictures of Ronald Goethe's Gulf collection in the March issue. There is one Gulf that Mr Goethe doesn't have…

I guess each of us has a favourite racing team and the Gulf cars of John Wyer have always been one of mine. After collecting some 1/43-scale Gulf Ford GT40s, I found these Lionel orange flat cars, perfect for hauling GT cars around on my future train layout. I then found an appropriate engine and caboose to complete the John Wyer Automotive train. I designed the paint scheme and painted, striped and decaled the engine and cab myself and I am very pleased at the way it turned out. I also have Porsche 917s and Mirage cars, and last year I found a Wyer Gulf transporter which will also ride on a flat car.





When John Horsman came out with his book *Racing In The Rain* I sent him a picture of the train. He was very kind to write back saying that he enjoyed the pictures.

Jimmy Lisle, Roanoke, Virginia, USA

Gabriel Konig: one fast lady

Sir,

I was sad to see in March's *Motor Sport* that we've said goodbye to Gabriel Konig. In the 1960s she was one fast lady. John Britten and Gabriel in their MG Midgets were a force to be reckoned with. I raced against them in my Midget but they were in a class of their own. In the pits at Brands Hatch Gabriel looked around my car and said, "You won't do any good in that, it's too effing heavy. Put a lighter body on it." I took her advice and fitted a Lenham body, but still couldn't keep up with them.

In the 1960s club racing was great and it was drivers like Gabriel Konig and John Britten who made it so exciting. Great times.

Phil Stewart, Burghfield Common, Reading, Berks

Irish-American alliance

Sir,

I read with interest the February article on the new ownership and revamping of Crosslé Cars.

In the 1970s I worked with Ken Deeter, West Coast USA importer of Crosslé FFs. I'm sure a good percentage of those built came to the US.

Ken Deeter's efforts were responsible for selling more custom Crosslés than any other distributor. Our works driver Dennis Firestone's numerous wins also assisted greatly in Crosslé being the dominant FF chassis of choice for most American FF club racers of that period.

The Deeter/Firestone partnership went on to record 23 US FF National wins in 1976 alone. Dennis also won the FF Championship at Road Atlanta in a Crosslé 30F.

Your article brought back some very fond memories of those Crosslé winning years.

Ruck Nicholls, Manhattan Beach, California,

Chapman's light touch

Sir,

One of your articles mentioning Colin Chapman's aeroplane feats reminded me of a 1970s incident. I worked then for Lucas Lighting and we used to carry out customer lighting tests at Girling's Honiley Proving Grounds in Warwickshire.

These grounds consisted of an unused WWII airstrip and buildings housing Girling's test laboratories and offices, (later Aston Martin's HQ before Gaydon), and we used the entrance road as a known scenario with mannequins and range markers, allowing the comparison of vehicle lighting systems.

We were due to give such a demonstration to Lotus Cars on one occasion and set up our equipment and awaited their arrival in the dark. We heard a low-flying aircraft then silence, thinking nothing of it. After five minutes there was an enormous racket as police and fire engines arrived and we found them ready to knock down the gates to gain entry, having been told that an aeroplane had crashed in the grounds.

At this point up walked Colin to see what the fuss was about. He'd found that Honiley was once identified as an emergency landing strip for Birmingham Airport and decided to use it. We were amazed as he calmly and quietly recounted this, and was asked by the authorities to let them know when he was leaving.

I'm sure it was all kinds of illegal, but *sang froid* shone through.

David Alan, Cannock, Staffs

Short-circuiting progress?

Sir,

I read with interest the article by Ed Foster in March on the Drayson Lola electric LMP1 car. The progress being made in this field is very impressive and I fully appreciate the value of demonstrating the car's capabilities at circuits around the world.

Ed mentions the one-make race series with all cars powered by the same drivetrain. Would it not be better to introduce a Formula Libre-type series for electric cars? This would provide the opportunity for different ideas and technologies to be tested, eliminating the less efficient and determining the more promising approaches. This would surely provide valuable information for future road car development.

I'm not a great fan of the idea of silent cars, road or race, but I do appreciate that, with fossil fuel finite, these avenues have to be explored. I just think that a free-for-all race series with a suitable carrot for those prepared to invest their resources would provide a relatively quick and inexpensive way of discovering the best direction to take.

In the meantime, I hope you are right and the 2014 V6 turbo Formula 1 engines do sound as good as promised!

Brian Verey, Five Oak Green, Kent

KEEP IN TOUCH

The *Motor Sport* website is *the* place to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to **www.motorsportmagazine.com** 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).

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NEW ARRIVALS

It's with great excitement that we welcome two new writers to the *Motor Sport* website in the shape of BBC pitlane reporter **Lee McKenzie** and ex-F1 driver **Mark Blundell.**

Neither needs any introduction here, but we can let you know what to expect from them both over the coming months. Lee will be bringing us insight and opinion right from the heart of the Formula 1 paddock after every Grand Prix. We will, of course, continue with our usual Grand Prix reports, but Lee will talk about what went on behind the scenes and all the big stories.

Mark Blundell – who, after a long break, is making a full-time return to the cockpit in the British GT Championship – will bring us monthly updates on his progress in the nation's premier series. He'll be racing for the Anglo-American team United Autosports and will no doubt be at the sharp end of the grid.

We're also delighted to announce the return of four-time IndyCar Champion and three-time Indy 500 winner **Dario Franchitti**, who will be writing about his IndyCar season, and no doubt some motor sport history that has caught his eye.

WEB SPIN

What we're all talking about @ www.motorsportmagazine.com



PODCAST WITH RICHARD ATTWOOD

Richard Attwood: It's difficult to explain the early Porsche 917 and I often think people don't believe what we are saying about it. Aerodynamically it was literally coming off the ground.

It was totally under-developed. To tell you how unprepared I was, the first time I drove the 917 was to qualify for Le Mans. I had never even tested it. I learnt about six years ago that Vic Elford had nominated me! I could have throttled him!

Rob Widdows: But you won Le Mans, despite mumps?

RA: Yes, I didn't know that at the time. At the end of the race I was so desperately tired, but it was Porsche's first Le Mans win so there had to be a big celebration. I went to the reception and dinner, but just couldn't stay awake. When I got home I was in a similar state so I went to see my doctor. One of the things that had affected me was that I couldn't eat anything because of the mumps in my throat.

Nigel Roebuck: And, in those days, there were only two drivers…

RA: Well, I always say the modern drivers are a bunch of poofs because they have three or four of them!

ONLINE WITH OUR WRITERS

SIMON ARRON
Financial times

"It is unthinkable, of course, that anybody would ever to be allowed to pay for the privilege of opening the bowling for England on the first morning of an Ashes series, or to spearhead Manchester United's forward line, but ours is not like other sports because wealthy amateurs have long been part of its fabric."

PAUL FEARNLEY
British F3: the long-term effects

"British F3 has been on a slippery path since it diverged from the BTCC-fronted TOCA package more than 20 years ago. Yes, it was playing second fiddle to the saloon antics, but at least it had a guaranteed audience. The plaintive echoes of this self-spiting decision can still be heard."

ANDREW FRANKEL
Mark Hales found liable in Piper case

"For some time I have explained to owners that if I am to drive their car they must remain liable for anything that happens. To date not one has thought better of it and walked away from the arrangement. It goes to show how unfortunate Hales was to encounter an owner unprepared to accept that sometimes things go wrong."

LATEST POLL

WHICH IS YOUR FAVOURITE OF THE GULF COLLECTION CARS?

1971 Porsche 917: 50.5%
1965 Ford GT40: 30.5%
1971 Porsche 908: 8%
1997 McLaren F1 GTR Longtail: 5.21%
2009 Lola-Aston Martin LMP1: 2.36%
2008 Aston Martin DBR9: 1.86%
1975 Mirage GR8: 1.57%

TOP TWEETS

@Damien__Smith
On the way back from Rétromobile. Flying visit, but very impressed. Loads of great stuff, amazing cars and great stands. Paris lovely too.

@paulpunter (Paul Fearnley) 13 is considered lucky in Italy apparently. Hence no worries about F138 nomenclature.

@Ed__Foster Why does the FIA say 'you may add a panel to get rid of the stepped nose'? Surely everyone is of the opinion that teams should have to? #F1

@Andrew_Frankel
The ACO has published a list of Le Mans legends, one per decade. Ferrari 166MM gets in but not Testa Rossa, Audi R10 is there, but R8 not shortlisted.

@Ed__Foster
"When you see the tree you're about to hit it's understeer. When you can only hear and feel it, it's oversteer." Walter Röhrl.

@matoxley Spa 1977 was fastest GP ever: 135.067mph average(!) on 120bhp RG that might seize at any moment. Barry Sheene had balls.

@Damien__Smith
Well done Chris Hoy. Fitting tribute to the Villeneuve of rallying. Just reminds us how much we miss Colin McRae. #rallylegend

@matoxley Just been to screening of TT legends TV documentary. Great stuff. 8x30min docs on ITV4 soon.

@Ed__Foster Great effort from VW Polo and Ogier in the #WRC. Knew it would happen, just not so soon and with Loeb also competing.

@matoxley Would like to wish Stoner luck in his V8 career. Shame he won't look so cool when wringing its neck rather than an RCV or Desmosedici.

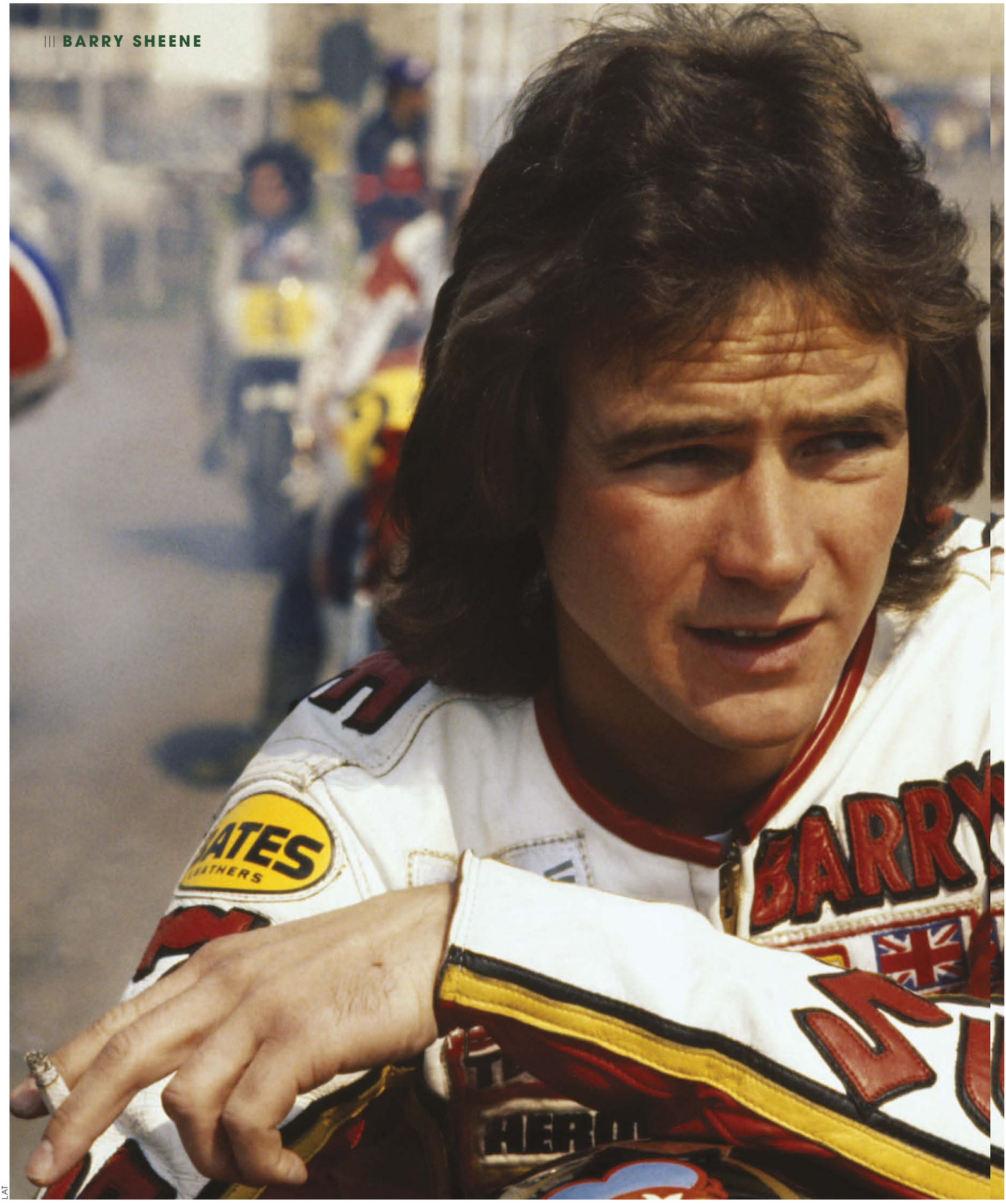
@paulpunter
Oh gawd, just discovered 87mins of 1974 Indy 500 on YouTube.

@paulpunter Oh gawd II: just found 90mins of 1976 Monaco GP on YouTube.

@matoxley
Hurrah, Silverstone MotoGP back to how it used to be. Old pits, first turn at Copse. I think it's a great move. Was never a fan of the new paddock.

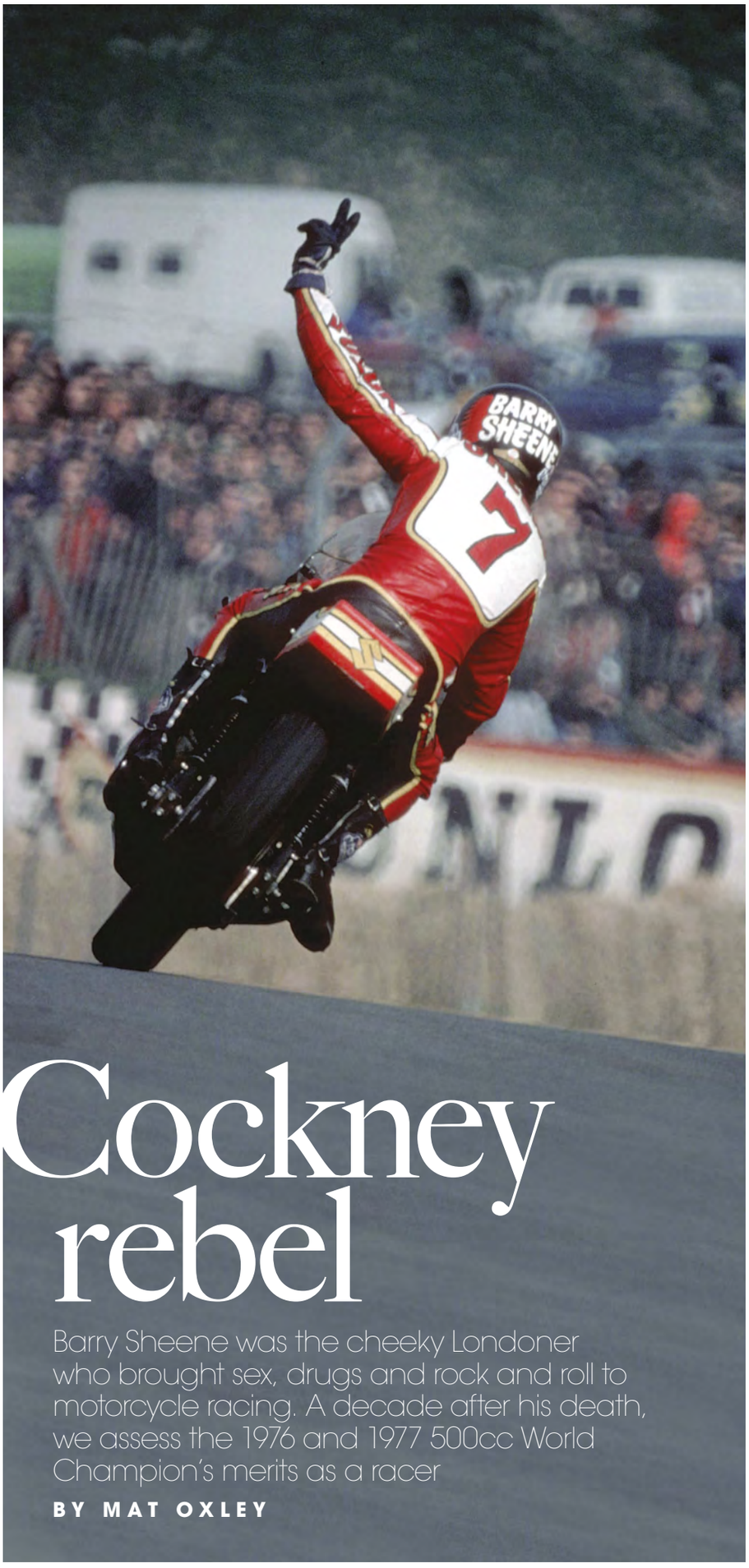
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LAT





Cockney rebel

Barry Sheene was the cheeky Londoner who brought sex, drugs and rock and roll to motorcycle racing. A decade after his death, we assess the 1976 and 1977 500cc World Champion's merits as a racer

BY MAT OXLEY

Rex Features

Ten years after losing his life to cancer, Barry Sheene remains a sporting icon and a totem of the fast and loose 1970s. The fact that Sheene was a heroic racer and twice a 500cc World Champion was probably the smaller part of his allure to most people. He transcended the confines of his sport because he was the London boy made good – effin' and blindin' his way through social conventions at a time of enormous socio-cultural change. And he was the bionic man, held together by plates and screws after surviving not one but two horrific accidents that should have killed him.

In the end it turned out that motorcycle racing wasn't his most dangerous habit. The man who drilled a hole in the chin piece of his helmet so he could have a cigarette on the grid died because he had smoked since childhood.

When reappraising Sheene and his career, the good times and bad times always loom as large as the lap times, perhaps even larger. He was bike racing's James Hunt or George Best: a brash, brave and sometimes badly behaved sports star who perfectly fitted the mood of the times. The men wanted to be him, the women…

Like Hunt and Best, Sheene took full advantage of the interest shown in him by the opposite sex. He made the front pages of the tabloids when he stole a supermodel away from her fashion photographer husband and spent most of his life indulging his competitive streak by chasing other women.

"The women were just another massive game," recalls Sheene's great friend and former team-mate Steve Parrish. "It was the chase, not the catch, and there was an awful lot of chasing that went on. People used to say I followed in Barry's slipstream. It was like following Alice in Wonderland – roll along with the rock and roll."

Sheene certainly knew how to rock. He was close friends with Beatle George Harrison, he drove a Rolls-Royce (reg plate: BS7) and he enjoyed high times. Legend has it that while holidaying in the Balearics, Sheene and his gang would trace out the racetracks of the world in cocaine: "Okay, you do the hairpin; I'll do the main straight." One of the gang, Marco Lucchinelli, who went on to win the 500cc world title four years after Sheene, fully fell under the spell of the 'devil's dandruff' and was sent down for his involvement with a Peruvian drugs cartel.

"All sorts of experimenting went on," adds Parrish, who chose not to indulge in Sheene's wildest jet-set habits. "But all that went on in winter time, party time. Barry never did stuff when he was racing."

No wonder that Sheene liked to repeat the proud boast of petrol-head actor Steve McQueen: "I won't die wondering."

Sheene's flamboyance and charisma changed motorcycling forever, banishing the stereotype of the black-clad greaser, if only replacing the sickly-sweet whiff of Castrol R with the sickly-sweet smell of Brut 33. He was enough of a mainstream star to make after-shave adverts alongside boxer Henry Cooper and he penetrated deep enough into the establishment psyche to be considered a suitable subject for BBC Radio 4's Desert Island Discs.

Listening to that recording – made shortly after he won his second world title in 1977 – is a striking reminder of the breadth of the social divide he bridged: his spiky Cockney twang (though he wasn't quite born within earshot of Bow Bells) a jarring counterpoint to the plummy tones of the BBC's Roy Plomley.

Sheene probably turned up at the BBC wearing cut-off denim shorts, just as he did wherever he went, forcing many a luxury hotel to quietly overlook its stuffy dress code. Depending on your viewpoint, he was either harbinger of a disastrous drop in standards or the vanguard of social progress, even if the only progress he was really interested in was his own. His chosen luxury item for his make-believe desert island sojourn was an effigy of Labour chancellor Denis Healey and a plentiful supply of pins. Sheene was always a genius at looking after number one or, in his case, number seven.

His taste for rebellion didn't stop when he got to the racetrack. In his debut GP season – 1971, in the 125 class – he fire-bombed the paddock toilets at Finnish circuit Imatra. "They were disgusting, so we burned them down."

Of course, his greater concern was the condition of the circuits. Sheene was one of the first high-profile riders to turn his back on the Isle of Man TT – following a miserable debut in 1971 – and he became a leading light in the crusade to improve safety at all tracks.

"The TT doesn't frighten me in any way," he said. "I just don't see the sense of riding around against the clock in the pissing rain. It's not racing to my mind. The TT is no proof of anything, except how well you know the track."

His refusal to race on the island led to charges of cowardice, a laughable accusation considering his success on other road circuits.

Sheene will almost certainly always have his place in history as the winner of the fastest-ever motorcycle Grand Prix. In July 1977 he averaged 135.07mph around the old Spa-Francorchamps road circuit, threading his way between trees and houses aboard a temperamental 500 two-stroke that might seize and hurl him into the scenery.

"Barry was ballsy, I'd always say that about him," says his former mechanic Martin Brookman. "I always thought his bravery probably greater than his ability. He was a brave little bastard and he just wanted to win." »»





Barry Sheene/sa/gc/ef.indd 50 19/02/2013 13:58



Sheene and father Frank at the Isle of Man TT... but riding solo against the clock wasn't quite Barry's idea of 'racing'

Morfons

A year after the history-making Belgian GP victory, Sheene's nemesis Kenny Roberts rode Spa for the first time, fighting the reigning World Champion for second place on a damp track.

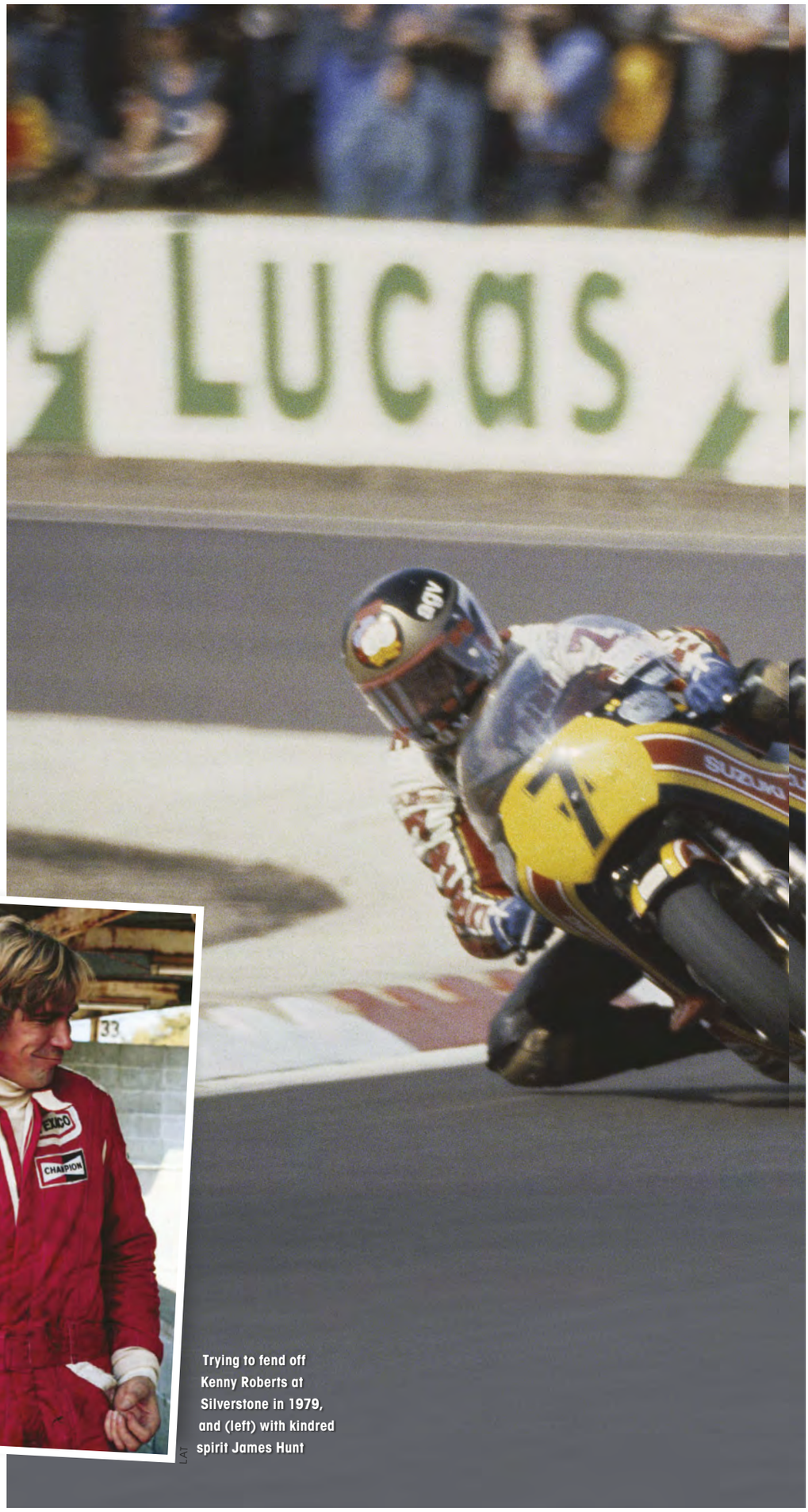
"Jesus, I was scared to death," Roberts remembers. "I didn't know where I was going and couldn't see nothing. I'm racing with Sheene, thinking this is so stupid. One time I got sideways and was off the racetrack. I was up against a wall, doing 150 miles an hour. I got it straightened out, looked behind and Sheene's eyes were *that* big."

Ironically, Sheene suffered his two big smashes at purpose-built racetracks, the first of these disasters transforming him from aspiring World Champion into household name. In March 1975 he was testing for the Daytona 200 when his Suzuki XR11 750 triple suffered a catastrophic machine failure and slewed sideways at 175mph, the ensuing carnage filmed in gruesome detail by a Thames Television crew who were in Florida making a primetime documentary about Britain's rock-star racer. Sheene broke a femur, an arm, a few ribs and several vertebrae in the accident. Surgeons hammered an 18-inch pin into the leg and seven weeks later he was racing again.

During the interim he had the camera crew at his bedside, the cheeky grin and the Gitanes cigarette (with filter torn off) burning brightly between the leg in traction and the arm in plaster. It was genius image-making, but no wonder people decided to love the man.

The cause is still disputed. Sheene always insisted the rear tyre came apart; others believe a broken chain tensioner was to blame.





Trying to fend off Kenny Roberts at Silverstone in 1979, and (left) with kindred spirit James Hunt

LAT

Barry Sheene/sa/gc/ef.indd 52 18/02/2013 22:25



INSIGHT

THE UNFORGETTABLE RACE

The 1979 British GP is etched in motorcycling folklore. The leaders were almost inseparable throughout... and remained so at the finishing line

SHEENE'S DUEL WITH KENNY ROBERTS AT SILVERSTONE in 1979 was one of bike racing's all-time greatest moments. Not surprisingly, Roberts remembers it well, not least for the notorious hand signals that the pair exchanged.

"I knew I couldn't outrun him and he knew he couldn't outrun me, so we were just playing with each other," recalls Roberts, who went on to win the second of his three 500 titles that year. "When he would lead, he'd slow us down, so I'd have to lead because there were guys behind us. We both knew it was going to come down to the last lap. When he gave me the bird it made me chuckle, but what people didn't see was that I'd already been waving at him saying, 'Fuck, let's go asshole, because (Wil) Hartog is catching us'."

In fact the race came down to the last corner, Sheene making a heroic surge round the outside as the pair swept through Woodcote for the final time.

"I knew he was there," says Roberts. "But he wasn't going to get inside of me, that's for sure, and I made myself pretty wide."

As Roberts drifted to the edge of the track, Sheene had the momentum to make a pass on the outside but there was nowhere to go. By the time he was alongside the Yamaha he had run out of racetrack and was inches away from a huge crash. He lost the race by one yard.

"The effort Sheene put in was pretty amazing – to try and go that far around me," adds Roberts. "He got beat but he was happy – how could you not be? He'd given it everything he had. Really there was no loser that day – if you come that close, there are no losers."

Bauer

Seven years later he was testing for the 1982 British Grand Prix at Silverstone when he collided with a fallen machine at 160mph, shattering both legs and a wrist. This time he was out of hospital in just 23 days.

The accident happened as Sheene crested the blind brow exiting Abbey Curve, head behind the screen, shifting into sixth gear. There were no marshals present and therefore no flags to warn him of Patrick Igoa's wrecked Yamaha TZ250 lying directly in his path.

Photos of the aftermath show a horrific scene – more air crash than motorcycle accident.

Once again the world got a grandstand view of his recovery and once again the bravery and the wit shone through. When a TV presenter asked him how his legs were coming along, he replied, "They're great – I wouldn't be without them."

Most people were quite rightly in awe of Sheene's ability to shrug off pain, though Parrish knew there was an ulterior motive to the Lazarus-like comebacks; there nearly always was with everything he did.

"The speed of his recovery was phenomenal," says Parrish. "And I'll tell you why – because he wanted to be faster at recovering than anyone else. It was another competition, like who could get to the track fastest or who could swim the furthest underwater. Barry knew that if he got out there quicker than anyone else it would get him publicity which would help him get more money from the sponsors and better bikes. It was just part of the big game."



LAT

"To get the RG out of the paddock you had to scream it at 10,000rpm"

It is telling that the X-rays of Sheene's rebuilt legs – complete with several steel plates and two dozen screws – are as famous as any shot of him actually racing. Which brings us to the subject of the actual racing.

Sheene took the world by storm in the early 1970s. He nearly won the 125 World Championship at his first attempt, and two years later Suzuki signed him for 500 and 750 duties. In his first year as a factory rider he won the Formula 750 world title aboard the XR11 that would hurt him so badly two years hence. More important was the new RG500. It was Sheene's good fortune that his arrival at Suzuki coincided with the introduction of the brilliant square-four RG, which went on to win 50 Grand Prix victories and five world titles.

Sheene worked hard to develop the initially problematic machine, one of the new breed of fast but fickle two-strokes that would end the long reign of the four-stroke.

"The first RG engine I tried at the end of '73 started at nine grand," he told me a few years before he died. "Below that there was nothing, and when I say nothing, I mean nothing. To get it out of the paddock you had to scream it at 10,000rpm or it wouldn't even clear, and it stopped at ten-five, so once you'd got it clear at nine-five, you had precisely 1000rpm to play with.

"I told them it was a waste of time unless they spread the powerband; but they were going, 'but Barry-san, it's got 105 horsepower!'



Sheene leads nemesis Kenny Roberts in the 1979 Belgian GP at Spa-Francorchamps

Mortons

Barry Sheene/sa/gc/ef.indd 55 18/02/2013 22:25

"Foolishly enough I told Suzuki I'd go to Japan at the end of '74 and stay there until the engine was right. I was there for five weeks, the biggest jail sentence I've ever served in my life, a nightmare, but the bike came good."

Sheene scored the RG's inaugural Grand Prix victory at Assen the following June and used the bike to dominate the 1976 and 1977 500 World Championships.

In '76 he clinched the title with three races to go and took off on holiday, not even bothering to turn up for the final few events.

Then Kenny Roberts arrived. The Californian won the 1978, 1979 and 1980 World Championships, so the usual version of events is that Sheene was the best until the former dirt tracker came on the scene and found him out. Is that a fair assessment?

There's little doubt that Roberts was the better rider. King Kenny raised the game, bringing with him a way-out riding technique learned on America's low-grip dirt ovals. His ability to keep the throttle pinned while the rear tyre scrabbled for grip was too much for the Europeans and changed the sport forever.

Roberts plays down his ability. "There wasn't a helluva lot between us – the way I rode was more on the throttle, a little less momentum than him through the corners."

Sheene would certainly have put up a better fight if Suzuki's development programme hadn't gone awry. The factory redesigned the RG500 for 1978, but it was a dog.

The rider also made mistakes, as Roberts recalls. "At the first race of '78 Sheene told me I should run a treaded front tyre like him because racetracks are sometimes dirty, and it's just more comfortable. I was thinking, this is bullshit, there's no way he's going to run a treaded tyre and keep up with me. The first thing that came flying off his bike was that treaded front tyre – he had to go to a slick, but he wasn't used to a front slick which put him at a disadvantage."

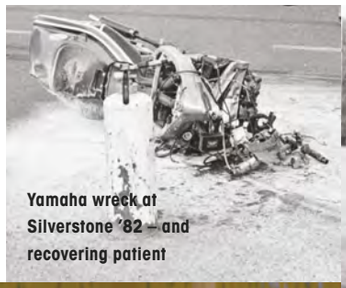
> "His strength was self-belief, not the ability to set up a bike"

The 1979 RG wasn't much better and yet Sheene could still beat Roberts on his day and come very close to beating him on other days, most famously at the British Grand Prix.

Silverstone '79 was Barry Sheene at his bloody-minded best. Thwarted by myriad technical problems, he qualified 1.7 seconds off pole, then turned it around for the race, duking it out with Roberts all the way to the flag.

Sheene liked to tell people he was a genius at bike set-up, but others disagree. "He was an excellent mechanic, but his strength was self-belief, not the ability to set up a bike," says Parrish. "At Silverstone his mechanics told him what he wanted to hear and he rode the wheels off the thing.

