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MOTORSPORT

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MAY 2008 VOL.84 NO.5

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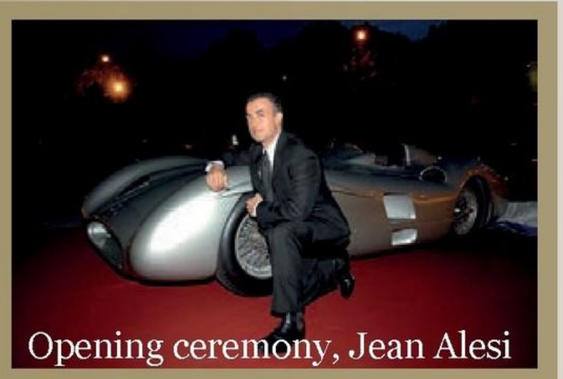


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Volume 84 Number 5

THE ORIGINAL MOTOR RACING MAGAZINE

Contents

Features

42 NIGEL ROEBUCK REMEMBERS JIM CLARK
It's 40 years since the Scottish double World Champion's death rocked a generation

50 CLARK IN THE USA
Dan Gurney and Mario Andretti recall how the Lotus star took Indianapolis by storm

56 THE FINAL RACE
Jim Clark didn't want to be at Hockenheim on April 7 1968. David Tremayne explains why

66 A1GP'S GROWING GAINS
There are big plans for this expanding series, yet its boss insists it's not a rival to F1

72 LUNCH WITH... JODY SCHECKTER
His rapid rise to F1, world title success at Ferrari, and why he walked away

82 ASTON MARTIN V12 VANTAGE RS
As a concept car it impresses; the even better news is it's going into production

84 GRAND DESIGNS: MAZDA 787B
The first rotary-engined car to win at Le Mans, and the first from a Japanese marque too

86 NASCAR'S NEW BREED
In a sport where established drivers struggle to win, how is the single-seater influx fairing?

94 GERMAN GP ALFA MYSTERY SOLVED
Did Nuvolari use a bigger engine to beat German might at the 'Ring? We reveal the truth

98 TEAM-MATES: WARWICK ON CHEEVER
'Del Boy' shares his memories of partnering the highly strung American in sports cars and F1

117 RACE RETRO
Profile of this year's running of Britain's biggest historic show

118 PHILLIP ISLAND HISTORICS MEETING
Celebrating 80 years of racing on the south Australian isle

126 JAGUAR XK120
This car's lovely enough even to win over irate farmers...



Forty years after his death we remember the legend that is Jim Clark

Klemantaski Cover Image: PA/EMPICS

Contributors



DAVID TREMAYNE
David's links with this magazine go a long way back, to the Teesdale days when he was executive editor both of *Motor Sport* and *Motorsport News* (when it was *Motoring News*). Now a freelance writer, he covers Formula 1 for *The Independent* and *The Independent on Sunday*, among others. A prolific, award-winning author of motor sport books, he is also a leading authority on land and water speed record-breaking.



ROB WIDDOWS
It's very easy to be blinded by the spotlights which shine constantly on Formula 1, but there is another single-seater arena which is growing in stature – A1GP. We sent Rob to the Durban round to speak to drivers, team personnel and the man behind the 'World Cup' of motor sport, who believes that his idea of national teams will produce new talent. Though neutral about A1 on the flight down, Rob came back a convert.



SIMON MOORE
Now retired after 35 years with Shell, Simon has written many stories for other magazines over the last 30-odd years but this is his first for *Motor Sport*. He has written two books on pre-war Alfa Romeos and is preparing a third on the Grand Prix Alfas of the 1930s – research for which led to the story in this issue. His book *The Immortal 2.9*, about the 8C2900, has recently been revised and the new edition will be published later this year.

Volume 84 Number 5
EIGHTY-FIFTH YEAR OF PUBLICATION

Contents

Favourites

F1 NEWS 14
New rules hailed after dramatic opener

NIGEL ROEBUCK 16
Tearing up the form guide in Australia

NEWS ROUND-UP 27
Porsche ends Audi's reign at Sebring

GORDON KIRBY 32
Mario Andretti's vision for the IRL

ANDREW FRANKEL 34
The truth about four-wheel drive

LETTERS 36
Is Oz GP going the way of Belgium?

MECHANICS' TALES 62
Jim Endruweit on the talents of J Clark

THE GALLERY 105
F1 as seen by Rainer Schlegelmilch

HISTORIC NEWS 113
1948 RAC GP grid to be re-created

AUCTIONS 121
Earnhardt NASCAR sparks interest

DESIRABLES 133
A Renault wheel turned into Solitaire!

BOOK REVIEWS 137
F1 books to stimulate controversy

YOU WERE THERE 138
Race shots from 1938 at Donington

DOUG NYE 140
Alpine Rally heartbreak for Ford/BRM

BILL BODDY 142
Our man was first to test at Prescott

RACE RESULTS 149
Australian GP and world rally results

PARTING SHOT 152
Siffert's unplanned French GP stop



32

LAT


105

Schlegelmilch

Contributors



GORDON KIRBY

As the shock waves subside following the announcement that the twin tracks of US single-seater racing are at last heading for the same station, our US editor Gordon Kirby has had an illuminating discussion with Mario Andretti about our recent feature on new technical initiatives for American racing. And what does the Italo-American legend think it needs? More speed! Good man....



PAUL LAWRENCE

With just about every weekend from April to September packed with motor sporting events of one sort or another to report, both historic and current, Paul's off-season ought to be the winter. Except when he uses it to write a book, like his newly published biography of Barrie 'Whizzo' Williams. We're reading it now and will report shortly (but don't worry, Paul, we like it so far).



RICHARD HESELTINE

The trouble with doing stories on road-going cars is that the spot which you think is ideal for pictures almost inevitably belongs to someone who doesn't appreciate fine machinery. Richard and photographer Howard Simmons had a tense conversation on this month's shoot, but aided by the seductive lines of a classic Jaguar, they managed to talk the objector round. We hope you appreciate the result.

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Matters of Moment



Image of a hero

Jimmy Clark died before I was born. To me, he's only ever been an image in magazines, in books and on television screens. And yet as an impressionable racing-mad kid, devouring anything I could find on the sport both past and present, I regarded him as a personal hero. Why? Because everything about Jim Clark is inspirational, from his sublime skill behind the wheel, to his quiet yet fierce enthusiasm for racing and his reputation as the best of men. You don't need to have watched him race to feel the power of his influence.

The image of what Jim Clark still represents, 40 years after his death, burns as bright as it ever did. When you attempt to picture in your mind a year you never actually lived through, the imagination is all you've got. For me, this is how I relate to 1967: the year of *Sergeant Pepper*, psychedelic colour and a green Lotus 49 in a four-wheel drift, driven by a figure in a deep blue helmet with a white peak, face mask and goggles. It's a year of optimism in my mind, of a new era.

The opposite is true of 1968. Again, ask me what springs to mind and I'll say anti-war demonstrations, *Jumpin' Jack Flash* – and a specific date: April 7. How fitting that the greatest racing driver of his generation, a man considered even by Jenks as perhaps the greatest ever, should be lost in a year now associated by more than just me as the start of a cynical, darker age. As you can read in Nigel Roebuck's tribute to Clark, '68 was one of the most grief-stricken seasons racing has ever known. Nothing was ever the same again.

But we are not marking this anniversary to sombrely wallow in the grief that still lingers among his friends and many fans. We'd rather celebrate the life of a man who left a legacy anyone would aspire to. And when we do look back on that fateful day at Hockenheim, as we do in David Tremayne's excellent article, it is only to remind the world why this landmark date matters.

I hope more than anything this special issue dedicated to the life and times of Jim Clark will make you smile and remember – and strangely, illogically, that even goes for those of us who never lived through it.

Will 2008 be remembered as a year of optimism, of fresh hope? Well, as an antidote to the bitter taste of 2007, the Australian Grand Prix had just the right flavour: a weekend free of controversy, an action-packed race and a well-judged victory by a man who is on course to be the best of his age. And wasn't it so much better without traction control! We haven't been slow to criticise the FIA in recent months, and for good reason. But we shouldn't be slow to praise when credit is due either. And this is one of those occasions.

• A new development is on its way at *Motor Sport*, and we think it is something you'll be excited about. We are in the final stages of preparation to launch our archive into the digital age, with a range of DVDs featuring the back catalogue of the magazine. For the first time, you will be able to flick through the pages of past *Motor Sports* without opening dusty bound volumes. We're kicking off with the years 1950-90, so look out in next month's issue for more details of how the DVDs work and for some special offers to get your new digital collection of *Motor Sport* started.

Damien Smith

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SINCE 1924

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The ban on driver aids produced some frenetic racing in Melbourne

Tougher F1 wins praise



DPPI

THE NEW WORLD OF GRAND PRIX racing without driver aids such as traction control and engine braking received a universal thumbs up after the season-opening race in Melbourne.

Although the tricky Australian parkland circuit always pushes drivers into mistakes through practice and the race, it was clear that they had to work harder than ever to keep on the road this year, and spectacular slides were more commonplace than in the recent past. Those who strayed into the run-off areas also struggled more than they might have done before, because they did not have traction control to help get them out of trouble.

Some observers suggest that the new rules package favours those who were major natural talents in karting, because they have a better feel for low grip conditions. Indeed, there's a common view in the paddock that some drivers who have hitherto looked very good have to some degree been exposed, and are struggling to fully come to terms with the lack of technical help they had become used to.

"It was more demanding on the drivers but also on the tyres and the car," race winner Lewis Hamilton noted in Melbourne. "We have no engine braking, so it puts a lot more demand on the brakes, and the temperature of the brakes and the whole car is probably quite a lot higher than last year.

"I really do like the new regulations. Driving without traction control is different to driving with it, obviously, but I guess it brings out the best in the drivers. You have to push yourself."

Starts are also far more random now that they are totally down to the driver, and only when they reach third gear does the car start to behave as it would have done when launch control was standard. It was evident in Melbourne that the first corner is potentially more hazardous now, because the field is more jumbled up in the blast away from the grid, while the lack of engine braking also makes contact more likely.

"It's very difficult to make a good start," said Fernando Alonso. "But it's very easy to make a bad one."

Dennis to stay

RON DENNIS HAS INSISTED SUGGESTIONS THAT HE will take a step back from running McLaren are wide of the mark, and that he will continue in his current role.

In recent years Dennis has delegated more day-to-day Formula 1 tasks to his number two, Martin Whitmarsh, but he remains in charge of the McLaren Group as a whole. It has been speculated that the recent announcement of his separation from wife Lisa might affect his career plans.

At the Australian Grand Prix Dennis acknowledged that Whitmarsh would one day take the reins, but said he will stay on for now because he felt he still had something to contribute.



"Martin is the chief operating officer of the group and chief executive officer of the F1 team," said Dennis. "He does the lion's share of the work now. But I'm here by choice.

"I know how much Martin wants the job. However distant it is in the future, it will be a seamless transition."

Dennis missed the Malaysian GP for non-F1 reasons but told the press not to read too much into it.

New qualifying better for TV

THE REVISED FORMULA 1 QUALIFYING SYSTEM attracted favourable comment in Australia, and looks set to provide a more interesting television spectacle for the rest of the year.

The top 10 Q3 session has been cut to 10 minutes, and more importantly the fuel-burning element that proved so unpopular has been removed by the simple expedient of forcing cars to start the race with the fuel load they end qualifying with.

Drivers have opted to go for two runs on new tyres, but they have the option of abandoning the second if the clock shows that it will not be an improvement. By slowing and coming into the pits they can save a little fuel for the race.

The session is more intriguing than before because drivers go from running no fuel at the end of Q2 to running with a load of 15-20 laps-worth. The change in balance provides quite a challenge.

IN BRIEF

■ Although he didn't go to the Australian GP, Bernie Ecclestone caused a stir by insisting that the event become a night race in the future in order to appease European TV viewers. The local promoters insisted that they would run the race no later than 5pm next year. Melbourne's current deal ends in 2010.



■ Pedro de la Rosa has been elected chairman of the Grand Prix Drivers Association as successor to Ralf Schumacher, who has moved to the DTM. Although not currently racing, the Spaniard is present at all the GPs in his role as McLaren test driver and is respected by his peers. Lewis Hamilton and Kimi Räikkönen are among those drivers who have declined to join the organisation.

■ Modifications to the FIA sporting regulations were given an early test in Melbourne. Timo Glock received the first five-place grid penalty for a gearbox change within the four-race requirement after suffering problems on Saturday morning in his Toyota. Force India's Adrian Sutil was the first driver to have to start from the pitlane after a change of chassis following a qualifying crash, and also the first to play his joker by having a 'free' engine change. Since he was starting in the pits anyway, the lack of a 10-place penalty was not of much benefit...

■ Former British Formula 3 champion Marc Hynes broke the Donington Park short circuit lap record in his first test in the Jaguar R5 that will be used in the new FV10 programme this year. Hynes set a time of 55.5sec in the Cosworth-powered car. FV10, set up by Cars International boss Paul Osborn, is a new scheme allowing customers to drive modern-day Formula 1 cars.

■ The annual Grand Prix Ball is due to take place on July 5 at Stowe House, near Silverstone, following the Banbury Cricket Club match between the Eddie Jordan XI and Banbury XI. Over the past 21 years the club has raised over £10 million for charities such as the NSPCC, Mencap and the Tsunami Disaster Appeal.

Super Aguri is sold



THE SUPER AGURI TEAM ANNOUNCED just before the Australian Grand Prix that it has been sold to the Magma Group, the automotive consultancy run by former Ford Europe boss Martin Leach.

Super Aguri has struggled to raise sponsorship in Japan, despite the high profile of both its founder Aguri Suzuki and driver Takuma Sato. Due to the lack of budget the team did hardly any winter testing.

Honda had insisted the team pay its way and was involved in discussions with several suitors. Although details had to be confirmed at the time of writing, finance for the deal is coming from Dubai International Capital, a government-owned investment company.

GPs make most cash

THE SPORTING GROUP OF Deloitte has calculated that individual Grands Prix are the world's highest revenue-generating annual events.

The company says that in 2007 each GP had an average revenue of $217 million, which compared with $24m for NFL football games and $8m for Premier League football matches.

On overall return, F1 ranks third with $3.9 billion, behind the NFL on $6.5bn and Major League Baseball on $5.1bn. The F1 figure is comprised of central revenues from broadcasting, race sponsorship and corporate hospitality, along with team and circuit revenues.

"Global revenues of more than $3.9 billion and total viewing figures in excess of 350 million for 2007 make impressive reading," said Alan Switzer of Deloitte. "With measures such as the future Asian expansion, development of more 'local heroes' and the introduction of night racing, we expect these figures to rise."



MOTOR SPORT MADE A RARE appearance in the House of Lords in March during a debate on the UK's position as an industry leader.

Lord Astor, president of the Motorsport Industry Association, warned the government that F1 budget caps would lead to job losses, and called it "a scandal" that Patricia Hewitt had announced £16 million of support for motor sport in 2003, which turned out to be worth £10m.

Baroness Vedera, on behalf of the government, said she would happily meet the FIA and British F1 teams, but that there was no budget to continue the Motorsport Development UK initiative after March 2009. She added that it was "essential to retain the British Grand Prix".

Meanwhile, the BRDC revealed proposals for a new pits complex at Silverstone (above), as it works to secure the future of the race.

Nigel Roebuck



REFLECTIONS
– Hamilton and McLaren's show of strength
– Why Bernie is the only one who won't miss Indy
– Hunt's secret Ferrari deal – and why it went wrong
– Redman – still the most underrated driver in history

History suggests that Melbourne can be a touch misleading when it comes to predicting how a season will go. Patrick Head, for one, has always counselled against reading too much into what happens there, suggesting that Sepang, round two, offers a more accurate assessment of who is quick, and who is not.

Maybe he's right. Whatever, the Australian Grand Prix threw out chunks of the form guide suggested by winter testing. The McLarens were quick all right, and, as anticipated, Williams was more of a force than for a long time, but BMW made a greater impression than expected – and Ferrari fell short.

When I talked with Jackie Stewart, as we previewed the season, he expressed concerns about both McLaren and Lewis Hamilton. All the political upheaval of the past eight months, JYS suspected, must surely have taken a toll *somewhere* in the team, and it was also possible, he pointed out, that Hamilton could fall prey to 'second season syndrome', when a startling debutant falls short of expectations.

On the strength of Melbourne, Stewart's fears appeared groundless, and he was happy to see them so. Thus far, anyway, the move from Stevenage to Geneva appears not to have affected Lewis adversely, and nor, by the look of it, had a strenuous winter of PR. In both qualifying and race, he was majestic, in a class by himself. "The car," he said, "was a complete dream to drive, compared with last year's car." It should be remembered that, in 'last year's car', he damn nearly won the World Championship.

Nor did the McLaren organisation seem to be in any kind of disarray. Quite late in the day, Ron Dennis announced that he would not be stepping down, that he would



McLaren seems to have emerged from the dramas of 2007 remarkably unscathed

Bernard Asset



Daimler Chrysler

be going to Australia, would be on the pitwall, and so he was. And that – together with the news that Mike Coughlan has finally been fired by McLaren – was, for me, among the most pleasing aspects of the Melbourne weekend: after everything he has been through, Dennis was *not* about to be drummed out of this sport by those – no pack drill, but we know their names – who would wish it so.

As the Australian GP unfolded, I thought back to the comments of many engineers and drivers, who suggested that the banning of the electronic 'gizmos', 'driver aids', call them what you will, would have little effect on either the visual appeal of Formula 1 or the quality of the racing.

More than anything else Melbourne, it seemed to me, offered proof positive of how ruinous, over the years, such as traction control and electronic engine braking have been to our sport. Suddenly stripped of these 'parachutes', as Rubens Barrichello called them, the cars twitched satisfactorily out of corners, and the drivers made mistakes under pressure. Thus, at a stroke, unpredictability – that vital ingredient – was restored to Grand Prix racing, and we had the most stimulating season-opener for many years.

"In both qualifying and race, Hamilton was majestic, in a class by himself"

Call it childish, if you will: an F1 car on opposite lock is something endlessly to be savoured, a sight which enraptured me as a kid as I watched Stirling's 250F through Old Hall, and had the same effect the other weekend as Lewis powered round Albert Park.

The rule changes have taken us some of the way back to what Senna liked to call 'a human's car', and it's no surprise that Lewis, like Ayrton, is much in favour. The greater the driver, the greater the opportunity to show it. And vice-versa, of course.

There's another thing, too: gone is the cacophony of a software-induced misfire, offensive in itself to anyone who cares to hear a racing engine sing. The 'standard ECU' may be anathema to some engineers; to any pure race fan it is manna.

Nigel Roebuck



If McLaren appeared in very good order at Melbourne, Ferrari – save in terms of basic pace – did not, and it would have been a flinty heart which felt no sympathy for the amiable Stefano Domenicali, whose first race as sporting director, in Jean Todt's stead, this was. A fuel pressure problem kept Kimi Räikkönen out of Q3, obliging him to start 15th, and in the race the engines of both cars failed, as did that in the Toro Rosso of Sébastien Bourdais, who drove exceptionally well on his long-delayed F1 debut, and looked set to finish fourth, ahead of both Fernando Alonso and Heikki Kovalainen.

Like Räikkönen, Alonso failed to make it into the final shoot-out in qualifying, but in Fernando's case this was because his Renault simply wasn't quick enough. In the race he was typically combative *en route* to fourth place, but two years ago – also in a Renault – he waltzed it in Melbourne, and perhaps that thought occurred to him. Nelson Piquet, his new team-mate, made no impression, but in his post-race comments Flavio Briatore was rather kinder than he had been a year earlier, following the disappointing debut of Kovalainen.

At McLaren they have always liked Finns, and although it's early days Heikki seems a perfect fit for the team. He couldn't stay with Hamilton in the race, but had Timo Glock's accident not brought out the safety car, obliging him to make his second stop under yellow (and thus to drop to the tail of the field), Kovalainen would have been second, and his pass of Alonso in the late laps was the best of the afternoon.

As the new season approached, many team principals – from BMW to Red Bull to Renault to Toyota to Williams – suggested that while McLaren and Ferrari both remained a clear cut above them, the fight to be fifth-fastest was likely to be more intense than for many a year. Broadly, that looked to be the case in Australia, although BMW had startlingly improved on their testing performance, and the Renault team fell somewhat short. Nick Heidfeld and Nico Rosberg, who joined Hamilton on the podium, were superb for BMW and Williams respectively, but the man who most dreamed of it – Mark Webber – was again disappointed in his homeland, victim of an exploded brake disc in qualifying, and of someone else's mistake on the first lap of the race.

"Mark's a magnet for bad luck," remarked Christian Horner recently. "If something's going to go wrong, you can almost bet it'll happen to him..." True enough: Webber had been right up there, second-fastest, on Friday afternoon.

Even Honda looked better than expected in Melbourne. Jenson Button (unfortunately nerfed out on lap one) was speaking in terms of a fresh three-year contract, and Rubens Barrichello, buoyed by the presence of Ross Brawn, long familiar to him at Ferrari, drove a fine race to what would have been sixth place – had he not been disqualified for exiting the pitlane under the red light.

The removal of Barrichello from the results elevated Räikkönen, his Ferrari



Coulthard qualified his Red Bull well in Australia, but clashed with Massa in the race

LAT



Singapore is happy to pay for night racing; Melbourne's fate hangs in the balance because it is not

Sutton

dead, to eighth place – and one point. In 2007 Kimi won the World Championship – by one point. Come November, little things can mean a lot.

Of late there has been much discussion about the future shape of the World Championship, of new venues being picked up, others perhaps dropped. This season Valencia and Singapore are debutants, while Indianapolis – to the mystification of all save Bernie Ecclestone – has disappeared.

Throughout the weekend of last year's US Grand Prix, Ecclestone and the track owner, Tony George, had meetings to discuss a renewal of their contract. When I encountered George shortly after one of them, he was puce with rage: the Indianapolis Motor Speedway was a private enterprise, whose purpose was to lay on good motor racing, and – hopefully – make a profit from it. Unlike 'new generation' F1 countries, there was no access to unlimited bounty from governments and their tourist budgets.

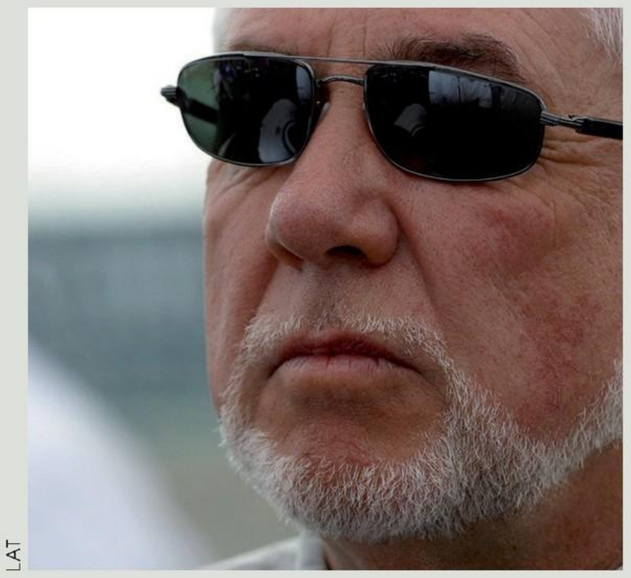
It was a fair point, and one made often by the British Racing Drivers Club in its unending struggles with Ecclestone over the future of the British Grand Prix. Bernie has long contended that the facilities at Silverstone don't match up to what is required of a contemporary Grand Prix circuit, and while in absolute terms it's difficult to argue with that, the continuing presence on the schedule of Interlagos should provide a certain amount of ammunition for the BRDC.

Should, but doesn't. For reasons unclear, the Brazilian circuit habitually escapes censure, while others – most notably Silverstone – are always in the firing line.

The battle over Silverstone, though, has become motor racing's equivalent of *The Ring Cycle*, and we have become thoroughly accustomed to it. The loss of Indianapolis was more of a surprise.

Why? Because the facilities at the Speedway, while less flashy than those at some of the state-of-the-art 'autodromes' built in the recent past, are unimpeachable, and most folk in the business felt that, with Long Beach and Watkins Glen long gone as F1 venues, Indianapolis – a place, like Le Mans, synonymous with motor racing – had become the spiritual home of the US Grand Prix. Compared with some of the execrable tracks toyed with in the past – Detroit, Phoenix – the IMS conveyed the impression of a big occasion, and one always sensed a real effort to make this thing work.

Given that an Indy crowd is raised in the expectation that racing cars will overtake each other, it was no more than inevitable that many of the 220,000 who attended the first Grand Prix, in 2000, should have been disappointed by the procession that was F1, and chose not to come back. But there always remained an audience huge by F1 standards, even after the fiasco of 2005, when only six cars – the Bridgestone runners – went to the grid, Michelin having goofed in a big way, and taken tyres to Indiana unable long to survive the banked turn at the end of the lap.



LAT

"I told Bernie if we couldn't agree, the Long Beach GP would be a CART race"

CHRIS POOK

For as long as I can remember, Ecclestone seems to have had an equivocal attitude towards the US and Grand Prix racing. Back in 1983, during the Long Beach race weekend, he and promoter Chris Pook were locked in debate about a renewal of the contract, and Pook – as George did last year – found the process plainly frustrating. "The fans here love F1," he told me, "and the Grand Prix has become an established event, which I want to keep. But I've told Bernie what I can pay for a race so it makes financial sense to *me*, too, and I've also told him that if we can't agree on that, on Tuesday I'm announcing that in future the Long Beach Grand Prix will be a CART race. Hope he believes me..."

He didn't – and a couple of days later Pook duly went ahead with his promised announcement. F1 never went back to California, and many in the sport were angered by that, just as they are now about the loss of Indianapolis. When Tony George sorrowfully announced that his talks with Ecclestone had come to nought, that there would not be a Grand Prix in 2008, Bernie was flippant in his response: "Well, let's see if we need America, shall we?"

Nigel Roebuck



MotoGP's riders enjoyed racing at night in Losail. Below: Indy's loss is bemoaned by many in F1

Getty



That necessarily infuriated the likes of Mercedes, Toyota, Honda *et al*, who quite like selling cars there. "Of *course* we should be in the States," said Frank Williams recently. "It's the world's biggest marketplace, for Christ's sake! It's crazy that we're not there..."

I'm told that Ecclestone and George were separated by the little matter of $9,000,000, which gives some idea of the monies involved in securing a Grand Prix these days. And what has changed the whole picture, of course, in terms of significantly raising the tariff, is the advent of countries such as Malaysia, China and Singapore, who were persuaded that a Grand Prix was exactly what they needed, and used government money both to build ever ritzier circuits and to meet the hefty stipend required by F1's 'commercial rights holder'.

If you wish to continue to have a Grand Prix, therefore, but don't have access to government funding, down the road you could be in trouble. "We keep going to all these new places," said Williams, "simply because Bernie gets so much money out of them."

Sentiment, assuredly, is not a factor, as they can tell you at Imola, for example. The latest country to come under scrutiny is Australia, for so many years considered one of the jewels of the F1 season. After 11 extremely successful years in Adelaide, the Grand Prix was transferred to Melbourne, for no reason other than a higher bid, but whereas Adelaide completely embraced F1, Melbourne – where major sporting events are ten a penny – never went for it in quite the same way. Although the crowds have always been healthy, the race has lost a substantial amount of money for a very long time.

The contract comes up for renewal after the 2010 race, and Ecclestone has been making discouraging noises of late: "Let's see if we need Australia..." A familiar ring.

On this occasion, though, the problem is not one primarily of money. Bernie has told the Melbourne organisers that if they wish to continue with the Grand Prix beyond 2010, it must then become a 'night' race.

The Victorian Government has rejected this on grounds of costs, instead putting in a counter-proposal that the race should start late in the afternoon, at 5pm. It is thought unlikely that this suggestion will be favourably received.

Why is the start time of such crucial significance? Well, because Ecclestone has apparently become deeply concerned about the plight of European TV viewers, for whom it is the middle of the night when the race gets underway. "The only way," he said recently, "that the race could stay in Melbourne, or anywhere else in Australia, is if it is staged during the night so that the public in Europe can watch it. At the moment, it's ridiculous that people are asked not to sleep in order to see it live. That can't carry on."

Quite why, after 23 Australian Grands Prix, this has suddenly become a matter of surpassing importance is not clear. Were one cynical, of course, one might consider that, even allowing for Bernie's wish to extend the World Championship to 20 races, 'new' (ie cash-rich) countries appear to be queuing up for Grands Prix – and that Singapore is to stage the first night race in September, with Malaysia well disposed to following suit.

A few days ago I watched MotoGP's inaugural night race, in Qatar, and everything appeared to work seamlessly, with no 'vision' problems whatever reported by the riders. It must have been a touch bizarre for those on the spot to begin watching a race at 11pm, but otherwise it was a Grand Prix like any other, and Singapore will doubtless be the same.

Aerial views of the illuminated circuit were spectacular, but there of course lies the rub: lighting systems of this power are prodigiously expensive, and, in the case of Melbourne, prohibitively so. If you can dip into a government budget, fine; if not, good afternoon – or, rather, good night.

In *1984*, George Orwell envisaged sport in the future, looked ahead to a time when games were played, and races run, in vast, faceless stadia, with no spectators on the spot. Given that the rest of his nightmare vision has taken flesh (albeit a few years late), perhaps sport will fall into line, and perhaps we are seeing the beginnings of it here.

Although both Ecclestone and Max Mosley have repeatedly stressed the importance of a *World* Championship, already we are being told that America and, apparently, Australia are of little significance, and increasingly one wonders if we shall finish up with a series

overwhelmingly situated in the East – but with the races run at night to suit the traditional 'European' F1 fan, from whom the opportunity of actually attending a race is increasingly withdrawn.

This is all, of course, about TV. The bedrock of F1 has always been Europe, and perhaps always will be – a glance at the 'crowd' at the Malaysian Grand Prix, after all, suggests that people cannot be *told* to embrace motor racing. And while watching Grands Prix on the box has for years been a 'middle of the night' experience for Australian F1 fans, the TV figures for far-off Grands Prix have long been lousy in Europe. Tape it, and watch it when you get up, is what most people do. The hardcore, of course, blearily stick with it, saying that it's not the same when it's not 'live', but there aren't enough purists around.

It's interesting though that, with more and more 'Eastern' races coming into the picture, still Ecclestone clearly considers the European televison audience crucial. "Perhaps," murmured one team principal, "he's aware of screwing them, in terms of taking their races away, and he's trying desperately to keep them on board..."

Perhaps that's what it has been about all along. Actually stage the races in places where there's no cultural link with motor racing, but where money is no object, and then beam them to the countries where it's in the blood at a time that suits them. Does it really *matter* where the race is actually taking place?

Or did Orwell get it right on sport, as he did on everything else?

Over dinner at Monza's Hotel de la Ville one night last September, Daniele Audetto dropped something of a retrospective bombshell. Or so it was to me, anyway.

The genial MD of Super Aguri was, in another life, the team manager of Ferrari, and he was reminiscing about those days, in the '70s, when he worked for Enzo.

"Towards the end of 1976," he said, "Ferrari were going to sign Ronnie Peterson, but Niki Lauda – who had driven with Peterson at March – wouldn't have it, so in the end we signed Carlos Reutemann. Niki didn't really want Carlos, either – he wanted us to keep Clay Regazzoni – but he was more acceptable to Niki, who knew just how quick Ronnie was!"

There were no real surprises there, for I vaguely remembered the Old Man's interest in landing Peterson at that point. Why, I wondered, did Clay, the world's best number two, and a man quite capable of winning Grands Prix, have to go?

Audetto smiled. "The problem with Clay was that he was not committed enough. He was a very nice guy, and he had a lot of natural talent, but he... loved life too much..."

Daniele then paused a second or two. This was the moment, and he well knew the effect his next words would have on us.

"Did you know," he said, "that at Monaco in 1978 James Hunt signed for Ferrari?"

We were, not to put too fine a point on it, thunderstruck, and Audetto was highly gratified. "You never heard that before...?"

No, we said, we had never heard that before.

"Well," he went on, "you will remember that at the time Ferrari's drivers were Reutemann and Villeneuve. Gilles was very new, very quick – but also very wild. In time the Old Man came to love him like a son, but at that moment he was very worried about him, and not at all sure he wanted to keep him. We were already thinking ahead to 1979, and we knew that Hunt was not so happy at McLaren.

"Therefore Piero [Lardi] Ferrari and I had a meeting with James in a villa in Monaco – it was all very secret, and no-one knew. And by the end it was all agreed: James was coming to Ferrari in 1979. Everything was signed..."



LAT

"We had a meeting with James in Monaco – it was all very secret"

DANIELE AUDETTO

That being so, of course I had to know what went wrong. Hunt indeed left McLaren at the end of the season – but it was to Wolf, not Ferrari, that he moved. Indeed, at Monaco in '79, one year on from his meeting with Audetto, he stepped from his recalcitrant car, and announced his immediate retirement from racing.

"James was very serious about coming to Ferrari," said Daniele, "but everything fell through because he had an existing contract which got in the way."

With whom, I asked?

Audetto burst out laughing. "With Vauxhall, believe it or not! I can't remember now what he had contracted to do for them, but anyway [Gianni] Agnelli was not willing to get into conflict with General Motors, and so Ferrari's agreement with James had to be dropped..."

I have always had a fascination for 'what if' stories, the bits and pieces which one learns – sometimes, as in this case, years after the event. And the Hunt-Ferrari story came back to me at a recent Williams lunch, at the RAC Club in London, when Frank began to talk about McLaren's attempts to sign Nico Rosberg – and when Patrick Head revealed that, in 2004, Williams could have signed none other than Lewis Hamilton.

"Lewis and his father asked if they could come and talk to us," said Patrick. "They said, 'Ron Dennis has dropped us...' It was obvious the guy was pretty good, but unfortunately we just couldn't afford to finance his racing – he was in F3 at the time – and so it came to nothing. A pity, you'd have to say, but it's water under the bridge, isn't it?"

As for Rosberg and McLaren, once Fernando Alonso and the team had »»

Nigel Roebuck

taken their premature leave of each other, mere days after the final race of 2007, Messrs Dennis and Whitmarsh set to the task of finding a replacement, and their first choice was Nico, who had recently driven a superb race at Interlagos, getting the better of the BMWs and finishing fourth, beaten only by a couple of Ferraris and a McLaren.

It was known at the time that McLaren duly offered an eye-watering amount of gelt for Rosberg's contract, and that it failed to have the desired effect. "Frank," I was told, "didn't even blink…"

At the lunch FW was unwilling to mention McLaren by name, but allowed that there had been, "an offer of majestic proportions from you know who". He then went on to confirm that it had indeed not been considered even momentarily. "Why," he said, "would we give away the crown jewels? Why bother improving the car by a second a lap, if we then give away half a second with the driver?"

It was a very fair point, which spoke volumes for the regard in which Rosberg is held, and confirmed yet again that, in the case of Williams, *nothing* comes before the team. Without too much effort, I can bring to mind team principals who would have banked the cheque, and bade the driver goodbye without a backward glance.

Not so Francis. When it was decided that the team needed a second wind tunnel, he concluded – at a time when the company was less well financed than it is now – that, in order to pay for it, the private jet would have to go. Given that, in light of his physical restrictions, Williams needs such a means of travel rather more than most folk, it was a particularly selfless sacrifice, yet one he never hesitated to make.

Everything has its price. "Flying 'scheduled' is such a hassle when you're in one of these things," he said, looking down at his wheelchair. "I'm not going to Australia or Malaysia – I'll start my season in Bahrain."

After too many years away from the sharp end of the grid, Williams people are confident that a sizeable step has been made with the latest car, the FW30, and Frank has ample faith in his 22-year-old team leader's ability to make the most of it. It was, he said, 'an absolute no-brainer' to reject the offer to buy Rosberg.



LAT

"If we're going to keep Nico beyond 2009 we've certainly got to get ourselves up front again"

FRANK WILLIAMS

"He was under contract to us until the end of '08, so he couldn't have left this season under any circumstances. But there was an offer to him from McLaren for '09, and I feared he would take it – to be honest, I was surprised when he didn't take it. We had an option on him for '09, but it was by no means certain we would achieve the results this year which would enable us to enforce it. I was delighted when he said he was happy to sign firmly for '09, but if we're going to keep him beyond that we've certainly got to get ourselves up front again, no doubt about that."

The teams likes Nico, and Nico likes the team, that much is clear. And FW30 pleased its driver from the start. "It's *much* better than last year's car," he said, "especially in the aerodynamics, which have been a bit of a weakness at Williams recently.

"As for the Toyota engine, I wouldn't say it was the best in F1, but it's certainly not the worst, either. And one thing I must say: from talking to other drivers, it seems that quite a lot of them are struggling with the response – now we're without traction control, thank God – of their engines, but the Toyota is extremely good in that respect. I think we've got a pretty good package, actually."

Rosberg's team-mate this season is Kazuki Nakajima, also 22, and also a second-generation F1 driver – and one, of course, who comes very much with the blessing of Toyota.

"I don't think there's any doubt that he's pretty quick," said Frank Williams, eyes twinkling, "and he seems to have the right attitude for an F1 driver. On his debut, in Brazil last year, he came into the pits a bit too quickly at his first stop, and knocked down one of the mechanics. Later in the race he set the fifth-fastest lap – and he never once got on the radio to ask if he'd hurt anyone. I thought that was a bloody good sign!"

Over in Florida Brian Redman is working on a book, and I much look forward to it. Maybe the fact that I, too, am a Lancastrian has something to do with it, but Redman's self-deprecating sense of humour has always strongly appealed.

"A good bloke," Denis Jenkinson would say, "and a *bloody* good driver."

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IN PURSUIT OF THE ORIGINAL SPIRIT

Nigel Roebuck

How good? Well, I remember an evening years ago, in the little *pensione* where we always stayed for Imola weekends. That particular day we – Jenks, Alan Henry and I – had left the track earlier than usual and taken the hire car up into the mountains, where the road signs read 'Raticosa' and 'Futa'. A glass of wine at a village café, and then Jenks started to reminisce about the Mille Miglia.

It was a ritual repeated many times over the years, and it never lost its savour. "Can you imagine," Jenks said at dinner, "what it would have been like to do the Mille Miglia in something like a Porsche 917?"

'Hot' was the first thought that came to mind, and he conceded that, yes, 1000 miles round Italy in a closed car with a tiny cockpit might have been too much even for him: "Mind you, it would have been bloody good fun, wouldn't it?"

The next question, inevitably, was about the ideal driver for the enterprise. Think of the 917 era and the names of Pedro Rodriguez and Jo Siffert come instantly to mind, but Jenks shook his head. Neither, he said, would have been his choice for the Mille Miglia.

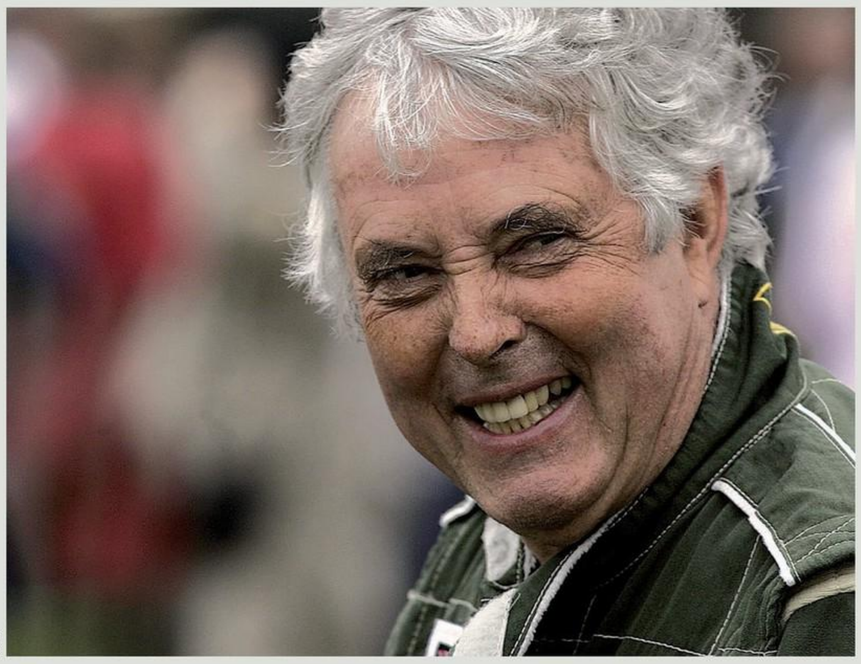
"I'd have gone with Brian Redman," he said. "He'd have been as quick as them – and safe! Brian was a far more intelligent racing driver than they were, and we'd have had a much better chance of getting back to Brescia…"

Quite an endorsement, I thought, but on reflection not a total surprise. Although John Wyer kept it from him at the time – "My dear Redman, just think what I'd have had to pay you!" – Redman was quite a bit quicker in a Gulf 917 around the old Spa-Francorchamps than either of his highly touted team-mates.

I once wrote that I considered Redman perhaps the most underrated driver in history, and later Mario Andretti brought the subject up: "I saw what you said about Brian – I couldn't agree more…"

When I called Redman recently, he talked about Jimmy Clark, and the impact on the sport of his death, 40 years ago. "I don't think," he said, "that today's drivers have any comprehension of what racing used to be like. It was a different world, in terms of safety – and money, come to think of it!

"Starting with Jimmy, four drivers were killed in consecutive months in 1968, all of them on the seventh, and one, Ludovico Scarfiotti, was my team-mate at Cooper. We were at Spa on June 7, but he wasn't there because he had a prior commitment to Porsche for a European hillclimb round. We finished qualifying, with everyone intact – and then word came through that 'Lulu' had been killed at Rossfeld. Charming, charming, man.



LAT

"I drove an Audi R8 the other day – you know, the 'petrol' one, and it was fantastic!"

BRIAN REDMAN

"The thing is, quite apart from the famous drivers who died in that period, there were a lot of lesser known people, too. I went testing at Silverstone in early '69, and Chris Williams was there, too. He said, 'I'll just do another couple of laps, and I'll see you in The Green Man'. Never came back…

"In those days it was always said that drivers coped by saying to themselves, 'It'll never happen to me'. But I wasn't like that – I always thought it *was* going to happen to me!

"When Gerhard Mitter was killed, in 1969, we Porsche drivers had to go to the funeral, wearing our racing overalls – that's what they always did in Germany. I was standing there, with the coffin on my shoulder, and his wife and children were there, all of them crying – *I* was crying, too, and afterwards Udo Schutz said to me, 'Brian, I could see you were very upset by the funeral of Gerhard'. I said yes. He said, 'I never knew that you cared so much for him'. I said, 'I didn't care for him at all – I didn't *like* him! I was thinking, it's going to be me next…'"

Redman is 71 now, and 'still at it', as he puts it. "I drove an Audi R8 the other day – you know, the 'petrol' one that won Le Mans so many times. It was four or five years old, and I thought it was fantastic… Jesus! In these modern cars, so much is easier than it was, like the gearchange – I mean, you can't make a mistake! It's instantaneous, and you don't even take your hand off the wheel. I think back to the gearchange on the 917, which was terribly slow – and if you went 200 revs over the limit, the engine broke!"

Wasn't that what happened to Siffert at Le Mans in 1970?

"Yep! Seppi only ever drove flat out. We had a lead of four laps, with only a few hours to go. But he was such a great guy, I didn't say anything to him – and he wouldn't have if I'd done it."

Redman will be attending both Goodwood events this year, and will race a Scirocco-BRM, of all things, at the Revival Meeting. "It's actually quite a nice car, quite sanitary, and the handling's decent. I might race it at the Monaco historic weekend, as well."

A good bloke, as Jenks said.

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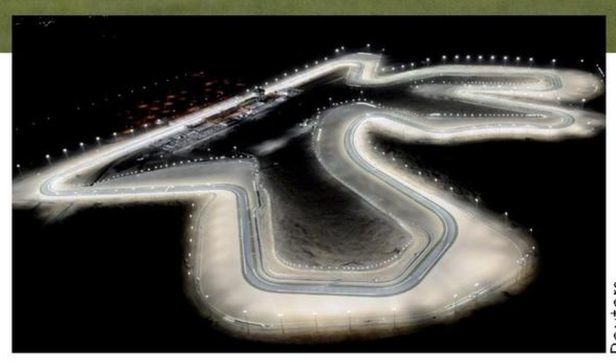
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Castrol

MotoGP hails first night race



Valentino Rossi leads Dani Pedrosa under the floodlights at Losail (left)



Reuters

MOTOGP HOSTED THE FIRST night-time World Championship Grand Prix in Qatar on March 9, six months before Formula 1's first floodlit race in Singapore.

The 5.4 million-watt lighting rig that illuminated the Losail circuit impressed most riders, including race winner Casey Stoner, who suggested that the artificial lighting actually helped his riding. "You don't see the imperfections in the track surface, so you can ride more freely," said the reigning World Champion, which makes you wonder how he'd go wearing a blindfold.

Some of the riders enjoyed the night-time experience because it made them nostalgic for their schoolboy racing days. "Seriously, I want to do it every weekend – it reminds me of being a kid and racing under lights," said seventh-placed finisher Colin Edwards.

Concerns over floodlight glare and shadows proved unjustified, though the lights were so bright that many riders wore dark visors. The only real complaints concerned the low night-time temperatures which made the asphalt dewy and slick; ironic, since the race was scheduled in the night to avoid the daytime desert heat. Incredibly the big-spending Losail promoters have announced that they could introduce thermostat-controlled under-track heating for the 2009 event. *Mat Oxley*



LAT

Frentzen set for Le Mans return in Aston

THREE-TIME GRAND PRIX WINNER Heinz-Harald Frentzen is lining up a return to the Le Mans 24 Hours with Aston Martin.

Frentzen, who hasn't raced since bowing out of the DTM at the end of 2006, tested for the Prodrive-run factory Aston Martin team at the beginning of March. The 40-year-old, who previously raced at Le Mans in 1992, seems increasingly certain to take one of the vacant seats in the two Gulf-sponsored Aston DBR9 GT1 contenders.

Frentzen said: "I have not driven any sort of racing car for one and a half years, so this was a great opportunity for me to get back into action. I really enjoyed the experience."

George Howard-Chappell, who heads the Aston team at Prodrive, said: "Heinz-Harald did a good job, as you would expect. A GT1 isn't so much different to a DTM car."

An announcement of Aston's six-strong driver line-up for Le Mans was imminent as *Motor Sport* closed for press.



This radical new LMP1 coupé should become the first Spanish-built car to race at Le Mans. The Judd-powered Epsilon Euskadi ee1-LMP1 will compete in the Le Mans Series and the 24 Hours.

Dallara's new Daytona Prototype has had its first test in South Carolina. Max Angelelli drove SunTrust's Pontiac-powered DP-01 and said it was "the most neutral handling new car I've driven".



DPPI



ECO Radical 'greenest ever'

A NEW BRITISH PROJECT IS AIMING TO GO TO THE LE MANS 24 Hours with the greenest car ever to compete at La Sarthe.

ECO Racing, which shelved the debut of its new turbo-diesel Radical LMP1 in the Sebring 12 Hours for homologation reasons, intends to race its car on 'green diesel' containing a 50 per cent bio element in the future. It also plans to run body components made from biodegradable hemp fibre and solar panels that power its ancillary electrical systems.

The car will initially run on the Shell diesel mandatory in Le Mans-sanctioned races, but the ECO team is hoping that series organisers on either side of the Atlantic will open up their rules to its fuel, which is made from the jatropha plant. ECO Racing, which is run by stalwart sports car team boss Ian Dawson, should give the Radical a race debut in round four of the American Le Mans Series at Salt Lake City in May and plans to be on the grid at the Le Mans 24 Hours in 2009.



Porsche steals thunder

PEUGEOT OUTPACED AUDI IN THE first dress rehearsal for the Le Mans 24 Hours, but neither had the reliability to run through the Sebring 12 Hours in March. That allowed Porsche (above) to take its first overall victory in the US enduro since 1988.

The Peugeot 908 HDi outpaced the Audi R10 TDI in the battle of the turbo-diesels in qualifying, only for the German manufacturer to be given pole after the session was abandoned due to an accident and the grid set by practice times. But in the race the solo 908 was consistently faster than the two R10s and took a new lap record 1.4sec below Audi's best.

The Peugeot hit trouble early on in the race. A leak in the hydraulic system that works the paddle shift required a pump to be changed. Further delays were caused by a wheel bearing problem and bodywork damage. Audi looked on course to win when turbocharger and brake problems lost both its cars time.

That allowed the best of the Penske Porsches, driven by Romain Dumas, Timo Bernhard and Emmanuel Collard, to take the victory. Roger Penske is the first team owner to win both the Daytona 500 and the Sebring 12 Hours in the same year.



AUDI EYES R8 GT RACER

AUDI IS ON COURSE TO race its R8 supercar in the near future.

A senior member of the board has admitted that it has competition plans for the 4.2-litre V8 car that takes its name from Audi's five-time Le Mans-winning prototype. It is unclear where the car will race, but it is most likely to be aimed at customers.

A GT3 version of the R8 is a likely first step, but rumours suggest Audi is eyeing developments on the GT scene and could support plans drawn up by Chevrolet, Aston Martin, Porsche and Ferrari to create a new GT class to replace GT1 and GT2.

Teams turn back on Indycar

TONY GEORGE'S OFFER OF cash incentives to persuade Champ Car teams to join the unified Indycar series has not been enough to lure some of the top outfits.

Indianapolis boss George has struck a deal for each Champ Car team to be granted a one-year Honda engine lease, two Dallara chassis and $1.2 million from the IRL's new team support programme paid for each car entered into the championship.

To take up the offer, the teams must turn out for the Long Beach Grand Prix on April 20, which will mark the final appearance of the Champ Car Panoz-Cosworth DP01. The regular IRL teams will compete in the clashing Motegi oval race in Japan on the same weekend, but both races will count for Indycar series points.

Despite these incentives, Champ Car team owners Gerald Forsythe and Paul Stoddart have declined to take up the offer, while an entry from Derrick Walker is in serious doubt.

But champions Newman/Haas/Lanigan Racing and the outfit owned by former Champ Car co-owner Kevin Kalkhoven and retired driver Jimmy Vasser will make the switch, with two cars each. The IRL season kicks off at Homestead on March 29.

Tracy left out in cold by union

CANADIAN CHAMP CAR veteran Paul Tracy is contemplating a switch to sports car racing or Australian V8 touring cars following Gerald Forsythe's decision to snub the unified Indycar series.


LAT

Tracy, 39, remains under contract to former Champ Car co-owner Forsythe, but as *Motor Sport* closed for press attempts to find him a drive with another IRL team appeared to have run aground.

"I have the most wins of any active driver, I'm arguably one of the biggest names in open-wheel racing and I'm going to be without a drive. Some merger!" said Tracy.

"They've said, 'we can find you a ride if you come up with a budget and drive for nothing', but I'm not interested. I'm just blown away by it.

"I feel like the guy who got a new suit for the big date, I'm primed and ready for the prom, and she didn't show up."

Tracy made his Champ Car debut in 1991, and has scored 31 wins and was series champion in 2003.

"Now I want to select some events to go and do in sports cars and V8s, and have some fun," he said.

Newsfeed

A1GP Duncan Tappy, the reigning Formula Renault UK Champion, has been signed by Team Great Britain as the rookie test driver for practice sessions.

NASCAR The Auto Club 500 at Fontana was delayed until Monday following heavy rain and was eventually won by Carl Edwards. ■ Edwards and his team were docked 100 points and 10 win bonus points after his Roush-run Ford was found to be running without a lid for the oil tank box in the UAW Dodge 400 at Las Vegas Motor Speedway.

MOTOGP Valentino Rossi has set up his own company, VR/46 Srl, to look after his sponsorship, public image and contracts.

BTCC Stephen Jelley, who finished third in the 2007 British F3 Championship, is to race a BMW 320si with Team RAC. ■ Matt Allison has moved to Robertshaw Racing and will drive a Chevrolet Lacetti after finishing 12th last year in a SEAT. ■ Three former England footballers – John Barnes, Luther Blissett and Les Ferdinand – have started up a new outfit, Team 48, and will field two 2007 Alfa Romeo 156s throughout 2008.

ALMS Alex Wurz, who has been confirmed as a Peugeot driver at this year's Le Mans 24 Hours, has expressed interest in entering the series on a full-time basis. ■ The Aston Martin-powered LMP1 Lolas set the fastest times on the final day of testing at Paul Ricard in the absence of Audi.

IRL Ed Carpenter and AJ Foyt IV will stay with Vision Racing for the 2008 season. ■ Sarah Fisher, having lost her drive with Dreyer & Reinbold, has started her own team, Sarah Fisher Racing, for a crack at the Indy 500.

LE MANS Eurosport has signed a three-year deal with the ACO to cover the 24 Hours live.

DTM Mercedes has announced its driver line-up for 2008 and has confirmed it will be running nine cars, five of which will be 2007-spec models driven by six-time GP winner Ralf Schumacher, Maro Engel, Gary Paffett, Susie Stoddart and Mathias Lauda. The new C-Class will be driven by Paul di Resta, Bernd Schneider, Bruno Spengler and Jamie Green.

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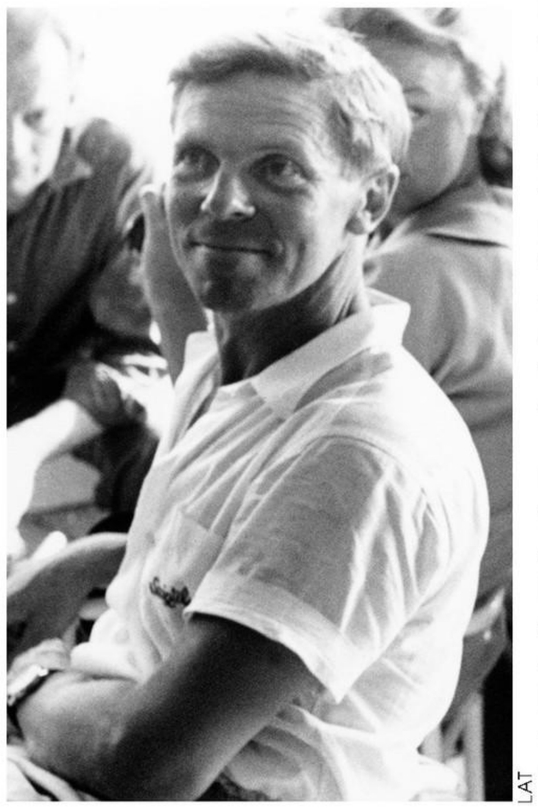
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Obituary

Paul Frère

PAUL FRÈRE, WHO HAS DIED AGED 91, WAS THE MOST accomplished journalist racing driver since Sammy Davis. As well as technical writing and road and track testing, Frère was a Grand Prix driver and eight-time Le Mans entrant, culminating in a win at the French classic in 1960 with Olivier Gendebien.

Alfred Neubauer invited him into the 1954 Mercedes Le Mans squad (the car was not ready in time), and later Frère himself went to Enzo Ferrari and asked for a Grand Prix drive – and got one. Urbane and eloquent in several languages, Frère wrote for European, American and Japanese magazines, continuing to test cars until very recently, and his 1964 manual *Competition Driving* remains a classic text. Closely identified with Porsche, he was proud of having driven every racing Porsche from 1970 onwards, and always had a 911 on the road.


LAT

Born in France but brought up in Brussels, Frère was schooled in England, where he learned the language and devoured British car magazines. He saw his first race at Spa aged nine, and was determined to become a race driver, persuading Jacques Swaters to take him as co-driver in the 1948 Spa 24 Hours.

In 1952, on the recommendation of Jacques Ickx (father of Jacky) he joined a team of Belgium's best drivers (Swaters, Johnny Claes and Teddy Pillette) and won at Spa, leading to a drive for HWM which brought a win at Chimay and a brilliant second at the Nürburgring. Abandoning plans to become an engineer, he turned to writing because it gave him time to race, including three GPs for Gordini in 1954, and his first Le Mans, for Aston Martin. In '55 he was Neubauer's first choice for the car Pierre Levegh drove…

His cheek in approaching Ferrari led to a couple of drives in a Super Squalo for 1956 (coming fourth in Belgium) and a Lancia-Ferrari the next year in which he was an excellent second to Peter Collins at Spa. Thereafter he stuck mainly to sports cars, with fourths at Le Mans for Aston and Porsche and a second (Aston again) before his 1960 win, though he put in some good performances in a Cooper for Ecurie National Belge in 1960 and won the non-championship South African GP. He was realistic about his talents, saying: "I didn't want to be World Champion, I just wanted to take part."

His technical knowledge paired with his obvious skills gave his road and track tests a special depth, and well into his eighties he travelled frequently from his Monaco home to launches and test sessions. In 2003, aged 87, he tested an Audi R8 at Le Mans. But during a press launch at the Nürburgring in '06 he had a major accident, fracturing pelvis and ribs, and he never properly recovered.

Music – " but nothing before Mozart" – and art were his non-mechanical pleasures, while those who met him will remember his courtesy and charm as much as his racing achievements. He said that his Le Mans victory was his "best business card", but that he was most proud of coming second to Peter Collins at Spa – "the only time he beat me".



LAT

First NASCAR win for Toyota

TOYOTA HAS SCORED ITS FIRST WIN IN THE NASCAR SPRINT Cup after entering the series at the start of last year.

Kyle Busch and Tony Stewart, both driving Toyota Camrys, finished one-two at the Atlanta Motor Speedway on March 9, giving the Japanese marque its maiden win after 40 races.

It was also the first time a 'foreign' manufacturer had won a first-division NASCAR race since Jaguar claimed victory at Linden, New Jersey, in 1954.

WTCC wants equivalency

THE FIA HAS PROMISED "TOTAL TRANSPARENCY" AS IT SEEKS equivalency between diesel and petrol power in the World Touring Car Championship.

A meeting was called ahead of round two of the championship in Mexico in early April to assess the results of the opening races at Curitiba in Brazil. Manufacturers, teams and the FIA were all due to be represented.



Jonathan Ashman, who chairs the so-called 'bureau' charged with ensuring a level playing field in the series, said: "We need to go through the data from Curitiba and want as many people involved as possible. We want total transparency." The meeting follows complaints that the turbo-diesel SEAT Leon TDIs, which won both races in Brazil, still have a clear advantage.

IN BRIEF

■ Marco Andretti has made his sports car debut in his father's team, in a race his grandfather won three times. The 21-year-old drove for Andretti Green Racing, co-owned by Michael Andretti, in the Sebring 12 Hours, a race Mario Andretti won in 1967, '70 and '72.

■ Japanese Yojiro Terada is on course for his 29th start at the Le Mans 24 Hours this June. The 61-year-old has put together a deal to race a Mugen-engined Courage LMP1 prototype run by the Mooncraft team.



■ The new LMP2 prototype built by British team Embassy Racing hit the track for the first time last month. The Zytek-powered WF01 which will race in the Le Mans 24 Hours and the Le Mans Series has been designed by Peter Elleray, who was responsible for the Bentley SPEED 8.

■ Ashley Cooper, 27, was killed in the Aussie V8 feeder series at Adelaide at the end of February. He died after his self-run Holden Commodore, which he was racing in the Fujitsu Development Series, hit the Turn 8 wall at an estimated 120mph.

■ Alan Docking Racing will not be present in the British Formula 3 Championship for the first time since 1983. Team boss Alan Docking, who also runs the Australian A1GP team, has blamed a lack of funded drivers for what he claims will be a one-year sabbatical.

■ Michael and Graham Turner will hold their annual art exhibition on April 4-6 at Halton House, RAF Halton, Wendover, Bucks. It will include 80 examples of the motoring, aviation and historical subjects for which the father and son pair are well-known. Admission is free. For details go to www.studio88.co.uk

■ This year's Atlantic single-seater series will race on under IMSA sanction following the bankruptcy of Champ Car, supporting the American Le Mans Series. Sponsors Mazda and the Cooper Tire & Rubber Company have confirmed their commitment to the junior formula, which kicks off its 35th season at Long Beach in April.

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THE US SCENE

BUILDING AN IRL FUTURE

As everyone knows, Indycar racing is trying to pull itself together under the banner of Tony George's Indy Racing League. A bitter 12-year civil war has come to an end, and it's encouraging to hear both George and former Champ Car boss Kevin Kalkhoven say that the key to Indycar racing's future is the new formula for 2011, as discussed in this space last month. Indianapolis Motor Speedway president George added that the IRL is looking seriously at adopting new technology and alternative fuels, so it may be that I was too pessimistic last month regarding the IRL's internal discussions about its 2011 rules.

During this year's month of May at Indianapolis, with all the teams competing for the first time since 1995, I expect to hear plenty of conversation about the Indycar of 2011. Two months ago in these pages John Barnard and Mario Illien put forward their ideas for both Formula 1 and Indycars of the future, and I hope their concepts form the basis of this debate. Mario Andretti is one racing expert who agrees with Barnard and Illien.