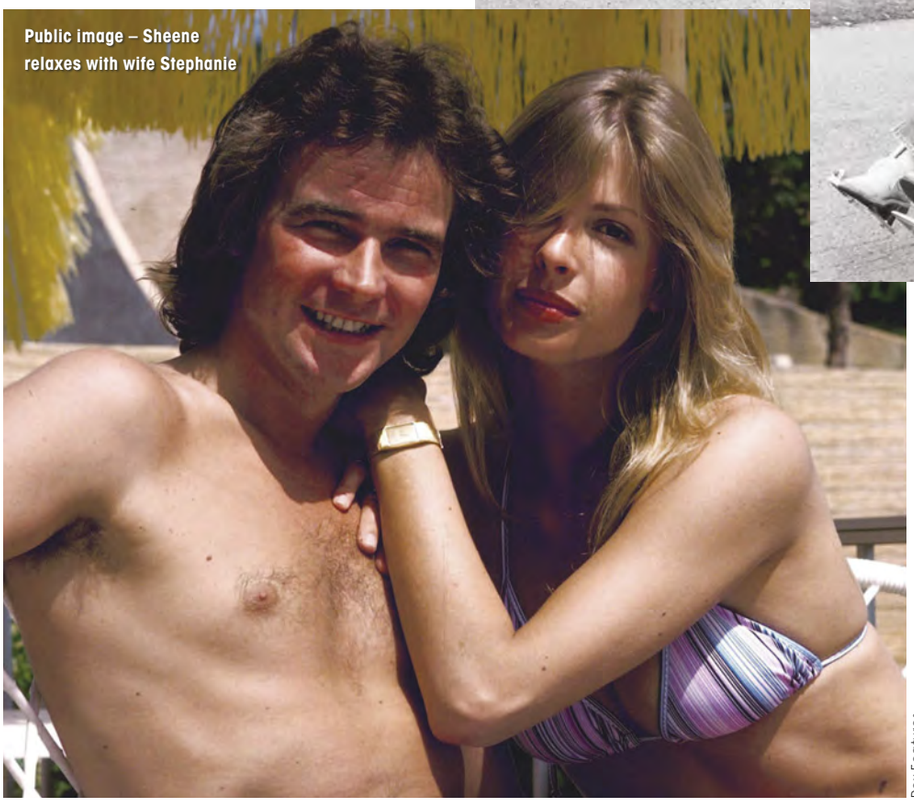
"He had such enormous self-belief and confidence in himself and in what he was doing. Kenny was one of the real massive talents, but I'd never put Barry down as one of the real greats. I'd put him down as having a huge amount of self-belief and an incredible ability to get everyone working around him.



Yamaha wreck at Silverstone '82 – and recovering patient



Bauer



Public image – Sheene relaxes with wife Stephanie

Rex Features

He was so good at getting the Japanese making what he wanted and he was good at getting the best equipment because he would use his intelligence – he would speak French to the Michelin guys and Italian to the Brembo guys. He was extraordinary at gathering the best troops around him – and that's what made him so good.

"His technique was preparation. He liked to have everything lined up nicely. On a bike he was incredibly smooth in all conditions, a lot of which came down to his preparation and his intelligence. And despite the injuries, he was anything but a crasher."

Sheene did have another technique – mind-games. Throughout his career he loved to make enemies and dismantle them through the media, which was ever eager for another headline.

Barry Sheene/sa/gc/ef.indd 56 18/02/2013 22:26

"Barry had to hate people to beat them," Parrish explains. "There weren't many people in the paddock he got on with; the only people were the ones slower than him. Anyone faster, he would do anything to screw them around, whether it was taking their parking place, their garage, whatever it took to annoy them. Barry was just obsessed with beating people from the start to the finish of his career."

A few months after his unforgettable ride at Silverstone, Sheene for once did fail to gather the best troops around him. He let his ego get the better of him during fraught contract negotiations with Suzuki and walked away without a Plan B. It was the biggest mistake of his career.

All he could get for 1980 were uncompetitive production Yamahas, and by the time he had factory bikes for 1981 it was Yamaha's turn to drift into the development doldrums. While Yamaha struggled with new machinery, Suzuki riders Franco Uncini and Lucchinelli carried off both the 1981 and 1982 titles aboard their well-sorted RG500s.

"If Barry had stayed with Suzuki I think he would have won another two championships," says Parrish. "He knew he had made a mistake by going to Yamaha – he was a better rider than Lucchinelli or Uncini."

In fact Sheene might have won the 1982 title with Yamaha if it hadn't been for the Silverstone crash. He had been given the factory's latest OW61 V4 for the British GP and was running at lap-record pace when fate intervened.

Both Roberts and Parrish believe he had a chance of taking the title that year. "No question about it," says Parrish. "He was doing really well, gaining on the other guys. He was out testing the bike after he'd got some people to chop a lump out of the frame to change the geometry and he was lapping bloody fast. He was all set to go out and win the British GP.

"Chopping that frame about was a typical Barry thing – he said the changes had transformed the bike, though sadly we'll never know if they really did."

Concerned that his injuries had pushed him past his sell-by date, Yamaha let him go at the end of 1982, so he returned to Suzuki. By this time both Sheene and the RG were entering the twilight of their careers, though they could still light up the racetrack when conditions were right. He scored his final podium at Kyalami in 1984, coming from way behind to finish third in tricky damp conditions.

Remarkably, since his final Grand Prix win – in the 1981 Swedish GP at Anderstorp – no other British rider has climbed to the top step of a premier-class podium.

Sheene derived pleasure from that fact until the day he died, on March 10, 2003.

INSIGHT

LIFE BEYOND RACING

Sheene proved a natural fit for Australian TV



LAT

A MAN LIKE BARRY SHEENE was never going to disappear into obscurity after hanging up his leathers. Not surprisingly, his first thought was to try his hand at other forms of motor sport. Already during his bike racing heyday he had shown interest in an eventual move to cars, undertaking a test in a Team Surtees Formula 1 car, but a season driving a Toyota Supra in the British Saloon Car Championship failed to ignite a spark. Neither did a number of truck race outings.

Not to worry, Sheene was much in demand off the racetrack. He was already hosting television programmes for ITV when he decided to move his family – he had recently become a father – to Australia, where the drier, warmer weather would be kinder to his aching limbs. In fact there was another reason for the escape: over the years Sheene had been somewhat economical with the truth when dealing with Her Majesty's Revenue and Customs.

It did not take very long before he was back in the centre of things Down Under, joining Channel Nine's Formula 1 commentary team alongside Alan Jones. Sheene's willingness to deploy colourful language at which even local commentators baulked ensured that the Aussies loved him as much as – or maybe even more than – the British back at home.

In 1998 Sheene was back racing bikes again. He rode a Manx Norton at the Goodwood Revival and that did ignite a spark. He became a regular winner at classic events in Britain and Australia. By the time of his final win – at the 2002 Goodwood Revival – he had already been diagnosed with the illness that would take him at the age of 53.

Interviewing Ayrton Senna in 1993, top, and riding at Goodwood in 2002



Sutton

Regulatory stability dictates that cars will not change greatly this season, but other

F1 SEASON PREVIEW 2013

aspects of the sport's fabric look very different. The challenge, though, remains the same:

Can anybody prevent Sebastian Vettel and Red Bull annexing their fourth consecutive titles?

With **NIGEL ROEBUCK** and **ANTHONY DAVIDSON**



nr Well, it's January 24, and snowing like hell back home, but here we are in the Daytona paddock, sitting in the sun, chewing the fat about the coming season…

ad Yes, not too bad, is it?! This is my first race since the Le Mans accident, and also my first time in Daytona. I love everything about it, not just the weather…

nr F1 seems a world away, but we're nearing the start of pre-season testing: here and now, before any of the cars have turned a wheel, who are you tipping for the 2013 World Championship?

ad Sebastian Vettel. I know it's boring, considering he's won it the last three years, but that's what I think will happen – mainly because the rules haven't changed that much, and you can still have quite a powerful blown diffuser. Red Bull and Adrian Newey are the masters of designing it – it's such a tricky thing to get right – and Vettel's the master of driving it.

nr Of course, this will be the last year for the blown floor…

ad Yes – and if we were talking about the 2014 season, when the cars will be totally different, with the V6 turbo engine, and so on, I'd be saying the championship was wide open. But the blown floor requires a different style of driving, and Vettel's got it.

nr More than Webber, apparently. I thought it significant that early last season, when the rules relating to the blown floor had changed and Red Bull was pretty much without it, Mark more than held his own against Seb.

ad Yes, he did – and then Red Bull found the secret again, and Seb was off on his own. Obviously he's very quick, anyway, but the technique needed to bring out the best in the blown floor – the complete opposite of what you'd do instinctively – brings out the best in him, too.

nr Adrian just plays the game better than anyone else, doesn't he? He's brilliant at taking things to the edge, finding loopholes that others can't, and so on. And perhaps he has more free rein with Red Bull than with other teams he's worked for.

ad Yes, there might be something in that. I'll be interested to see how Mark goes, relative to Seb, and fortunately he won't be fazed by what Helmut Marko has been saying about him – that interview horrified me…

nr Well, he's been trying to get rid of Webber for years. The main reason Mark's still there is his excellent relationship with (Dietrich) Mateschitz, who's always been loyal to him.

ad The interview with Marko was *appalling*! In belittling Webber I don't think he was trying to gee Mark up at all – he was just being deliberately destructive, trying to break him mentally…

nr Well, that just shows how little he knows about Mark, doesn't it?

ad Absolutely! He's the most resilient driver I've ever seen in F1. You're not going to break him by telling him he's fragile – he's so clearly not – so why bother trying? Mark's accustomed to a hostile environment, and he's cool with that, whereas many a driver would have fallen by the wayside long ago. Vettel, on the other hand, is one of those drivers who really needs the love from his team – if he'd endured the sort of comments coming at him, week after week, that Marko's been throwing at Webber, it would have had a really destructive effect on him.

nr Never going to happen, though, is it? Marko thinks Vettel's the Second Messiah. When I read the interview, I wondered if Webber had begun to regret not going to Ferrari – although I remember him saying he could see what Alonso was struggling with every weekend…

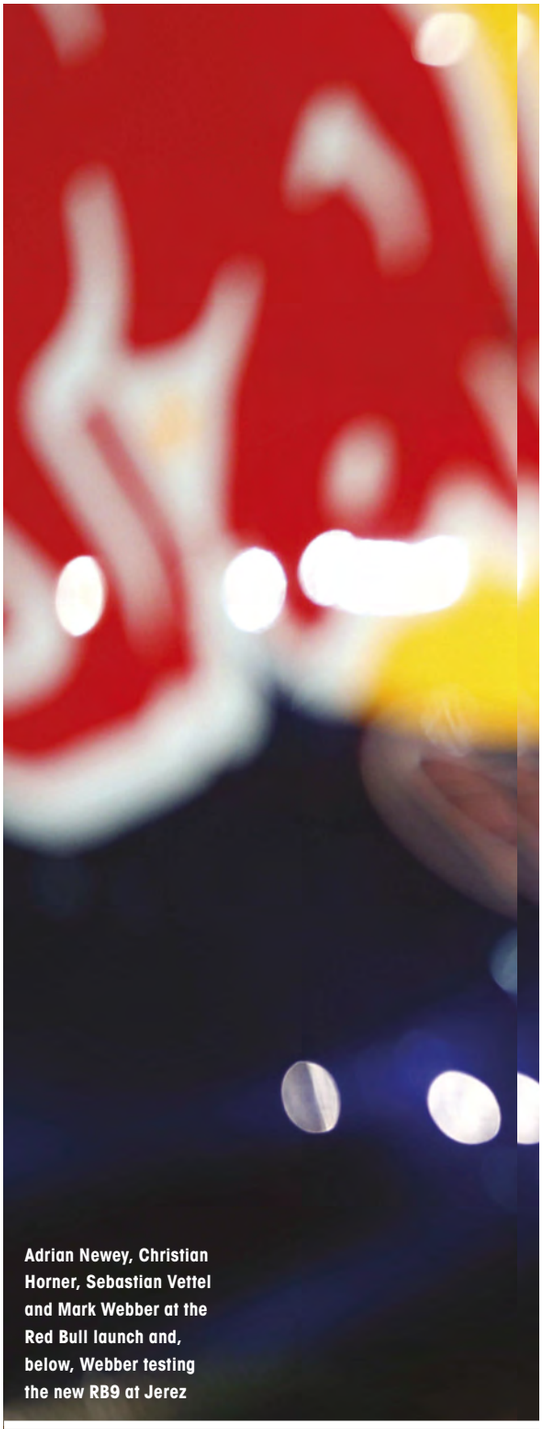
ad Exactly, and where Mark is, he's got the fastest car, which is what every driver wants above all – even if he's got people in the team slagging him off! If you've got the fastest car, and you're on top of your game – or the other guy falters – you're there to take the glory. In 2010 it almost worked out for Mark and you never know, it could happen again – but it's going to be tough, because Vettel's in his prime. He might get better, in terms of becoming a more rounded driver, in the Alonso sense, but I doubt he's going to get any faster. In terms of pure speed, he's one of the top three, with Alonso and Hamilton.

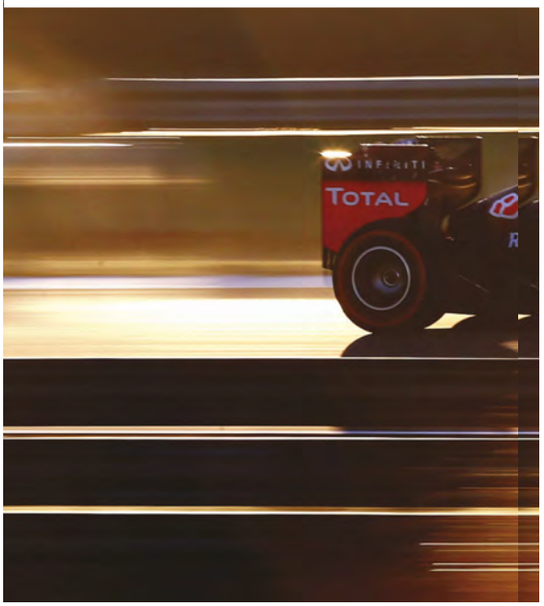
nr OK, so you think Seb's the likely World Champion again. When it comes to opposition for Red Bull, I suppose we're looking at the usual suspects – Ferrari and McLaren, with Lotus in the mix, too. Twice in the last three years Alonso almost took the title – and this year's Ferrari *has* to be more competitive than the last one.

ad You'd assume so, wouldn't you? Fernando's an absolutely extraordinary racing driver, I think – one of the greats. In 2012 he made only one mistake, at Suzuka, and even that wasn't clear-cut, in my opinion, because Räikkönen was behind, and had his nose on the outside.

nr Something that impressed me was that, because the Ferrari was poor in qualifying, Alonso had a *lot* of overtaking to do most weekends, and he did it so cleanly, without running into people all the time.

ad I know! That's why everyone made so much of Suzuka. Fernando's got it all, hasn't he? He's got… it… all. When he needs to turn it on he's got the feistiness of Lewis, when he needs to look after the car he's got the smoothness of Jenson, and when it's make or break he's got the qualifying speed of Sebastian. »»





Adrian Newey, Christian Horner, Sebastian Vettel and Mark Webber at the Red Bull launch and, below, Webber testing the new RB9 at Jerez

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nr And he's so bright, so savvy – out of the car, as well as in it. There must have been so many times when he felt disheartened, yet publicly he maintained this resolute optimism…

ad Yes, and I don't know how he did it. Fernando plays the media so well, and that's an important part of being a modern-day F1 driver. More than anything, though, I couldn't get over the level of performance he got from a bad car – which wasn't something we saw from Vettel at the beginning of last year, when Red Bull was up against it.

You *always* get 100 per cent from Alonso. Look at someone like Räikkönen. In Abu Dhabi he only came alive when he got into the lead and had a sniff of victory, because that's the way Kimi is: put him in front, and he'll win a race – but put him in seventh or eighth, in a poor car…

No one else could have done what Fernando did, I'm sure of that. Ask me who the fastest driver is, and I'd probably say Lewis, or maybe Sebastian – but when you talk about who's the *best*, you've got to look at every single avenue, in which case I'd say Fernando, without doubt.

nr Massa came within an ace of losing his drive, but redeemed himself towards the end of 2012. There's no escaping the fact that he was pretty lamentable for most of last season, but in the final races he began to look like his old, pre-accident, self again.

ad Yes, and if he can keep that momentum I think he'll do well this year – Ferrari needs to have two drivers scoring points. I was pleased when Massa started to get it together again, because no one likes to see a driver so beaten down mentally – and he was crushed, wasn't he?

Felipe's one of those drivers who's a bit fragile mentally, and needs an arm around him – let's face it, after a series of poor races, with a team-mate as relentless and ruthless as Fernando, anyone would have his head down, and that could always be his downfall.

nr On to McLaren – where things have changed. I'm fascinated to see how Button will respond to being unequivocal team leader. Some reckon that to get the best out of a driver you need the impetus of a really strong team-mate, but perhaps that depends on the temperament of the individual driver: I suspect Jenson will thrive in his new role.

ad Yes, he could well do – but it can go two ways. If he's at the same level as last year, not always firing on all cylinders, McLaren is *really* going to miss Lewis. But having said that, it could be beneficial for Jenson because he no longer has the pressure of Lewis to affect him – and won't be tempted perhaps to over-drive on a given weekend. If you've no direct competition, your confidence levels rise: you don't hustle the car as much, it all comes a bit easier – and the lap times fall.

For any driver the frustration comes when your team-mate's going quicker than you are – and when that guy is Lewis, it's going to happen a lot! No matter how strong you are – and Jenson's one of the toughest mentally out there – you're going to end up looking at the other guy's data and trying to do something different, which might not be natural to you. Sometimes when you relax and let it come to you a bit more – as Jenson did at Spa last year – the lap times are there for you.

nr Frankly, I was amazed that McLaren – with Hülkenberg available – signed Pérez, although potentially there were commercial advantages…

ad Yes – and we all know that's probably what led to the decision. We're in difficult times, no question about it, but… I don't think it's an ideal driver line-up for McLaren, quite honestly.

nr Pérez had his moments last year, but the jury's still out, I think. Is he going to be enough of a spur for Button?

ad No. For his sake, I hope I'm proven wrong – like I was about Kimi, saying it would take him time to get up to speed! You don't always get it right, but Pérez needs to prove himself in qualifying, for one thing.

Jenson – at his best – is as fast as anyone, but a team at McLaren's level needs two top drivers, so that when one of them isn't quite on the pace, you've got a wing man to get the result. Look at last year: when Lewis was off, as at Spa, Jenson was there; when Jenson was in trouble, like in Montréal, Lewis did the job. It worked brilliantly – and several times, of course, they were both right there.

Lewis's leaving has *considerably* diluted the McLaren line-up. You can't rely on just one driver to do the business for you – as Ferrari showed last year...

nr Certainly Pérez was impressive at times – but it always seemed to be when he was on different tyres from everyone else at a particular stage of the race, as at Monza…

ad Yes, that's right. There are two things here: ultimate lap times, ballsy driving – and looking after tyres well. That's a big part of F1 today, and certainly Pérez has got it mastered, but deep down we all know it's not as impressive as ultimate lap times.

nr What struck me last year was that, after he'd signed the McLaren contract, you wouldn't have known he was at the races. At Sauber they were pretty disappointed by that…

ad I'm not surprised – that car was usually bloody good, and you've got to ask yourself, 'What could Alonso have done with it?' Personally, I think that in the Sauber Fernando would probably have been World Champion, because often it was quicker than the Ferrari, and once you start thinking of it like that, Pérez doesn't look that amazing, does he? »»





Button is perceived as McLaren team leader this year, alongside new recruit Pérez (top right). Massa (top) gets another chance at Ferrari

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nr Anyway, McLaren doesn't have Hamilton any more – and Mercedes does. That's been the big change over the winter, and endless reasons – money, more commercial freedom, new challenge – have been put forward for Lewis's decision to move…

ad It's a fascinating prospect, isn't it? Lewis can probably drag another two or three tenths out of the car over Rosberg – but, having said that, it'll be interesting to see what effect his presence will have on Nico: I've always thought of him as a bit of an enigma, but now we'll find out how mentally tough he really is, up against one of the very strongest in the business.

Actually, I don't see Rosberg being affected by Hamilton in the way someone might be as, say, Alonso's team-mate: I think *anyone* would find that daunting. I see Lewis having the sort of relationship with Nico that he had with Jenson – it'll be harmonious within the team, I'm sure, but Nico might have to cope with the thought that, 'Every time I get in this car, the other guy is going to go faster…'

Getting your head around that is bloody difficult, and this is crunch time for Rosberg, but… he might surprise us all. If Lewis's arrival makes him step up every weekend to how he drove in China last year… he was in a league of his own there, easily on pole, left everyone behind in the race – and I don't think it was because the car was so great: Nico found the magic that weekend, so we know his capabilities…

nr What strikes you about Mercedes, though, is that there is *so* much going on. All this political upheaval immediately before the start of the season… not what Lewis would have wanted…

ad Couldn't agree more. On the face of it, the management structure does seem a bit top-heavy, and I'm intrigued to see what Lewis makes of it all. I think he might have a season similar to the one with McLaren in 2009, where – on his day, with the car running sweetly – he might drag a win out of it, but I'll be surprised if the Mercedes is anything like the car he had under him last year.

nr It could be difficult for Lewis – with his pure racer's mentality – to be in a car not quite there on pace…

ad Yes, but he's one of those guys who just loves driving, isn't he? Think of Korea, where he had a damaged car late on, but fought tooth and nail for the last point, and got it. Apart from Austin, where he beat Vettel, that was probably the Lewis race that I enjoyed the most.

nr Sure, but once the novelty of being at Mercedes-Benz – in a different team – wears off…

ad Yeah, you're right. In '09 McLaren started off diabolically, but by the end of the year the team was winning races. That's one thing, but if you have a whole season of… *averageness*, it'll start to drain the batteries, however much you're being paid.

nr Let's move on to Lotus, widely considered the dark horse – which perhaps sells them short. The car was sometimes *very* strong last year, and I thought Räikkönen – in his comeback season – drove way better than in his last couple of seasons with Ferrari…

ad He certainly did. He started the year more strongly than many expected, myself included, and got better as it went on, not least in his racecraft. Sometimes we saw the Kimi of old – by which I mean the McLaren days, rather than, as you say, the last two years with Ferrari, where he was already switching off. It looks like he's got the bit between his teeth again.

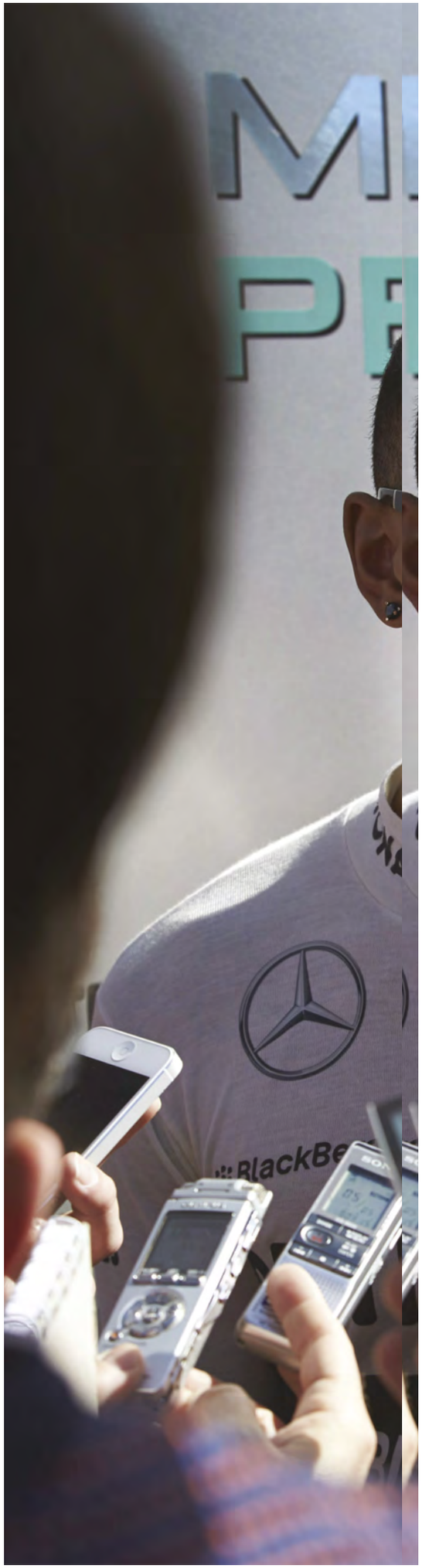
nr It's always been said of Kimi that the only thing he lacks is dedication, but on the other hand in a way that's also what people love about him – that he's a maverick, and in a PR-controlled environment like F1 that is very attractive…

ad Oh, yeah! I love him for it, too – but I'm also frustrated by it, because so much potential is being wasted. If Kimi had the work ethic of a Schumacher, my God, you'd have an incredible driver. He says he was born in the wrong era, and he's right – he should have been an F1 driver in the '70s. Today there's nowhere to hide – you can't *not* be analytical, dedicated, disciplined and so on. You can't rely solely on natural ability any more, which is probably sad for fans to hear, but facts are facts: it's become a *very* technological sport. When Kimi stops, we're going to miss him because I don't think there will be any more like him.

nr What do we make of Grosjean? Clearly he's *very* quick, but some of his errors of judgment – particularly early in the race – I found quite disturbing. At Spa, where he tanked into Hamilton, it was as if he hadn't *seen* Lewis, as if he had the track to himself. A lot of people got on his case, and then the ban at Monza shook his confidence…

ad Yes, it did. Grosjean's certainly got qualifying sorted – look how many times he outpaced Kimi – but he did lose confidence after the fall-out from Spa, and when that happens it's hard to keep your speed. I saw it with Takuma Sato at Honda: he arrived as quite a wild driver, but the more the team tried to calm him down, the slower he became – there were fewer mistakes, yes, but he wasn't as quick…

Romain might be teetering on the edge of that. He's an intelligent lad and there was nothing malicious in any of the incidents – I think it was just clumsiness, honestly, but still it's scary to be on the grid with someone like that. If he was arrogant, you'd despise him, but he isn't – he's a good guy and I hope he can smooth out the rough edges, because he's certainly got the speed. »»



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Hülkenberg spearheads all-new Sauber line-up. Lotus (top) is primed to trouble the front-runners, which might not include Hamilton (left)

nr As also has Hülkenberg. To me, he looks like the real deal: I thought he had chances with McLaren or Ferrari, but as it is he's with Sauber, perhaps not for long…

ad I think we can expect some fireworks from Hülkenberg. We saw what he was capable of with Force India, a similar package. On days when tyre wear is an issue – the Sauber looks after its tyres very well – he can certainly pick up the pieces if the top teams fall, and I'm looking forward to seeing what he can do at circuits where he really thrives, like Interlagos.

Nico's a bit similar to Grosjean – still a bit rough around the edges, although not as much as Romain – but Sauber will be good for him, in terms of coming of age. At Force India he and di Resta were pretty evenly matched – in some ways there wasn't room for the two of them – but towards the end of the year he definitely had the upper hand.

nr I got the impression that Paul was severely knocked by not being picked up by one of the major teams for 2013 – McLaren, perhaps. Mind you, it's not always easy to tell from his expression whether he's happy or sad…

ad Yes, he's a very serious lad, isn't he? You get the impression he's quite hard on himself. He was up against a tough opponent – Hülkenberg's a natural seat-of-the-pants driver, whereas Paul's perhaps more of a worker – and on the days when it's not coming easily that can get your head down.

Then again, remember Singapore: Nico had shown his speed, and was coming into his own – but Paul was exceptional there. It was his best drive to date and, if there are more like that, we can expect some really good results. Maybe it's similar to the Jenson/Lewis scenario: with the other guy not there any more, giving him heaps of pressure, perhaps we'll see more of an air of lightness about him. Paul's going to be the clear number one, whoever's eventually alongside him, and this is the year when it should come good for him – if it doesn't, he'll have a big problem…

nr Just going back to Sauber for a second, it's sad that Kobayashi has lost his drive – and a worrying indication of how financially close to the bone F1 is at the moment. Not only is he out, but so also are Kovalainen and Glock. They should all be there on merit – and all have been replaced by rookies with a budget.

ad Well, you're right, it is worrying. (Esteban) Gutiérrez is in at Sauber, for example, and let's not beat about the bush, he's there because of money. He seems like a nice guy, but do I expect him to be a long-term feature in F1? No. I can see him having one year with the team, then the money freight train will continue to roll.

nr Speaking of money freight trains, there's little doubt as to why Maldonado was originally signed by Williams, but he's more than just another 'pay driver', isn't he? He is *quick*…

ad Is he ever! I see Maldonado as a feistier version of Grosjean, but, because he's a paying driver, he's more secure – which means that calming him down is going to be even harder! I expect him to be bloody fast, and right up there on some of his favourite circuits, like Monaco and Singapore. Pastor's good at tracks where you have to drag the car around, and he'll cause a few surprises again – and lose his rag many times, too. I enjoy him – he's a character, and whatever you say about him you can't ignore his speed.

nr Williams also seems to be really high on Bottas, but it's probably a bit too early to say much…

ad Yes, it is. All we can say is that he went about 'Friday driving' in a very professional way. He didn't have much time in the car, so he did well – but, speaking from experience, Fridays are very different from a race weekend. Bottas has a long way to go – and he's up against a formidable driver in Maldonado, who on his day will probably always have the upper hand.



Revised Pirelli tyre compounds add a fresh element for 2013

nr Toro Rosso? They're sticking with Ricciardo and Vergne, who'll be hoping for a somewhat better car than they had in 2012…

ad I'm intrigued to see what Ricciardo can do. A young driver, under the Red Bull Young Driver programme, can easily become arrogant, but it hasn't affected him – and he's delivered, too. I thought Vergne was going to be a tougher opponent for him, but it didn't really happen: whatever he threw at his team-mate, Daniel had an answer, and his qualifying performance in Bahrain – where he started sixth – amazed me. I think he'll have a good year – and that he'll be alongside Vettel at Red Bull in 2014…

nr That leaves us with Caterham and Marussia. I was amazed that Caterham, with Renault engines, KERS and all the rest of it, didn't improve significantly last year…

ad I agree. It was a mystery to me, and I think it was to them, as well. The performance they were expecting wasn't there. The team's only saving grace was that it had Kovalainen – and now he's gone. As we've said, we're not living in ideal financial times, but you need experience, especially when you're a new team, to have some idea of exactly where you are. Caterham is just surviving and that doesn't turn me on. I'll say no more…

nr (Charles) Pic moves there this year, from Marussia. He often looked pretty handy in 2012, I thought…

ad Yes, he did – he could sometimes hold his own against Glock, although Timo was the guy you'd put your money on at most races, and now, like Heikki, he's stopped. In that respect, it's the same story as Caterham.

I thought Marussia was on the up, but it'll be tough with two raw rookies, in Chilton and Razia. Let's see how they go – some drivers improve when they get to F1, and some find it a bit too much. It's a crying shame, though, that the likes of Kobayashi, Kovalainen and Glock aren't there. It's not the way it should be, but it's a sign of the times and I hope the fans understand that.

At the front of the grid, though, I'm sure the show will be as good as ever. Logically, this season should start as the last one ended, with close competition, and certain teams getting it right on certain weekends. For me, the most fascinating aspects are that Alonso should have a more competitive Ferrari – and Hamilton won't be in a McLaren…

F1 Season peview/sa/gc/ef 68 18/02/2013 21:01


Sauber F1 Team
NEC
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Team
oerlikon
Claro
TELMEX
HERITAGE
Bad Ragaz
Claro



Horse and groom?

F1 folk were surprised McLaren didn't sign him, but many believe Ferrari will. Meet Nico Hülkenberg, who has won titles at every stage of his career... bar one

BY SIMON ARRON

ACT ONE, SCENE ONE:

Silverstone, England, August 31, 2006. A cynic-ripe industry doubted A1GP – the self-styled 'world cup of motor sport' – would ever get off the ground, but 20 cars were ready for testing as the second season loomed.

A1GP operated on a franchise system, with established teams running identical cars on behalf of competing countries. Multiple FIA Formula 3000 champion Super Nova had two, in the colours of New Zealand and Germany. "We'd previously run Adrian Sutil a few times in the German car," says team principal David Sears, "but his manager was forever complaining about this and that. We were looking for something different and somebody recommended Nico Hülkenberg. We didn't know too much about him. He'd won lots of Formula BMW races en route to a title and had competed in German F3, which wasn't really a front-line series at that stage, so A1GP represented a bit of a step.

"Anyway, we stuck him in for the second day of testing and on about his third flying lap he set what proved to be the quickest time, despite not knowing either the car or the circuit. That completely blew me away. I thought, 'Blimey, he learns quickly'. I'd only ever experienced anything like that once before, ahead of an F3000 race at Enna in 1998. Juan Pablo Montoya blew one of our engines and hardly practised at all, but we got him out for the final few minutes of qualifying and he bagged pole. That was hugely impressive, but at least he was familiar with both car and venue. Nico was pretty raw when he came to us, but it was immediately obvious that he was supremely quick."

> "Nico is a good guy – and not afraid to get his hands dirty"

Hülkenberg went on to compete in 20 of the 22 A1 races, winning nine, finishing 18 (always in the top five) and ensuring that Germany breezed to the title. By the time the series was canned, two years later, Hülkenberg was on the verge of securing an F1 race seat with Williams.

"He's an all-round good guy, too," says Sears, "and not afraid to get his hands dirty. He wants to know how cars work and I believe he spent time in the composites section when he was reserve driver for Williams – he'd be in there on Mondays, helping to fix broken front wings and stuff! That side of his character endears him to teams and certainly did with us.

"He was extremely thorough in A1GP. By the time most of his rivals were waking up, Nico would have been to the gym, run the track and eaten his breakfast. As well as arriving early, though, he'd also stay late. He even used to help us clean the car, because he felt it would be unfair if the mechanics had to stay too long into the evening as a result of his handiwork. He had a very humble approach and proved to be a great team player who knows how to motivate those around him – that's probably one of his best features."

ACT ONE, SCENES TWO-FOUR:

the conquest of Europe, 2007-2009. Host theatres include established classics such as Brands Hatch, Pau, Zandvoort, Mugello, Monaco, Norisring, Spa and Monza.

Where do you find the best young drivers? Nowadays, there's a fair chance they'll have been nurtured at some stage by ART (formerly ASM), the team owned by Frenchmen Frédéric Vasseur and Nicolas Todt, son of current FIA president Jean.

The 2013 F1 grid wasn't quite settled at the time of writing, but 10 of the 22 confirmed drivers were ART alumni – and Jules Bianchi, tipped for the second Force India seat, was poised to become the 11th. Recent F1 cast-offs Kamui Kobayashi, Sébastien Buemi, Lucas di Grassi and Adrian Sutil also feature on an illustrious F3/GP3/GP2 roster alongside such as Sebastian Vettel, Lewis Hamilton, Romain Grosjean, Valtteri Bottas, Paul di Resta, Pastor Maldonado and two Nicos, Rosberg and Hülkenberg.

"I first noticed Hülkenberg in 2005," Vasseur says. "We were running Lewis Hamilton and Adrian Sutil in the F3 Euroseries and the ADAC Formula BMW championship was often part of the support programme. Nico seemed to win most of the races I watched and at that stage looked pretty phenomenal. I was subsequently aware of his success in A1GP, too."

Such speed did not immediately translate when Hülkenberg resumed his F3 career, however. At the time, the German admitted that he'd become accustomed to the unruly ways of a 600bhp A1GP chassis and it took a while to rediscover the finesse an F3 car craves.

"Things didn't go particularly well when Nico arrived in 2007," Vasseur says. "There were all sorts of complications during the first four or five meetings, so after the Magny-Cours event we sat down with Nico and Willi Weber, his manager, to discuss what was going wrong and what we needed to do. It's a great strength, though, that Nico has fantastic self-belief and determination. He didn't complain, it was more a case of, 'Right, let's get on with it'. He addressed the things we'd discussed and scored more points in the second half of the season than his team-mate Romain Grosjean, who won the title."

Hülkenberg wound up third in the final standings – and at the season's end Weber arranged for his charge to make his F1 debut with Williams, during an end-of-season session in Jerez. He performed well enough to earn a test contract for 2008, when he scored seven victories en route to the F3 Euroseries title. "That campaign didn't start particularly well, either," says Vasseur, "because Nico suffered a blown engine in the first race and broke a starter motor as he left the line in the second, but he didn't let that bother him: his mental strength and confidence are fantastic. In that respect he is possibly the most solid driver I've known. He's absolutely sure of his own capabilities and never allows external factors to distract him."

Sears concurs: "We never noticed any major weaknesses," he says. "You see some young drivers tied to their girlfriends by a lasso, but it was clear that Nico didn't intend to allow anything to stand in his way. He was incredibly focused. After he'd won the F3 title I was very keen to sign him for my GP2 team, but sadly it wasn't to be."

He remained within ART's embrace for 2009, with his reserve role at Williams extended for another year... but once more things began modestly. "There were a couple of podium finishes early on," says Vasseur, "but Grosjean made a flying start and had quite a big points lead after a few races. Again, we sat down to discuss things and Nico reassured us that there was no need to worry. He was certain he could make up the difference and soon afterwards we went to the Nürburgring, where he won both



Nico Hulkenberg/sa/gc/ds.indd 72 15/02/2013 09:51

races – a turning point that reflected his self-belief."

Three more victories – and yet another title – duly followed. It helped that Grosjean dropped out shortly beyond mid-season, when Renault shifted him to its F1 team to replace the axed Nelson Piquet Jr, but by that stage Hülkenberg was already ahead on points.

"In recent years," Sears says, "quick, well-heeled drivers have stuck around a while in GP2 before taking the title at the umpteenth attempt, but Nico did it at the first time of asking – and against a strong, experienced field, too. That was very impressive."

ACT TWO, SCENE 18:

Interlagos, Brazil, November 6, 2010. Williams has just taken its first pole position for more than five years – and Cosworth its first since France 1999 – but Nico Hülkenberg's future with the team appears in doubt. That, though, cannot sour the moment...

Nobody had seen this one coming, but Interlagos has a habit of conjuring the unexpected. Hülkenberg was only 14th in Saturday morning's final practice session, but had sat out the final few moments. "A lot of young drivers might become flustered when they're that far back," says former Williams engineering director Patrick Head, "but Nico is not like that. The car was exactly as he wanted it, so he didn't see much point playing around. His attitude is very mature."

The capricious local climate then kicked in and gave the circuit a good soaking. "Nico showed a lot of guts that year," says Head, "even though we didn't give him a particularly good car." The FW32 chassis always worked well, though, on a 'green' track washed clean by the elements – not usually much of an asset on the Saturday afternoon of a GP weekend, but it was on this occasion.

Hülkenberg and team-mate Rubens Barrichello both made it through to the final qualifying phase and completed their first laps on Bridgestone intermediates. The German initially planned to stick with the same compound for his final run, but McLaren driver Lewis Hamilton had been first to take a punt on slicks – and Barrichello, more aware than most of local conditions, followed suit. Alerted by race engineer Tom McCullough, Hülkenberg did likewise. The outcome? Each of his final two laps was good enough for pole – and the last was more than a second clear of the fancied Red Bulls of Sebastian Vettel and Mark Webber. When he first checked his dashboard read-out, Hülkenberg wasn't sure whether he'd done quite enough. It just hadn't occurred to him to look at the number in the middle: he managed a 1min 14.470sec, Vettel a 1min 15.519sec.

He had never previously raced at Interlagos: Barrichello, who could have driven the place blindfold, was 1.8sec slower (and blamed a dawdling Hamilton for getting in his way). At the time, Hülkenberg accepted his time in the spotlight would be fleeting. "Tomorrow," he said, "my best option would be to make a good start and drive away from these guys, but in the dry I accept that's probably not going to happen." Nor did it: Vettel passed him before the first turn and Hülkenberg went on to finish eighth. That, though, could not dilute the majesty of the previous afternoon.

"Nico," Webber said, "gave us all a bit of a driving lesson."

It proved to be Hülkenberg's penultimate start for Williams, because Pastor Maldonado's Venezuelan oil dollars were being brandished on the horizon. When the impending change was confirmed, the team's then-chairman





Hülkenberg (car 2) tussles with Yann Clairay (16) en route to winning the F3 Masters at Zolder in 2007. Success in A1 GP (above left) soon led to a Williams test role (left). Above, the German recovered from a slow start to secure the 2009 GP2 title as a rookie

Nico Hulkenberg/sa/gc/ds.indd 73 13/02/2013 20:53

Adam Parr reacted irritably to suggestions that he was hiring a mere pay-driver. "We have never put anybody in a car if we didn't think they were ready for F1," he said, "and Pastor has just won the GP2 title with a rookie team."

True to a point: Maldonado is no makeweight, but won the GP2 title with Rapax – new in name, but in effect just a rebranded version of the Piquet Sports operation that had been present since the category's inception.

In 2009, furthermore, Hülkenberg and Maldonado had both driven for ART, when the German rookie scored 100 points to his team-mate's 36, even though the latter was competing in GP2 for a third season.

Parr forgot to mention that bit.

"Nico was unhappy to lose his Williams seat," Head says, "but modern F1 reminds me a little of the Premier League, in that not all teams are necessarily self-sufficient without outside help. Anybody with half a brain can probably work out why he was replaced."

ACT THREE, SCENE ONE:

The Emirates Lounge, Changi Airport, Singapore, September 24, 2012

There are occasions when airport lounges and motor racing paddocks are almost indistinguishable – and this was just such a moment. For a while, a small group of us chatted with GP3 Series champion Mitch Evans and his former racer father Owen, who had paused in Singapore en route from Europe to their New Zealand base. Once they'd left to catch a flight to Auckland, we were joined by a representative from a driver management agency (who shall remain nameless).

Much of the weekend speculation had focused on Lewis Hamilton's future and the agent wondered what we thought. The message from McLaren, we said, seemed to be that Hamilton would stay (and in last month's *Motor Sport*, Nigel Roebuck's conversation with Martin Brundle revealed that the team believed as much – not least because it had received an email to that effect). The agent smiled. Hamilton, he insisted, was poised to join Mercedes and Sergio Pérez would be hired to fill the gap. Oh, and Ferrari was courting Nico Hülkenberg as a likely replacement for Felipe Massa...

Agents tend to know these things, but so far his disclosures have been only partially accurate. After a year as Force India's reserve, Hülkenberg looked highly impressive when he graduated to its race team in 2012 (especially in Brazil, where he led on merit after he and Jenson Button showed rivals how best to manage a race in mixed conditions), but for now has taken what many perceive as a sideways step, to Sauber – a long-time Ferrari customer and ally.





Hülkenberg impressed during single race seasons with Williams in 2010, above, and Force India in 2012. Next stop: Sauber

He tested the Swiss team's C32 for the first time at Jerez, early in February, and was encouraged by what he saw. The car has been aggressively designed for this year, with conspicuously slender sidepod packaging, but Hülkenberg – physically one of the sport's larger drivers – felt comfortable enough. "My height was a bit of a limiting factor at Williams and Force India, too," he says, "but I have no aches, pains or bruises after a full day's running." And could he dispense the perception that he tends to perform better in the second half of a season that he does during the first?

"I hope so," he says, "but I'm sure people's thoughts are influenced by the way my career has gone over the past few seasons. I went from F3 to GP2, from GP2 to F1 with Williams and then took a break from racing for a year. This time it should be a seamless transition, with only a change of teams."

The final words go to his former mentors. Vasseur: "It's difficult to compare drivers from season to season, but Nico is right from the top drawer. If he's given the right car, it wouldn't surprise me if he won the world title."

Head: "I think Nico has added more finesse to his driving during the past two seasons. He's a well-rounded individual, without airs or graces, a very positive character who loves his racing and has all the attributes to become a champion."

Sears: "Everybody says he's on Ferrari's radar and that makes complete sense. In the meantime I think he'll fit well at Sauber, because they produced one of last season's best cars and you have to wonder how many races they might have won with different drivers at the helm.

"Nico is quite a rare case, a driver who has been able to make his way in the sport on the basis of talent and personality, rather than bags of cash. It's rather refreshing and I'd be amazed if he doesn't become world champion one day."

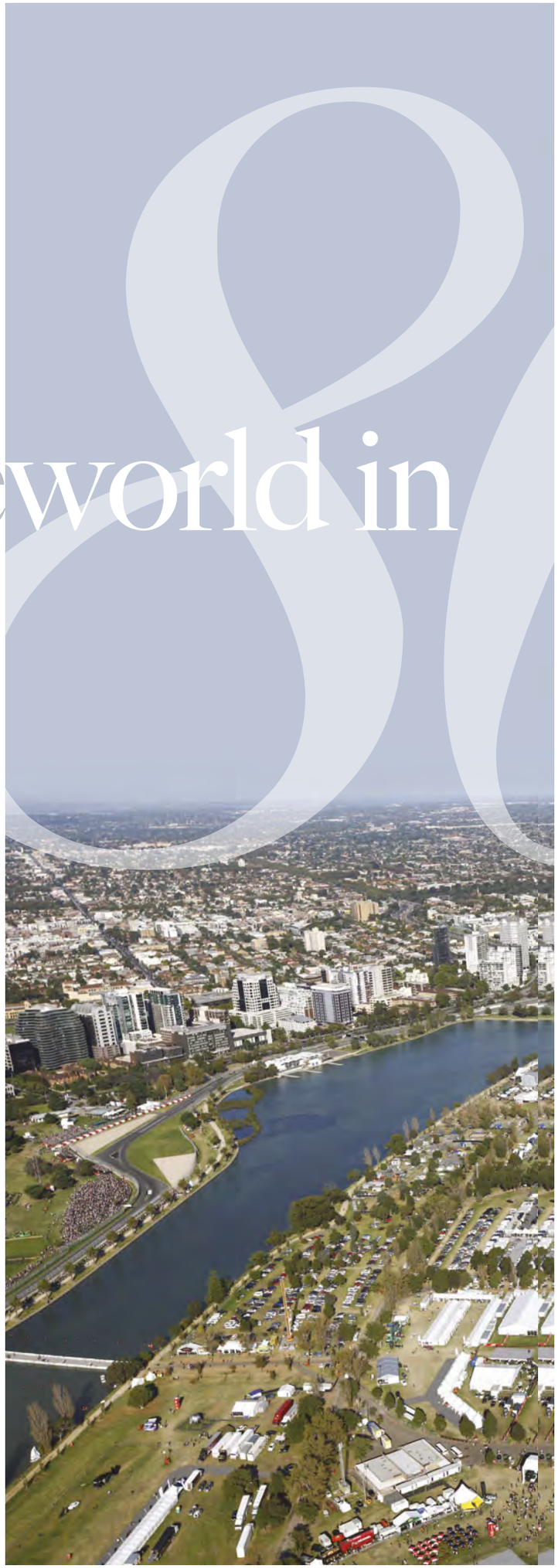
Act three, scene two commences in Melbourne, on March 15.

Nico Hulkenberg/sa/gc/ds.indd 74 13/02/2013 20:54

Around the world in 80

The Formula 1 calendar becomes ever more cosmopolitan, yet its farthest extremes might be more accessible than you'd imagine...

BY SIMON ARRON



"You want what?" From the look on our interpreter's face you might think we'd requested something complex, but we sought only a knife to butter our toast... and the hotel appeared bereft of cutlery. Such can be the reality of the itinerant Formula 1 lifestyle. And this isn't some vague recollection from the 1970s: it happened in Korea last year...

Had the Korean GP been conceived close to Seoul, a wonderful, bustling city with fantastic architecture and attitude, it would probably have become an instant favourite. The financial impetus, though, came from the nation's southern tip, more than three hours from the capital by high-speed train and a region short on conventional accommodation. Many buildings have 'hotel' emblazoned on their flanks in bright neon letters, but they usually rent rooms for hours rather than days. When colleague Mark Hughes and I checked in last October, we were given gift packs containing assorted potions and condoms, but they couldn't supply breakfast utensils (although they did eventually procure one knife, which every guest had to share). And this wasn't some run-down shack we'd booked on the cheap, but an official media hotel.

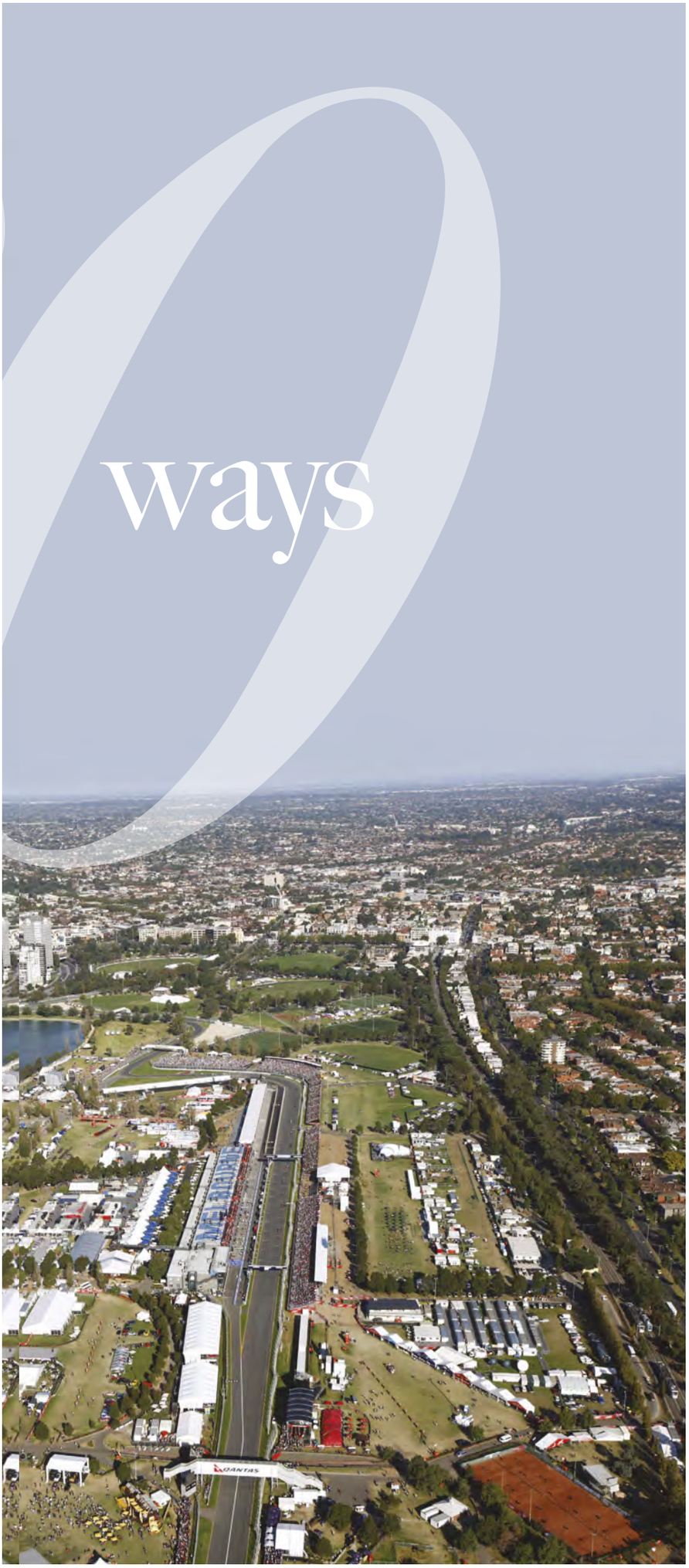
For the past 12 seasons I've had the privilege of attending every World Championship Grand Prix, as a freelance, and self-employment taught me much about the practicalities of life on the road. As recently as 2009, when I drove to three races and flew from the UK to the other 14, my total flight costs came to £4600 – pretty reasonable, when you consider the destinations. There's no magic involved, just patience and a little diligence.

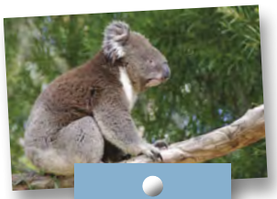
The cost of covering the sport has since increased, with extra long-haul races, associated visa costs and rising aviation fuel taxes, but even the most distant events might be within your reach. Websites such as travelsupermarket.com (flights, hotels, hire cars) and booking.com (hotels) are valuable allies, while budget airlines are not the UK's exclusive preserve: last year, one writer stayed away during the Singapore-Japan-Korea race sequence, flew with Caterham F1 owner Tony Fernandes's Air Asia from Kuala Lumpur to Osaka and paid about £75 for more than six hours aloft. It's a frequently repeated cliché that the planet feels much smaller than once it did, and the evidence supports that.

Here, then, is a glance at the Formula 1 calendar, featuring the races you really should attend at least once – and how.

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9 ways

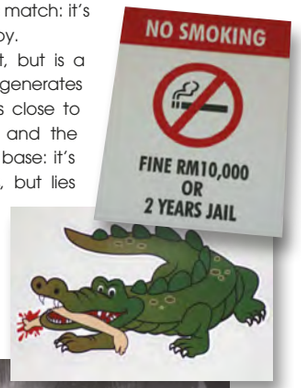


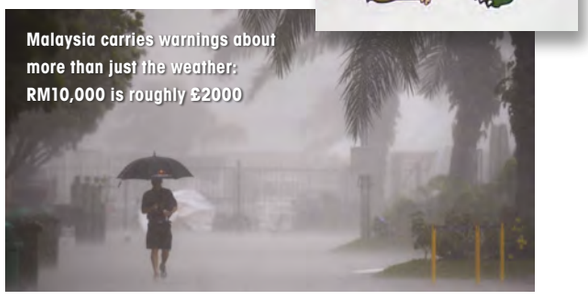


AUSTRALIA + MALAYSIA
ROUNDS 1&2

THESE two are best considered as a package. The cost of a return flight from the UK to Melbourne won't change greatly if you add a Kuala Lumpur pitstop during the return leg. Expect to pay about £800, give or take, and £400 per Grand Prix is very fair in terms of flight expenses. If you have ample time on your hands, you could set off very early and take in the Phillip Island Classic, too, a wonderful historic event one Sunday before Melbourne and about 90 minutes away by road. Australian hotels aren't the cheapest, but getting around is easy, thanks to a fine tram service, and four-day general admission passes start from about £100. Nowhere else puts on quite so many top-class support events (including Aussie V8s and, this year, historic sports cars). The atmosphere is wonderful and the setting at least its match: it's a template all Grands Prix should copy.

Malaysia can't quite match that, but is a cheaper destination and often generates decent races. The Sepang circuit is close to Kuala Lumpur International Airport and the nearby Concorde Inn is a practical base: it's the Malaysian equivalent of Butlins, but lies only 15 minutes from the track and the food (usually included in the room rate) is excellent. There's also a shuttle service to the airport, from where you can catch an express train to central KL.





Malaysia carries warnings about more than just the weather: RM10,000 is roughly £2000

CHINA
ROUND 3

SHANGHAI is a fascinating, vibrant city and the circuit – when you can see through its smog – isn't bad, either. The two, though, are some way distant and in the early days this used to mean reliance on shuttles or taxis. You're not allowed to hire a car without a local licence, but most cab drivers tend to be either deranged or asleep (once, we had to wake ours just before he piled into a bloke changing a wheel in lane three of the airport highway). On the flip side, they're cheap. More recently, a direct rail link between city and circuit has opened, which might explain why crowd numbers have increased. Note that you will be approached by unfamiliar women when walking around Shanghai: some want to practise their English and will engage you in conversation about tea and cheese sandwiches, which is really quite sweet. The others are hookers.





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BAHRAIN
ROUND 4

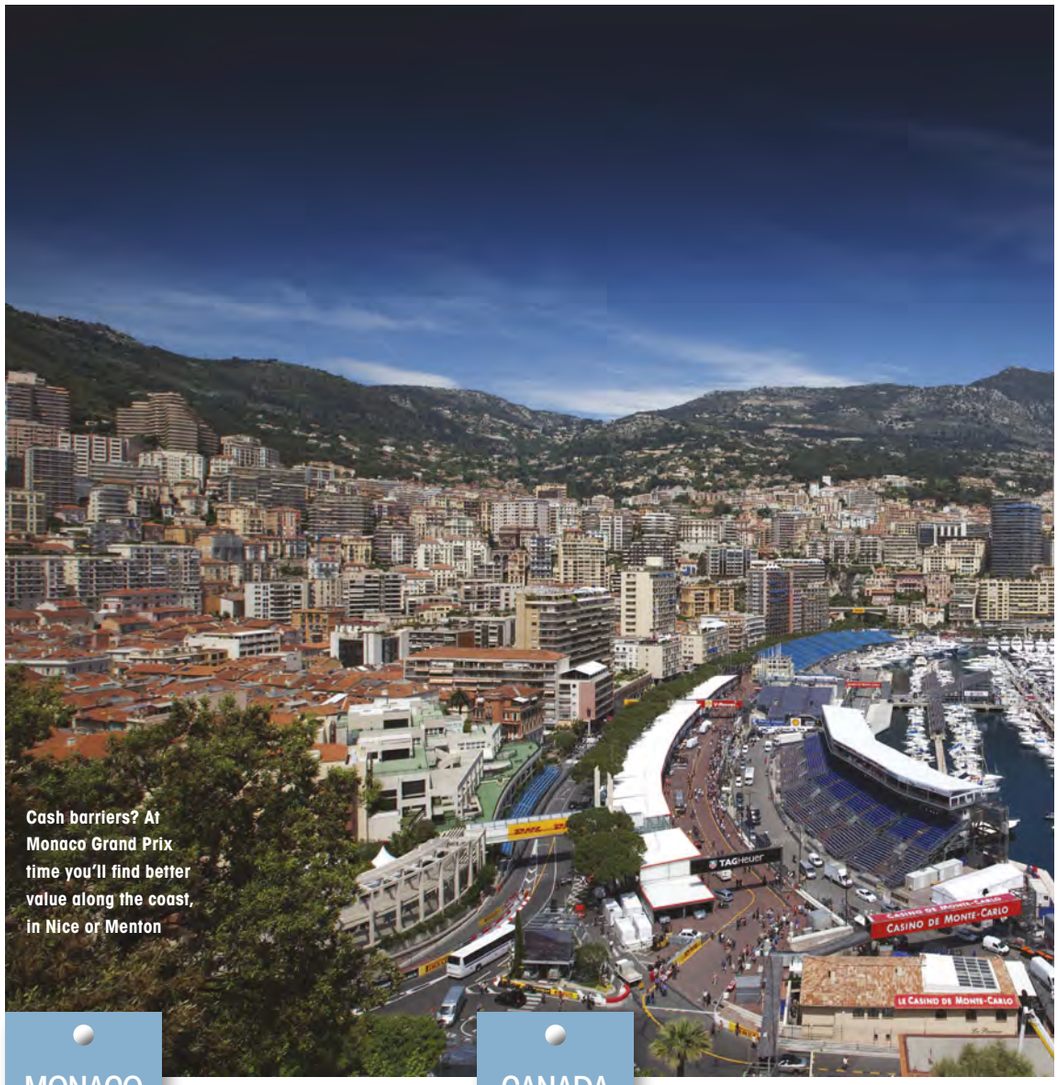
GIVEN that they started with a blank sheet of paper, a vast budget and an empty desert, this could have been a wonderful venue. Instead, it is peppered with tedious, slow- to medium-speed corners and relatively few parts are accessible to spectators. For much of the lap you might as well stage a race on the moon (although that would probably generate more atmosphere). Avoid.



Route one to Barcelona: fly across the Pyrénées and turn right

SPAIN
ROUND 5

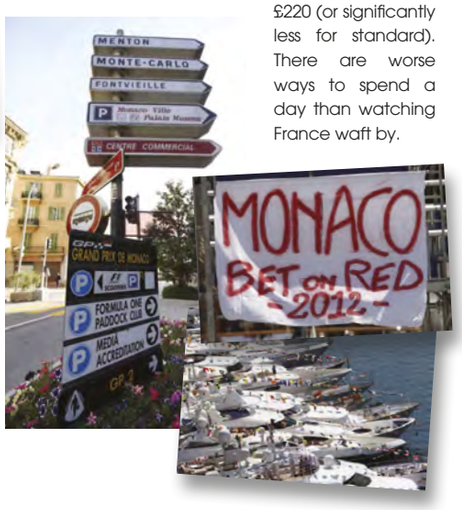
THERE are countless daily flights from the UK to Barcelona – and Girona is almost as practical. Hire cars are cheap and you could stay as far away as Lloret de Mar yet remain within relatively easy range, although central Barcelona is better if you can find something affordable (and it has a good rail service to the circuit). Often fairly empty prior to Fernando Alonso's invention, the circuit has become a bubbling cauldron. The races are often a bit rubbish, but the long, high-speed sweeps make it a fine theatre at which to appreciate the art of a lone F1 car.



Cash barriers? At Monaco Grand Prix time you'll find better value along the coast, in Nice or Menton

MONACO
ROUND 6

AGAIN, like Barcelona, the principality tells you rather more about driving than racecraft. The stats reveal that Monaco's lap speed is the season's slowest, but drivers claim it feels like the fastest and that's how it looks from trackside, too, because proximity embellishes the spectacle. It's not cheap, but you'll find fair hotel deals in Nice and a daily return train ticket is about €7 (cramped, but practical). Airlines (even the budget variety) ramp up their fees at race time, so you need to book early to pay closer to £100 than £350. Eurostar is a good option, though: online sales open three months before travel and, if quick, you can buy a non-flexible, premier-class return from London to Nice for about £220 (or significantly less for standard). There are worse ways to spend a day than watching France waft by.



CANADA
ROUND 7

MONTRÉAL would be one of the world's most appealing cities even if it didn't have a Grand Prix, so the Circuit Gilles Villeneuve is an added bonus. Hotels vary from reasonable to outrageous, but booking.com usually unearths something to suit all budgets. The city's efficient metro network runs to the track, and generally this is a venue with great spirit and very few downsides. There aren't too many direct flights, but it's a bit cheaper to fly to Newark, New Jersey – and the drive through upstate New York towards the Canadian border is a landscape-rich, five-hour treat. Recommended.

BRITAIN
ROUND 8

ODDLY, this is the one about which I've probably learned least. When I first attended, in 1977, a three-day ticket cost £16 and paddock security knocked off at about 5pm, so everybody could get in and mooch about behind the pit garages. Some bygone traditions are overdue for reinvention.



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GERMANY
ROUND 9

HOCKENHEIM and the Nürburgring are reasonably easy to reach from Calais – although that's more practical if you hail from Tunbridge Wells rather than Tayside or Truro. It's worth the effort, though: proceed towards Hockenheim via eastern France and you can stop awhile at Reims, perhaps to take a picnic lunch on the old pit counter. And the most efficient Nürburgring route takes you past Spa: win-win, basically.



HUNGARY
ROUND 10

LET down only by the fact that the circuit isn't as inspiring as the city that spawned it. As F1's lone staging post in eastern Europe, though, Budapest has a fantastic atmosphere (most of Finland pops down to watch). It also benefits from low-cost flights and, if you choose carefully, cheap accommodation. Last year three of us paid £18 each per night for single rooms close to the urban hub. They were in an old apartment block, up about 120 stairs, but wifi was included and it provided everything you might need (a bed, mainly).

BELGIUM
ROUND 11

NEARBY HOTELS are few and far between, but independent travellers can still find quaint guest houses within much easier reach. Stout boots and stamina are required to appreciate the whole lap, but the rewards justify the endeavour. Spa is only about three hours from Calais and you can buy splendid wine and cheese on the way back. What's not to like?



Ancient Monza barrier. Below left, cheap Nürburgring chalet and Hockenheim's Clark memorial

ITALY
ROUND 12

LOW-COST airlines fly from several main UK airports to Milan Linate and Bergamo, both of which lie 30-35 minutes from the Monza car park. There are many hotels within striking distance, but deals flit from year to year and so have I. First-time visitors are advised to reach the circuit early on Thursday, to allow ample time to wander around the old North and/or South Banking. It's steeper than it looks: last year, GP2 racer Johnny Cecotto Jr tried to run up with his physio and tumbled awkwardly. At least he took the trouble to explore: such appreciation for the past is all too rare among his peers.



All right on the night: Singapore proved to be an instant hit

SINGAPORE
ROUND 13



SHOWS how a new race should be. A wonderful venue that permits Monaco-scale proximity, but costly too. Flights from the UK are likely to nudge £600, the ancient art of hotel price-hiking is well understood, and quoted rates might not include taxes. As luxury weekends go, though, it's pretty special (some food markets offer fantastic fare for a pittance). The local light rail system stops close to several circuit gates. A good thing, this: in the fierce humidity, long walks are not advised,

KOREA
ROUND 14



READ the intro. There's not much wrong with the circuit, which blends elements of Silverstone, Monza and Monaco, except that it's in the wrong place.



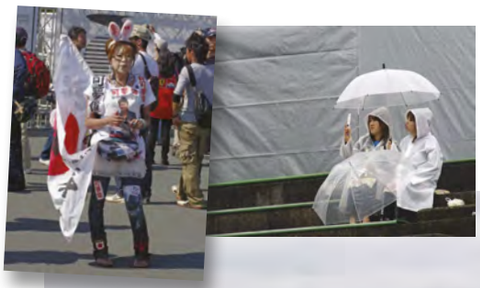
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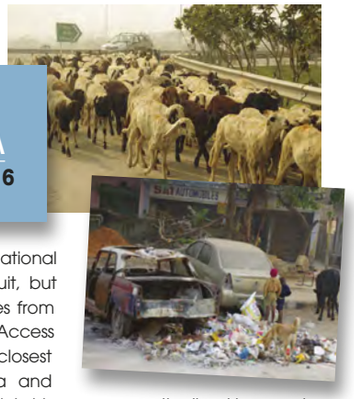


JAPAN
ROUND 15



A LONG trip from Europe, but not overly complicated. Nagoya is the closest major airport: from here take a shuttle towards the central rail station, then an Osaka-bound Kintetsu Line service to Shiroko to pick up a bus or taxi. You could fly to Osaka and reverse the above, or else Tokyo (although Narita Airport is an hour from the main rail hub, from where you catch one of the world's finest inventions, a bullet train, to Nagoya). At the end of it all lies Suzuka, the Spa of the Orient, a wonderful asphalt ribbon that remained totally unspoiled when facilities were upgraded a few years ago. Nearby hotels are few, far between and monopolised by teams, so quite a few folk commute from Nagoya. Note that rail fares aren't cheap, not all stations take credit cards and many ATMs refuse European plastic. Take plenty of cash, then.





INDIA
ROUND 16

BUDDH International is a fine circuit, but was built miles from anywhere. Access from the closest towns (Noida and Greater Noida) hinges on erratically driven cabs that will encounter flocks of sheep being led the wrong way along dual carriageways and other local clichés. Fresh hotels are being built and the opulence of fresh construction clashes starkly with rampant poverty nearby. The mood is engaging, but prices are quite high and smog levels worse still. The best advice is to fly to New Delhi, cross your fingers and accept it for what it is. India had many more pressing needs, though, than a racetrack.

ABU DHABI
ROUND 17

THE local desert might one day disappear, such is the rate of construction in the United Arab Emirates. Abu Dhabi's Yas Marina circuit was built on a spare bit of sand and is distinguished by its architectural conceits. You can fly to Abu Dhabi or Dubai for about £350 – and some people choose to stay in the latter, because it's a little cheaper and the circuit is only 45 minutes away if your hotel is at the right end of town (it takes almost half an hour from central Abu Dhabi). Hire cars cost next to nothing, although cameras automatically debit your credit card for speeding and parking fines that are easily incurred.