"Those two guys get it and I agree pretty much with everything they say," said Mario. "From an engine standpoint, Illien is saying that if you take the development part out of the equation for the manufacturers, why would they want to be there? I've maintained all along that Formula 1 needs to retain room for technical development. That is an essential part of the equation. It doesn't make sense for the manufacturers to race in F1 just for the show."

Andretti has always believed that making better, more efficient engines is an integral part of racing and is even more relevant in today's 'green' age. "There are so many things that need to be worked on and developed as far as engine efficiencies go, and racing has always provided the push to make that happen," Mario said. "That's why the manufacturers have been able to justify being involved and that's why they'll continue to be involved in the sport."

He believes whatever the best rules package may be for F1 or Indycars in the future, it must result in seriously impressive straightline speed and substantial braking into the corners. Andretti is convinced this is an essential element in testing the drivers' skills as well as providing a spectacle and passing for the fans.

"The one part I don't necessarily agree with John Barnard about is the aerodynamic package he suggests," Mario observed. "He maintains that there should be a drag increase to slow down the straightline speed and I think that is contrary to what needs to be done, because the slower you go down the straightaway, the shorter your braking is going to be. If the straightline speed in F1 is 230mph, then at least you've got some braking distance to work with.

"To me, straightline speed is essential for good braking before any kind of corner. Otherwise, you're where you are right now, where the braking is so late that there's no space to outbrake or pass under braking. It's a daunting job to try to create a balance for that but I've maintained all along that's the way it should be.

"It's the same with the ovals and Indycars," he went on. "You need straightline speed so you can back off for the corners. When they started curtailing the straightline speed on the superspeedways to about 225-230mph, the result was that the cars are now cornering at about the same speed. And that's why it's so hard to pass in Indycars.

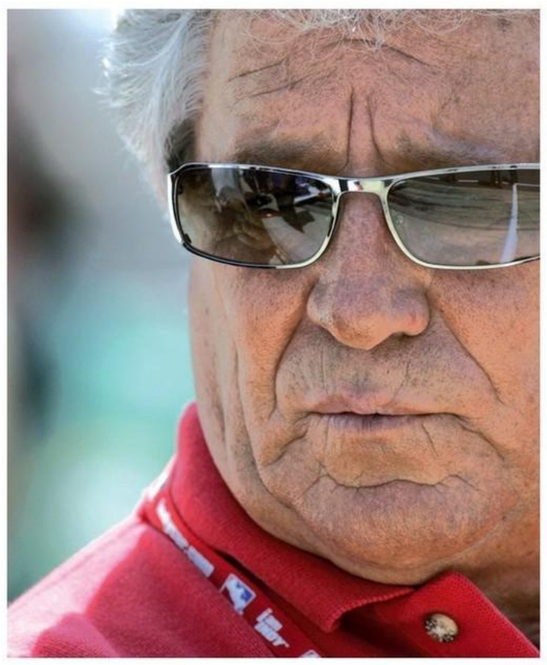
"You need to run 250mph on the straight like we used to run at Michigan in qualifying



Flat-out racing in the IRL, with cars running the same speeds on the straights as in corners (above), has limited overtaking

in the mid-1990s. OK, you would get one lap in qualifying that was flat, but in the race you weren't flat. You couldn't run around there flat, because the straightline speed was too high for the corners. That's the way you maintain some decent racing."

I share Mario's frustration with the rulemakers who have made such a hash of the sport over the years and both of us hope things will get better in the discussion, planning and implementation of the IRL's 2011 rules. "I don't



"You need to run 250mph on the straight like we used to at Michigan"

MARIO ANDRETTI

think most of the people writing the rules understand what creates competition," Andretti said. "To stay flat on the throttle all the time like the IRL does, where do you go, where does the driver reach to be able to pass? You've got to have it so you're quick down the straightaway and have to slow down for the corner. It's just a question of how much are you going to back off. That's what's going to make a difference and create some passing, which is so damn difficult right now in the IRL."

So the silence has been broken and the debate about the future has started. For the first time in many years I look forward to the month of May at the Speedway.

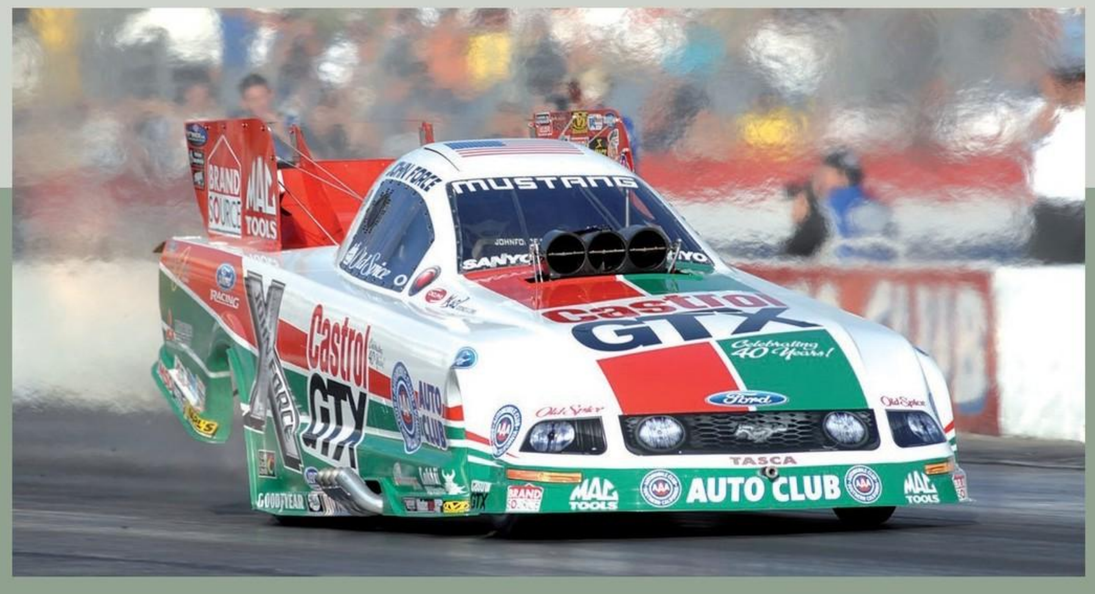


McDOWELL: NEXT NASCAR STAR

With Indy 500 winners Dario Franchitti and Sam Hornish among the rookies competing in NASCAR this year, it's tough for an unknown to get attention. But keep an eye on Mike McDowell. Star Mazda champion in 2004, McDowell showed his ability in 2005-06 in Grand-Am and Champ Car. He co-drove to a Grand-Am win and qualified in the front half of the field for two Champ Car races. Last year, McDowell switched to stock cars, racing in the Midwestern ARCA series where he won four races, led the most laps and came second in the points.

That caught the attention of Toyota and Michael Waltrip Racing, and the 23-year-old has earned his big break this year. At the end of March he replaced Dale Jarrett in one of Waltrip's three Toyota Sprint Cup cars. Expect McDowell to start to make a serious mark in the sport this year.

McDowell's crew chief is Bill Pappas, a veteran Indycar engineer who also joined NASCAR last winter. Pappas engineered Gil de Ferran's Indycars for five years, and he compares McDowell to the title-winning Brazilian. "It's exciting," Pappas said. "Mike has a lot of talent, he's motivated and loves to think about the car. He's going to develop very quickly into a very competitive NASCAR driver."



FORCE PUTS BAD TIMES BEHIND HIM

Drag racing legend John Force and his team had a terrible 2007 season. Force's protégé Eric Medlen was killed in a testing accident early in the year, then in the fall Force crashed heavily during a race weekend and was seriously injured for the first time in his long career. The accidents prompted serious soul-searching inside Force's team and resulted in some carefully engineered detail changes to their cars' rollcages and chassis.

Force, 59, has returned to action this year, joined in his trio of Ford 'Funny Cars' by daughter Ashley and son-in-law Robert Hight. In February's traditional NHRA season-opener at Pomona, California, Hight came through to score the team's first win since Force's accident, while Force and Ashley made it through to the semi-final rounds. So early in the new season all three Force Fords are in the 'Funny Car' title hunt. Force admits to being a more reflective and humble man these days, but he remains the NHRA's biggest star.

Andrew Frankel



Getty

ROAD CARS

REALITY CHECK ON 4WD

I don't take it personally, but despite spending most of my life testing cars, disappointingly few of my friends want my advice about which one they should buy. Many call thinking that they do, some even sincerely believe it, but in the past 20 years or so that I've earned my living this way, I reckon less than a dozen have actually bought a certain sort of car on my say-so alone.

I take this as a compliment. It means, I hope, that I have chosen to spend my time among people who know their own minds and therefore what is right for them rather better than me. So when they ring and appear to ask for a view, what's actually happening is they've already decided what to buy and want me to validate that decision. If I don't, it comes down to my professional opinion versus their gut feeling, in which case I don't have a chance.

Which, I guess, is why so many of them insist on driving around the place in cars with four-wheel drive, from hulking great SUVs to small and compact family cars. My contemporaries and I are of an age where most of us have small children and we all know the instincts that drive us to do what we can to keep them safe. And, so the thinking goes, if you want to stay safe on the road, buy something with four-wheel drive because it will give you much more grip and therefore reduce the chance of you falling off the road.

Which would be a fine explanation were it not for the small but inconvenient truth that it's almost complete rubbish.

I am an ardent supporter of primary safety in cars – that is a car's ability to avoid having an accident in the first place – even if massively influential bodies like Euro NCAP appear not to be. When Max Mosley stepped down from its chair his stated reason was as follows: "The next big area of progress is the avoidance or mitigation of an accident before it happens. Getting this active safety right is a major challenge and will require more time from the chairman than I am now able to give." That was four years ago. Since then has Euro NCAP announced so much as a single test of this most important aspect of car safety? It has not. In the meantime, cars have grown ever heavier as their manufacturers chase the secondary and passive safety targets set by Euro NCAP which are known to go down so well in the showroom.

If and when it finally gets around to it, it will be interesting to see how these four-wheel-drive cars fare, for while there is all the evidence in the world to put beyond any doubt the fact that measures like anti-lock braking and electronic stability control save lives, if there's anything similar that applies to four-wheel-drive cars, I've not seen it.

On the contrary, and perhaps unfashionably, I think there's every chance that out there in the real world beyond the science laboratory, four-wheel drive is as likely to get you into trouble as extricate you from it. Here's why.

If, for the sake of simplicity you assume a 50:50 front to rear torque split, the advantages of four-wheel drive can be described as follows: it halves the traction requirement placed upon each tyre. And because lateral and longitudinal acceleration trade off each other, this means that you can apply more power nearer the lateral adhesion limit of the tyre before it will start to slip. So far so good.

The problem is that these advantages are only apparent if your foot is on the accelerator and, unless you are an unusually skilled or talented driver, the first thing you're going to do at the first sign of trouble is take your foot off the accelerator – at which point your car becomes no-wheel drive like any other car on the road. And if, up until that point, you've been



Euro NCAP has yet to explore 'primary safety' in cars

charging around in adverse conditions, revelling in all the extra momentum your four-wheel-drive system has allowed you to accrue, all you will have achieved is to raise the speed at which you finally fly off the road.



4WD gives extra grip – and a dangerous sense of confidence?

As you can see, what four-wheel drive does best is instil a false sense of security. Almost all of us will at some stage have accelerated away from a wet roundabout in a four-wheel-drive car and marvelled at how the car has stuck to the road. It gives you great confidence in poor road conditions which I am not sure is a good thing, particularly as while your traction may be better than that of an equivalent two-wheel-drive car, your brakes most certainly are not.

I'm guilty of it myself. I own a Land Rover so ancient I passed my test in it and on one occasion when seemingly snowed in, I decided to try and make it to the local village to buy some entirely unnecessary provisions. It felt fun, intrepid even, until I discovered ice under the snow and damn near turned the thing over. It didn't keep me safe at all. What would have been safe would be having a two-wheel-drive vehicle, not even thinking of going out, and staying home by the fire.

Of course there are times when the purchase of an all-wheel-drive vehicle is eminently sensible. If you live down a muddy track, tow racing cars or work for the emergency services such cars more than justify their extra expense, mechanical complexity, fuel consumption and emissions. But for the rest of us it is perhaps worth just pausing before plunging and asking if the reality of four-wheel drive in any way matches its carefully marketed perception. And the answer to that, in almost all cases, is a loud and emphatic 'no'.



TOYOTA LAND CRUISER V8 4.5 D-4D

It may no longer be called the Amazon, but do not mistake this all-new Land Cruiser for any other bearing the same name. For while the normal Land Cruiser is old, slow and of no great interest any more, this one is new, startlingly quick and one of very few cars I've driven that I actually want. It's the size of a block of flats, is powered by a twin turbo 4.5-litre V8 diesel, and if anyone is preparing to spend over £55,000 buying a car primarily for towing purposes, choosing anything else would seem perverse.

The engine is made from cast iron and puts out 282bhp at a leisurely 3600rpm, enough to throw over 2.5 tonnes of Toyota to 60mph in 8sec and on to 130mph. But its real appeal lies not just in its 479lb ft of torque but the fact they're all there at just 1600rpm. By weird coincidence, these are identical numbers to those boasted by the scarcely lighter Bentley Continental Flying Spur, so that gives some idea as what to expect when you nudge the accelerator.

On top of all this comes remarkably engaging handling for one so tall and heavy, excellent refinement and an interior that would not look out of place in a Lexus. It's an ugly brute for sure, but only those more interested in form than function should choose a Range Rover instead.



AUDI RS6 AVANT

Everyone I have spoken to about the Audi RS6 Avant seems enthralled. It's not hard to see why when you're dealing with a great-looking car, with all the practicality of any Audi estate which packs a 580bhp punch thanks to a twin turbo 5-litre V10 motor that started life in a Lamborghini and would, were it not for electronic intervention, accelerate the RS6 to not far off 210mph.

I was expecting great things but have to report that after the superb RS4 and near-miraculous R8, the £77,625 RS6 fails to extend the winning run of Audi's in-house performance arm, Quattro GmbH. It's as quick as they claim, nicely put together and attractive, but is ultimately not that great to drive. There's over two tonnes of it to haul around – and it feels it, whether you're driving normally, in which case it feels remote, or flogging it to death, whereupon your point to point speed is impeded by substantial understeer.

I've just spent a day in its closest rival, BMW's M5 Touring, and while it is not so quick in a straight line, it's more fun and engaging regardless of how it's driven. Yes it's uglier, less well built and has an annoying seven-speed semi-automatic gearbox, but were this choice mine, I'd take the BMW every time – and save almost 10 grand.

Letters

Don't ruin Australia's day

Sir,

So now we know. No matter that the Australians possess some of the finest and best-loved Grand Prix circuits in the world – and beautiful daylight to illuminate them. Unless, by agreeing to stage a night race, they capitulate to Bernie Ecclestone's insistence on maximising his profits, then after 2010 it's no more Formula 1 in Australia.

Once again, with a stroke of his pen, Ecclestone has degraded motor racing and damaged a local economy. In 2006, because Belgium could not meet his financial demands, Ecclestone punitively deprived it of its Grand Prix – at Spa, no less. In 2007, in the nearby town of Malmedy, I was talking to local folk, not all of them race-goers, about Ecclestone and his name in those parts. Their derisive laughter illustrated the damage he had done to their community, and how Ecclestone will be remembered not only by enthusiasts but by many others – with bitter contempt.

David Goddard, Hove, Sussex

Innovation wrong for the IRL

Sir,

Having first met him in the Formula Ford paddocks of the early '70s, I have always been a fan of the writings and thoughts of Gordon Kirby. But this time, when he wants a radical new direction for Indycars, I think he's heading the wrong way.

In Formula Ford, where modern science can do little harm, I am still a passionate fan of different manufacturers going head-to-head in an arena where young designers and drivers can learn their trades knowing that no single concept is likely to suddenly make the rest of the field obsolete. Yes, Gordon, innovation was great for 90 years, but give designers a free rein with big budgets nowadays and there will be too many occasions when it will become a two-horse race between team-mates – remember the Penske-Mercedes of 1994?

Surely the framework of NASCAR, which is so successful and so admired, is the path to take. The new 'Cars of Tomorrow' – which I guess are now the 'Cars of Today' – are all identical apart from the stickers on their bonnets and the make of the tightly regulated V8s under them. So forget science, it's way too clever now, leave that to the Grand Prix world and in America concentrate on real racing. Make drivers household names and the sponsors will become attached to them. No-one cares if it's a Dallara or a Panoz or a Lola under the skin – NASCAR fans root for the drivers and buy the products they promote.

If Honda is going to walk away from the IRL because it wants to embrace new technology then let it – don't forget Toyota walked away and headed straight for the restricted world of NASCAR. And when it comes to embracing real-world challenges like fuel consumption, well surely the IRL's move to 100 per cent fuel-grade ethanol is a step in the right direction.

So, let the manufacturers get involved with the engines and pack a field of 30 identical single-seaters onto the grids with regulation aerodynamics that encourage overtaking and give every one of them the chance to win. You'll still want the best engineers to give you an edge but it will only ever be a small one, and that's what the everyday racing fan wants – a race, not a science lesson.

Tiff Needell, Salisbury, Wiltshire

Poor show by Prost on Senna

Sir,

The legacy of the great Ayrton Senna seems to still cast an uncomfortable shadow over a certain Mr A Prost, as became clear from your interview with this once-formidable driver in the March edition of *Motor Sport*. Despite the passing of many years since their legendary battles, Prost's inability to reconcile himself with the fact that he was outclassed by a driver that had his and everyone else's measure from the outset, continues unabated.

To dismiss arguably (even though I'm convinced) the greatest F1 driver of all time's racing skills as "unimpressive" defies comprehension. Even the most vocal of Senna detractors would have to give way to the genius of his racecraft during the 1984 Monaco, '85 Portuguese (Estoril), '88 Japanese (Suzuka) and '93 European (Donington) Grands Prix, to name but a few.

Since Senna's death, I had gained a great deal of respect for Prost in the way he was seemingly able to contextualise the past. His most recent rhetoric has certainly changed that and to foolishly underplay the Prost/Senna rivalry when comparing it to that of Häkkinen/Schumacher(?!) and Alonso/Hamilton, shows a man who is still prepared to wield the hatchet when so desired. And to think that not so many years ago Alain hailed Ayrton as his greatest adversary and vowed, out of respect, to never race an F1 car again. This latest pyrrhic attack shows anything but respect and indeed serves as a sad indictment of the Prost psyche.

Jacques Wessels, by e-mail

Don't overreact to racism

Sir,

Gordon Proctor (No room for racism, April letters) has completely overreacted to the display of racism by Spanish fans. Whether he's a hysterical liberal or not, the reports seem to indicate that only a handful of fans were responsible. Cancelling the GP would punish a huge number of ordinary race-loving fans.

If Bernie Ecclestone is going to cancel GPs for something like this then all that's needed to stop, say, the Italian GP is for me and a few mates to head to Monza and hurl some anti-Finnish remarks at Kimi or Heikki. Although I have a sneaky feeling this wouldn't generate quite the same outcry…

Richard Tudor-Owen, Ixworth, Suffolk

Give Piquet a chance

Sir,

I thought Jackie Stewart's comments about Nelson Piquet Jr in the otherwise excellent Formula 1 season preview more than a little unbecoming. So Jackie thinks that young Nelson is spoilt. Why? Because his triple World Champion father helped set up a Formula 3 team, which then moved into the major sub-F1 single-seater series?

Jackie Stewart is free to hold his views about the drivers based on performance, and I'm quite happy to read them, but not when they are just personal jibes at the driver or his family. A British F3 title and a close second to Lewis Hamilton in GP2 seems to suggest that the Brazilian has fully earned his place in F1. I was even moved to think that Max Mosley had a point, and that takes some doing.

Peter Edwards, Preston, Lancashire

LETTERS TO THE EDITOR

Write to: Motor Sport, 26-30 Old Church Street, Chelsea, London SW3 5BY, UK
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Letters

Tunnel vision at Brands

Sir,

'When Brands was Hatched' (April issue) revived nostalgic memories as I was a marshal at almost every BRSCC Brands meeting from 1954-74. But one of the photo captions contained a slight error.

The tunnel from the paddock to the infield was not built in 1950, but 10 years later in 1960. It was part of the massive reconstruction of the circuit in 1960, when the first permanent pits were built and the circuit was extended to 2.7 miles with the Grand Prix loop.

Before the tunnel was built, cars joined the circuit by the gate at the top of Paddock Hill, after leaving the paddock assembly area which was run by the ferocious, green-jerseyed Bert Lamkin. His word was law and even World Champions quaked in his presence and obeyed imperious blasts of his whistle! In real life Bert was a GPO engineer and was responsible for the installation of the Brands circuit telephone system in 1960, helped by teams of volunteer BRSCC marshals who dug trenches for the cables.

Until the pits were built in 1960, mechanics and helpers, even for international meetings, were herded into a rough, low breeze block-lined area, surfaced with trodden-down ashes and adjoining the exit gate. Literally 'the pits'. Only a low chequer-painted plank fence separated cars entering Paddock Bend from these 'pits'.

David Venables, Hove, East Sussex

Confused, we did some digging (!) and confirmed the picture is from 1950. But this isn't the current Paddock tunnel. From an aerial photo on p32 of Chas Parker's book, we reckon it is an earlier tunnel dug on the outside of the corner that doesn't actually pass under the track… Can anyone confirm this? – DS

Down at the farm with Art

Sir,

Richard Heseltine's fine piece (March issue) reminded me that as a regular visitor to the Thompson Drag Raceway from around 1965, I used to see Art Arfons shaking down some of his latest, greatest and most diabolical pieces of machinery. He'd utilise the quarter-mile to blow some JP4 fuel through the jet engines he bolted onto his various creations to see how they would act under load before heading to Bonneville.

When I was around 10 years old, Art rolled some crazy iteration of the Green Monster up to the line, built up some thrust, and hit the ignition button. I can still remember the smell of burnt jet fuel, a bright, incandescent blue flame and my hair being blown back when the car left the hole. It was a hell of a run and I could barely comprehend what happened. But I do remember one thing: the jet burned the parachute off, the car raced over the run-off area as if it did not exist, blowing through a huge pasture (filled with cows), through a fence and into the side of a farmer's house far from the end of the strip. After what seemed like an eternity, an announcer on the PA system said Art was OK. Later I remember seeing the car, totally destroyed, being carted back on a massive tow truck.

Eric Johnson, Laguna Niguel, California, USA

Halford – a pioneer

Sir,

I enjoyed the article on Major Halford's Special (April) but would like to correct a comment about the turbocharged version of his engine. This was indeed a very interesting development and to my knowledge is the earliest example of a road-going turbocharged engine.

Turbocharging was invented and developed by Alfred Buchi in the early 20th Century, and turbocharged experimental aircraft were tested during WWI. Halford would undoubtedly have known of this work from his own aircraft engine background. His 1.5-litre engine is shown in cross section in an excellent biography of Halford entitled *Boxkite to Jet*, published by the Rolls-Royce Heritage Trust.

The engine had a turbocharger with a radial flow compressor and an axial flow turbine, mounted on the side of the engine (not under the sump) below the exhaust manifolds. The compressor faced inwards to the side of the block and was supplied with mixture from the carburettor on the opposite side of the engine through a duct passing through the block. The front and rear exhaust manifolds, three cylinders each, fed their gases into a collector housing and nozzle guide vanes before passing though the turbine wheel. The engine was also fitted with an intercooler beneath the sump. By modern standards the turbocharger appears very large in gas flow terms and physical size. Halford probably had no means of adjusting the flow characteristics of the turbine to suit the engine speed as in the modern wastegated or variable-geometry automotive turbochargers, and he abandoned the disappointing turbocharged version for mechanical supercharging.

Turbocharger development continued mainly on large industrial and marine diesel engines until the 1930s when manufacturers became aware of the benefits for commercial vehicles. Saurer is usually credited with the first production turbocharged diesel for road use in 1938.

Henry Tennant, Huddersfield, West Yorkshire

Lady firsts

Sir,

In your obituary of Elly Beinhorn you are wrong in stating that she was the only woman to drive the V16 Auto Union. Kay Petre drove the AU during her visit to South Africa with her own car in 1937. I met Kay when she was unveiling the MAC frieze at the Bridgnorth Motor Museum, and referred to this fact, upon which she modestly replied: "But I drove it only very slowly."

I believe (I think from a Beinhorn remark in a book) that Rosemeyer had a soft spot for Kay, so perhaps that's how she came to drive an AU.

I'm still of the opinion that there's never been an exhaustive article or book on Kay and her activities, and it's getting to the stage that soon it will be impossible with the diminishing number of people around who knew her. When I met her at the Bridgnorth Museum I naturally took my copy of *Shelsley Walsh* with me for her to sign and she said, "Let's find a proper car to rest it on while I sign it," before choosing an adjacent early Alfa. I must admit to being rather overawed by her because of her pre-war reputation.

Howard Stockley, Alcester, Warks

You were there...

Sir,

Stop. Right there. Now! Don't change a thing, the magazine is as near perfect as it can be. You have the greatest writer in the world on Grand Prix racing in Nigel Roebuck (I can even put up with the occasional political rant) and the finest list of contributors. I love the mix of articles with old and new together in one great magazine. I even found myself pictured! I was there that wet day at Brands Hatch when Pedro Rodriguez worked his magic in the 1970 BOAC 1000kms. When flicking through *Motor Sport* I was boring my wife for the hundredth time about what a wonderful experience it had been when I suddenly realised that the wet and bedraggled 19-year-old in the background was me! It's funny – I don't think I've changed a bit in the intervening 38 years, but, strangely, everyone else does…

Keep up the good work. I look forward to *Motor Sport* thudding through my letterbox.

Paul Tarsey, Petersfield, Hants

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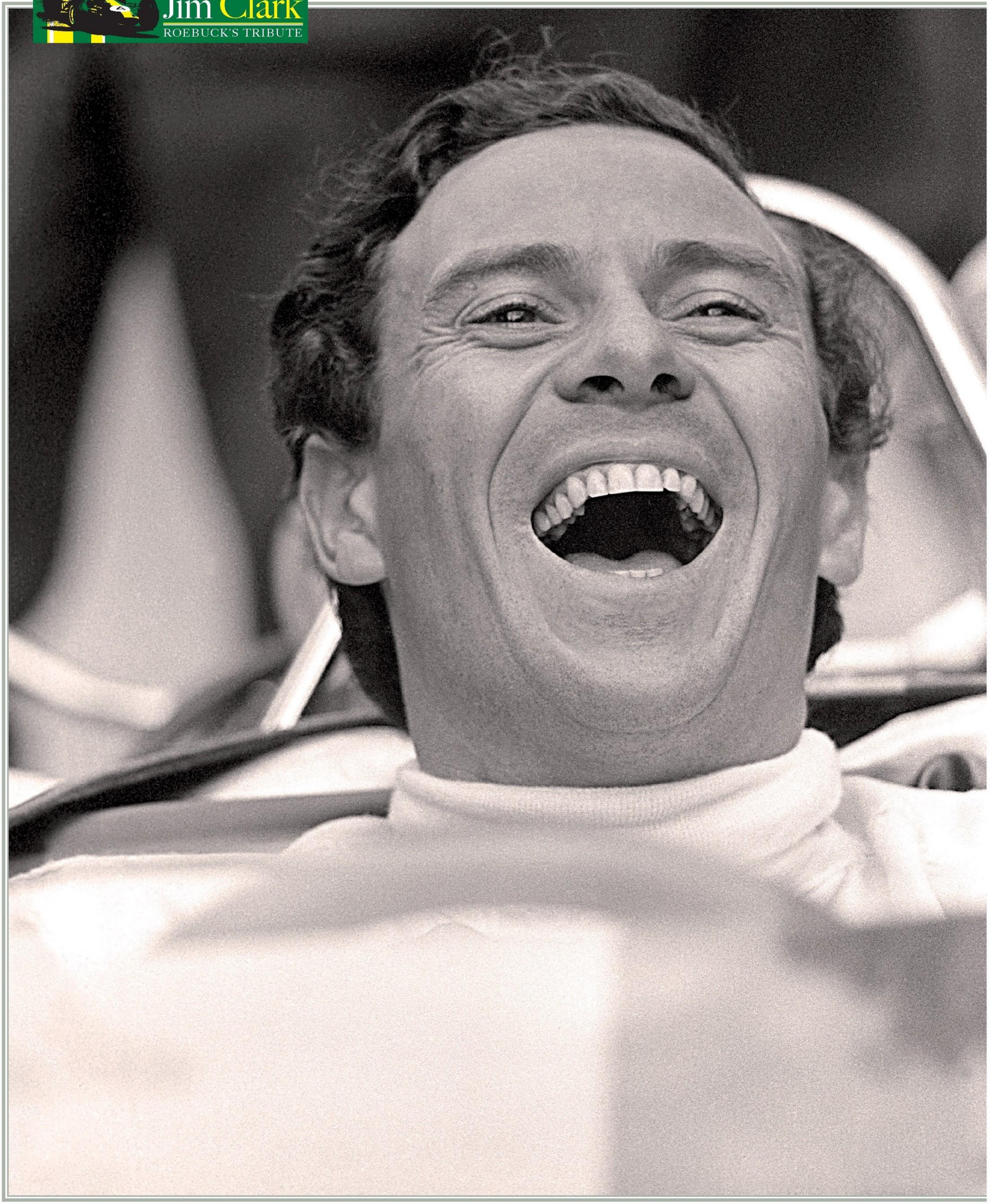
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Jim Clark

ROEBUCK'S TRIBUTE



McKlein

"HE WAS EVERYONE'S HERO WASN'T HE?"

BRIAN REDMAN

It was his character as much as his skill behind the wheel that made Jim Clark the drivers' driver

BY NIGEL ROEBUCK

I was at Brands Hatch when I heard about Jimmy. The first hour or so of the BOAC 500 had been rousing, with Bruce McLaren's new Ford F3L unexpectedly holding off the legion of Porsches, but now the race had gone flat: McLaren was out, and the day had settled into an endurance sports car grind.

We had been talking about Jimmy. As that red and gold Ford had flown by time after time, we'd lamented the fact that, originally down to drive the car, he wasn't here. Instead he was at Hockenheim, a circuit where only bravery and horsepower were required, where the best driver on earth was just another number on a cockpit side. What a waste of his time, we said.

I wandered off to the book shop. "Heard about Clark?" someone said. I said no, what about Clark? "He's been killed this morning – in Germany…" That voice is sharp in my mind even now, 40 years on.

At about the same moment Brian Redman was about to take over from Jacky Ickx in one of John Wyer's Ford GT40s. "Jacky did the first stint, as usual, and he was due in. I had my helmet on, ready to go – and just then a journalist came up to me, and said, 'Have you heard? Jimmy's been killed…'

"I could hardly take it in. Jimmy was my hero – he was *everyone's* hero, wasn't he? And it wasn't just his fantastic driving ability, but also his general demeanour. He was a quiet man, with a lovely sense of humour – not a bit pushy."

Once in the car, though, Redman necessarily put thoughts of Clark from his mind. "You just had to get on with it, and concentrate on what you were doing. And the thing was, it didn't have the shock effect it would today, because it happened so often back then…"

So it did. "In '68," said Chris Amon, "we had that dreadful 'seventh of the month' thing that began in April with Jimmy."

The following month Mike Spence was killed in practice at Indianapolis (where, ironically, he was replacing Clark in one of the Lotus turbine cars); in June Ludovico Scarfiotti died in a Porsche at the Rossfeld hillclimb, and on July 7 Jo Schlesser perished in the flames of his Honda during the French Grand Prix at Rouen.

"A month after that," said Amon, "we were at the Nürburgring, and it was just like Hockenheim, wet as hell – and also foggy. It was August the fourth or something, and I recall being relieved that it wasn't the seventh. We were starting to get jittery…"

On the day of Clark's death an announcement was made over the Brands PA system, but this was much later in the day, and by then I had long since left, having no further enthusiasm for the BOAC 500, knowing what I knew. As I drove back into London, a scratchy French radio station finally made it real: '*Un grand champion est mort aujourd'hui…*'



Clark took the third of four wins at Spa – a place he loathed – in the Lotus 25 in 1964

WRI2

Twenty years on, I was at Silverstone, interviewing Alain Prost. It was midweek, and he was testing alone. At lunch we did the tape, and then there was a cloudburst. With time to kill, we stayed in the small McLaren motorhome, and fell to talking about heroes.

Prost, who had idolised Clark, was 13 at the time of his death. "I thought Jim was fantastic," he said. "So much better than everyone else, so smooth, so easy. That's something I have always admired – a guy is really quick, but doesn't look it. Stewart was the same."

And you, I ventured.

Alain made a face. "No, really, I think Jim Clark was someone special. For me, the best ever…"

His contemporaries thought so, too. For them, the fact of his death was almost beyond comprehension. "Quite often," said Amon, "people used to get killed in those days. But when it happened to Jimmy, we were all shattered. Everyone loved him, and of course we grieved – but there was another dimension as well, a selfish thing, if you like.

The realisation that even Clark was not immune was a shock. "Jimmy's death *frightened* us. I think we all felt that. It seemed we'd lost our leader."

It was a perilous thing to be a racing driver in those days, but no-one ever expected it to happen to Clark. Go to the Gates often enough, the saying goes, and eventually they will open, but Jimmy never seemed anywhere near them. When you saw him sideways, you assumed he was having fun, rather than correcting a mistake. He was that good.

"I thought Jim was fantastic. So much better than everyone else, so smooth, so easy"

ALAIN PROST

Some will argue that racing in Clark's era was less competitive than it is now, and it is undeniable that usually Colin Chapman provided him with the best car. But equally beyond doubt is that he was consummately the greatest of his generation.

Perhaps he was never better than in 1965, when there were 10 races in the World Championship, a driver's six best results to count. At the Nürburgring Clark won his sixth Grand Prix of the year, and thus clinched the title by early August. The German race was actually round seven, but a clash of commitments had kept Jimmy away from Monaco. He was in Indianapolis that weekend, winning the 500.

Never in Formula 1 did Clark drive anything but a Lotus, and his working relationship with Chapman was as potent as Grand Prix racing has known. It wasn't that Jimmy was a particularly 'technical' driver, but there existed a sort of telepathy between himself and Chapman: a few words from him about the car's behaviour, and Colin knew what to do. On the occasions when the handling remained off – as was quite often the case with the Lotus 49 in 1967 – such was Clark's genius that he simply adapted his style to compensate. It wouldn't work in today's F1 world, but in those less sophisticated times the driver had more to say. Jimmy won 25 of his 72 Grands Prix; only once did he finish second.

Even a decade and more after the Hockenheim race, Chapman still found it difficult to accept the fact of Clark's death. "For me," he said, almost in a whisper, "he will always be the best. I'm sure in time someone else will come along and everyone'll hail him as the greatest ever. But not me. For me, there will never be another in Jimmy's class."

These days, of course, Grand Prix drivers are just that, never racing in other than F1. But Clark excelled in *everything*. "I think only Dan Gurney was a serious rival in F1," Chapman said, "but think of Indy, of the sports cars, F2, the saloon car races with the Lotus Cortina…

"Once or twice Jimmy talked about retiring, and it gave me mixed feelings. The idea of going racing without him was almost unthinkable, but at the same time I loved him as a human being, and didn't want him to get hurt."

You could never confuse Chapman with an overly compassionate man, but clearly the quiet fellow from the Scottish border country laid claim to a place alone in his thoughts.

"Yes," he agreed. "Jimmy had more effect on me than anyone else I've known. Apart from his genius as a driver, and his association with Lotus, he was genuinely a good man. Intelligent, honest – in many ways rather humble. I've never felt quite the same about racing since '68."



Chapman and Clark's bond was stronger than that of any other team boss and driver

Ford

Jim Clark
ROEBUCK'S TRIBUTE



Generally considered the greatest driver of his generation, Clark scored 25 wins from 72 GP starts – a record at that time

Schlegelmilch

It was a side of Chapman I had never seen before, nor ever would again. We were in his office at Ketteringham Hall, and at one point he almost broke down. When his secretary came in with tea he turned away, pretending to look for something while composing himself.

Although Clark scored all but a handful of his 25 Grand Prix victories in the 1.5-litre F1 of 1961-65, when I think of him, and the life which late he led, he is always in a Lotus 49, during the unforgettable season of 1967.

Whatever the rules of his time, though, Jimmy would still have dominated. I saw many of his races in the Lotus 25 and 33, and the race was always for second, behind this green metronome ticking off the laps. At Spa – the *old* Spa – he won four years on the trot, although he loathed the place.

He had good reason to loathe it, too. In the Belgian Grand Prix of 1960, only the second F1 race of his life, he almost ran over the body of Chris Bristow, thrown from his somersaulting car at Burnenville. A few minutes later Clark's team-mate Alan Stacey was killed at Malmedy. These were dark images of Spa-Francorchamps which remained with Jimmy, and it was a mark of the man that he never allowed them to dilute his performances there.



The Scot caused a stir at Indy by finishing second on his debut in the 500 in 1963. He won the race in '65

Ford

Similarly, if truth be told, at first he didn't care for Indianapolis. Initially, in 1963, it was an adventure, an opportunity to drive a single-seater of real power and substance. He finished second that year, beaten only by Parnelli Jones, a certain ignorance of the Brickyard rulebook and a chunk of Hoosier establishment prejudice.

Still, he gained everyone's respect – not least because he didn't make a fuss. Jones's roadster had been dropping so much oil that Clark's lightweight Lotus, then the fastest car in the race, fell back on the slick surface. Parnelli should have had the black flag, and had their roles been reversed, assuredly Jimmy *would* have. But while Eddie Sachs, who crashed on the oil in the late laps, got into a fight with PJ afterwards (a short-sighted decision), Jimmy kept his peace. Two years later he won the 500 – and Parnelli was second.

"At first," said the lamented Jabby Crombac, a close friend of both Clark and Chapman, "Jimmy didn't like the ambience at Indy at all. Those were different days, and he was very 'correct': he would walk into the garage area, and people would come up and talk to him, without having been introduced to him first!

> "Jimmy enjoyed driving at Indy, although it never thrilled him the way, say, the Nürburgring did"
>
> JABBY CROMBAC

It was the same with Colin – in fact, he would go as far as saying, 'In my country, you don't talk to people until you've been introduced to them!' It also infuriated him that they called Indianapolis the 'World Capitol of Auto Racing'...

"Jimmy was upset by his rookie test, too. He had almost won the World Championship the year before, and it offended him to have to drive so many laps at 100mph, then 110, or whatever it was. It made him really furious!

"The Americans were very friendly, but at the same time they were trying everything to screw Team Lotus. In qualifying, for example, there are certain procedures when you line up in the pits – and they made sure Lotus didn't know these procedures properly. So there was a general air of crusade within Team Lotus, and Jimmy was very much a part of that.

"That first year, I shared a room at the Speedway Motel with Jimmy, Colin and Cyril Aubrey, the timekeeper! Jimmy and Colin had the two beds, Cyril had a cot, and I slept on a blanket on the carpet! There was nothing else – it was that or sleeping in the car. We were new to the place, you see, and could only get one room. The mechanics were in dormitories. The next four years we were at the Holiday Inn, across from the track."

Another man close to Clark was the late Fleet Street journalist Patrick Mennem. "One day," he told me, "I got a call from Jimmy: 'I'm at the airport. Can you come out here and meet me?' And when I got there, he was morose, and drinking brandy. 'I'm flying to Indianapolis,' he said, 'and I *really* don't want to go. All that fuss – I can't face it...'"

He had simply wanted to talk. Mennem told him he should follow his instincts, at which Clark, an amateur in spirit but a pro who kept his word, gave him a resigned smile, and went off to get his flight.

"That was the second year, 1964," said Crombac. "Jimmy nearly didn't go, because his mother was scared of Indy. But from then on he started liking it more and more, because he got familiar with it. He got used to the way of thinking, the way of behaving, and became much more amenable to it – and he'd also realised that financially it was a very good deal!

"Jimmy enjoyed driving at Indianapolis, although it never thrilled him the way, say, the Nürburgring did. But he knew it was a challenge, and he always revelled in a challenge."

This always seemed to me proof of Clark's real stamp. Plenty of front-running F1 drivers have failed at Indianapolis over the years. For Jimmy it was simply another race.

In the same way, he adapted without problem to the Lotus 49 and its new Cosworth DFV engine, which he drove for the first time in practice for the 1967 Dutch Grand Prix. The DFV may have had more power than other engines of the time, but in its early days the ➤➤➤

power delivery was like an on-off switch. Add to that the wilful nature of the original 49 chassis – and then recall that Jimmy ran away with the race. Recall, too, that at the Nürburgring he took pole position by *nine* seconds.

He lived in Parisian tax exile that last summer of his life, sharing a flat with Crombac, and commuting to all the European Grands Prix in his yellow Elan. That was the whole thing about Jimmy – he adored driving for the sake of it, and could never resist any car which sparked his interest.

"Oh," said Jackie Stewart, "Jimmy would drive things I wouldn't even look at! There was a historic race at Rouen one year, and there he was, driving Pat Lindsay's ERA – faster than Pat himself! We'd go and do the Tasman Series over the winter, and you'd find all kinds of weird and wonderful 'specials' down there, which he delighted in sampling. He just could not help himself. After Mexico, the last race in '67, we all came back to Europe, but Jimmy went off and did a NASCAR race at Rockingham! It amazed me that Colin let him do these things…

"The truth is that, in a car, Jimmy liked to show off a bit, which was in total contrast to his normal character. He dreaded making speeches, for example, and you had to push him into a VIP lounge at an airport. 'Don't you understand,' I'd say, 'that these things make travelling a bit easier to take?', and he'd agree. But he'd never do it on his own."



Schlegelmilch
The Cosworth-powered Lotus 49 made its debut in the 1967 Dutch GP, and won in Clark's hands

When Clark went into F1 his original intention was to race for three or four years, then return for good to Scotland, to the family farm at Chirnside. Many of his friends expected that he would quit at the end of 1965, the season of his second World Championship and the Indy win, that he would marry Sally Stokes, his long-time girlfriend, and depart the scene. In the event it was the relationship which came to an end, and afterwards Jimmy seemed more than ever committed to racing.

"A lot of people have said he was thinking seriously about stopping," said Stewart, "but I knew that wasn't the case. I also know he was never going back to farming again – not full time, anyway. That period of living in Paris changed him quite a bit. Out of a car he was still nervous in some ways – did you ever see his fingernails? – but he'd got used to quite a sophisticated way of life, and he liked it."

Perhaps he never would have settled permanently in Berwickshire again, but there is no doubt that, like most men in exile, he fed on dreams of home. Through that last summer he was able to visit Britain only once, for Silverstone and another memorable win.

"By the following April," Amon remembered, "Jimmy's year of tax exile was up, and right after the Hockenheim F2 race he was due to go back to Scotland. He hadn't been home for a long time, and he couldn't wait – in fact, he was very uptight that whole weekend. I was close to him, but it was difficult to communicate with him at Hockenheim.

"I'm not suggesting he had any sort of premonition of disaster – such as Bandini, I'm sure, did – just that he was preoccupied. We'd both done the Tasman Series, and I think, like me, he was very tired, and really didn't want to do that race.

"It was misty, wet and miserable on race morning. I was next to Jimmy on the grid, and we talked briefly before the start – we both knew we were wasting our time, because the Firestone 'wets' were useless. Once we got started, Jimmy was about the same distance in front of me every lap, but he was only about eighth, and not making any ground – that's how I *knew* how bad the Firestones were!

"Then one lap I noticed some dirt at the side of the road, and next time round saw a stretcher coming over the fence. It was flat out at that point, with no barriers, just trees, and it was fairly obvious if you went off there was no way of getting out of it. But it never entered my head it might be Jimmy, because that Lotus was still in the same place, ahead of me. Turned out that on the lap Jimmy crashed, Graham Hill made a pitstop, and rejoined in the same place, relative to me.

"At the end of the race I complained to Forghieri about the tyres, pointing out that even Clark hadn't been able to get anywhere. And Mauro said, 'Oh, Jimmy didn't finish…' I saw the look on his face, and then I remembered the dirt at the trackside…

"The following morning was sunny and beautiful, and I went off to Pontresina for a holiday – just to get away from motor racing for a while. There were stories at the time that I was thinking of quitting. Not true, but it was never the same for me after that."

> "I've wondered what Jimmy would have made of modern F1. I don't think it would've been his thing"
>
> CHRIS AMON

Amon, like Stewart, like most drivers who knew Clark, loves to talk about him: "I've often wondered what Jimmy would have made of modern F1, with sponsorship and PR appearances and no driving anything else. Somehow I don't think it would have been his thing – at all."

At Jarama, the first Grand Prix following Clark's death, the sole Lotus entry was in the red, white and gold colours of the team's new sponsor. Jimmy's last Grand Prix win, at Kyalami on New Year's Day, came at the wheel of a 49 in green with yellow stripe. In more ways than one, an era had come to a close.

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Featured in our April auction

1962 Aston Martin DB4 Series IV Vantage
Chassis no. DB4/952/R

Shorter and lower than its successor, only 45 DB4 Series IV Vantages were built between March and October 1962. The first customer car, 'DB4/952/R' has been restored to an exacting standard over the last three years and features a number of sympathetic upgrades. Finished in Silver Birch with black leather upholstery, it is a matching-number car, right down to the original key numbers on all lock barrels.

1966 Aston Martin DB6 Short Chassis Volante
Chassis no. DBVC/2323/R

One of only 37 examples built on the last of the DB5 chassis, 'DBVC/2323/R' left the factory on 24 September 1965 and was first registered on 11 January 1966. Finished in Pacific blue with tan leather upholstery, the car has formed part of a small private collection since 2000. The engine underwent an extensive overhaul in 1988 by marque specialists Goldsmith and Young and has since covered only 7,000 miles.

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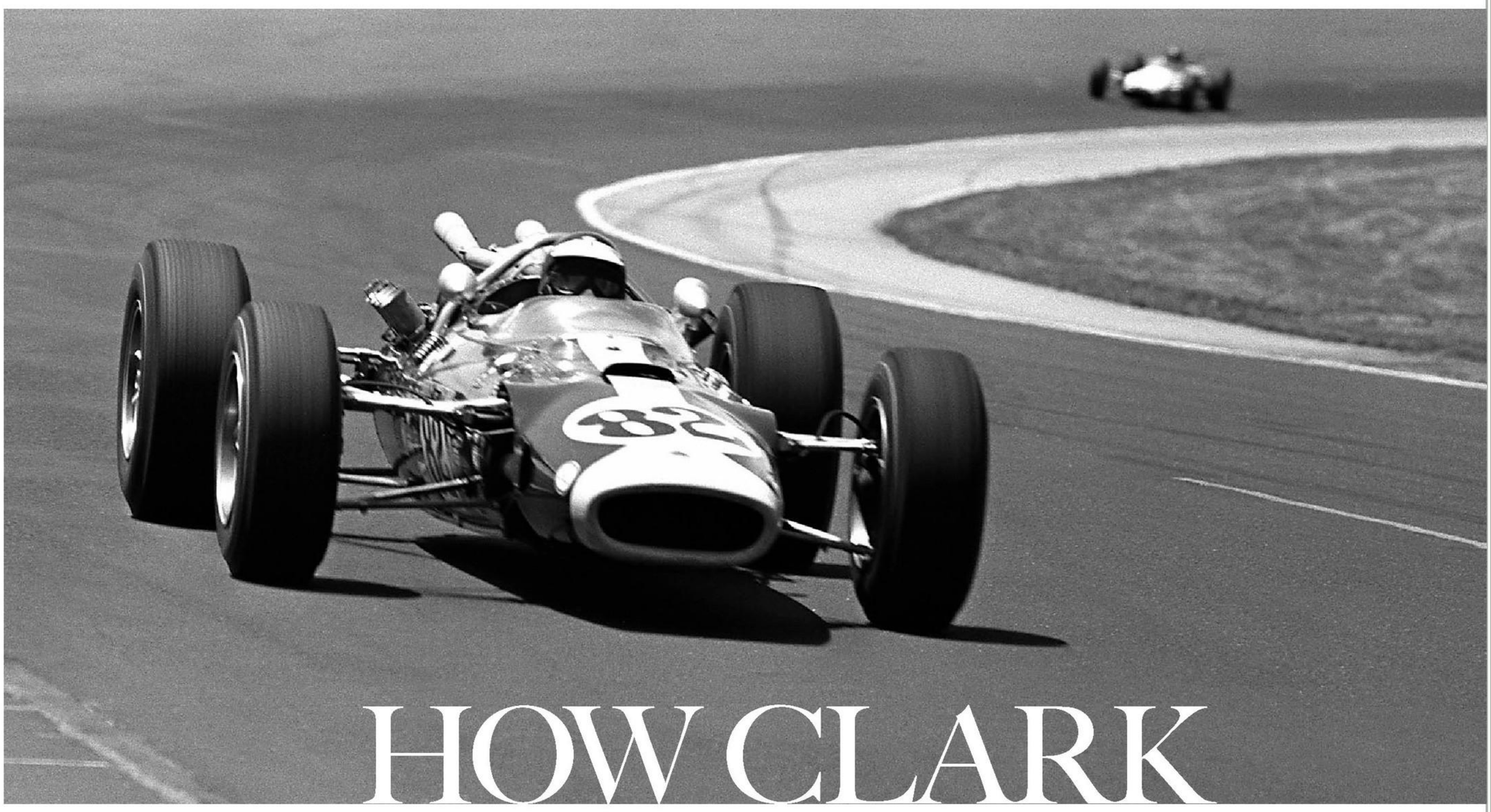
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Clark and Chapman celebrate victory at Indy in 1965. In the race (right) the Lotus ace was invincible, beating Parnelli Jones by almost two minutes

Empics



HOW CLARK WON ROUND INDY

As an outsider in a "flimsy car" he did more than just beat the Americans in their own Brickyard; he won their respect too

BY ROBIN MILLER

He was the face of the radical movement that changed open-wheel racing in the USA forever, and yet he did it with a style and a grace that disarmed his opposition rather than bludgeoned them.

He made five starts in the Indianapolis 500 and, with a little luck, could have easily won four of them. His slight frame and reserved demeanour belied the fact he went for the jugular every time he put on the goggles.

But maybe the most impressive thing about Jim Clark's assault on America in the 1960s was how he won over the brave, burly heroes of the Brickyard, who ate nails for lunch and chewed up those squat-to-pee road racers.

"I'll be honest, AJ [Foyt] and I didn't pay much attention to him when he first showed up because Formula 1 didn't carry much prestige over here at that time and we looked at them as somewhat gentlemen racers," admits Rufus 'Parnelli' Jones, arguably one of the five greatest all-around racers of all time.

"We were the rugged backyard bullies and they had those flimsy funny-looking cars and we really weren't concerned. That doesn't mean I didn't respect Clark right away, because I did. But I wasn't worried about him when he first showed up."

People didn't fear the unknown in 1963 and the front-engined roadster had ruled Indy since the early '50s. Had it not been for Dan Gurney, there might not have been a chapter on Clark in the Indianapolis Motor Speedway (IMS) record books. It was Gurney who introduced Ford and Colin Chapman who, in turn, brought his Lotus to Indy with Gurney and Clark, who had never seen an oval track let alone driven on one.

"Jimmy was willing to do it and that's what I really liked about him, he loved to race and wasn't worried about protecting his reputation," says Gurney, who had made his debut at Indy a year earlier in Mickey Thompson's rear-engined roller skate.

"But I think no matter who it is, the first time you go to that place it's a pretty daunting situation. Initially, he wasn't sure and it took a while for him to get dialled in, but once he did he was right on the pace."

Starting fifth, Clark's Lotus was slower on the two long straightaways but quicker through the corners than the roadsters, »»

Ford/Dave Friedman

and his one pitstop strategy allowed him to lead 28 laps, although Jones clearly had the fastest combination.

"He really wasn't a thorn in my side all day, they just weren't in our ballpark," says Parnelli, who led 167 of 200 laps and finished 34 seconds ahead of Clark in a race soaked in controversy after Jones' car leaked oil and was nearly black-flagged.

Gurney, who wound up starting 12th and finishing seventh after running all afternoon on seven cylinders, chuckles at the memory of owner JC Agajanian begging chief steward Harlan Fengler not to throw the black flag at 'ol Calhoun.

"The Americans didn't want some Limey to come over here and win but I think if the race would have been held in England, it would have been the other way round. But he did a fine job. He wanted to follow me but I was running sour so I waved him by after three laps and then he settled into a groove and got the bit between his teeth."

Sandwiched between the red, white and blue legends of Jones and Foyt at the finish, Clark congratulated the winner and never mentioned the oil on his goggles, except to his crew. "He told Colin he wanted to go to another track and show how good the car was, so they came back to Milwaukee that August, where he won the pole and the race," recalls Eamon 'Chalkie' Fullalove, a Lotus mechanic in the '60s who today remains one of the best fabricators in the vintage F1 business.

"He lapped everyone except AJ and, out of respect, he decided just to stay behind him the last 20 laps. That race opened some people's eyes about Jim Clark."

As did May of 1964, when he captured pole with a track record and was leading the race when a shredded tyre broke the suspension.

"I took my hat off to Jimmy after he'd run Milwaukee and Trenton in '63, and he definitely had our attention in 1964," says Foyt, who scored the final victory for the front-engined roadster that year.

Despite the changing of the guard and the foreign invasion, Clark was not cast as a villain by the loyal fans at Indianapolis.

"I had met him in 1963 at a car show in London and then came to know him after I moved to the US in 1964 and began working at the track," says Donald Davidson, the loyal United States Auto Club (USAC)/IMS historian for five decades. "He was a lovely bloke – shy, polite and a little ill at ease with his fame.

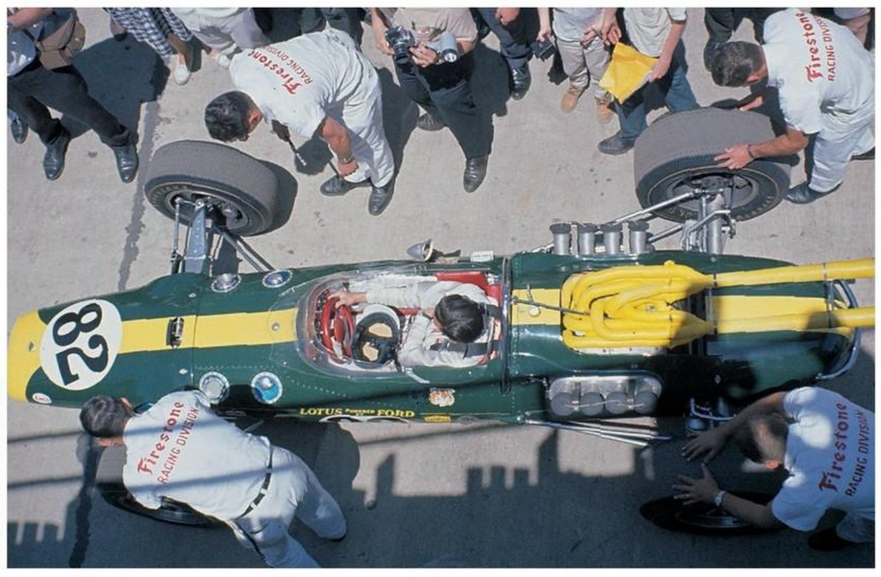
"I was amazed at how popular he was. You figured the AJ and Parnelli fans would have no time for a sissy from England. But, instead of the American fans feeling hostile towards him, he was adored."

Well, maybe not by everyone. By 1965, Indianapolis had been overrun by the rear-engine revolution and the shy little Scotsman was in everyone's gunsight. It was the height of patriotism in Gasoline Alley, if not skulduggery.

"Clark had just set the track record when I went out and broke it in his year-old car," says Foyt. "I got on the PA system and said I'd brought the track record back to America and the fans went crazy."

Behind the scenes, USAC was making it tough on Clark & Co.

"There's no other way to say it except a lot of effort was made to throw us out," says Bob Sparshott, a Lotus mechanic at the time who would go on to form the respected BS Fabrications. "USAC made us remake our entire suspension before the race and then they questioned the thickness of our wheels so they all had to be recast.



Ford/Dave Friedman

"It was difficult to keep going and a very interesting month because we thought we had a proven package and everybody wanted to buy one, but some people didn't seem to want us around."

Especially after Clark's virtuoso performance in the race, where he led 190 laps and took the chequered flag almost two minutes ahead of Jones. It seemed to be the perfect combination of driver, chassis, tempo and track.

"I was a rookie that year and I already had the ultimate respect for him because I loved Formula 1 and I wanted to go there some day," says Mario Andretti, who started fourth and finished third in his first of 29 Indy 500s. "He had the demeanour of Rick Mears, he was quiet but you didn't take him lightly.

"Look how quickly he adapted to the ovals and he seemed to make it an art, like Mears. Obviously, he had the advantage of a superior car but he had immense talent and Jimmy was the guy driving that train."

As team-mates and friends, Gurney saw a different side to Clark's success, especially on a road course.

"I think Jimmy was an edge man more than he was calculating. His tail was out a lot of the time and he ran the ragged edge, and that's why he was so good. He was able to extract the maximum out of the car and hardly ever made a mistake.

"He was more the hell-bent for election kind of guy than calculating, and if you were a spectator, you'd be watching him."

> "The Americans didn't want some Limey to come over here and win"
>
> DAN GURNEY

All eyes were on Clark again in May of 1966 as the now two-time World Champion returned to defend his Indy crown. But, as smooth as the year before had gone, '66 was destined to be a month of madness.

"It started out bad because we had built cars for BRM engines and they never showed up," recalls Allan McCall, who began working with Clark on the Ford Cortina programme the previous season. "The geometry on the cars wasn't working properly and Jimmy just wasn't with the programme.

"What made it worse, we had Al Unser in the other car and he didn't know the difference so he got right up to speed while Jimmy kept complaining. The night before the first day of qualifying, Chapman gathered us all in the garage and sat Jimmy on a chair in the middle of the room. He said: 'These boys are working their asses off and they've done everything they can. What about you, Jimmy?'

"Clark was livid but he never said a word and finally got up and stormed out. The next day he qualified in the middle of the front row."

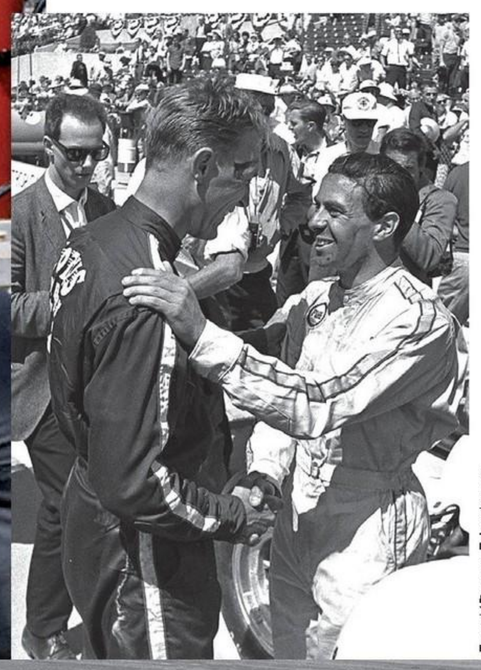
From the disastrous start (a 13-car pile-up) to the confusing finish, it was a strange day. Despite two quick spins, Clark still managed to lead 66 laps and appeared to have back-to-back wins in his pocket. But, when he started to pull into Victory Lane, old buddy Graham Hill was already there.

"There's no doubt in my mind that Jimmy won that race," says McCall, who sprinted down the pits in jubilation only to learn Clark had been scored second. "He'd lapped Hill before his first spin and then Graham unlapped himself when Jimmy spun again coming off Turn 4. He didn't pit for tyres either time and we still had like a 40-second lead after his second spin.