UNITED STATES
ROUND 18

THERE are various travel options, but direct flights from the UK to Houston deposit you a couple of hours from Austin by road and from there you can proceed via the Interstate network or else interesting back roads that pass through quaint, quiet towns. Last year there were all sorts of scare stories about a shortage of accommodation in Austin (and the prices), but three of us paid £200 per night for a triple suite, despite only booking it upon arrival. This year there might genuinely be a problem, given the race's clash with a major college football match, but the circuit is exquisite and Austin – a compact, friendly city with live music drifting from every bar window – is the perfect complement. Just go.



BRAZIL
ROUND 19

INTERLAGOS has changed little in spirit since the 1970s and is all the better for it. The flight is long and can be expensive, a taxi ride from airport to city takes forever and you are advised not to walk around wearing expensive jewellery. The circuit is surrounded by armed police – all the more so since Jenson Button was victim of an attempted carjacking in 2010 – but you forget the potential hassles once you're inside, for there is no finer track on the schedule. Magic, but with a hint of menace.



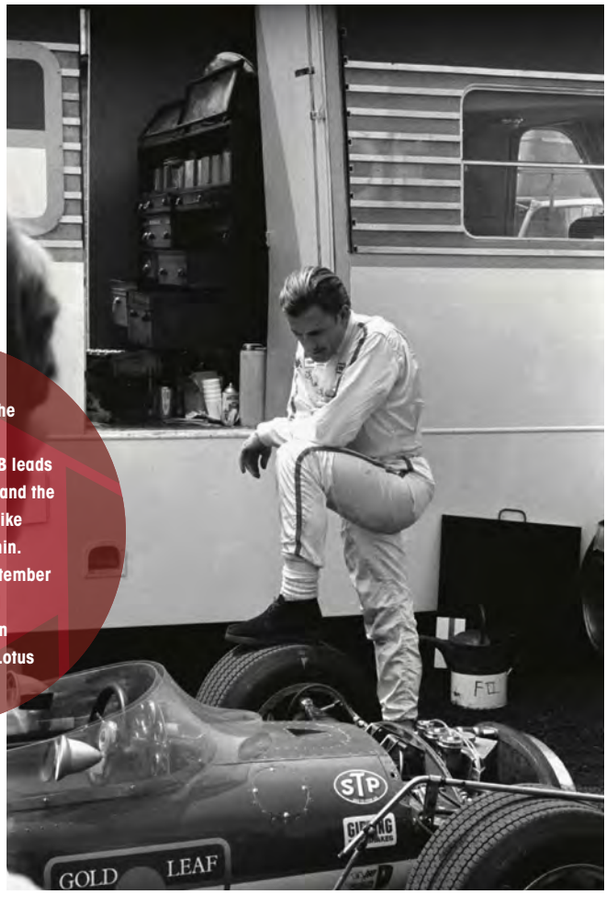
Interlagos was quite remote when it opened in the 1930s, but São Paulo's suburbs soon caught up

Private View

A 'You Were There' special

An audience at the Palace, from back when F2 mattered enough for Ferrari to send a works team





Top: in the first heat of the 1967 F2 London Trophy, Jackie Oliver's Lotus 41B leads the Protos of Brian Hart and the works Cooper T84s of Mike Beckwith and Peter Gethin. Right: Holts Trophy, September 1968. Soon-to-be World Champion Graham Hill in thoughtful mood by his Lotus

We've stretched the definition of the word 'amateur' slightly to let us use these wonderful images, as the man who took them went on to become a highly respected professional photographer in the automotive field, whose work you will have seen in all the top motoring titles. However, when Ian Dawson set off for Crystal Palace in 1967 and '68 he had yet to earn a penny with his camera.

"I had just completed my BA in Fine Art at Camberwell School of Art, doing sculpture as a post-grad – all completely non-appliable! The photography was only to record my own work. But I was obsessed with racing and lived near Crystal Palace, so I would pack my kit, put on my quilted nylon rally jacket and spend all day there. I had a Russian Zenit SLR camera, given to me as a 21st birthday gift a couple of years earlier. It was very agricultural in build: the lens had an air bubble in it (I still have it!) and the shutter button felt like someone had emptied sand into the mechanism!

"I had no formal instruction in photography; I taught myself, even building a darkroom and developing and printing all my own films. I eventually saved my pennies and bought a 'previously cherished' Nikon Nikkormat and lenses. That was a step in the right direction…"

Ian also made a racing film at the Palace, called *Close-up Heroes*. "I chose F2 because you could get great access to the drivers, and the F2 guys seemed very real." That led to film work for racing sponsors, and then on to his unintended career in car photography, with Ian's first professional shoot appearing in *Car* magazine in 1975. But he looks back fondly to those early days.

"The wonderful thing then," Ian reflects, "was that as the mere mortals we were (and are still) it was possible to walk amongst the gods, our heroes. It was an amazing time – dangerous, yes – but amazing all the same."

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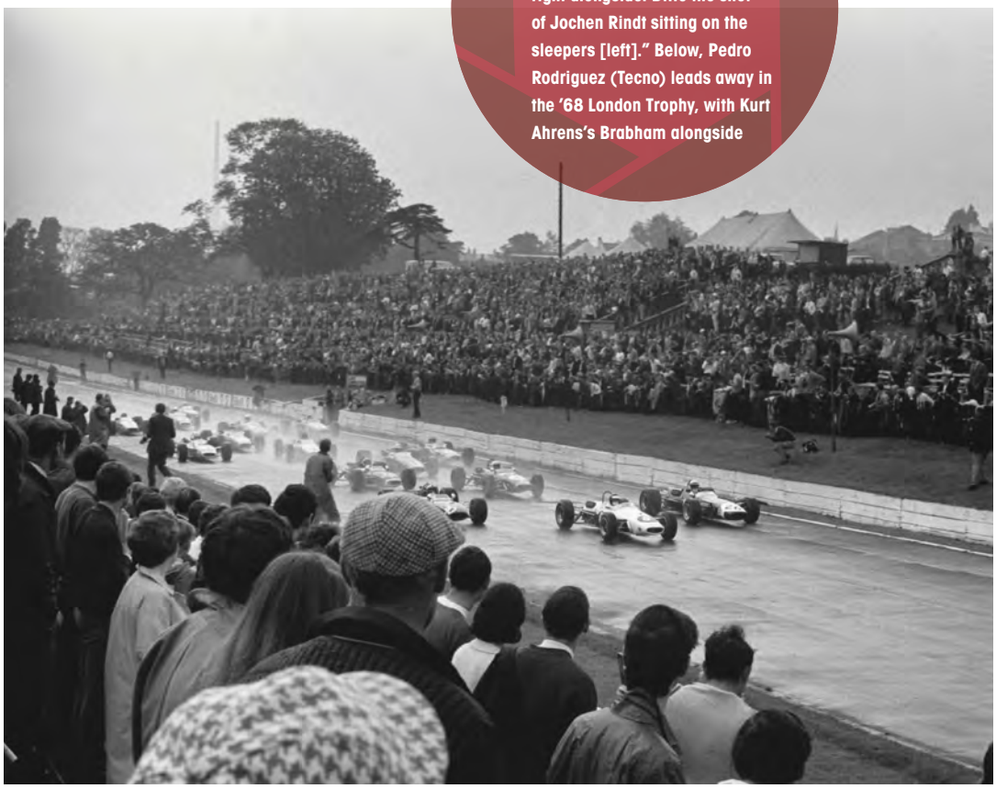


Jacky Ickx has a few moments to himself beside the Ferrari transporter. "I really like this shot," says Ian. "It's an interesting composition. You can see people looking down at him but they know to leave him alone. It was just a lucky moment – I only had a 58mm lens which meant going in close."



Top: Holts Trophy event, September 1968. "By now I'd blagged my way into the pitlane," recalls Ian, "which is how I got right alongside. Ditto the shot of Jochen Rindt sitting on the sleepers [left]." Below, Pedro Rodriguez (Tecno) leads away in the '68 London Trophy, with Kurt Ahrens's Brabham alongside





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Lunch with...
NORMAN DEWIS





During 33 years and more than a quarter of a million 100mph miles, this dedicated team player helped make Jaguar great

BY SIMON TAYLOR



James Mitchell

Marque loyalty is an old-fashioned concept these days. A driver will swap seats after a season or two, a designer will change teams, an engineer or technician will quietly ask around to tease out available opportunities. Everyone's looking to maximise their career potential, and more power to them. It's the same in today's global motor industry: a familiar face from Ford will pop up at BMW, a rising star will exchange Turin for Detroit.

But back when a few at least of the great car makers were still private businesses with paternalistic proprietors, some famous companies enjoyed a true family feeling among their key employees. This shared unity of purpose translated into the firm's products, helping a strong identity to run through each successive model.

There's no better example of this than Jaguar. Founded, and run with an iron hand, by Bill Lyons, it enjoyed its greatest days in the 1950s under a tight team of loyal servants: engineering boss Bill Heynes, racing manager Lofty England, vehicle engineer Bob Knight, aerodynamicist Malcolm Sayer and development test driver Norman Dewis. All of those names spent the majority of their working life with Jaguar. Norman's own service adds up not only to 33 years but also to more than a quarter of a million miles at over 100mph, perhaps further at those speeds than any other man. The road behaviour and fitness for purpose of all the great Jaguars is very much down to the relentless work put in, often seven days a week day and night, by Norman.

Having joined Jaguar from Lea-Francis in 1952, Norman remained on the staff until the mid-80s. By then Lyons, Heynes, England, Knight and Sayer were all gone, and Jaguar was part of British Leyland. Norman now had to work through a diluted and bureaucratic reporting structure that was worlds away from the direct link he'd enjoyed to Heynes, and the frequent after-hours visits from Lyons himself to enquire how things were going.

Then, six months after he retired, his beloved wife Nan suffered a stroke. She was given two years to live, but Norman nursed her devotedly for seven. After her death he started a new life, travelling the world talking to Jaguar enthusiasts and clubs, recounting his inimitable stories about the cars he helped to develop and the people with whom he did it. He's been doing that for 20 years and, at an extraordinarily energetic 92 years of age, he shows no sign of slowing down. Some forward planning was required to pin down this busy man for lunch at the Fishmore Hall Hotel in Ludlow, not far from his Shropshire home.

Norman was conveniently born in Coventry, the heart of Britain's then thriving motor industry, in 1920. Early evidence of graphic talent resulted in a scholarship to art school; but he never took it up, for when he was only 14 his coalman father died suddenly. With the breadwinner gone he had to leave school at once and go to work, initially as a grocer's delivery boy for 7s 6d (37.5p) a week. He lived in Humber Road, named after the big car factory along its length, and soon he was asking at the gate to see the labour manager – »»

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which is how, still only 14, he became a Humber worker, fitting wings and bonnets.

At 15 he moved to Armstrong-Siddeley, because they were able to offer him a proper five-year apprenticeship. That included a stint in the chassis department, where he learned to drive, and eventually to take the naked chassis on their shake-down runs. This progression was brought to an abrupt halt by the declaration of war in September 1939.

At once Norman, still a teenager, joined the RAF and was soon occupying the centre gun turret of a Blenheim bomber. Invalided out in 1942 he became an Air Ministry inspector, checking war production in the Midlands factories, including Lea-Francis. So when war ended in 1945 it was Lea-Francis that he joined, building engines, and then testing chassis on its quality range of post-war saloons and sports cars. They were built in small numbers, but great pride was taken in their hand finish. "We rather looked down on Jaguar, thought they were a bit mass-produced. But we couldn't work out how they did it for the price."

The twin-high-camshaft Lea-Francis engine was used by Connaught in their early cars, and also in American midget racing as an alternative to the ubiquitous Offenhauser. In 1948 Norman accompanied Ken Rose and Albert Ludgate of Lea-Francis to America to see the engine in action, quite an adventure for the lad from Humber Road. Meanwhile he took note of the burgeoning 500cc Formula 3 movement, and with a fellow LeaF employee designed and built a neat Rudge-powered F3 car, the DNC. In its first race, at Silverstone in July 1950, he qualified on pole and led for two laps before the cylinder barrel parted company from the crankcase and came out through the bodywork. It was rebuilt to do more races in 1951.

As national car production got back into full swing Norman realised Lea-Francis was not in a very strong position. He put out feelers, and in October 1951 he was summoned to Bill Heynes' office in the old Swallow Road works to discuss a job as development test driver. "I thought Jaguar seemed a tatty place, but Heynes told me about their big plans for the future, and showed me the experimental department." There he saw not only the C-type that had won that year's Le Mans 24 Hours, but also a mock-up of a new type of brake that, instead of an enclosed drum, had a rotating disc with external pads rubbing on it. After a haggle about money – "Jaguar had a real reputation around Coventry for being poor payers" – Norman was hired, reporting direct to Heynes who was effectively one down from Bill Lyons himself. He started on January 1, 1952.

"The Old Man liked to wander around after most people had gone home. About a week after I'd joined I was working late in the experimental department, and he came in and said, "Are you Dewis? I'm Lyons." He called everybody by their surnames. To us he was still Mr Lyons, he didn't become Sir William until 1956. He took me into the body shop, showed me a couple of ideas they were working on, and asked for my comments. Team spirit, you see: it started with the way the Old Man would involve you, and went on down from there."

Norman found no properly regimented test procedures at Jaguar. His predecessor, Old Harrovian Ron "Soapy" Sutton, had moved on to Alvis to test military vehicles, and there was no consistency in any of the trials that were taking place either with the road cars or with the C-types. Norman lost no time putting in proper routines, and in this he had Heynes' full support. "He was my boss until he left in 1969, a beautiful engineer and a great character, and always stood by me. If the production people complained that they were having to over-engineer components because I was turning stuff down, refusing to sign it off, he'd always back me up. Bob Knight, too: a brilliant suspension man. Jaguar's reputation for ride and comfort – but not at the expense of handling – started with Bob. It took us a lot of development work to get it to the levels he wanted."



From the start Norman was heavily involved with the disc brake programme, working with Harold Hodkinson of Dunlop. The early versions were prone to alarming failures, due mainly to boiling brake fluid and pad knock-back. As well as Norman's own testing routines at the Motor Industry Research Association (MIRA) track at Lindley, regular works drivers Tony Rolt, Duncan Hamilton, Peter Walker and Stirling Moss also tried the early C-type with disc brakes. "They were all deeply suspicious of it, although Moss was the first to recognise its potential." As part of the test process a disc-braked C-type was entered for the 1952 Mille Miglia, with Moss as the driver, and Norman was sent along as passenger to monitor the brakes' behaviour.

The race began in wet conditions, and at Ravenna Moss was in 12th place. The C-type had several dust-ups with the works Mercedes-Benz 300SLs but by Florence, despite a leaking fuel tank and shot rear shock absorbers, they had climbed to second overall. The brakes were standing up well, but in the Abruzzi mountains a stream of water running off the hillside caught Moss out. They hit a rock and broke the steering, and with 100 miles to go their race was run. It was the start of Moss' fascination with the Mille Miglia, which would culminate in his victory for Mercedes three years later.

Before flying home Moss sent a fateful telegram to Bill Lyons insisting that the C-types needed more straight-line speed before Le Mans if they were to beat the 300SLs. "I stayed behind to repair the Mille Miglia car before I could drive it home, and by the time I got back to Coventry the three Le Mans C-types had already been modified for more top speed, with longer noses and tails. This required changes to the cooling system, and I was dismayed to find they hadn't been properly tested." They were also back on drum brakes.

The 24 Hours was a disaster: after cooling problems emerged in practice, Moss' car was converted back to the old-type radiator, but suffered engine failure, and the other two retired with overheating. "The Old Man was really livid after that. He said, 'Nothing like this will ever happen again. In future no changes will be made without proper testing.' So the debacle strengthened my position. From now on, everybody knew that structured testing was essential.

"Lofty England did a good job as team manager, but he was very dictatorial, and he did have the habit of being always right. He would never be corrected. He and Heynes didn't get on at all. I had several rows with Lofty when he wanted to change something without due evaluation. If he got his way and it went wrong, he'd never admit it was down to him. It was always the driver's fault."

Norman was back at Le Mans in 1953, now as reserve driver across the three-car team. He therefore needed to qualify, and was sent out to do his laps on Thursday in the spare car – which, like the Tony Rolt/Duncan Hamilton C-type, was also wearing No18. So two cars numbered 18 were on-track at once, an error by England, and the organisers threatened disqualification. Lyons himself had to apologise – and C-type no18 won the race.

The famous banked triangle at MIRA, the first place on British soil for continuous high-speed testing following the demise of Brooklands, was opened in 1953, and Norman became its most frequent inhabitant. Meanwhile the Belgian motorway from Jabbeke to Aalter had become a useful venue for speed attempts, as the authorities could be persuaded to close one side of the dual carriageway, with the RAC Belgique providing independent timing.

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[1] In 1950 Norman built and raced this F3 car, the DNC [2] As passenger in XKSS with Prince Michael of Kent [3] Posing with the record-breaking XK120 at Jabbeke after beating 172mph [4] On the way to fifth place with Broadhead D-type in 1955 Goodwood Nine Hours [5] Norman in first D-type at MIRA with Minister of Transport Alan Lennox-Boyd aboard. Bill Lyons is second from left behind [6] Norman accompanied the young Stirling Moss in works C-type on 1952 Mille Miglia, mainly as part of disc brake development



Jaguar made headlines in 1949 when Soapy Sutton achieved 132mph in a near-standard XK120, and in 1953 they returned with an XK120 and a MkVII saloon. "In the XK I got just over 140mph, a production car record, and in the MkVII I managed 121, which was an incredible speed then in a big four-door saloon. Then one evening the Old Man came down and said to me, 'Dewis, I see you've lost your record. What are you going to do about it?' I hadn't heard that the Spanish Pegaso people had gone to Jabbeke with a supercharged V8 thing, not a real production car, and they'd done 151mph.

"I thought the XK120 had gone as fast as it was going to go, but Malcolm Sayer reckoned we might find a bit more with a full-length undertray and a plastic bubble off a glider over the cockpit. We took the seat out and I sat on the floor under the bubble, and we removed the headlights and ducted air from one side to the carbs to get a ram effect. We buffed the tread off the tyres and blew them up to 50psi, to make the contact area as small as possible. We decided to do it at dawn, when the air would be cool and dense. They'd closed five miles of one side of the dual carriageway, but even at that hour there were crowds standing along the centre reservation to watch. We were pulling our highest ratio, 2.9:1, but our engine man Jack Emerson said, 'Don't go over 5800rpm, you might throw a rod'.

"It's a lovely clear morning, and when I pass the black and white boards to start the measured mile I'm pulling 6200rpm. I turn round at the other end – I can't get out, because the cockpit cover's screwed down; it's very hot and airless inside – and Dunlop Mac checks the tyres and gives me the thumbs-up. I go back the other way, and I pull 6300 this time. I get to the end, they unscrew the bubble, I'm red-faced gulping in air, and nobody says anything.

"Then Lofty says, 'You got a problem, Norman?' 'No,' I say, 'It's running beautifully. I was pulling 6.2, 6.3.' Lofty says, 'The rev-counter must be playing up, you were slower than you were in April.' He plays me along for a few moments, then he says, 'You bugger, you've done 172.4. The timekeepers have confirmed it, they're producing the certificates'."

Sixty years ago that was an astonishing speed for a production car, and the record made headlines around the world. But the Belgian authorities decided that, with crowds lining the road, the potential for disaster was great, and no more speed attempts were allowed. Norman also drove X11, the one-off interim C-type/D-type car, the same day but a cracked injector pipe kept its speed down to just under 180mph.

Norman's daily work at MIRA continued, and in 1954 he was lucky to escape when a C-type being used to try fibreglass body panels seized its final drive coming off the banking at maximum speed. "It cartwheeled onto the infield, coming to rest upside down on top of me with fuel and hot oil everywhere. A couple of hefty Irish labourers were resurfacing part of the track, and they ran over and lifted the car off me. In the pub that evening I bought them all the Guinness they could drink."

It was in 1955 that Norman had his only works Jaguar drive in a race – nothing less than the Le Mans 24 Hours. The C-type had been succeeded by the D-type, on which Norman had done a massive amount of early testing. After the D had been narrowly beaten by Ferrari at Le Mans in 1954, the much-improved long-nose car was readied for the 1955 race, and three works cars were entered for Mike Hawthorn/Jimmy Stewart, Rolt/Hamilton and Don Beauman/Desmond Titterington. Beauman, an old school friend of Hawthorn's, was hired after a test under Lofty's eagle eye. But, two weeks before Le Mans in the Nürburgring Eifelrennen, both Stewart and Titterington crashed their Ecurie Ecosse D-types. Titterington was laid up in hospital in Germany, and Stewart decided to retire from racing. So, days before the race, Ivor Bueb was drafted in as Hawthorn's co-driver, and Norman – who had already done more sheer miles in D-types than anyone else – found himself elevated from reserve driver to become Beauman's partner.

> "I had to ask the way. You can't drive a D-type and read a map"

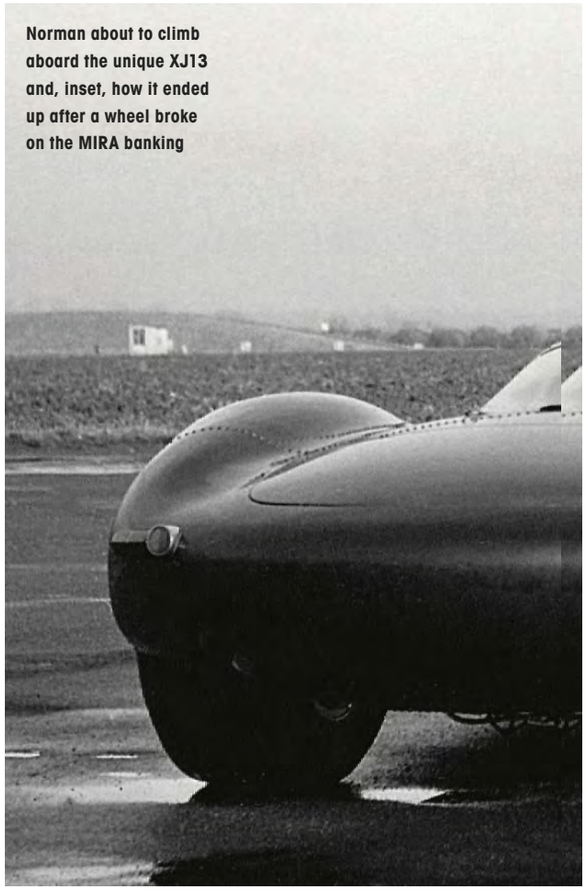
The tragic story of Le Mans 1955 needs no repetition. Just before 6.30pm on Saturday, Hawthorn's leading D-type lapped Lance Macklin's Austin-Healey and then pulled to its right to come into the pits. Macklin, caught by surprise, swerved to his left, just as he was being lapped by Pierre Levegh's Mercedes 300SLR. The Mercedes ran up the tail of the Healey and was launched into the packed spectator enclosure opposite the pits. Levegh and 83 spectators were killed, and 120 injured.

The accident unfolded in front of Norman, who was waiting in the pits to take over the No8 D-type from Beauman. "I believe strongly that the accident wasn't Hawthorn's fault. If you study the stills from the movie footage that exists, you'll see that as Hawthorn pulls to his right approaching the pits, Macklin swerves unnecessarily far to his left to avoid him. There was actually room for Levegh to go between the Healey and the D-type – but by then Levegh was committed to passing Macklin on the left, and couldn't avoid using the back of the Healey as a launching pad.

"We were all on the pit counter waiting for our driver changes, Bueb for Hawthorn, Hamilton for Rolt, me for Beauman. I saw Hawthorn with his hand up, coming in, I saw Macklin swerve sharply left, I saw Levegh hit him. The fire and carnage were directly across the road from us, but it didn't affect me, to be honest. I'd seen bad things in the war, and there was a job to do. The only person it did affect was Ivor. He said, 'It's suicide. I'm not driving'. Lofty just said to him, 'Bueb, get in the car', and sent him out while he dealt with Hawthorn.

"Beauman handed over to me, and I did my two-hour stint. I remember winding in Kling's 300SLR, and tailing him for three laps until finally I towed alongside on the Mulsanne just before the kink. I was pulling 6200rpm, which was 192mph on that gearing, and I went ahead. That put us fourth. I got the 'in' board after my two hours, but as they refuelled the car Lofty shouted, 'Stay in! Stay in!' so I did another hour, before handing back to Don around 10pm. We were looking good. We needed to stay out there until Sunday afternoon – and then just after midnight Don put it on top of the sandbank at Arnage. He couldn't get it off, so gave up and walked home. It didn't occur to him that the metal tonneau cover would have made a good shovel to dig it out."

In the early hours of Sunday morning, on orders from Stuttgart, Mercedes withdrew their remaining cars from the race. The D-type of



Norman about to climb aboard the unique XJ13 and, inset, how it ended up after a wheel broke on the MIRA banking

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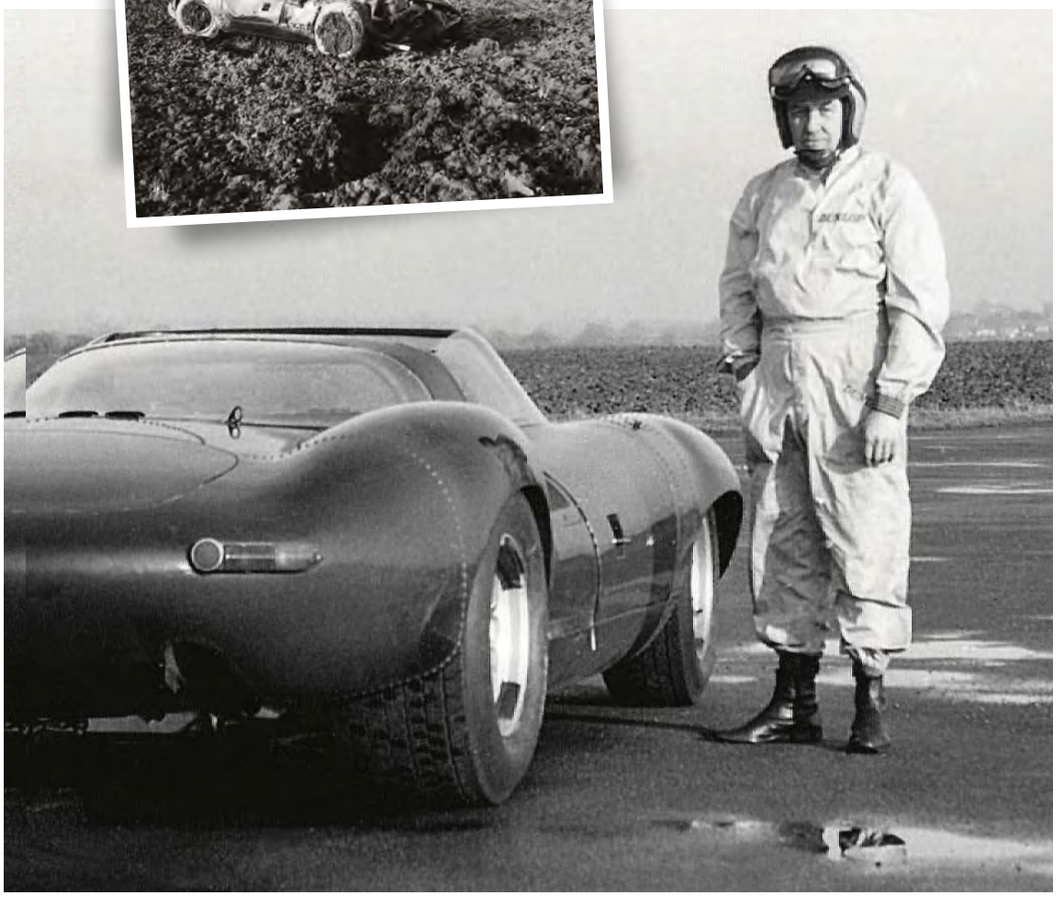
Hawthorn and Bueb went on to score a hollow victory, but added to the Le Mans disaster for Jaguar was the tragic death of Bill Lyons' only son, John. Driving down to Le Mans on the Monday before the race, his MkVII hit a truck and he was killed instantly. Having completed an apprenticeship at Leyland, he was sampling various departments around Jaguar to learn the family business, and one wonders how different Jaguar's history might have been had he been around in the 1960s to take over the reins from his father. And four weeks later Don Beauman was dead, too, killed at the wheel of his Connaught in the Leinster Trophy race.

All the works Jaguar drivers were paid a fee per race and start money. Norman, as a waged employee, didn't get paid for his Le Mans drive, but did think he deserved his £260 share of the start money. "Two weeks later I'd had nothing, so I told Heynes, who raised it with Teddy Huckvale, the Finance Director. He was tight, even tighter than the Old Man. He called me to his office, wrote out a cheque, and threw it down on the desk. I picked it up, and it was for £156. I told him it was meant to be £260, but he said he'd deducted £104 for hotel bills. Rolt and Hawthorn and co didn't have to pay their hotel bills, of course, but Huckvale said I did because I was an employee. If I'd known I would have stayed in the £5 a night flophouse with the mechanics! Until you worked for Jaguar, you didn't know what mean was."

Norman's other long-distance race was the 1955 Goodwood Nine Hours, when Jaguar PR manager Bob Berry asked him to share the ex-works D-type he was driving for entrant Jack Broadhead. Norman had to get Bill Lyons' permission, which was grudgingly given. Despite an off by Berry in the final hour, which required some body repairs, they finished fifth.

In May 1956 Norman earned his keep with two very hectic weekends in Europe, both involving Paul Frère. Frère wanted a mount for the big production car race at his home track, Spa, and asked Lofty England for one of the recently-introduced 2.4-litre saloons. One was readied with a C-type head, and Norman ran it up to 127mph at MIRA before driving it on the road, alone, to Spa. Up against Porsche 1600s, Mercedes 220S saloons and Jo Bonnier in a works Alfa Romeo, the 2.4 qualified well, but at the end of Saturday's practice Frère came in to report that the gearbox had gone.

"The little lock-up Paul had found me in a village at the other end of the circuit had no pit and no ramp. The 2.4 was the first unitary-construction Jaguar, so the only way to get the gearbox out was from underneath. But with no means of access all I could do was take up the carpet and drill a series of holes in the floor, and then hacksaw between the holes and bend up a flap in the floor with my feet, like opening a tin, to lift the gearbox out. The bearing on the back of the layshaft had seized, and there was a tooth off second gear. The Brussels Jaguar dealer didn't have a spare gearbox, but he sent some bits to Spa, which arrived around 7pm. So I work into the night, rebuild the box, and put it all back together. Then I try the gears, and I can't get fourth. Take it to bits again, and find I've put in a shim wrong. Put it back together, and now I can't get first. I'm tired now, and that's what happens when you're working on your own – although David Murray of Ecurie Ecosse heard what was going on, and lent me his chief mechanic, Stan Sproat, for a while.



"I work through the night, and next morning Paul rings to see how I'm getting on. When he hears the car's still in bits he says, 'Well, we can forget the race'. 'No, no,' I say, 'We've got an hour before the race starts. Just hang on'. I've got no welding equipment, of course, so I kick the folded-back floor into position as best I can and put the carpet back over the holes. Then, with minutes to go, I have to get the car back up to the starting grid. The shortest route is on the circuit, going the wrong way. The Belgian marshals block me until I make them realise it's the local hero's car, and they wave me through. I get it to the grid, and just have time to shout to Paul to take it steady for the first two laps until he can be sure the gearbox is all right.

"As soon as Paul had gone past to complete his second lap I relaxed, and fell dead asleep. I saw nothing more of the race. Paul overtook the Mercs, led his class, got up among the Porsches, and on the last lap he passed the leading Porsche to win the race outright." Norman shared in the Ecurie Ecosse victory dinner that evening – Ninian Sanderson's D-type had won the main sports car race – and then on Monday morning he threw his tools into the 2.4, and drove it back to Coventry.

Eleven days later Frère was practising a works D-type for that weekend's Nürburgring 1000Kms when he went off in the wet. "He cartwheeled down the valley, got out without a scratch, but the car was finished. This was late Friday afternoon. Lofty phoned Coventry and told Heynes I had to get another D-type over to Germany for 11am Saturday. I drove it down to Dover, caught the overnight ferry to Ostend, and at dawn I was roaring down the Jabbeke road towards Brussels. On through the Black Forest towards Düsseldorf, and then I got lost and had to ask the way. I had a map, but you can't drive a D-type and read a map. There wasn't too much traffic, fortunately, and the weather was clear, so I was really pressing on. I got there with 20 minutes to spare. The car was scrutineered, and Paul and Duncan Hamilton took it straight out to practise. They still had to start from the back, but they'd climbed up to sixth when the gearbox broke."

With Jaguar's withdrawal from racing at the end of 1956, more of Norman's time was

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devoted to road car testing, although he was still responsible for development work on customer race cars for teams like Ecurie Ecosse and Briggs Cunningham. He continued to spend much of his working life at MIRA, and remembers taking the Duke of Edinburgh around the banking in an XKSS.

"All his security people said I wasn't to do more than 80mph, but once we were out there he pointed to the top of the banking and shouted, 'Take me up there'. At about 135mph he wanted to know what revs we were doing. Then going down the back straight he motioned me to stop. I thought maybe he was feeling a bit queasy. But he said, 'Will you let me drive?' So I let him take over, and when we passed the security chaps they were waving frantically. When we stopped they started to be really angry with me, but Philip silenced them at once, saying it had been at his request. Then he said to me with a grin, 'Do you think I make a good driver?' I said to him, 'I think you're Orroight'.

"Then I was asked to assess Prince Michael of Kent because he wanted to get a sports car. We had a private session at MIRA on a Saturday morning, and he drove an XKSS while I gave him a few pointers. A few days after that I'm in the office late one evening, and the Old Man comes down waving a newspaper. 'Dewis, you didn't do a very good job with Prince Michael. It says here he's just ordered a new Aston Martin…"

Norman has stories about developing every type of Jaguar, not least the remarkable E-type. The earliest prototype, E1A, first ran in May 1957; E2A was raced in Cunningham colours in 1960. In the run-up to the E-type's launch in March 1961 Norman put in days and weeks of sorting at MIRA and elsewhere to ensure that the agreed goal of 150mph was attainable. In the first published road tests both coupé and convertible duly achieved that figure – a sensational speed more than half a century ago for a series production car costing barely £2000. For Norman the E-type was "an icon".

But ask him which Jaguars he remembers most fondly, and he'll list the XK150S – "a beautiful car" – and, of course, the long-nose D-type. And he reserves a special place in his heart for "my XJ13. I know she caught me out, but she's still a lovely thing".

That unique XJ13, the first mid-engined Jaguar, was completed in 1966, using a four-cam five-litre V12. "It was intended for Le Mans originally, but the merger with BMC was going through, and when it was finished the Old Man sent around a memo saying it wasn't to be driven. I really wanted to know what it was like, of course, so a few weeks later I said to George Mason, who'd built it, 'Don't tell anyone, but put the XJ13 on a trailer on Sunday and take it to MIRA. I'll see you there at 7am'.

"Well, it was all unsorted, the handling was bloody awful and it wouldn't steer straight. But I did four laps of the outer circuit at an average of 157mph, faster than I'd ever gone with a D-type. First thing Monday morning I get a message: Sir William wants to see you at once. I go into his office, he's standing with his back to me looking out of the window, hands clasped behind his back. 'Where were you yesterday, Dewis?' 'I was at MIRA, Sir William.' 'Yes, you were at MIRA with the XJ13. I circulated a memo specifically saying it was not to be run'. 'Oh,' I said, 'that was three weeks ago. I thought it was just a temporary ban'. He turned around from the window, his face very red, and said, 'Oh, you did, did you? Next time I send you a memo, Dewis, do as I say. Now then, how did it go?' He was longing to know.



"I told him it was quick, but needed a lot of work, and I asked him if we could carry on. Eventually he said, 'I suppose you could test it on Sundays, when things are quiet, and in your own time'. So over the months that followed we gradually developed the XJ13 at MIRA, and at Bruntingthorpe we did more than 200mph in straight-line tests. Then in 1968 came the amalgamation with Leyland. Their boss Lord Stokes operated a formal no-racing policy, and the XJ13 was put away."

But in 1971, when the V12 E-type was being launched, it was dusted off to make a publicity film. It got a complete check-over, and the wheels it had worn for most of its testing life were replaced with new ones from the stores.

"I was high on the banking at about 135mph when the offside rear wheel broke. It spun down the banking onto the infield, dug in, did two cartwheels and then a series of barrel-rolls. I wasn't strapped in, but while it was all going on I managed to wedge myself under the scuttle. The wreck ended up on its wheels, and I got myself out." Miraculously he had severe bruising but no broken bones. "I had a hospital check-up and went home. I told Nan I'd had a busy day, and wanted an early night. I was so stiff next day I had to force myself to get up and go to work. Unfortunately one of the MIRA people leaked the story to the *Coventry Evening Telegraph*, and Nan read 'Mr Norman Dewis crashes experimental vehicle at 140mph'. So no secrets from her." It was two more years before the badly damaged monocoque was rebuilt, and the XJ13 ultimately became part of the Jaguar Daimler Heritage Trust.

"After the Leyland takeover I found myself working for this big loose organisation, where they'd have two men to do one man's job. The Old Man retired as managing director in 1967, although he carried on as chairman for a bit, and Heynes retired in 1969. Malcolm Sayer died of a heart attack in 1970. Lofty England was managing director for a while, and so was Bob Knight – until 1980, when he had to deal with John Egan as chairman. They disagreed about engineering policy, and one morning Bob packed up his things, left his car keys and office keys with me, got on the bus and went home.

"I crossed swords with Egan when he called a big management meeting – he was a very good showman on stage – and said, 'Right gentlemen, on such-and-such a date we're going to launch the new XJ40'. I stood up and said, 'Where did you get this launch date from? There are 14 more test procedures I haven't signed off yet'. Egan summoned me and Director of Engineering Jim Randle to his office, and I said to Jim, 'I'll carry on with the programme, but in three months I'm retiring, so you'll have to sort it out'. Well, they launched the XJ40 on that date, and it was the worst Jaguar that ever left the factory. Eventually they got it right and it was a beautiful car, but by that time the warranty costs were horrendous and two dealers in America had gone bust.'

Since Norman's retirement from Jaguar in 1985, and then following Nan's sad illness and death in 1993, his life has been incredibly busy. A natural story-teller, he has held audiences spellbound without notes around Europe, in America, in Australia and New Zealand. He has helped revive the British Racing Mechanics' Club, and has taken part in a huge variety of Jaguar events, including D-type cavalcades to Le Mans, being reunited with the ex-works short-nose D-type OKV 2 at Monterey, and marking 60 years of that C-type Mille Miglia debut with Stirling Moss. He even clocked up no fewer than 82 high-speed laps of Goodwood in Nigel Webb's long-nose D-type, giving journalists demo rides – aged 84.

The work this man has done, and is still doing, to enhance the magic of the Jaguar name is immeasurable. All this from somebody who left school at 14, and has always been driven by a belief in hard work, and that old-fashioned concept of marque loyalty.

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No.11
Bert Hadley's race helmet

One of Tom Wheatcroft's many achievements with the Donington Collection was restoring the supercharged 750cc Austin single-seaters that proved so fast in the later 1930s. Their chief exponent was Bert Hadley, who took one of the diminutive A7-based machines to an impressive second in the closely fought final of the 1939 Crystal Palace Cup at the London circuit, beating Bira's ERA. This is Hadley's racing helmet, together with two tasselled pennants commemorating some of his placings.

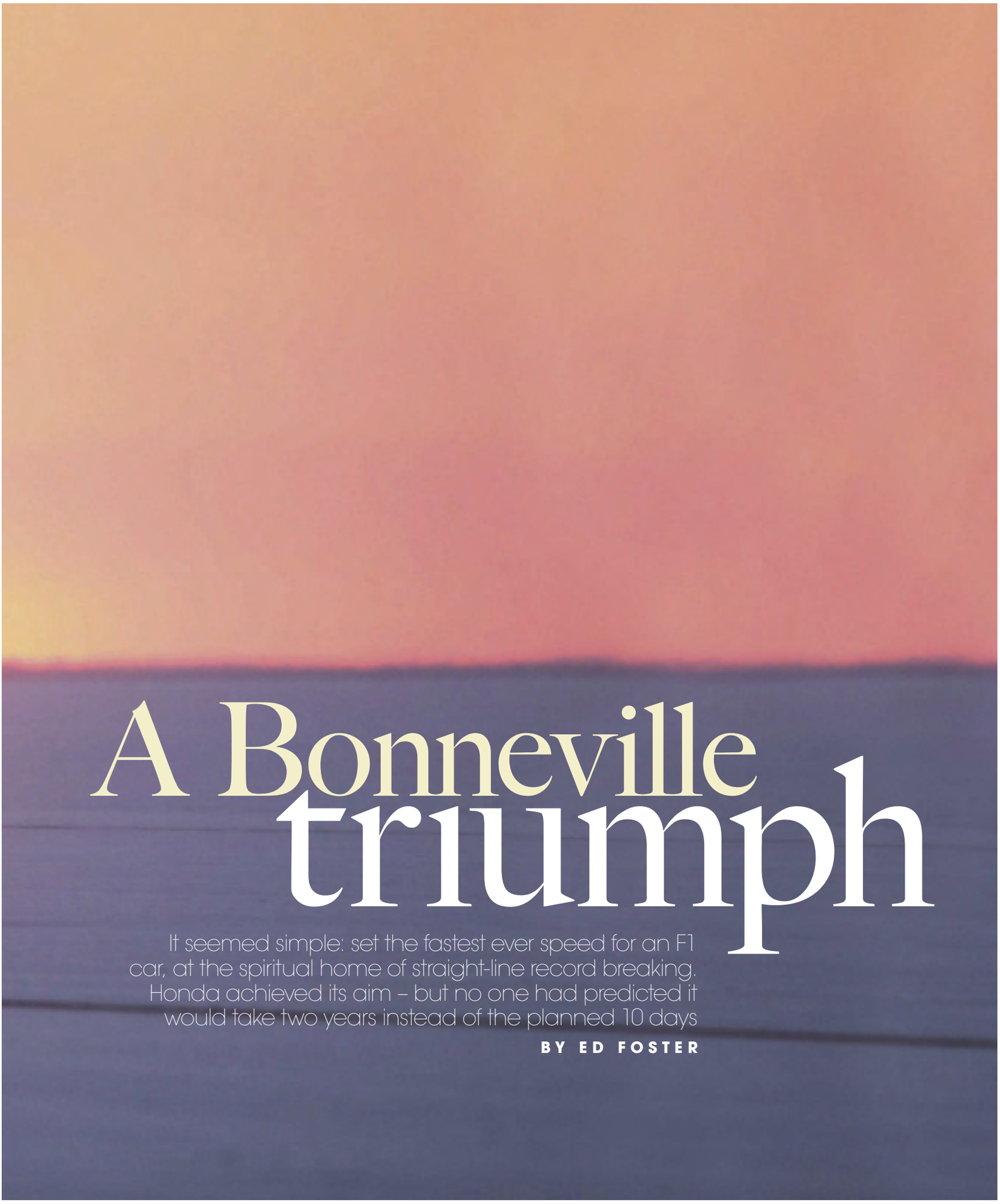


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A Bonneville triumph

It seemed simple: set the fastest ever speed for an F1 car, at the spiritual home of straight-line record breaking. Honda achieved its aim – but no one had predicted it would take two years instead of the planned 10 days

BY ED FOSTER

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"You go to Bonneville and you take a really heavy car with narrow wheels. We turned up with a really light car with big balloon tyres, and the first time we wheeled the car out the Americans started laughing…"

Alan van de Merwe didn't even know where Bonneville was before 2005, when he was asked to head out there with BAR-Honda's Formula 1 challenger and set the first official Land Speed Record for an F1 car.

"I had just been taken on as one of Honda's development drivers," says the 2003 British Formula 3 Champion, "and the guys at Lucky Strike [which was sponsoring the team at the time] called me into their offices. 'We've got a project for you,' they told me. 'It should only take 10 days of your time. You're going to Bonneville. We're sending an F1 car, we're going to run it up and down, take some photos and that will be it'. Two years later we were still trying to set a record."

British American Tobacco was keen to get some publicity and to become a member of the 'Bonneville 400' club – an elite group of men or women who achieve more than 400kph (248mph) on the famous salt flats. "I think the whole thing was dreamt up by a marketing team," says van de Merwe. "In fact they might have come up with 400kph before they had even spoken to anyone technical about it."

No matter, F1 cars were reaching speeds of 360kph (223mph) on the straights of Monza. How hard could it be to eke out another 40kph? As it turned out, no one had a clue just what they had taken on by running a thoroughbred F1 car on the unpredictable salt flats. It was a long way from Monza, and not just in miles. The project would continue into 2006, switching to a Honda RA106 after the Japanese manufacturer took over the team.

"We ran at various airfields before going out to Nevada," says John Digby, the project's team manager, "and we were doing 415kph in both directions. We knew we had a good car – Honda had given us a great engine [which was producing close to 1000bhp], we had it geared right, but it simply wasn't heavy enough when we got to the salt. We were breaking traction all the time and measured some jumps the car made at 22ft. It was literally launching itself off the ground.

"What's more, down between mile markers seven and eight there was a small valley that hit the speedway at an oblique angle. The wind blew through there and it would push the car 40ft sideways when it was doing well over 200mph." Van de Merwe hasn't forgotten the effect it had. "I quickly gained a huge amount of respect for the guys who raced on the salt flats," he says. "You're driving flat out and using the whole track, which measured about 40 car widths. It was huge, but we were drifting for 300 or even 400 metres. It was pretty different to what I was used to… You're in control the entire time with an F3 or an F1 car. You feel it sliding, but we're talking inches. When we went to look at the tyre marks after one run, we just couldn't believe it."

So why was it so difficult? As van de Merwe says, "It was the wrong tool for the job." That year the minimum FIA weight for an F1 car was 605kg, too light to dig through the salt and find some grip, especially with the large tyres. "The car had a lot of weight added to bring it up to 640kg," recalls Digby. "We changed the aero on the car, smoothed the sidepods and, because we were running in top gear for a long time, we had to modify the gearbox." There was a longer top gear, but the team wanted to achieve the record without a 'push' so the rest of the gearbox stayed the same. Digby adds: "They call them 'dualies', big twin-wheeled Ford trucks that would help push people up to 100mph before the record car would even run. We didn't do any of that – we drove our car out of the awning, to the measured mile and through it. I only ever had eight people out there. As soon as the car set off, we had to jump in a rented truck and follow it in order to get to the other end of the course with the starter motors, cooling fans and all the rest of it in order to turn it around and send it back.

"We made some heavy parts for the car, but once we were out there each time we had to develop stuff on the spot. The parachute deployment system was one of those and when we were testing in the Mojave Desert it deployed itself at 200mph. [Top fuel dragster racer] Andy Carter lent me some parachutes and I learnt how to pack them from his crew chief."

Fitting a parachute is a requirement for Bonneville records, though not everyone adheres to it. Van de Merwe seemed unfazed about small parachute trifles, but remembers the weight problem well. "We were literally taping things to the diffuser on the back of the car. There was a feeling of 'this is the tool that we have, we have to make it work'. It was extremely satisfying when we did. I had complete trust in what the team had done with the car. I was never worried it was going to



"The first time we wheeled the car out the Americans started laughing"

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break or that it was going to flip, it just wasn't a thought for me."

Watch any of the YouTube footage of the runs, though, and the most striking parts are the 200mph spins. That's why the rudder was introduced. "Yes, we had to add that as a yaw control element," admits Digby. The system was linked, via the ECU, to the steering so that it could 'see' van de Merwe's steering inputs and judge how much rudder he needed. "It really wasn't that hard to get used to," says the current F1 medical car driver. "The problem was that in the measured mile you wanted the rudder off as it would create drag. I ended up using it in third, fourth and fifth, when the car didn't have that much downforce. The way it was set up, if I wasn't correcting the steering it wouldn't move, though. It was very intuitive except for the first time that we ran it when it had been put on the wrong way round. I remember coming back from the run thinking 'the car's really bad now, I don't know why!'"

The wind and the unsuitability of the car were just two of the many problems that the team faced, as the salt flats threw up their own set of issues. "The salt is like a living thing out there because it's always changing," Digby says. "The sun goes down and the salt starts to harden through the night and almost turns to concrete. The water table drops and the salt becomes crystallised.

"When the sun comes up in the morning, which in July is at about 4.30am, it starts to draw the water up through capillary action, the salt starts to soften and by 11am you can't run on it. We were running before the sun even came up on most days."

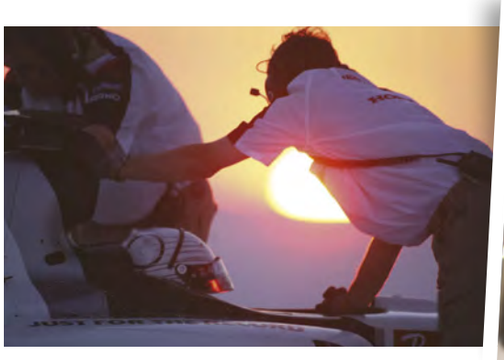
Despite the parachute deploying at the wrong time and some very high-speed spins, van de Merwe was not bothered by the precarious nature of the whole project, even if Digby admits that he must have had "balls of steel".

"It's weird," van de Merwe says. "It's like the state of mind you're in when you know that you need to win a race in order to wrap up a championship. When we were in Bonneville we waited so long to run the car [the team would be out there for three or four weeks at a time waiting for the right weather] and we knew that when we did, 'this was it'. I had realistic expectations about how difficult it was going to be, but at the same time when I did spin I didn't think 'Jesus Christ, I'm done now, I don't want to do any more'. I just thought 'OK, so we've learnt from that. I can now go a bit quicker…'"

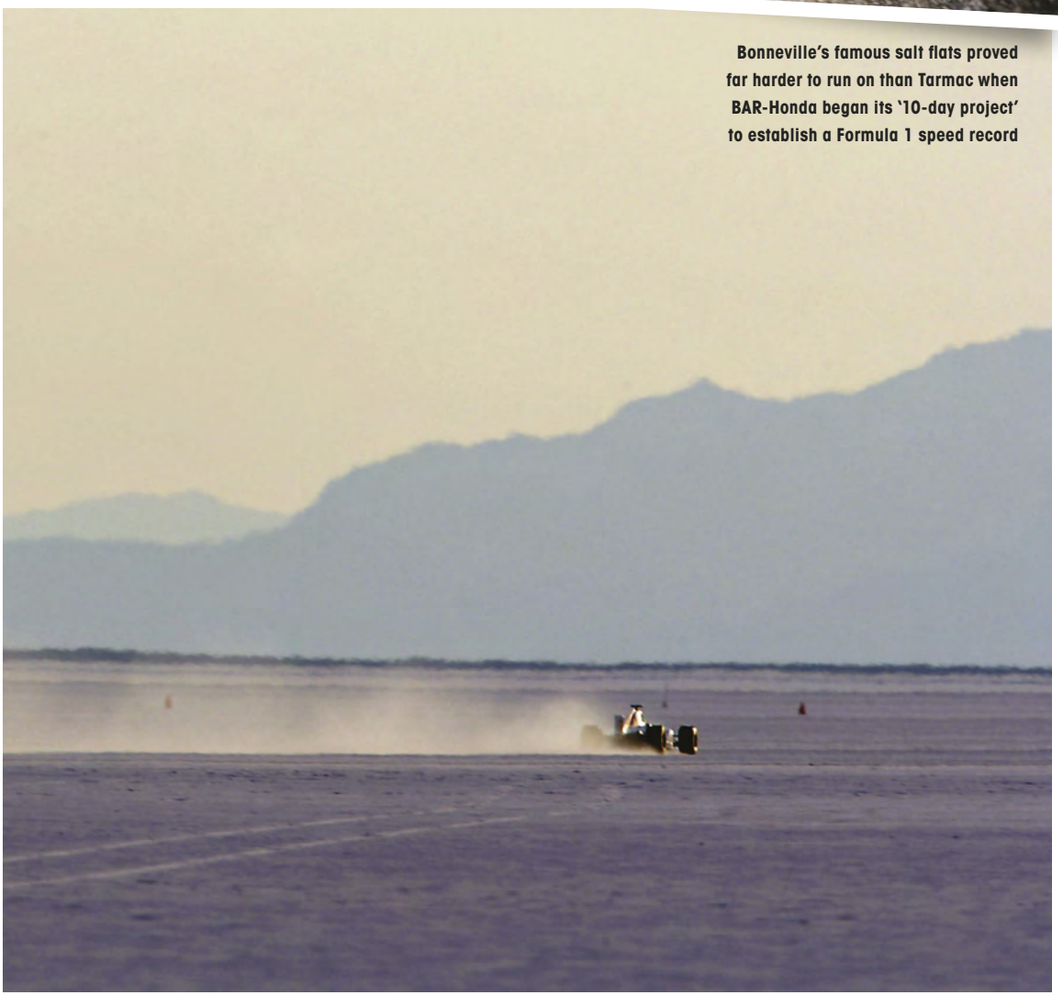
And quicker they went. On every trip to Bonneville during that two-year period, the car crept up towards the 400kph mark, but modifications were made even harder by the remoteness of the salt flats. "There's really nothing," says Digby of the area. "There's nothing in Wendover, the local town. The closest city is Salt Lake, but that's 120 miles away. If you need something then you're in trouble. I actually made a bet with the lads – after putting $50 into an envelope I said 'if anyone can buy a pair of socks while they're here they can have the 50 bucks'. They tried really hard, but nobody could. It really is a wilderness and quite hostile.

"On the day that we got the record [of 397.481kph] there were eight of us out there. I had two people in hospital, one person in an ambulance on the way to the hospital and another guy sat in the truck plugged into a saline drip and oxygen. The two people in hospital were exhausted, the guy in the ambulance was exhausted and the other guy had just collapsed. That's why we had to stop at 397kph; we were just exhausted."

With attempts foiled by flooding on the salt flats and constant reiterations of the car the







Bonneville's famous salt flats proved far harder to run on than Tarmac when BAR-Honda began its '10-day project' to establish a Formula 1 speed record

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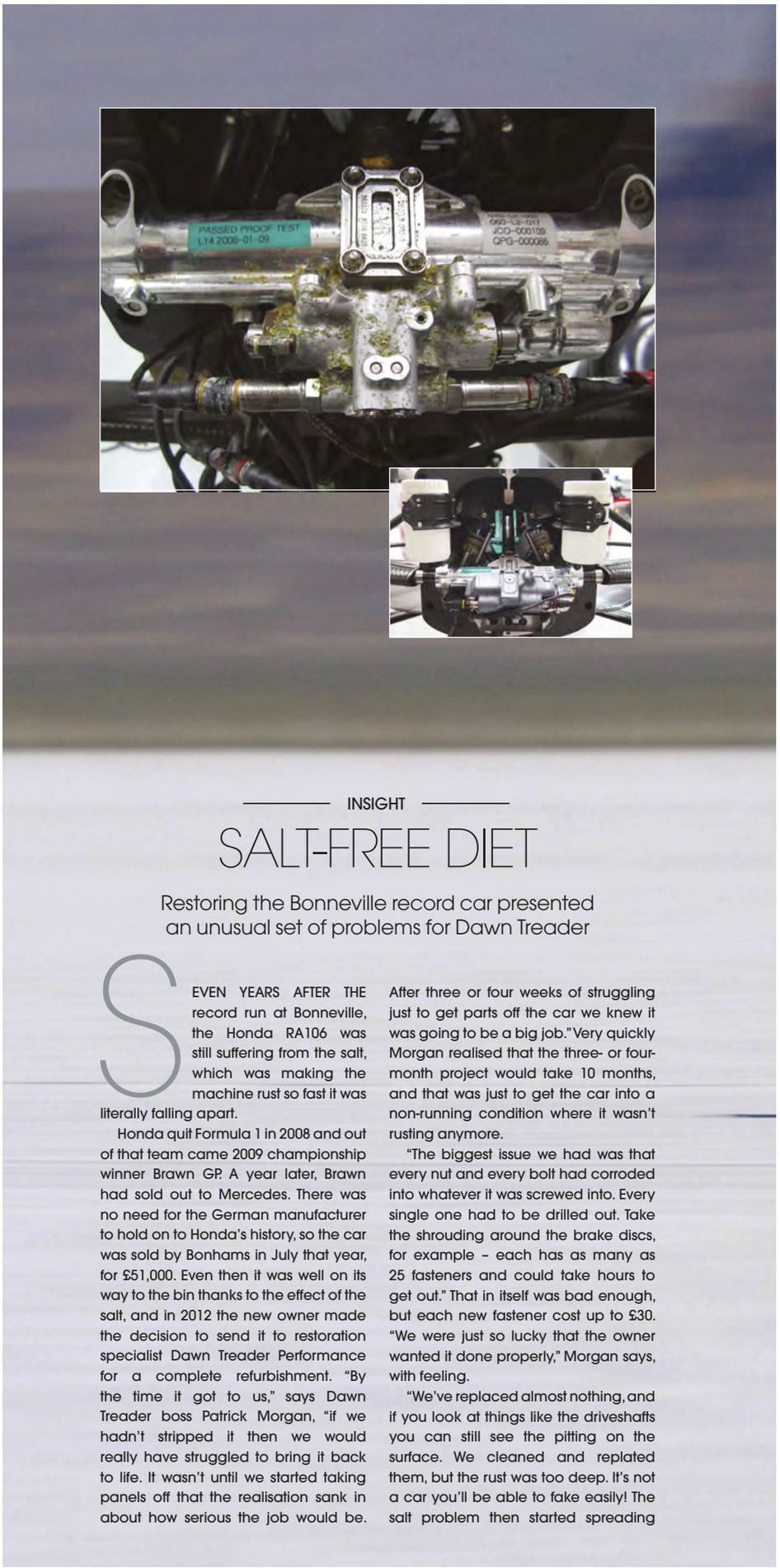
'10-day project' became a long slog, but despite missing out on the 400kph mark by less than 3kph both Digby and van de Merwe remember it as a career highlight. "I'm really proud of it," says Digby. "It was a huge challenge, especially when you were trying to do it next to your day job. It's the best thing I've ever done."

Van de Merwe: "I do remember it fondly. From a sporting point of view it would have been great to go out there with a more suitable car and set a record that could really make you



proud. To me it's not really about the number as it was one of the best things I've done. Obviously the first time I drove an F1 car was probably more of a highlight, but the whole experience gave me a new appreciation for other forms of motor sport. Oh, and I did meet my current girlfriend out there so I can't complain about that either… We've all taken something away from it – I met some incredible people and we still talk about it."

At the time the project failed to capture as many hearts and minds as perhaps it should. Was that because it seemed too easy? Quite possibly. Whatever the case, it's hard to imagine another Formula 1 team heading out to the salt flats any time soon to try and break the record, even though it was set back in 2006. Red Bull is famous for taking on a challenge and the fact that even it hasn't ventured out to Nevada is surely a sign that Honda and its small team of speed hunters achieved something special on that day seven years ago.



INSIGHT

SALT-FREE DIET

Restoring the Bonneville record car presented an unusual set of problems for Dawn Treader

SEVEN YEARS AFTER THE record run at Bonneville, the Honda RA106 was still suffering from the salt, which was making the machine rust so fast it was literally falling apart.

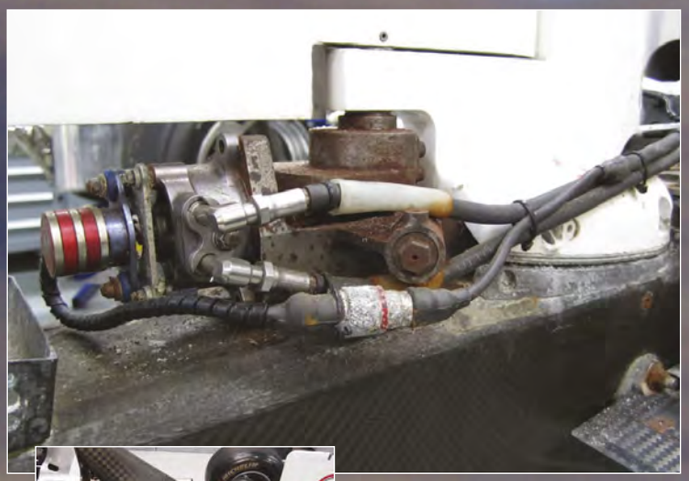
Honda quit Formula 1 in 2008 and out of that team came 2009 championship winner Brawn GP. A year later, Brawn had sold out to Mercedes. There was no need for the German manufacturer to hold on to Honda's history, so the car was sold by Bonhams in July that year, for £51,000. Even then it was well on its way to the bin thanks to the effect of the salt, and in 2012 the new owner made the decision to send it to restoration specialist Dawn Treader Performance for a complete refurbishment. "By the time it got to us," says Dawn Treader boss Patrick Morgan, "if we hadn't stripped it then we would really have struggled to bring it back to life. It wasn't until we started taking panels off that the realisation sank in about how serious the job would be. After three or four weeks of struggling just to get parts off the car we knew it was going to be a big job." Very quickly Morgan realised that the three- or four-month project would take 10 months, and that was just to get the car into a non-running condition where it wasn't rusting anymore.

"The biggest issue we had was that every nut and every bolt had corroded into whatever it was screwed into. Every single one had to be drilled out. Take the shrouding around the brake discs, for example – each has as many as 25 fasteners and could take hours to get out." That in itself was bad enough, but each new fastener cost up to $30. "We were just so lucky that the owner wanted it done properly," Morgan says, with feeling.

"We've replaced almost nothing, and if you look at things like the driveshafts you can still see the pitting on the surface. We cleaned and replated them, but the rust was too deep. It's not a car you'll be able to fake easily! The salt problem then started spreading

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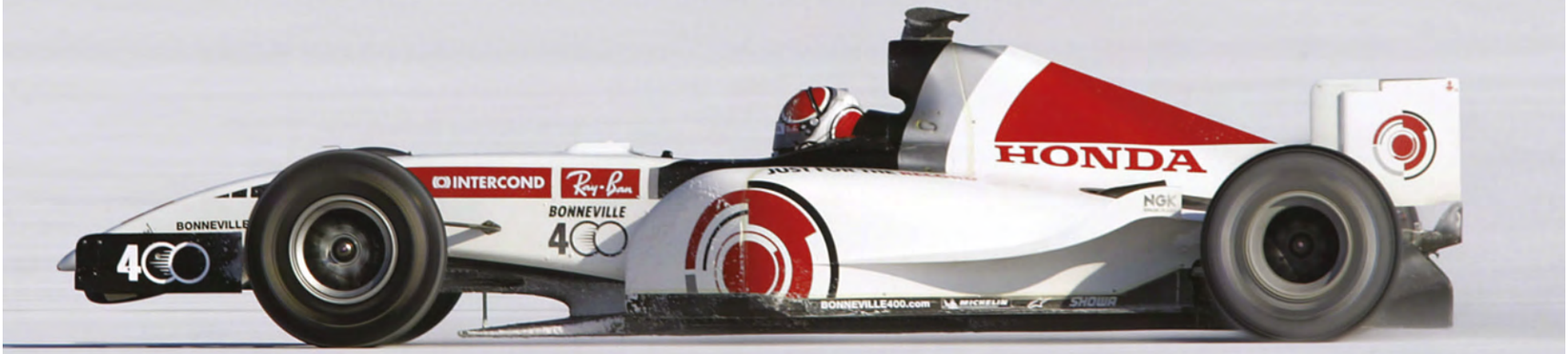








Six years of neglect had allowed salt to corrode most components. Before and after shots show, left to right, steering rack, driver's seat and hydraulic rudder mechanism



over the workshop so that when we started working on the car we had to quarantine it. With the best will in the world, in any workshop environment that's going to be difficult."

The car now looks like something you'd see in a showroom, but speaking to Morgan you quickly realise that the salt was like a powdery disease – if you touched a clean part of the car with a tool you had used on an unclean part, it would start rusting again. Sometimes signs of new rust could be seen as quickly as 12 hours later. Tools had to be thrown out and some were even made for special jobs – every fin on the radiators had to be cleaned and each one was a slightly different shape to the last, meaning another tool had to be made to fit.

"The electronic connectors were especially bad," says Dawn Treader employee Kris Nash, who did much of the work. "They have so many small places for the salt to get into that you'd restore it, fasten it to another connector and *another* bit of salt would fall out! We cut the knurling back on the connectors with a scalpel and then put new patterns on, masked them, primed them and then sprayed them. Some days it would take two hours just to get the connectors apart!"

The effect of the salt didn't just show itself on the metal parts, though. "A lot of the carbon was also really badly stained," adds Morgan, "especially if some of the resin had been badly scratched. The salt would get in and the stain would spread. In rare cases some of the carbon bits had to be recreated and, as you can imagine, some of them, such as the exhaust heat shields, were really complicated shapes. We used the originals, glued them up to try to get the right shape and then took a mould from that."

As Morgan says, we're lucky that the owner wanted to do a proper job with the restoration because otherwise this one-off piece of history would have been lost forever. Like its record attempt on the salt flats of Bonneville, its restoration was fraught with difficulties, but there's no denying the impressive nature of the outcome.

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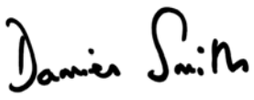
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BMW

By the 1970s motor racing was becoming big business, with powerful publicity potential. With multiple race successes to boast of, BMW invested in a vehicle which would serve as a team base and somewhere to host press interviews and sponsor meetings. The result was this far from handsome but very practical double-decker with retractable upper story which also provided a viewing gallery. Here it forms the focus of the team's effort at Le Mans in 1973; car 50 is the CSL of Chris Amon and Hans Stuck which did not finish.

AUTO UNION »

Tazio Nuvolari adjusts his gloves in front of one of the Büssing NAG lorries that carried the Auto Union racers around the circuits of Europe. Pictured at Monza in 1938, where the Flying Mantuan would win the Italian Grand Prix in his D-type machine. The petrol-engined trucks had a range of 300 miles but carried only one racing car each, with its attendant spares.



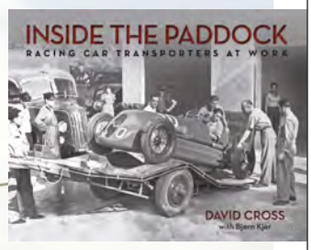
EQUIPE NATIONALE BELGE »

Unglamorous transport for what will become a priceless automotive possession – after some serious restoration. Willy Mairesse and Lucien Bianchi's mangled 250 Testa Rossa Ferrari teeters on two overstressed planks atop their Belgian-built Ford P truck, after coming to grief in the rain-sodden 1958 Le Mans race.



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Inside the Paddock – racing car transporters at work
by David Cross with Bjørn Kjer.
Dalton Watson, £59
ISBN 978 1 85443 254 4









ASTON MARTIN
Well, they're only cars – why make fancy transport arrangements? Three Aston Martin prototypes set off from the Feltham factory for the 1963 Le Mans trials on the most basic of transporters, pulled by a Bedford C-type tractor unit. On board are both DP214s with, above, the upgraded DP212 – all now valuable historic vehicles, but then merely experimental racers. Separate vans carried equipment, spares and mechanics to La Sarthe, where in the race no Astons would finish.