"Chapman had the head of timing and scoring from the RAC in our pit every »»



LAT



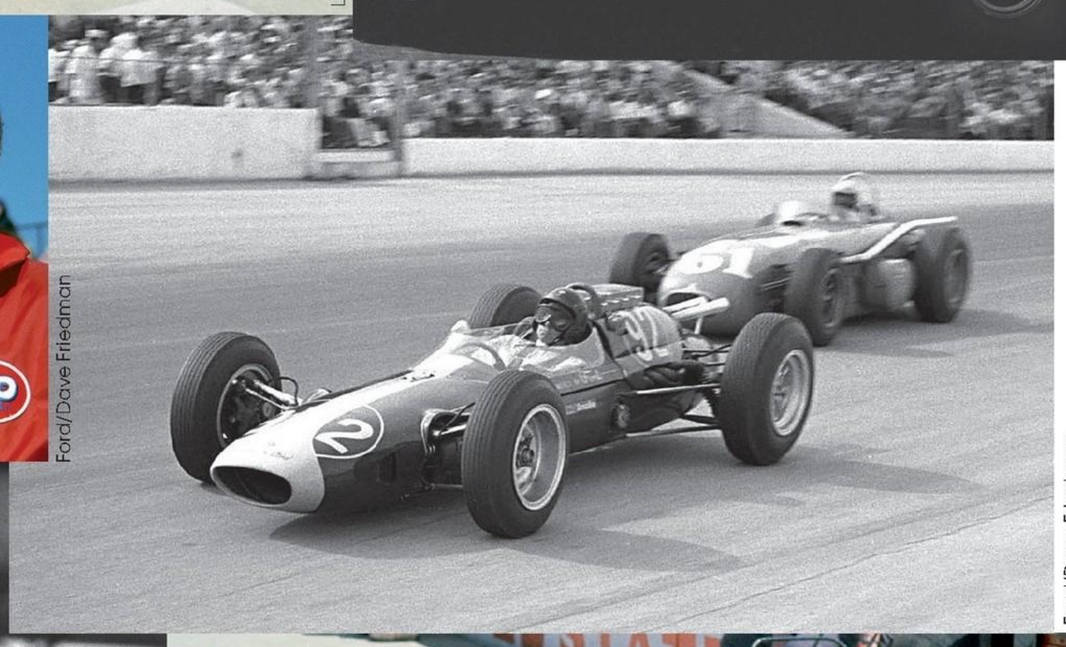
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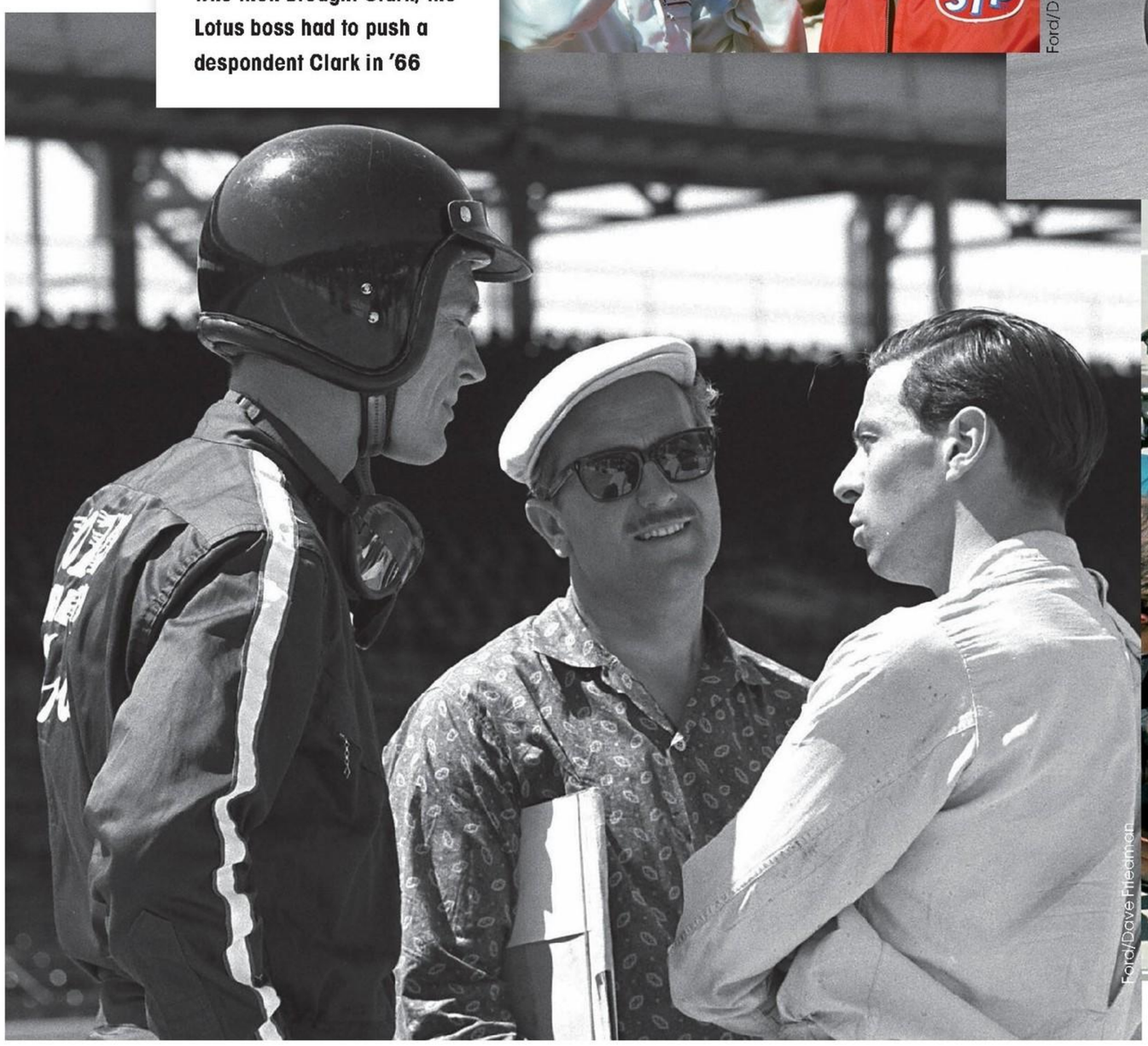


Ford/Dave Friedman



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Clockwise from top left: Hill was named victor in '66, but it should have been Clark; with team-mate and friend Gurney; NASCAR outing earned further respect; winning at Milwaukee in '63; USAC made life difficult for Lotus at '65 500; Gurney brought Chapman to Indy, who then brought Clark; the Lotus boss had to push a despondent Clark in '66



Ford/Dave Friedman



Ford/Dave Friedman

May and USAC had some little old ladies scoring the race. The lap charts clearly showed Clark was the winner but it didn't matter. He got screwed."

Which pretty much set the tone for his final appearance in 1967.

"The whole programme was way behind, we never got to test with the new Firestone tyres and we kept changing engines like shirts because all they did was blow up," says Fullalove, who watched his hero qualify an uncharacteristic 16th in a year-old car and retire after, naturally, an early engine failure.

"It was the same car from 1966 and the changes we made didn't work. Jimmy was upset the whole month because he wanted to make amends for '66 for the team."

That '67 classic had been dominated by Jones in a turbine-powered, four-wheel-drive missile and Clark was set to wheel Andy Granatelli's new wedge turbine in 1968. He tested it at the Speedway in early April before being killed in a Formula 2 race at Hockenheim.

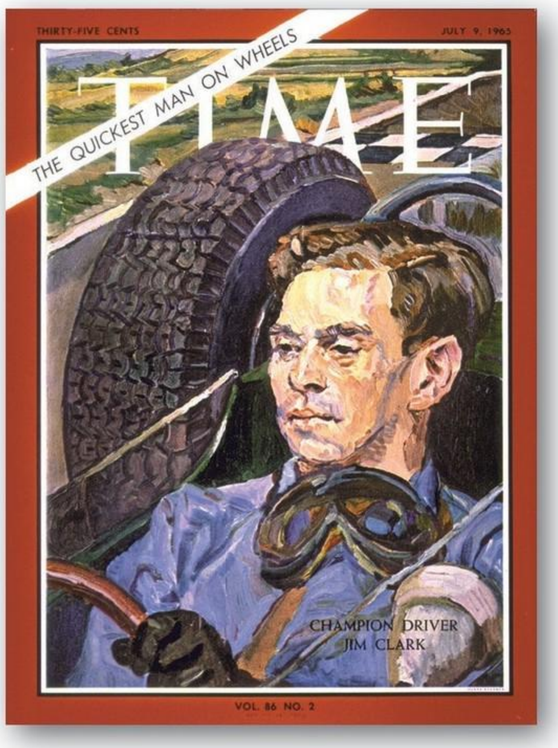
"They wanted me to drive that old turbine but after I saw the new one test with Clark in it, I knew everyone would be running for second place," says Jones, who retired from open-wheel racing at that juncture. (As it was, Joe Leonard took over the car, sat it on pole and was leading when he broke down with nine laps left to run.)

Forty years after his death, Clark is still talked about in revered terms by former rivals and, like Andretti and Jones, is considered one of Indy's best despite having only one win on his resume.

"For a foreigner, he was a nice guy," says Foyt with a chuckle. "But seriously, he wasn't cocky, he showed a lot of respect for Indianapolis and I think he was in a league of his own in F1. He didn't have to knock people out the way to beat them like some of those boys today.

"Like I said, when he came to our smaller tracks and even tried stock cars once (at Rockingham), that showed me a lot about his character. I enjoyed getting to know him and he was a helluva driver, one of the best."

Jones agrees with Super Tex. "Clark is right there at the top with AJ, Mario, Branson and Hurtubise. He was just a natural racer and had all the talent in the world. Chapman wanted me to run F1 as Jimmy's team-mate with the understanding I would be the number two driver. I told him I'd be on the gas the last 50 laps regardless of who my team-mate was so it never happened. But I think Jimmy knew where I was coming from."



"I asked 5000 questions about F1; he answered every one"

MARIO ANDRETTI

Andretti's goal to make it to F1 was encouraged, if not enabled, by Clark. "I so much looked forward to having conversations with him and I probably asked him 5000 questions about Formula 1, and he answered every one. I asked him what I needed to work on and he said I needed to be quick in the slow corners and carry speed into them. I always appreciated his honesty and friendship and that's how I got to meet Colin.

"As far as a person, he was absolute class and every positive adjective applied to him. As a race driver, he was flawless."

Perhaps nobody can offer the perspective of Gurney, once described by Clark's father as the only driver his son truly feared. They were team-mates at Indy, rivals in F1 and fast friends.

"Whenever Jimmy stepped away from Colin Chapman's apron strings, he was very good wherever he went. When he got in a car that wasn't very good, he made it look good anyway. Like the time he took an old car and put it next to me on the front row at Riverside and ran me ragged before he finally dropped out.

"I wasn't overwhelmed by Jimmy, but I admired him a lot and I reckon he was just like AJ and Mario and Parnelli at their peak. There was no place to hide back then and you could always tell who's who.

"He got use to winning because he did it a lot, but I know he was very proud to have won the Indy 500. And he was having a good time all the way to the end."

In only five years at Indy, Clark nonetheless established a popular following and a respected reputation, both of which remain intact today. Success in racing always seems to breed jealousy, but not in this case. As Davidson states: "I never heard anybody say anything negative about Jim Clark, as a driver or a person."

That alone puts him in a class by himself.

COMMENT

DSJ ON...

Why Jim Clark was the best driver in the world

Without question the event of the past weeks was Jim Clark winning the Indianapolis 500 in a Lotus 38-Ford V8, beating the Americans at their own game, fairly and squarely. As he has beaten the Grand Prix world fairly and squarely on numerous occasions, he must be accepted as the best in the world. Certainly the best of today, if not all time, for when you add up all the great accomplishments he has achieved he gets a remarkable score, and I am not counting first places, nor seconds or thirds, but individual driving feats. To my mind there are only two things Clark has still to achieve and they are a resounding win at the Nürburgring and an impressive performance in an open-road race like the Targa Florio.



Ford/Dave Friedman

Clark's victories can be found in the record books and there are a lot of them, including seven Grands Prix in a row in 1963, but the outstanding things about his driving are those that don't get in the history books. Like Moss, Fangio, Ascari and Nuvolari, he excels in doing the impossible and is seldom beaten until the flag falls. How many times has he been leading a Grand Prix when his Lotus-Climax has let him down? I have long been a Clark fan, and I still get letters from readers who write to disparage him and his driving, but I know there are many more who, like me, are sure that he is the best.

The weekend after Indianapolis he won an F2 race and the weekend after that he won an F1 race. Three assorted victories in a row and in each event the opposition was the best. No one can dispute the fact that Clark is a good driver, even his rivals don't do that, but it is a matter of opinion as to whether he is the best motor racing has ever seen. I haven't overlooked the fact that Colin Chapman supplies Clark with cars, Coventry Climax, Cosworth and Ford supply him with engines, ZF and Hewland supply him with gearboxes and Dunlop and Firestone supply him with tyres. All those people supply their goods to other drivers too, but it is Clark who gets results.

Taken from Motor Sport, July 1965



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THE SHOCK

At a time when racing fatalities were by no means uncommon, Jim Clark's death caused the biggest shock of all. Derek Bell, Max Mosley and Jackie Stewart recall that fateful day at Hockenheim

BY DAVID TREMAYNE



Team personnel rubbed their hands together to ward off the frosty chill as they left their hotels for the short run to the Hockenheimring, the circuit close to Mannheim in Germany, on the morning of Sunday April 7, 1968.

The weather had been inclement all weekend, and their breath lingered in the crisp air. Later, as spectators packed into the track's famous stadium seats in the amphitheatre section, at the end of a lap which had taken cars on a hazardous journey deep into pine forests on blindingly fast roads, the sky was grey and overcast. It began to drizzle, and the hardy fans started to don their hats or turn up their coat collars. In such conditions, few circuits could match Hockenheim's gloom.

It was not a circuit for the faint of heart, but it did not make many demands on a driver's talent. Its fast straights negated pure driving skill, and instead turned races into slipstreaming epics in the days before chicanes were finally introduced to slow things down a little. What you needed most there was a strong engine and an ability to ignore the trees that stood like dark spectres either side of the narrow tunnel of asphalt, ready to reach out for the unfortunate.

The terrible irony was that Jimmy Clark did not want to be there at all. The original intention was for him to drive Ford's dramatic new F3L sports car in the BOAC 500 endurance race at Brands Hatch that weekend. But there was some misunderstanding with Alan Mann Racing, which was responsible for filing the entries, and by the time that was sorted out Clark, miffed by the muddle, had felt duty-bound to honour his usual commitments to Colin Chapman and Team Lotus. He would compete in the Deutschland Trophy, a round of the European Formula 2 Championship.



His relationship with the imaginative but mercurial designer was perhaps the deepest between any driver and team principal in the sport's history, and was based on mutual respect. It had been Chapman who gave Jimmy his break into Formula 1 in 1960. At that time he was raw and naïve, still very much the self-contained Border farmer and far from the polished Europhile he would become. He and Chapman matured together, learned from one another. In some ways they even complemented each other. Jimmy's innate speed and God-given ability to get the best from his machinery was legendary, but certainly by today's elevated standards he was not a technical driver. But he had an intuitive feel for what a car was doing and a clear-thinking ability to express that feeling directly to Chapman, whose fertile mind would then figure out what they needed to do to effect a cure or simply to make the machine go faster.

Jimmy, and his fellow World Champion team-mate Graham Hill, had been struggling all weekend at Hockenheim. It was part of the price you sometimes had to pay when you raced the lesser lights in such events, where so-called 'graded' drivers competed with less established upcomers. Brabham and Matra chassis were frequently a match for the Lotuses, if not superior, but the previous year Jimmy had enjoyed success with the same 48 he was driving in Germany, and had shown Brabham-mounted F2 king Jochen Rindt the way home on a few occasions even if their equipment was not absolutely equal. The previous week he had been taken out of the Barcelona round of the championship after Jacky Ickx inadvertently rammed him, and observers remember Jimmy being uncharacteristically angry with the young Belgian. Now, he and Hill were in trouble again, thanks to the horrible weather. Their Cosworth FVA ➤➤➤

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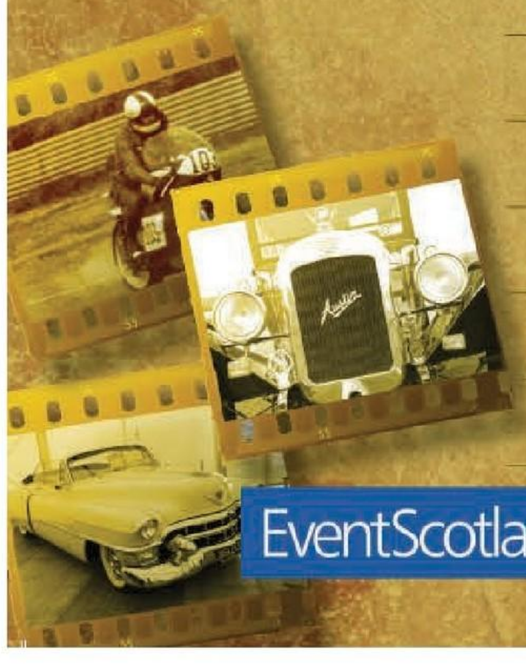
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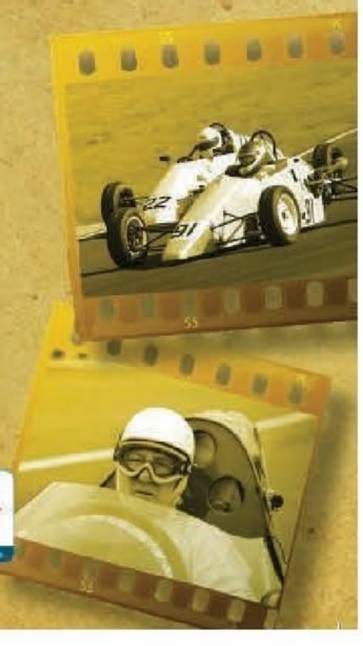
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engines were misfiring intermittently, and their Firestone tyres could not generate sufficient heat in the cold, damp conditions.

Despite the problems, Jimmy had qualified seventh. Ahead of him were drivers such as Frenchmen Jean-Pierre Beltoise and Henri Pescarolo in their Matras, rising Englishmen Derek Bell and Piers Courage in their Brabhams, and German Kurt Ahrens in a similar car. New Zealander Chris Amon, in an otherwise healthy Ferrari that was similarly struggling with the same Firestones tyres, was sixth. Only Amon, with whom Jimmy had enjoyed some fabulous tussles early in the season on his way to winning the Tasman Series in Australia and New Zealand, was remotely in the 32-year-old Scot's league. Like Juan Manuel Fangio and Stirling Moss before him, Jimmy was the unquestioned greatest driver of his era, the yardstick by which all the others were judged and, indeed, judged themselves. Those ahead of him on the grid that day knew they were only there because he had problems.



He had made his Grand Prix debut on June 5, 1960 at Zandvoort, and thereafter his performances on the track soon became part of racing lore. By Hockenheim Jimmy stood unmatched in terms of Grand Prix victories. His success in the South African Grand Prix at Kyalami, on January 1 that year, had taken his tally to 25 from his 72 starts, one more than the legendary Fangio. And, perhaps more remarkably, he had achieved them all in the same make of car, whereas the great Argentinian had been happy to switch from Alfa Romeo to Maserati, Mercedes-Benz, Lancia-Ferrari and then back to Maserati as he amassed his 24 wins. Perhaps both figures seem small beer to today's fans, reared on Michael Schumacher's 91, but there were far fewer races back then, and cars did not enjoy bulletproof reliability. Jimmy could attest to that: he won the World Championship in 1963 and '65, but was robbed of the 1962 and '64 titles by mechanical ill fortune in the final races. Crowning such achievements was his triumph in the 1965 Indianapolis 500, and even there he should have won the '63 event too but for some horse-trading among the establishment, and there are still many who believe the organisers missed a lap that would have made him the victor in 1966, too.

At the wheel, he simply shed all of his insecurities as a man and instead became a master in total control, yet the moment he stepped from the cockpit he would revert to his innate self-containment, which many mistook for shyness. He was uncomfortable in the spotlight, and frequently wondered privately to friends what all the fuss was about. He genuinely did not appear to understand his towering talent, but that is not to suggest that he was a naïve wallflower. He was a tiger at the wheel.

> "He told me again he wasn't happy with the grip in the wet, and not to expect much"
>
> DAVE 'BEAKY' SIMS

Derek Bell was still carving his reputation back then, and has never forgotten meeting Jimmy for the first time that fateful weekend, as both were staying in the Hotel Luxhof in nearby Speyer. He remembered feeling awed in his company over tea on the Saturday afternoon. Then Jimmy stunned him in a conversation over breakfast on Sunday. "He said to me: 'Don't get too close behind me when you come up to lap me, because my car is cutting out intermittently…'

"If Stirling Moss was my hero, Jim Clark was my idol," Bell recalls. "I thought, 'This is my idol saying 'When you come up to lap me…' It wasn't easy to take in."

Even as they spoke, Lotus mechanic Dave 'Beaky' Sims was running the Lotus up and down the road outside the hotel, trying to cure the misfire. "The problem was, it was freezing," Sims remembers. "There was a heavy frost. It was so cold it was affecting the fuel metering units. The drive belts were breaking. In the end I used boiling water. That cured it."

There were indications early in 1968 that Jimmy was considering his future. He told Graham Gauld, his long-time friend and biographer, that he was thinking of cutting back on his racing, getting married, and settling back down on the farm in Duns, just north of the border with England.

His girlfriend, Sally Stokes, also recalled a similar conversation she had with Jimmy. "We had a telephone conversation shortly before he died, and he was probably talking about retiring and I can't remember what I was saying, but then he said: 'Well, what if I died? What if I got killed on the track?' And I was so surprised and so jolted, because he'd never mentioned it in all the years I'd known him. And I was wondering if he actually thought about it and was considering retiring."

Jackie Stewart, his great friend and the man who would inherit his mantle as the benchmark driver in motor sport, believes he would have carried on because, incredible though it might seem, Clark was still getting better as a driver. "For Jimmy, the easiest thing he did in life was sitting in a racing car. He was becoming more rounded. He was happy with what he'd achieved, but he was still insecure with his life because he didn't know whether he wanted to be a farmer or a racing driver."

But though it was inconceivable that he would have done anything but stay with Lotus, since he was an intensely loyal man, Stewart believes that the dynamics of Clark's relationship with Chapman were changing and would have continued to do so. "Colin had protected Jimmy from almost everything. He could depend on Colin. But his life in Paris changed him. A friend, Michel Fanquel, opened the world to Jimmy. And Jimmy was suddenly not the border farmer depending on Colin Chapman.

"And I saw it, the change. He was a different man. He was more independent, more vocal about what he wanted. And I think Colin was going to have more and more trouble with him, if you know what I mean."

But for now, there was that bond that took him to Hockenheim.

Sims would be the last man ever to talk to Jimmy, kneeling beside the cockpit as they awaited the start. "He told me again that he wasn't happy with the grip in the wet, and not to expect too much from him."

Sims remembered Jimmy's habitual calmness under such circumstances. "He had this ability to interpret what the car was doing. That made it so much easier for Colin Chapman to engineer the car. Jimmy might come in and say that the front end was washing out, needed more grip, and then Colin would say how best to do it. Jimmy's technical ability and feel for what the car was doing was phenomenal. It was uncanny. Unique. And he knew when something was wrong. He'd feel a slight vibration in the rear and we'd pull the car about and find nothing. He'd insist something was still amiss and later we'd discover a wheel bearing was going, or something like that."

If Jimmy had a weakness, and that was a moot point, it was his ability to maintain his lap times while driving around a problem. Possibly, that fatal day, the poor behaviour of his Firestone tyres disguised a gradual deflation until it was too late.

Back then Max Mosley was far from his current elevated position as the president of the sport's governing body, and was a mere Formula 2 rookie who had qualified his private Brabham 18th out of the 20 starters as he acclimatised to life beyond the Clubmans U2 he had hitherto raced. His memories paint a frightening image of what the drivers faced.

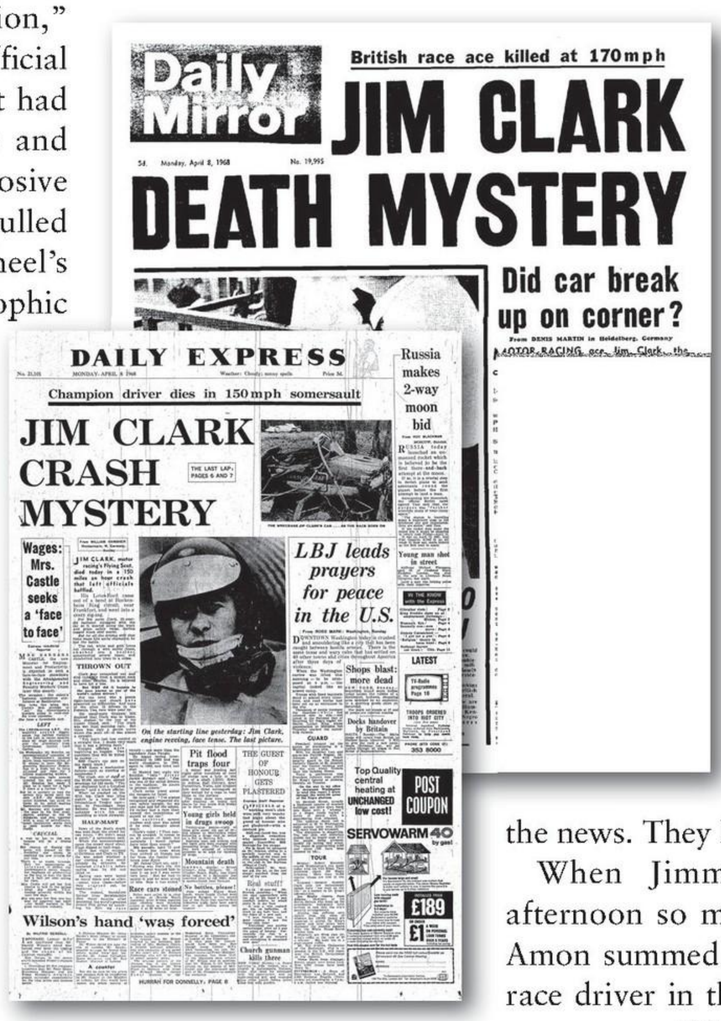
"The first corner was thick spray. I was thinking, 'This isn't a good idea.' All you could do was steer by looking at the tree tops, because you couldn't see where the track went. I'd made a good start but backed off, expecting everyone else to come past again. But to my astonishment they didn't. To me, at least, going through the corner leading to the pre-chicane Ost Kurve wasn't something that made you happy, flat out at 170mph. Those first two or three laps, when I couldn't see, I didn't take it flat. Then after a bit I could see it was Graham Hill ahead. I just had to overtake him, and in the end I did. I think I finished 11th, ahead of Hill."

That in itself was graphic indication of how much the Firestone-shod runners were struggling that day.

Jimmy soon lost touch with the leaders and was running eighth when he came into the stadium at the end of the fourth lap. Then he failed to reappear.

The red, white and gold Lotus had spun at 160mph on an easy, gradual curve shortly after the first corner and then crashed into the unyielding trees. It struck one, a sapling, broadside at the cockpit, and in the beat of a heart the world's greatest active racing driver was dead.

There were inevitably theories about the cause of the accident, some more far-fetched than others. A rear tyre had deflated, causing loss of control. The misfiring engine had cut out, with similar effect. Children had run across the road, causing him to swerve. Sims had no doubt what happened. "It was a right rear tyre deflation," he vowed. Later an official report suggested that it had sustained a puncture and then suffered an explosive decompression that pulled its beads off the wheel's rims, causing catastrophic loss of control that not even the genius of Jimmy Clark could recover. Today, he would have hit a steel barrier and probably walked away. Back then...


Daily Mirror
British race ace killed at 170mph
JIM CLARK DEATH MYSTERY
Did car break up on corner?
DAILY EXPRESS
Champion driver dies in 150mph somersault
JIM CLARK CRASH MYSTERY
LBJ leads prayers for peace in the U.S.
Wilson's hand 'was forced'
Russia makes 2-way moon bid

Mosley recalled the aftermath as he reached the scene of the crash. "There were white flags and an ambulance at the scene. I had a distinct impression of a hole on the left-hand side, in the trees. It was clear that somebody had gone off in a big way. I drove into the paddock and everything was filthy and wet. I was taking my helmet off and some German fan ran up. I speak German fluently, but it nonplussed me momentarily when he asked was Jim Clark dead. That was when I knew who had gone off. I was completely shocked. It was like Senna, except in those days such things were more usual. But Jim Clark was the one nobody expected it would happen to."

> "Some German fan asked was Jim Clark dead. I was completely shocked"
>
> MAX MOSLEY

That was what made the tragedy all the more devastating. Jimmy was the one man nobody had ever imagined could die that way. A gentle giant possessed of subliminal skill, he stood head and shoulders above his rivals. His death, Stewart says, was motor racing's equivalent of the atomic bomb.

Hill was stunned, and withdrew from the second heat. Later, much later, Sally Stokes would remember a comment he made about his fallen team-mate. "I'll miss his smile," he had told her.

Before the start of the second heat the commentator broke the news to the 50,000-strong crowd. Like Italy's *tifosi* the German fans, especially at Hockenheim, can be vocal in their enthusiasm. That day they took in the terrible news in stunned silence. Flags were lowered to half mast, and there was a two-minute silence.

Back in the UK the news broke inadvertently on BBC television during another announcement. It was a voice in the background that was picked up saying six chilling words: "Jim Clark's been killed at Hockenheim." The immediate reaction was pure disbelief.

At Brands Hatch, where he should have been running, racers and fans alike were decimated by the news. They had lost a god.

When Jimmy died that April afternoon so many years ago, Chris Amon summed up the feelings every race driver in the world experienced. "We all thought the same thing," Chris admitted. "If it could happen to Jimmy, what chance did the rest of us have?"

Dan Gurney remembers attending the funeral, and what James Clark Sr said to him. "He told me that I was the only rival his son truly feared," he said. "Well, it destroyed me, really, in terms of my self control. I was drowned in tears. To hear that from someone whose son had been killed, and wasn't there any more, it was more than I could cope with."

Stewart's valedictory words on his friend were as heart-rending. "Jim Clark," he said, "was everything that I aspired to be, as a racing driver and as a man."

Today a modest granite gravestone in Chirnside's churchyard bears the simple, unpretentious legend: 'In Loving Memory of Jim Clark O.B.E. Farmer. World Champion Motor Racing Driver.'

To his kinsfolk he was always a local boy first, a hero second. Ⓜ

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Flying Scotsman

JIM CLARK WASN'T JUST A MASTER BEHIND THE WHEEL, HIS CHIEF MECHANIC TELLS ROB WIDDOWS

Jim Endruweit was Jim Clark's chief mechanic. Life in the Grand Prix pitlane doesn't get much better than that. Very few of these guys get to work with the Gods.

Jim went to Team Lotus in 1958 and stayed for 10 years, becoming chief mechanic on the Grand Prix cars at the team's new race shop in Hethel. He thinks back over four decades, happy to share some memories of one of the true greats of Grand Prix racing. Jim was a huge fan of Jimmy Clark, as were all the Lotus mechanics.

"He was just such a nice guy," smiles Jim, "and they'd all give their eye teeth to work for him. Jimmy made it all so easy – he was a thinker, and he knew what he wanted from the car. He had this tremendous natural ability, he could drive anything. I remember that at Rouen there was some event going on for veteran cars and one of the owners asked Jimmy if he'd like to give this old car [ERA 'Remus'] a try. He'd never even seen the car before but within three laps he was miles faster than the owner had ever been. And the car wasn't even sweating, you know. He could simply race anything."

The bond between Clark and Colin Chapman was a key factor in the success of Team Lotus. They were very close.

"Yes, Jimmy was not very good at describing exactly what the car was doing," says Jim. "But Colin could always interpret what he was trying to say. It was a tremendous thing to see, this communication between them; they could sort things out almost without talking. They had this special bond and it made everything that much easier. When Trevor Taylor joined the team Jimmy would always help get the car sorted. He was a nice lad, Trevor, but the old man would ask Jimmy to do a few laps in his car if there were problems in practice or something."



Jim remembers a race at the Nürburgring as one of the finest examples of Clark's God-given ability.

"He was on the front row, with Gurney, Hill and Surtees, but he fluffed the start. He forgot to switch the fuel pump on and stalled it, getting away last. But he made up so much ground over those long laps, catching the leading bunch every time round, until there was hardly a gap to Gurney, Hill and Surtees. It was incredible, with the rain and fog, but it was a proper track and he had it taped. Then suddenly he wasn't getting any closer. Afterwards I asked him what happened. 'I got it sideways and slid all the way down the road so I decided to settle for fourth,' he said. That was Jimmy, always a thinker. He could lose a lap and still win, and I remember him doing that at Monza."

But not all his fondest memories are from the circuits.

"I used to fly with Jimmy in his Twin Commanche and he flew like he drove – very calmly, nothing showy, no excitement. But on one trip we were landing at a military airbase in Germany, and suddenly there was all this shouting over the radio, and it didn't sound good. So we kept flying straight and then we saw a bunch of Starfighters heading for our runway. We watched them come in, then over the radio came 'yes, Mr Clark, come in now, please,' and Jimmy just landed very calmly, no fuss. That was him."

Jim, like all the Scot's mechanics, loved not only Clark the racer, but also the man.

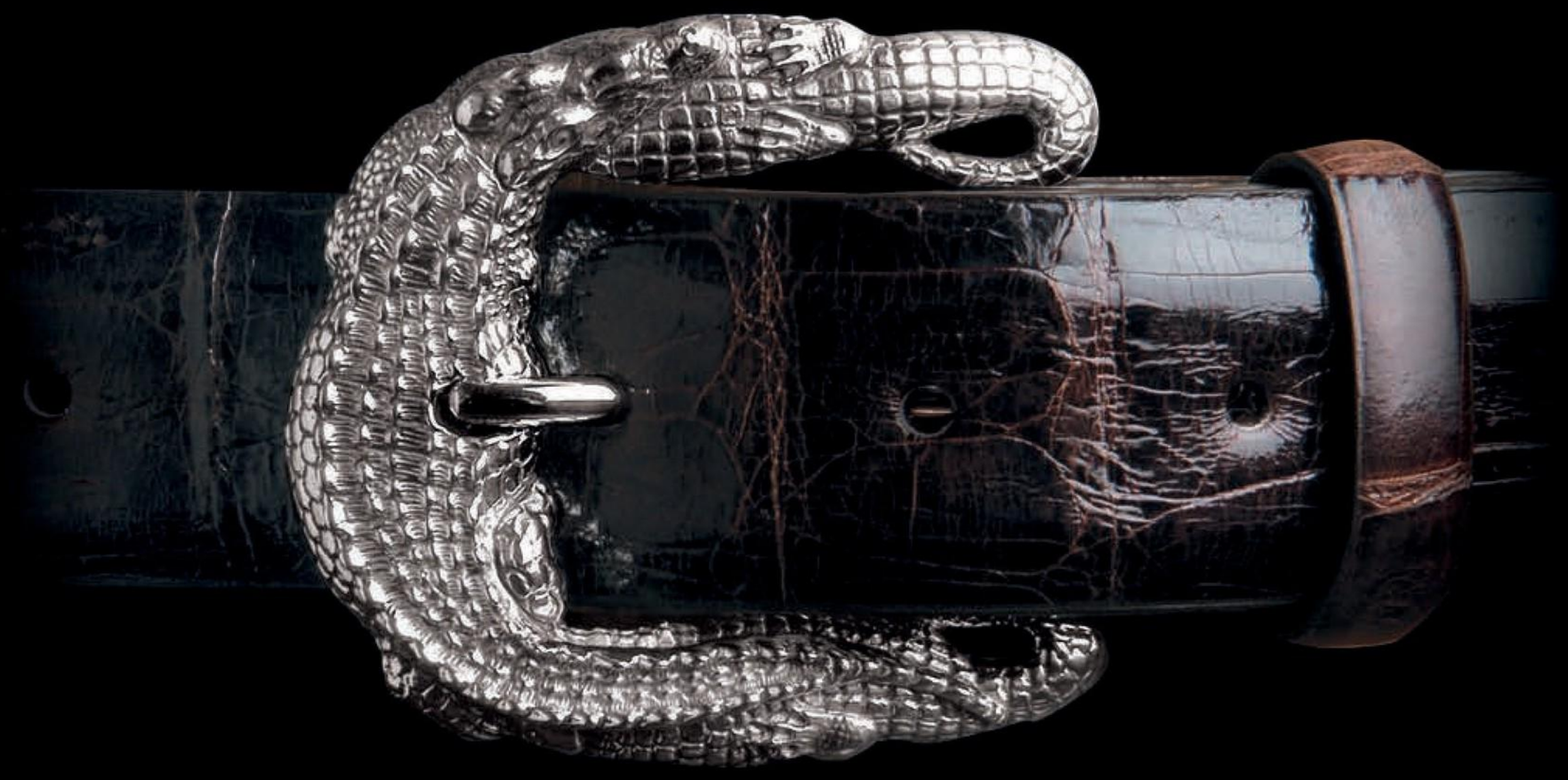
"He was one of nature's gentlemen," says Jim. "He hardly ever raised his voice and he never threw his weight about. He inspired such great loyalty in everyone who worked for him; the lads would do anything for him, whatever it took. There'd be another all-nighter, but nobody complained if it was for Jimmy. We knew he'd probably go out and win the race on the Sunday."

Everybody loves a winner, especially mechanics.

Jim Endruweit joined Lotus in 1958 and became one of Colin Chapman's most trusted men, rising to the post of chief mechanic and then engineering director. Jim is now happily retired and still lives in Norfolk.

PATRICK MAVROS

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A1GP in action: Oliver Jarvis is taken out of the Durban feature race by Robert Wickens

The helicopter came in low over the Indian Ocean, skimming the beaches known as the Golden Mile, before ducking down into a tree-lined avenue. As it hovered over an intersection, two white limousines slid into position and the traffic came to a disgruntled halt. The dark blue helicopter settled onto the highway outside the Hilton hotel and shut down. Out stepped a black man in a white suit, a glamorous lady on his arm.

This is downtown Durban. I thought we'd left the high-rollers behind. The World Cup of Motor Sport is in town, and the sharks are in the ocean, not the paddock. Just for the duration, I ask you to put Formula 1 out of your mind, pretend it's not happening. All comparisons with F1 cease right here. We are in South Africa for the A1GP race around the streets, the track itself a reminder of sunny days at Long Beach.

There is World Cup fever. "South Africa takes on the World! KwaZulu Natal is ready for you!" exclaim the newspaper headlines. In less than two years time the footballers arrive to play out FIFA's version in newly-built stadiums right across this hot and dusty land. Now, though, it's the turn of Tony Texeira, whose A1GP circus, with teams representing 22 countries, has pitched its tents alongside the ocean.

All the talk is of Ferrari – not Scuderia Ferrari Marlboro, but the bigger picture. The famous Italian car manufacturer has decided to throw its weight behind A1GP, supplying cars and engines for 2009 and beyond. Texeira, a South African entrepreneur from the mining industry, has persuaded Ferrari to replace the ageing Lola-Zyteks, used by A1GP for the past three years, with a new chassis built in England and powered by a 4.3-litre V8 from the back of the F430 road car. The drawings were doing the rounds in Durban and the car should be testing at Mugello in May.

Under the direction of former Champ Car engineer John Travis, and with input from Rory Byrne, the chassis is currently under construction in Bognor Regis. It will bear a striking resemblance to the F2004, the last Ferrari F1 car designed by Byrne. The V8 engine will be refined, lightened and made ready for racing. The world of A1GP is very excited about all this, and rightly so.

smash



Now in its third year, the A1GP series has a lucrative Ferrari supply deal as well as grand expansion plans

BY ROB WIDDOWS

Ferrari's operations director Mario Almondo is in the paddock, as is Byrne, both men paying close attention to the modus operandi of this colourful single-seater series. They confirm that there is to be a "technological collaboration with A1GP, an agreement which covers the supply of engines and consultancy relating to the design of the chassis for the cars that will compete until 2014. This will also extend to a second series, A2GP, for which testing will start in 2009." This is the party line. But, as always, there's more to this than meets the eye.

"I went to Ferrari with an offer to help them," grins the irrepressible Texeira, a man not shy of the big deal. "I did not go to ask any favours but rather with ideas that could help them, and of course A1GP. This is a great opportunity both for us and them, commercially and in marketing terms. It gives Ferrari a way to reach new markets for their road cars, especially in the Far East and across Asia. We go racing in these places and we are adding new locations in the years to come. I have big plans. We are launching A2GP and I have plans for A3GP, all with Ferrari, within the next few years. We have signed a six-year agreement. There is no better partner and they will be integral to the growth of both A1GP and A2GP. We are now officially powered by Ferrari and there will be national championships as well as international, with help from the governments of emerging nations. There is plenty of money around if you know how to find it.

"There will be a ladder of talent, with young drivers – teenagers – coming through from A3 to A1 representing their nations. I think big, I always have done, and I take big risks. But I do believe, in our third year, that A1 is now really beginning to work. The demand for hosting races outstrips supply. We have 16 countries wanting races, and we expect any new nation to bring TV coverage in their region."

The man has charm that won't leave many birds in the trees, and he has a vision. Only time will tell if it can be done.

In the paddock Byrne is enjoying himself, back in his homeland for a spot of sunny motor racing. "I'm not designing the new car," he says. "John Travis is in charge of that. I am there as a consultant and, yes, the car will be very similar to the F2004, the last F1 car I did for Ferrari. I'm semi-retired now, six months in Maranello and six months at home with the family in Phuket. But I stay in touch, »»

helping the F1 team when I can, feeding in ideas, that's my job. One priority [in A1GP] is the engine installation – it's a challenge putting a road car engine into a racing car – and I am helping with the crash testing because the car has to comply with the 2005 F1 crash test criteria, and I was very involved with that at the time. So as a consultant, I certainly have some input with the car, and I have a very close working relationship with John Travis and with A1GP. From what I've seen this weekend, I like the look of the formula – it's colourful, it's different, and the concept of competing nations is interesting."

The other big talking point was the role of A1GP in the wider context of international motor racing. The series, which runs through the European winter period when the Grand Prix teams are not racing, visits some interesting – and emerging – nations. As Bernie Ecclestone discovered some years ago, there are governments who are keen to host this kind of sporting event, aware of the exposure that television can bring to tourism and to the international profile of the nation itself. Mr Texeira has big plans to expand the series, finding willing partners in areas of new wealth and newly liberated societies, particularly in Asia. Even now, a battle is brewing between Kyalami and Durban for the 2009 race in South Africa. The Zulu Kingdom is understandably keen to keep Kyalami at bay.

"This is such a fantastic thing for the city of Durban," says Minister of Sport Amichand Rajbansi, whose family came to South Africa from India. "Here today we have the World Cup of motor racing, and in two years time the World Cup of football is coming to our brand-new stadium. Look at our golden beaches, the Indian Ocean, the wonderful Art Deco buildings of our city and our game parks. There's 100,000 people here, but it's not about the crowds, it's about television, selling Durban to the world. We have world-class sporting facilities here and we are using these big events as leverage for tourism, and for regional economic benefits."

KwaZulu-Natal Premier Sbu Ndebele had earlier described his country as a province with "altitude, aptitude and attitude", adding: "Let us grab this opportunity and live up to our reputation as the home of sport in South Africa. As we power ahead, apartheid and its devastation recede into the distance. A chequered flag of black and white waits, bringing peace, unity and prosperity to all the peoples of this mighty province." Strong stuff at the start of a motor race.

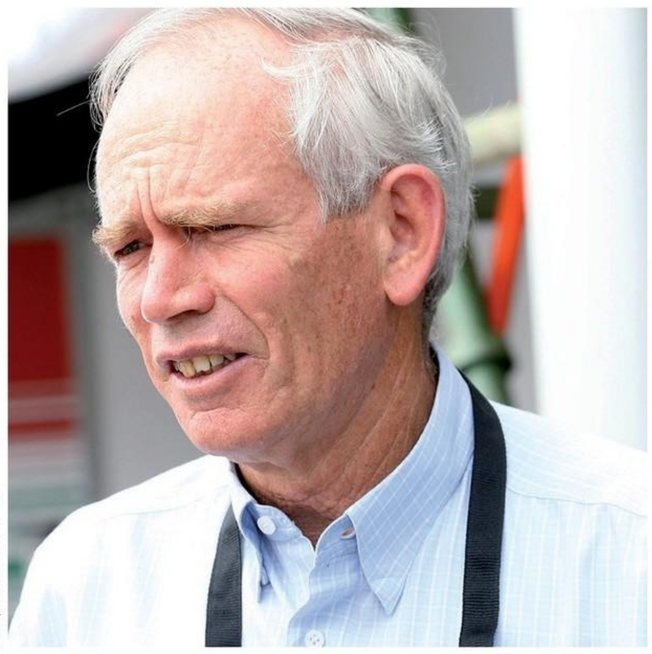
All this is sweet music to the ever-attentive Texeira, who presides over the Durban weekend from the air-conditioned comfort of his Pangaea VIP hospitality facility. Pangaea means 'one world', coming from the ancient Greek for entire earth, reflecting the global ambitions of the man in charge. (It's also the name of a New York nightclub, but hey...). "There's a long way to go, but we're getting there, especially with the Ferrari deal," he says. "It's a huge turning point. I'm not trying to take over from F1, I talk all the time with Bernie Ecclestone. I tell him about my plans. We are a winter series, not a threat to F1. We want to be complementary to them. And now the big sponsors are coming to us because we have the credibility of a name like Ferrari – and because they like what we do.

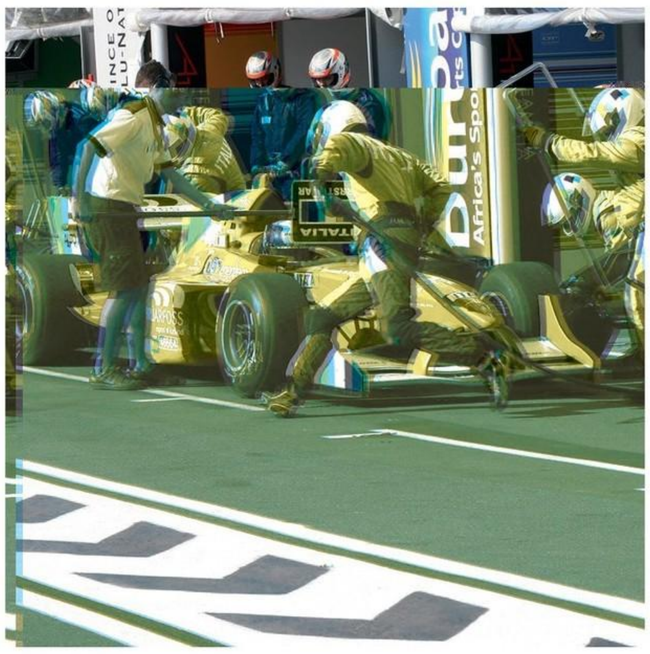
"Once I make a commitment I make decisions very quickly, and I'm in lots of businesses, not just motor racing. So I see things in a wider context. That's how I did the deal with Ferrari – I told them about my plans for A2GP, the prospect of me buying thousands of engines from them every year, of doubling their turnover, giving them a sales platform right across Asia. I didn't go asking for things, I went with a plan to help them. More countries will join the series, with national championships. Take China, with whom I'm very involved in talks: they will have teams from different provinces, and that can work in a country like South Africa, too.

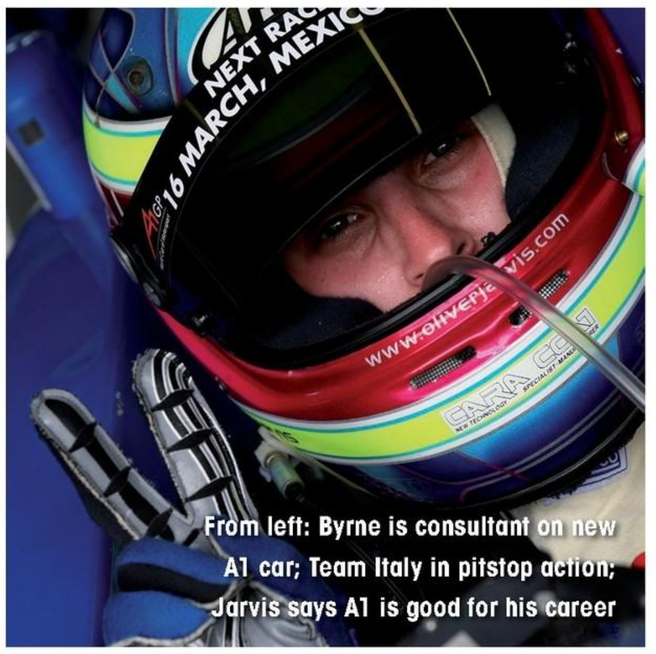
"When we get to A3GP, we will be discovering young drivers. The cherry on the cake for Ferrari is that they will supply engines to all these levels and if a country does not sign up for A2, then they won't be eligible to come to A1. So this is a long-term plan, countries building new circuits and funding young drivers. The money is out there – it's easier to find $120,000 for A3GP than it is to find $400 million for McLaren. A season in A1GP costs around $5m, and the sponsors are beginning to see the value. This weekend in Durban we are achieving what we set out to do four years ago – when everyone said it would not work. If you analyse the potential, you will discover there are 174 countries that don't have open-wheel motor sport. If I can leave a legacy, I want it to be that I made motor sport as cheap as kicking a football, and if I can achieve that I will be happy. We have the business model to make that happen. Maybe F1 should be coming with me; I've discussed this openly with Bernie."

"I'm not trying to take over from F1, I talk all the time with Bernie Ecclestone. We want to be complementary to them"

TONY TEXEIRA







From left: Byrne is consultant on new A1 car; Team Italy in pitstop action; Jarvis says A1 is good for his career

All photos: A1GP

Durban street track (above) brought back happy memories of Long Beach for our writer, and the crowds seemed to love it too

Big words from a big man. Time will tell but Texeira is not a man to tread lightly upon the planet. This could be a space worth watching. Mr Ecclestone is not a young man, and even he won't be around for ever…

Back in the heat and dust of Zulu land, the racing drivers have been taking a look at one of Food4Africa's charitable projects, the Mount Moriah Ministries Care and Support Centre in the rolling hills north of Durban. Here they raced Scalextric with the children, played football and showed them the wonders of racing car steering wheels, crash helmets and fireproof overalls. This is increasingly the public face of A1GP – forging links, however tenuous, with the host nation. For many, it was a humbling experience, lifting their visors on the world outside.

"It made us realise just how lucky we are to be doing what we're doing, and how we take so much for granted in our everyday lives," says Oliver Jarvis of Team Great Britain." Jarvis, considered by many to be much underrated, finished a strong second in the sprint race before being rudely taken out of Sunday's feature race while running just behind the leaders. But more of that later. "I'm very competitive here, I like street racing, and A1GP is good for my career," he says. "It gives me racing miles in the winter."

Talking of careers, there are some green shoots on the grid, developing talents in need of race mileage. One of these is Canadian teenager Robert Wickens, and Red Bull clearly thinks so too as the lad is already under its wings, a member of the company's young drivers' squad. Already a winner in Formula Atlantic, Wickens has all the right ingredients – quick, neat, intelligent and hungry for success. "He drives the car in a way that he's obviously thought about in order not to scrub off the power," says former A1GP team manager and World Champion John Surtees. "He understands the balance between how much road you use and how much lock you apply – which can make a lot of difference in speed, especially on the wider modern circuits."

Surtees is not the only one to be impressed, with many in the pitlane taking note of Wickens' dominant victory in the sprint race. "He is special, no doubt, in and out of the car," says Team Canada's chief mechanic Martin Dixon. "He knows what he wants from the car, the feedback is good, and he's very fast. Definitely one to watch in the future."

Typically, after the plaudits, Wickens threw it away in the feature race. Challenging Neel Jani for the lead, he lost patience, squeezed past a backmarker into the Long Beach-type hairpin at the end of the main straight and snagged his right rear on the inside wall. This left him facing the wrong way and, in attempting to turn the car round, he drove into Jarvis. Until that point, however, the young Canadian had been most impressive. "I put a lot of steering into the car," said Robert ruefully, "and I just clipped the wall. I apologise to Great Britain, it was really uncalled for. But it was a strong weekend, the team worked their butts off, and we should at least have got second in the main race."

As with so many street races, it was the older, more experienced men who came out on top. Jani won for Switzerland, extending its lead at the top of the championship. Loïc Duval, another man to watch, came in second for France, while young Filipe Albuquerque completed the top three after a great drive in his first ever A1GP outing. The Portuguese Formula Renault champion raised eyebrows among the talent spotters. It was a bad weekend for those who should know better. Bruno Junqueira trashed his car in the sprint race, which did not please Brazil team principal Emerson Fittipaldi, and which forced the team to field the spare car with a nosecone borrowed from Team China. "He's very, very fast," said Emerson, "but he's also a *******". Another World Champion, in charge at Team Australia, was more concerned about his driver John Martin's physical fitness. "He's had the dreaded lurgy, been on a drip all night," said Alan Jones. "But the heat shouldn't bother him too much – he's from a little place called Blackwater, where they put their coats on in this weather."

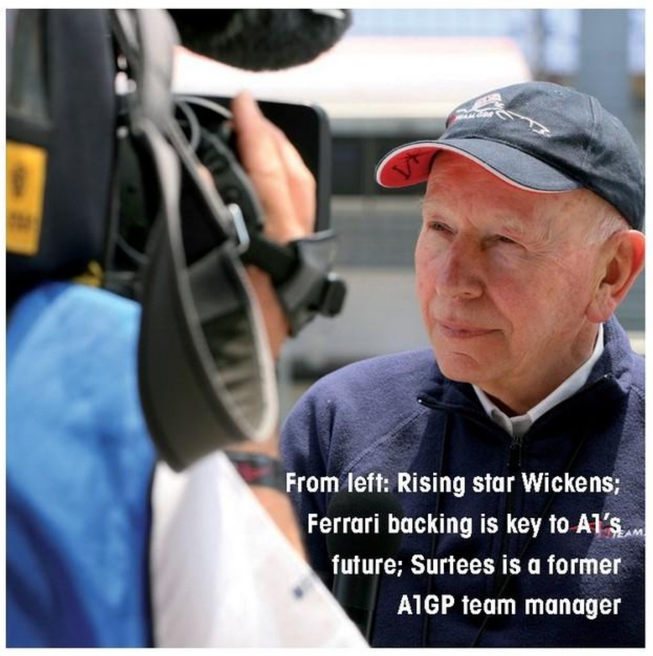
For information, the air temperature was 33 degrees and a burning 46 on the track. The aforementioned local lurgy accounted for some lateral thinking at Team Great Britain where so many people were ill that reserve driver Robbie Kerr mucked in as a mechanic for the mandatory tyre stops in the feature race. Some old-fashioned camaraderie is alive and well in A1GP.

But will it ever have the gravitas that Texeira so passionately seeks? Do people truly understand the concept of the World Cup? Maybe none of this matters. Should more drivers follow A1 graduates Nelson Piquet and Nico Hulkenberg into Grand Prix racing, then this entertaining and cheerful series will have truly stamped its footprint on the world map of motor racing.

"At Team Great Britain so many people were ill that reserve driver Robbie Kerr mucked in as a mechanic for the tyre stops"







From left: Rising star Wickens; Ferrari backing is key to A1's future; Surtees is a former A1GP team manager


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Lunch with...

JODY SCHECKTER

From World Champion racing driver, to million-dollar businessman, to his current guise as an award-winning organic farmer: all his life, Jody Scheckter has been driven to succeed

BY SIMON TAYLOR



James Mitchell

If you're a top Formula 1 driver, you are a driven man. As well as all those skills and physical attributes, you are motivated by abnormally high levels of determination, self-confidence, persistence and stubbornness. Putting yourself under pressure and exposing yourself to risk is part of your daily life. But when the time comes for you to leave the cockpit, what then?

Former racers cope with life after F1 in different ways. Money is usually not a problem, so there's rarely an economic requirement to do a conventional job of work. Some find it impossible to break their addiction to the circus that has dominated every second of their life for a decade or more, so they parlay their knowledge and reputation into a role on the other side of the pitwall – with varying degrees of success, because history has shown that the egotistical qualities of a driver do not always sit easily with building and managing a team. Some remain involved in motor racing as TV commentators, or as club officials, or as consultants of one sort or another. Some invest in other people's businesses outside the sport, which may make them richer and may make them poorer. Some do nothing much at all, apart from enjoying their wealth, and telling anyone who will listen that motor racing isn't as good as it was in their day.

Jody Scheckter is different. As a racing driver it took him just 12 years to go from a teenager hammering an old Renault saloon around the local tracks of his native South Africa to World Champion for Ferrari. Then, without regret, he turned his back on racing and started a new business from scratch in the USA, developing weapon training systems for law enforcement and the military. While he was building up Firearms Training Systems Inc, almost nobody he dealt with knew anything »»



about his past as a racing driver: and Jody was happy with that, for his previous life no longer concerned him. With single-minded enterprise and ceaseless hard work he built a company worth hundreds of millions of dollars. Then, at the end of another 12-year cycle, he sold the company and came to England. At the age of 46 he was now a very rich man, but there was no question of opting for an easy life. The racing driver's determination, stubbornness and the rest of it were still a crucial part of his make-up. A few years before, his second wife Clare had given him a book about organic farming, and that pointed him towards his third career. He immersed himself in thesubject,researched it in endless detail, and then bought Laverstoke Park, a 2500-acre estate in Hampshire. He then set about developing his purchase into a showpiece farm, which has won international awards and been called the University of Organics.



LAT

Right and below: Scheckter was told to "hide away" after his grassy moment at Silverstone '73, which triggered a multi-car pile-up and marred his promising F1 debut season



"It's a passion which has become an obsession," says Jody ruefully as his farm runabout – a Mercedes GL 4x4 – takes us on a rapid cross-country tour of his huge operation. "The key is bio-diversity, and following nature. Modern farming is chasing profit, and the animals are bred to grow bigger faster. We're going in the opposite direction. We go for smaller and slower, because it tastes better. There are only 45 pure uncrossed Angus cattle left in the world, and we've got 13 of them here. There are probably 500 pure-bred Herefords left in the world, and we've got 80. We have 1000 head of buffalo, which is most of the UK population. Our sheep, our chickens, all are feeding totally naturally. I employ a full-time Doctor of Microbiology working in our own laboratory here, which is the only one of its type in Europe, so we can get the soils and the grasses, herbs and clovers back to how they used to be. We hired the world's top animal psychologist to help us design our abattoir, so there is no stress on the animal when we kill it. We purify our own water – no chlorine, no fluoride – and within two years we want to be running all the farm machinery on non-fossil fuels, like rape seed oil. We want to be totally self-sustaining."

He shows me his recently planted vineyard, 28 miles of vines within 45 hectares, which will produce champagne. He also has 130 organic acres on another site 40 miles away producing fruit and vegetables, with three acres of glasshouses. He supplies meat, vegetables and salads to the very best restaurants, like Le Manoir aux Quat' Saisons and the Fat Duck; in the more affordable world Waitrose is now stocking his buffalo burgers and buffalo milk. Other plants on the estate are making salamis and cured meats, organic ice cream, and buffalo cheese. As we drive round, Jody dictates messages to himself on his Blackberry as new ideas occur to him. This is still a driven man, bringing the same determination to perfecting his soil as to a perfect lap of Monza in a Ferrari 312T4.

Bordering the estate is Laverstoke Park itself, a pillared 18th-century stately home standing in rolling, manicured parkland, with the River Test running through the grounds. Here I find that Jody has not entirely closed his mind to his first career: there is no evidence of his racing days in the house, where the walls are hung with modern art, but lined up in one section of the immaculate stable block, gleaming on polished tile flooring, is almost every single-seater he ever raced, from his Formula Ford Merlyn to his World Championship-winning Ferrari T4. His Can-Am Porsche 917 is away being restored, but here are his F2 McLaren, his McLaren M23, the original Wolf; only the P34 Tyrrell is missing.

Our lunch in the lofty dining room, with floor-to-ceiling windows overlooking the park, naturally consists entirely of Laverstoke produce: a green salad, roast lamb with parsnip and beetroot all tasting as they used to when I was a child, and apple crumble with custard made from buffalo milk. Over the meal Jody allows his mind to slow down for a while, and looks back over those 12 years of racing.

"In my early days I was very wild. I only did a little bit of karting and a couple of 50cc bike races, but when I was 18 and apprenticed at my dad's garage in the Eastern Cape I got my hands on a beat-up old Renault R8. I had no money, but I scrounged the bits and pieces I needed to prepare it for racing. The rules said I had to have a rollcage, so I bent one up out of exhaust tubing. I didn't think about the safety aspect. I locked the diff, which meant I got a reputation for going sideways – got black-flagged for it in my first national race, because they thought I was driving dangerously. We'd take it on a borrowed trailer 1200 miles to Rhodesia and back for a race, do the trip in 20 hours non-stop. I was doing my National Service in the middle of this, so I'd get leave to go racing, and get my cousin, who was a dentist, to give me a doctor's certificate for the Monday if I needed to mend the car after the weekend. Then I supercharged it, which made it rather a handful, because it still had standard brakes and cut-down road springs.





LAT



McKlein



LAT

From top left: Wolf won three times in Jody's hands, including Monaco; Can-Am Porsche was campaigned in '73; revolutionary six-wheel Tyrrell was never Jody's favourite

"But it got me noticed, because I got a ride in a Mazda in the Springbok Series and won my class in the Kyalami Nine Hours. Then Ford offered me a loan car, a Lola, for the five-race Formula Ford Sunshine Series. A lot of European drivers came over for it, but I finished third in the series. The prize for the best-placed local driver was a ticket to Europe, and I won that. I'd just had my 21st birthday.