Getting there

For some, what's in the paddock is as interesting as what's in the pits. Especially the race car transporters…

BY GORDON CRUICKSHANK

It doesn't matter which form of racing you are involved in, there's one requirement that remains constant: getting the racing car to the circuit. Even if a racer is physically capable of being driven to the venue on the road (ah, the thought of those Le Mans D-types barking down the N1…), it might not be driveable after the event – but it still has to be carted home. Over the years teams have employed every option from simple tow-rope to today's vast articulated lorries, and while transporters are often ignored, for some they exert a fascination. Hence *Inside the Paddock*, David Cross's intensively researched book describing scores of these vital vehicles through the years. We liked it so much that we decided to bring you a selection of its contents, which illustrate a fascinating range of solutions to the transport question. The contrasts are enormous: from two-wheeled trailers through converted coaches to multi-story conveyors; bare vans with a simple tool bag to fully equipped travelling tool rooms; sleeping bags on seats to insulated, heated bunk rooms; Thermos flasks to lavish kitchens with fridges and microwaves. The days of mechanics pushing cars up a couple of wooden planks are gone; now electric winches and hydraulic lifts provide the muscle, while elaborate awnings provide extensive covered work space.

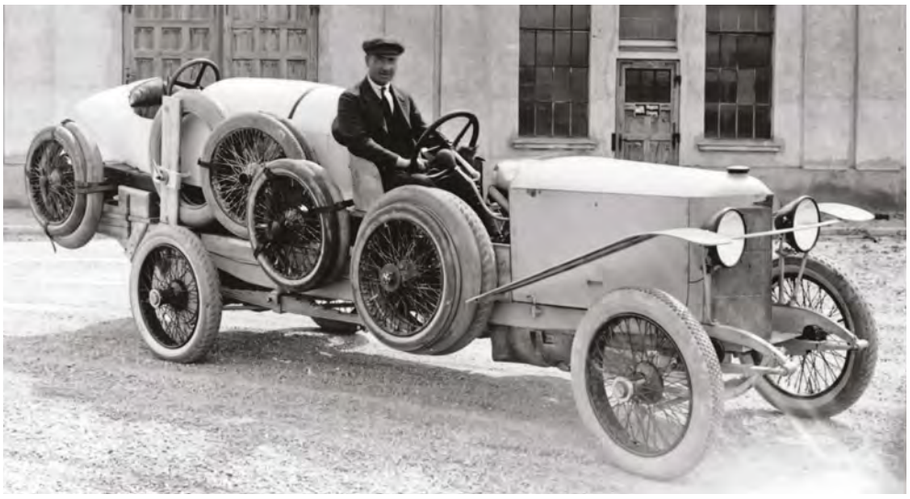
The golden era of transporters came between the 1950s and 1970s, when some wonderful coachbuilt designs appeared in circuit paddocks, styled and streamlined in the fashion of the time, notably by Pegaso, Lancia and Scarab. Perhaps the stylistic peaks are the Ecurie Ecosse truck and the low-line Mercedes high-speed transporter, but here we select some less usual sights from Europe's paddocks.

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J LEMON BURTON

Prescott hillclimb, 1955: Jack Lemon Burton was a well-known racer and dealer in Bugattis who competed in many hillclimbs and sprints before and after the war. He was also notable for his cheerful and eccentric advertisements in *Motor Sport*. His Ford transporter had been a cake lorry until he cut the top off and fitted a canvas tilt top. "We were impecunious," he later recalled. "We couldn't spend money on a lorry, we had to spend it on the car!" In front is his Type 51A Bugatti, on twin wheels for traction, with a Type 55 alongside.





BMC

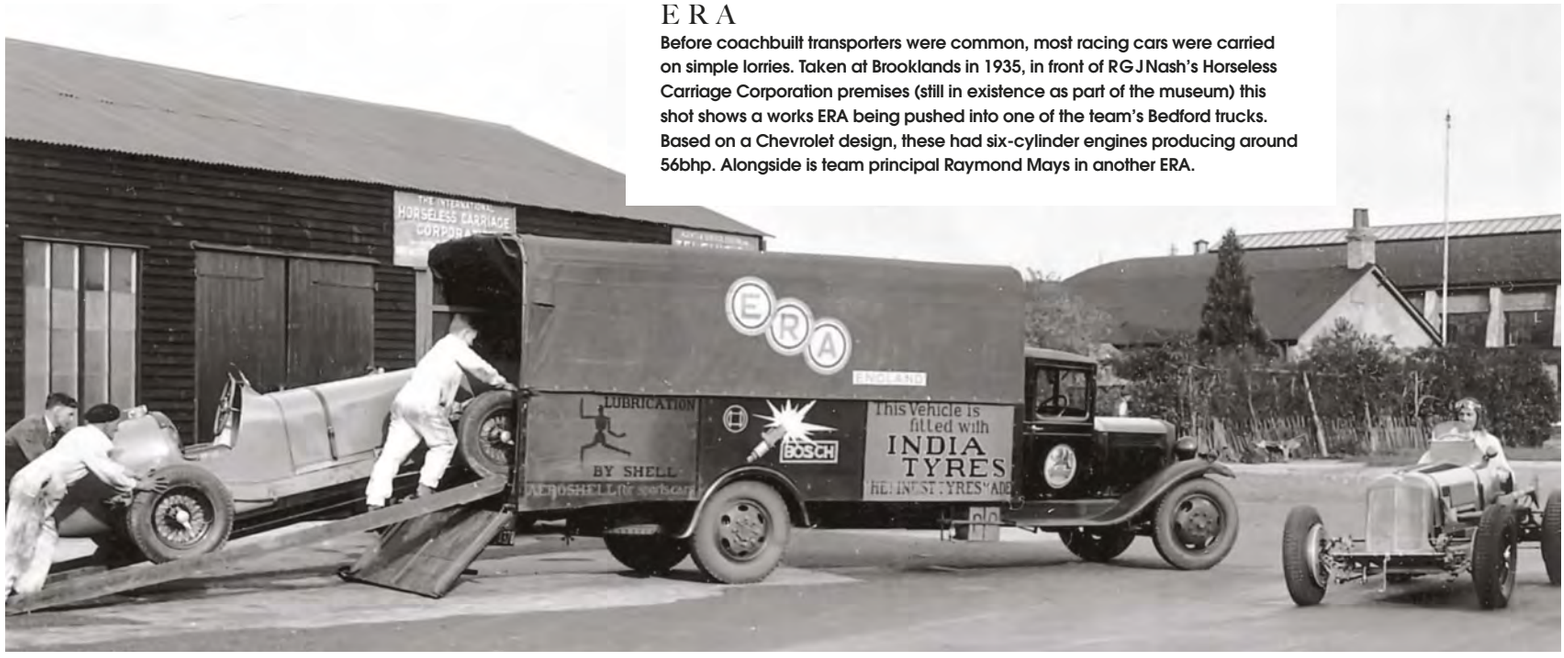
For its 1955 Le Mans entry of MGAs, BMC's competition department needed a transport and service vehicle. The result was this streamlined machine with an Appleyard body on a Morris Commercial lorry chassis. It featured a galley and bunks as well as workshop facilities, while cars could be serviced using the ramps as a platform. It is pictured at Chateau de Chêne-de-Coeur, the team's base for the Le Mans attempt, with the three prototype MGAs. Later on the truck would be used as a support vehicle for major rallies, including the Monte Carlo and Alpine events. Lacking power steering and equipped with only a four-speed gearbox, driving it over the Alps was a tough job.

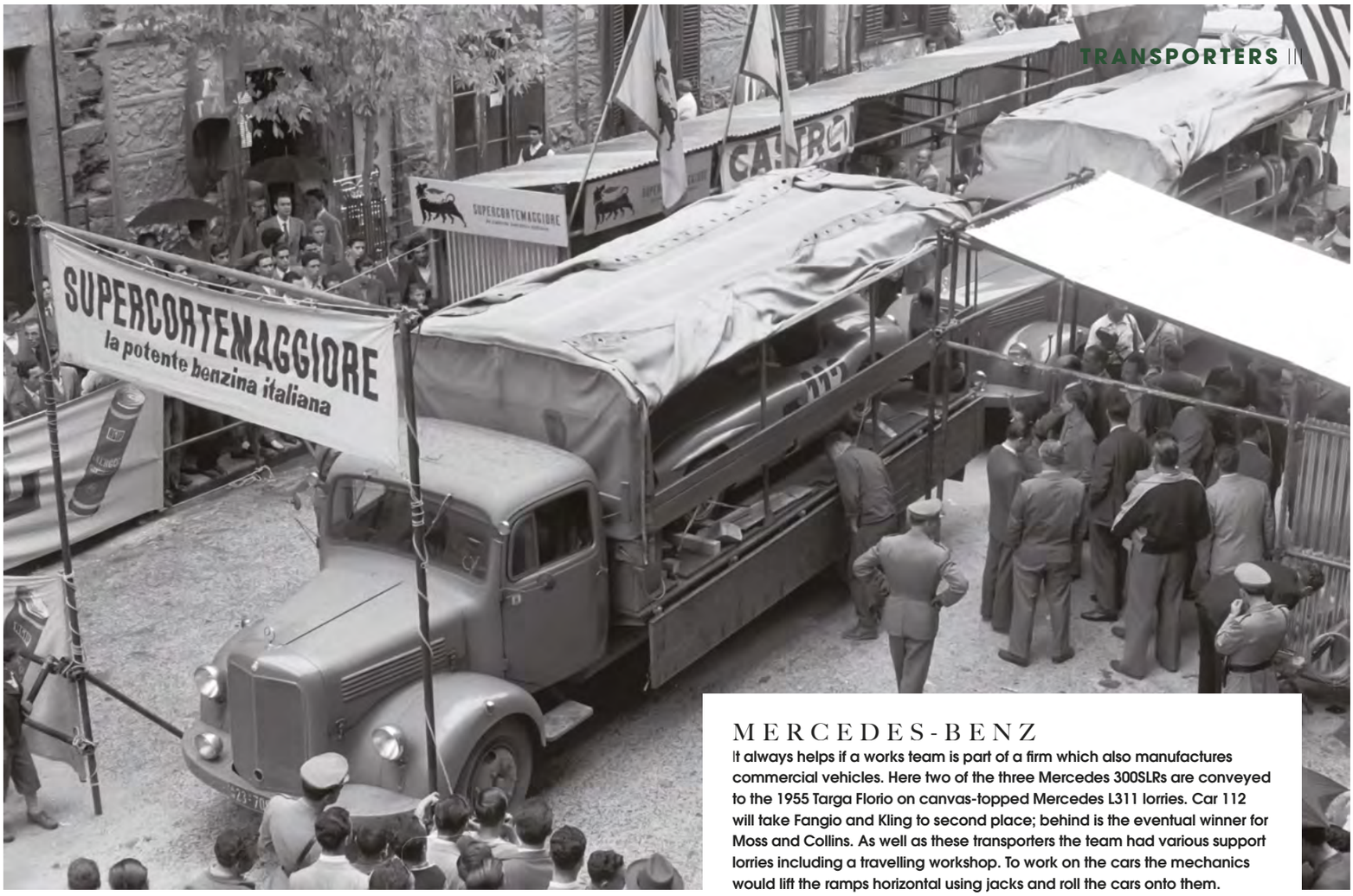
AUSTRO-DAIMLER

Way back when there was little difference between the chassis of a large touring car and that of a small lorry, it was practical for a manufacturer to use an old vehicle from around the factory to carry its racing models to events. This Austro-Daimler, photographed outside the firm's Wiener-Neustadt factory around 1922, sports a crude timber extension to the chassis in order to piggyback one of the 1100cc Sascha racers ready for the journey to Fanø off the coast of Denmark. Plenty of tyres, but not a scrap of protection for the poor driver.

ERA

Before coachbuilt transporters were common, most racing cars were carried on simple lorries. Taken at Brooklands in 1935, in front of RGJ Nash's Horseless Carriage Corporation premises (still in existence as part of the museum) this shot shows a works ERA being pushed into one of the team's Bedford trucks. Based on a Chevrolet design, these had six-cylinder engines producing around 56bhp. Alongside is team principal Raymond Mays in another ERA.





MERCEDES-BENZ

It always helps if a works team is part of a firm which also manufactures commercial vehicles. Here two of the three Mercedes 300SLRs are conveyed to the 1955 Targa Florio on canvas-topped Mercedes L311 lorries. Car 112 will take Fangio and Kling to second place; behind is the eventual winner for Moss and Collins. As well as these transporters the team had various support lorries including a travelling workshop. To work on the cars the mechanics would lift the ramps horizontal using jacks and roll the cars onto them.

FERRARI

The archetypal transporter – one of the Bartoletti-bodied Fiat 682 RN2 double-deckers which hauled so many Ferraris to meetings all over Europe, seen here at Spa in 1962 with a trio of V6 Dinos on board. Equipped with a 10.7-litre 175bhp diesel engine, these brawny vehicles contained a workshop, seating for six and sleeping accommodation for two mechanics. This one served Ferrari from 1959 to 1970 and was then laid up for 23 years before being sold. It has since been fully restored and now attends major historic events such as Goodwood's Revival.





GORDINI

Looking in need of some care, Equipe Gordini's hefty-looking Lancia truck has carried the two T32 straight-eight racers to Silverstone for the 1956 British Grand Prix. One would fail to finish, the other would make it, seven laps down. One hopes the five-cylinder diesel engine in the truck proved more reliable in returning the cars to Paris. These Lancia lorries were first built in 1938 and were used by both the Italian and German armies during WWII. Gordini would run out of funds by 1957.



LOTUS

The 1970s did have a unique style… This menacing black battlebus was commissioned in 1972 by Team Lotus to carry its John Player Specials. Despite the uncompromising angular styling, 'JAHIL', as it was known from its number plate, was laid out on standard lines with elevating ramps, room for two cars and a workshop up front with large doors opening into an awning space. It was built by Marshall of Cambridge, whose MD is handing the keys to Colin Chapman.

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Lyndon McNeil

The hills are alive

Formula 1 tends to hog the headlines, but you'll find parallel ingenuity elsewhere within our sport, and its provenance might just surprise you

BY ANDREW FRANKEL

We've all done it: imagined racing cars conceived in a world without rules. Gordon Murray has even sketched one for this very magazine. What is perhaps less well known is that they actually exist.

Or as near as makes very little difference. An unlimited hillclimb car is, next to a kart, the purest motor sports animal it is possible to devise. Apart from limits to the width and height of their front wings and a stipulation that they must run with either methanol or pump fuel in their tanks, you can do almost whatever you like. You can use any engine that's ever been built whether it has 200bhp or 2000bhp, normal aspiration, supercharged or turbocharged induction. And you can make the car as light as you like. Some hillclimb cars weigh about 280kg, roughly half the weight of a current F1 car.

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And to take a close look at the very quickest out there is to see another style of motor sport entirely – to call it a glimpse into another world is not too strong. For it is not just the machines that are different to anything else in modern motor sport, but the people who drive them.

Take Trevor Willis, a bloke with long greying hair and a day job designing electronics for Hitachi. Last year he became British Hillclimb Champion, adding his name to a list of champions that stretches all the way back to Raymond Mays, up to Andy Priaulx and beyond. He did it in an OMS 25 (base car retail price £21,000) that he adapted to the art of hillclimbing in his one-car garage. In so doing he became the first person in 14 years to take the title driving anything other than a Gould.

But if you ask him how he did it in a car weighing barely any less than those of his rivals, with perhaps 150 fewer horsepower and which has never seen a wind tunnel, this usually genial, chatty man suddenly clams up. He'll mutter a bit about power only counting if you can use it and being fortunate that all the bad weather during the season played to his car's strengths, but you'll need to look to others to hear him described as 'Captain Commitment' or as possessing 'other-worldly car control'. And you'll need to put his name into a search engine to see images of him recovering this vicious-looking car from impossible angles as he slithers up some narrow sliver of tarmac.

The first thing I notice about his car is something it lacks. Sponsorship. Not a word from stem to stern save a couple of logos for SBD, which designs the engine management system, and RPE, which makes the 3.4-litre V8. Given his successes over a 20-year career in the sport, I can't believe companies don't want their names on his car. "No, but I don't want theirs," he says. "Hillclimbing is not about big sponsors and corporate hospitality. If it were I'd probably not be doing it."

> "The first thing I notice about his car is something it lacks. Sponsorship"

I ask him to elaborate. "It really is not like other forms of motor sport," he says. "What it shares with them is that you must have the desire to be the fastest. But it's actually one huge circus moving from place to place. It's incredibly friendly and, because it takes up all your spare time if you're doing it seriously, it becomes your social life. Imagine what it would be like if it were ruled by sponsors."

I ask whether, if a vital component broke on the car at the championship decider, his deadliest rival would lend him a spare. Willis gives me a somewhat old-fashioned look before saying, "He'd lend me his car, and without a second thought." And there is little or no skulduggery in the sport because even the most dishonest competitor can't break rules that don't exist.

Then there are the venues. Our shoot is taking place at Shelsley Walsh, the oldest operational motor sport facility not merely in the land, but the world. Cars first climbed the hill in 1905, before even Brooklands opened its gates and, except during global conflict, have been doing so ever since. For most of its length, only a well-maintained surface (it was gravel originally) distinguishes it from how it would have been more than a century ago.

ENGINE

The motor is a 3.4-litre normally aspirated V8 made by Radical Performance Engines and most commonly used in the Radical SR8. Essentially two bored-out Suzuki Hayabusa 'bike engines sharing a common crankshaft, it revs to a conservative 10,500rpm and when it gets there produces approximately 500bhp, about 150bhp fewer than its most powerful rivals. Other engines used in hillclimbing include Judd V10s and normally aspirated Cosworth-designed Indycar engines. Turbo- and supercharging are both allowed but rarely used. Willis's current engine has done two seasons without a refresh and is expected to complete a third.

Cooling comes from two tiny radiators, but water temperature rises from 70-95deg C during a 20-sec run. It has a tiny tank – Willis will typically start with just 2.5 litres of standard pump fuel on board.



GEARBOX

The OMS has less power than most front-running hillclimb cars, so features a Hewland-based F3 paddle-shift gearbox (capable of using four to six ratios) but with strengthened internals to cope with the V8's extra torque and the loads caused by ultra-soft slick tyres. Generally Willis uses four gears, with an unusually tall first to reduce stress on the crown wheel and pinion. At Shelsley it's geared to do 138mph over the line while the best Goulds top 150mph. Gearboxes can use split ratios with, say, another second positioned above fourth to obviate the need to go down through the box. The differential is a crude cam and pawl device that's almost completely locked under power. "It doesn't have to be clever," says Willis, "it just has to survive."



COCKPIT

Spartan doesn't even begin to cover it. There is a display you can scroll through to bring up various temperatures and pressures within the engine, as well as a bank of coloured change-up lights. In reality and as Willis says, "if you're looking at anything other than the course when you're doing a run, you're doing something badly wrong." The information is there solely for use before and after the run; when the car is moving all Willis uses is a change-up beeper in his earplugs, but even this is largely redundant as it's all done aurally.



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It is tempting to think of hillclimbing as the sport that time forgot.

Because it's never been in a tunnel, Willis has no idea how much downforce his car generates. Asking how fast it accelerates draws an almost complete blank too. Then he remembers that the timekeepers always record how long it takes for the car to cover the first 64 feet of a run, because if you can get there in 2sec dead, your car is pulling exactly 1g. Those 64 feet take Willis 1.8sec, so we can deduce that, from a standing start, he is able to add speed faster than most road cars can lose it during emergency braking.

Now we have a perspective, aided further once he's furtled around in the data-logging and discovered it actually does 0-60mph in exactly 2sec and 0-100mph in 3.6sec. Quick enough to dust a modern F1 car? "I would think so," says Willis thoughtfully. "They have more power but we are quite a bit lighter and have rather better tyres for the job." Tyres? I'll come to those in a moment (see below).

Unlimited hillclimbing has been described as Formula 1 qualifying in a country lane, and looking up the Shelsley Walsh hill you can see why. What kind of brain do you need to strap yourself into something like the OMS and thrash it to the top?





Spark of genius: Willis in action at Shelsley Walsh en route to the 2012 British title

"I visualise the hill and try to do a complete run in my head before the car even moves," says Willis. "After that, it's all about controlled aggression." He explains that none of the techniques that have traditionally worked in circuit racing apply on the hill. There's no balancing the car on the throttle or adjusting your line with your right foot. "If you even touch the power too early, the car will just understeer like a pig. You enter the corner as fast as you can to get as much downforce as possible from the front wing, brake all the way into it and only get back on the gas when you know you'll have the traction to power you out."

Traction. That's what it's all about, which is why Willis's car is set up exceptionally soft at the back and rock hard at the front. "All the roll stiffness comes from the front," he says. "That's why proper hillclimb cars spend most of their time in corners on three wheels."

It sounds like a rock-ape formula, but it's not. "Because hills are not like tracks – they're bumpy and inconsistent – you have to

BODYWORK

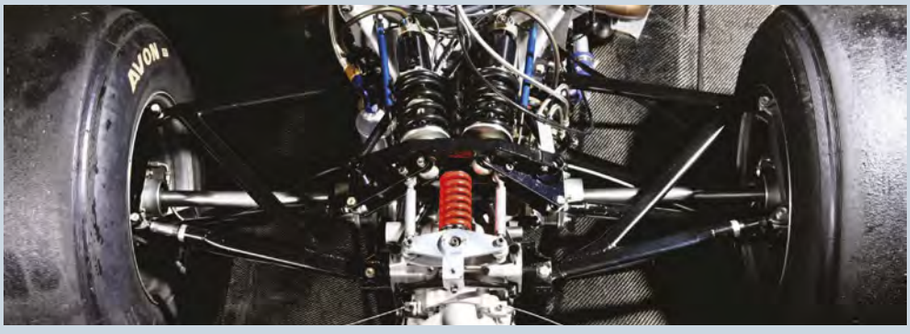
All the body is made from carbon fibre, save the engine cover. Downforce figures are not known but will amount to many hundreds of kilogrammes as maximum speed approaches. Basic shape is still that of an OMS, but Willis-designed sidepods, floor, engine cover and rear wing transform its appearance.



TYRES

Willis can't remember where the wheels came from, but thinks the fronts might be from the back of a Formula Palmer Audi single-seater and the rears from "some other formula racing car". Tyre choice is free in theory but, in practice, Avons are widely used. The slicks feature a compound so soft that even on a damp, near freezing day, the surface feels like it's been coated in marmalade.

"The tyres have to work immediately from stone cold if you're not to go straight on at the first corner," says Willis. Wheelspinning before the start is common but intended primarily to clean the rear tyres rather than heat them. Willis uses three sets for an entire season, one of those being wets. A set of tyres costs approximately £1700. Tyre warmers used to be allowed but were banned at the end of the 1970s to keep costs down.



SUSPENSION

Conventional double wishbones are used at each corner. Carbon fibre is eschewed because knocking corners off your car is an occupational hazard in the hillclimbing world. Spring rates seem nonsensical to circuit racers: the car runs about 500lb of springing at the relatively unladen front and as little as 250lb at the back.

BRAKES

You might expect vast carbon ceramic discs with multi-piston calipers and ultra-sophisticated ABS, but nothing could be further from the truth. When I ask Willis about them he looks momentarily nonplussed before saying, "They're nothing special and don't need to be. The car doesn't weigh much and doesn't run for long enough for them to get hot. I think we got them from a Formula Ford."

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drive reactively. But at the same time you have to be ahead of the car, always anticipating. When you're really in the groove you are actually able to react to things that haven't happened yet, because you know the hill and the car so well."

Willis reckons this is why the career of a full-time hillclimbing expert is so much longer than that of a circuit racer. Clearly you don't need much stamina when a climb at Shelsley Walsh is completed in about 23sec (though Willis says the concentration is such that he'll be exhausted by the end of each weekend), but experience counts for even more than reflexes. "It's not like racing where you can test and test and tracks are pretty consistent from one corner to the next. Because we'll do, at most, a few minutes running during the course of an entire weekend, it takes time to learn the craft and the courses."



Just as important, however, is how that experience helps Willis develop the car. With little or no testing possible, the simple business of making the car go faster is as much an art as it is a science.

"You can have all the data in the world but if you get in the car and it doesn't instantly inspire confidence, you're still not going to be quick."

Having finally sorted out the back end, Willis turned his attention to the front and designed a wing that had so much downforce it broke the back loose again. "Aerodynamicists will tell you meaningful downforce doesn't come into play until you're travelling fast, but I can show you 40mph corners you'd not even turn into without a front wing on one of these cars."

So how does he set the aero balance? "I read a great deal and talk to as many people as I can." To this extent he's designed and built the car's rear wing, sidepods, engine cover and floor himself at home. "What I've tried to achieve is consistent downforce so that the car is balanced front to back, but also so that the downforce doesn't disappear when you turn into a corner. If it all vanishes as soon as you're no longer travelling in a straight line you might as well not have it: you'll never be confident in the car."

That ability to impart confidence drives the set up of the entire car. The mapping for the engine is designed not for ultimate power but to provide a consistent flow of torque right through the rev range. Likewise the transmission, honed to such a degree now that while Willis can hear it changing gear, he can't really feel it.

The more closely you examine hillclimbing, the more remarkable an offshoot the sport appears to be. Although the cars are quicker by some measures than F1 machinery, the discipline with its paucity of rules appears to have been transplanted from a gentler era, and you fear the arrival of big money might come and spoil it. Willis reckons his car would cost about £75,000 for someone else to create, and while a top-spec Gould running an adapted Indycar engine would be considerably more expensive, you're still talking petty cash compared to most modern single-seater racing. There is always the chance that someone will see it as a soft title, a championship there for the taking for anyone with the cash to create the ultimate hillclimb car. But they'd still have to drive it and might just discover that rarest of things: a branch of motor sport where hard work, experience, raw talent, guts and determination still count for far more than the size of your wallet.

Our thanks to Trevor Willis, Mark Constanduros and everyone at Shelsley Walsh for their help with this feature. The British Hillclimb Championship starts at Prescott on April 27-28 and visits Shelsley Walsh on June 1-2 and August 17-18.



British title-winning OMS features a few inspired detail touches

Road tests

BY ANDREW FRANKEL



ARIEL ATOM 3.5

Sometimes you forget. This was one of those occasions. The last time I drove an Ariel Atom was to record some acceleration times for a national newspaper. It must have been at least five years ago. That day on a poor surface the car recorded a 0-60mph time of slightly less than 2.9sec, despite discovering that the best way to put its power down was actually to start in second gear. I simply wasn't capable of balancing the throttle in first well enough to keep the tyres on the edge of longitudinal adhesion without them dissolving into the concrete runway.

All this seemed to have flown my mind as I presented myself at Ariel's tiny factory by the side of the road outside Crewkerne, Somerset. There to meet me was Simon Saunders, the founder of a car firm unlike any other, and not just because the product has an exoskeleton but no doors, windows, roof or windscreen.

He first started delivering his crazed, insect-like roadsters just after the turn of the century, but it will be later this year before the 1000th Atom is built. "Time has shown very clearly that if you want to survive this business, you need to be either a very big company or an extremely small one," he says. "We're extremely small and very happy to stay that way." Even in the market heyday of 2007-2008 he built fewer than 100 cars per year, a



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level he describes as “rather busy”. This year he’ll build about 70, a number I sense is probably closer to his comfort zone.

Like Caterham but unlike certain other small sports car manufacturers, Ariel makes absolutely nothing. An Atom is an Ariel-assembled agglomeration of parts made elsewhere. Honda provides the engine and gearbox (unless you spec a SADEV six-speed sequential race ’box for serious track work), Arch does the powder-coated steel spaceframe chassis, the supercharger comes from Jackson Racing in California and as you look around the car you’ll spot a veritable Who’s Who of blue-blooded race car component suppliers: Eibach, Bilstein, Tilton, ITG, Alcon and



Twin peaks: GT86 is already terrific, but new Subaru version just shades it

SUBARU BRZ

OUTSIDE THE TOYOTA firm I would humbly submit that its GT86 coupé has few bigger fans than me. I first drove it on a soaking test track in Japan and enjoyed it so much I feared it was too good to be true. Was this some crazed Japanese-specification car set up to provide headlines for a drift-obsessed nation? And if not, would its relative lack of power turn it into a busted flush when shifted from a wet Japanese track to a dry British road? No, and no. The GT86 is the biggest blast of fresh air to blow through the sports car market since the Mazda MX-5, well over 20 years ago.

Which is why it’s such a surprise to discover it’s already met its match. You may know already that the GT86 was a joint venture with Subaru, which has produced its own version. Many dismiss this as a clone, but it isn’t. There are small cosmetic changes including a more discreet interior for the Subaru and a less aggressive front bumper. Subaru also aims to sell just one BRZ for every 10 GT86s sold, despite identical prices.

But the big difference – and I know this only because someone in a position to help ferreted the information out of an internal Subaru document – is that the BRZ’s suspension is 20 per cent stiffer at the front and eight per cent softer at the rear. And this alone makes the cars very different to drive.

Having driven both models back to back on road and Silverstone GP circuit, I can report the Subaru is a far better balanced car than the Toyota, replacing the latter’s insistent oversteer when the electronics are disabled with a much more neutral stance. It still doesn’t understeer much but it’s an easier car to guide to the apex and quicker away thanks to superior traction. On the road its ride seems a little firmer but no more harsh.

This can be seen two ways. The BRZ is less extrovert and, yes, less fun too. You could argue the GT86 is better because when you don’t want to do skids you can just leave the traction control engaged and when you do you can hit the button and drift for Europe. But I still slightly preferred the BRZ’s less frenetic character. Put it this way, as an only car I’d take the Subaru over the Toyota. But for pure recreation, the GT86 is preferable.

FACTFILE

ENGINE: 2.0 litres, four cylinders
TOP SPEED: 140mph
PRICE: £24,995
POWER: 197bhp at 7000rpm
FUEL/CO2: 36.2mpg, 181g/km
www.subaru.co.uk



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so on. But they're put together by Ariel's 15 employees to form a car that really could not be anything else.

There are three Atoms to choose between, though the 500bhp V8 model is so esoteric, complex and expensive at £150,000 that two years into production they're still building only the eighth of 25 cars. Even by Ariel standards, that's low volume. For more normal and less well-resourced types there's the standard car complete with its 245bhp Honda 2-litre motor or its supercharged sister, which has recently been remapped to raise its output by 10bhp to 310bhp. Despite their mammoth outputs and mighty 8600rpm redlines, Saunders says he's never known one fail.

He tries to sell Ariel rookies the normally aspirated version because he thinks it offers a gentler introduction to a unique driving experience. "Once they've got used to the car and decide they still want the supercharger," he says, "they can bring it back and we'll fit it for exactly the same price as if they'd ordered it supercharged from new." That said, he concedes that most people just want the blown version from the word go.

I can see why. The Atom 3.5 sounds like a software update, but is so called because Saunders doesn't think the modifications are sufficiently extensive to warrant calling it the Atom 4. Even so the 3.5 has a stiffer chassis (by 15 per cent), that extra 10bhp from the engine, different springs and dampers for its vastly adjustable double wishbone suspension and steering modified to retain feel but drastically reduce kickback. Together they make for a substantially upgraded car.



Upgrades to latest Atom are invisible. Everything else is utterly exposed to view

But before you can appreciate any of that, you have to update your own software. This was the bit I'd forgotten. If I'd done the maths I would have remembered that this Atom has a power to weight ratio in excess of that mustered by cars such as the McLaren F1, Bugatti Veyron, Ferrari Enzo and so on. But because what you see is just a small, slightly strange looking car and because your brain knows it's powered by something built for a Honda Civic and costs about the same as a top-of-the-range BMW 3-series diesel, you can still lull yourself into a false sense of security.

It looks like one of the least comfortable cars on earth, but it's not. The composite seat is well shaped, the driving position close to perfect for all 6ft 4in of me. A new LCD display is very 'race car', but when you flick the ignition and fire the motor you're answered by a discreet burble. Nothing frightening here at all. The gearlever selects first as easily as it does in a Honda, the clutch is just as light and progressive and the engine so sweetly mapped you can pull away as you would in any other car with a Japanese hatchback powertrain. Mad though it looks, I'd say a Mazda MX-5 is no easier to drive slowly.



So when you accelerate hard for the first time, your first sensation is that this sweet little thing is trying to mug you. There's a shout – more of a howl, actually – from the supercharger followed by a palpable assault on your body and another shout, this time an expletive-laden instinctive shriek from the core of your soul. Your head is snapped back while the scenery zooms towards you. Items that appeared far

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away a mere moment ago are instantly adjacent. Acceleration is not so much strong as violent. Changing up serves mainly to extend rather than ameliorate the effect.

This level of performance in any normal car would make it a menace but it is the manner in which the Atom deals with such thrust that makes it so impressive. Almost all the changes that turn an Atom 3 into a 3.5 have been aimed at making the car more driveable without any loss of performance. The bump-steer has gone, the nose no longer sniffs out camber changes and if you look through the lattice framework to the clearly visible front wheels, you can see how hard they're working yet how little your progress is being disturbed.

You just need to bear in mind that it's not flingable like a Caterham – its major masses are in the wrong place. This is not a 'chuck it in and sort it out' kind of car, but a precision instrument that will soon communicate displeasure if you try to drive it any other way. It understeers quite a lot if you're over-ambitious with entry speed and will oversteer equally strongly if you're inelegant about reapplying the throttle.

I still loved it for all the same reasons I loved the old Atom: not just its performance and point-to-point speed, but the inimitable English eccentricity of its design. All the 3.5 does is make that pleasure even easier to access, a deceptively important consideration for a car that'll hit 60mph from rest in 2.7sec without launch control or four-wheel drive.

When Saunders and his team do indeed build that 1000th Atom, I hope they go to the pub to celebrate. Many privately thought the company wouldn't build 10 cars, but instead it has continued to deliver its unique take on the British sports car through fair winds and foul while keeping prices and quality under tight control. I think Ariel deserves all our admiration, and I hope it continues to do exactly that for many years to come.