"So in March 1971 I arrived in England. It was just before the big Race of Champions meeting at Brands, and I needed an FF car. Colin Vandervell was selling his Merlyn, the one Emerson Fittipaldi had used in 1969, and Vandervell had won everything with it in 1970. I didn't have a workshop, I didn't even have any spanners, so Colin delivered it to Brands and I bought it. It was a wet weekend and I'd never driven a single-seater in the wet, but I put it on pole and led the race. Two laps from the end I got over-excited and spun at Bottom Bend. But I came back to finish second, half a second behind the winner. That was what got me up the ladder so quickly – not so much that I was fast, but because I was spectacular.

"Later in my career that became more a negative than a positive. I could usually drive around a problem, so a car's set-up didn't make much difference to me. If it was understeering I'd throw it around, if it was oversteering I coped with that. I don't know whether my car control was natural ability, or if the Renault with its locked diff had something to do with it. But other drivers were better than me at sorting out a car in practice, so they'd have an easier time in the race. Also my short-term memory wasn't great: I wasn't good at passing on exact details of car behaviour. Other drivers, the Alain Prosts of this world, could sort a car out better than me.

"That first year in FF I got a job at Merlyn: they let me cut and weld up brackets. There was an F3 chassis sitting around which had been built for a French customer who'd run out of money. So I got Merlyn to lend it to me, and I went to Holbay and persuaded them to lend me an engine. Firestone South Africa gave me some tyres, and I went F3 for the second half of the season. I won at Mallory and Oulton and Thruxton, I think. There were some shunts too, like at Crystal Palace when Dave Walker, Colin Vandervell and I were three abreast fighting for the lead and our wheels got tangled, and we all went off. At Mallory Roger Williamson and I went into Devil's Elbow together: he went off and I won. He was the local hero there, so words were exchanged afterwards. The Escort Mexico championship was running for the first time that year, too, and Ford put me in a car. That was fun. One meeting my car blew up in practice, or I crashed it, one or the other, and so I went to the pub. I'd just downed my first pint when another of the Mexico drivers offered me his car. It's the only time I've gone racing after a drink.

"Both Surtees and McLaren got in touch offering me Formula 2 for 1972. I wasn't sure about possible personality clashes at Surtees, so I chose McLaren. Phil Kerr was in charge there, and Teddy Mayer and Tyler Alexander. It was just a one-car F2 operation, and at first we had serious handling problems with the car [the Ralph Bellamy-designed M21]. It had this mighty twitch when you got near the limit. In F2 you raced against current Formula 1 drivers, and at first I wasn't competitive at all. It was depressing. Finally they found the rear shock absorbers were imbalanced, and once that was sorted, bang, I was competitive. I won Crystal Palace and went well at Rouen, and for the first time I started to think I could make it in F1.

"I also did some testing for McLaren, and I remember going to Goodwood with one of the turbo McLaren-Offy Indianapolis cars. They'd just finished putting it together and hadn't put the rear wing on it yet, but they wanted me to do a few shakedown laps to make sure it ran OK. So their F2 wild guy gets in, and once I got it on the straight I put my foot down, the turbo came in, and it just spun around and went straight into the bank. Very embarrassing. I had to buy the lads at the factory a lot of beer after that.

"Things came to a head when Lotus offered me an F1 ride in their second car for the last five races of the season [intending to replace the struggling Dave Walker]. McLaren »»

wouldn't let me do it, but it put some pressure on them, so they agreed to run a third M19 alongside Denny Hulme and Peter Revson for the last round of 1972 at Watkins Glen."

It was barely 18 months since that first Formula Ford race at Brands, and it was a remarkable F1 debut. Jody qualified on the third row ahead of newly crowned World Champion Emerson Fittipaldi, and at the start he shot into third place. At half distance he was still fourth behind Stewart, Cevert and Hulme when a sudden shower of rain blew across the circuit. Jody was the first to drive into it and spun into the dirt. It took two laps for him to restart, but he brought the car home ninth, and his best lap was the second quickest of the race, a fifth of a second slower than Stewart.



"I looked up and cars were crashing all around me"

But the 1973 season dawned unpromisingly. The McLaren Formula 2 programme was no more, and Phil Kerr told Jody that, with Hulme and Revson still under contract, there would only be occasional F1 drives. One of them was at Kyalami, where the organisers offered good start money for the local boy. He qualified his last year's M19 on the front row and led the race briefly, running second to Jackie Stewart for 27 laps, and holding a strong fourth until, with four laps to go, his engine failed. In July Revson was committed to the Pocono USAC race, so Jody was in an M23 for the French GP. He qualified second-fastest, starting between World Champions Stewart and Fittipaldi on the front row – this was still only his third F1 Grand Prix, remember – and led the race from the start until, with 12 laps to go, Fittipaldi tried a move on him as they were lapping Beltoise's BRM. Jody kept the door firmly shut, Fittipaldi ended up in the guardrail, and Jody was out with a broken wishbone.

"Fittipaldi came to find me in the pits and delivered a heated monologue at me about newcomers not holding up the World Champion. He went on and on, and when he got to the end I pointed out that he'd had 42 laps to get past me, and if we found ourselves in the same situation in the future I'd do exactly the same again.

"I'd gone pretty well in my first three Grands Prix, but unfortunately what happened in the fourth rather wiped everybody's memory of what had gone before. This was the famous Silverstone shunt. After the morning warm-up we decided to put a harder left rear on the car, because Silverstone is mainly right-handers and I was sliding a lot. So that tyre was unscrubbed. At the end of the first lap I was fourth, right behind Denny, and coming into Woodcote I passed him on the outside. I thought, now I can really get going. And that's when it swapped ends on me. I went across the grass on the outside, went across the road and slid along the pitwall, then bounced back into the middle of the track. I looked up and cars were crashing all around me, crashing before they hit me. I ducked down in the cockpit and when it went quiet I looked up again, and there was another wave of cars crashing, so I ducked down again. Then I jumped out, went over the pitwall, and Phil Kerr grabbed me and said, 'Go into the motorhome, hide away and don't come out.' Everybody was looking for me. All three of John Surtees' cars were written off, so he wanted to find me and kill me. I'd taken nine cars out in all.

"I escaped from Silverstone and flew to New York, because I was due at Watkins Glen for the Can-Am round. First I had to do a press conference in New York, and just as I was thinking, thank goodness I'm out of England, the first thing the guy asked me was, 'Tell us how you broke all those cars in England.'

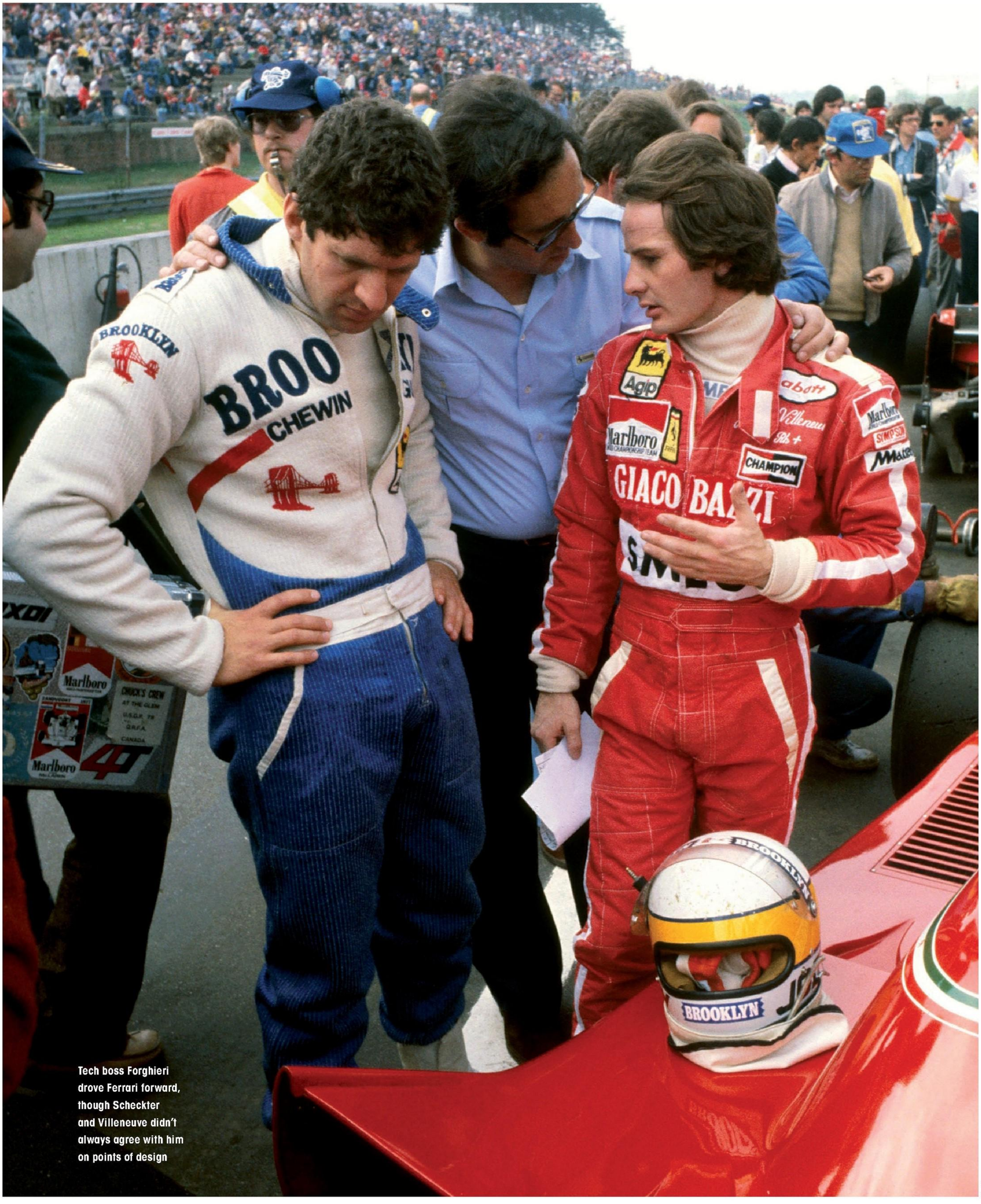
"With no full-time F1 drive I'd lined up F2 with Rondel, but after two races I pulled out of that. Ron Dennis was trying to run five cars – three for Frenchmen because of the Motul sponsorship, and two for Tim Schenken and me – and I didn't think it was going to work. So I signed up to do F5000 in America with Sid Taylor in a Trojan, and the Can-Am Series with Vasek Polak's Porsche 917 turbo. Sid's car turned up at each round of the L&M Series on a trailer towed by a tired old truck, when everybody else had smart transporters and motorhomes. But I won the series, after a season-long battle with Brian Redman. As for the 917, it had 1100 horsepower – some of the time – but it didn't have any brakes, because the pads used to glaze after two laps. On the uphill right-hander at Road Atlanta people were saying, 'Jeez, Scheckter brakes late.' In fact I was braking early, but the car wasn't slowing and I was flying past everybody. I did 19 American races between May and October, and I sat on a lot of aeroplanes."

Although Jody's three-year contract with McLaren had a year to run, the team still couldn't offer him a full F1 season for 1974. "It was a political thing with the main sponsor: there was still apartheid in South Africa then, and they didn't want a South African driver. But I did the last two 1973 rounds, Mosport and Watkins Glen, and I'd had approaches from several teams. I talked to Ken Tyrrell at Watkins Glen, in the motel after Friday practice. He made me an offer, we agreed in about three minutes flat, and shook hands. It was a big secret that Jackie Stewart was going to retire, but I knew I was going to be partnered with François Cevert. That was the team for 1974.

"Next day, 10 minutes before the end of morning practice, as I accelerated out of the pits Cevert came past. When I got to the Esses the front of his car was in the middle of the track. The rest of it was in the guardrail on the left, sort of wrapped over it. I stopped and jumped out of my car and ran over to him, because fire was a big thing then, so it was an automatic reaction. I got to the battery and I remember it was sparking like anything, so I went to grab his seat belt buckle. And immediately I turned around and walked away. I'll never know what I saw in that cockpit; to this day I don't remember because it's just blanked out in my mind. Other drivers had pulled up and were running over, and I stopped them and said, 'No. It's finished.'

"He was the first person I'd known who had died. I couldn't believe that a guy had died and everybody just carried on, like nothing had happened – not so much the F1 guys, and of course Tyrrell withdrew from the race, but everybody else. Suddenly it came home to me, hey, this is dangerous." In the race, his last for McLaren, Jody was running fifth ahead of Fittipaldi and Revson when a wishbone broke. It gave him a spectacular moment but no further damage.

Jody spent three seasons at Tyrrell, with Patrick Depailler as team-mate. "Everybody says Ken got hold of me and calmed me down, but I think I'd learned by then that you're not going to win a championship by crashing. Ken was a great guy, and we had a good relationship, but what made it difficult – and I didn't realise it at the time – was that I wasn't Jackie »»



Tech boss Forghieri drove Ferrari forward, though Scheckter and Villeneuve didn't always agree with him on points of design

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Stewart. Jackie had won everything and they'd say, Jackie would do this or Jackie would do that, but I was me, I wasn't the same as Jackie. The first year with Ken was great, and we finished third in the championship, but it deteriorated from there. I found them very old-fashioned from a technical point of view after what I'd seen at McLaren. The 006, the car Jackie drove in his last year, I couldn't get on with it at all. It didn't seem to have any grip. I was sliding the car around and Ken said, 'You've got to drive it more delicately.' But I was slower like that, so I went back to how I was driving it before. Then we got the 007, and that was a good car. After Monza I was fighting for the title, one point behind Regazzoni and two ahead of Fittipaldi. But at Mosport the brakes failed and I hit the wall, and at Watkins Glen a fuel line broke, so we ended up third."



"Patrick Depailler was great, but mad. He was very French"

In 1975 Jody won his home Grand Prix at Kyalami in the spare 007, having crashed heavily in practice, but that was the high point in a difficult year. In 1976 the Tyrrell team astonished the world by introducing Derek Gardner's revolutionary six-wheeler: but Jody's enthusiasm for the P34 was muted. "I just didn't believe in it, I didn't believe in the theory, and the tests we did with it were wrong. Testing at Paul Ricard they ran with a narrower rear track, so of course it was faster down the long straight. The braking was supposed to be better: well, it was when you were braking in a straight line, but as soon as you turned in, the little wheels slid and you had to come off the pedal, so there was no advantage there. And it broke all the time."

But history shows the P34 was much better than that. Jody did 12 GPs with it, and only retired twice: the shunt in Austria, when a wishbone broke and the car turned sharp right into the barriers on a 160mph curve; and Japan, when the engine overheated. He was in the points at every other race. He scored the six-wheeler's only victory in Sweden, and was second at Monte Carlo, Brands Hatch, the Nürburgring and Watkins Glen, and took third in the World Championship behind the battling James Hunt and Niki Lauda.

"Yes, I suppose I got more results with the six-wheeler than I'd remembered. And you could do anything with it: it reacted like a car with a very short wheelbase, you could slide and correct it. But there were breakages. At Anderstorp, where I won, a front wheel flew off in practice. We had a little window in the cockpit sides, otherwise we wouldn't have been able to see what the front wheels were doing. I drove into the pits on five wheels and Derek Gardner put his head down into the cockpit and said, 'What's up?' I said, 'I think I've got a bit of understeer.'

"Patrick Depailler was great, but mad. He got arrested driving to the French GP at Dijon, flat out down the wrong side of the road. Ken had to get him out of jail so he could start the race. He was very French. I remember saying to him, 'Patrick, that corner, what are you doing there?' And he'd say: 'It ees quite flat.' I'd think, shit, he's taking that flat? I'm lifting off there, no way can I do it flat. It was about halfway through the season before I realised he was talking French English – to him, '*Quite* flat' meant *not* quite flat.

"At the end of 1976 I felt I had to leave Tyrrell. There weren't a lot of options, but Walter Wolf came along talking very big, said he was going to conquer the world. In fact he only delivered 80 per cent of what he promised, but that was still more than anybody else was offering. So I said, 'OK, I'll come, but I want some people to come with me.' He agreed to it all. I took Roy Topp, my mechanic at Tyrrell, and I got Peter Warr as team manager, because he had a winning record at Lotus."

Harvey Postlethwaite was carried over from the previous season's unsuccessful Williams/Wolf relationship and designed a neat, elegant and very effective car. "The conceptual work was Harvey, but Patrick Head did a lot of the suspension. Patrick came out to South Africa with me for testing, and we really got on well. Then he told me he was leaving to join Frank Williams. I said to him, 'God, no, don't do it. That Frank Williams is a complete loser.' Shows how much I knew…."

In the intense heat of Argentina's high summer, the Wolf made history by winning first time out. Jody qualified halfway down the grid after various new-car problems in practice, but he moved strongly up the field until he was on the tail of Carlos Pace's leading Brabham-Alfa. "It was very, very hot, but I just kept to my steady pace, and I could see Pace was in trouble, taking some funny lines. He was near collapse from the heat, and being sick in his helmet, and I went past him easily. I was always very fit, did weights, running up and down hills with heavy stones in my hands, that sort of stuff. Less sophisticated than it is now, but I had stamina.

"We should have won Long Beach, too. I was leading Andretti and Lauda with eight laps to go when I got a slow puncture in the right front. It got worse and worse, and I kept thinking, I'll go in the next lap, but I kept going. In the final laps Andretti and Lauda both went by, but I got to the finish in third place." Second at Kyalami, third at Jarama, and then a flag-to-flag victory at Monaco: at the season's halfway point Jody was leading the championship. There was another victory in Canada and more podiums at Hockenheim, Zandvoort and Watkins Glen. Wolf's maiden season ended not only with Jody runner-up to Lauda in the Drivers' Championship, but with Wolf fourth in the Constructors' Championship – running a single car.

For 1978 the ground-effects WR5, boxy where the WR1 had been shapely, was not in the Lotus and Williams class. There were four podiums, but by July the news of Jody's departure was out. "Nearly every year Ferrari said, 'We want to talk to you,' but nothing had ever come of it. But in May I was ushered in to meet the Old Man, and the first thing he said was, 'How much money do you want?' I said, 'I'm too young to talk about money,' and we got on well after that. Enzo Ferrari was tough, a tough, smart guy. But when it came down to it I said, 'I don't want to talk now, it's early in the season, I'm busy racing.' 'No,' he said, 'we want to sign you up now.' So I said, 'If you want me now, that's my price.' We settled on a retainer of $1.2 million, a lot of money 30 years ago. Plus prize money on top, and other bits and pieces."

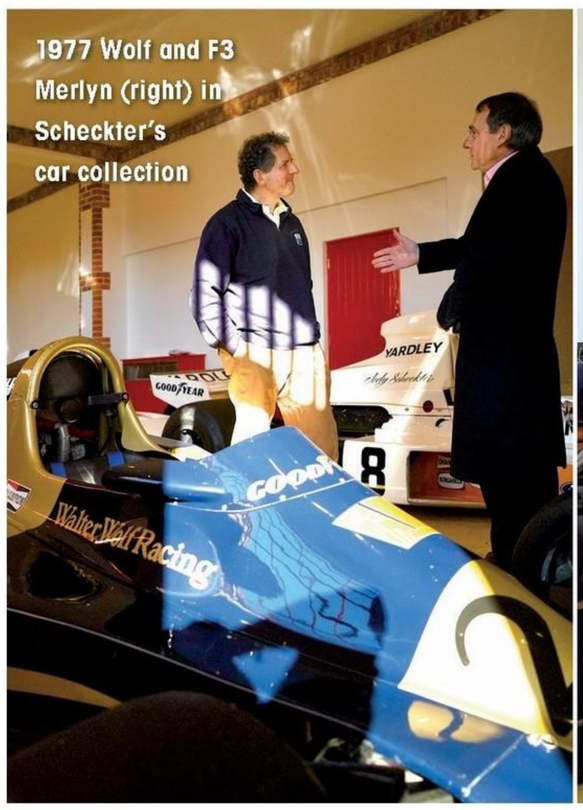
Jody was the contracted number one, with Gilles Villeneuve, in his second full season both in F1 and with Ferrari, the number two. But after the first five rounds of 1979 Gilles was leading the championship. Then Jody took the lead with back-to-back wins at Zolder and Monaco, and stayed there. At Monza, in front of the delirious fans, Jody and Gilles finished one-two, and Jody was World Champion. »»

"All my life I've never needed anyone to push me, I've always been self-motivated. But having Gilles as a team-mate did probably push me to get more out of myself. Gilles could have won the championship, but he always wanted to be the hero, always wanted to be the quickest guy. Wherever he was he wanted to win, win the corner, win the lap, do the most wheelspin out of the pits, and that's what gave me the confidence to beat him. At Monza he was trying qualifying tyre after qualifying tyre, trying to get the best time. I told Ferrari to give me the hard race tyre, I was doing engineering, engineering, engineering, to get the car right for the race. I still qualified quicker than him. Everybody thinks Gilles let me win at Monza, but it's not true. We were running one-two and Jacques Lafitte was chasing us in the Ligier, but as soon as he dropped out I backed off and cut my revs, and Gilles did the same.

"Gilles was a great guy, and we got on really well. He was very hard-working, really worked at the testing. But he liked the daredevil image. If there was a chance of some wheelspin or a doughnut in front of an audience, he would do it. We both lived in Monaco and I used to go with him to Maranello by car. I'm a nervous passenger, but he was well-behaved all the way – until we got within two miles of the factory, then he'd start to show off. Above all he was honest. A very honest, honourable guy, honest to the point of being naïve. That thing with Didier Pironi [at Imola in 1982, when Pironi reneged on a pre-race agreement and took victory from him]: he just thought everybody else was as honest as him. He called me after Imola, he was furious and upset, and of course he was killed in practice for the next race.

"Actually, he was serious about safety. Everybody thought the wheel-banging battle with René Arnoux at Dijon, when they were fighting for second place, was the best thing in the world. But we talked about it afterwards, and I said, 'The crowds love it, but it's stupid what you're doing. You're going to kill yourself' – because, you know, we used to have one or two drivers killed every year in those days.

"Mauro Forghieri was the technical boss at Ferrari, but for me he was more the team manager. Marco Piccinini was the political team manager, but Forghieri made things happen. But he had some very awkward ideas about design, and didn't seem to want to understand the wing car concept. At Silverstone we were slow: I qualified 11th, Gilles 13th. The problem was that the V8s were getting more air through the underside of the car, their ground-effects worked properly, whereas we had our wide flat 12 – which was made worse by having the exhaust pipes going through the only place that the air could come through. But Forghieri didn't want to do anything about it. After Silverstone the Italian press were going mad, like they always did, and so Mr Ferrari called a meeting. I said to Gilles, 'Let's speak with one voice on this; the car needs to be modified.' In the meeting I said, 'We shouldn't be fighting among ourselves, we should be fighting the other teams.' Gilles said the same, and Mr Ferrari agreed with us, so Forghieri modified the exhausts. We took it to Monza and we had another 300rpm, and more downforce. It was a performance jump.



1977 Wolf and F3 Merlyn (right) in Scheckter's car collection



"Gilles could have won the championship, but he always wanted to be the hero"

"Winning the title for Ferrari at Monza – I remember the sea of people at the end, but what I really felt after a year of being up and down was the relief. It was just a relief to get it over. I didn't get too emotional or excited when the crowd were going mad, and that maybe helped me the following season, when they weren't going mad!

"For 1980 everybody else moved forward and we stayed still. The T5 just wasn't competitive. Gilles was quicker than me most of that season. It wasn't that I wasn't trying hard: when I got to the track I put just as much into it as I ever had. But now, if I woke up in the middle of the night, I wasn't thinking of understeer and oversteer. Subconsciously I had probably lost some of my edge. If you've been around for a while and you've been fighting at the front, and then you find yourself fighting for 18th place, it's very hard. So early in the season I decided to retire. I had done what I wanted to do. We'd had accidents and deaths, and I saw some people not really caring much about that. The magic of F1 had gone for me. In July I told Mr Ferrari I wanted to stop, and then I announced it to the press straight away. But I carried on doing the testing and the races to the end of the season.

"Renault approached me with a serious offer to carry on for them, at any money. I didn't even consider it. I'd made my decision. I stayed living in Monaco, and I spent a year trying to put together a Race of Champions series around the world, using identical DFV-powered Ford Sierras. I was lining up sponsorship and TV coverage, but in the end it didn't happen. I was probably too naïve and greedy. Then I saw an advert in a magazine for the weapons training system, had some ideas, moved to Atlanta, and Clare and I started that business at our kitchen table."

In the 1990s Jody became involved in the racing careers of his two sons by his first marriage, Toby and Tomas. "It was the worst time. I found myself grubbing around in the Brands Hatch paddock changing gear ratios and humping tyres, which I'd been doing 30 years earlier. If you're driving you can always drive harder, but with Toby and Tomas I always felt I couldn't do anything useful, although I did try to help Tomas on the engineering side. Toby isn't racing any more, but Tomas is in his seventh season in Indycar. I go to a couple of races each year to see him." And he goes to the occasional Grand Prix with Honda – but only because he supplies the team with organic food.

Twelve years in racing, 12 years in weapons training, and now the Laverstoke project is in its eighth year. "By that measure, I've got four years to go here. After that, who knows. But I don't want to end up on a beach. It's not just that I get bored, it's worse than that. If I'm not busy, I feel useless. I'm getting a bit better about it as I get older, but not much." Whatever Jody focuses on for his next 12-year project, you know he'll attack it like an F1 driver: still the driven man.



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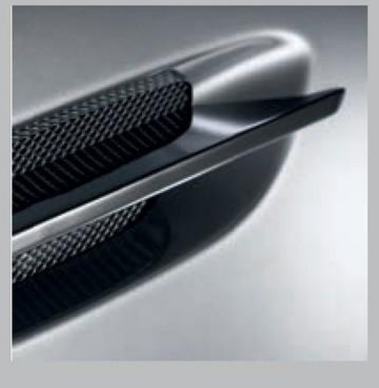
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ADVANTAGE ASTON

Right now it's a stunning one-off concept car, but Aston Martin has a chance to turn the V12 Vantage RS into its best ever road car

BY ANDREW FRANKEL





To the driver of the Aston Martin DBR9 Le Mans car, it must have been a bewildering not to mention somewhat frustrating experience. As he swept through the fast left flick that led onto the race track's massive straight, the sight of the Aston road car at its exit barely registered. With his slick tyres and huge wings he was cornering at a speed quite beyond that of the little Vantage coupé and simply swept past, 600bhp V12 race engine howling with approval. But at some stage during the next 1.8 flat-out kilometres he would have looked in his mirrors and seen a sight he did not expect. Instead of the road car being a mere pin prick in the distance, it was right behind him. And if he looked closer still, a fathomable thought might enter his mind: could it be that it was gaining on him?

"It's impressive how right it feels despite little development time"

This tale is not that of a modern Mitty but a real event that took place on the famed Mistrale straight of the Paul Ricard circuit. I know this, because it was me who happened to be in the road car. I'd like now to say that, in turn, I duly shot past the DBR9, broke the lap record, got the girl and rode off into the sunset, but sadly that would bear little relation to the truth. Nevertheless the very fact that an Aston road car could cling even briefly to the shirt-tails of a GT1 class-winning Aston race car suggests that there is rather more to this Vantage than is immediately apparent.

And so it proves. This is the Aston Martin V12 Vantage RS and though it will go into production next summer, for now this is the only one in the world. The louvred bonnet is not difficult to see but I wonder if you also spotted the carbon-fibre splitter at the front, or the slightly more dramatic kick to the lip spoiler on its tail. You certainly won't

have been able to ascertain that the bonnet, bootlid and door inners are carbon fibre, nor that, unlike any normal Vantage, behind those 19in wheels lie massive carbon-ceramic brakes.

But none of these really played much of a part in that oh-so brief moment of glory in the slipstream of the DBR9. It was helped for sure by all those wings on the race car seriously limiting its acceleration above 170mph, but most of all by the fact that the Vantage also has a 6-litre V12 engine under its bonnet pumping out the same nice, round 600bhp.

But these numbers, mighty as they are, fail to do justice to the way this, Aston Martin's most exciting road car since at least the DB4GT, goes about its business. For a start it's not only massively more powerful than a normal 4.3-litre V8 Vantage, it's also lighter to the tune of 130kg. But the real revelation is that engine. It's not to the same specification as the ultra-exotic DBR9 motor, but then again nor does it need to be in order to produce similar power because it has no need to breathe through inlet restrictors. The engine is, in fact, from the GT3 category DBRS9, but fitted with a dry sump and free to gulp in as much fresh air as it likes. Which is about 600bhp's worth.

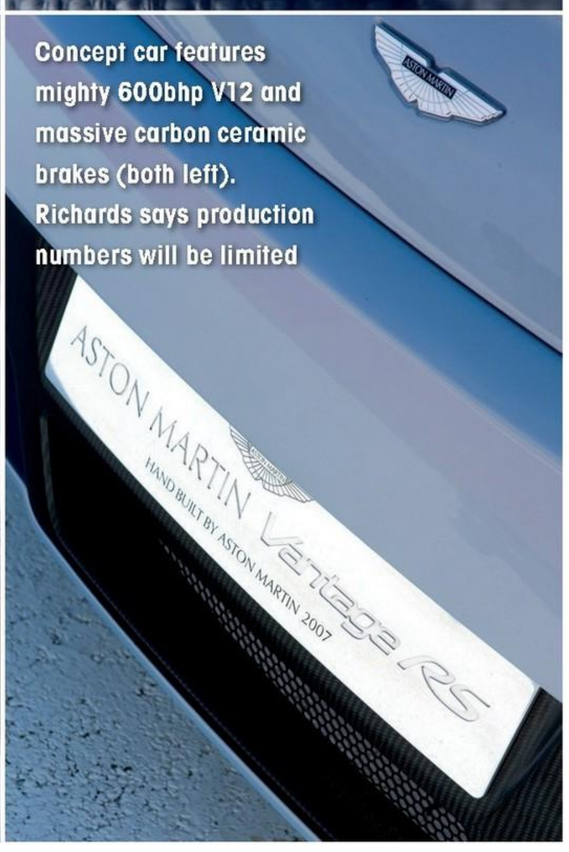
Aston chairman David Richards was at Paul Ricard for the test and it was he who confirmed to me that the car, which until now has appeared only as a static 'concept' exhibit at the Geneva Motorshow, would become a production reality. "I don't think we'll make many," he said, "but perhaps a couple of hundred a year for three years or so." Price? "Around £150,000 sounds about right to me." Production begins next summer.

If I had the money and knew that the production car would be as viscerally exciting as this, I'd already be in the queue. Its closest rival, both in concept and price, is likely to be Ferrari's 430 Scuderia, but having driven both now I am confident the Aston is quicker and at least as much fun.









Concept car features mighty 600bhp V12 and massive carbon ceramic brakes (both left). Richards says production numbers will be limited

Perhaps its most impressive aspect is how right it already feels despite having had little or no development time. When I climbed aboard, its engineers were keen for me to understand that it was just a starting point and the process of refining the chassis was not even started let alone completed, so allowances would need to be made.

But they were wrong. I've driven a load of one-off concept cars in my life and, until now, every one of them has come with a speed limit imposed by its manufacturer of 50mph or less and all have felt dreadful. But not this one. It's true that some aerodynamic work is needed because the nose starts to wander enough above 150mph for you to be quite glad by 170mph that the straight is coming to an end, but that will be easily cured in the wind tunnel. Likewise the disconcertingly inconsistent response of the brake pedal will vanish once they have ducted some more cooling air to the front discs. Set these issues aside and what's left is fundamentally well balanced and predictable despite the presence of all that power, the absence of any driver aids, the shortness of its wheelbase and the early stage of its development.

And it's going to come at exactly the right time for Aston Martin, for next year it will also introduce the Rapide, its first four-door model since the infamous Lagonda. It will be large, luxurious and almost guaranteed to spark a certain constituency of die-hard Aston fan to conclude the company has gone soft. There could be no better rejoinder than the most exciting car Aston Martin has produced in almost half a century.

I should, however, attach a small health warning to this, for it remains to be seen exactly how diluted the V12 Vantage RS becomes while being prepared for production. At the moment it weighs just 1500kg but undoubtedly some weight will have to be added, not least because right now the car has neither airbags nor air conditioning. There will be a temptation simply to take the Vantage and equip it with a standard V12 engine like the 470bhp unit just announced for the latest version of the DB9. That would be cheap to develop, quite quick and an entirely missed opportunity.

With volumes as low as Richards envisages, the potential to create a stand-alone, truly specialist Aston Martin is clear, one that focuses as much on the removal of weight as the provision of power. No, it won't come to market with a full race engine, but something with 530-550bhp should be easily possible in a car weighing less than 1600kg. With a properly honed chassis and a few of the most basic creature comforts, there is no reason at all to suspect that the result would be anything less than the greatest-driving Aston Martin road car the company has ever produced. And from the company that has already given us the Ulster, the DB2, DB4GT and the original V8 Vantage, that is truly saying something. Ⓜ

MAZDA 787B

Mazda employed a clever fuel economy plan to overcome Le Mans disappointment and be the first Japanese manufacturer to win at La Sarthe

BY KEITH HOWARD



As the 1980s drew to a close, a betting man would have laid money on either Toyota or Nissan being the first Japanese car maker to win at Le Mans. Mazda was in the frame too, but a second-string player. When it tried to up its game for 1990, things went badly wrong – the two new 787s retired early – giving no hint that it might upset the status quo.

But at Mazda HQ there was a determination to turn things around, and 1991 would be the ideal year to do it. A rule change had effectively excluded Nissan and Toyota from that year's race, while tighter fuel restrictions would hamper the heavier, more powerful Mercedes and Jaguars.

To seize the opportunity and make good its 1990 disappointment, Mazda didn't just improve the 787 – enhancing both its quad-rotor Wankel engine and its chassis to produce the 787B – it also restructured its racing organisation and formulated a clear, audacious plan to win. A plan based on optimising lap time with the minimum use of fuel; a plan that would require its star drivers to unlearn ingrained habits and embrace a new driving style.

On race weekend it all came gloriously right. The Mercedes were faster but broke; the Jaguars could have been faster but had to rein back to conserve fuel. And so the 787B driven by Johnny Herbert, Volker Weidler and Bertrand Gachot took the chequered flag for a historic double: first Japanese car to win the race, and first non-piston-engined car to do so too.



787B used longer-lasting carbon brakes. Left: the car in action at Le Mans against Porsche. Right: improved rotor engine produced an extra 70bhp

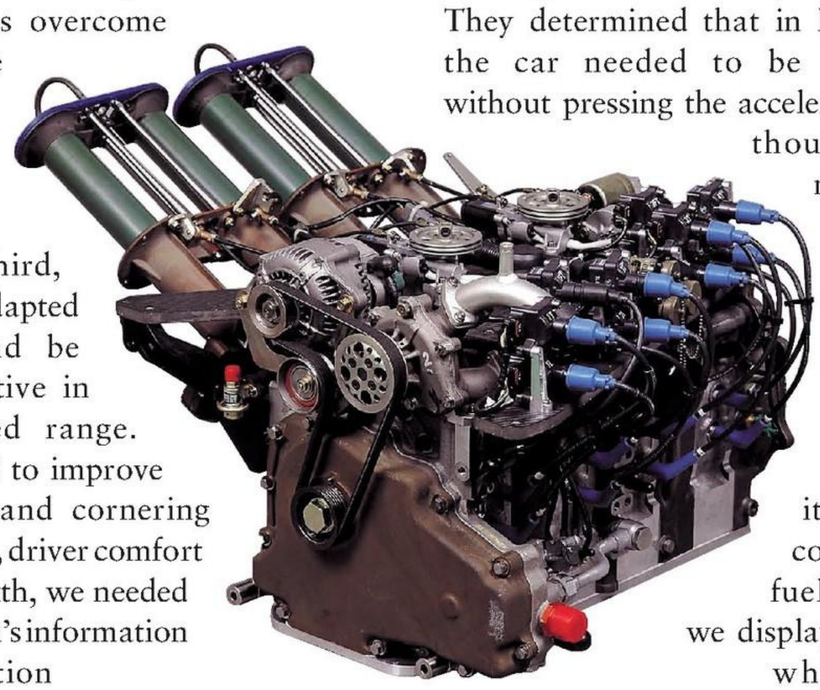
Mazda

Through an interpreter, I spoke to Nobuhiro Yamamoto, a chassis engineer on the 787B, about an event that still gives the Mazda Motor Company a warm glow.

LAYING PLANS

"We learnt a lot from the 1990 setback. We reviewed the 787's performance and found that it had the potential to run only 352 laps in 24 hours, equivalent to the third position Porsche. After this study we set the targets for '91, including forecasts of the improvements that would be made by other teams. Our target was to complete 357 laps in 23 hours. Our target lap time was seven seconds quicker.

"We worked closely with Nigel Stroud's design team to develop the car for 1991. In our discussions we found that we hadn't made any mistakes in the directions we'd taken with engine and chassis developments. What we needed to do was overcome our shortfalls. We identified six challenges. First was reliability. Second, improved fuel economy. Third, the car should be adapted to the track and be particularly effective in the middle speed range. Fourth, we needed to improve the acceleration and cornering performance. Fifth, driver comfort was important. Sixth, we needed to improve the team's information and communication systems. We worked on all these six areas to develop the 787B."



"Jacky Ickx understood our strategy and persuaded the drivers to follow it"

ENGINE AND ECONOMY

"I had mixed feelings when in 1989 Yasuo Tatsutomi [Mazda's chief of product planning and development] demanded a 100bhp power improvement. We began using the four-rotor engine in 1988 in the 767 and at that time its power was 600bhp. In the next year's 767B the power was increased to 630bhp. So we had produced only 30 extra horsepower in one season, with everyone working very hard to achieve it. Now we had to improve by 100bhp! Actually we didn't achieve that but we did reach 700bhp and fitted a variable induction system which delivered 95 per cent of maximum torque from 6000 to 9000rpm. That represented significant progress.

"An overall 10-15 per cent fuel economy improvement was another requirement but this could not be achieved by engine changes alone. We did improve the engine's fuel economy but we also ran many simulations to find out how best to run the car in the race and how best to set it up.

"For better fuel economy we needed faster combustion speed and higher combustion efficiency. The main improvements came from relocating the plugs. The conventional rotary engine at that time had two plugs per chamber; we increased this to three, and reduced the plug diameter from 14mm to 10mm.

"Our engineers established the best way of running the car for improved fuel economy. They determined that in low speed corners the car needed to be driven smoothly without pressing the accelerator too hard. We thought this advice might offend the drivers so we hired Jacky Ickx as a consultant. He understood our strategy and persuaded the drivers to follow it. But the greatest contributor was the fuel economy index we displayed in the cockpit, which was also transmitted back to the pits. The drivers turned their thinking upside down and made fuel economy their priority. Our target was 1.85km per litre and they competed with each other to achieve the fastest lap time within this target. Gachot and Herbert learned a lot from Weidler in this respect because he had a lot of experience with racing the rotary engine. We were surprised how quickly they adapted."

CARBON'S CONTRIBUTION

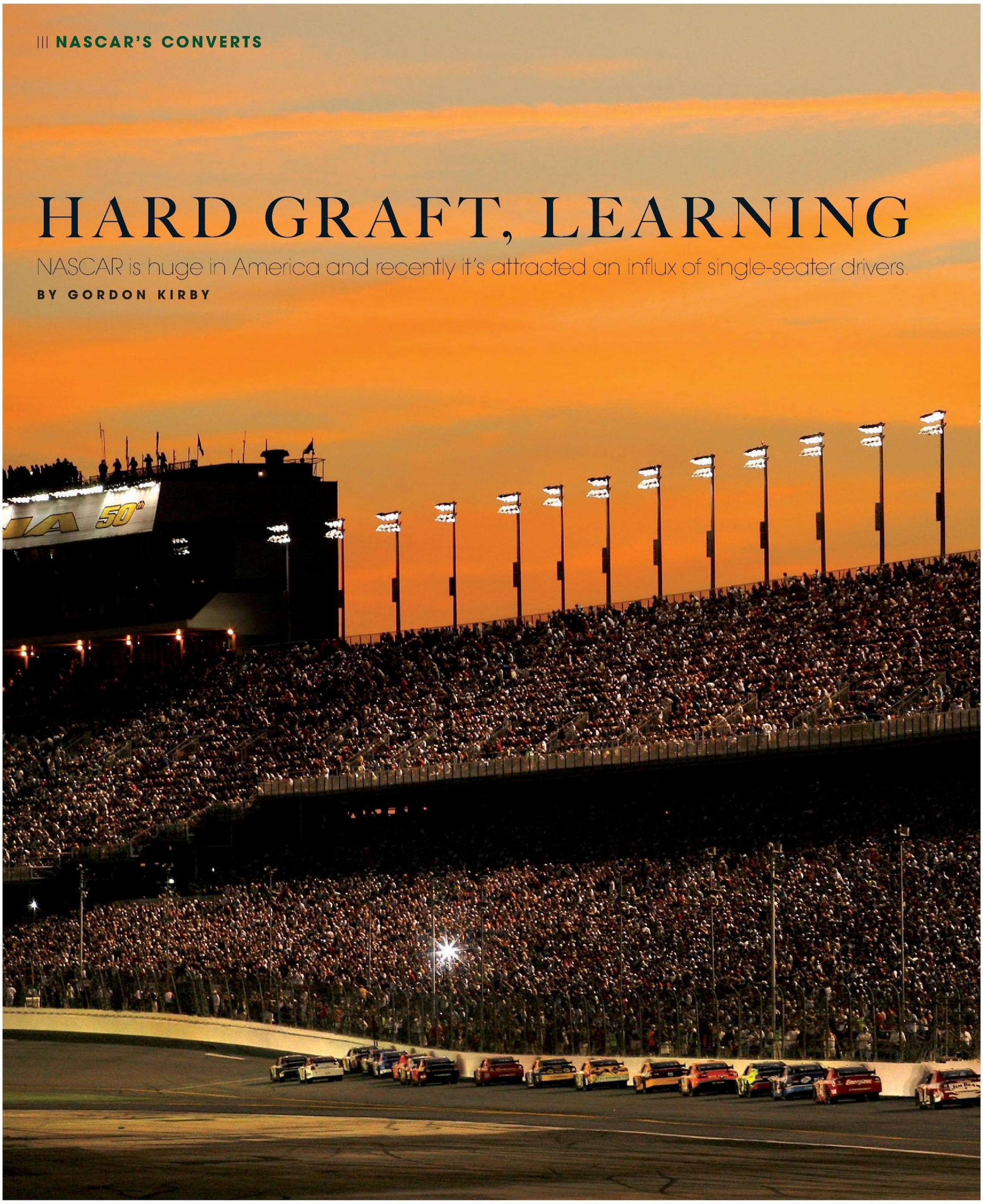
"The switch to carbon brakes was one of the most significant changes in the 787B. Chicanes were added to Le Mans' 6km Mulsanne straight so braking performance became very important. And with carbon brakes we saved weight and improved acceleration performance.

"We worked closely with the manufacturers to control the brake temperatures and limit wear, and in the end achieved half the wear rate we'd had with cast iron brakes. Temperature control is very important with carbon brakes so we increased the rear wheel size from 17 to 18 inches to make extra space around the rotor and calliper for cooling. In the race we changed the rear pads only once and the rear disc was not changed at all. At the front the rotor was changed once and the pads three times. This saved us pit time compared to 1990. Another example of how we planned meticulously for the victory." Ⓜ

HARD GRAFT, LEARNING

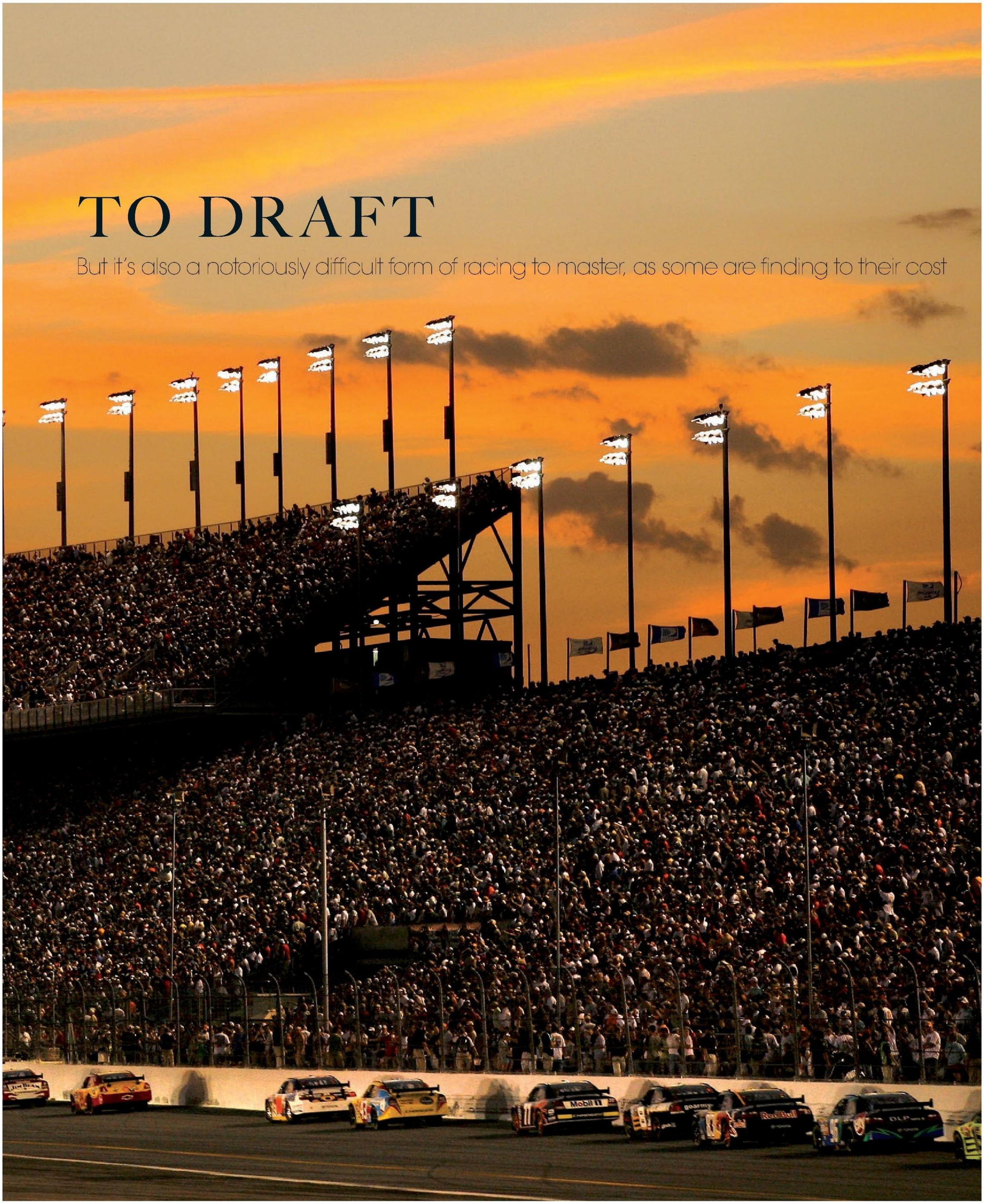
NASCAR is huge in America and recently it's attracted an influx of single-seater drivers.

BY GORDON KIRBY



TO DRAFT

But it's also a notoriously difficult form of racing to master, as some are finding to their cost



When Roger Penske's pair of Dodge Chargers driven by Ryan Newman and Kurt Busch swept to a surprise one-two victory in February's 50th Daytona 500, it emphasised how competitive the 40-plus car field truly is in NASCAR's first-division Sprint Cup series. It took Penske's NASCAR team 18 years to win the Daytona 500 with an effort every bit as strong as his legendary Indycar team, which first won the Indy 500 at its fifth attempt in 1972 with Mark Donohue driving, and claimed its 14th 500 victory in 2006 with Sam Hornish. While Penske has won 12 USAC, CART and IRL Indycar titles, his NASCAR team has yet to win the Sprint Cup.

Rusty Wallace led Penske's stock car team for 15 years until his retirement at the end of 2005, and Wallace produced the team's best season in 1993 when he won 10 races and finished second in the championship to Dale Earnhardt. This year, Newman and Busch are joined in a third Dodge by former IRL champion and Indy winner Hornish.

Daytona winner Newman joined Penske in 2000 from USAC sprint cars and became a full-time Cup driver in 2002. The following year he won eight races and took 11 poles, but that remains his best season by far to date. Until Daytona, the 30-year-old hadn't won since September 2005, thus ending an 81-race losing streak. Nor has Newman finished better than sixth in the championship, and he hasn't made the top 10 in the past two years, while Busch – who replaced the retiring Wallace two years ago – finished 16th in the points in 2006 and seventh last year. Winning Daytona is one thing, but putting together a championship run in NASCAR's 36-race series is something else.

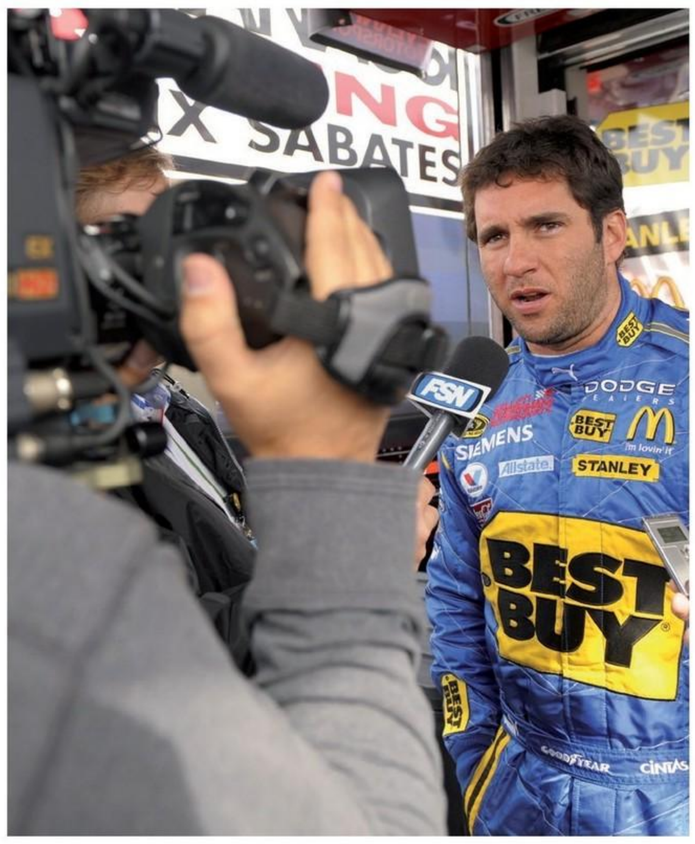
The crew chief on Newman's Alltel Dodge is Roy McCauley, who started his career in late model stock car racing in his native Maryland, but worked in CART for six years as a race engineer with Patrick Racing and PacWest. McCauley returned to his NASCAR roots in 2000 after ex-Patrick driver Scott Pruett asked him to join Cal Wells' PPI team to help his transition from Indycars to NASCAR.

"I had four great years with Patrick and two wonderful years with PacWest," McCauley says. "But really, my heart was in stock car racing, and if you look at motor sport there's no doubt that NASCAR is the future. Just look at the crowds and the TV ratings. They're way ahead of anything else and there's lots of energy and excitement, and a huge fan base."

At the end of 2002 McCauley was called by Roger Penske, who offered him a job as chief engineer and a crew chief in his two-car NASCAR operation. "When 'The Captain' calls," McCauley says, "I guess you've got to pay attention, and I did. I took the job and couldn't be happier here."

McCauley is a fervent believer that NASCAR's tight rules package and iron fist provides the toughest competition in motor racing today. "In my opinion this is the most challenging series in the world right now," he says. "There are a bunch of rules in F1, but that doesn't mean they don't develop new stuff, does it? We've had guys from F1 come here and say, well, let's do this and that. And you say, alright, what are you going to do when NASCAR says you can't do that? I've seen manufacturers come in and build a gearbox that's 15 pounds lighter but NASCAR has said, 'Sorry, you can't run that.'

"The NASCAR formula works because they regulate it, and the challenge is working within those rules to gain an edge. As tight as we are, if you find something that's worth even five-hundredths of a second, then that's a gain."



McCauley stresses that all the top NASCAR teams build their own cars and engines, and he believes the depth of competition is unparalleled. "We build every component of this car except for casting a new block and stuff like that," he says. "I would say this is every bit as hard as Formula 1 because there are 43 cars out there, and there are legitimately 35 cars that have a shot at winning each weekend.

"Then there's the schedule we keep which means we have to maintain 12 cars at a time, and the challenge of making those cars the same is a big one in its own right. We don't have any composite materials. It's all steel tubing and sheet metal. The challenge here is really hard. Juan Pablo [Montoya] won a race last year, but if you look at his results, it's been a humbling experience."

> "If you lift at the end of a corner you'll lose the draft"
>
> ELLIOTT SADLER

There's no question that NASCAR has proved to be a steep learning curve for the F1, CART and IRL drivers who have followed in Montoya's tracks. At Daytona in February, Sam Hornish was the top former open-wheeler, running his best NASCAR race to date and ultimately finishing 15th in Penske's third Dodge. Montoya also had his moments near the front but got shuffled back on the last lap to finish 32nd, the last man to run 200 laps. Team-mate Dario Franchitti made it home one lap down in 33rd place on his rookie Cup series start.

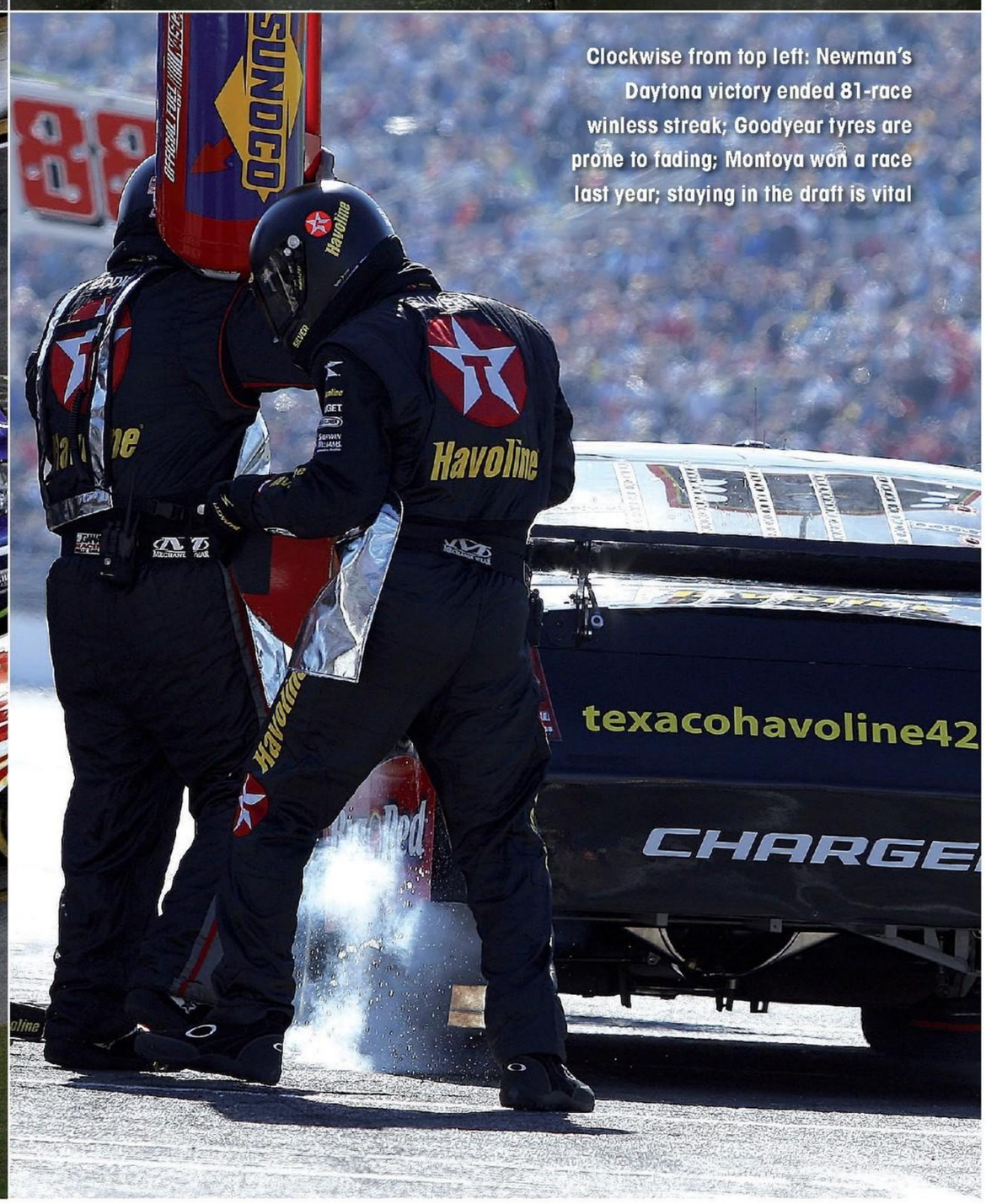
Champ Car veteran Patrick Carpentier ran competitively in practice and qualifying and looked like he might make the 500 field, but suffered a tyre failure near the end of his qualifying race and was among those who didn't progress. Also failing to qualify was Jacques Villeneuve, who has endured a rough transition to stock cars. Jacques crashed in almost every NASCAR race he ran at the end of last year and repeated this act at Daytona before losing his seat to Mike Skinner. In the wake of manager Craig Pollock's decision to quit the NASCAR scene, Barry Green was at Daytona trying to collect sponsorship to keep Villeneuve in stock car racing. But Jacques' poorly managed, rather shabby start to his NASCAR career has been a sharp contrast to the way in which he entered CART and then F1, and it's sad to see his career gone astray.

Franchitti has found there's plenty to learn about driving a NASCAR stock car, particularly the new Car of Tomorrow (CoT) in restrictor-plate form. "There are so many lessons," he says. "If you look at Daytona, with restrictor-plate racing you might have a bit more than half the horsepower we had in California. In years past you were going almost wide-open around the track but now, if you're in the middle to the back of the pack, you are lifting a lot and really driving the car."

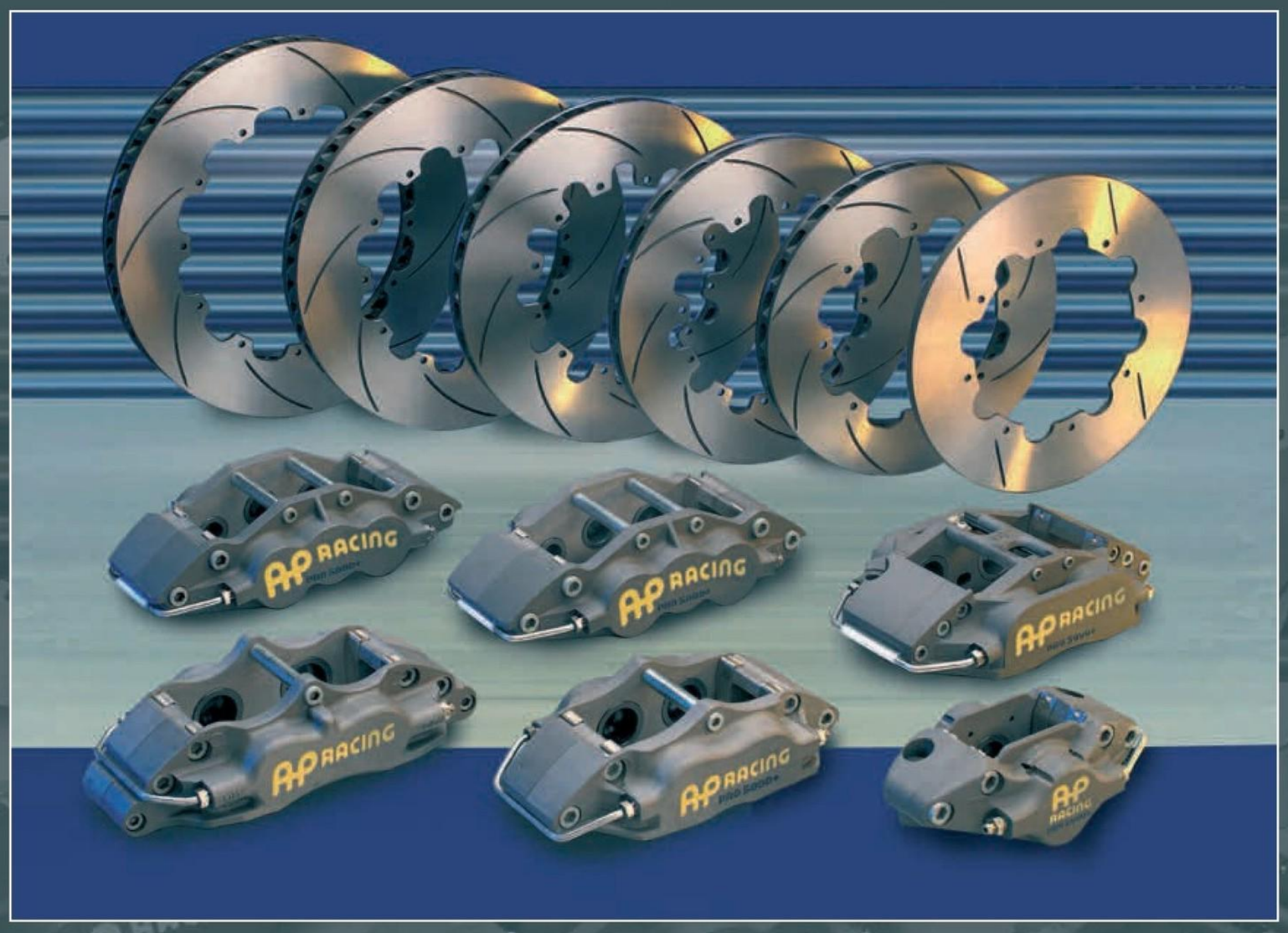








Clockwise from top left: Newman's Daytona victory ended 81-race winless streak; Goodyear tyres are prone to fading; Montoya won a race last year; staying in the draft is vital



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Unlike any purpose-designed racing car, a heavy NASCAR stock car with comparatively narrow tyres and very little downforce – further exacerbated by the new-spec CoT used this year – is always squirming around. "What I'm getting used to as much as anything is this feeling of the car sliding," Dario says. "With the Indycar I'm used to quite quick movements – short and smaller movements. If you get sideways with these cars, you're in the fence. I'm still getting used to that feeling of driving the car with the rear moving and sliding. It seems from talking to the team and to Juan, and to other drivers like Tony Stewart, that everybody goes through that when they come here."



"I'm still getting used to driving the car with the rear sliding"

DARIO FRANCHITTI

Another aspect to stock car racing is that the car's handling is always compromised and the driver has to learn to live with it. Franchitti says: "I think a lot of my success in the Indycar was being able to get the set-up exactly the way I wanted it – working with my engineer to tweak it to where I needed it to be, and you could adjust that throughout the run with the tools you had inside the car.

"Here, you're never going to have a perfect car, so you have to drive it with a degree of looseness, or it's a bit tight. That's one of the lessons, too, and then we go to a different track and there are a whole different bunch of lessons. It's interesting. When you get sideways there's another thing they talk about and that's sideforce. So I have to learn to keep it on that edge."

Stock cars go through much more suspension movement than any single-seater or sports car. The CoT is a little closer to a purpose-designed racing car in this regard, which means that Franchitti must adapt to a different feeling whenever he jumps from his Sprint Cup to a second-division Nationwide car.

"With the CoT, it holds sort of a flatter attitude," Dario says. "It's a different beast because it doesn't move that much. It's got such a high roll centre and centre of gravity that there are a lot of things they do to stop it from rolling. It has that splitter, and the position of the splitter relative to the ground and how you keep it there is very important. If you run too low it just bottoms out and you lose all your steering.

"There's very little suspension movement in comparison with the old-style car, which had about six inches of suspension travel! So when I jump from the Nationwide to the Sprint Cup car I have to adjust to that."

One of the biggest things for an open-wheel driver to adapt to are the tyres. Goodyear's NASCAR-spec tyres are not as effective or consistent in performance over the course of a run compared to Bridgestone/Firestone's superb tyres, which all Formula 1, Indy and Champ Car drivers are used to. Incredibly, tyre failures are common in NASCAR in the 21st century, and Goodyear's rubber might be the only racing tyres extant in today's racing world where physical failures are common and almost accepted. Coping with tyres that can fail, and regularly and dramatically lose their edge of performance is something new for Franchitti and his open-wheel colleagues.

"Several things are happening," he observes. "There's the weight of these cars and the tyre is so bloody small that it's under a hell of a lot of stress. But it's a long time since I've driven a tyre that fades. I was a Bridgestone/Firestone guy for 12 or 13 years and I worked pretty hard developing the tyres with those guys, and they didn't really degrade. It was very unusual if you went to a track and the tyres did degrade.

"But you're stressing the tyres so much more here with the Goodyears. You have to set the car up to be loose at the start of a run and drive through that looseness so it doesn't push like a pig at the end."

Before Daytona's qualifying races Elliott Sadler gave his rookie team-mate Carpentier some valuable advice about restrictor-plate racing. Carpentier was having trouble staying flat on the throttle through the corners, which meant that he couldn't stay in the draft. The French-Canadian former open-wheel ace was also having trouble burning off his right front tyre. Sadler was completely open with Carpentier in educating him to the specific demands of Daytona aboard a power-choked, restrictor-plate car.

"When you first go out you need to run around the top of the track," Sadler told Carpentier. "You've got to take care of that right front tyre. You can't be runnin' round the bottom. When you do that, you're overloadin' the right front. You're tearin' up the right front in the first laps of the run so you're no good at the end. You've gotta bring the tyres in carefully. Then you can go to the bottom."

Carpentier was racing for the final qualifying slot when his right rear tyre blew. He said his biggest problem was having to lift off the throttle at the end of the corners because he was running out of race track and heading towards the wall.

"What you've got to do is lift early in the corners, not at the end," Sadler advised. "If you lift at the end of the corner everyone's just going to run away from you and you'll lose the draft, like you're sayin'. So you've got to lift in the middle of the corner, get the car settled down and be flat coming off the corner. That way you'll stay in the draft and the car will be settled down so you can look in your mirror coming off the corner and be able to block. You've got to look high and low and be ready to block."

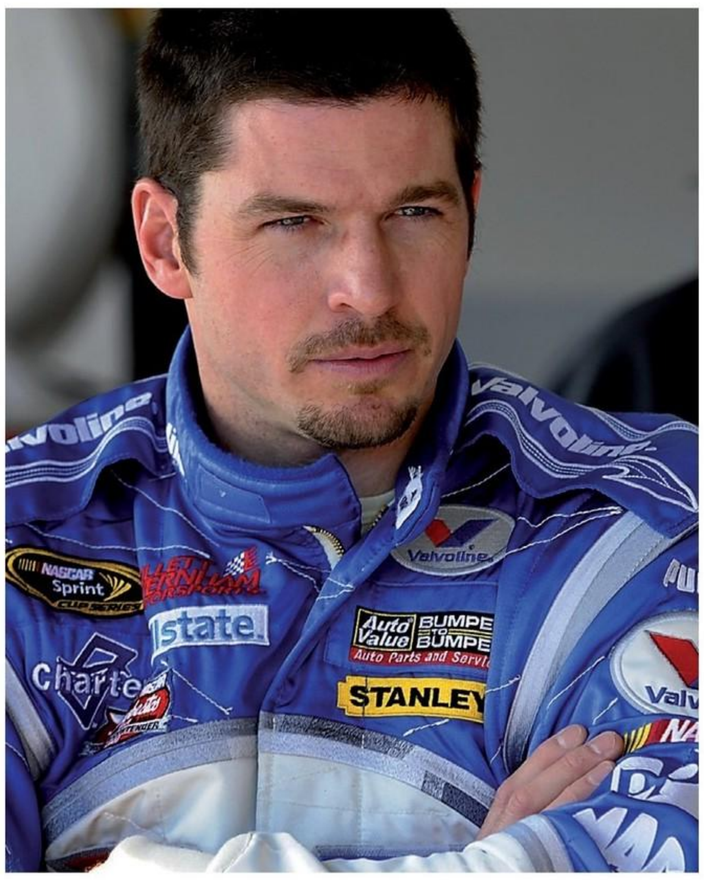
Carpentier nodded in agreement as he took Sadler's advice on board. "You'll be spending about 70 per cent of your time looking in the mirror and blocking coming off the corner," Sadler noted. "And about 30 per cent looking ahead, checking where you are to the guy ahead."

Franchitti says Sadler's advice was spot-on. "That's Daytona and using the draft. You watch the guys who do it well and it's very impressive. They're not only driving these things which are sliding around underneath them but they're looking in their mirrors all the time and judging what to do in traffic. With an Indycar it's more about what's happening in front of you, but with these things it's more about what's happening behind. You need some guys pushing you from behind to make any moves, and you need to know exactly where everyone is around you at all times.

"It's a new discipline you've got to learn. You don't really have side mirrors like you would in an Indycar or even a touring car for that matter. So I'm getting used to that and working with my spotter as well. Your spotter is really important. He keeps you informed of where you are relative to everyone else and you need to have really good communication."

Despite not qualifying for the Daytona 500, Carpentier remains wildly enthusiastic about NASCAR. "I love driving these cars," he grins. "It's a lot of fun. I always wanted to do ovals and this is the place for me to do that. We'll stick to it and keep working harder because this is what I want.

"The car was pretty fast [at Daytona] and over the last five or six laps I just kept riding the top groove and hitting the wall. One thing I learned is that once you get really high at the top of the banking there's a cushion of air that kinda stops the car from going into the wall.



"The last six laps the car was really pushing and I hit the wall about four times. I hit it fairly hard one time between three and four and just kept riding the wall. I could see pieces of rubber flying off and I knew my time was counting down. I knew something was going to happen but I was hoping we could make it to the end. Robby Gordon came behind me to help but it was too late.

"The team has put me in the car every week since the end of last season. I've been sitting in the car pretty much every week testing and feeling a lot more comfortable than before. There's still a lot to learn. Every track you leave you think you've got it. Then you go to the next one and you know absolutely nothing. So it's going to be a long year, but we'll learn."

> "You think you've got it, you go to the next track and you know nothing"
>
> PATRICK CARPENTIER

Franchitti says the biggest physical problem in racing a stock car is the immense heat build-up inside the car's 'greenhouse'. "Physically, the cars are very hot," he says. "With the Indycar you had to work out four or five days a week, at least I did anyway. This car is a lot easier physically, but oh my God does the heat get to you! That's very difficult. It's just something you have to get used to.

"I'm certainly not training as much as I used to. I don't have anywhere near as much time to spend in the gym. I always thought it was part of my job to get in the gym and work out. I didn't really enjoy it, but I did it. Now I find I get out for a run a couple or three times a week and that's it."

Franchitti has discovered that the approach to getting the best out of a stock car is very different to what he's been used to through his entire career. "Testing at California, if you didn't go out in the morning straight away and lay down a lap you weren't anywhere on the time sheets, because first thing in the morning the track's quickest and the tyres are new.

"On the second day we got a lot closer and were a lot happier but things like that you don't think about. You don't look at the time sheets as far as one lap. You look at a 10-lap average or something like that. So you learn to read the time sheets a bit differently. Plus the track slows down during the day as it gets hot."

Franchitti has discovered that running without a restrictor-plate on a high-banked superspeedway feels like being on a flat track. "We've run around California at 240mph in a Champ Car, but the first time I went out in the Sprint Cup car I came on the radio and asked, 'What did they do with the banking? Where did it go?' It's like a flat track. You're doing 210mph into turn one, but by the middle of the corner you're down to less than 160 and you're driving the hell out of this thing!

"Then someone like Tony Stewart goes by and you watch on the exit of the corner and you can read 'Home Depot' because he's so sideways. You say, okay, I've got to build up to that."

So how does Dario expect to cope with a schedule of 36 races? "The first thing we've got to do is get through the first five races, stay in the top 35 in points and learn as much as we can," he says. "Then we can start making steps. But we've got to get through those first five races. I'm taking it one race at a time right now, until I get more of a feel for it."

So will Franchitti, Hornish, Villeneuve, Carpentier et al find success in NASCAR? A long road lays ahead.



COMMENT

A PIECE OF THE AMERICAN PIE

It's not just drivers who are flooding to NASCAR. Toyota, officially the world's biggest car make, has dived in, too

BY ED FOSTER

nce you have promised the security officer at passport control that you really aren't a terrorist (having already signed a landing card with words to that effect) and made it out of the airport and into the US of A, the thing that strikes you most is just how different from Europe this place really is. The fact that we share a language is about as far as the similarities go – comparing America and Britain is much like doing a comparison test between a pick-up and a bicycle.

Nowhere are the differences more apparent than at a NASCAR track. Formula 1 portrays an image of the cutting

edge of technology, whereas the American series has up to 40 cars on the track still running on carburettors. The track's too wet to race on? Simple. Send out all the support vehicles and ambulances to do lap after lap and dry the thing. This is of course all going on while pick-ups are lapping at the same time with jet engines strapped to their backs, adding that little bit more heat and carbon dioxide to the situation.

But the differences go way beyond the technical approach. The central premise of how NASCAR operates is diametrically opposed to F1: the Sprint Cup exists almost completely for the fans, whereas Grand Prix racing is mostly preoccupied with gazing at its own navel. You sometimes wonder whether F1 forgets its fans are actually there.

So how about a prime example of the chasm between attitudes in NASCAR and F1? Consider Carl Edwards' recent win at Las Vegas. At the post-race inspection his Ford was found to be missing the lid of its oil tank, thus it failed the checks. In F1 that would mean disqualification, but in NASCAR the result stands. Edwards was deducted points and his crew chief was fined $100,000 and banned for six races – but the winner the fans witnessed then is still the winner now.

In return, the fans repay NASCAR with immovable commitment. Pete Spence, technical director of Toyota Racing Development (TRD) in America, has this anecdote to relate: "At the second Charlotte race last year in the hotel elevator, I met a 72-year-old man who drove his family 19 hours from Nova Scotia to Charlotte North Carolina to watch his favourite driver race."

Would Lewis Hamilton or Kimi Räikkönen inspire such behaviour? I'd be surprised.

This anecdote gives some clue as to why Toyota, a Japanese giant albeit with a huge presence in America, would invest in a form of racing that offers relatively little in common with an image of high technology. Lee White, senior vice-president of TRD, explains: "Every other motor sports endeavour that we have been involved in was primarily a niche activity – it wasn't mainstream. We had to get involved in an activity that, no matter what, the company thought was good for business. At this point in America the only thing that does that is NASCAR. Those are the facts."

It is claimed there are 75 million NASCAR fans in America – that's one in four people on the continent.

But Toyota is not in NASCAR simply to sell Camrys, the model its stock cars are based on. "Even though we are racing Camrys here, really under the surface it's about selling trucks, because most of these fans drive trucks to the race track," White admits. "Ford, Dodge and Chevy have survived on their truck customers for almost the past decade and Toyota is trying to get a piece of that market."



Toyota racers David Reutimann (00) and Dave Blaney in Sprint Cup action. Left: fans aren't turned off by Toyota

NASCAR has traditionally been the domain of Ford, Dodge and Chevrolet. It's true blue-collar American, like Bruce Springsteen and country music. The thought of a Japanese manufacturer entering NASCAR just 10 years ago was almost unthinkable. And yet here we are, with Toyota entering its second year in the top division.

During my recent trip to the Sprint Cup round at California Speedway, I wanted to find out what kind of reception Toyota has received in this tough arena. I flicked through the pages of the *NASCAR Scene* magazine and came across a letter from Bob Bird of Holland, Michigan. "The NASCAR fans applauding Toyota and their teams should stop and think," he wrote. "We're in an economic war with the rest of the world to keep our auto companies and our industrial base. Our foreign competitors understand this, why don't Americans?

"Every Toyota sold is another Chevrolet, Ford or Dodge left in the showroom. Not only are the US auto workers left idle, but also suppliers, restaurants, malls, etc. Living in Michigan, I see this every day.

"We're in a battle for our economic quality of life as well as on the race track. Where is our American pride?"

But is this really true? Michigan has taken the brunt of American auto industry cutbacks, so in searching for someone to blame, the new kid on the block is an easy option. But just how 'Japanese' is Toyota in the States?

You want the facts? Well, in the US the firm employs 30,000 workers, makes 1.5 million vehicles, 1.3 million engines and 400,000 automatic gearboxes a year. Eleven Toyota and Lexus models are built in North America and the spending per annum on parts, goods and services amounts to $29 billion. Japanese? Only in name.

> "It's taken eight years to get here. It's not like last year we decided to go Cup racing"
>
> LEE WHITE, TOYOTA

Toyota ace David Reutimann sums up the misconception: "I think people have the illusion of a large ship showing up and all these cars driving off."

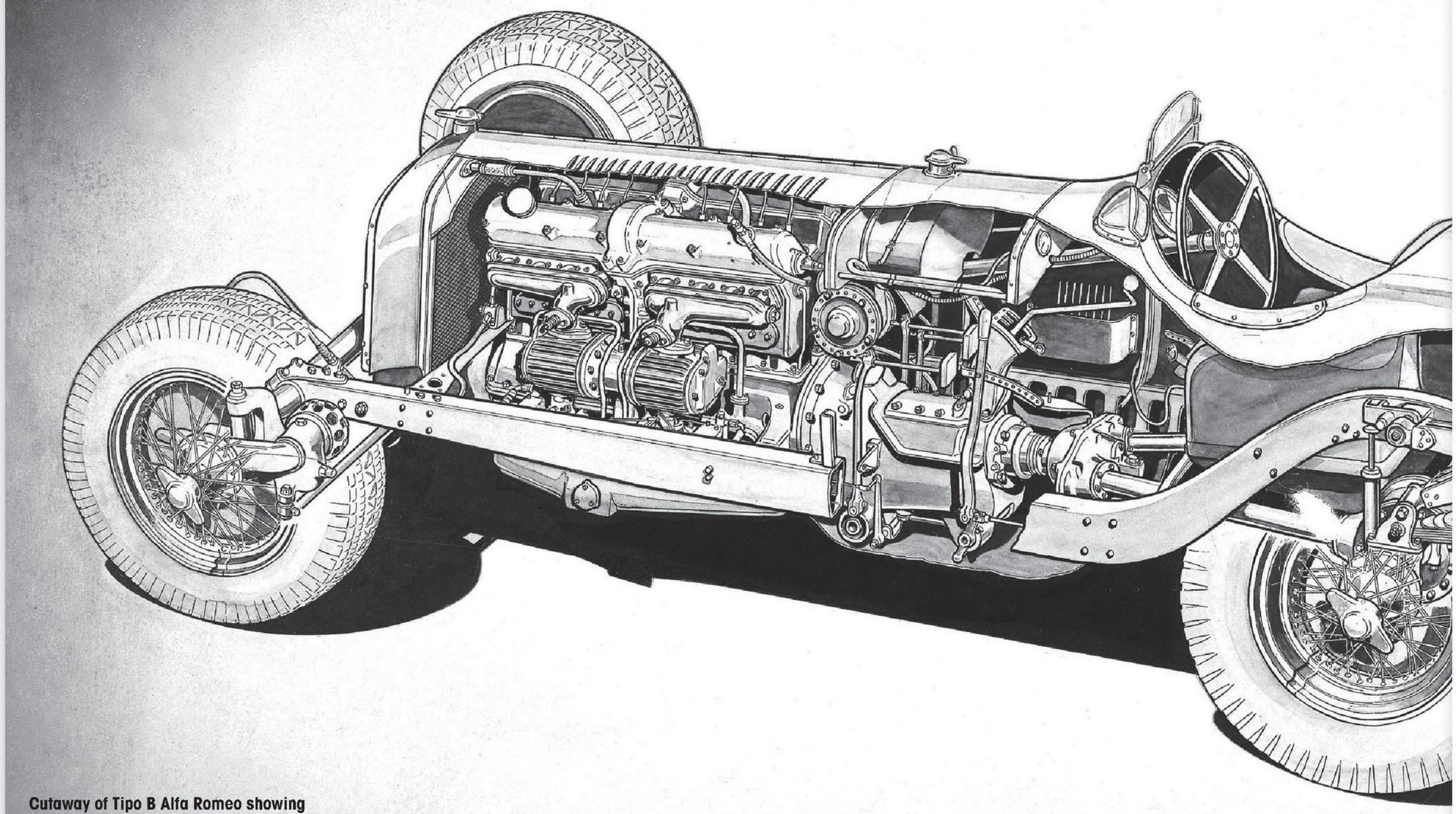
But this letter appears to be the voice of a minority. In California it was hard to find a single person near the track who was against Toyota coming into NASCAR. Admittedly, I was a long way from traditional NASCAR country, but most seem to recognise Toyota has approached stock car racing in the right way. "It's taken eight years to get here," says White. "It's not like we pulled the trigger last year and decided to go Cup racing. We started this in 2000 with an entry in a very low level of NASCAR, in the Goodies Dash Series."

The bottom line, in the words of Toyota's national motor sports manager Les Unger, is that the "fans don't mind what car their hero's driving. In fact a case in point would be Tony Stewart, one of the most popular drivers. When he came into stock cars from Indycars with Joe Gibbs Racing 10 years ago, the team was racing Pontiacs. Three or four years later Pontiac decided to get out of NASCAR and so Gibbs shifted over to running Chevrolets. It didn't bother the fans one iota because in NASCAR the drivers are king."

When I asked White whether he was concerned about the pockets of animosity towards Toyota, he paused and addressed everyone within earshot. "Can we make every single person a Toyota fan? No, we don't expect to," he said. "But can we win our share over? Yes, we will. And in fact the response has been incredibly positive.

"And just in case you haven't got the message… Has there been a lot of influence from Japan? No, this is 100 per cent an American project."

The 3·2 Litre Alfa-Romeo



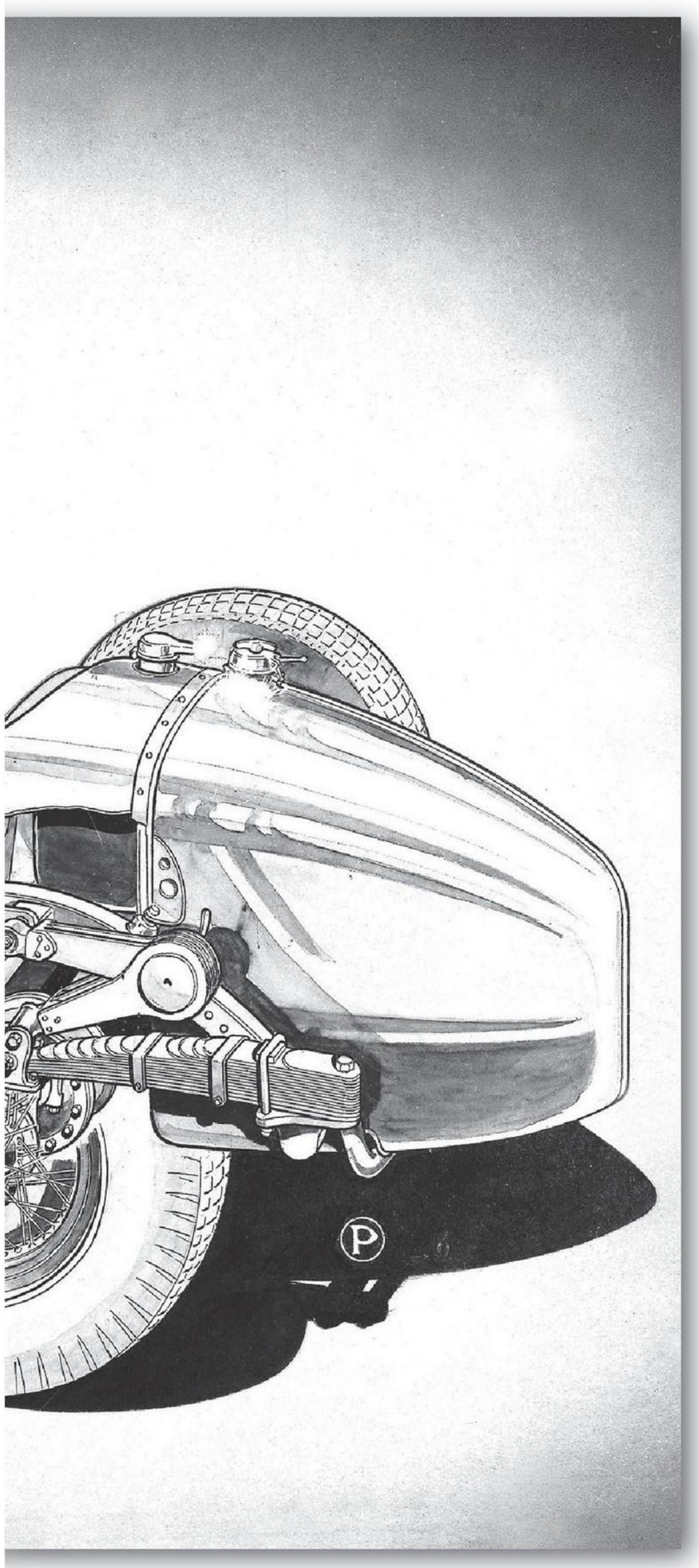
Cutaway of Tipo B Alfa Romeo showing twin driveshafts and lack of space for bigger engine. Right: the moment the Italian lost the lead during his pitstop

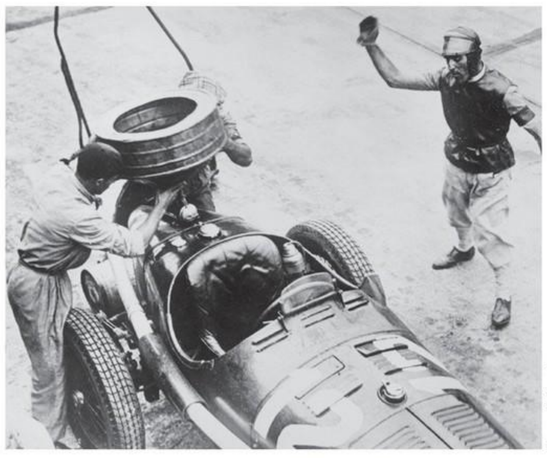
LAT

Money has always counted in Grand Prix racing. In the early 1930s state funding was helping Mercedes and Auto Union to produce the fastest racing cars in the world, while Alfa Romeo, their only potentially serious challenger, was in such financial trouble that it had folded its racing team and handed its Tipo B 'P3' single-seaters to Enzo Ferrari to race. At first Scuderia Ferrari found success, but the new 750kg formula of 1934 allowed the German cars to build much bigger engines which soon left the Italians behind. By the time the teams gathered at the Nürburgring for the German Grand Prix on July 28, 1935, Scuderia Ferrari had not won a single race that season where the German teams had been present; its few podium finishes came mostly after German reliability problems.

That July day in Germany has become famous as one of Tazio Nuvolari's greatest drives. He won the Grand Prix, beating both the Mercedes-Benz and Auto Union teams in the process. Although Nuvolari had led before the mid-race pitstops, problems with his refuelling rig meant that his pitstop was significantly longer than those of the other main contenders, Rudi Caracciola and Manfred von Brauchitsch for Mercedes-Benz, and Bernd Rosemeyer and Hans Stuck with Auto Union.

After the pitstops, Nuvolari quickly passed all the others in front of him except von Brauchitsch who posted the fastest lap and seemed set to win, leading by over half a minute at the start of the last 14-mile lap. However, von Brauchitsch was always rather hard on his tyres and a rear failed more than halfway round the lap, giving the win to Nuvolari in his Scuderia Ferrari Tipo B Alfa Romeo. Behind came Stuck, Caracciola, Rosemeyer and a distraught von Brauchitsch, bringing his car home with the left rear running on the rim, the tyre completely gone. The story goes that the Germans were so confident of winning that they did not have a recording of the Italian national anthem to play as Nuvolari received his trophy, and that Tazio himself supplied one. (Would he really have carried an old shellac 78rpm disc around with him?)





Top Photo

CASE SOLVED... after 73 years

Nuvolari's victory over the Silver Arrows in the 1935 German GP is known as one of his greatest drives. For years rumour suggested that Alfa Romeo had fitted a bigger engine, diminishing the scale of his achievement. Now we finally have the answers to this long-running debate

BY SIMON MOORE

By any standards this was a wonderful performance from Nuvolari, in an outdated car seemingly giving away at least 100bhp to his German rivals, but the achievement has been shadowed by questions about what engine he used. Some say that the car had the new 3.8-litre straight-eight engine developed for the Tipo C, while others say it was a standard 3.2-litre unit, maybe fitted with the bigger blowers and carburettors off the Tipo C, explaining why the Scuderia Ferrari mechanics were reluctant to let other teams see under the bonnet of Nuvolari's car. Even at 3.8, Nuvolari would only have had 330bhp under his foot, compared to 375 for the 5-litre Auto Union and well over 400 for the Mercedes, but if he won the race with the Tipo B's meagre 265bhp this drive was truly astonishing. Now, after decades of debate among motor racing historians and Alfa enthusiasts, we finally know the answer.

For some years I have been aware of the existence of some extremely rare documents, namely the annual racing reports called *Note tecniche attivita* by Scuderia Ferrari (1936-37) and Alfa Corse (1938-40), and the current owners have kindly allowed me access to them for research purposes. These were typed up individually on a typewriter so you can imagine that very, very few were produced. A few years ago, Giorgio Nada published *Red Arrows, Ferraris at the Mille Miglia* by Giannino Marzotto. In the appendix some pages from the 1935 *Note tecniche attivita* are reproduced, which alerted me to the fact that a copy of the 1935 report still existed. I have at last tracked it down and been allowed access to this wonderful document (with Peter Marshall and Patrick Italiano helping me with translation).

I can now reveal that for that incredible win in damp conditions at the Nürburgring, Nuvolari did not use a 3.8-litre engine but a standard 3.2. He even raced the car originally assigned to Antonio Brivio because of problems with his own in practice – and there is no way Brivio would have had a car assigned to him that was in any way better or more competitive than that of his clear team leader Nuvolari.

However, Scuderia Ferrari had one trick up its sleeve which may well have contributed to the victory. They had two tyre contracts – with Pirelli for races in Italy and with Englebert

outside their home country. After the Eifelrennen in June, Englebert was asked to develop a special tyre for the Nürburgring and the Scuderia Ferrari reported the tyres as 'Englebert sp. Nürburg' with extra tread rubber on the 6.50 x 19s used at the back (with 5.25 x 19s at the front). At the end of the race, the team recorded that the rear tyres on Nuvolari's car would not have lasted another lap! So, along with the great man's unparalleled driving skills, there were three elements to this win – the damp conditions partly negating the power advantage of the German cars, the failure of von Brauchitsch's Continental tyre at a critical moment and Englebert's special tyre.

WAS THE 3.8-LITRE ENGINE EVER USED IN A TIPO B?

As I have confirmed above, the car at the Nürburgring was a standard 3.2-litre one. However, the wonderful *Note tecniche attivita* gives us the answer to this question too – and yes they did run a 3.8-litre engine in a Tipo B. Two cars appeared at the French Grand Prix at Montlhéry on June 23 to be driven by Nuvolari and Louis Chiron, and they were both fitted with the bigger engine. But how did they fit it in? The bore centres of the standard Tipo B engine do not allow it to be bored out beyond 3.2 litres, and though of similar design, the Tipo C engine was 2.5in longer. Scuderia Ferrari reported that the cars had a completely new gearbox and various new transmission parts, so most likely they shortened the gearbox casting – although that would mean changing the rear engine mounting points as well. The documents are unclear on this.

The unique final drive arrangement of the Tipo B, with the differential located immediately behind the gearbox and two propshafts running at an angle to the rear wheels, defines where the rear of the engine must be if a standard gearbox was used. On a normal Tipo B the engine fits pretty snugly behind the radiator so the longer Tipo C unit could not fit. One possibility is that they moved the radiator forward, cutting the standard chassis further forward for the Dubonnet independent front suspension. That would mean a longer bonnet, and a photograph in *Tazio Vivo*, of Nuvolari testing a P3 before the German GP, may indeed show such a modification. The front edge of the bonnet appears to have been lengthened and is still in bare aluminium in the extended area.

> "Nuvolari's rear tyres would not have lasted another lap"

One other remote possibility would be if Alfa Romeo decided to install a conventional transmission with a single driveshaft and the differential mounted between the rear wheels, as on a Monza. They had also been experimenting at the Monza circuit in the early part of 1935 with a transverse leaf spring independent rear, which may have necessitated a conventional driveshaft layout, although that is uncertain. Those experiments came to nothing, probably because the car still used rod-operated brakes, which must have been a complete disaster. Personally, I doubt that this single driveshaft was ever used on a Tipo B, not least because the differential unit caused problems in 1933 with only the power of a 2.6-litre Monza going through it, and would certainly have been unable to cope with the 330bhp of the 3.8-litre motor.

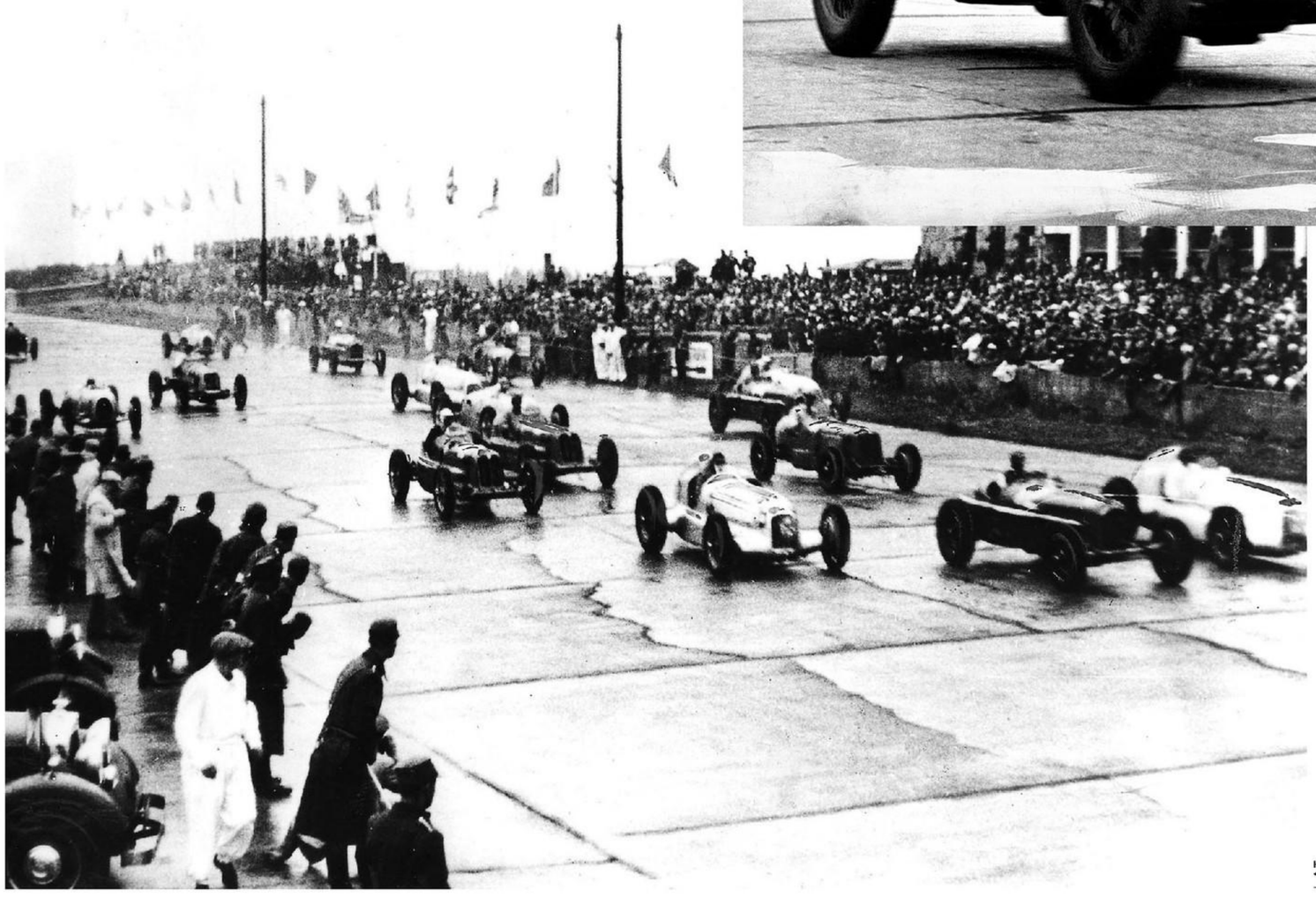
We will never know for certain how they fitted the longer, more powerful unit, but both cars retired with transmission trouble at Montlhéry, although Nuvolari had out-dragged everyone else off the start line, proving that the power was there. He then contested the lead with Caracciola's Mercedes-Benz for the first third of the race, usually passing the grandstands while in the lead.

So the engine appeared to be a major step forward – but the transmission could not cope and so the 3.8-litre engines were put to one side until the Tipo C, with its gearbox in unit with the back axle and independent suspension all round, was ready. At the Italian Grand Prix on September 8 Nuvolari brought one of the new cars home second, taking over the second car from René Dreyfus after he retired. But that is a different story.

Right: there were some factors in Nuvolari's favour at the 'Ring, but his was still a brilliant drive. Below: the might of Mercedes and Auto Union was expected to conquer all



LAT



LAT



"You smell that? Do you smell that? Racing oil, son. Nothing else in the world smells like that. I love the smell of racing oil in the morning." Race instructor Ron Simons

Boss Ron Simons clocks on an amazing 1200 laps a year so he knows this track backwards and a single lap beside him in an Alfa 75TS will shave seconds from the lap time of someone who already knows the track very well.
John Barker, Chief Editor Evo Magazine UK

I've had some exhilarating laps in my time (Ayrton Senna, Stirling Moss, Roger Clark) but a Ron's (75Experience) 14 mile on-the-limit power slide beats them all.
Steve Bennet, Editor Circuit Driver Magazine

Ron is very experienced and a very successful racer of Alfa Romeo's and Ferrari's with countless race wins. This on-track success is backed up with a sound engineering knowledge, the ability to set up cars and the ability to teach. He is one of motorsport's rare all-rounders.
Roberto Giordanelli – Auto Italia Magazine

The 75 experience is an excellent way to learn possibly the most difficult track in the world, Ron's knowledge and teaching abilities combined with some sharp handling cars taught me more in one day than in my 3 previous trips to the 'ring. Winning the Top Hat race (and 6th overall) in the Marathon a few weeks later must be testament enough!
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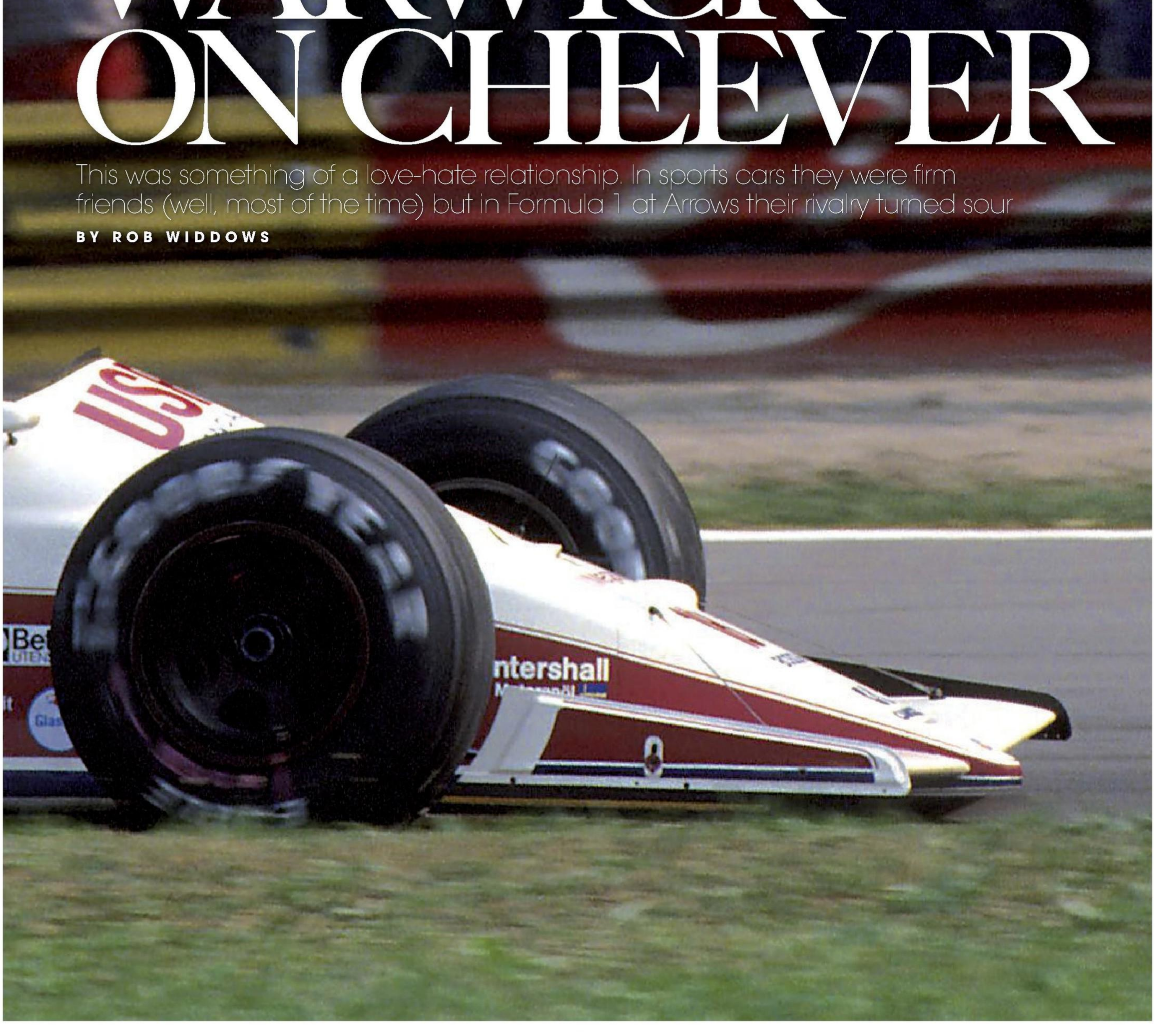

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WARWICK ON CHEEVER

This was something of a love-hate relationship. In sports cars they were firm friends (well, most of the time) but in Formula 1 at Arrows their rivalry turned sour

BY ROB WIDDOWS

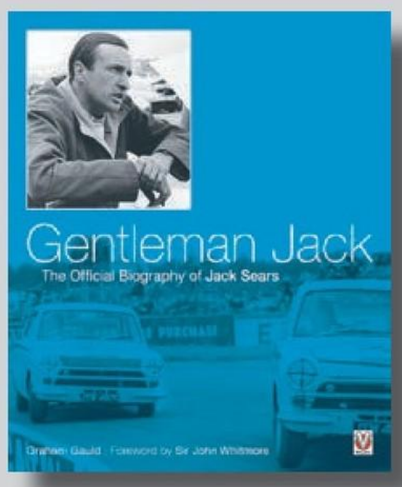


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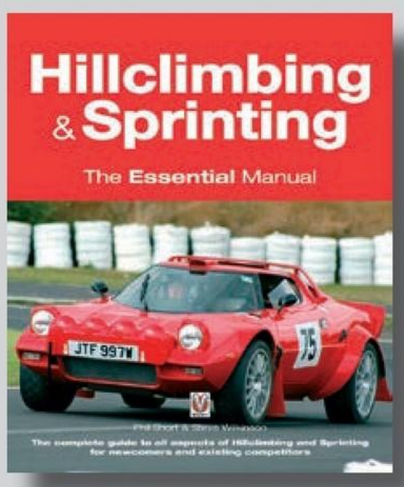


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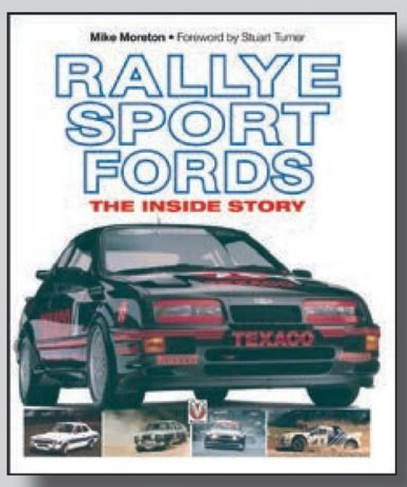
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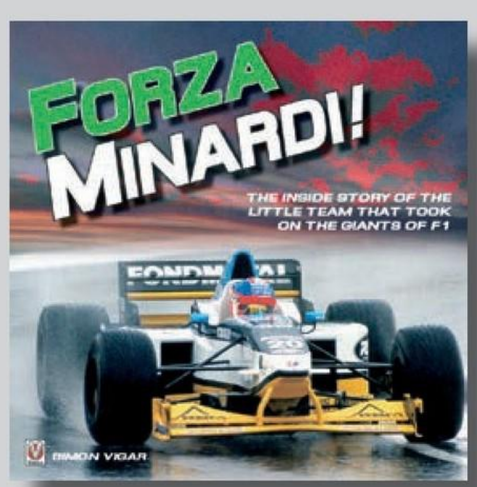
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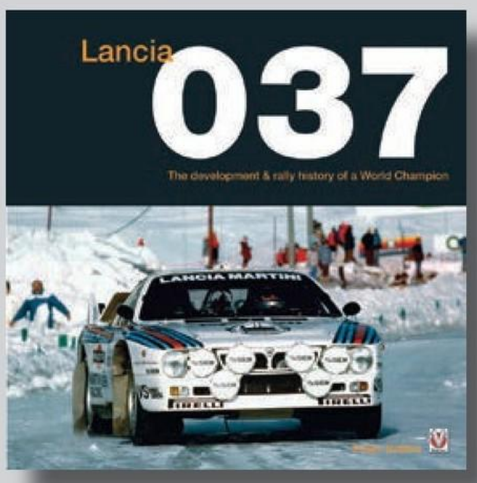
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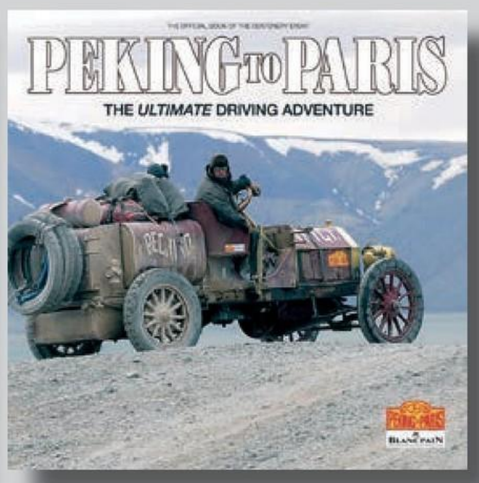
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Cheever's inability to match Warwick in F1 led to bad feeling and finally to an infamous clash at Monaco

Sutton

This one starts with a dream. Derek Warwick has won the world championship. This is a universally popular achievement and, as we all anticipated, he turns out to be an exceptional ambassador for the sport. A thoroughly good bloke, but a tough racer, and just the kind of character who knows how to wear the crown.

If only the dream had come true. Even his team-mates, and there were many, would have been a little bit pleased.

There are those, including Ayrton Senna, who did not want Mr Warwick in the same team, having witnessed his natural speed and forceful character. Great guy, yes, but also very quick. It can be reasonably argued that Derek's failure to land that Lotus drive, his decision to stay with an unreliable Renault and his rejection of an offer from Frank Williams pretty much did for his Grand Prix career. Considered by many to be faster than Nigel Mansell, more likely to be a British world champion, Warwick soldiered on with Renault while Mansell went to Williams and won a world title.

So who will he choose as his team-mate? No hesitation. He jumps at the chance to chat about Eddie Cheever, his sparring partner for no less than four years, the highly strung Italian-born American sharing with him the trials, tribulations and turbulent times at both Jaguar and Arrows.

"Yeah, lots to say about Eddie, my friend and my enemy," comes the famous Hampshire burr. "A lot of stuff went on in those years, I tell you. He was very young when he came to Formula 1, straight from the BMW Junior team, and he was fast, very talented. He was a strange guy, Eddie, a bit pleased with himself, aloof if you like. He came from a very wealthy family and was well educated. It was almost as if he thought he was a class above the rest of us. He was a lovely guy, very gifted, and with a big heart. But he had a massive chip on his shoulder, could be abrasive, and yet he could be such a good mate as well."

Their partnership began in 1986 and it was somewhat edgy from the outset. Warwick had had a dreadful season with Renault in 1985 but thought he had a contract with Lotus for the following year. Then along came Senna who refused to have Derek in the team, telling sponsor BAT that Lotus wasn't capable of running two number one cars and a spare car for himself. "Yeah, I had a contract," says Warwick, "but it was torn up a week before Christmas. Senna knew I might give him a tough time speed-wise, and a rough ride in the team because I was the English guy in an English team and he was the foreigner. He didn't want those threats and he stuck to his guns. So I ended up at the Jaguar sports car team with Cheever, [Jean-Louis] Schlesser and [Gianfranco] Brancatelli for '86."

> "He leapt up and shouted, 'Hey, I'm the number one'"

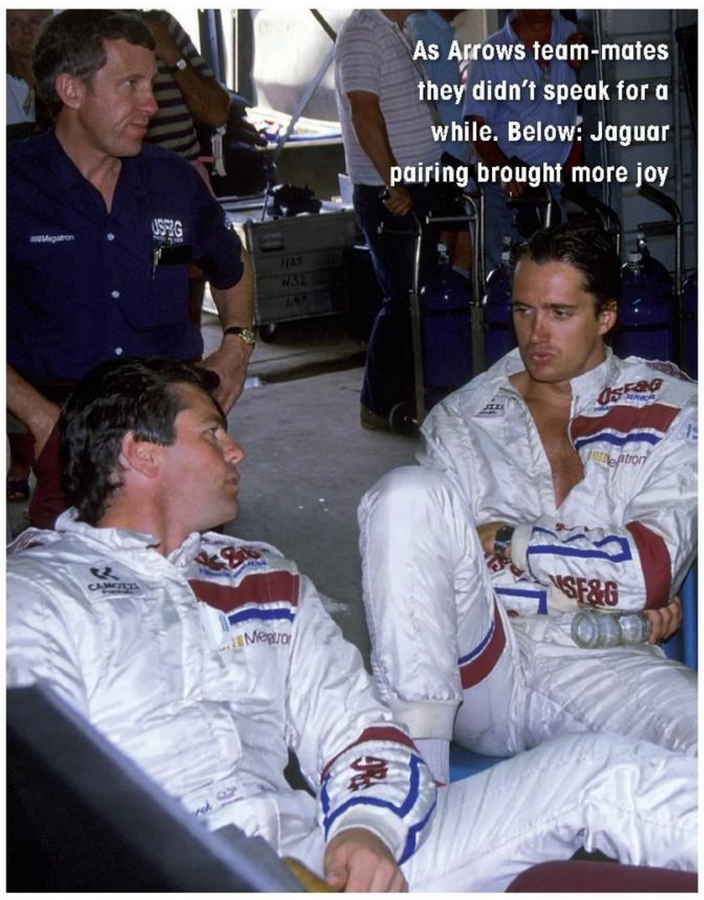
The partnership did not get off to the most perfect start, says Warwick.

"We all went to a training camp in St Moritz with Gunther Traub and I was the last to arrive. By the time I got there the other guys had hidden my bed in a tiny cubby hole in the roof, under the eaves of our dormitory, and I thought, 'OK, here we go.' Then, on the first night, we're all in the sauna having a chat, chilling out, and I told Eddie I was surprised he'd signed as my number two. He leapt up, banged his head on the ceiling, and shouted, 'Hey, I've got a contract that says I'm the number one'. So we both go charging out to find a phone to call Tom Walkinshaw. Of course, only Tom could get away with signing us both as number one. Not a great start, but it was funny at the time."

Things got better, however, and they became firm friends. For a while.

"We won at Silverstone and we both cried at Le Mans. It was such an emotional occasion, Jaguar coming back to Le Mans – the hairs are standing up on the back of my neck, just remembering it," he smiles. "We were a good pairing; we both looked after the car, and Eddie was quick as well. But at Monza he really got to me. Tom Walkinshaw made us practice pitstops – he ruled that team with an iron fist – and it was always going to be tricky as Eddie was six

feet two inches tall and two feet wide, while I was five foot nine and about the same wide," he laughs. "So the seat was always a problem, we were never going to have the smoothest of changeovers. Then, at Monza, we were running near the front and he comes in but doesn't get out – it's all happening in slow motion, he's just sitting there and I'm thinking, what the hell are you doing? So I open the door, reach in, rip his radio out, drag him out by the scruff of his overalls and drop him in a big heap among the air bottles. He starts screaming at me, 'I'll get you for that you bastard, you ****,' and he's laughing his head off at the same time as yelling at me. So I get in the car, scream at the guys to get my belts done up, and as I'm moving off I see Walkinshaw out of the corner of my eye, and he's absolutely livid, absolutely seething." Derek is now doubled up with laughter. "Honestly, I don't know why Eddie did that – I think he just came in and forgot to get out. He'll probably say he was working at a million miles an hour, but he wasn't."


Sutton

As Arrows team-mates they didn't speak for a while. Below: Jaguar pairing brought more joy

"Eddie was quick, but he never got the hang of F1"

In sports cars, Derek and Eddie worked with each other, not against each other. And it was easy for them to become good friends. But it was a very different case the following year. In F1, your team-mate is no longer your friend, he's your enemy. Neither of them knew it at the time, but Jackie Oliver was talking to both about a seat at Arrows for 1987.


DPPI

"It was good for Jackie," Derek says. "He had a British driver for a British team, and an American to keep USF&G, the American sponsors, happy. So Eddie changed overnight from being an Italian to an all-American boy, just like that, and to start with we got on pretty well. Eddie was a quick driver but he never really seemed to get the hang of F1. I was usually that bit quicker and he didn't like that, he wasn't used to being beaten, you know. To be fair, he was never really comfortable in the car, he was too tall, and he was never quite on the pace. He started playing a few tricks, not sharing all his information, and one time – when he saw the pitboard out for me – he came in the next lap and I had to stay out. He was up to all sorts of tricks like that which was disappointing because he was basically a good guy. He was a contradictory man – selfish and yet generous at other times. So who was the real Eddie Cheever? I'm not sure. He never really let his guard down."

At the Monaco GP in 1989 – their third year together – things came to a head. In a big way.

"I'd already been sixth-fastest and I was on another absolute stunner of a qualifying lap. Remember, those were the days when you got one hot lap on the tyres, so I was on it. I came out of the tunnel, down to the chicane, and there was Eddie right in the middle of the track." Derek looks angry, even now. "He had plenty of time to get out of the way but he stayed there, and I was just bloody furious. So I pulled alongside him, shook my fist, and he was giving me the finger, all that stuff. Then we started banging wheels. I was so angry I just drove him into the barrier at the swimming pool, bang, and went back to the pits. Ross Brawn asked me what went wrong, said it had been a great lap, possibly moving me up to the second row of the grid. So I told him, and as all this was going on, I saw Eddie climbing over the debris fence and running down the pitlane ready to kill me. So I jumped out the car, all cocked up for a fight, and there was a huge shouting match, the mechanics holding us apart. We were ready to kill each other."

This was rivalry on an industrial scale. Both men, now in their fifties, have plenty of hair but, not surprisingly, it is grey. "Yeah, well," Derek smiles, "it's the same nowadays. If someone baulks your lap, especially your team-mate, you put it on the sun visor, you have to keep your end up. It's dog eat dog, a tough old game. And it always will be."

The weeks after Monaco were a misery. Bad for the two drivers, bad for the team.

"Well, he just didn't speak to me," says Derek. "From that weekend in Monaco until we got to Mexico three weeks later. And this was a side of Eddie that wasn't very pretty, the other side of the nice guy. Anyway, we met in the hotel for a sponsor function and he just turned his back on me. I told him we had to sort it out, we were mates, we were both in the wrong at Monaco, and we couldn't go on like that. Maybe he was trying to destabilise me, I don't know. But then, all of a sudden, the next day he came over, shook my hand, said we had to put it behind us, and we were mates again from that day onwards. I have to criticise that side of Eddie Cheever, but I love the other side of the man. He was a good team-mate most of the time, quite quick, but I think maybe F1 was a step too far for him."

Cheever's rise through the ranks was nothing less than meteoric – he was hailed as the next big thing, and BMW took him all the way. Intriguingly, Warwick has a theory about why his team-mate never reached the summit.

"I've never spoken to anyone about this before," he says, "but I think Eddie may have had a secret… what's the right word… a secret desire for self-preservation, a secret desire to live. And they weren't good days in F1 if you wanted to live… I've never said that to Eddie, or to anyone else, but I do wonder if that was the case. But then again he went to Indycar and did well, and that was bloody dangerous. The thing about Grand Prix racing, though, is that you have to put yourself on another plateau. To make those cars go really quick you had to always be outside the box, you could never be inside your comfort zone. You always had to find that next level, that extra edge, and that is not the case in sports car racing or any other form of racing.

"In our day, you know, we raced for 200 miles, we had to look after the car, the tyres, the brakes and the fuel. Nowadays they do three sprint races, driving the cars at 110 per cent, almost like qualifying. Lucky buggers."

In a final twist to this tale of two racers, both Warwick and Cheever signed up for the ill-fated Grand Prix Masters series, alongside each other on a grid once more. And they remain friends.

In his Grand Prix days Eddie was known to be an avid reader of his press cuttings, letting his views be known to journalists, rivals and anyone else in the paddock who would listen. So, if you're out there Mr Cheever, you will not be surprised to see that Mr Warwick has been as open and honest as ever he was at the circuit.

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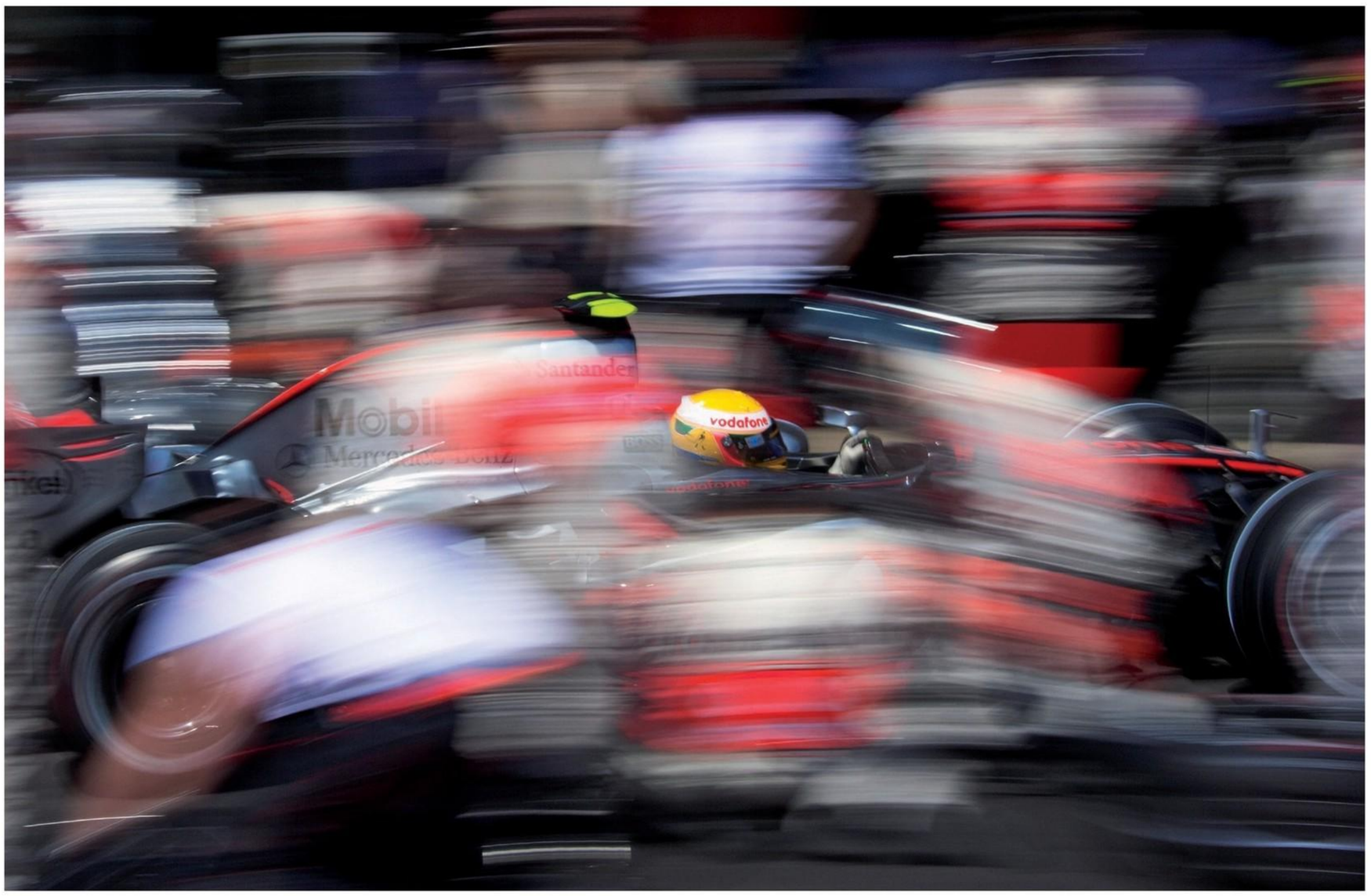
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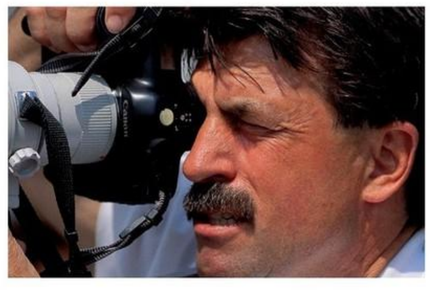


LEWIS HAMILTON

BRAZILIAN GRAND PRIX, SÃO PAULO – OCTOBER 21, 2007

"During the last part of qualifying for the final race in Brazil, I positioned myself opposite the McLaren pits and waited for Lewis, on whom hopes were pinned for winning the World Championship. In order to show the speed of Hamilton I adjusted my exposure time to the longest period possible and managed to capture this snapshot of his car leaving the pits. The static pitcrew is blurred, but the moving car and the driver's helmet are sharp."