A fine car and a great engine – but not necessarily a perfect marriage

JAGUAR XJ 3.0 S/C PREMIUM LUXURY

THIS IS AN XJ WITH A supercharged 3-litre V6 motor under the bonnet and the first question it raises is who on earth will want to buy it. Compared to the turbocharged 3-litre V6 motor already available but fuelled by diesel, this one provides quite a lot more power (an extra 65bhp to be precise) but a great deal less torque (110lb ft, since you're asking). By giving with one hand and taking away with the other Jaguar has managed, on paper at least, to create a car of very similar performance (their 0-60mph times are separated by 0.2sec) for a catastrophic cost in fuel consumption. The diesel will make a gallon go well over half as far again, which means its range is more than 50 per cent better too.

But that's not the end of the issues: your first year tax disc in a supercharged 3-litre costs £600, but just £170 if you choose its turbocharged sister, and of course there are commensurate implications for company car tax as well.

Just as telling is the fact that the diesel motor is so much better suited to the XJ than the petrol unit. While the diesel allows you to waft along on a flex of a toe without the slightest need to use more than 2500rpm on any journey, the blown motor is more urgent, not just willing to rev but demanding to be revved too. It's quiet enough at a constant cruise, though certainly no more refined than the diesel, but the moment you want to power past some traffic, it drops several of its eight gears and throws the needle around the tachometer.

Actually this is not a bad engine. It's just in the wrong car, and the wrong place. Imagine, for instance, you live in America where diesel is what you put in your Peterbilt and gas remains in real terms less than half what you pay in the UK. Compared to what else is available there, it would suddenly seem several streets more competitive.

More enticingly still, change not the country but the car and imagine this engine under the bonnet of an F-type, a car you're going to want to thrash: suddenly you're hitting 60mph in under 5sec, listening to the supercharger wail and all is suddenly well with the world. In theory at least: the proof of that particular pudding remains a month or two away.

FACTFILE

ENGINE: 3.0 litres, six cylinders, supercharged
TOP SPEED: 155mph
PRICE: £65,365
POWER: 340bhp at 6500rpm
FUEL/CO_2: 29.4mpg, 224g/km
www.jaguar.com



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Improved yet again, latest 911 still offers 4WD – but need you lash out for it in UK?

PORSCHE CARRERA 4S

WHAT IS IT THAT makes people purchase a four-wheel-drive 911 in Britain? In mountainous countries where snow is a perennial problem and winter tyres are compulsory during the season, I can easily see the sense. An all-wheel-drive 911 on winter rubber is a truly formidable device for covering ground quickly in marginal conditions.

Here, the motivation is far less clear. The all-wheel-drive 911 costs £7000 more than its rear-drive sister and adds 50kg to your kerb weight. The question is, to what benefit?

To find out I drove a 911 Carrera 4S on summer tyres in conditions that included wet, damp, dry and with the lightest covering of snow. Almost all the time the car coped spectacularly well – or, put another way, exactly as expected. Of course it has massive traction, but what 911 was ever lacking in this area? With a limited-slip differential and a large flat-six motor over its rear wheels, it would catapult you out of almost any corner you'd care to tackle on a public road without the need for front driveshafts. I've driven 10 or more two-wheel-drive versions of the new 991-series 911 and not once found its traction inadequate.

The 4S also generates mighty cornering forces, capable according to the little meter on the dash of up to 1.1*g* in steady-state cornering on a slightly damp constant-radius curve. But is that any better than a two-wheel-drive 911 would manage? There is no reason to think so. And, of course, there'd be no advantage under braking either. So what does it bring?

On slush and light snow it certainly accrues speed faster, effectively behaving like it was on dry Tarmac, but with no better cornering or braking power, I leave it to you to decide if that's a good thing or not. What it does do is compromise further the steering feel or lack thereof in a car that has already drawn substantial criticism in this area relative to its predecessor. Despite the extra nose weight the steering, while accurate and positive, feels too light when cornering forces build and is lacking in feedback.

I think its main draw is the added sense of security – be it perceived or real – that it brings. I suspect there remains lurking doubt about the fundamental stability of the 911 in extremis and a belief that 4WD provides a solution. Understandable though both these ideas are, neither is related to the modern-day truth.

That said, a drive in a new 911 is to remind you just how far Porsche has come with this car. Less interactive it may be on the right road but the rest of the time, which is mostly, the advances in ride, refinement, stability and interior design are startling. I'm even starting to like the seven-speed manual, though I still find it astonishing that a car that came to me sufficiently loaded with options to command a six-figure price tag can still not offer a DAB radio.

In short, the Carrera 4S shows that for all that's changed about the newest model of 911, one thing remains as true today as it did 10, 20 and 30 years ago: among mainstream 911s (so excepting GT3 and GT2 esoterica), the cheapest is, was and I suspect will always remain the best.





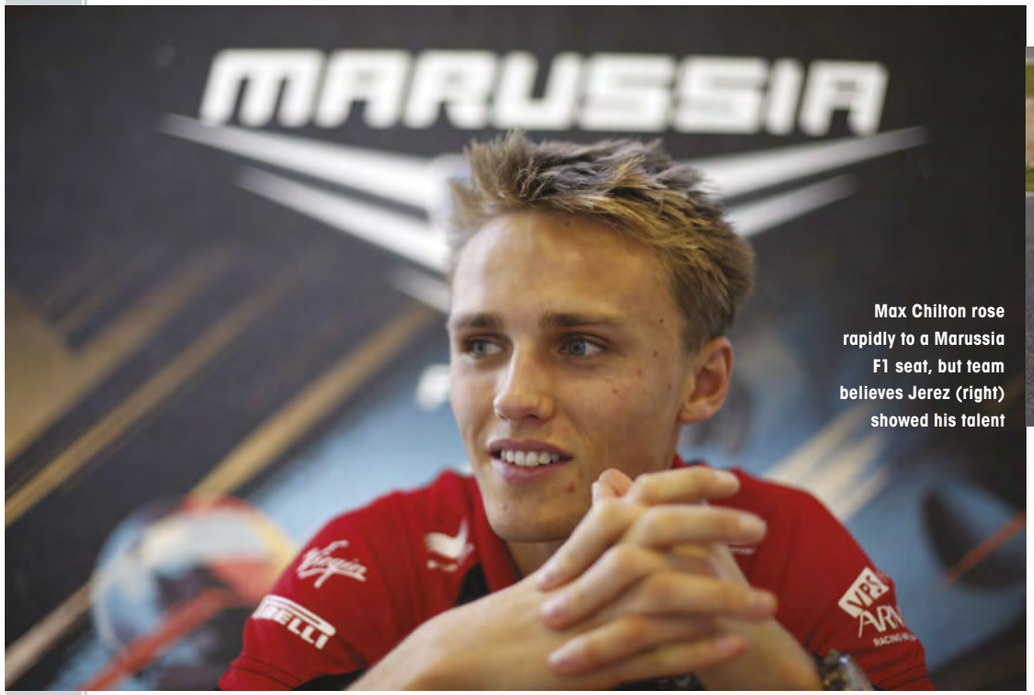
FACTFILE

ENGINE: 3.8 litres, six cylinders, normally aspirated
TOP SPEED: 185mph
PRICE: £87,959
POWER: 397bhp at 7400rpm
FUEL/CO_2: 28.5mpg, 234g/km
www.porsche.co.uk

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WITH ED FOSTER



Max Chilton rose rapidly to a Marussia F1 seat, but team believes Jerez (right) showed his talent



YOUNG PRETENDER

He didn't collect any titles on his way up, but Marussia's British rookie glows with confidence

Despite a six-hour, sub-zero game of golf two days prior to our chat Max Chilton is looking refreshed when he walks into the country club where we're meeting. "It was so cold I could hardly hold the club!" he says as we sit down to talk about the prospect of making his Formula 1 race debut with Marussia.

There's been plenty in the news about the team's 2013 season, as the arrival of Chilton and team-mate Luiz Razia has meant that F1 stalwart Timo Glock has had to seek a new life in the DTM. The German has been quoted as saying that the team will struggle with so little experience, while others have pointed out that Team Lotus used six drivers in 1960 – including Jim Clark and John Surtees – and they had a combined total of only seven Formula 1 World Championship finishes to their names before then. It wasn't exactly the most experienced team on the grid…

All this is far from Chilton's mind. This year, at the age of only 21, he's realising a childhood dream of racing in F1. Some have said it's too early for him to make the step into the top echelon of the sport, but that's not very likely to faze the brother of BTCC race winner Tom. Making big jumps has been part of his make-up since he started racing.

In 2007, at the age of 15, Chilton moved from the entry-level T-Cars series into British Formula 3. A daunting prospect until you recall that he also raced an LMP1 car with his brother that year in the Silverstone 1000Kms. "I was quite young so it was pretty interesting," he admits, now with orange juice in hand. "We actually nearly got on the podium, but we had a rear suspension failure that dropped us to sixth. It was a massive jump from F3 [not to mention T Cars], but my brother had already raced it so he gave me all the information I needed. It's a big shock when you first step into a car with lots of downforce and good brakes. All cars do similar things, though, don't they? They're either going to understeer or oversteer. It's just a case of finding out where the limit is."

Chilton freely admits that he progressed too quickly to get the eye-catching race wins and championships that many of his fellow F1 drivers managed on the way to the top of the sport, but does that mean he's not ready? Marussia's technical consultant Pat Symonds doesn't think so. "What impressed me during the first test was that we did a long race run and at the end of it he had the soft tyres on. Jerez is very hard on tyres and by the end the car was very slow. We wouldn't have put him in that position in a race, but we were doing a little experiment. We brought him in, put on new tyres, took some fuel out and told him to see

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what the car could do. That's not easy because he had been pounding around all day and we'd suddenly given him a car that was five seconds a lap quicker. In order to cope with that you need natural ability – you've got to know when to put your foot down – and he's got that.

"He came in after that run and said, 'The car's good'. Well, it's not. I've never known a good car! It was good because he probably wasn't pushing hard enough. He's not the finished article by any means, but he's a bright kid and will fit in well with the team."

So what of the inexperience? Surely two rookies will struggle to give the level of feedback that Glock might provide? "There's so much data on the cars now, and so many engineers to help you work through it that it's not such a big issue," says Chilton. "Before the tests are over I think we'll be more than ready and almost in the same position as the team was last year. Obviously Timo was very experienced and gave great feedback, but I'm pretty confident that after a few more tests Luiz and I will get there.

"The aim, as always, is to get into the midfield, but it's important that you set yourself a manageable goal. If you achieve that, it's time to set another. You mustn't start setting a million goals because you won't know what you're aiming for. As a team we all understand that this year's first aim is to score some points. We've got to be realistic, though, and in the first two races the target will be to get both cars to the chequered flag with no issues."

This year's car is the first Marussia to be designed using both CFD and a wind tunnel, unlike previous examples, which were designed using only CFD under the instruction of former technical director Nick Wirth. There were no early signs that the car would challenge the midfield, but there are signs that it's a step forward. Either way, it's easier for Chilton to start his Grand Prix career at the back of the grid than the front. "I think I could have handled it if I had come in among the midfielders," he says when I mention this. "Even the legends of our sport had to start lower down and work their way up, though. I think it's important to start like that because you learn to get the very best out of everything and you can concentrate on becoming the best driver possible. When you're at the front of the grid it should all be natural."

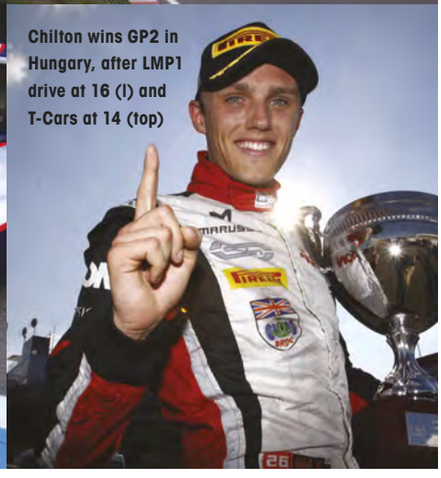
Talk soon turns to the matter of being a pay driver in F1. Chilton, who has enjoyed his father's financial and moral support throughout his career, gives a wry smile – he's no doubt been asked about this many times before. "People have always brought sponsors into F1 and some of the biggest names in the sport's history have paid to get in. Some of them are my heroes so I just don't see it as an issue. Most of the drivers wouldn't be on the grid if someone, at some time, hadn't put money behind them. I try not to pay too much attention to it all really. I know I have the ability to drive just as well as anyone else; I just need a bit more time in an F1 car to prove that."

Yes, Max Chilton is on the F1 grid because he's brought some money, but he wouldn't be there if he didn't also have some ability – especially with the wise head of Symonds helping to make decisions.

Chilton might not have won championships en route to the summit, but his two race victories in GP2 last year were proof enough that he deserves a chance. It's now up to him to prove he merits an F1 seat in the long term.







Chilton wins GP2 in Hungary, after LMP1 drive at 16 (l) and T-Cars at 14 (top)





GRAND-AM AMBITIONS

Lamborghini is building a new GT3 car to take on Ferrari, Mercedes and Porsche, but is also looking to the Grand-Am Championship in 2014

SHOULD YOU MEASURE A RACE category's success by how many different cars compete in it, then GT3 racing has been one of the most prosperous over the past few years. Whatever you have to say about the balance of performance, it has encouraged many manufacturers to use GT3 as a shop window for their products. Competing against the likes of Ferrari, Porsche, Mercedes and Aston Martin is a great way to prove your car's ability.

The growth shows no signs of slowing as Lamborghini is currently developing a Gallardo to race in GT3. The Volkswagen-owned Italian manufacturer has not been far away for the past few years, because race team Reiter Engineering has been competing with Lamborghinis since 2000 – when it raced a heart-in-the-mouth Diablo – and Lambo has also run a one-



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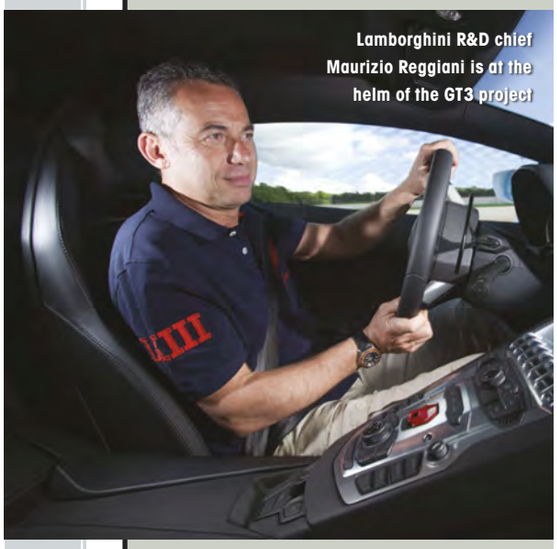
make championship, the Super Trofeo, since 2009. The new GT3 car is the product of the Super Trofeo racer, the work Reiter has been doing and Lamborghini's own design department.

"We started our Super Trofeo activity back in 2009," research and development director Maurizio Reggiani says, "and that just happened to be one of the worst years for car business of all time! Since then, though, things have improved dramatically and we now have a series in Europe, one in Asia and we are launching one in the US. America is a big market for us and we don't currently have any racing there. The next obvious step was an entry to the GT3 category."

The target this year is to sell 18 cars and then a further 10 in 2014, but Lamborghini wants more than just the one-make series in its US campaign. "The really important thing for us is the GT class of the Grand-Am championship. We looked at Le Mans, but that's not our target, it's not part of our strategy. With the Super Trofeo championships, GT3 and the Grand-Am we will be present in Asia, Europe, America and many other places where GT3 cars race.

"We studied the Super Trofeo car very carefully before deciding to make the jump into GT3 because it's a big step," says Reggiani. "If you're putting the face of your company out there against some of the most famous names in racing you have to be sure you can compete. It's the best time, though, because the car is at the right stage of its life."

Having Lamborghini on the grid is another feather in the cap for GT3 and good news for its fans. With the balance of performance it'll be interesting to see whether Volkswagen's other brand, Bentley, will trouble the Gallardo on track…



Lamborghini R&D chief Maurizio Reggiani is at the helm of the GT3 project



Nick Tandy's German Carrera Cup title earns him a works GT seat

ON PORSCHE'S **CHRISTMAS LIST**

Nick Tandy is the latest driver to be signed by Porsche's works team. He's the only Brit to have won the German Carrera Cup, but this was still an unexpected announcement…

AS A 16-YEAR-OLD NICK TANDY LINED UP on the grid for the 1996 Midland Short Oval Ministox Championship the last thing on his mind would have been one day becoming a Porsche factory driver. It's happened, though, and having won the German Carrera Cup in 2011, a feat only one other non-German has managed (Frenchman Nicolas Armindo in 2010), Porsche motor sport bosses must have taken note. At the end of 2012 he was summoned to see the management in Weissach, Germany, and told that his racing career would change for ever.

"It was a pretty good Christmas present," he admits before heading to the Daytona 24 Hours to race a Konrad Motorsport Porsche GT3, "especially because it was so unexpected this year – that made it all the sweeter. After winning the Carrera Cup in 2011 it was something I was looking for and something I was trying to work towards, but I didn't expect to be offered it for this season. The full plans for this year are yet to be decided, but it starts with Daytona, my favourite race of the year." Tandy underlined why Porsche has been so quick to sign him after he put his car on class pole for the 24-hour race. Things didn't go as planned, with an off due to being forced offline, tyres delaminating because of the damage and then further punctures later in the race. The final one took out the radiator, bumper, front wing and electronics. "At that point we decided that we'd had enough bad luck for one race and retired the car," says Tandy.

Next up is the Sebring 12 Hours on March 16, with the Walker Racing-run Falken team, and a few months after that he will line up on the Le Mans grid in another Porsche customer car. As he mentioned, the rest of the season isn't yet decided, but what about a possible prototype seat when Porsche returns to the premier class in 2014?

"It's not something I'd expect to be considered for," he says, after a short pause. "Obviously more or less every driver wants to drive the fastest car they possibly can in the highest profile series available, but I don't expect to be given a chance in Porsche's new prototype. At the moment I'm 100 per cent focused on the GT job and if I get many more years in Porsche's GT programme I will be a very happy man, a very happy driver.

"When I first started racing a Porsche (in 2009) the Carrera Cup was the best championship at the time, the best option for me, but that's because Porsche is so integrated with motor sport across the world. Everybody knows about Porsche and its record in motor racing Along with Ferrari and its F1 heritage, it's one of the most recognised names in motor sport."

The list of recent British Porsche works drivers is pretty short – Richard Westbrook and Allan McNish are the only two during Tandy's whole career – a detail that no doubt makes his new position all the sweeter. Ⓜ





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Historic Scene

WITH GORDON CRUICKSHANK



Newly done Prince Henry Benz is one of a brace. Right, mad sports Leyat – the 1920s future



PAST AND PRESENCE

Parisian winter exposition assembles an impressive array of wings, wheels and props

Transport of all hues turns up at Rétromobile, the annual Paris extravaganza. Greeting visitors this year was the Morane-Saulnier monoplane of tennis champ and aviator Roland Garros, with his Type 18 Bugatti, while outside were a bristling Mirage V fighter and a working locomotive steaming up and down. And inside I found the ideal commuting wheels – a road-rail Jeep to take you to the station and then all the way to Platform 4.

One of this year's themes was a homage to the Citroën DS, focused on Lukas Huni's richly varied display. What a stunning effect this mould-breaking saloon must have had on a 1950s audience more used to 4CVs and Simca Arondes. Among Huni's delicious show of prime Alfas and Bugattis, that lovely Facel-bodied Bentley MkVI Cresta stood out with its sculpted wooden dash, while opposite sat a voluptuously curved Alfa shaped by Swiss extreme stylist Luigi Colani – pity the buyer who ever has to replace its bulbous glasswork. Elsewhere Citroën went topless, displaying a range of coachbuilt CX and SMs including that Heuliez SM with 'venetian blind' roof. Bet that doesn't leak…

Across the aisle Renault boasted a top contender for the bad taste tankard – a matt black Louis XV Twingo, lined in crushed velvet featuring marquetry, brocade, candelabra and a gold *fauteil* instead of a rear seat. In recompense the firm also brought an Alpine A220 V8 Le Mans car – registered for the road. Not to mention a vast street sweeping device they built in 1913. Completing the *partes tres* of Gallia, Peugeot's 1935 401 Transformable proved that folding metal roofs aren't new, while Porsche brought the T7 prototype that spawned the immortal 911.

A selection of Lamberts from the Mulhouse museum included a sweet pick-up used around the works, a racer and a slightly slabby three-seater coupé which its minders ostentatiously handled with white gloves. These light but sophisticated machines initially had FWD and independent front springing but struggled to sell.

I've seen one Leyat before, but never four in one place. A few 1920s eccentrics thought this style of aeroplane-cabined prop-driven contraption was the future, and Leyat managed to build several including the open 'sports' version on show. And there was a model of a proposed 40ft-long propeller bus, presumably capable of wiping out 20 people at once…

Volkwagen flew both Bentley and Bugatti flags by showing the Embiricos 4¼ before it returns to Arturo Keller's vast Napa Valley collection, plus the restored ex-Benoist and Stafford East T59 that was once often seen at UK events. Shown here once before in unrestored state, it sparkled, proudly celebrating 80 years since these beautiful machines left Molsheim – but in contrast 'distressing' has elsewhere gone too far: several restored cars boasted unrealistic dirtied paint and roughed-up leather. I don't like glitter, but nor do I like paint-on grime.



Garros flew this Morane non-stop across the Med in 1913

Spent an interesting time on the Hall & Hall stand where after admiring the Beltoise/Brabham Matra MS650 Rick Hall races (the Hill/Pescarolo MS670 was nearby, too – it's

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that kind of show) Dick Crosthwaite told me about a forthcoming C&G project that had me goggling. You will too – but I'm not allowed to tell you yet. Equally frustratingly, Dick recalled being taken to a warehouse full of 60 or 70 Maseratis somewhere in America that he couldn't quite recall. I left him being grilled for location clues by several excited car people.

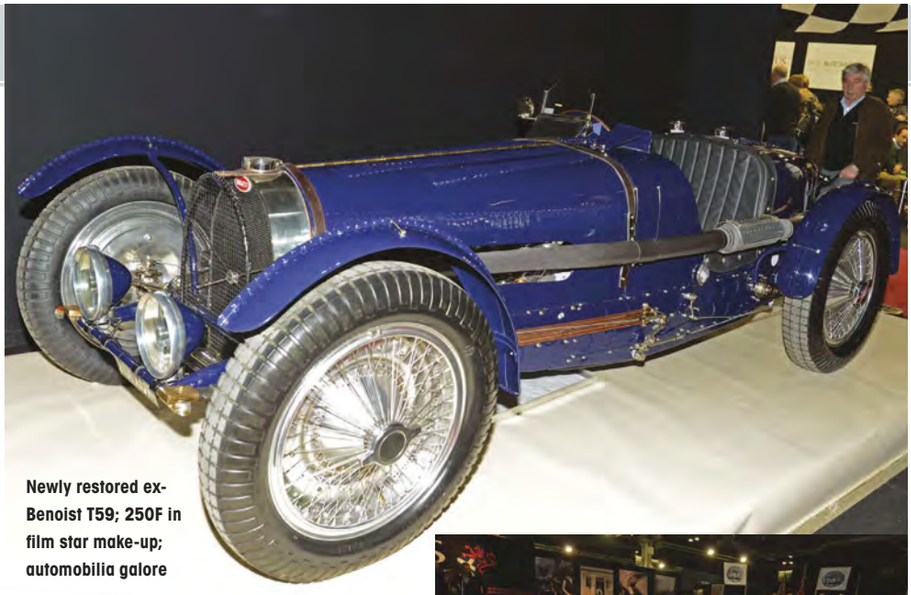
It's the art and automobilia stands that confirm you're not at the NEC. There are acres of glass cases displaying trophies, models and mascots you might see at Goodwood or Pebble, but here there are unique novelties: lamp standards made from con rods and ring gears, a Dino engine table with its carbs breathing through the glass top, a desk hewn from an airliner engine. There's sculpture, too: some recent, some dating back to the dawn of motoring. I admired a cyclist carved from a block of sandstone, but I coveted an intricate model of a early V8 aero engine, complete down to working cams and tappets, which I was told off for playing with. I might have consoled myself with a handsome curved ply hydroplane with streamlined chrome outboard but as it was full-sized I couldn't get it back on Eurostar.

This time I didn't buy myself anything at all, despite the enormous and tempting range of models including several transporters, even down to the Gordini truck in our feature this month (see p104). What I really did fancy was Dioram'art's astonishingly detailed and busy 1/43rd scene of the Le Mans Classic paddock, packed with cars and little spectators. Another depicted a pit full of DBR1 Astons being fettled by wonderfully scruffy mini-mechanics.

If you're searching for that elusive book or photo, try here: I noticed original brochures for the Fiat 8V, Stratos handbooks and a first edition of Luigi Barzini's pioneer classic *Peking to Paris*. If you haven't read it, do: their hardships crossing the Gobi desert make facing British snow look small beer. And some of them did it on spindly De Dion tricycles; falling over one at Rétro reminded me that it's 130 years since that pioneer firm began.

Fiskens showed a 250F in sparkling white, a livery James Mitchell tells me was applied for a German movie filmed partly in practice at Monaco 1959. What's the film like, I asked James. "Awful." So don't bother tracking down *Ein Engel auf Erden*.

This was the first time I had seen the 4WD six-cylinder Spyker from the Louwman Museum – a technical tour de force for 1903 – while the Dutch collection and Mercedes-Benz jointly unveiled a handsome pair of Benzes built for the 1910 Prince Henry trials which they have co-operated on restoring. These had spent years forgotten in a Mercedes warehouse, complete barring the unusual flared bodywork. MB also showed one of the 1908 GP cars and the 200HP Blitzen Benz record-maker, which glistened like porcelain – a far cry from 1909.







Newly restored ex-Benoist T59; 250F in film star make-up; automobilia galore

Eric Sawyer

Rétro is more than a show, though – it's a forum for the old car world. Many people said to me "I'm just here to see people". I got talking with a man who noticed my *Motor Sport* badge and asked if I knew who Gwenda Stewart was – turned out he owns the FWD Derby-Miller that very rapid lady once raced.

Over dinner I got an insight into the other side of the paperwork we all moan about when an American FIVA inspector described the problems of the USA's sheer size: if someone living in the Mid-West discovers he needs a FIVA certificate to do, say, Peking to Paris, it may mean flying an inspector out to him. And as FIVA is composed of individuals representing countries, the swings of diplomacy are played out round the table. My informant described the meeting after country A had upset country B, when delegate A had to apologise to delegate B through gritted teeth before car talk could resume…

I also learned from a well-known historian that Bugatti faking is no new pastime. According to him, a well-known racer who worked at Molsheim would return to the factory on Saturday with a trusted foreman, assemble a Type 35 by Sunday evening and stamp it with the same chassis number as the last car out on Friday, selling it to an unsuspecting buyer and pocketing the proceeds. There's nothing new under the sun, as WB liked to point out. But while Rétro is about history, there's always something novel there.

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Desirables









Memories of Mr Sheene

Clockwise from top left:

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Desirables/sa/gc/ds 127 12/02/2013 19:16



Ferrari 340/375 is expected to hit at least £4.5m at Villa d'Este

Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– RM AUCTIONS –

The Canadian auction house's Villa d'Este sale on May 25 is fast approaching and one of the great racing Ferrari sports cars will be a headline attraction. The 1953 Ferrari 340/375 MM Pininfarina Berlinetta 'Competizione' is one of the three works cars built and was driven in period by the likes of Mike Hawthorn, Alberto Ascari, Giuseppe Farina and Umberto Maglioli. Hawthorn and Farina drove it in that year's Le Mans 24 Hours, but were famously disqualified from second place after brake fluid was added during the race.

RM Auctions is asking anyone interested in the estimate to contact the company directly, but don't expect this coveted racer to sell for any less than £4.5m.

There's another interesting chassis up for sale at RM's Amelia Island Sale on March 9. A 1970 Porsche 908/3 is one of 13 examples built: chassis number 4 doesn't have any period race history, but was used as a spare for flex testing during the 1970 and '71 seasons. It wasn't until 1996 that Miller Historic Motorcars made the chassis fully operational. Despite this, the car carries a £900,000-1.1m estimate.

Back on January 18, RM had a successful sale in Arizona and attracted business to the value of £23.2m. That figure was helped in no small part by the 1960 Ferrari 250 GT SWB Berlinetta 'Competizione' that went for a record £5.2m. A 1967 Shelby 427 'semi-competition' Cobra was also popular, and sold for £1.3m, but it was the Italian manufacturer that stole the show with many other big hitters. Most notable of these was a 1967 275 GTB/4 (£1.2m), with a 1966 275 GTB and a 2003 Enzo both going for £842,570.

The sale total was up 42 per cent on last year and with RM "focusing on the top tier of the market", that figure doesn't come as a surprise. With banks offering only tiny interest rates, classic car prices continuing to rise and no Capital Gains Tax on such sales, auction companies' financial futures look bright.

– ARTCURIAL –

Every minute of Artcurial's Rétromobile sale on February 8 raised another £31,994 towards the £12.5m total – the largest ever sale of collectors' cars in France. Headlining the event was a 1936 Talbot-Lago T150 (below), which sold for £100,000 more than its pre-sale estimate of £1.15m. Bang on estimate was a 1995 Bugatti EB 110 SS, which sold for £382,950, while a 1962 Ferrari 250 GT Pininfarina cabriolet with only 15,000km on the clock went to a US collector for £721,550, £60,000 above its top estimate.



– GOODING & COMPANY –

Gooding and Company achieved a 97 per cent sale rate on January 18/19, helping the auction to reach an impressive £33.4m. It was the same story as RM, with fewer cars being sold at a higher average price (£333,100 in Gooding's case). Unsurprisingly there were records broken during the sale, especially when a 1958 Ferrari 250 GT LWB California Spider sold for £5.3m – a record price for any car during the Arizona auction week. There were 14 other records set, including the £951,400 paid for a 2003 Ferrari Enzo and £2m for a 1959 Porsche 718 RSK.

– BONHAMS –

A 1929 De Havilland DH 60GMW Gipsy Moth biplane, which starred in the 1985 film *Out of Africa*, is heading 'home' after it was bought at Bonhams' Paris sale on February 6/7. An anonymous telephone bidder from Kenya paid £173,180. The sale was a great success with 86 cars, 84 motorcycles and more than 100 automobilia lots finding new homes. A 1929 Bentley 6½-litre Speed Six tourer (£712,678), a 1963 Aston Martin DB4 (£692,882) and the 1938 ex-Ettore Bugatti Type 57C special coupé (£593,921) contributed to the overall sale total of £11.2m.

There will be a full review of Silverstone Auctions' Race Retro sale next month.

MARCH 2 BONHAMS *Collectors' Motor Cars and Automobilia,* TBC, Oxford. Tel: 020 7468 5801

MARCH 6 BRIGHTWELLS *Classic Cars and Motorcycles,* Easters Court, Leominster, Herefordshire. Tel: 01568 611122

MARCH 8 GOODING AND COMPANY *The Amelia Island Auction,* Racquet Park, Omni Amelia Island Plantation, Florida, USA, Tel: 001 310 899 1960

MARCH 9 RM AUCTIONS *Amelia Island Sale,* The Ritz-Carlton, Amelia Island, Florida, USA. Tel: 001 800 211 4371

MARCH 9 HISTORICS AT BROOKLANDS *Classic and Collectors' Cars,* Brooklands Museum, Weybridge, Surrey. Tel: 01753 639170

MARCH 9 OLDTIMER GALERIE *Retro Classics Auction,* Gürbestrasse, Toffen, Switzerland. Tel: 0041 31 819 61 61

MARCH 12 COYS *Spring Classics,* Royal Horticultural Halls, London. Tel: 0208 614 7888

MARCH 21 DVCA *Classic Collectors' Cars and Automobilia,* The Gartell Light Railway, Common Lane, Yenston, Templecombe, Somerset. Tel: 01963 363 353

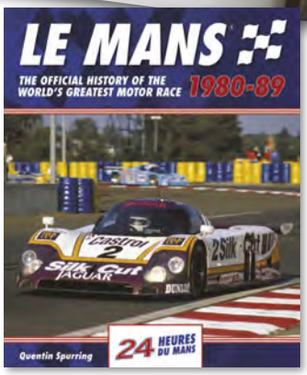
MARCH 22-24 AUCTIONS AMERICA *Fort Lauderdale Sale,* Greater Fort Lauderdale/Broward County Convention Center, Eisenhower Blvd, Fort Lauderdale, Florida, USA. Tel: 001 877 906 2437

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Reviews





LE MANS 1980-89

THE OFFICIAL HISTORY OF THE WORLD'S GREATEST MOTOR RACE

by Quentin Spurring

This is the latest by-product of endurance racing eminence Spurring's serial dissection of a popular institution. The format echoes those that have gone before and so, happily, does the quality.

Each of the 10 races is separated into easily digestible, bite-sized chunks, the vast majority ripe with fascinating nuggets that might otherwise be forgotten. Who recalls Ernst Ungar turning up in 1983 with a URD-BMW that didn't officially have an entry? Race organiser the Automobile Club de l'Ouest is famed as a regulatory stickler, but administrative protocol was a little more relaxed 30 years ago and the car was allowed to take part – something that would be unthinkable today.

Comprehensive entry lists, results sheets and hourly lap charts are interwoven with the emergence of the Porsche 956/962 as the decade's most prolific endurance racer, but there is plenty of space set aside for curiosities – and not just Jean Rondeau's landmark 1980 success, when he became the first (and so far only) driver to win Le Mans in a car of his own manufacture.

If you'd feared time might forever overlook peculiar strategies (WM driver Roger Dorchy starting on low fuel in 1984, to lead for the sake of the show, which he did before crashing on lap three) and even quirkier cars, worry not. The Ardex, Sthemo, Bardon-Cosworth, a Courage that was really a March and 1980's bewinged, turbocharged Triumph TR8 are all here, with descriptive prose and illustrations to prove their existence.