Rainer's tip: for sideways pan shots always use long exposure times, with the focus on the moving subject.
Canon EOS1 Ds Mark II, f 24, Ap. 22, 1/25 sec



RAINER W SCHLEGELMILCH

Rainer saw his first race in 1962, when he photographed a series of portraits at the Nürburgring 1000Km race for his final exam at the Bavarian State School of Photography in Munich. Eighteen months later he opened his studio of photo design in Frankfurt, but racing has always remained a major aspect of his work. Since the 1990s he has to date published over 20 works of photography, which have brought him worldwide acclaim. Even after 500 GPs, Rainer is still driven by the same passion: the never-ending quest for an even better photo.

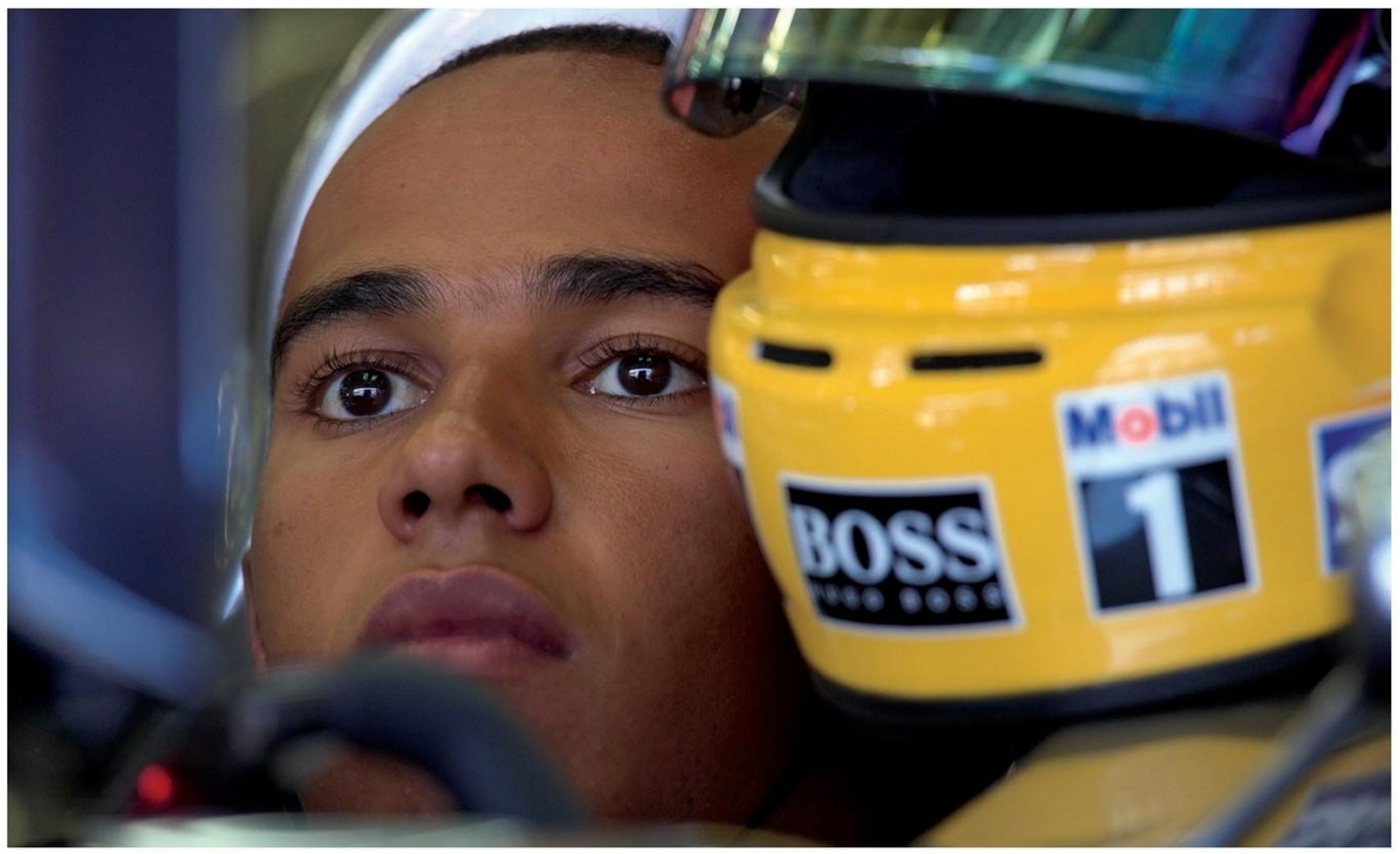
THE GALLERY



VITANTONIO LIUZZI
GERMAN GRAND PRIX, NÜRBURGRING – JULY 22, 2007

"I very much like action shots showing high momentum. With the long exposure time, simultaneous zoom usage and precise synchronous panning of the camera with the car, I succeeded in taking this picture. Because of its 'unsharpness' it looks like a painting. The photo was taken at a very slow curve at the Nürburgring, at the pitlane entry."

Rainer's tip: for action shots use a long exposure time, pan synchronously and open the zoom continuously.
Canon EOS1 Ds Mark II, zoom 28-300, f85, ISO 50, Ap. 29, 1/25 sec



LEWIS HAMILTON
TURKISH GRAND PRIX, ISTANBUL – AUGUST 26, 2007

"Because Lewis is a superstar, there is always pushing and shoving in front of his pits. I was waiting for the perfect moment to photograph him with his helmet on. During a longer practice break Lewis took his helmet off – which doesn't happen very often – and put it beside him. The power and significance of this picture comes from the similarity with Senna's helmet."

Rainer's tip: with a long focal length and an extender the exposure becomes longer, which can be compensated for by increasing the ASA/ISO to higher values. Never lose your patience. Canon EOS1 Ds Mark II, 600mm lens + 1.4x extender, f840, ISO 800, Ap. 5.6, 1/160 sec



FELIPE MASSA

SPANISH GRAND PRIX, BARCELONA – MAY 13, 2007

"Pitstop shots taken with short exposure times seem almost frozen – therefore adjust the exposure period to as long as is feasible, with the smallest aperture and lowest ASA/ISO settings possible. This leads to a fine series of 10-12 images in which all moving parts or human beings become blurred. During the Spanish GP, surrounded by many colleagues, I waited above the Ferrari pits for Massa to execute his pitstop. The tyre change and refuelling was finished but I wanted to take some further frames of the Ferrari accelerating from the pits. That was the reason why I was one of the few photographers to shoot the darting flame of the fuel conflagration."

Rainer's tip: long exposure times capture movement. Always stay alert as even at the end of a pitstop something unforeseen could happen. Canon EOS1 Ds Mark II, f 24, Ap. 22, 1/25 sec

THE GALLERY

ANTHONY DAVIDSON
AUSTRALIAN GRAND PRIX, MELBOURNE – MARCH 18, 2007

"Many years ago I discovered that using the zoom was an ideal means of capturing speed in an otherwise static image. The 'speed rays' necessarily come from the image centre, which is almost always the helmet, and this should be crisply sharp. The remaining part can be seen as colourful, blurred beams directed towards the centre, but visibly pulled. In Melbourne I managed to take this shot through a gap in the fence."

Rainer's tip: keep the helmet in the middle of the viewer frame. For very fast action use shorter exposure lengths.
Canon EOS1 Ds Mark II, Ap. 18, 1/250 sec, zoom 28-300


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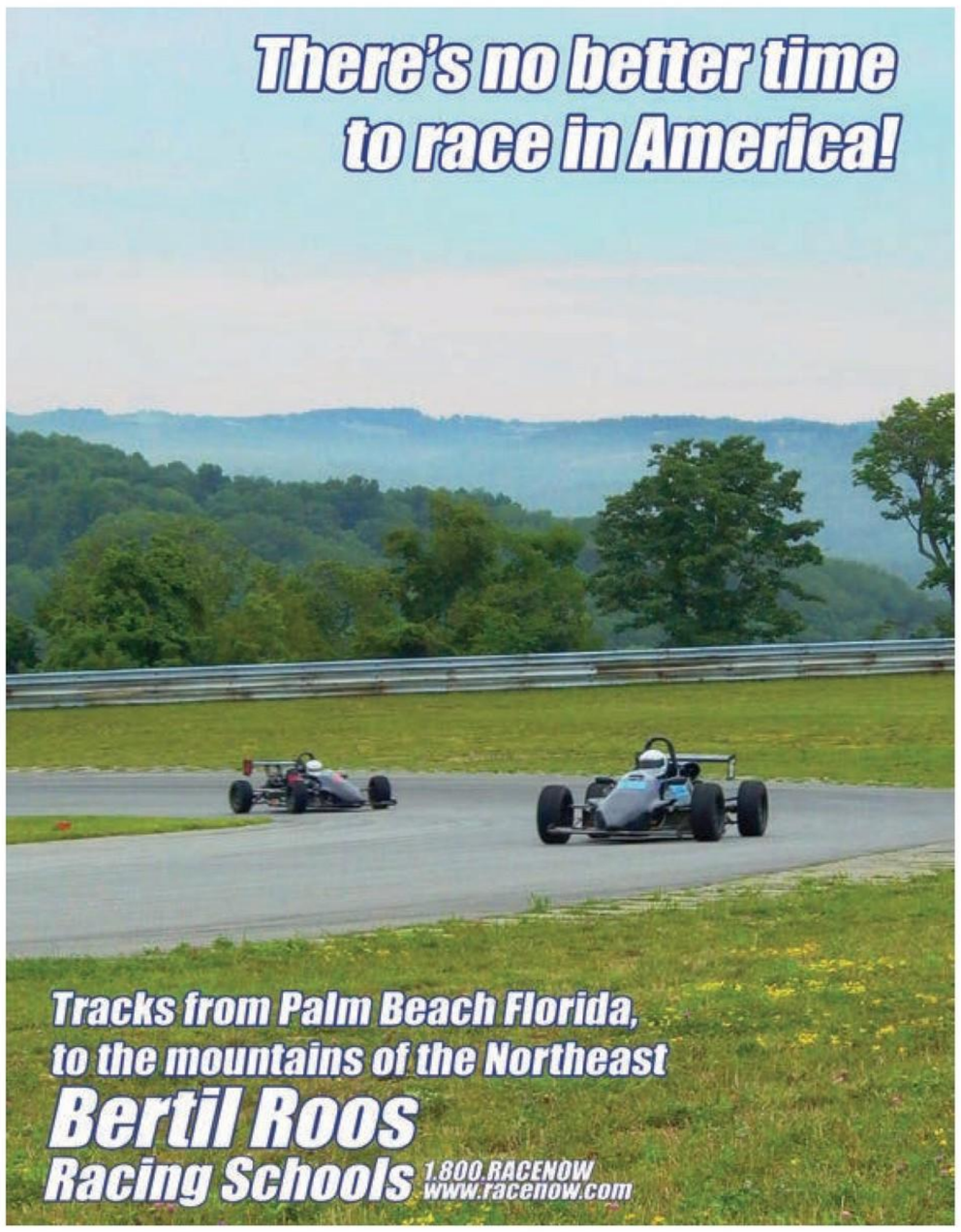
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Silverstone Classic organisers want to recreate the grid for the 1948 RAC GP

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IN WHAT IS THOUGHT TO be a European first for a classic meeting, the entire race programme at the Silverstone Classic will be broadcast live on Motors TV.

Coverage will start at 9am each day, running without a break other than a 90-minute slot on Sunday for coverage of the Nürburgring DTM race. Silverstone races run during that break will be broadcast later in the day.

Frédéric Viger of Motors TV said: "As soon as we started discussions it became evident that we had to show the full event live. We'll be able to offer viewers not only the racing, but also the atmosphere between the races."

1948 grid re-creation for Silverstone Classic

TO CELEBRATE THE 60TH anniversary of the first RAC Grand Prix at Silverstone, July's Silverstone Classic will feature a re-creation of the 1948 grid. Organisers are working to locate the original cars, or examples of the same model, as a showcase for the July 25-27 event.

The 1948 race was the first major event held at Silverstone, after the wartime airfield was hurriedly made ready for racing at short notice when other possible venues proved unsuitable.

"The HGPCA and the VSCC are helping with this project, as some of the cars are still active within their membership," said Roger Etcell of event promoter Motion Works. "Our plan is to get as many cars as possible that were on the 1948 grid, and re-stage that line-up."

The hunt is on to find examples of the 15 models of car that made up the 25-car grid for the famous race. From the Italian manufacturers the field included the winning Maserati 4CLT/48 as well as 4CLs and 6CMs, while Ferrari was represented by its first F1 design, the 125, and Alfa Romeo by the Alfa-Aitken Special. Five Talbot Lago T26Cs were there, along with a lone example of the 1948 Alta GP and the Emeryson Special.

All the ERAs which competed that day are well known, mostly still in active competition, so locating R1A, R2A, R4D, R5B, R8B/C, R9B, R10B and R14B is the easier part of the project.

MS Trophy goes to Gillett

CHARLES GILLETT HAS WON THE 2007 *Motor Sport* Brooklands Trophy for his performances at VSCC race meetings last year. The award, conceived by Bill Boddy in 1950 to commemorate racing at Brooklands, recognises achievements in pre-1940 cars.

Gillett had an excellent season in his 1929 Frazer Nash Super Sport, and collected the award and a cheque for £560 during the Race Retro exhibition at Stoneleigh. Tony Seber was runner-up in his 1935 Wolseley Hornet Special, ahead of Jonathon Cobb and his Frazer Nash Super Sports.



Dan Edge

World Champions to honour McRae

SOME OF RALLYING'S GREATS COULD TAKE PART IN THE McRAE STAGES RALLY in Scotland on September 27 to honour the memory of Colin McRae, who died in a helicopter crash in 2007. The McRae family has long supported the rally of its home club, Coltness CC, and having stars in cars such as Ford Escort Mk2s would be a fitting tribute. Björn Waldegård and Stig Blomqvist have confirmed their interest to Colin's father, Jimmy. "We have been talking about it and I would like to do the rally," said Blomqvist.

Lola plans Golden Jubilee festivities

THE 50TH ANNIVERSARY OF LOLA Cars will be marked with special events during two major UK historic race meetings this year.

In the Masters Festival at Brands Hatch (May 24-26) Lola will back two rounds of the World Sportscar Masters series, while the Oulton Park Gold Cup (August 24/25) will include displays of Lola racing cars, on-track demonstrations and awards for competitors in Lolas.

"It's wonderful to reach 50 years and we are looking forward to celebrating," said Lola chairman Martin Birrane. A Lola Mk1 was the first sports car to lap Brands' Indy circuit in under a minute, a feat that is hoped to be repeated during the Masters Festival.

IN BRIEF

■ The McLaren M23 that was given to Denny Hulme by the team when he retired from Grand Prix racing will compete in Europe this summer for the first time in over 30 years. Now restored and raced by New Zealander Phil Mauger, the car is due in Britain in time for the Grand Prix Masters races at Brands Hatch on May 25/26.



■ Michael Lyons will make history in May when he races a Formula 1 car at Monaco at the age of just 17. Lyons will join his parents, Frank and Judy, in a three-car team of classic Formula 1 cars at the Monaco Historic Grand Prix meeting. The teenager will race the ex-Rupert Keegan Hesketh 308E in which he made his F1 debut last summer aged 16.

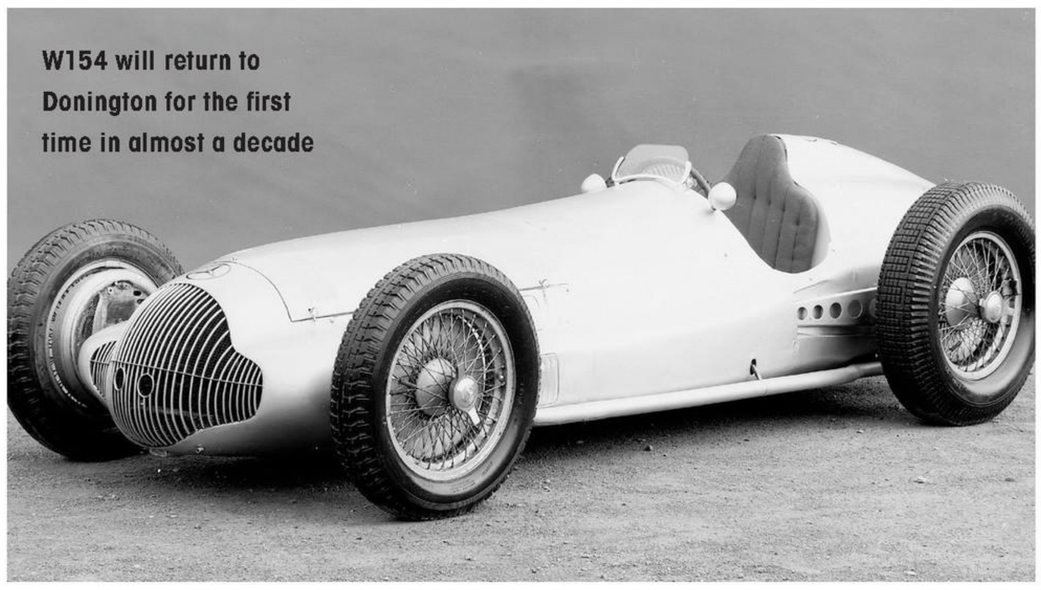
■ On Tuesday May 20 the Discovery Channel will air *Speed, Style and Beauty: The Ralph Lauren Car Collection*. This one-hour special will give viewers a first look at the designer's famous collection, which includes a 1938 Alfa Romeo 8C 2900 Mille Miglia and a 1958 Ferrari 250 Testa Rossa.

■ Jimmy McRae, partnered by Pauline Gullick, will drive a Ford Escort Mk2 RS1800 in the New Zealand Silver Fern Marathon Rally, which starts in Christchurch on October 16. McRae will contest the eight-day event for the Jardine Lloyd Thompson team, with Andrew Barnes and Neil Dashfield in another Escort.



■ The first four places in the popular IV Rally Clásico Isla Mallorca were taken up by Porsche 911s, with Christian Coll winning in his 911 RSR in Martini colours. Michael Stoschek squeezed past Helmuth Eschmann to take second.

■ The Shadow DN1 that was the first GP car entered by Graham Hill will return to racing in Europe this season in the hands of Daryl Taylor. The car is set to be used in a mix of Derek Bell Trophy and Grand Prix Masters races. Raced by Hill in Embassy colours in 1973, the car last competed in Canada in the '90s.



W154 will return to Donington for the first time in almost a decade

W154 for Donington

ONE OF THE MOST FAMOUS OF all pre-war racing cars will return to Donington Park this spring to take pride of place at a silver edition of the Vintage Sports Car Club's annual 'See Red' race meeting.

One of the mighty Mercedes-Benz W154s will travel from the Mercedes Heritage Centre in Germany to be demonstrated over the weekend of May 31/June 1. Tony Dron will be entrusted with demonstrating the car, which last ran at Donington in May 1999. The 1938 3-litre supercharged machine delivered around 450bhp.

A quartet of W154s arrived at Donington in October 1938, ranged against four Auto Unions for the Donington Grand Prix. The Mercedes driver line-up included Englishman Richard Seaman, who finished third, and the race meeting this spring will again celebrate Seaman, the first British driver to compete for a foreign works team.

"We have convinced Mercedes to bring a W154 back to Donington to celebrate the 70th anniversary of that great event and to support the Seaman Trophy races, which are an essential element of this meeting," said Mike Stripe of the VSCC. The club was the last organiser to hold a race meeting at Donington, on August 12, 1939, before the outbreak of WWII.

The Vintage Seaman and Historic Seaman Trophies will be for pre-1931 and pre-1941 cars respectively, while the Williams Monaco Trophy is for pre-1934 two-seat Grand Prix cars.

Other races will include the White House Memorial Team Relay race, a Motor Racing Legends Pre-War Sports Car Race and an Edwardian race for 1908-1919 cars.



Paul Lawrence

Waldegård returns to Stratos

FOR THE FIRST TIME IN OVER 30 YEARS, former World Rally Champion Björn Waldegård returned to competition in a Lancia Stratos during the opening round of the MSA British Historic Rally Championship.

Waldegård contested the Robin Hood Forest Stages Rally in Steve Perez's Stratos and set leading times on his way to a class victory and a top 10 finish.

"I tell people that the older you get, the more stupid you get to accept things like this, but I knew when I got the helmet on it would be fun," he said. "It was a small, tight car even in the old days and I haven't got smaller, but the car seems to have."

Hamilton and Moss for Brooklands

LEWIS HAMILTON AND SIR Stirling Moss will be the star attractions at this year's Brooklands Motoring Festival, 'The Double Twelve', running on June 28/29.

The event is based around a Concours d'Elegance, with highlights including Grand Prix and single-seater racing cars from all decades and the Mercedes-Benz Silver Arrows Display Team.

Competitors will take part in a series of driving trials over two days, following layouts used in the Junior Car Club rallies of the 1930s at Brooklands.

The tests will take place on the members' banking and the test hill of the original circuit, as well as on the modern handling tracks at Mercedes-Benz World.



LAT

Moss to tackle Tour Auto

SIR STIRLING MOSS WILL compete in the five-day Tour Auto classic race and rally tour in France, driving a full-race MGB from Brown & Gammons in the event which starts in Paris on April 15.

"We are honoured to be lending Stirling our MGB again," said Ron Gammons. "Stirling has used the car previously on numerous occasions. It is a lovely car to race." Moss will be co-driven in the 1962 roadster by his wife Susie.

The event will take in races at Dijon, Magny-Cours, Charade and Paul Ricard before the finish at Marseilles.

HISTORIC RACING DIARY

APR 4/6 FERRARI HISTORIC FESTIVAL, MUGELLO (I). The start of the GP Masters season is also part of the Ferrari Festival. *www.themastersseries.com*

APR 5/6 CLASSIC ENDURANCE RACING SERIES, CATALUNYA (E). The CER race supports the opening Le Mans Series feature. *www.lemans-series.com*

APR 5/6 CLASSIC SPORTS CAR CLUB, SNETTERTON. The first race meeting of the busiest season yet for the CSCC. Admission £12. *www.motorsportvision.co.uk*

APR 13 HISTORIC SPORTS CAR CLUB, CADWELL PARK. The annual visit of the HSCC to the scenic Lincolnshire track. Admission £12. *www.motorsportvision.co.uk*

APR 15-19 TOUR AUTO, FRANCE. The classic race/rally tour runs between Paris and Marseille. *www.tour-auto.com*

APR 18/19 MSA BRITISH HISTORIC RALLY CHAMPIONSHIP, CARLISLE. Round two of the BHRC takes in the imposing Kielder forest complex. *www.pirelliinternationalrally.co.uk*

APR 19/20 GRANDE PASSIONE, DONINGTON PARK. A full weekend of racing covering all the Masters categories. Admission £19. *www.themastersseries.com*

APR 26 VINTAGE SPORTS CAR CLUB, SILVERSTONE. The VSCC's Spring Start race meeting. Admission £10. *www.vscc.co.uk*

APR 26/27 JIM CLARK TRIBUTE, HOCKENHEIM (D). Historic F1 and F2 action headlines the tribute to the double World Champion. *www.jimclark-revival.com*

APR 26/27 CLASSIC ENDURANCE RACING SERIES, MONZA (I). Porsche 917s, Lola T70s and more compete at Monza. *www.lemans-series.com*

APR 26/27 CLASSIC SPORTS CAR CLUB, BRANDS HATCH. A full weekend of CSCC racing on the Indy circuit. Admission £12. *www.motorsportvision.co.uk*

APR 27 ASTON MARTIN OWNERS' CLUB, MALLORY PARK. The start of the AMOC season, with Astons of all ages. Admission £12. *www.mallorypark.co.uk*

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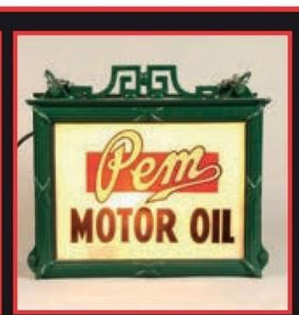
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Overdue return to Lancia 037 for Markku Alén (right)



ALÉN GETS RETRO WITH LANCIA

Live rally action adds excitement to packed Race Retro historic motor sport exhibition

BY PAUL LAWRENCE

"It is my first time here at this event. It's fantastic to see all these cars again," said Markku Alén after climbing back into the cockpit of a Lancia 037 rally car for the first time in over 20 years.

At the wheel of the ex-Jolly Club car, Alén was one of the star turns on the live rally stage at the fifth Race Retro, the International Historic Motorsport Show at Stoneleigh Park.

Now firmly established as the starting point for the coming season of historic motorsport, Race Retro has grown into a broad church. The three-day event covers sport on two, three and four wheels, and new features for 2008 included a focus on motor sport for young drivers, historic karting and the use of green fuels in the historic competition arena.

At the nerve centre of the show was the main 'speed street', a gathering of the key players in the organisation of race meetings, championships and series in historic racing. For anyone planning to go racing this season, the choice was dazzling, with the chance to race anything from an MG Midget to a Porsche 917, an Austin A35 to a 'Cologne' Capri.

Taking pride of place on the Masters Racing Series stand was one of several Cologne Capri re-creations from the skilled ex-Broadspeed team at QM Engineering. Destined to race in the new Touring 70s series that Masters has created, the prospect of James Hanson and Julian Bronson at the wheel of the 3- to 4-litre GAA-engined Capris going head to head with BMW 'Batmobiles' will be a highlight of 2008.

Meanwhile, the news that the Circuit des Remparts at Angoulême is back on a strong footing for 2008 and beyond drew widespread approval. This September the classic French street race will celebrate 30 years since the first revival event in 1978. Still running on the original 1939 track, the races will include pre- and post-war action, including dedicated races for Grand Prix Bugattis and Alfa Romeos. Willie Green has been recruited to work on entries for the event, which runs on the same weekend as the Goodwood Revival meet (September 19-21).



Charles Gillett (red tie) holds the *Motor Sport* VSCC Brooklands memorial trophy, presented by Louisa Skipper, right. Tony Seber was runner-up, with Jonathon Cobb (left) third

Elsewhere across the show were little gems like the Djinn, a Shelsley Special built in 1947 by Rupert Instone. Now owned by former hillclimb champion Martyn Griffiths, it has not been run for at least 15 years but is now nearing the end of a complete restoration by Ewan Cameron. It is expected to be back in action at the famous Worcestershire hillclimb this season.

Outside, Markku Alén in the Lancia 037 and Björn Waldegård at the wheel of a Mk1 Ford Escort were the stars of the rally stage, as Audi Quattros, Peugeot 205T16s, Metro 6R4s and more were put through their paces with varying degrees of driver commitment. "The mechanics have done a great job with the preparation of the car," said Alén. "I have not driven an 037 for many, many years, but it felt very familiar."



De Angelis F3 Chevron on *Motor Sport*'s stand

Jeff Bloxham



Paul Lawrence



Safari-winning Escort made auction record; rally stage line-up (above)

Show organiser Ian Williamson was pleased with the response to the event, although attendance numbers were not available as *Motor Sport* closed for press. "We were pleased with the new layout and there was a very good response to the bio-fuels area," said Williamson.

However, the event's future will now be the subject of considerable discussion over the coming months. "We're negotiating to sell the show," confirmed Williamson. "We feel we've taken it a long way."

ISLAND DESTINATION

Phillip Island's popular Historics meeting is a relaxed precursor to the Australian GP, albeit with some serious celebrating included this year

BY SIMON TAYLOR





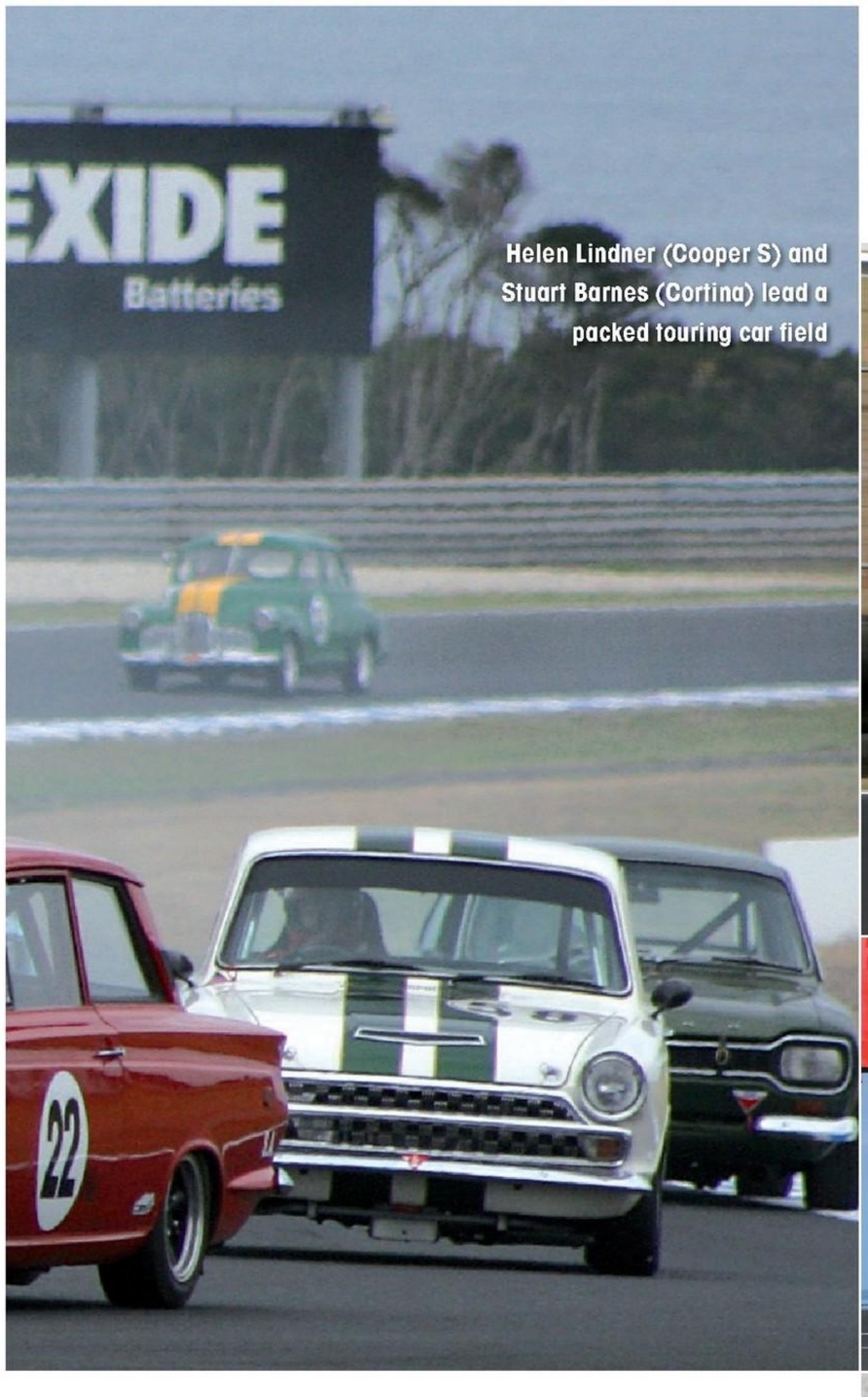


Right, from top: Justin Matthews' Escort and Tony Sawford's Holden Torana; Taylor tries Maybach Special; Robert Tweedie's RS500 Sierra leads Rod Markland's Nissan Skyline

The Phillip Island Historics meeting, run each March a week before the Melbourne Formula 1 opener, has been called Australia's Goodwood. That's an inadequate, and misleading, description: instead of the tightly-staged glamour of the Revival there's friendly Aussie informality and can-do good humour, and nobody would dream of wearing period gear, still less a tie. But the circuit is beautifully scenic and the weather usually glorious, and this is the largest old-car race meeting in the Southern Hemisphere, with almost 500 entries this year.

Phillip Island, 12 miles long and six miles wide, is situated about 60 miles to the south of Melbourne and is connected to the Victoria mainland by a bridge. It's long been a quiet resort favoured by holidaymakers for its small beaches, cuddly koalas and its miniature penguins. But in the late 1920s it attracted a new, noisier crowd when the first Australian Grand Prix was run on a rectangle of rough public roads, and it stayed there until the end of the 1930s (see feature in February 2008 issue of *Motor Sport*).

Nowadays the racing takes place on the purpose-built circuit on the south of the island, a sweeping, undulating 2.7-mile layout along the shore, with the Tasman Sea a shimmering deep blue backdrop. The long downhill main straight, where the Formula 5000s were nudging 200mph



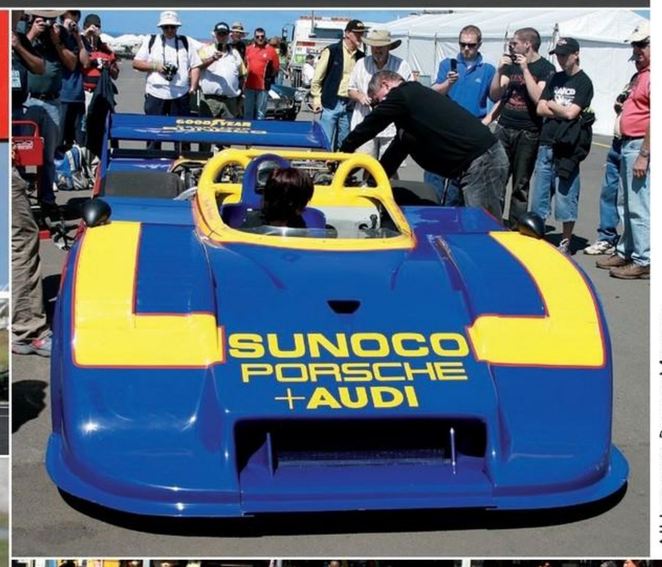
Helen Lindner (Cooper S) and Stuart Barnes (Cortina) lead a packed touring car field



Chris Hyde's McRae dominated the huge F5000 grid, winning three races

MELBOURNE











All images Bruce Moxon

Clockwise from top right: F5000s flat out; Donohue Porsche 917/30 did demo; four Bugattis ran; Aussie 'libre' attitude on show; Rod Anderson's Stirling is locally-built sports-racer

this year, leads into the daunting, nearly flat, top-gear sweep that is Turn One. You feel if you understeer off here you'll end up in Tasmania. Although there are two hairpins, most of the corners are quick, and the lack of chicanes and the abrupt artificial corners that F1 has wished on so many great European tracks means that this flowing, demanding track is ideal for historic racing.

The organising club, the Victorian Historic Racing Register, runs through the meeting at a relentless rate, driven by the huge enthusiasm of event director Ian Tate and the stern discipline of clerk of the course Michael Holloway, who in his other life is a senior Melbourne policeman. Over the three-day weekend every runner gets two practice sessions and four short, sharp races.

The Australians are proud of their history. On the Saturday, to celebrate the 80th anniversary of the first Phillip Island race, an 80-car cavalcade of pre-war racers and sports cars did a couple of laps of the old road circuit, led by an Austin Seven that contains at least some parts of Arthur Waite's 1928 winner. The Bugatti that won the 1929 race, the first to be called the Australian GP, was there too. Guests at the Saturday evening dinner in the restaurant above the pits included great Australian racing names like Bob Jane, Norm Beechey, John Bowe, Kevin Bartlett, Vern Schuppan, Warwick Brown and many more. There were Australian cars, too: on display in the paddock were home-grown machines like the gorgeous Lou Molina-built Monza Holden, two examples of the cute Goggomobil-based Buckle sports car, and a brace of Bolwells. On the track were grand old Aussie racers like the Kleinig Hudson, the original Maybach Mk 1 and a flawless reconstruction of the Maybach Mk 2, destroyed in Stan Jones' huge 1954 accident at Southport and now painstakingly recreated over eight years by John Sheppard. Home wins were scored by Nick McDonald's 1956 2.6-litre Ausca, John Briggs' thunderous 5.8-litre Vescanda and Laurie Bennett's neat Elfin 600B.

Stars of the show were the Formula 5000s with a thunderous 30-car grid, more than half of them from New Zealand. Kiwi Chris Hyde (McRae GM1) dominated all his races, with Graham McRae there to cheer him on, and also vanquished the Formula 1 cars that ran with them, including an ex-Michele Alboreto Ferrari from the turbo era, an ex-Alan Jones Beatrice, an ex-Gerhard Berger Benetton and a superb ex-Denny Hulme McLaren M23. A multi-national Formula Junior contingent wound up their four-meeting Tasman Series with Peter Strauss unbeatable in his Brabham BT6, although Ned Spieker (Brabham) and Jonathan Williamson (Lotus 22) got very close to him, but Pom Clive Wilson took the Tasman title with a string of class wins in his front-engined Lola. Ⓜ



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Magic numbers

Certain figures are forever associated with star drivers

It is interesting what a famous number or logo can do to a product. The likes of Gilles Villeneuve, Richard Petty, Barry Sheene and Valentino Rossi made certain numbers a central part of their racing history. The number 46 is now so well known that it could be plastered all over a Vauxhall Astra in the back end of Skegness and still be recognisable to a fair few people.

It's not completely clear why Valentino Rossi uses 46 race in, race out, but the general consensus is that it was his father's number in the first of his three Grand Prix wins on a 250cc Morbidelli in 1979. It is also said that Rossi was inspired by Japanese MotoGP rider Norifumi Abe, who made an impression on the Italian rider when he eclipsed more seasoned riders in the wet.

Thus an entirely standard Honda can be transformed by a number, in the same way that a historic NASCAR stock car can be recognised in an instant with the number three and the words 'GM Goodwrench' painted down the side.

Three was the number of Dale Earnhardt, aka 'Ironhead', aka 'The Intimidator'. He drove in 677 NASCAR Winston Cup races between 1975 and 2001, winning 76 times, and was so closely tied to the number three that it has been used only once since his untimely death in 2001 when his son, Dale Jr, raced a Chevrolet Monte Carlo in a second-division Busch series race at Daytona. He went on to win.

The number is still available but no-one wants to take up the mantle. Understandable, really, when you imagine someone using the number 46 after Rossi's retirement and the verbal flogging he would receive.

Earnhardt had thousands of diehard fans but also his fair share of critics. However, »»»



1966 Gurney Eagle Indy car – an American beauty



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AUCTION DIARY

Our pick of the upcoming sales and the items you can't afford to miss

APRIL 3 THE CLASSIC AUCTION COMPANY, Classic and Prestige Cars, Automobilia and Transport Collectables, Severn Hall, Three Counties Showground, Malvern, Tel: 01684 562213

APRIL 4/5 RM AUCTIONS, Toronto International Spring Classic Car Auction, Canada, Tel: 001 519 352 4575

APRIL 15/16 H&H, Fine Collectors' Cars and Automobilia, Harrogate International Centre, Tel: 01925 730630

APRIL 21 BONHAMS, RAF Museum, Hendon, London, Tel: 020 7468 5801

APRIL 22 BCA Vintage Motor Vehicles, Blackbushe, Surrey, Tel: 01252 877317



APRIL 25/26 SEIDEL & FRIEDRICH, Porsche Automobilia from Herbert Linge collection, Ladenburg, Germany, Tel: +49 (0) 6203 957777

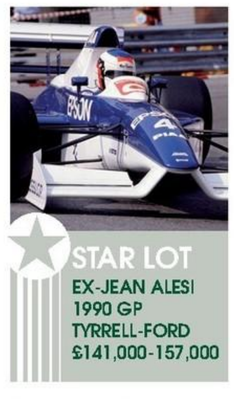
APRIL 25/27 RM AUCTIONS, Michigan International Spring Classic Car, USA, Tel: 001 519 352 4575

APRIL 26 OLD TIMER GALERIE, 100 Classic Cars, Toffen, Switzerland, Tel: +41 (0) 31 819 6161

APRIL 28 BARONS, Jaguar Heritage, Classic and Collectors' Cars, Sandown Park racecourse Surrey, Tel: 08454 30 60 60

MAY 1 THE CLASSIC AUCTION COMPANY, Classic and Prestige Cars, Automobilia and Transport Collectables, Tel: 01684 562213

MAY 3 THE WORLDWIDE GROUP, Houston Classic Auction and Concours d'Elegance, Texas, Tel: +1 866 273 6394



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MAY 18 RM AUCTIONS, Ferrari Leggenda E Passione, Maranello, Italy, Tel: 020 7293 6336

anything related to his 27 years in NASCAR is a hot favourite with collectors, and many will be watching closely when RM Auctions sells his No3 1990 Chevrolet Lumina on June 14 in Tustin, California. Although the estimate of £25-35,000 looks quite low, expect some animated bidding.

In the same auction, the collection of the late Joe Macpherson, there are also two of the most beautiful racing cars ever. The supercharged 1925 Miller 122, chassis No2, is one of the super-slim machines US engineering artist Harry Miller built for the 122ci formula; this rear-drive example is listed at £450-600,000. Forty years later Dan Gurney brought a similarly aesthetic eye to his Eagles, and the 1966 Indy car bears the classic shark nose of his stable. Estimate: £150-200,000. Alongside these is another classic piece of American racing history, a 1960 Watson Indy Roadster (£125-150,000).



ERA R1A – the start of a British voiturette success story

Back in Britain, one car of particular interest is the prototype ERA R1A, up for sale at the Goodwood Festival of Speed auction hosted by Bonhams on July 11. R1A was first driven by Raymond Mays at the car's public debut on May 22, 1934. It went on to have much record-breaking success at Brooklands and was raced consistently by the likes of Reg Parnell, Ron Flockhart and Richard Seaman. The scion of a legendary British marque, R1A has been a regular entrant in historic motor racing events with Jost Wildbolz and Dean Butler. It is to be sold without reserve with an estimate of £400-500,000.

ERAs come up for sale very rarely, so interest will be huge – for reasons that go a long way beyond race numbers and sponsor liveries. Ⓜ

•We would like to clarify that the Jaguar 6R4 engine referred to last month was the JV6 turbo derived from the original rally powerplant. We have been asked to point out that rebuilds on the engine can cost between £15-25,000, not necessarily the amount of £100,000 quoted.

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Competition cars currently for sale here and abroad



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£425,000 (plus VAT), www.eaglegb.com, Tel: 01825 830966



SURTEES TS5

Chassis number TS5-02 was manufactured in the UK and then exported to South Africa where it made its debut on March 30, 1970. The car was raced extensively over the next four years and was then used in a sole drag racing event. It has been fully restored to its original condition.

£55,000, www.legendsautomotive.co.uk, Tel: 01451 821611

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•Ex-Colin McRae 1992 Subaru Legacy: sold prior to sale
•Alfa Romeo 6C 2300 Pescara: £550,000
•Austin Mini ex-works: £44,000
•Morris Mini ex-works: unsold

FEBRUARY 28
H&H, AUTOMOBILIA SALE, CHELTENHAM RACECOURSE
•Williams FW11B model: £1400 plus the premium

MARCH 3
COYS, LORD'S CRICKET GROUND
•Aston Martin DB5: £163,800

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•1934 Ford Model 40 Special Speedster: £872,000
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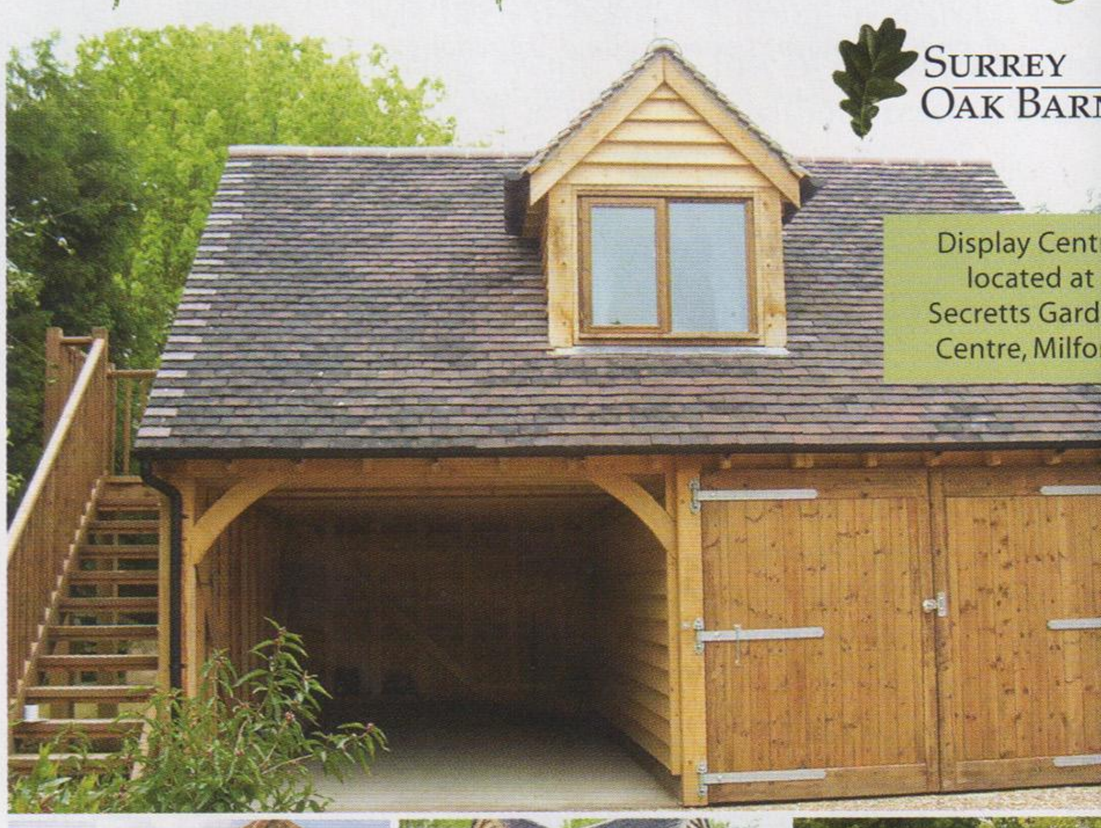
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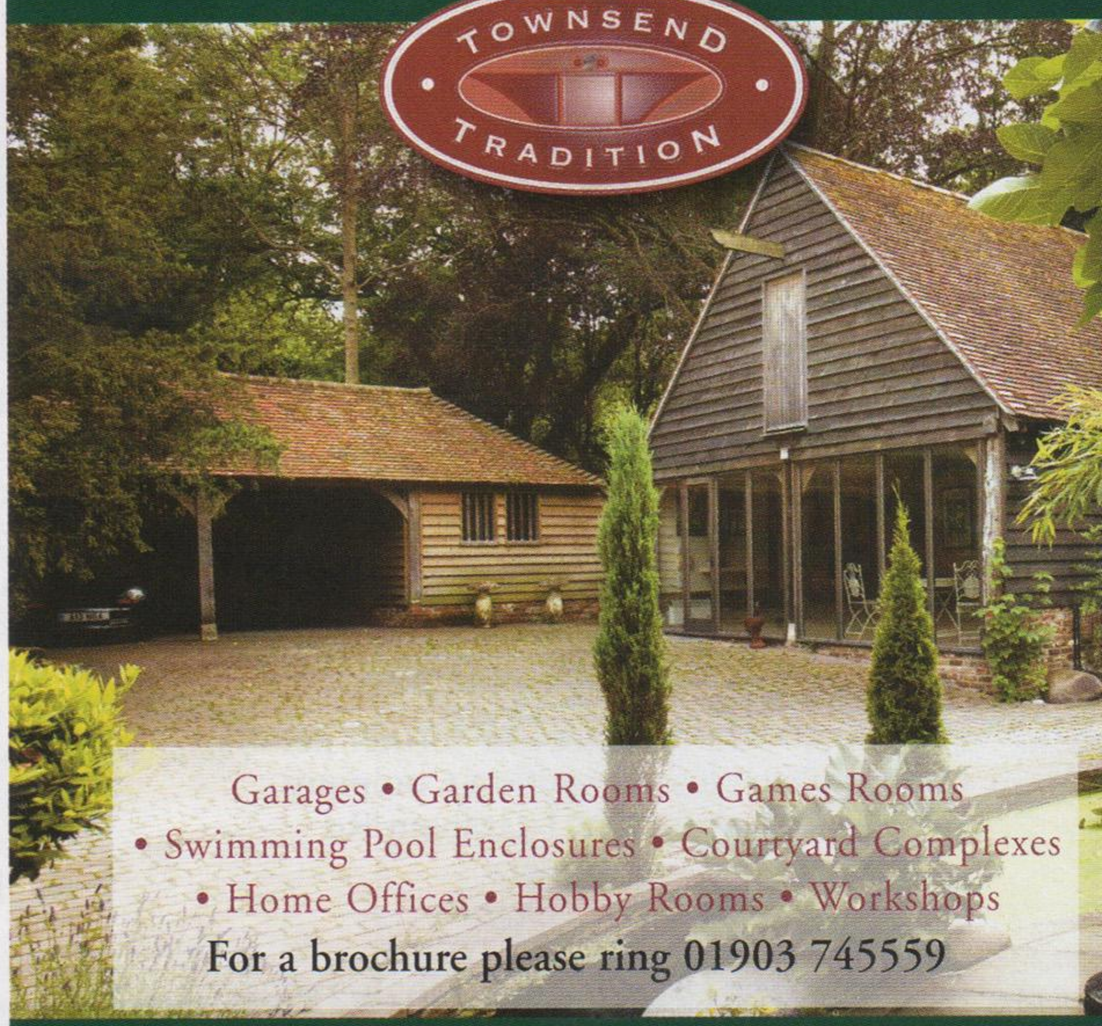
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JAGUAR XK120

It was the car that put Jaguar on the map internationally with a new benchmark of performance for price. It was also a car of stunning beauty, and it's still turning heads today

BY RICHARD HESELTINE / PHOTOGRAPHY BY HOWARD SIMMONS

Intemperate middle age clearly suits him well. Emitting palpable rays of contempt, he stops short of saying, 'Get off my land' but only just. Irate of Cambridgeshire is on a mission. You can't take photos here. Not on my farm track. Move back 10 feet onto what passes for a public rest area and that'll be just fine, thank you very much. This would be the one person thus far not struck down with puppy love for this vision of gorgeousness. Except our captain of agriculture can't stay away and, following a 10-minute debrief, he's cooled his jets and is the latest convert to the cause: he's all smiles and drooling like the rest of us. This lovely 1954 XK120 coupé has that effect.

Yet somehow this comes as a surprise. You would have thought that over-familiarity would have dulled its allure – this is as heartland as classics get after all – yet *everyone* seems to love the 120. Passers-by give the thumbs up, other road users veering into your lane as they hunker to get a closer look. So you can only imagine the impact it must have made 60 years ago, when the original roadster edition was ushered in at the 1948 Earls Court Motor Show.

Marque principal William Lyons didn't foresee it having a future – the XK was a testbed after all, a teaser. It wasn't intended for volume production, yet demand for Jaguar's brave new world was such that the penny-number coach-built approach just wasn't going to cut it, with hand-beaten aluminium bodies over laminated ash frames making way for pressed-steel items (with ally doors, bonnet and bootlid skin) after the first 239 cars had been completed. And even then, demand outstripped supply.

All of which is understandable. Priced at just £998, there was nothing approaching its specification or performance for the money – all-alloy double-overhead cam in-line 'six', the '120' part of the nomenclature intended to signify ultimate velocity. And it was breathtaking to behold, too. Beauty arbiters routinely cite the XK120 as being one of the greatest feats of automotive artistry ever perpetrated, yet it would be fair to say that the outline wasn't entirely original. Certainly Lyons had a great eye for design, but he wasn't a designer. Not by any quantifiable sense anyway. By most



accounts, he couldn't draw particularly well, and like most of the greats worked principally by instinct, often being partnered by a young apprentice draughtsman while whittling full-scale ideas until he was fully happy. The future knight's real gift was his ability to take inspiration from other cars and then improve upon them, this magpie approach being obvious with the XK: the silhouette bore more than a passing resemblance to the Touring-bodied BMW 328s that ran in the Mille Miglia in 1940. Not that a single line was directly cribbed. Lyons apparently rustled up the XK120 outline in just a fortnight: no committees or customer clinics for him.

The XK120 (X for experimental, K the sequence of engine design designation) is hugely important in marque lore – in motor sport history as a whole – because it put the Coventry firm on the map as an international player. Sure, Lyons' creations had tasted success before – witness Jack Harrop's victories for the SS100 on the 1937 and '38 RAC rallies – yet the breadth of the XK's accomplishment far surpassed that of even purpose-built competition machinery. Predictably, a number of aluminium-bodied examples found their way into the racing fraternity, the likes of Leslie Johnson, Peter Walker, Clemente Biondetti, Tommy Wisdom and Lyons' son-in-law Ian Appleyard being among early adopters. The latter in particular heaped glory on the Coventry firm, taking an International Alpine Rally hat-trick from 1950-52 along with RAC and Tulip Rally honours in 1951. Add to that Stirling Moss' triumph in the 1950 Tourist Trophy – on the eve of his 21st birthday – along with strong Le Mans showings (if not necessarily finishes) and the model's copper-bottomed status as a sports car legend was already assured.

All of which was further underlined once the fixed-head coupé variant broke cover in the spring of 1951 (followed by the drop-head coupé two years later). While the world's supply of superlatives had seemingly been exhausted with the roadster, the closed edition had a different, more urbane agenda: it was a proper gran turismo, intended for high-speed travel over epic distances in saloon-like comfort, rather than for back-road jollies. A point that was hammered home in August 1952 ➤➤➤

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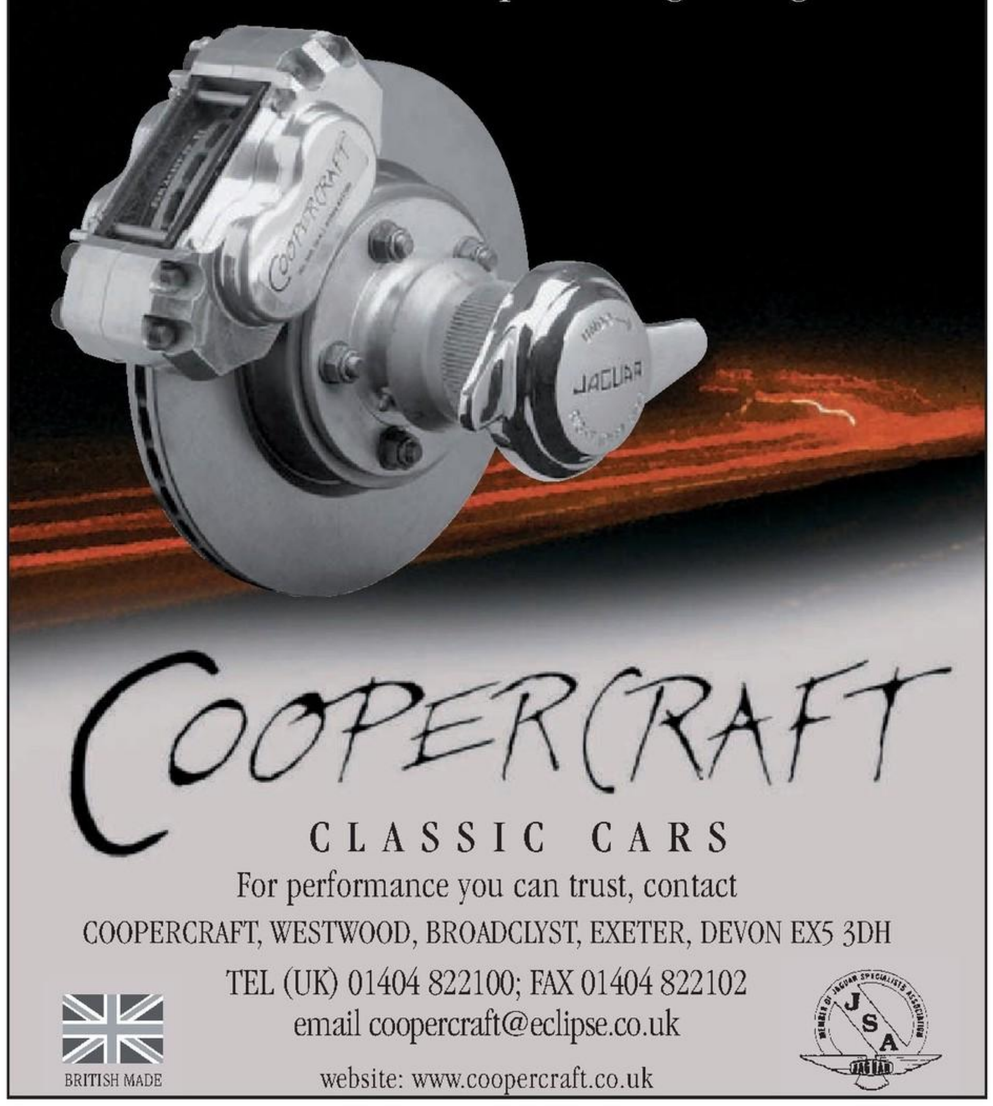
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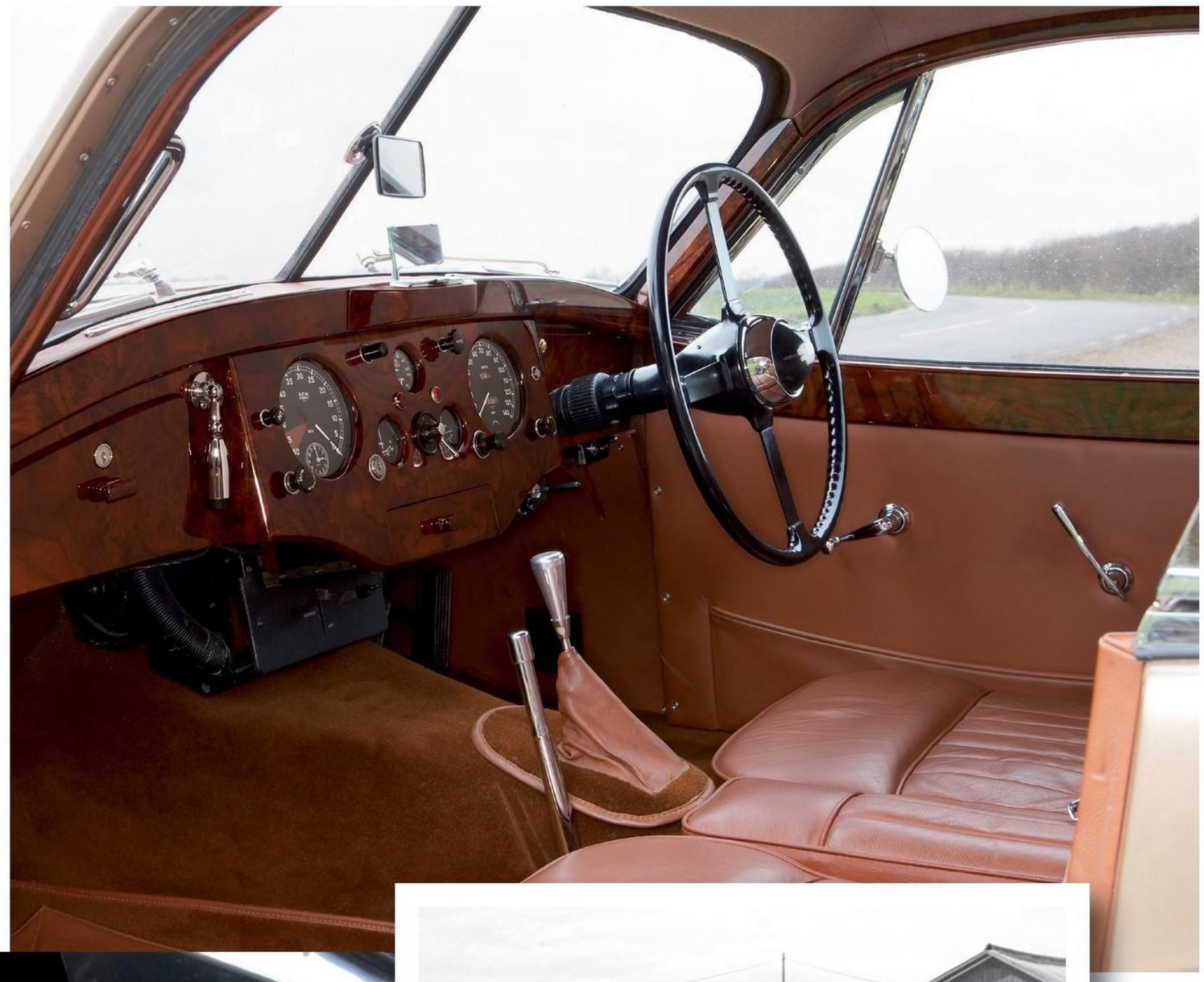
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when Leslie Johnson – who'd finished fifth in the 1950 Mille Miglia in his privateer XK120 roadster – embarked on a seemingly impossible mission.

Having already broken two long-distance records – averaging 107.46mph for 24 hours in 1950 with Stirling Moss, and then 131.83mph over one hour a year later – he set about averaging 100mph for an entire week. Armed with the second right-hand-drive XK120 coupé ever made, with few modifications aside from extra spotlights, a supplementary fuel tank and a two-way radio, his was a bold bid. The sometime GP driver took to the banking at l'Autodrome de Linas-Montlhéry, with Moss, Jack Fairman and Bert Handley also on the roster, and together they lapped the circuit over 12,000 times for 168 hours and achieved Johnson's goal by averaging 100.31mph.

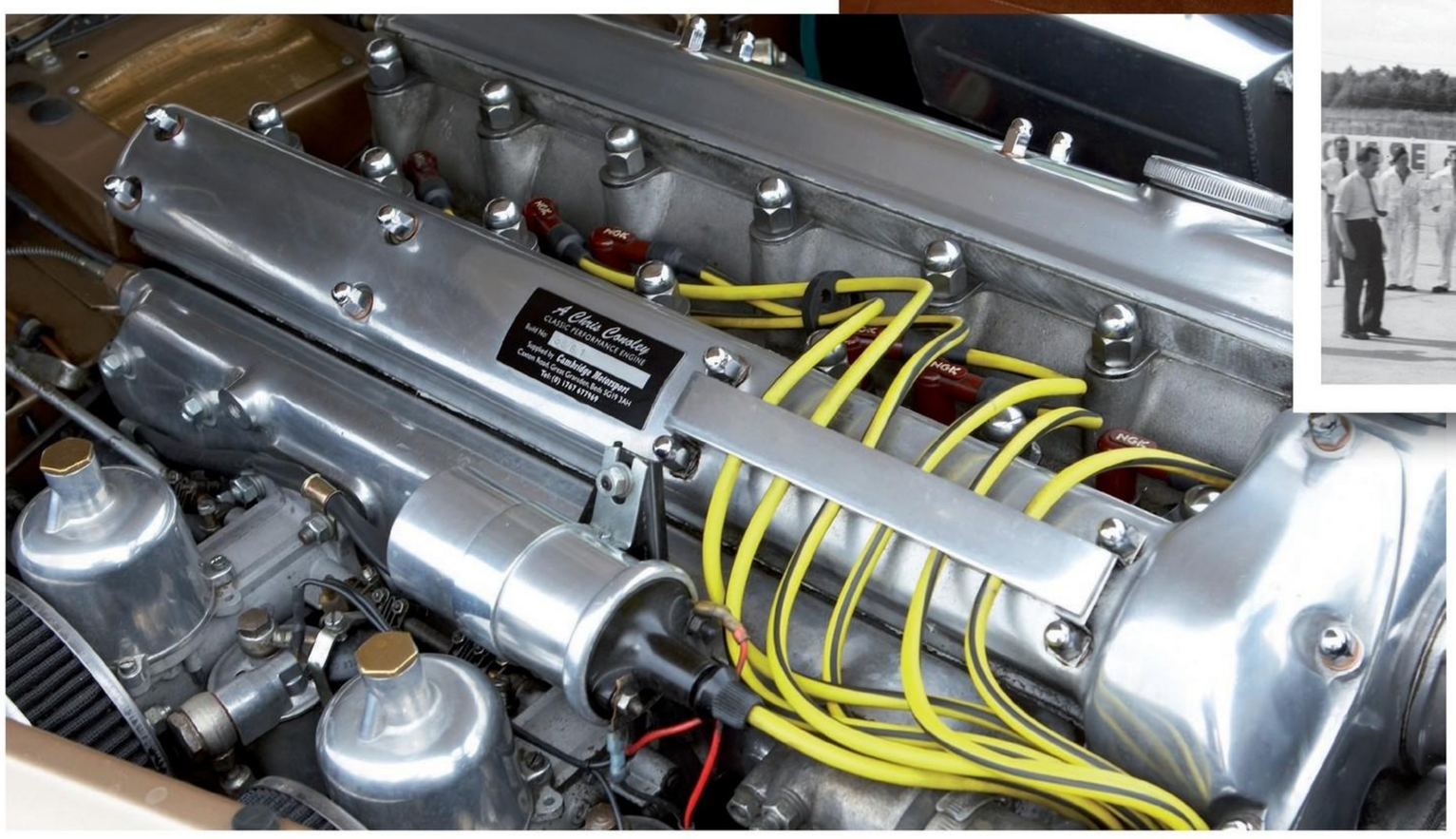
The all-British squad left France with five new class records and also bagged a further four world records over shorter distances for good measure.





LAT

From top: interior features walnut dash and huge steering wheel; Johnson set new average speed records in an XK120 at Montlhéry in '52; straight-six engine raced into the '90s



It's little wonder that the likes of Moss, Mike Hawthorn and Ian Stewart used coupés as their road transport. They were in elite company, as only 152 cars stayed in Blighty with a further 2500 or so earmarked for export. With the arrival of the plumper XK140 in 1954 the bloodline continued, the even bigger-boned XK150 appearing in '57 and only ousted by the arrival of the E-type in '61. Though arguably better cars in some areas, the purity of line was lost as they feasted on lard cakes, the fixed-lid 120 coupé being the prettiest of the XK breed.

A point brought home on first sight of this rare survivor. Unlike so many of its contemporaries, the addition of a roof here doesn't look like an afterthought. Its curvature relates to the wing line, the window uprights echoing the screen angle. There are shades of Bugatti Type 57C Atalante (if you squint), the slim bumpers and narrow grille lending only discreet embellishment. Impeccably restored during the late '90s, this particular car closely apes the look of the Montlhéry record car, if not the exact detailing. It's beautiful.

And equally lovely inside, and oh so British. Slide in without banging your noggin on the lower-than-you-think roof and it's every inch the early '50s GT. Unlike the roadster, with its leather covered fascia, here the dashboard is a slab of walnut, home to a backward-reading rev counter and a fuel gauge that handily doubles as a reading for the oil level when you push in an adjacent button. The steering wheel is vast, the pedals awkwardly spaced, although you soon acclimatise: you have no choice.

The heart of the XK120 is that delicious 3.4-litre twin-cam straight-six, with its low-speed torque and creamy power delivery. It sounds glorious, the owner reporting that while it's ostensibly standard – so around 160bhp at 5000rpm in period, a 20bhp or so hike for the Special Equipment edition – a 'bit more power was found' when the engine was rebuilt. For a 54-year-old car, it feels



Ian Appleyard, seen here at the 1953 RAC Rally, brought sporting success

LAT

improbably quick, the need to double de-clutch being debatable but all too hard to resist if only to hear it rear up on the overrun. This car gets driven as its makers intended, having taken in several pan-European trips, hence the addition of an altogether more youthful five-speed 'box in place of the ponderous old Moss four-speeder for longer-legged cruising. Similarly, the brakes have been uprated. The drum anchors originally fitted to XKs were at best adequate in period, but the front discs here transform the car, the lack of servo assist resulting in a reassuringly butch pedal action. That aside, it's completely standard, for better or worse.

Over calloused asphalt, the XK120 shows its age, feeling almost pre-war in make-up, the recirculating ball steering set-up being easily upset over the bumps with a fair amount of kick-back, while the poorly damped leaf-sprung rear suspension hops, skips and shimmies a little when working hard. On the smoother stuff, the Jaguar is huge fun, and you'll be surprised at how much ground you can cover, at the sort of speeds unthinkable in anything from the same era other than the most rarefied exotica. Accelerate hard and 3000rpm is a convenient place to change up. You can thrash it past 5000rpm (red line is 5200) but it's so torquey there's not much point. The whole experience is dominated by the engine, the accompanying bellow conjuring sepia-tinted images of motor sport heroes from an altogether more gladiatorial age.

> "This sort of speed is unthinkable in almost anything from the same era"

That this enduring 'six' would outlive the XK series by decades, surviving into the '90s – and that it powered everything from Le Mans winners to military hardware, world-beating saloons to speedboats – is a testimony to the genius of those who conceived it, namely Claude Baily, Walter Hassan and Bill Heynes. But on top of that, Williams Lyons' ability to satisfy mass taste without trading soul was unparalleled, his willingness to use motor sport as a medium for promoting the brand proof of the 'win on Sunday, sell on Monday' mantra. And though there had been a few toe-in-the-water exercises prior to the XK120, its arrival swiftly prompted full immersion with the C- and D-types. That's some legacy. Ⓜ

• *Thanks to: XK owner David Stone, Neil Godwin-Stubbert and Greenwood Motorsport (www.greenwoodmotorsport.com)*



Rear suspension shows its age, but the XK120 can still be great fun to drive on today's roads



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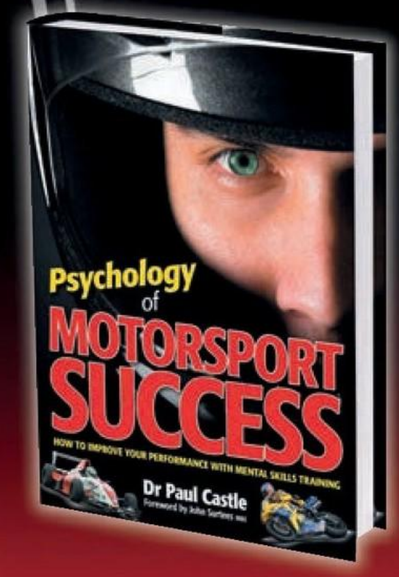
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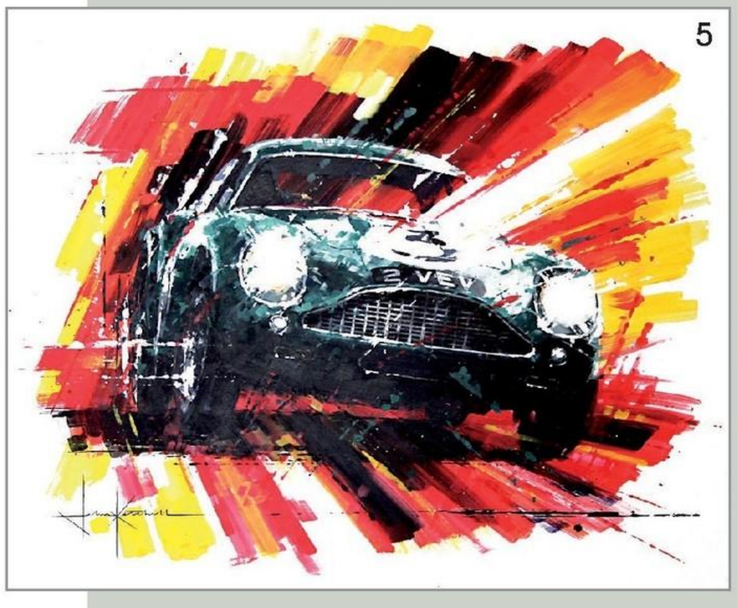


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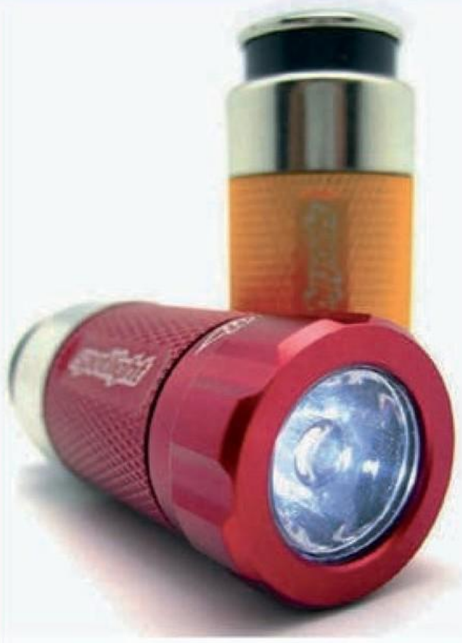
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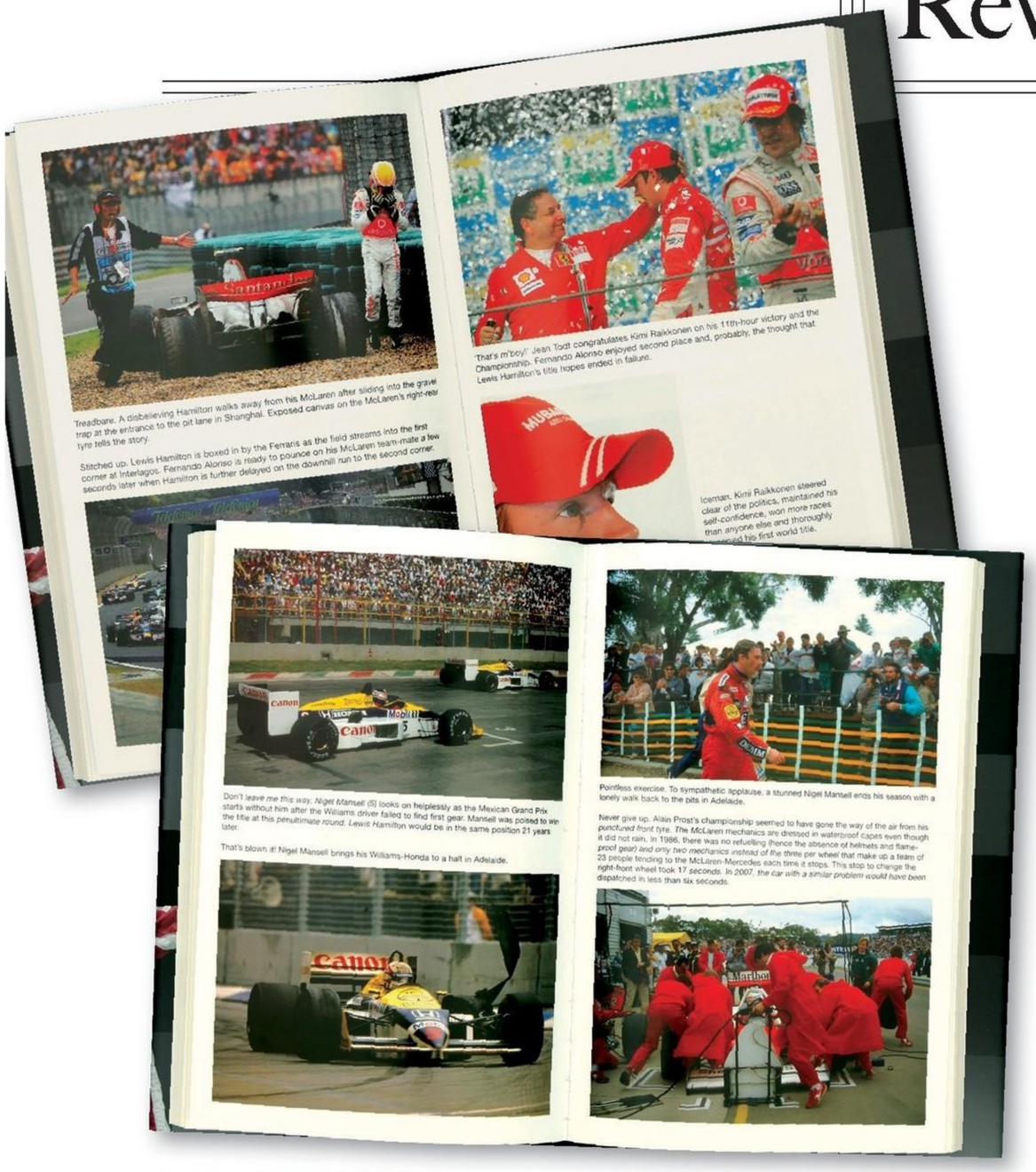
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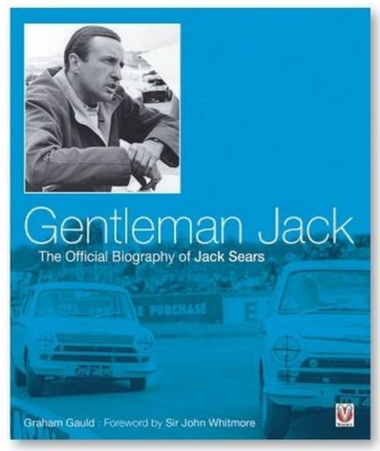
ALAN HENRY

As he acknowledges, Alan Henry is asking for trouble here. It's subjective, and perhaps futile, stuff to draw up such lists. But good on him for sticking his neck out.

Ignore 'F1 drivers' in the title – it should read 'GP drivers', because pre-1950 stars are included. Nuvolari, Rosemeyer and Caracciola are all well placed as they should be, but where are Boillot, Nazzaro and Segrave? Yep, it's subjective alright!

It feels like it's been dashed off at speed, but still it's an irresistible little book and never takes itself too seriously. Just like the author. **DS**

Published by Icon Books, ISBN 978 1 84046 894 6, £14.99

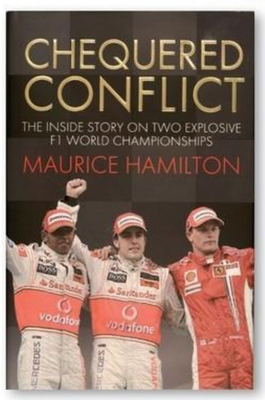


GENTLEMAN JACK

GRAHAM GAULD

Look up any race report from the 1950s or '60s and the name J Sears will likely be there. Saloons, sports cars or vintage, Sears raced it, and often won. Ken Gregory asked him to join the Yeoman Credit team, but he decided single-seaters were a risk too far. That sums him up: racing was a passion, but his real business was farming. However, as this entertaining book makes clear, his good manners concealed a grit that made him a tough racer. As well as quotes from Sears and his peers the book bulges with photos, many personal, plus results tables, but chiefly some lovely tales from a vanished era. **GC**

Published by Veloce, ISBN 978 1 84584 151 5, £24.99



CHEQUERED CONFLICT

THE INSIDE STORY ON TWO EXPLOSIVE F1 WORLD CHAMPIONSHIPS

MAURICE HAMILTON

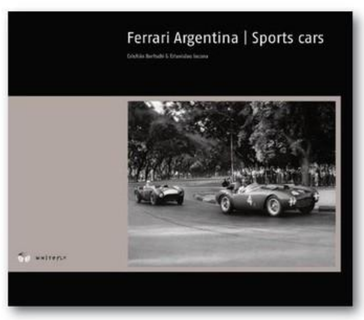
Fascinating, horrible, thrilling, crazy, disturbing and unmissable: that was Grand Prix 2007. It's a familiar tale, of course, and is still fresh in the memory. But no one has told it better or more incisively than Maurice Hamilton.

As a first-hand account it cannot be bettered. But that's not all. Pushing beyond the usual review format, Hamilton has set himself an original and ambitious challenge – and meets it head-on.

I had my doubts. Weaving between two seasons 21 years apart – 1986 and 2007 – could have been clunky, but to Hamilton's credit, it isn't. The basic parallels are of four drivers going for the world title, a bitter team-mate rivalry that costs both the crown and a stealthy rival who pinches it at the last. It all fits. The effect is to emphasise how much has changed – and how very little hasn't.

What I particularly enjoyed here was Hamilton's portrait of Ron Dennis during a season that could be described as his downfall. This complex man sparked sympathy, anger and resentment among the British press corps during 2007. Exactly why is all in this book. And in my opinion, it's spot on. **DS**

Published by Simon & Schuster, ISBN 978 1 84737 268 0, £17.99



FERRARI ARGENTINA

CRISTIÁN BERTSCHI & ESTANISLAO IACONA

Having already listed all the significant Alfas that went to Argentina, moving on to Ferraris was an obvious step. It's an amazing piece of research, tracing the history of the many Ferraris which have passed through the country. Costly but lavish, it may help to clarify some of the chassis which have emerged "from South America"... For the rest of us it's a great picture book showing many one-off body shapes you might not have seen before. The most remarkable thing is that having got sports cars out of the way the team is working on single-seaters. And there's Maserati to come! **GC**

Published by Whitefly, ISBN 978 9 87236 881 4, £88



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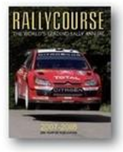
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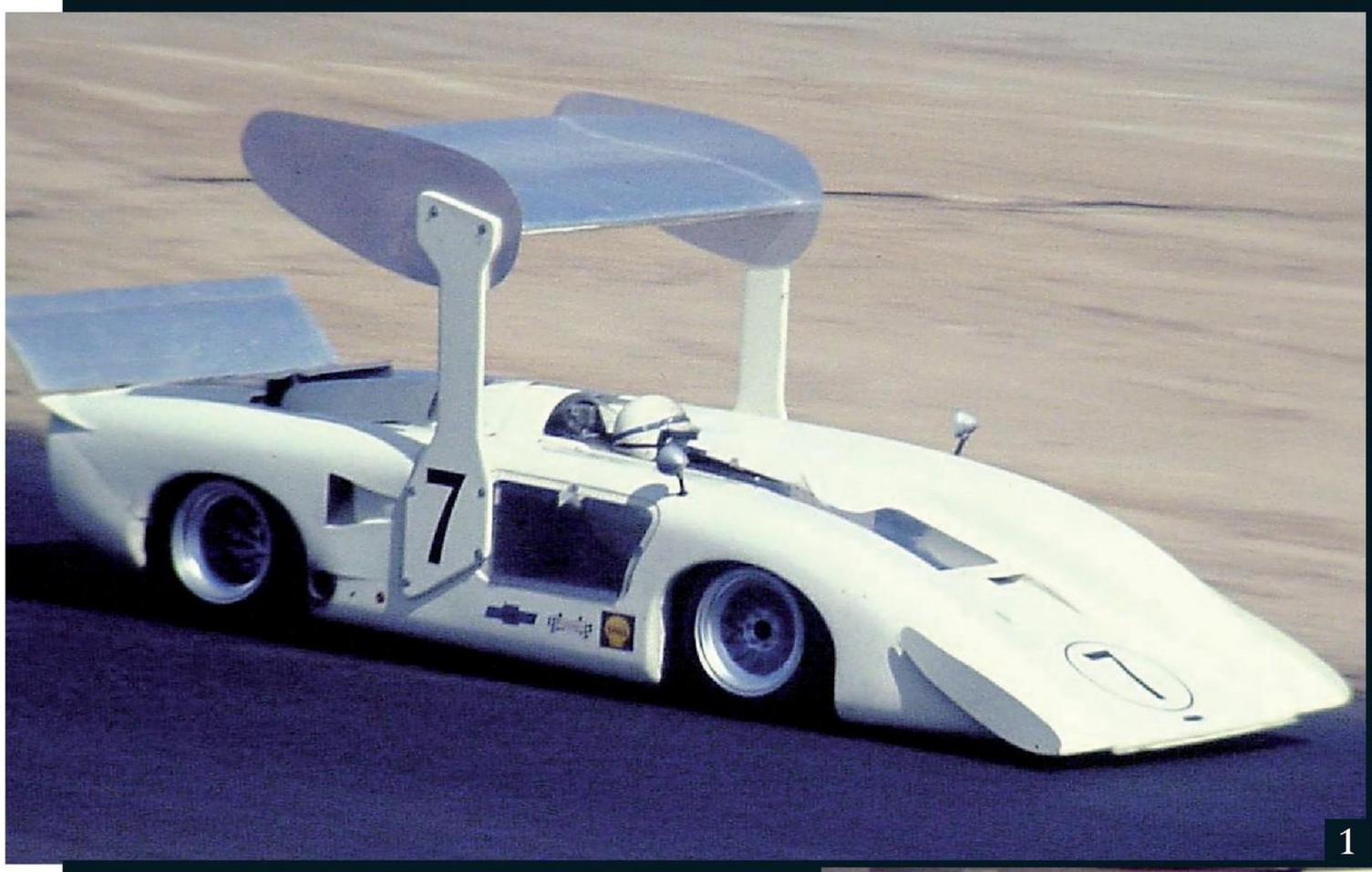
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YOU WERE THERE

Can-Am wasn't all about McLarens, as these shots from Riverside show. In contrast, some images from Donington



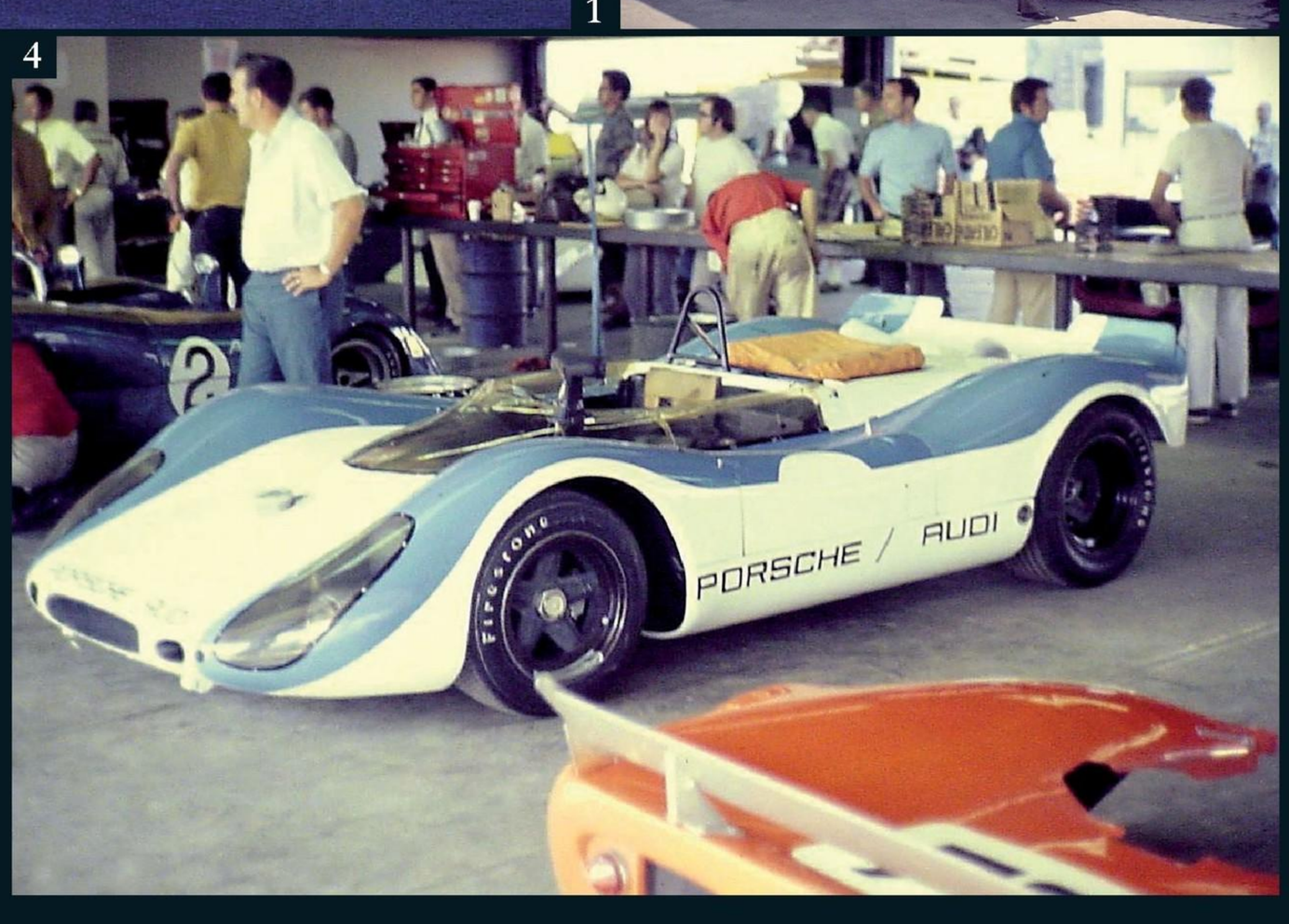
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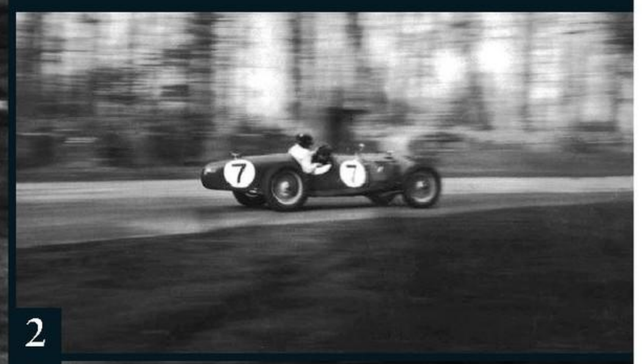
ROBERT IMMLER

Living in LA, Robert Immler went often to Riverside, and took these Can-Am shots in 1969. "The McLarens arrived 110 per cent ready," he recalls. "While the others were scratching their heads over their cars, McLaren were working on their pits tractor!"

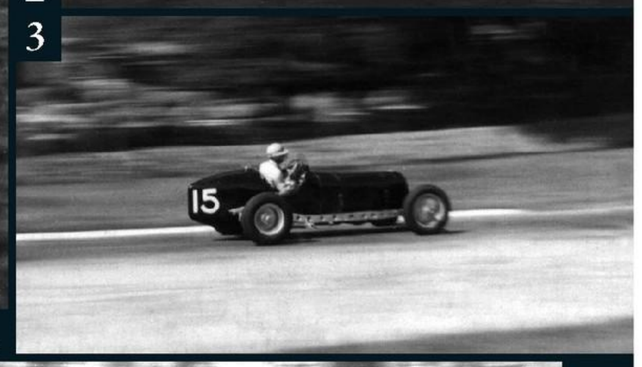
{1 & 2} **Surtees struggles with Chaparral 2H. "I loved that car – it doesn't have to be successful to be beautiful. The huge wing didn't help, but it made an interesting photo."**

{3 & 4} **Tony Dean's 906. "He was unique in using a European-style transporter – everything else came on a trailer behind a pick-up."**





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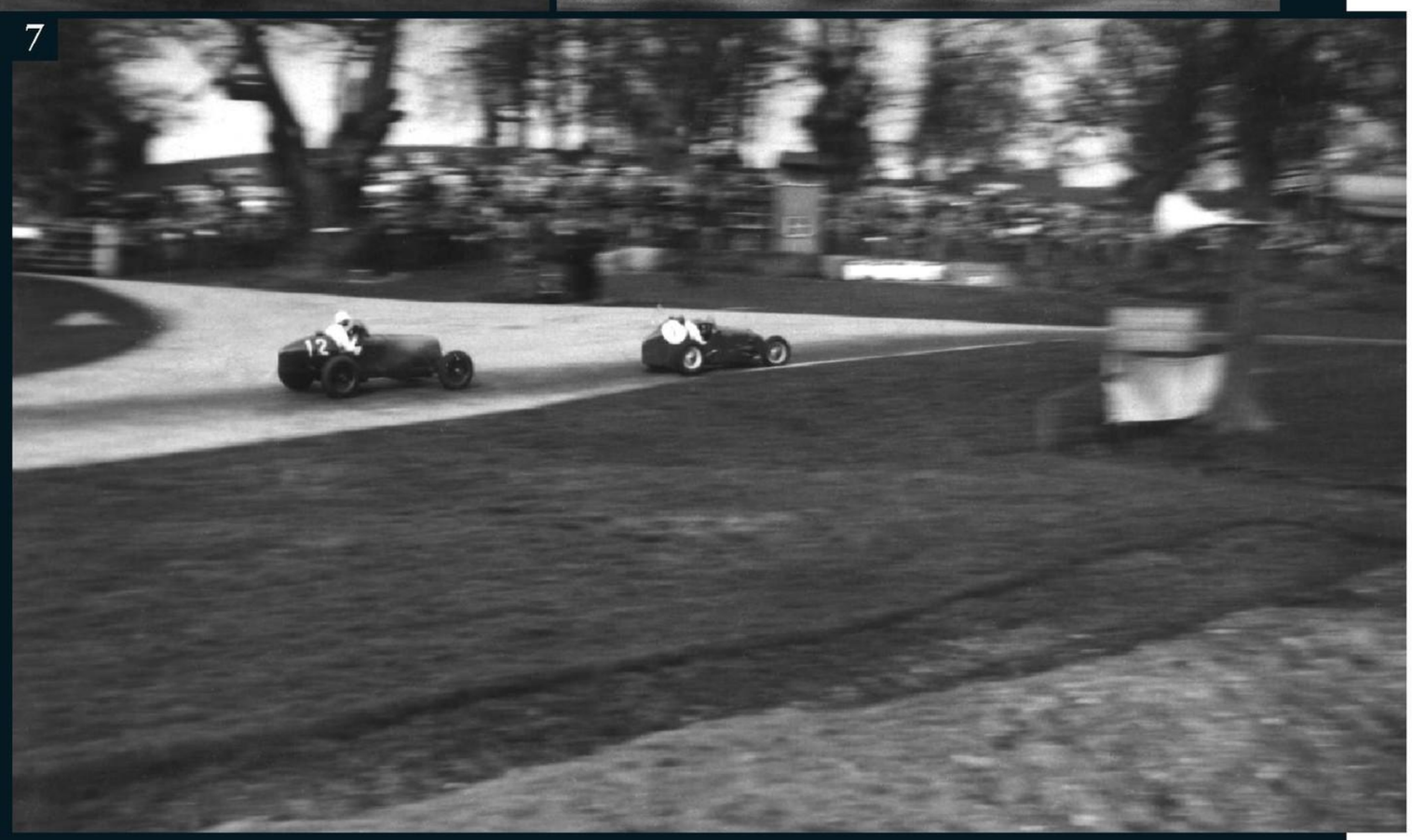
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LES ROLLESTON

Les inspired his son Keith's interest in racing. "He attended many Donington events in his Austin Ruby," says Keith. Les took his father to see the Germans race there – "a man not easily impressed, having fought in the trenches. An Auto Union shot by on full chat, shatteringly noisy, snaking about on its swing axles. 'Ooya b*gg*r!' said Grandad – the only time he was ever heard to swear." These are Les's pictures, mostly from 1938 Empire Trophy, except {1} Baumer's W154 Mercedes in '38 GP. {2} Bob Gerard, Riley. {3} Raymond Mays, R4D. {4} Tony Rolt, ERA. {5} Charlie Dobson's Maserati 6CM. {6} Bira's lap of honour. {7} Ansell (ERA), Hadley (750 Austin).



Lotus was blamed for the distributor failure in Elford's Lotus-Cortina which cost him an Alpine Rally win

LAT

FORD AND BRM'S ALPINE QUEST

These two companies came close to scoring a much sought-after win with Vic Elford on the 1965 Alpine Rally, before disaster struck on the final stage

Back in the 1960s international rallying received magnificent support from major manufacturers. Works cars were run by Alfa Romeo, BMC, Citroën, Ford, Lancia, the Rootes Group, Triumph, Volvo, sometimes Mercedes-Benz, Porsche and more. We road racers seldom paid much attention to what went on within the rally scene, but the enthusiast following was huge despite very few having the wherewithal then actually to attend the events. One I was always keen to see – but never did – was the mid-summer Alpine Rally. I'd grown up as a schoolboy fan feasting on the Shell film unit movie of the *Coupe des Alpes* which was aired regularly as a TV trade-test transmission, just about the time I got home after the three-mile walk from school.

Only two competitors had won the coveted golden *Coupe des Alpes d'Or* for three consecutive penalty-free performances. The icing on the cake was that both had been Brits; Ian Appleyard in his Jaguars followed by Stirling Moss in the works Sunbeam-Talbots.

By 1965 the mountain byways of southern Europe were carrying ever-heavier traffic. Problems with road closure for rallying were increasing. Nobody liked to face it, but the writing was on the wall for 'The Alpine'.

Still it remained a feather in the cap for any successful manufacturer, and there was one which had an extremely live link to road racing technology in general, and Formula 1 in particular. This was the Ford Motor Company with its latest Lotus-Cortina works cars. The added ingredient was the fact that some of its engines had been modified, built and developed by none other than BRM at Bourne, Lincolnshire – the others being by Cosworth.

BRM was part of the Rubery Owen group, whose head was Sir Alfred Owen. This altogether remarkable industrialist had struggled for a dozen years to turn enthusiasm for his all-British team of Grand Prix cars into a profitable business. To keep abreast of BRM's activities he had chief engineer-cum-general manager Tony Rudd report to him via a weekly document known as the Bourne Diary.

Tony's report for July 22, 1965, read in part: "Halford, Ford Cortina, leading Alpine Rally". Perhaps Tony had misheard the name of Vic Elford, or maybe during dictation he had lapsed into the past, recalling Bruce Halford. Anyway, his final entry for that year's Alpine then told how: "Halford, in Ford Cortina, retired when leading Alpine Rally with comfortable lead and 50 miles to go – due to Lucas distributor failure". In the margin of his copy, Sir Alfred's large, looping handwritten note read: "Must be very disappointed!", but Tony's snipe at Joseph Lucas would not have passed unrecognised – the British motor accessory industry's legendary 'Prince of Darkness' had apparently struck yet again…

In fact, Vic Elford and his long-serving navigator David Stone had been holding an apparently unassailable lead over the rest of the 33 survivors (today's modern WRC might eat its heart out just for so many starters?) on the section from Entrevaux to Sigale. The pack was all but home with one special stage remaining, over the Col St Martin, and it seemed as if Vic should surely win. But just 2kms from the top his Cortina's engine had cut dead. A contact heel had come adrift in its Lucas distributor. Team-mate David Seigle-Morris stopped and towed the luckless crew to the summit, from where they coasted to the timing line – but six minutes had been lost. Ironically, the previous year Seigle-Morris had himself retired when leading the Alpine just short of the finish. Now Vic and David were finally classified 21st.

Ford and BRM personnel quickly met with Lucas to investigate this rally-losing failure. They concluded that the BRM-built engine in the works Cortina had been fitted with a standard competition distributor supplied by Lotus, whereas Lucas had distributors readily available with specially stress-relieved contact breaker followers as supplied direct from them to BMC. That week's motor magazines carried prominent adverts picturing a Mini-Cooper and headed 'BMC Wins Major Awards in Alpine Rally' – best performance by a manufacturer's team, three *Coupes des Alpes*, *Touring Coupe des Dames* and three class wins. Ford's top echelons were unimpressed.

Tony's report to his boss concluded, "Since supply of distributor was defined as being Lotus's responsibility at the original meeting, on the 7th April, responsibility for this failure rests with Lotus". Tarraaaah! Ford's wrath was redirected towards Cheshunt. Sir Alfred relaxed, and Tony probably adopted his quiet, Rolls-Royce trained engineer's smile; back duly covered. It was the way of big industry. Pull up the ladder Jack – we're inboard.

'Jolly Jack' was one of first Indy Brits

One seldom saw a British Racing Drivers' Club badge on the overalls of a driver at Indianapolis until the likes of Jack Brabham, Graham Hill, Jim Clark and Jackie Stewart well and truly rang the 500's bell in the 1960s. Today their Indy exploits are obviously well remembered, but they weren't alone in waving the flag at the Brickyard, as Jack Fairman drove there too.

'Jolly Jack' had been one of the most enthusiastic of all journeyman drivers, from the late 1940s onward. When I first met him in the early '60s he was regarded – I regret to recall – as a veteran figure of fun, always hovering around the paddocks with his crash helmet, gloves and goggles to hand, just in case somebody – anybody – might offer him a drive. He would test and race for anyone who asked, and he had always commanded perhaps greater respect as a capable tester than as a racer.

In 1960-61 Harry Ferguson Research engaged him as test driver for their sophisticated front-engined, four-wheel-drive Project 99 car, and he gave it its racing debut in the British Empire Trophy at Silverstone, before running it briefly in the British GP at Aintree... Moss taking over mid-race after his first-string Lotus had failed.

When the Granatelli brothers' STP Corporation showed interest in a four-wheel-drive programme for Indy, the P99 was demonstrated to them by Fairman. Ferguson then built a four-wheel-drive chassis for the Granatellis' centrifugally-supercharged Novi V8 engine. It was driven in the 1964 500 (albeit very briefly) by Bobby Unser. While he was at the Speedway Jolly Jack also drove laps in a number of the home-grown Offy-powered roadsters. He never got to race there, but many USAC veterans recalled him as one of the drivers of those embarrassingly quick D-type 'Jahgwah' sporty cars run by the Scots-blue Ecurie Ecosse team in the Monzanapolis 'Indy car' race of '57. To that extent some fame had preceded Jack Fairman to Indy. Good guy though – his heart was absolutely in the right place...



LAT

Fairman gave the P99 its race debut at Silverstone in '61, where he retired with transmission problems

The front-rear engine debate Jenks didn't expect to lose

Fifty years ago on January 19, when Stirling Moss won the 1958 Argentine Grand Prix in Rob Walker's undersized 1960cc Cooper-Climax, he registered the first victory for a rear-engined car in a World Championship-qualifying Formula 1 race. From that pioneering success, a half-century of dominance by rear-engined racing cars blossomed. We often waffle on about the 'rear-engined revolution' and of course in 1961 the Ferguson-Climax P99 – similarly entered by Walker and driven by Moss – became the last front-engined design ever to win an international F1 race, in the Oulton Park Gold Cup.

In these pages Denis Jenkinson once argued that only Porsches, VWs and Tatras were correctly 'rear-engined' since they carried their engines overhung, outboard of the back axle. Contrary to most of the motoring world at that time he maintained that modern racing and sports cars with their engines behind the cockpit but ahead of the back axle should be described as being 'mid-engined'. He had a point, but another friend – John Godfrey, the Ferrari-racing jeweller from Grantham – pointed out that by Jenks's own measure he was himself guilty of inexactitude, because cars he would describe as being front-engined – such as the Maserati 250F, Vanwall, ERA, D-type Jaguar, etc – were really 'mid-engined' because while their power units might be ahead of the rear axle, they were behind the front axle.



IMS

Ruttman in the "front/side/mid-engined" Kuzma-built roadster he used at Indy in '63

"If you're going to claim a rear-engined car has to carry its motor behind the back axle, then surely a front-engined car has to carry its motor ahead of the front axle!". This triggered much huff and splutter from little Jenks, who didn't like being challenged – particularly since John had a point.

I then made matters worse when I brandished a photo of Troy Ruttman in the pits during qualifying for the 1963 Indy 500. He was in Jim Robbins' low-slung Eddie Kuzma-built roadster, which had its classic four-cylinder Offenhauser engine way offset from the chassis centreline on the left-hand side. To my surprise Jenks relented (almost). "Now I've seen it all," he confessed, "that bugger's front/side/mid-engined!"

"I LAID THE FIRST TYRE TRACKS AT PRESCOTT"

Our founder editor was the first man to try out the famous hillclimb, which left him with an unfair advantage…



Boddy on his virgin Prescott run (main) and in the Aprilia at the May 15 meeting



Clutton was impressively quick in the 1908 GP Itala

It will soon be time to enjoy again meetings at that very pleasant Prescott hillclimb course near Cheltenham, owned by the Bugatti OC, which was able to acquire the site that Tom Rolt had discovered before telling the VSCC of its potential. The VSCC was unable to meet the cost involved, so the Bugatti OC took over, allowing the VSCC a meeting of its own in repayment, as it has every year.

When this was announced I realised that publicity would be needed and asked Col Giles, who with his brother Eric Giles had bought the estate and leased it to the BOC at a nominal rent, if I could see the completed course and describe it in *Motor Sport*. It was agreed, and with my friend Jim Brymer and his cameras I drove from London in an 1100cc Fiat Ballila saloon I had for a road-test. After Brymer had photographed the course and the fine empty mansion, Prescott House, at the top of the hill, which would have become the BOC Clubhouse had the war not put paid to this development, **I drove up and down the hill as fast as I could** a number of times, leaving black lines on its virgin corners. The strain on the Fiat's tyres presumably caused the flat tyre we had to change before driving back to London. I suppose the contractors and the Giles brothers



Baron set FTD of 50.70sec at Prescott's first full-scale meeting, driving a 2.3-litre Bugatti

must have driven up and down Prescott before I did, but perhaps I was the first to leave these tell-tale marks on the newly-laid surface.

The hill was ready by May for the first meeting in 1938. The course was closed to everyone until after lunch, when timed runs were made by 45 cars, the idea being that all the drivers would be trying climbs for the first time. It was an embarrassing arrangement for me. The fastest time was made by CI Craig's 4.9-litre Bugatti in 55.58sec, second best was RC Symondson's 57S Bugatti in 57.83sec, followed remarkably by Cecil Clutton with the 1908 GP Itala, which took 59.03sec, faster than a Railton, another 57S Bugatti, an Alfa Romeo and a Type 37 Bugatti, of those who bettered 60sec.

"The corners were difficult, particularly the semi-circle with its 90-degree blind entry"

The corners were difficult, particularly the semi-circle with its 90-degree blind entry, but I was quick to enter the road-test Lancia Aprilia (what a wonderful car it was) and, with the many runs I had made in the Fiat, managed 63.75sec, beating Eric Giles' Type 50 Bugatti (64.25sec), a Ford V8, an HRG, a Talbot 105, an 8-litre Bentley, a Type 55 and a Type 57 Bugatti, a Frazer Nash, a 4½-litre Bentley, a Wolseley Hornet, Tom Rolt's 12/50 Alvis, two Triumph Dolomites, a British Salmson, two more T57 Bugattis and another 4½-litre Bentley, a 3-litre Bentley, two other Lancias, a Hillman, down to Marcus Chambers' Fiat 500, among many well-known drivers whose first run up the hill it was. It pays to practise!

Soon after *The Motor* published an article on Prescott including all these times. I felt I had to 'come clean', so I wrote a letter confessing why the obliging Aprilia had made a quick time.

Prescott's first full-scale meeting was on May 15 1938, for which I entered an Aprilia again. Going too fast into a corner I crammed into bottom gear to assist the brakes, the engine was not amused and I was posted as a non-starter. In the afternoon I resumed reporting the climbs for *Motor Sport*. It was now raining and when the loudspeaker announced that a spectator had offered his Lancia for me to drive and the Stewards had agreed I set off in muddy shoes and soaked raincoat to the start. At least I knew how to drive these cars and I hoped to justify this very generous offer. When I got into the car everything seemed unfamiliar and to this day I am ashamed of finishing last but one (70.81sec), beating only Mill's 1907 Renault (106.2sec). FTD was made by Arthur Baron's 2.3-litre Bugatti (50.70sec) and Cecil Clutton set the remarkable time of 58.40sec in the 1908 GP Itala, now owned by George Daniels. That was Prescott 70 years ago.

An Oxford education

Practically every one-make club has its own magazine. The latest magazine I have received is that of the Bull-Nose Morris Club (secretary Malcolm McKay, e-mail: MalcolmMcKay@aol.com), which tells us that a commendable attempt is being made to acquire Nuffield House, Lord Nuffield's home. I am always glad to receive these, as I was taught to drive in the mid-1930s, in a flat-nose Morris Cowley saloon. Its owner told me that driving was as easy as walking and that a car would stop and start safely if its driver understood it. Soon afterwards I took a test with a driving school but the tester (no examination then) sat and read his paper, saying that I need



not have wasted my money, as there was nothing he could teach me. So I hired a Model A Ford, collected a girlfriend and set off for Brooklands.

This issue departs partially from the bull-nose theme, with 15 pages devoted to pictures of how flat-nose cars and vans were assembled at the Cowley, Oxford, factory in 1927 (pictured), when 58,000 were made in a year, or about one every two-and-a-half minutes! The next 15 pages show T-type Morris one-ton commercial vehicles being made at Soho, Birmingham in 1925 (5300; one every 27 minutes).

However, the following 19 pages cover in colour the club's 2007 rally season, with plenty of bull-nose cars. It is said that it was possible to tell a Morris Cowley from a Morris Oxford as the former had three nuts per wheel, the latter five. Not for safety reasons, as Cowleys may have broken half-shafts but did not shed wheels, as I remember it. But a Morris Oxford was not all that faster than a Cowley, so why the cost of an extra two holes per wheel?



Which to sample first? The GMW press day at Goodwood in 1954

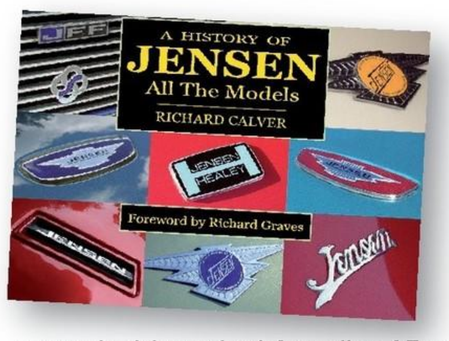
Gatecrashing the guild

The Guild of Motoring Writers, following the death of Lord Strathcarron, has elected as its new president Nick Mason, drummer with the Pink Floyd band but also known for his fine collection of vintage and historic cars, which include a V16 BRM, a 250 GTO Ferrari, a Bugatti 35B, a Maserati 250F and a Ferrari 312T3, and for his racing appearances since the 1970s, including Le Mans. He is a life member of the BRDC. His wife Annette is also an enthusiastic driver, who competed at the Goodwood Festival hillclimb with a 512BB Ferrari and a Frazer Nash. Mason's father Bill is remembered for those splendid GP films he made and for his 4½-litre Bentley, which is among Nick's collection.

The GMW has over 400 active members, who get a very useful annual yearbook with head-and-shoulder photographs of members, a very useful directory of relevant companies, and details of motor and motorcycle racing etc.

In the year of the guild's formation a fellow motoring writer, Joe Lowrey, told me he had heard that the motor industry was holding a meeting at Goodwood at which the press could sample its products. So we went along and did this. No-one had challenged us but we soon realised that we had inadvertently 'gatecrashed' and were supposed to be members of the GMW. So we joined, and went to its meetings each year. I used to ask Paul Frère (who has sadly recently died) to take my wife round, as he was a far faster driver than I was, but safe. One amusing episode was when the very fast cars were only available to those with competition licences. I had obtained one to compete in an Economy Run so was able to show it and drive the circuit in, say, a Maserati or suchlike, although I had only got the licence to drive a Citroën 2CV at economical speeds… Happy days!

The Guild's honorary members are the Duke of Kent, the Earl of March, Lord Hesketh and the Marquis of Bute, and the secretary is Patricia Lodge, 40 Baring Road, Bournemouth, Dorset BH6 4DT.



Jensen's history in colour

When I was editor of *Motor Sport* and road-testing lots of cars I was very impressed with the 6.3-litre Jensen FF, with its Ferguson 4WD and Dunlop Maxaret anti-lock brakes. Now Richard Calver has told the Jensen story in an enormous, landscape-style book, rather floppy with soft covers but ideal for the full-page, full-colour pictures, not only of Jensens but of every conceivable variant from the A7s onwards including commercial vehicles and most of the Jensen personnel. *A History of Jensen – All the Models*, ISBN 978 0 245 1291 1, foreword by Richard Greaves, is available for £45 from the Jensen Owners Club; http://www.jensencv8.com/regalia; e-mail: regalia@joc.org

VCC dating panel sacked

I had barely referred to the dependable dating panel of the Veteran CC about a story for next month when I received a most distressing circular from the Veteran Car Club saying that the Board of Veteran Car Services Ltd has sacked its dating panel and that this sub-activity is to cease forthwith.

When the *Daily Sketch* held the first commemorative Brighton Run in 1927, the cars permitted were those made up to 21 years after the 1896 Run from London to Brighton by the first primitive 'horseless carriages'. When, four years later, the VCC was formed, the aim was to commemorate properly that adventurous



1896 run. There were too few vehicles of that era to constitute a decent entry, although this served to remind enthusiasts that they could search to find such vehicles to restore and use in later runs. So a later cut-off date had to be decided upon, and the VCC committee chose the 1904 limit on the grounds that after that cars had become more sophisticated.

This was the run's composition until some years ago, when slightly later cars were included. The rot set in with an invitation to take in cars of those who were concerned, or determined, that they owned pre-1905 cars, although the panel disagreed. The owners argued that the engine and chassis numbers would be put on their vehicles when they were sold, not when they left the factory, which the very thorough VCC dating committee knew was not so. Now we do not know what rules will be implemented, or who will assess vehicles.

The VCC's statement concludes: "as a result of the decision by the BVCS Board a major raison d'être for the Veteran Car Club's existence has been destroyed at a stroke". A sad occurrence.

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Micro-engineering

I see that my friend Michael Worthington-Williams, the industrious motor historian, has been sorting out those post-war three-wheelers which the financial slump brought forth. Prominent among these were the Bond and the Isetta.

I retain mixed memories of the former. How one wet night, returning from a Fiat club dinner in London with my wife, the thing suddenly stopped. Cars poured past without helping, in an age when such assistance was still commonplace. I got the tiny single-cylinder 197cc Villiers engine, which turned with the front wheel, to restart eventually. The Bond folk sent a mechanic down to set things in better fettle. "You have a nice job," I said, "driving all over the place instead of being confined to an office". "What?" he replied. "I'm giving in my notice next week; I can't stand driving this 122cc van."



Isetta's canvas roof was its emergency exit

Testing another Bond, with Jenks aboard, the steering suddenly failed – two large pulleys had fallen off the cable-operated system. A passer-by told us the Boy Scouts had probably picked these up for their scrap-metal search. He gave us the address of their Scout Master and we were at last able to recover these essential pulleys and proceed. But on Bonding to the *Motor Sport* offices the clutch refused to disengage, and as I tried to get out of gear the Bond ran slowly into the back of a bus. Its conductor pushed us back with his legs. I had had enough and drove into the next garage and left the Bond there, telling the company where it was. When the more sporting Bond Bug, which was aimed at young drivers, came for test I let my youngest daughter try it. She wrote a report, which I had no need to edit, of a rather critical nature, and did not ask me to buy her a Bug.

The Isetta you got into by lifting up its nose panel. If another vehicle parked too close, you were trapped, which I found terrifying due to claustrophobia. Mrs Tee, wife of *Motor Sport*'s proprietor, used one as a runabout and met Jenks and me at a local railway station on the first stage of a journey to report on a GP; I was very glad when I could push up the front panel and get out. Four wheels better, perhaps, unless you had a Morgan or a French D'Yrsan?

When petrol rationing was introduced soon after the beginning of WWII, motorcycles were exempt for some time to help workers who used them to get to work. When I drew Holland (Holly) Birkett's attention to this, ever ingenious and capable, he installed an Austin 7 engine in a Raleigh three-wheeler, although Jenks thought it was a Reliant. It was quick on its initial outing, and it overturned at the first roundabout.

I can still remember a winter's night when Holly and I were in it on the way home to Fleet in Hampshire and were stopped by a policeman for misuse of war-time petrol. Holly left me freezing in the car while he went into the Police Station to argue the legalities, which the police had not heard of. I suppose they rang other stations to ask for confirmation, eventually obtained. An amusing aspect was when, before we drove away, a policeman with a torch came out to check that our car had only three wheels.

Do you have photos of Campbell Star?

In Ireland another ex-Brooklands car is being restored, by Michael Wylie. It is the Star raced there by Malcolm Campbell, which had a tuned version of the production side-valve two-bearing 11.9hp engine, of which the original body still exists.

This Star lapped at 79.30mph. Seven weeks later, rebuilt with the 1924 2-litre three-bearing 12/20hp engine and a single-seater body, it gave Campbell another win, with a best lap of 87.84mph. Later the new body was put on an OHV-engined Star by JE Coulter & Company in Belfast, where Mr Wylie's father was apprenticed. This Star competed at Magilligan Sands and made STD at the Ballybannon hillclimb.

Michael has only one photograph of the original Star and would like others to aid with the rebuild. If anyone can help, please let us know.



Kipling was a Singer fan

Having heard that Rudyard and his son John Kipling were both motoring enthusiasts, I tried to verify this. All I have found is that in the book *My Boy Jack?* by Tonie and Valmai Holt, John (known as Jack and pictured above) is described as having a Singer. He said, "I don't think, honestly, that there is a better car in the market. It's her amazing strength, speed and handsomeness that attracts me." This was at the outbreak of WWI, so it was probably the 14hp 2.4-litre model, because not many of the bigger 20hp Singers were produced before the war. After an accident it cost £100 to repair.

Kipling recalled leaving a nightclub in London at 3.10am and getting to his army barracks at Warley, Essex in 43 minutes – about 21 miles. He said, "being broad daylight I could move like hell". On the way he met only two taxis and a cart – the open road of those times.

There is a reference to the family chauffeur-driven Rolls-Royce which had soon to be laid up, after which the Singer was substituted, driven by a sister.

Had John Kipling not been killed in action in 1915 he would, he said, have bought "the smartest two-seater Hispano-Suiza to be got". The question mark in the book's title refers to the then unknown location of John's grave. It was published in 1980 by Pen & Sword Publishing, Burnley.

All I have been able to discover about Rudyard Kipling's cars is that he began motoring with a steam Locomobile in 1900, changed that for a 10HP Lanchester, christened 'Amelia', and bought his first Rolls-Royce in 1911. His last Royce, a 1928 Phantom, is still on display at his home, Batemans in Sussex. But despite enjoying motoring, he never drove himself.