Conceptually splendid – and even better in execution. **SA**

Published by Haynes Publishing, ISBN 978 0 85733 128 1, £45



BEHIND THE SCENES OF MOTOR RACING

E-BOOK VERSION

by Ken Gregory

Considering that books about Stirling Moss have been appearing right through the 50 years since his career ended, it's surprising it's taken so long to reissue this, written at the height of his career by his closest collaborator. Friends with Moss from 500cc days, Ken Gregory became his manager when Moss was the sport's only full-time pro.

We marvel at how The Boy seemed to be everywhere but it was thanks to Gregory who ran the show, planning the season and negotiating drives and fees. Written in 1960, it is now an e-book featuring many extra photos and an epilogue, though Gregory has not altered the main text. It's still a vivid, close-up picture of 1950s racing, told by a man who was friends with Collins, Hawthorn and Bueb. It's much more than a history – and it's told by a first-hand witness. **GC**

Published by Indd on iTunes and Kindle, £6.99



GOODWOOD FESTIVAL OF SPEED

THE FIRST TWENTY YEARS

"I drove at the very first Festival in 1993," says Damon Hill at the start of this glossy review of the Festival of Speed's first 20 years. "It was my first season racing with Williams." Yes, the Festival of Speed really has been going that long.

Shots of Eddie Irvine sitting on John Surtees' MV Agusta and a young Jenson Button chatting to Barry Sheene remind us why the Festival has always been special. They also go some way to explaining how the event has grown from attracting 25,000 people in 1993 to 185,000 last year. The aerial shots from those years at the back of the book are particularly interesting – how did the Festival get *so* big?

This is a great trip down memory lane and also a reminder of what we missed during any years that we didn't make the event. **EF**

Published by the Goodwood Road Racing Company Ltd., ISBN 978 0 9574820 0 5, £40



THE SCIENCE BEHIND THE SPEED

A DESIGN MANUAL FOR THE WORLD'S FASTEST CAR

by David Tremayne and the Bloodhound Team

Imagine a Formula 1 team releasing a book on its forthcoming season and all the technology it's using to try and win the World Championship. It just wouldn't happen. The beauty of the Bloodhound SSC project, however, is that its main aim is to inspire a generation of engineers, mathematicians and physicians by releasing all the data as and when it's produced.

The plan is to break 1000mph with the help of a jet engine and a hybrid rocket so, as you can imagine, the facts and figures in this book are quite incredible. All aspects of the Bloodhound are covered from the aerodynamics to the rocket technology. Even though it covers extremely advanced engineering principles, it's understandable, engaging and informative. The only downside is that you will constantly bore everyone with phrases like, "Did you know that the Bloodhound's wheels will have to endure 50,000g of centrifugal force at the rims?" **EF**

www.bloodhoundssc.com/shop, £30

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READER OFFER

In association with Laverstoke Park Farm



1979 Formula 1 World Champion
Jody Scheckter and *Motor Sport*
present:

Cars and Food

At the Allianz Park Saracens rugby stadium, London on Saturday May 18, 2013

Come and see eight of the cars Jody drove from his collection, which will be matched with eight courses of the best award winning food from Laverstoke Park Farm. This collection of cars has never been shown to the public before. As well as gourmet food and world class cars, there will also be film screenings, celebrity guests and a chance to engage in a Q&A session with Jody himself.

A taster of the menu:

A SELECTION OF LAVERSTOKE PARK FARM CANAPÉS

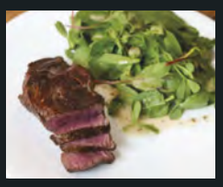
"We'll be offering a selection of biltong," says Jody. "We make the biltong I always dreamed about – and it does not contain preservatives or colourings. It is cured overnight and then slowly dried, giving its unique flavour. Early South African settlers used these methods to preserve their meats naturally."



BUFFALO MOZZARELLA WITH FRESH TOMATO & BASIL

Served with a selection of our home-grown baby salad leaves and vegetable crudités

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More to be revealed next month…

The evening, held in association with *Motor Sport*, will take place in the new state-of-the-art Saracens Rugby Stadium. The multi-course feast will be sourced from Jody's award-winning Laverstoke Park organic farm. Tickets are offered at a discounted rate for *Motor Sport* subscribers.

To book your tickets call +44 (0)207 349 8472
For group bookings please contact us.

Tickets are priced at:
£250 for subscribers
£295 for non-subscribers

For more information go to:
www.motorsportmagazine.com/gourmet
or email:
readersevents@motorsportmagazine.com

WHEN: **Saturday May 18, 2013**
TIME: **6pm**
WHERE: **Saracens Rugby Stadium, London**

YOU WERE THERE

Faces to the fore this time, including a casual snap of a legend when he was still merely a man to watch



COLIN TRIPPAS

Silverstone in 1983, the year Ayrton Senna won the British Formula 3 title. "I'd read so much about him," says Colin, "and then I turned, saw him and took the picture. I remember being embarrassed because I took the picture so close to him!" Beside Senna stands Dick Bennetts, whom Senna drove for in that championship year



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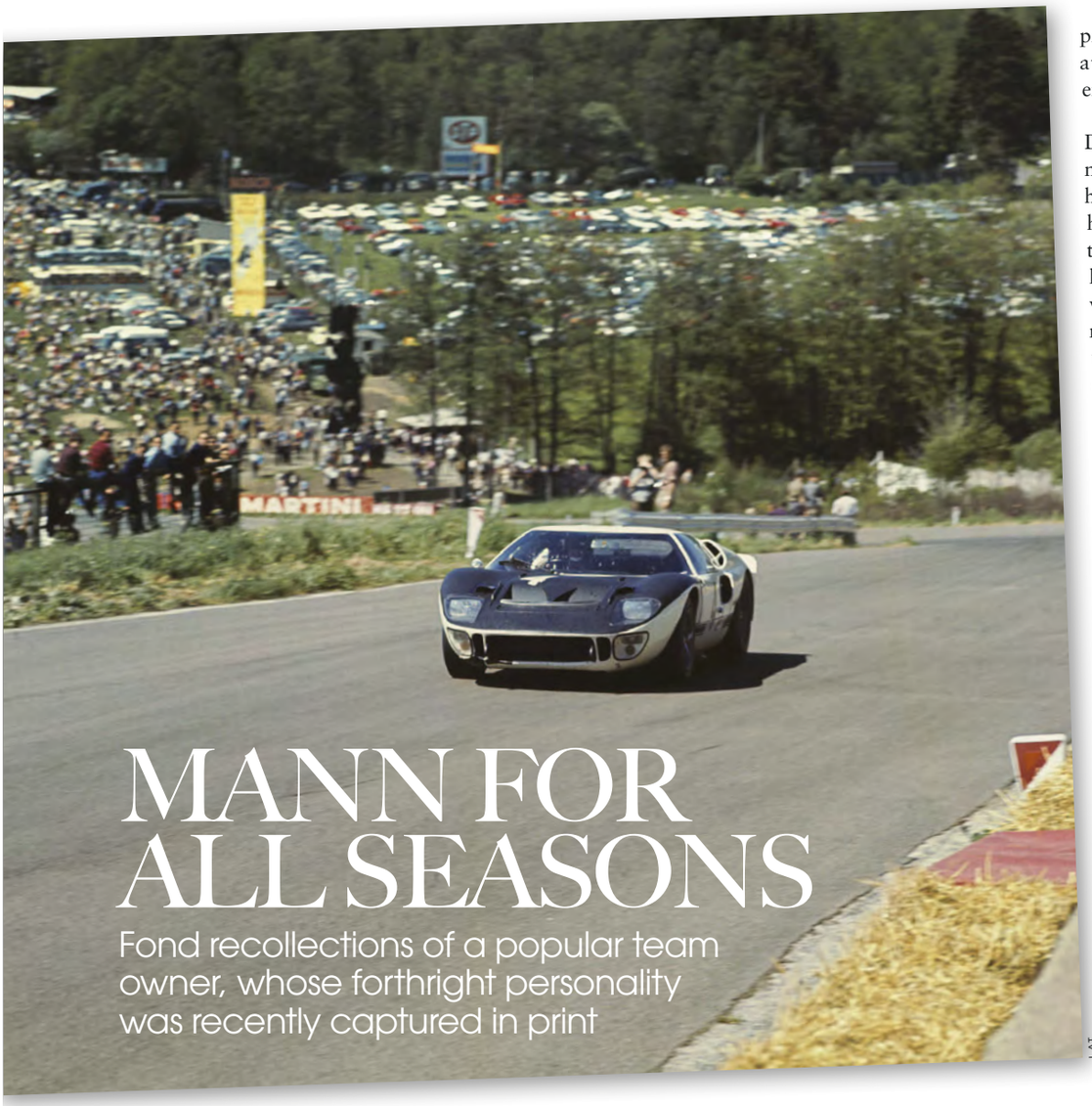


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PETER HAYNES

Peter describes his photographic efforts at the inaugural F2 meeting at Snetterton, April 1965, as "snapping away at random with my trusty Brownie 44A", but he managed to come up with some nice casual moments, helped by being "able to roam at will among current and future stars". {1} **Overhead view of Graham Hill in Brabham-BRM emphasises how exposed a driver was then** {2} **In his Ron Harris F2 Lotus, Jim Clark sports what Colin calls "his ever-faithful beige cardigan"** {3} **Jack Brabham frowns at some time sheets** {4} **Hill again, adjusting his Brabham's mirror before hitting the track**

YouWereThere/gc/sa/ds.indd 133 12/02/2013 19:04



LAT

MANN FOR ALL SEASONS

Fond recollections of a popular team owner, whose forthright personality was recently captured in print

When great racing team patrons and entrants are mentioned, the names of Ken Tyrrell, Frank Williams, Ron Dennis and perhaps today Christian Horner inevitably arise, every one of them most notably for their Formula 1 achievements. Within the endurance racing world other personalities may spring to mind: 'The Colonel', of course – Ronnie Hoare of Maranello Concessionaires – Luigi Chinetti, then Dr Bott of Porsche, John Wyer and David York of Gulf-JW fame, and more. But for me one of the most prominent, most effective and by too many people most underrated of great team leaders was the late Alan Mann.

Tony Dron and publisher John Blunsden have gone far towards putting the record straight with *Alan Mann: A Life of Chance*, Alan's biography published last year (by MRP - sadly just too late for Alan who died, aged 74, last March). Tall, fair-haired and with the penetratingly direct gaze of classic team chiefs, Alan – though clearly an adept politician in his assorted dealings, most notably with the Ford Motor Company – was not known for mincing his words. This comes across very clearly in his memories of Ford's 7-litre Mark II programme, which was victorious (at last) at Le Mans but plainly left the British entrant pretty unimpressed.

His role in pre-season Mark II testing at Daytona '66 left him with "…no doubt in my mind that the car was a pig and far too heavy. In fact the thing was so bad that it had broken itself every morning, so the testing seemed to go on forever. Endless hours were spent just repairing that car while the rest of us hung around. I had so much spare time... that I went next door, took flying lessons and got up to going solo before the end of it".

Evidently the first thing to break in that interminable test programme was the 210lb Ford four-speed gearbox. Alan was intrigued to hear Ford's on-site gearbox specialist 'phoning his boss in Detroit to report: "Looks like the gearbox has overheated a bit, sir". In actual fact the offending unit's innards were deep blue and virtually welded inextricably together from the intense heat of seized bearings. The listeners heard his boss suggest "Can't you put a bigger cooler on it?" Back came the cautious response, "I think it's going to take a bit more than that, sir," while all the ear-wiggers creased up with stifled giggling.

Alan plainly became impatient with Ford employees more interested in protecting their careers and reputation within the company than turning their cars into practical, short-term race winners. He also recognised that the company engineers casually dismissed what their drivers were telling them if it denied any predicted improvement.

His own preference was to run well-developed, lightened versions of the Ford GT with small-block 4.7-litre engines. Ever after he remained convinced that "…all the trouble and expense of developing that monstrous Mark II 7-litre could have been avoided". He was particularly scarred by Walt Hansgen's fatal accident during the Le Mans Test Weekend in early April, after the veteran hard-charger had returned to the pits to report that his Mark II prototype was "diving all over the place" on the drizzle-slick surface. Having been sent out again he crashed on his second lap at the right-handed Dunlop Curve, understeering wide and apparently opting to take the escape road where the old pre-war 24-Hour circuit had headed into the city suburb of Pontlieu. A banner was stretched across the

Doug Nye/sa/gc/ds.indd 134 13/02/2013 20:38



Graham Hill listens to team boss Alan Mann at Sebring in '66. Below, Hill in action at the US track

Ford

Graham Hill's pearls of wisdom

Mann's memories reminded me of a couple of typical Graham Hill stories. As the Le Mans-type starting echelon was being arranged at Sebring in 1966, Graham and Jackie Stewart were to share one of Alan's GT40s. Graham was due to take the start but after the mechanics had lined up the car with door ajar and first gear engaged, and the clock was ticking down, Graham could not be found. Jackie began to fuss about getting togged up to start in his place. And as Alan recalled: "At the last second, and with perfect timing, Graham appeared at the far end of the line of drivers, walking calmly up towards the number three spot on the line. On the way he stopped and shook hands with everybody. His perfect English manners could not be faulted, and his rivals' concentration was immediately lost. Just as he got to his spot the flag was dropped and Graham was away. At the end of the first lap he came around with a massive lead."

There's also a story, which I'm pretty sure is apocryphal, that while Graham and Bob Bondurant were wrestling with borrowed spanners to extricate Jackie Stewart from his crashed and crushed BRM after their opening-lap incidents in the 1966 Belgian Grand Prix at Spa, Graham tried to cheer up his semi-conscious team-mate, trapped there in a cockpit bath of leaking petrol, by remarking: "Don't worry, lad. If it goes up – we'll toss in some potatoes. It won't be wasted." Timing – that's the key.



LAT

road entrance there, but it offered no escape at all, since a pile of sand had been dumped just behind. Now Hansgen's sliding Mark II dived headlong through the banner, straight into the hard-packed wet sand beyond. This immense impact broke the car's back, collapsing the cabin around its unfortunate driver like the jaws of a man-trap, before the wreckage somersaulted to rest, back on its belly. Ford's press cover-up after the incident did it no credit.

Alan Mann's crew then took Shelby's surviving white Mark II back to their Byfleet works to prepare it for their planned entry in the imminent Spa 1000Kms. They found its rear suspension seemed to match the John Crosthwaite-designed system used on their own lightweight GT40 chassis for the small-block engine. "But they had got it wrong for that different chassis. It seemed obvious that they'd never swung a rear suspension to measure whether it toed in or out." On their surface plate they discovered that the Shelby Mark II exhibited massive rear-suspension bump steer, which would certainly explain poor Hansgen's complaints in that final Le Mans pit stop about his sister car wandering…

At Spa (pictured on the facing page), despite having modified the Mark II's suspension as best they could, drivers Sir John Whitmore and Frank Gardner still reported aerodynamic instability. Hurtling along the Masta Straight in a crosswind was "a bit spooky", which from those two must have meant it was absolutely terrifying. Raising the rear spoiler helped, but only a little. Spa also taught them that neither Goodyear's contemporary tyres nor even the car's brakes would be up to 24 hours around Le Mans. During the 1000Kms the Belgian clerk of the course called at Alan's pit to announce that his marshals "were reporting that the 7-litre was getting in the dirt every time by the side of the Masta Straight". Alan could only reassure the clerk that his chaps were competent drivers, and knew what they were doing.

At its next pitstop the car's right-front tyre was found to be chunking badly, so Frank and John were instructed "to back off, nurse the remaining tyres and resign ourselves to second place behind Ferrari".

The story of what followed at Le Mans is just another small part of a fascinating insight into one of the most significant World Championship endurance races ever run.

Don't miss *Alan Mann: a Life of Change*. This is a very significant work that adds tremendous perspective and insight from a most respected major player.

Doug Nye/sa/gc/ds.indd 135 13/02/2013 20:38

Doug Nye



GP Library

Sifting through the wreckage

In recent weeks I have spent much time trying to re-address research upon a very important group of racing cars. There comes a point, after reviewing literally hundreds of photographs and thousands of written words in contemporary race reports and internal team documents, that a chilling realisation dawns. No matter how thoroughly one might feel that 1970s or '80s research was done, in reality the more one thought one knew, the less one became inclined to continue cross-checking, and so the bigger the historical cock-up committed to print. The demon, as ever, lies in the unnoticed detail.

I had been seeking a photograph of a burned-out wreck after a racing accident. Surely somebody must have taken one. After two months of energetic hunting, I am now not so sure. Eventually I asked the driver concerned if he'd ever seen a photo of the aftermath.

"Nope," came the crisp answer, "and I can assure you, I was in no mood to take one at the time."

Certainly some race-accident fires used to leave very little to take home. In continental European races, after accidents in which the driver was thrown out, or had scrambled clear, race marshals and bystanders quite commonly stood by to enjoy the bonfire – 20 to 30 minutes could pass before a fire went out simply because nothing remained to burn. One classic photo (above) shows how much even an 'iron' competition car could be consumed. It records the scene at Oporto in Portugal 1953, after Australian owner-driver Tony Gaze had crashed his Aston Martin DB3, I believe chassis '9' – it was pretty well used up.

In contrast, another quite celebrated sports car fire springs to mind: Richard Attwood's at Le Mans in 1964 (below), when he was driving one of the Ford Advanced Vehicles team Ford GT prototypes – chassis '104' – and it ignited near Mulsanne. Plenty of the Ford survived for salvage, but few would settle for that after retirement from a major race.



GP Library

One size tends not to fit all

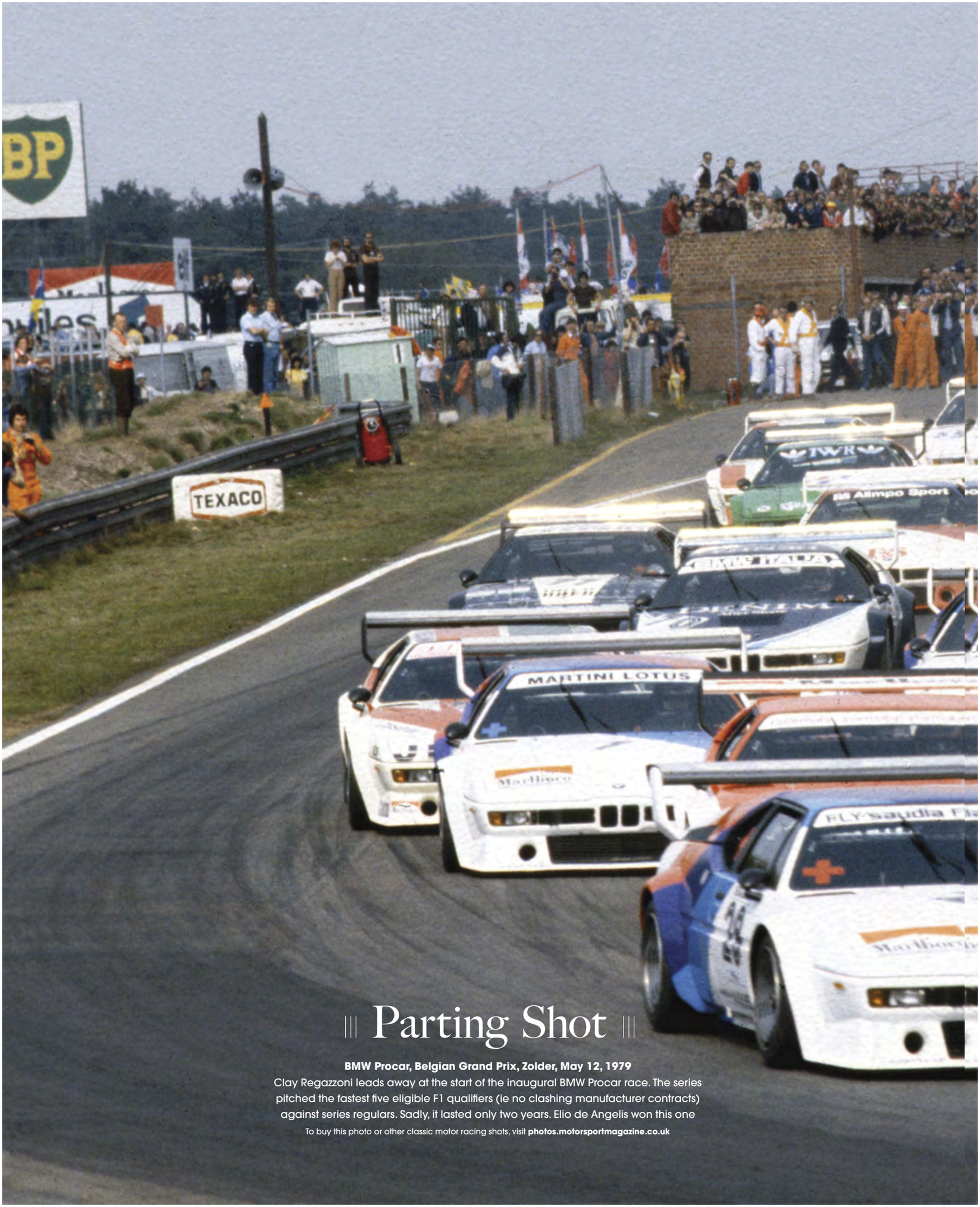
All great racers demand the best. Compromise isn't within their dictionary. Graham Hill was one of the most pernickety and demanding drivers any team could run. Mechanics and engineers alike brim with stories of his relentless job lists. When he joined Team Lotus in 1967 he must have been extraordinarily confident that the forthcoming Lotus 49, with its brand-new Cosworth DFV engine, was going to do the job, because he accepted quite a lash-up for his early outings that year.



GP Library

The record book will tell you that until the 49s emerged at the 1967 Dutch Grand Prix, he drove a two-year-old Lotus 33 'R11' fitted with a nominally 2-litre Tasman BRM V8 engine and gearbox. That's perfectly true. He did. But what the record book doesn't explain is that he didn't fit the car, which had to be hacked about until he did. Tailored around jockey-sized Jim Clark or slim-line Pete Arundell, 'R11's inner cockpit skins had to be cut and scalloped out to accommodate Graham's broader shoulders and biceps.

His long legs posed the next problem, because the steering wheel became trapped against his legs. Lotus's long-suffering mechanics had to alter the rake of the steering column, lifting it within the car so the steering wheel rim would clear Graham's thighs. But how could they get it through the dash panel? In lieu of any alternative, they removed the rev counter from its standard dash panel orifice and ran the steering column through that hole instead, remounting the tacho high on top (above). I'd always wondered why Graham looked so, well – odd – within that car. And now we know.



Parting Shot

BMW Procar, Belgian Grand Prix, Zolder, May 12, 1979

Clay Regazzoni leads away at the start of the inaugural BMW Procar race. The series pitched the fastest five eligible F1 qualifiers (ie no clashing manufacturer contracts) against series regulars. Sadly, it lasted only two years. Elio de Angelis won this one

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LAST-CHANCE SALOON

Sheene tested a fair few racing cars, F1 chassis among them, but his career on four wheels proved both fleeting and patchy

BY RICHARD HESELTINE

VIEWED THROUGH THE COLD GAZE of the sceptic, you could argue that Barry Sheene never made a successful transition to racing on four wheels. Except somehow you doubt his heart was ever really in it – and it isn't as though opportunities didn't present themselves. Indeed, he tested for Surtees at Brands Hatch in August 1977. According to *Barry Sheene 1950–2003: the Biography*, he completed 70 tours of the Indy circuit and came within 2.9 seconds of the lap record.

The great man himself said: "It was no major problem to achieve that fast time, and the experience, although enjoyable and requiring immense concentration, did not stimulate me to the point where I felt I just had to switch to four wheels."

And stimulation was conspicuously absent when he drove a works Arrows A1 at Donington Park in September '78. According to *Motoring News*, he managed only two laps before an off and the departure of a wheel ended play. Two months later, he tested for the same team at Le Castellet where his lap times were reportedly on the slow side. Nonetheless, it was reported that he was considering 'doing an Agostini' and competing in the Aurora AFX F1 series when dates didn't conflict with his day job.

It never happened, although as late as 1985, Sheene was still sufficiently intrigued to at least test a Formula 1 car. In November of that year, he joined fellow motorcyclists Franco Uncini and Marco Luchinelli for a run at Paul Ricard in a Brabham-BMW BT54. Sheene had his excuses at the ready, relating to *Autosport*: "well, I couldn't fit in the car. I couldn't be there for a proper fitting and the car was set up for Uncini and Luchinelli. We took the seat out, but it was still not big enough, so in the end I only did seven laps, steering with my knees and unable to change down gears as my elbows wouldn't fit in the cockpit…"

When he did finally make the leap to a sustained four-wheel programme, it was in an unlikely arena of motor sport. Truck racing exploded onto British circuits in 1984, and one of the earliest exponents was Sheene, who had hitherto been sponsored by DAF. And it was aboard an 11.6-litre Sherwood DAF FT3300 that he made such an impact, both literally and figuratively. While outright wins proved hard to come by, he was unquestionably the fledgling movement's biggest draw, with fourth place in the '86 Multipart Truck Grand Prix support race at Silverstone being perhaps his grittiest showing.

However, midway through 1987 he chopped in the big rigs as by now he had discovered saloon car racing. Intermittent outings in the BTCC aboard assorted Japanese tin-tops showed he had pace. He even stepped up to the European series, participating in the September 1986 Tourist Trophy race at Silverstone alongside Dave Brodie in a 2-litre Colt Starion. 'The Brode' had qualified on pole for the same race a year earlier, but this time around their bid began to unravel during qualifying after the car's engine went pop. A replacement was installed but this too developed problems, so Sheene had little time to attune himself to the car. And while Jeff Allam and Denis Hulme would emerge victorious come race day, the embattled Starion duo finished 36 laps down after the Colt went lame with a constant misfire among other maladies.

Nonetheless, Sheene surfaced for round nine of the RAC British Saloon Car Championship at Silverstone, but this time he was equipped with a Team Toyota/Duckhams Toyota Corolla. Having been unable to make it for the Saturday practice, he managed just three laps on Sunday morning and was obliged to start at the back of the grid with a 10sec penalty. He would come home 11th from 13 finishers.

There would be further tests and at least one barrel roll, but the four-wheel career was effectively over once Sheene moved to Australia later that decade. The question isn't so much why Sheene didn't sparkle on four wheels, more why he ever bothered at all.



Getty

F1 test with Surtees at Brands Hatch and, top, Sheene's BSCC Toyota

Barry Sheene/sa/gc/ef.indd 58 18/02/2013 22:27

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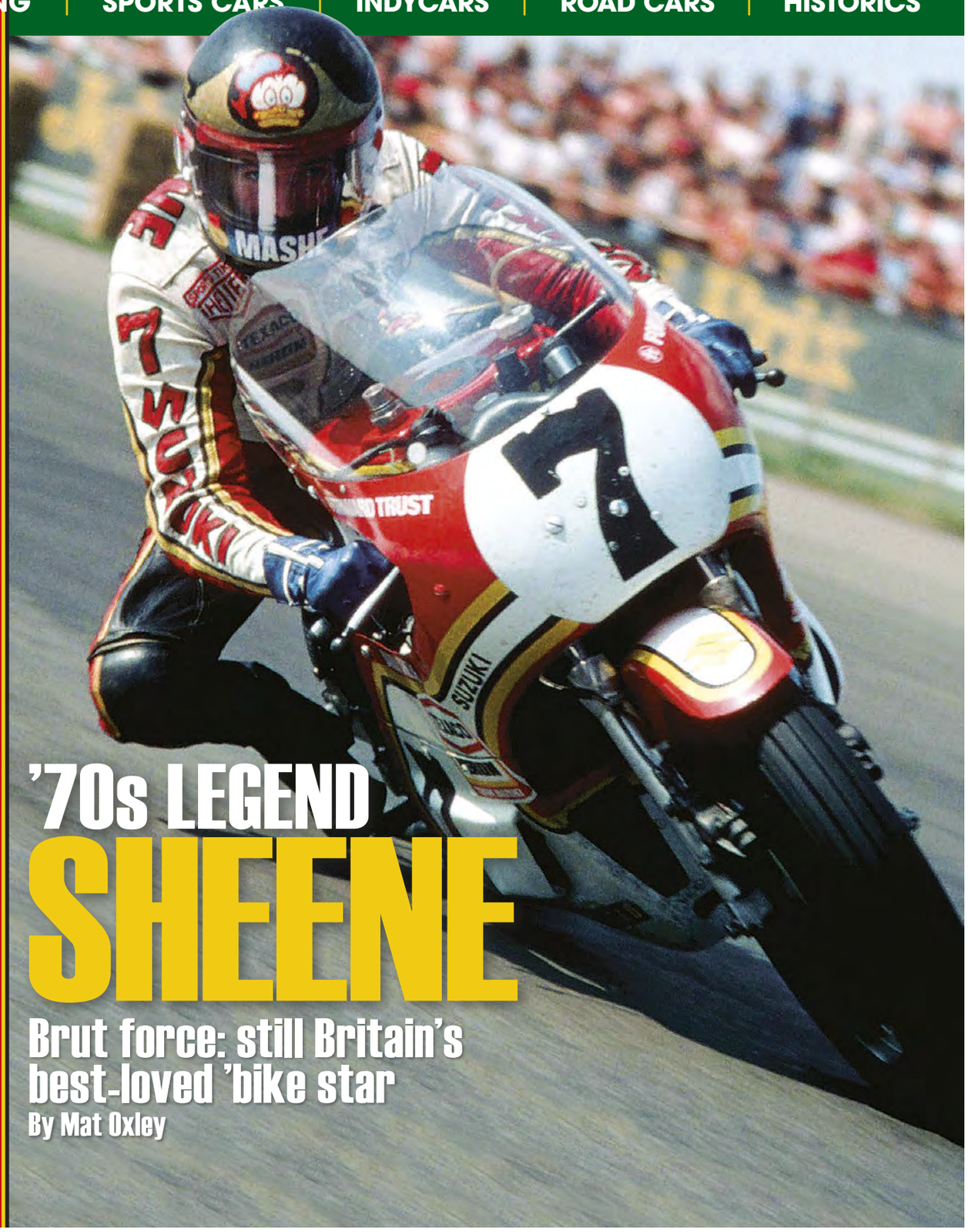
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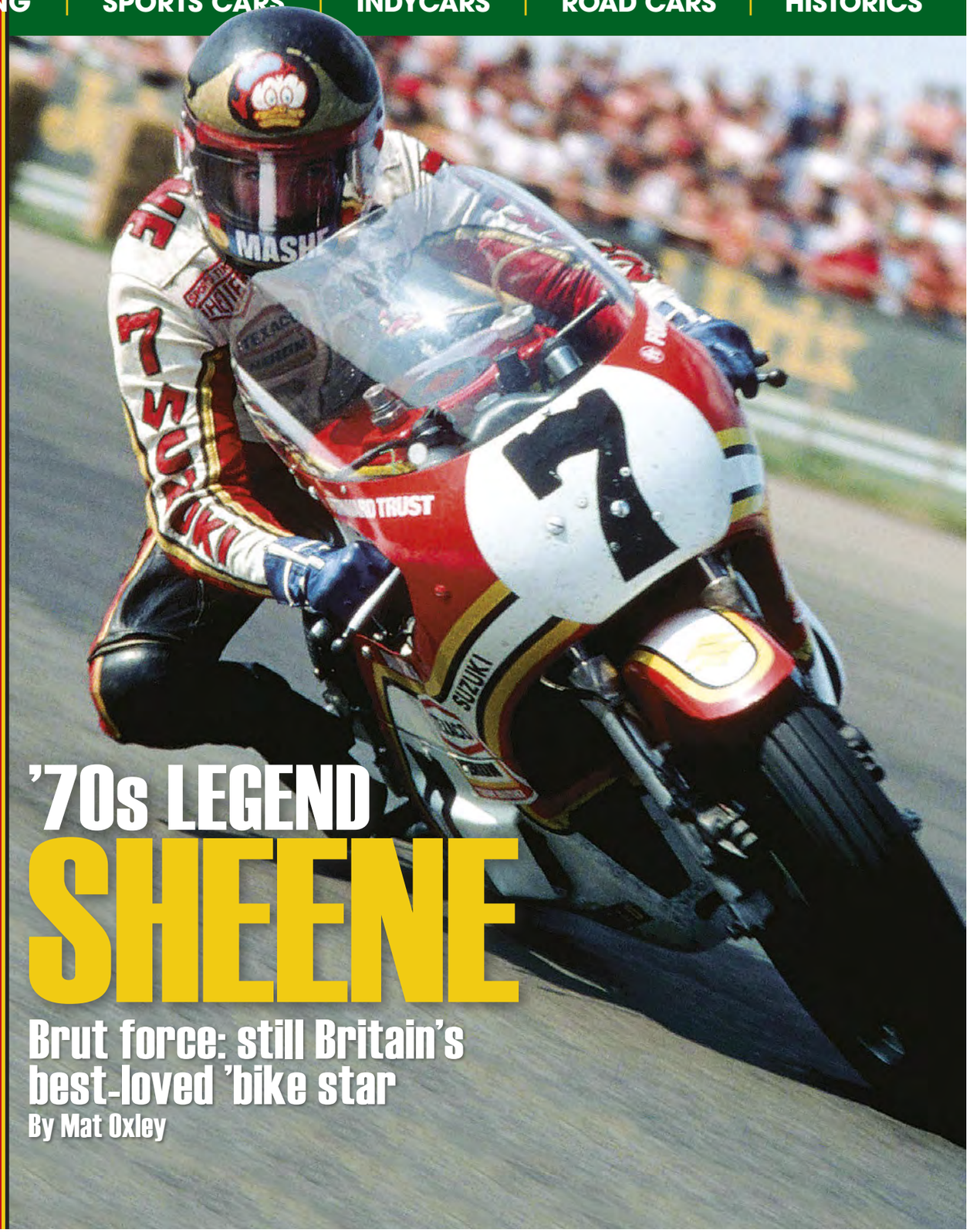
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