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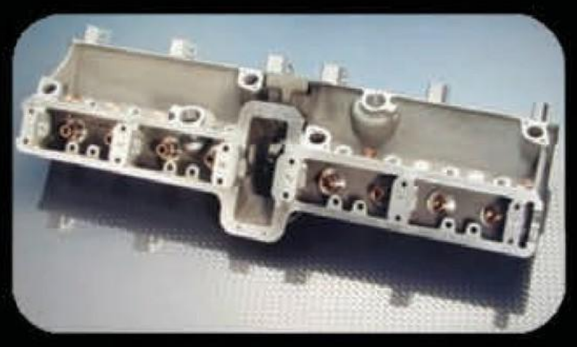
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Race Results

FIA FORMULA 1 WORLD CHAMPIONSHIP

AUSTRALIA
MELBOURNE – MARCH 16

1	Lewis Hamilton	***McLaren***
2	Nick Heidfeld	***BMW***
3	Nico Rosberg	***Williams***
4	Fernando Alonso	***Renault***
5	Heikki Kovalainen	***McLaren***
6	Kazuki Nakajima	***Williams***
7	Sébastien Bourdais	***Toro Rosso***
8	Kimi Räikkönen	***Ferrari***

Fastest lap: *Heikki Kovalainen*
Pole: *Lewis Hamilton*

TURKEY
ISTANBUL – MAY 11

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

GREAT BRITAIN
SILVERSTONE – JULY 6

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

BELGIUM
SPA – SEPTEMBER 7

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

CHINA
SHANGHAI – OCTOBER 19

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

MALAYSIA
KUALA LUMPUR – MARCH 23

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

MONACO
MONTE CARLO – MAY 25

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

GERMANY
HOCKENHEIM – JULY 20

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

ITALY
MONZA – SEPTEMBER 14

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

BRAZIL
SÃO PAULO – NOVEMBER 2

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

BAHRAIN
BAHRAIN – APRIL 6

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

CANADA
MONTRÉAL – JUNE 8

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

HUNGARY
BUDAPEST – AUGUST 3

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

SINGAPORE
SINGAPORE – SEPTEMBER 28

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

SPAIN
BARCELONA – APRIL 27

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

FRANCE
MAGNY-COURS – JUNE 22

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

EUROPE
VALENCIA – AUGUST 24

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

JAPAN
FUJI – OCTOBER 12

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

DRIVER STANDINGS

1	Lewis Hamilton	***10***
2	Nick Heidfeld	***8***
3	Nico Rosberg	***6***
4	Fernando Alonso	***5***
5	Heikki Kovalainen	***4***
6	Kazuki Nakajima	***3***
7	Sébastien Bourdais	***2***
8	Kimi Räikkönen	***1***

MANUFACTURER STANDINGS

1	McLaren	***14***
2	Williams	***9***
3	BMW	***8***
4	Renault	***5***
5	Toro Rosso	***2***
6	Ferrari	***1***

FIA WORLD RALLY CHAMPIONSHIP

MONTE CARLO
JANUARY 24-27

1	Sébastien Loeb	***Citroën***
2	Mikko Hirvonen	***Ford***
3	Chris Atkinson	***Subaru***
4	François Duval	***Ford***
5	Petter Solberg	***Subaru***
6	Gigi Galli	***Ford***

SWEDEN
FEBRUARY 8-10

1	Jari-Matti Latvala	***Ford***
2	Mikko Hirvonen	***Ford***
3	Gigi Galli	***Ford***
4	Petter Solberg	***Subaru***
5	Andreas Mikkelsen	***Ford***
6	Dani Sordo	***Citroën***

MEXICO
FEBRUARY 28 – MARCH 2

1	Sébastien Loeb	***Citroën***
2	Chris Atkinson	***Subaru***
3	Jari-Matti Latvala	***Ford***
4	Mikko Hirvonen	***Ford***
5	Henning Solberg	***Ford***
6	Matthew Wilson	***Ford***

ARGENTINA
MARCH 27-30

1
2
3
4
5
6

JORDAN
APRIL 24-27

1
2
3
4
5
6

ITALY
MAY 16-18

1
2
3
4
5
6

GREECE
MAY 29-JUNE 1

1
2
3
4
5
6

TURKEY
JUNE 13-15

1
2
3
4
5
6

FINLAND
JULY 31-AUGUST 3

1
2
3
4
5
6

GERMANY
AUGUST 15-17

1
2
3
4
5
6

NEW ZEALAND
AUGUST 28-31

1
2
3
4
5
6

SPAIN
OCTOBER 2-5

1
2
3
4
5
6

FRANCE
OCTOBER 10-12

1
2
3
4
5
6

JAPAN
OCTOBER 24-26

1
2
3
4
5
6

GREAT BRITAIN
NOVEMBER 28-30

1
2
3
4
5
6

DRIVER STANDINGS

1	Mikko Hirvonen	***21***
2	Sébastien Loeb	***20***
3	Jari-Matti Latvala	***16***
4	Chris Atkinson	***14***
5	Gigi Galli	***9***
	Petter Solberg	***9***
7	François Duval	***5***
8	Andreas Mikkelsen	***4***
	Henning Solberg	***4***
10	Dani Sordo	***3***
	Matthew Wilson	***3***

MANUFACTURER STANDINGS

1	BP-Ford WRT	***37***
2	Subaru WRT	***25***
	Citroën Total WRT	***25***
4	Stobart Ford Rally	***19***
5	Munchi's Ford	***6***
6	Suzuki WRT	***5***

Race Results

FIM MOTOGP CHAMPIONSHIP

QATAR
LOSAIL – MARCH 9

1	Casey Stoner	*Ducati*
2	Jorge Lorenzo	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Andrea Dovizioso	*Honda*
5	Valentino Rossi	*Yamaha*
6	James Toseland	*Yamaha*

Fastest lap: *Casey Stoner*
Pole: *Jorge Lorenzo*

SPAIN
JEREZ – MARCH 30

1
2
3
4
5
6

Fastest lap:
Pole:

PORTUGAL
ESTORIL – APRIL 13

1
2
3
4
5
6

Fastest lap:
Pole:

CHINA
SHANGHAI – MAY 4

1
2
3
4
5
6

Fastest lap:
Pole:

FRANCE
LE MANS – MAY 18

1
2
3
4
5
6

Fastest lap:
Pole:

ITALY
MUGELLO – JUNE 1

1
2
3
4
5
6

Fastest lap:
Pole:

SPAIN
CATALUNYA – JUNE 8

1
2
3
4
5
6

Fastest lap:
Pole:

GREAT BRITAIN
DONINGTON – JUNE 22

1
2
3
4
5
6

Fastest lap:
Pole:

NETHERLANDS
ASSEN – JUNE 28

1
2
3
4
5
6

Fastest lap:
Pole:

GERMANY
SACHSENRING – JULY 13

1
2
3
4
5
6

Fastest lap:
Pole:

UNITED STATES
LAGUNA SECA – JULY 20

1
2
3
4
5
6

Fastest lap:
Pole:

CZ REPUBLIC
BRNO – AUGUST 17

1
2
3
4
5
6

Fastest lap:
Pole:

SAN MARINO
MISANO – AUGUST 31

1
2
3
4
5
6

Fastest lap:
Pole:

UNITED STATES
INDIANAPOLIS – SEP 14

1
2
3
4
5
6

Fastest lap:
Pole:

JAPAN
MOTEGI – SEPTEMBER 28

1
2
3
4
5
6

Fastest lap:
Pole:

AUSTRALIA
PHILLIP ISLAND – OCT 5

1
2
3
4
5
6

Fastest lap:
Pole:

MALAYSIA
SEPANG – OCTOBER 19

1
2
3
4
5
6

Fastest lap:
Pole:

SPAIN
VALENCIA – OCTOBER 26

1
2
3
4
5
6

Fastest lap:
Pole:

RIDER STANDINGS

1	Casey Stoner	*25*
2	Jorge Lorenzo	*20*
3	Dani Pedrosa	*16*
4	Andrea Dovizioso	*13*
5	Valentino Rossi	*11*
6	James Toseland	*10*
7	Colin Edwards	*9*
8	Loris Capirossi	*8*
9	Randy de Puniet	*7*
10	Nicky Hayden	*6*

TEAM STANDINGS

1	Fiat Yamaha	*31*
2	Ducati Marlboro	*30*
3	Repsol Honda	*22*
4	Tech 3 Yamaha	*19*
5	JiR Team Scot	*13*
6	Rizla Suzuki	*8*

FIA WORLD TOURING CAR CHAMPIONSHIP

BRAZIL
CURITIBA – MARCH 2

Race 1

1	Yvan Muller	*SEAT*
2	Rickard Rydell	*SEAT*
3	Jörg Müller	*BMW*
4	Andy Priaulx	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Félix Porteiro	*BMW*

Race 2

1	Gabriele Tarquini	*SEAT*
2	Andy Priaulx	*BMW*
3	Félix Porteiro	*BMW*
4	Jörg Müller	*BMW*
5	Yvan Muller	*SEAT*
6	Augusto Farfus	*BMW*

MEXICO
PUEBLA – APRIL 6

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

SPAIN
VALENCIA – MAY 18

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

FRANCE
PAU – JUNE 1

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

CZ REPUBLIC
BRNO – JUNE 15

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

PORTUGAL
ESTORIL – JULY 13

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

GREAT BRITAIN
BRANDS HATCH – JULY 27

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

GERMANY
OSCHERSLEBEN – AUG 31

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

SWEDEN
ANDERSTORP – SEP 21

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

ITALY
MONZA – OCTOBER 5

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

JAPAN
OKAYAMA – OCTOBER 26

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

MACAU
MACAU – NOV 16

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

DRIVER STANDINGS

1	Yvan Muller	*14*
	Gabriele Tarquini	*14*
3	Andy Priaulx	*13*
4	Jörg Müller	*11*
5	Rickard Rydell	*10*
6	Félix Porteiro	*9*
7	Augusto Farfus	*3*
8	Tom Coronel	*2*
9	Jordi Gené	*1*
	Olivier Tielemans	*1*

MANUFACTURER STANDINGS

1	SEAT	*33*
2	BMW	*25*
3	Chevrolet	*7*
4	Honda	*0*

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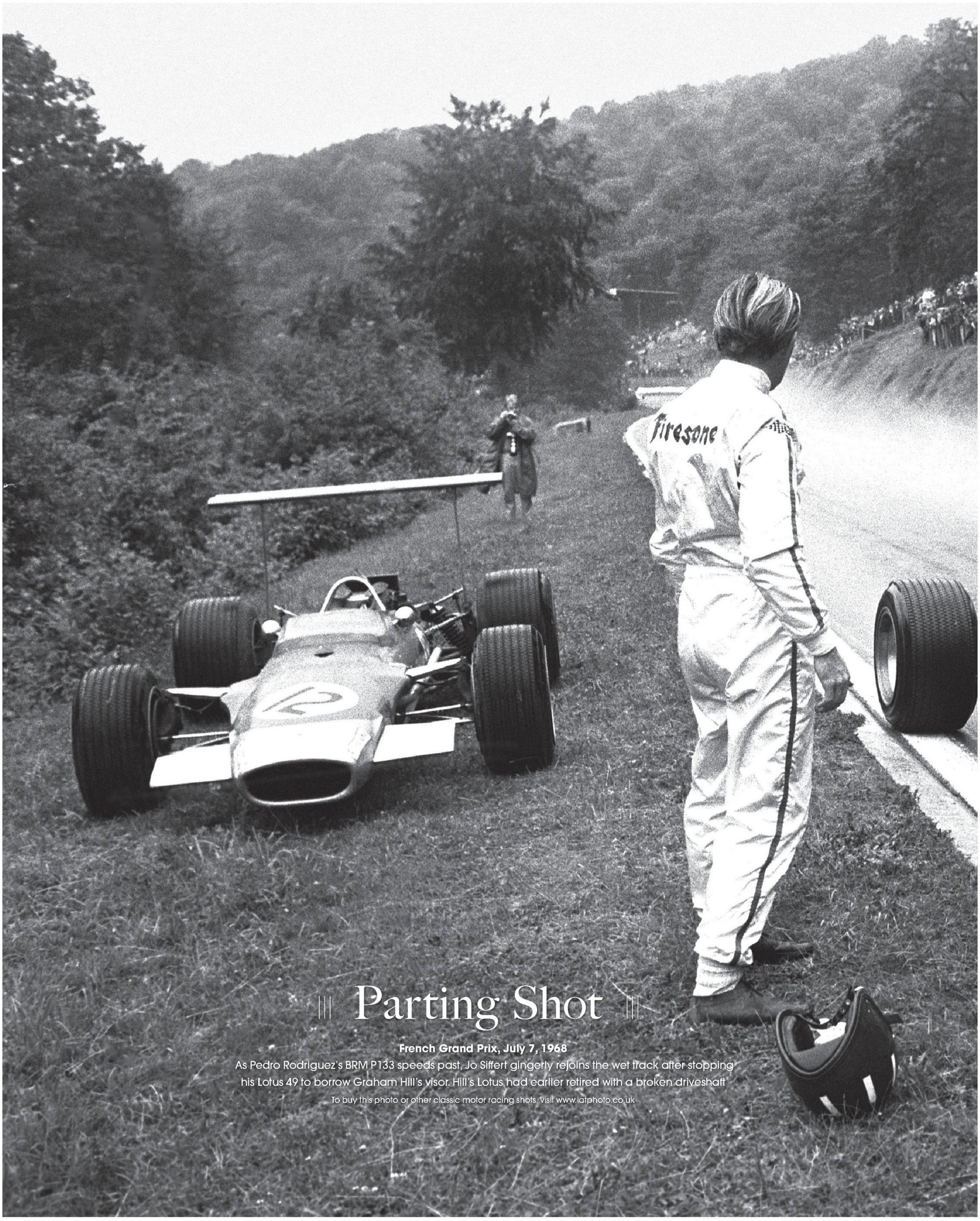
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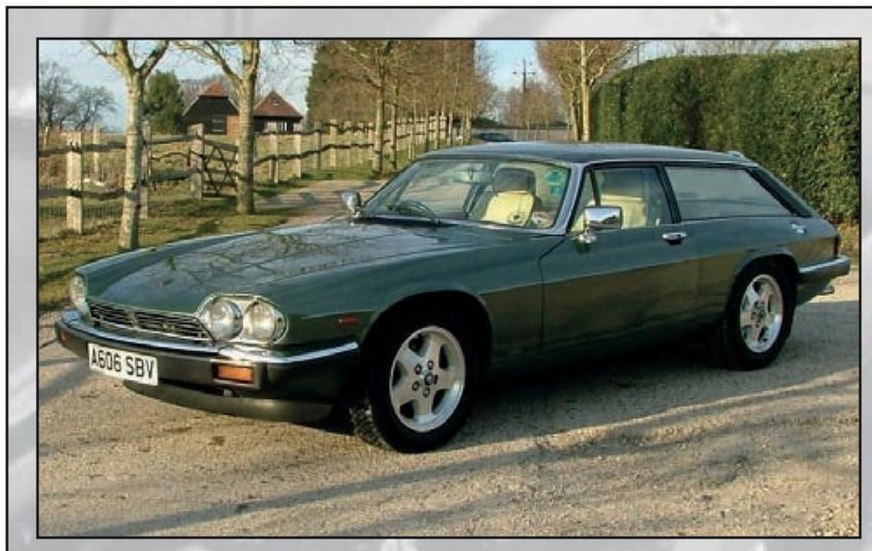
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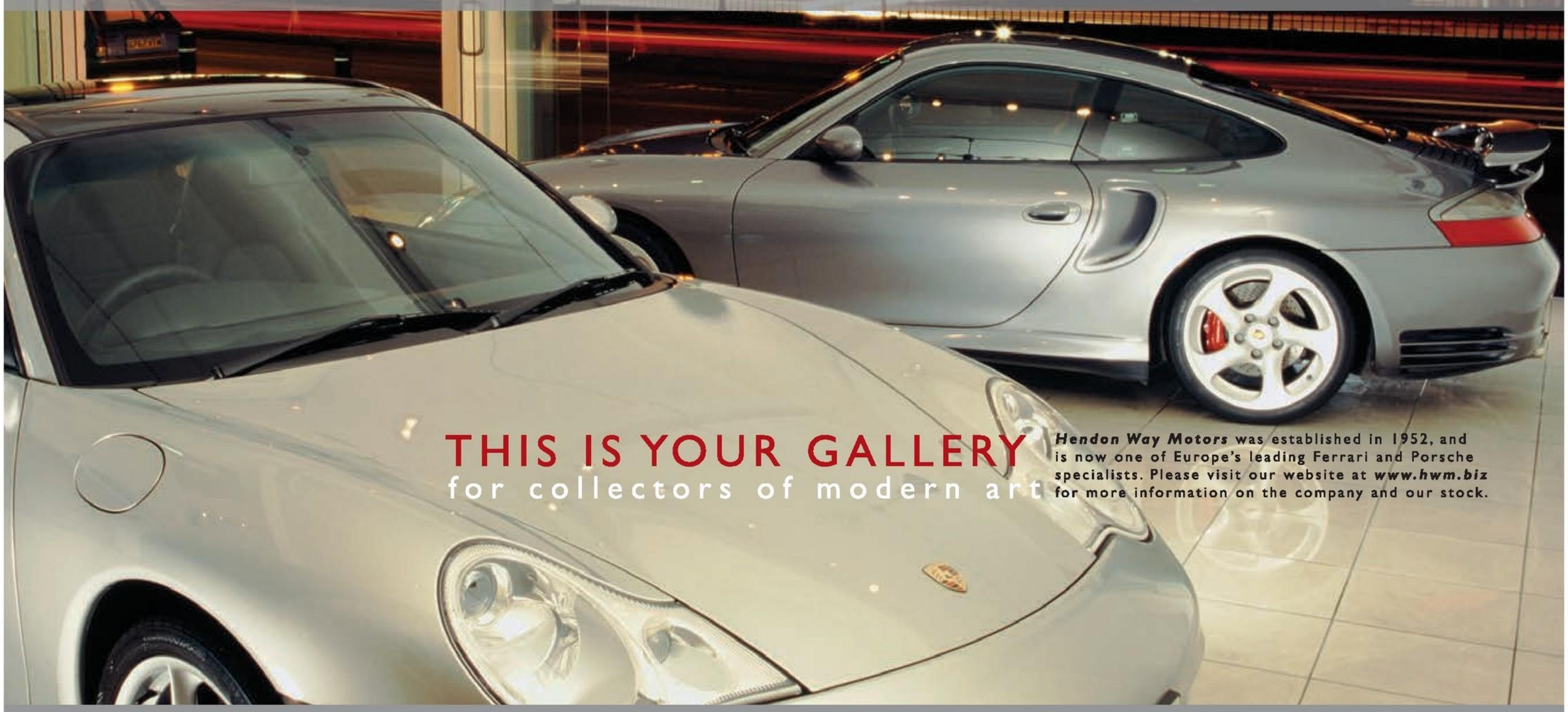
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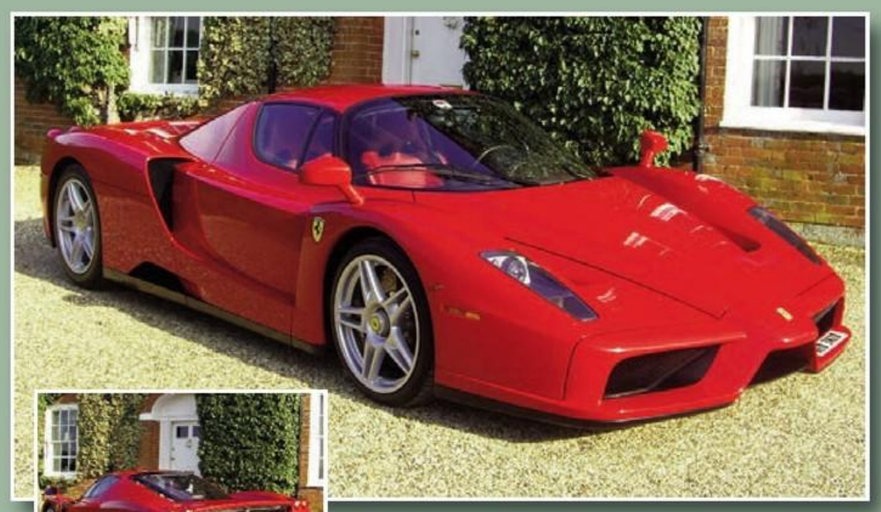
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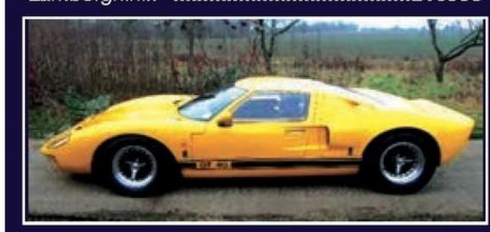
Pilgrim Sumo V8 1982 Reg'. Ac Cobra 427 Mk 111 replica .Beautiful unmarked Pearl blue coachwork. Luxury cream leather. Wilton carpets .Tuned Rover 3500cc. 5 speed g/box .Hallibrands + spinners . Hood , galvanised chassis, detailed engine bay . Old timer registration. Tracker and immobiliser. Fast and loud .bsoueyspr houghout..... **£13995**



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JAGUAR XK 140 DROPHEAD RHD - British Racing Green / Green hide and carpets, black hood, 16 chromed wire wheels. Subject of a total chassis off restoration 6 years ago to the highest standards, 5 speed gearbox, disc brakes, etc. Superb example.

JAGUAR XK 140 DROPHEAD, RHD - Dark Blue / Grey hide, Dark Blue carpets, Dark Blue hood, 16" wire wheels, subject of a total JD Classics chassis off restoration 6 years ago, high torque engine, 5 speed gearbox, power steering, disc brakes, electric seats, Monza fuel filler, uprated cooling system, modern electrics. Built to the highest standards, 4000 miles since completion.

JAGUAR XK 140 DROPHEAD, RHD - British Racing Green / Black hide and carpets, Black hood 16" chromed wire wheels, subject of a total chassis off restoration 7 years ago to a very high standard. Excellent example.

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JAGUAR XK 150 'S' 3.8 LITRE ROADSTER, RHD, - Dark Blue/Dark Blue hide and carpets, Dark Blue hood, 16" chromed wire wheels original UK matching number car, subject of a JD total chassis off restoration 2 years ago, maintained by ourselves since. If you want the best please call.

JAGUAR XK 150 3.8 LITRE JD SPORT DROPHEAD, RHD, - Dark Blue/Grey hide and carpets, Dark Blue hood, wide rimmed chromed wire wheels, total chassis off restoration to latest JD Sport specification, tuned and fully balanced engine, fuel injection, 5 speed gearbox, JD rear axle, full JD Sport brake system with AP brake calipers, full JD Sport suspension, burr walnut dashboard and door cappings, JD Sport electric power adjustable steering, etc. etc. etc. Highest specification JD Sport XK150 built to date. Please call for further details.

JAGUAR XK 150 3.8 LITRE DROPHEAD, RHD - Dark Blue / Dark Blue hide and carpets, Dark Blue hood, 16" chromed wide rim wire wheels. Subject of a total J.D. Restoration, specification includes, tuned engine, handmade stainless steel exhaust system, 5 speed gearbox, adjustable suspension, uprated brake system etc etc. Built to the highest standards.

JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD - British Racing Green/Red hide and carpets, matching numbers, wide rim chromed wire wheels, subject to a total chassis off restoration, updated brakes, and cooling system. Excellent example.

JAGUAR XK 150 3.4 LITRE DROPHEAD, LHD - British Racing Green/Biege hide and carpets, black hood, 16"chromed wire wheels, subject of a total chassis off restoration 3 years ago, 2500 miles covered since, updated brakes. Superb example.

JAGUAR XK 150 'S' 3.8 LITRE FIXED HEAD COUPE, RHD - British Racing Green/Beige hide, Dark oatmeal carpets, 16" wide rim chrome wire wheels. Subject of total JD chassis off restoration 6 years ago to the highest standards, JD updates include rack and pinion power steering, alternator, hand made stainless steel exhaust manifold and exhaust system, updated disc brakes etc. Truly exceptional example.

JAGUAR XK 150 'S' 3.8 LITRE FIXED HEAD COUPE, RHD - Red/Beige hide and carpets, chromed wire wheels, matching number original UK car, subject of a total restoration in the 1990's good useable car, one of 50 right hand drive cars built.

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JAGUAR MKII 3.8 LITRE SALOON, RHD - Opalescent Light Blue/Dark Blue hide and carpets, competition stainless steel wire wheels, subject of a full J.D body restoration and bare metal re-paint, full J.D engine bay bare metal re-paint and detailing. J.D engine overhaul, 5 speed J.D gearbox, J.D power steering and brakes handmade J.D stainless steel exhaust manifold, J.D front seats, full J.D interior trim including new burr walnut woodwork, re-chromed etc

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JAGUAR MKII 3.8 LITRE SALOON MANUAL WITH OVERDRIVE, RHD - Opalescent Silver Grey /Red hide and carpets, chromed wire wheels. Original colour specification and matching numbers. Total restoration completed 6 years ago.

JAGUAR MKII 4.2 LITRE SALOON, LHD - British Racng Green / Black hide and carpets, Racing Green wide rim wire wheels. Total restoration recently completed, fuel injection, uprated cooling system, 5 speed gearbox, power steering, modified suspension, uprated seating. Superb example.

JAGUAR S TYPE 3.8 LITRE SALOON, RHD - Opalescent Silver Grey / Dark Blue hide and carpets, wide rim chromed wire wheels. Total restoration to JD Sport specification completed 3 years ago, updates include high torque engine, 5 speed gearbox, rack and pinion power steering, updated suspension and brakes. JD Sport exhaust system, etc etc. One of a handful of JD Sport S Types built, please call for full specification.

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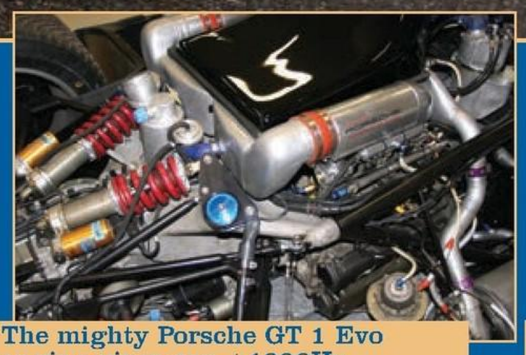




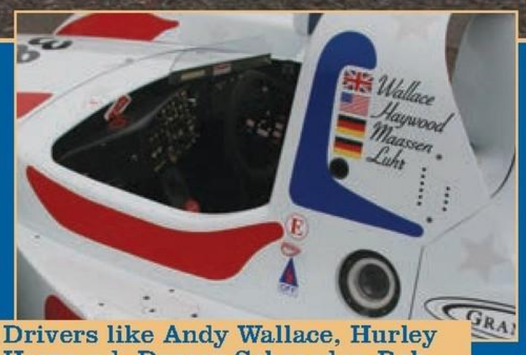
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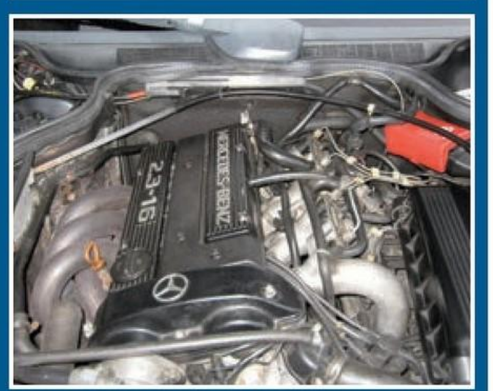
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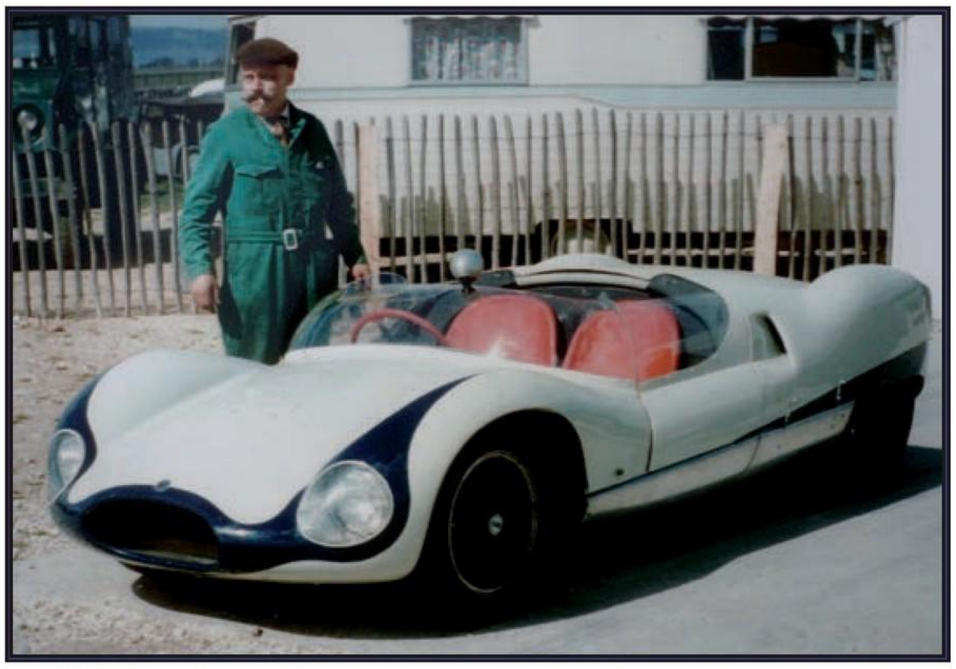
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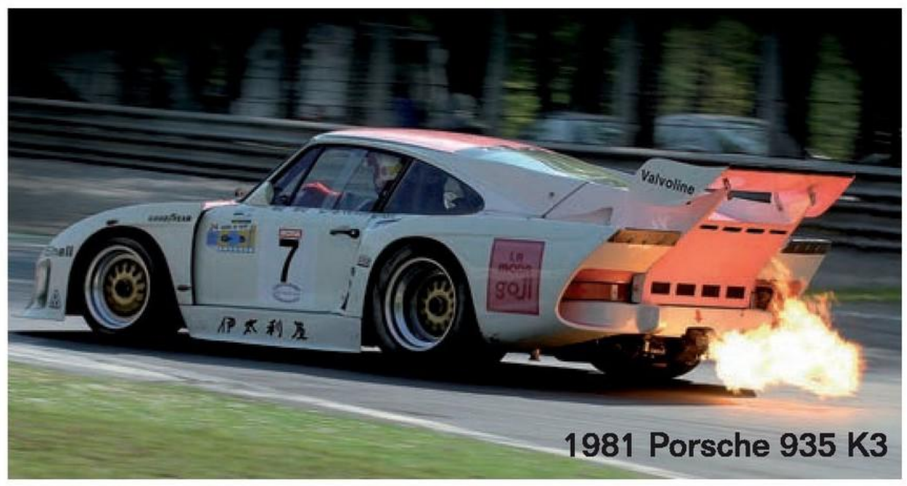



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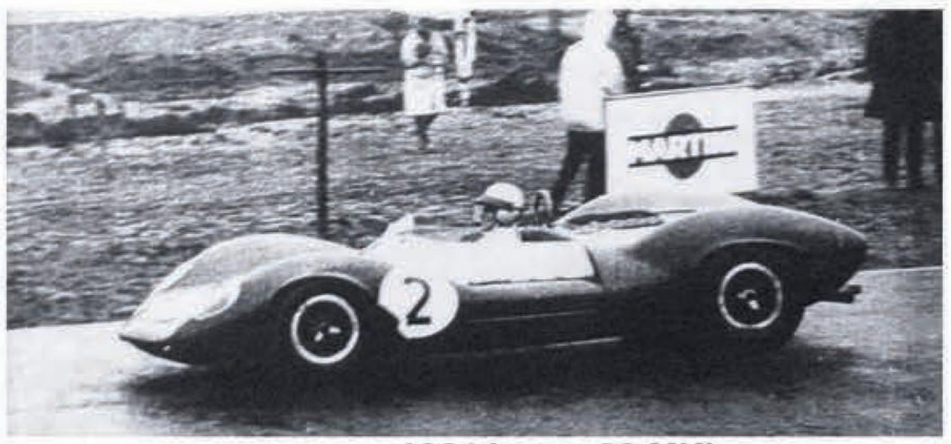
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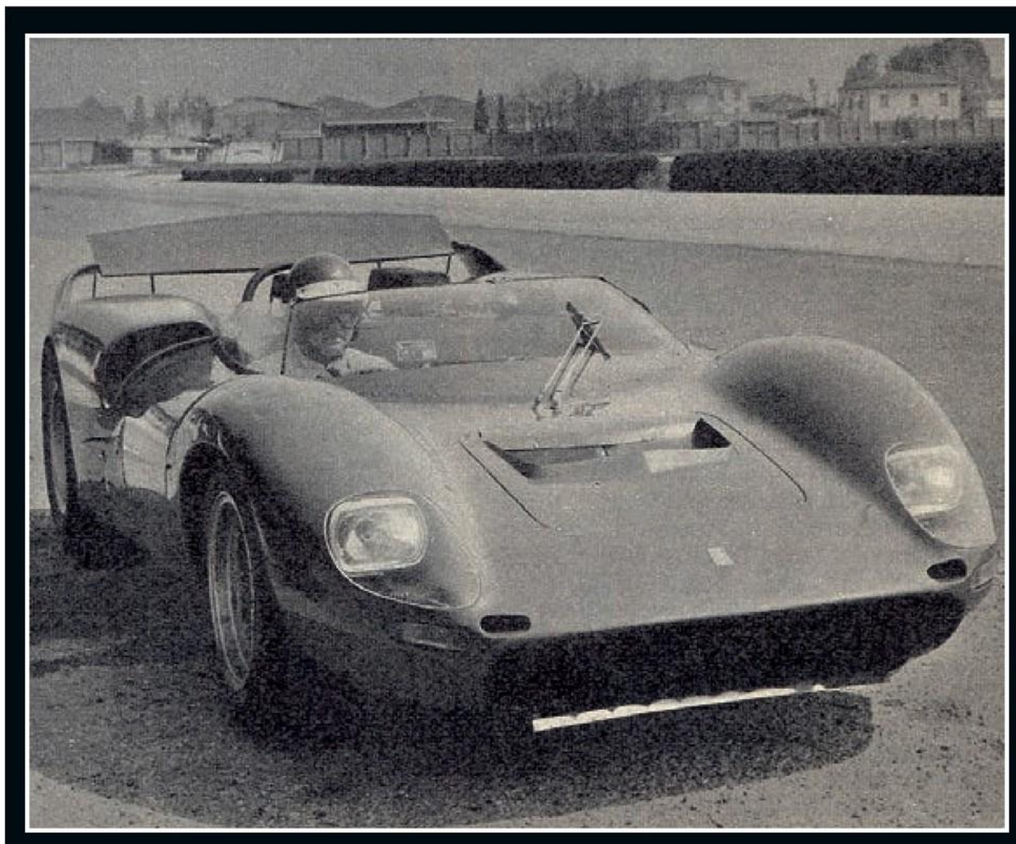
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Finally it's over and we can forget about Christmas credit card bills, the collapse of Northern Rock and whether the economy is really going to go into recession which, depending on whose interests the economic pundit is working for, is either inevitable or an outside possibility.

An interesting spin I heard on it the other day was that of course if you ask anyone to do with the banking industry they will paint a gloomy picture, because they would really like the Government to step in and prop up the industry, by which they mean prop up their profits and bonuses. Theirs is the sector of the economy which is really suffering due to the extremely complicated investment vehicles they created. After being on the end of increasingly inept treatment from the bank - to spare their blushes, I won't say which one - over the last few years, the prospect of seeing them struggle fills me with a certain morbid pleasure. However all this was spoiled earlier in the week after they announced profits of £6billion, AGAIN. I wish I could think of something where you can run a business badly, upset your customers, fix your profit base in the wealthy economies and your cost base in emerging third world countries, and then when you get it all wrong go to the Government and ask for a handout anyway. Oops, sorry, I lost my thread.

What I was going to say was in the last few weeks the season has finally begun, beginning with the Exmoor Trial where, in the trusty old Model A, I won Class 2B and the inaugural James Diffey Trophy. It was a definite "smoke gets in your eyes" moment, now he's one Audrey Hepburn would have struggled with. After the Exmoor we had the Pom, won by Patrick in his Nash. It's amazing how crudely effective a few bits of angle iron and some bicycle chain can be when coupled to a 120-odd brake horsepower, 1500cc Meadows engine. Over 80 brake horsepower per litre, and entirely vintage, amazing!

Now of course we're looking forward to The Derbyshire, The Herefordshire, The Scottish and a trip down to Monaco for another Historic Grand Prix. At the moment we've got room on the transporter and in the workshop, for one more competing car to go down. £1,200 for the transport, and we can talk about support.

I am certainly looking forward to the Monaco experience this year as the plan is for the truck to take some of the competing cars down while others will be driven across France just as we did last time, only on this occasion I will be taking some angle iron and bicycle chain, connected to a Type 44 Bugatti engine, for the run through France to the Principality. As a last thought on the Monaco experience, if there's anybody out there who fancies racing a front-engined Formula 1 car, I know of one for sale, with an entry, a unique and continuous history, (which virtually guarantees entries to Monaco, Goodwood, etc.), at what I think is more or less a giveaway price.

The rest of the year looks as though it's going to be the usual mix of VSCC competition, social rallies and guided tours of our workshop. This year there's even an all female group booked in!

Personally, motor racing this year is making me wish that I'd listened to my Grandfather's advice, which was "don't get involved with motor racing boy, it will break your heart". What looked like a reasonably good chance of doing some GT3 racing has fallen apart. I was really excited with the prospect of doing Thruxton with Masters, but the children's holiday is taking precedence over the opportunity to have a big skid on one of the fastest circuits in the country (and that's the car owner's children not mine). I know where I would be, but that's probably why I am separated. The 2-litre Porsche racing looks likely to be pushed back to the middle of the year and Le Mans is the same weekend as a wedding that I cannot get out of. So probably the only high spot is the fact that Masters are really pushing the Group 2 Saloon Car Championship, which means that I will be able to build a Mark 2, 3-litre S Capri and race on slicks again. I am not sure how door handle to door handle saloon car racing fits in with the Masters driving code. We shall see.

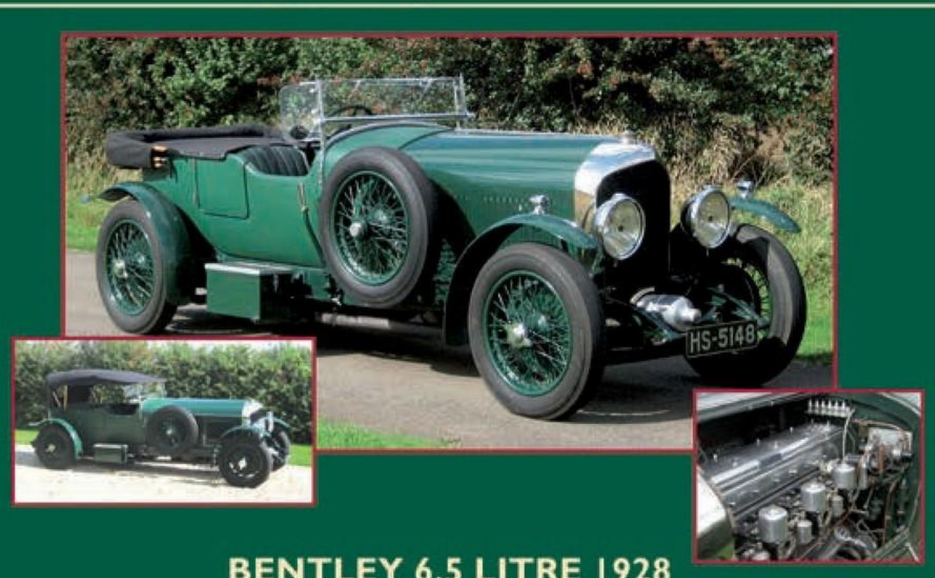
Once again this year we're sponsoring the Williams Trophy at the VSCC Donnington meeting in May. There is a rumour that it might be run to slightly different eligibility rules than previously, but hopefully we will see a full grid of Bugattis and other 2-seater Grand Prix cars, perhaps with luck even an Alfa or two and Charlie will be attempting to win the trophy yet again. Next year, which seems like an awfully long way off, I hope I will be out joining him in my very own Type 35b, which is one of the reasons why my ex Rindt Alfa GTA will have to go sometime this year. So while I am quite used to saying "Vive le marque" I can now add "C'est la vie".

Tim.

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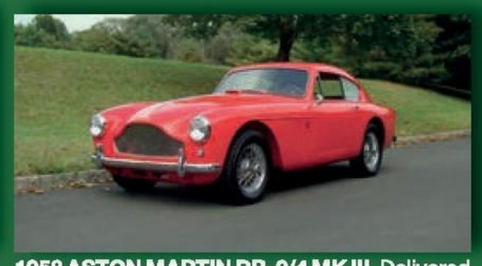
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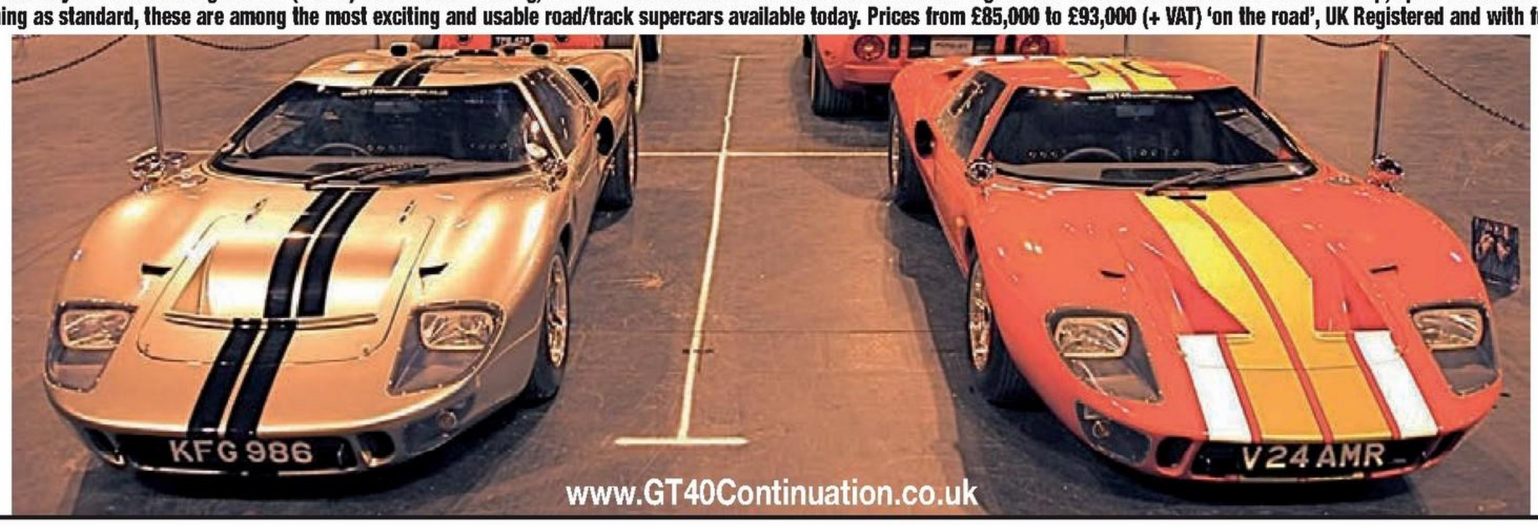
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2002 Aero 8 4.4 V8. Silver with red leather interior, black mohair weather equipment, black leather Moto lita steering wheel with alloy boss and engraved horn push. Chrome interior mirror, chrome gear knob, radio CD player, photographic build record. 18,200 miles. 3 owners. FSH.

£37,500



Brand New +4 2.0 Duratec. Morgan Monterey blue metallic, cream leather interior piped blue, speakers etc, door handles, elasticated door pockets, extra tread rubber, sports seats, blue mohair weather equipment, walnut dashboard, stainless steel wire wheels, blue wingbeading. On the road price

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2005 +4 2.0 Duratec. Royal Ivory, Le Mans gear knob, blue leather upholstery, door handles, elasticated door pockets, sun visors, tread rubbers, alloy wheels, steering bearing kit, Koni suspension, negative camber plates, TOK number plate available at extra cost, 1 owner, FSH, 9,700 miles.

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Brand New Morgan 4/4 1800 Duratec. Royal Ivory with green leather, bonnet louvers, elasticated door pockets, black weather equipment, door handles, green carpets, stainless steel wire wheels, sidescreen bag. Unregistered. On the road price:

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2003 4/4 Lowline. 1800 Zetec. Ivory with red leather interior, easy fit hood, chrome wire wheels wiht two eared spinners, walnut dashboard, Moto Lita wood rim steering wheel with alloy boss and horn push, round door mirrors, Simmonds black mohair tonneau cover, stainless steel luggage rack, sports exhaust, Le Mans gear knob, chrome interior mirror, sidescreen bag, 1 owner, FSH, 24,600 miles.

£22,995



1989 +8 3.5 V8 Fuel Injected. Connaught Green, stone leather interior piped green, stone PVC weather equipment including tonneau piped green, stainless steel luggage rack, alloy wheels, walnut dashboard, +8 Spot lamps, wooden gear knob, Moto Lita Black leather steering wheel, organ pedal, radio kit, roll bar, 4 owners, FSH, 27,150 miles.

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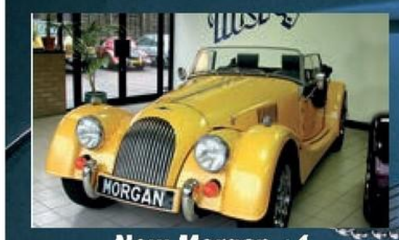
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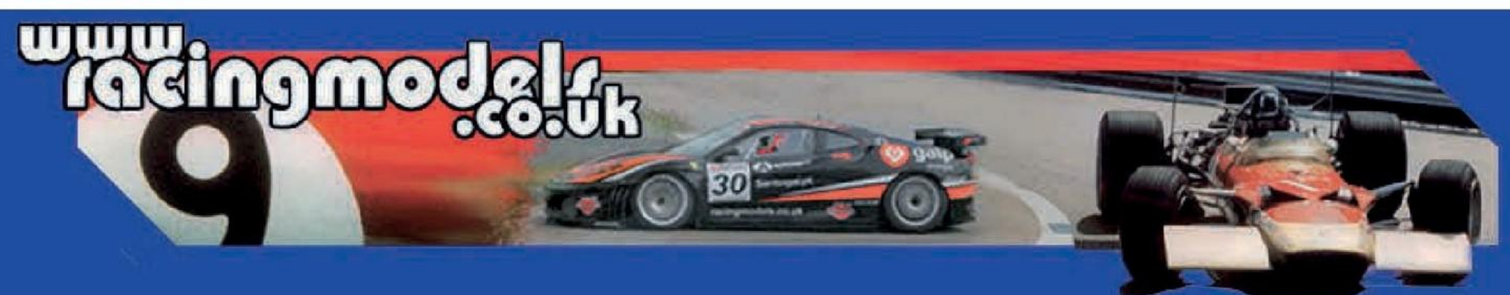
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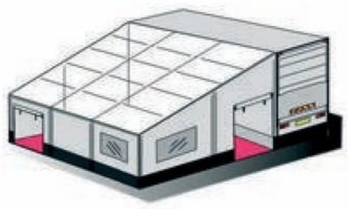
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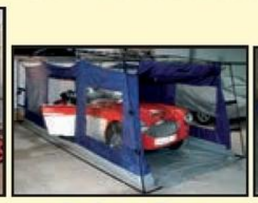
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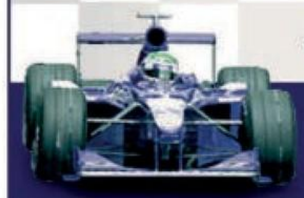
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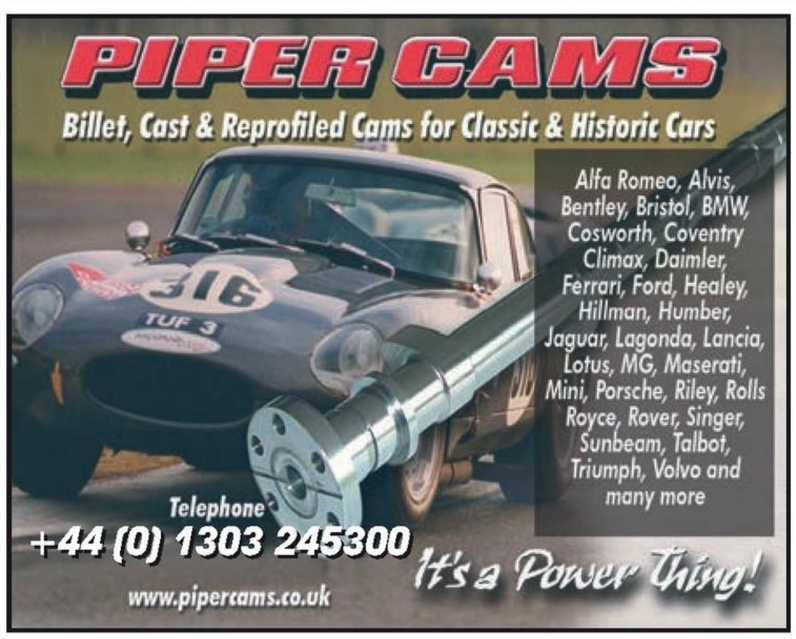
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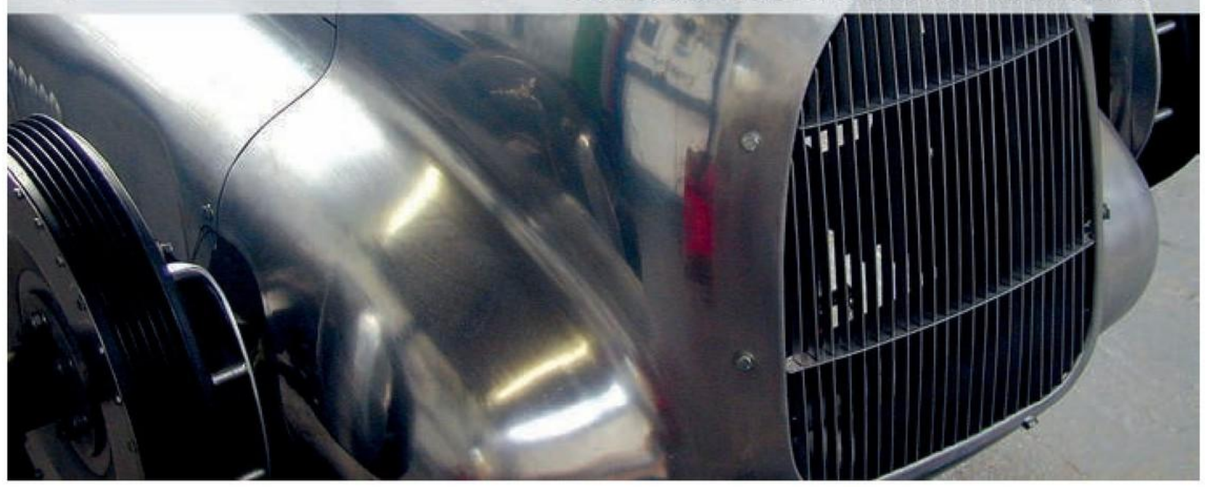
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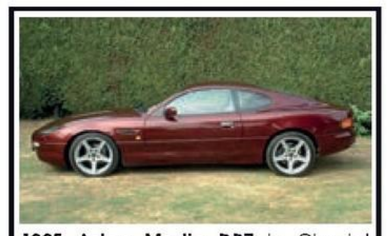
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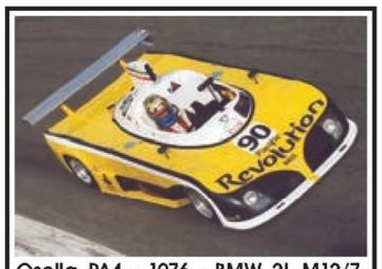
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1964 Triumph TR4 FIA Race Car in Black. This car has been freshly rebuilt from a UK right hand drive car and is fully race prepared. Huge specification including fresh full race mass engine, Weber carbs, fresh quaiffe, dog-change gearbox, LSD Salisbury axle, 2 sets of period style alloy wheels and Dunlop historic and Avon tyres. Sale price includes a comprehensive spare parts package. Comes with FIA – HTP papers £36,950
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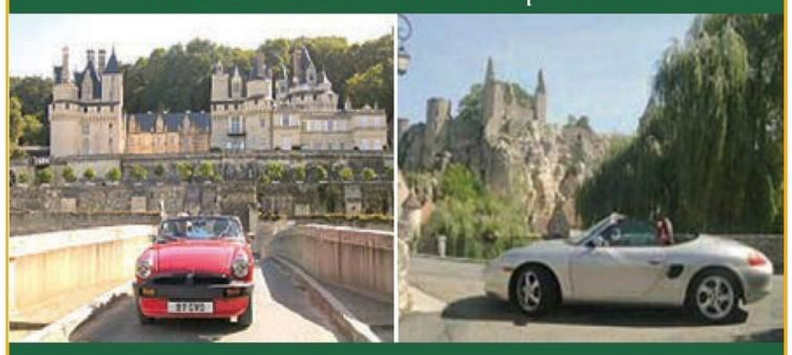
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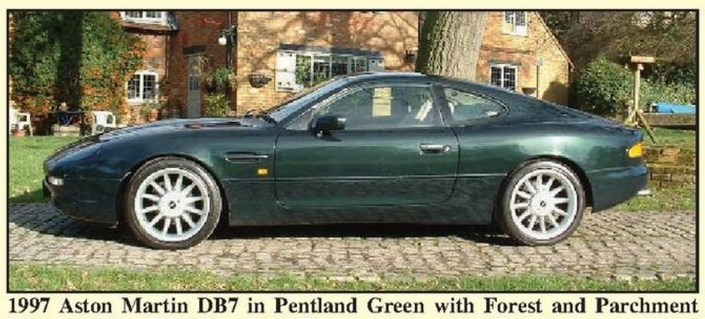
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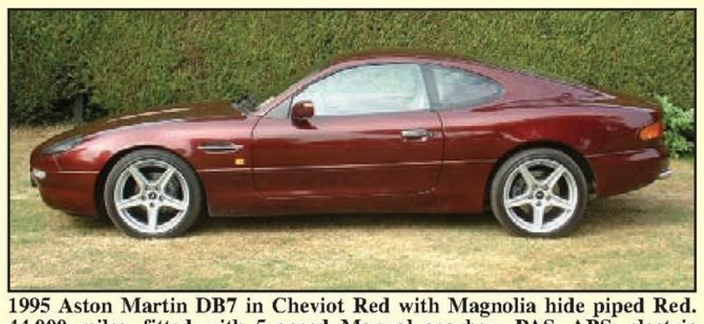
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1997 Aston Martin DB7 in Pentland Green with Forest and Parchment hide interior. (75,000 miles) This car was supplied to its last owner by ourselves 3 years ago and comes with total Aston Martin service history. Sensibly priced at £24,950



1995 Aston Martin DB7 in Cheviot Red with Magnolia hide piped Red. 44,000 miles, fitted with 5 speed Manual gearbox, PAS, ABS, electric windows and mirrors, air conditioning, CD system and 5 spoke Magnesium alloy wheels. Comes with full service history and is beautiful throughout £22,950



2004 Aston Martin Db7 Vantage in Tungsten Silver with Black hide interior. This is a very fine example fitted with all usual refinements including alarm, mesh grilles, premium in car entertainment system, aluminium pedal pads, heated front screen, Tracker, 18" 5 spoke GT alloy wheels and 5 speed automatic transmission. Comes with complete Aston Martin works service history £45,950



1996 Aston Martin DB7 Volante in Mendip Blue with Parchment and Pacific hide. This is a fine one owner example with complete Aston Martin service history having covered only 39,000 miles from new. Fitted with Manual 5 speed transmission, the car is beautiful and sensibly priced at £33,950



1991 Aston Martin Virage 5.3 FHC. Squadron Blue with Magnolia hide piped Blue and new Blue carpets with Aston Martin logos and Alcantara headlining. This car has only covered 42,000 miles from new and has a complete Aston Martin service history. Not to be confused with the usual wrecks, this car is really beautiful £27,950



1979 Aston Martin V8 Volante in dark metallic Blue with Magnolia hide piped Blue interior, Blue carpets and new dark Blue mohair hood. This car is in superb condition throughout. Sold by us in 2004 and has been maintained to a high standard by the previous owner. Re-upholstered and re-hooded at this time and the car has very recently had the benefit of a complete re-paint including sills. Tracker, new alarm and immobiliser and top of the range stereo and speakers with CD player and digital radio £48,950



2005 Aston Martin DB9 in Chiltern Green with Sandstone hide interior. This is a beautiful 2 owner car with complete Aston Martin service history having covered only 17,000 miles. Fitted with all usual refinements including sequential paddle shift transmission, Sat Nav, integrated telephone and air conditioning £79,950



1969 Aston Martin DB6 Vantage in Regal Red with original contrasting tan hide interior. This example is a Vantage with an original electric sunroof and a Manual 5 speed gearbox. Fitted with chrome wheels, the car has been in regular use and has been regularly maintained. Recent works include new rear springs, stainless steel exhaust, rebuilt water pump, new radiator hoses, refurbished power steering, replacement brake master cylinder, new clutch and new sills. The car is also fitted with a Kenlowe electric fan to assist with cooling in modern day traffic conditions. Please enquire for full details. £75,000



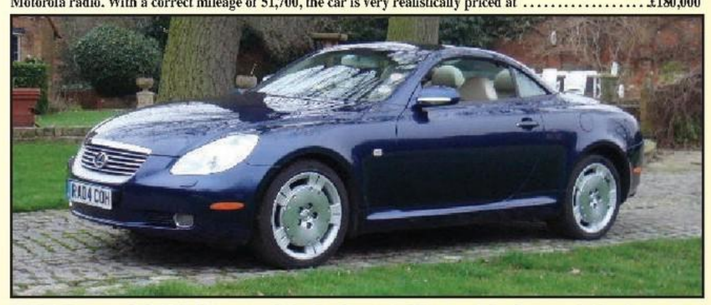
1969 Aston Martin DB6 Convertible in Chiltern Green with Parchment hide piped Green. This vehicle started its life as a Coupe and was one of two cars that were convereted by Daytona Motor Company of Bracknell around 1990/1991 for the Henley Sports Car Company, before being purchased by its present owner in 2003. The car has been the subject of an in depth restoration over the last four years eventually completed by the team at Royles of Darlington which has resulted in an excellent car that performs very well and is easy to drive. Fitted automatic transmission, power steering, wood rim steering wheel, Black mohair hood, chrome wire wheels, electric windows and original 5 push button Motorola radio. With a correct mileage of 51,700, the car is very realistically priced at £180,000



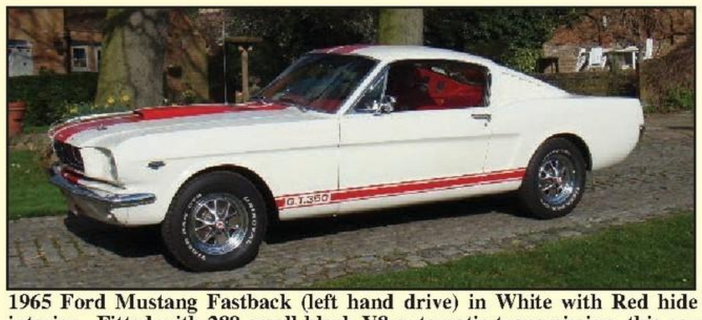
2004 Maserati 4200 Cambiocorsa in metallic Black with full Charcoal hide. Fitted with all usual refinements including electric memory seats, Maserati satellite navigation system, 18" 7 spoke alloy wheels. Full main dealer service history. Only 2 owners from new £31,950



1964 Triumph TR4 FIA Race Car in Black. This car has been freshly rebuilt from a UK right hand drive car and is fully race prepared. Huge specification including fresh full race mass engine, Weber carbs, fresh quaiffe, dog-change gearbox, LSD Salisbury axle, 2 sets of period style alloy wheels and Dunlop historic and Avon tyres. Sale price includes a comprehensive spare parts package. Comes with FIA – HTP papers £36,950



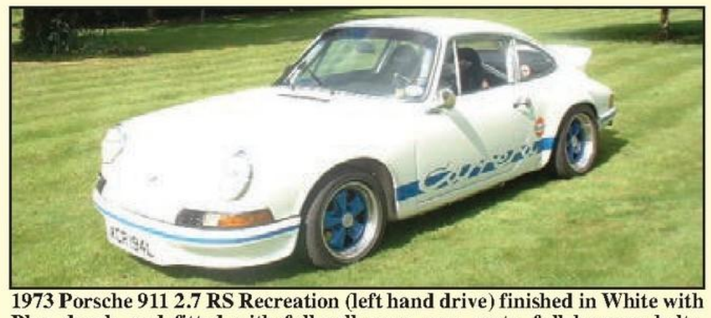
2004 Lexus SC430 Convertible in Cosmic Blue with Cream hide interior. Fitted with all usual refinements including automatic transmission, power steering, air conditioning, alloy wheels, electric seats and Sat Nav. 26,400 miles with full history. Drives beautifully £26,950



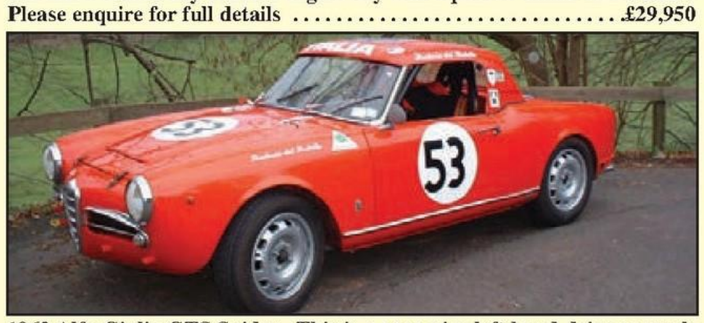
1965 Ford Mustang Fastback (left hand drive) in White with Red hide interior. Fitted with 289 small block V8 automatic transmission, this car has been the subject of a complete in-depth restoration in the United States and has a beautifully detailed engine bay with a perfect unmarked interior. Please enquire for full details £29,950



1985 Ferrari 400i in Blue Chiara with Tan hide. Last year of production, this is a really stunning example fitted with all usual Ferrari refinements including air conditioning, electric windows and alloy wheels. Comes with good Ferrari service history £17,950



1973 Porsche 911 2.7 RS Recreation (left hand drive) finished in White with Blue decals and fitted with full roll cage, race seats, full harness belts, correct Fuch wheels, 3 litre fuel injection engine and lowered stiffened suspension. This is a beautiful example of the marque and is suitable for road and track days £34,950



1963 Alfa Giulia GTS Spider. This is a very nice left hand drive example of the marque and comes with both original and up to date FIA Papers and can be used for numerous FIA events including Spa, Tour Auto, Coppa D'Italia etc. This car has previously competed in the Carrera Pan Americana and is race ready. Please enquire for full specification £19,950



2002 Mercedes 500SL in Brilliant Silver with Grey hide. A fine example with service history and fitted with Command Sat Nav, climate control, cruise control, 18" alloy wheels, heated electric seats, park assistance and CD player £29,995



1996 Ferrari F355 (left hand drive) in Rosso Corsa with Nero hide interior. 45,000 miles, manual transmission with service history. This car has been extensively cared for having thousands spent on it with all receipts. It benefits from a Tubi Romore Stage 3 exhaust system. The car is also fitted with an on/off switch to open up the exhaust bypass valves. Recent air con re-gas, full engine out major service including cambelts just done. Two new cats were also fitted. Excellent brakes and clutch. £35,950

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