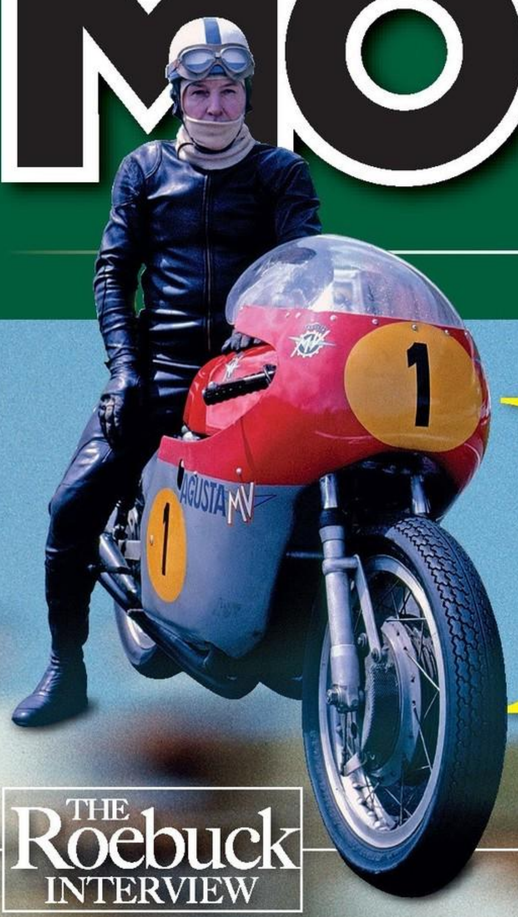
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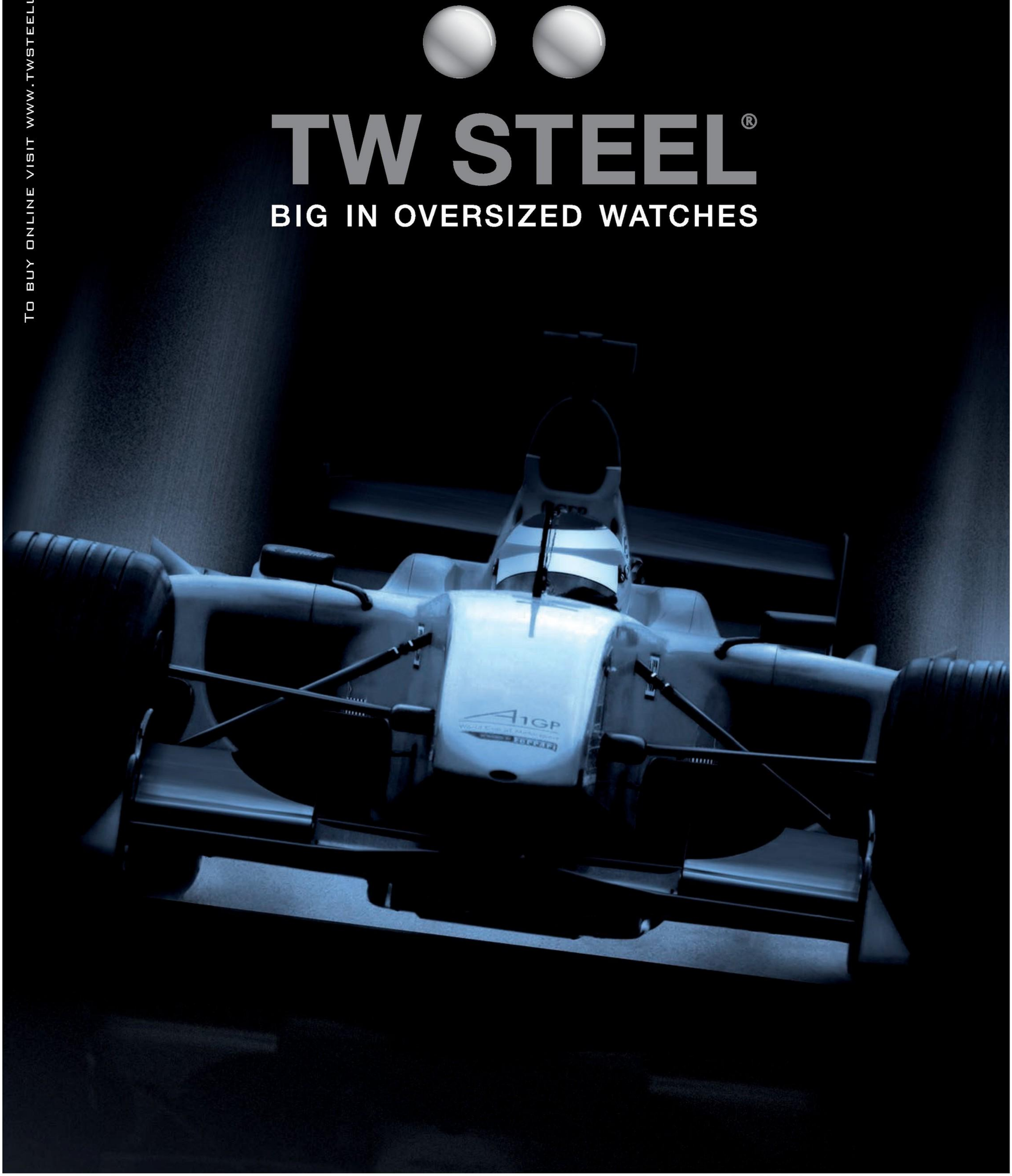
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Peugeot's 908 HDI had the pace to beat Audi at Le Mans, p26

Cover: Klemantaski

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Top: *The ex-works, Hans Stuck, Rudolph Hasse, French and Eifel Rennen Grand Prix*
1939 Auto Union D type V12 3-liter Grand Prix Racing car
Chassis no. 19
Photo Credit: Charlie Magee

1 *Ex-works Mille Miglia raced by A. Tullini / L. Rossi*
1952 Siata 208CS Berlinetta
Pictured on the starting grid at the 1952 Mille Miglia.
Photo Credit: Giorgio Nada Editore

2 *Ex-Georges Grignard, Ecurie Belgique*
1948 Talbot-Lago T 26C Grand Prix Single-Seater
Chassis no. 110006
Pictured at the 1949 British Grand Prix driven by Giraud and Cabantous
Photo Credit: Klemantaski collection

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A break from the old routine

My phone rang just after midnight on Friday June 19. A radio station wanted a comment on plans for eight of the 10 Formula 1 teams to form a breakaway series, in defiance of the FIA and its dictator's uncompromising imposition of a budget cap for 2010. So they'd finally done it. United, they'd stood up to him. Thank goodness.

Later that day at Silverstone, there was a sense of quiet determination among the team bosses, of relief that they'd taken the plunge. *Motor Sport* shared those feelings. We'd always thought splitting Formula 1 in two, diluting it, could only be wrong (we'd seen what division can do in Indycar racing). But this was different. This was the right decision, the only decision, open to eight teams sick of being patronised, bullied and overruled by a president of a regulatory body that has run amok with the sport of Grand Prix racing.

Then on Wednesday June 24 the unexpected happened. Having stated just the day before that he would stand for re-election in the autumn in defiance of the teams' desire to see him gone, president Max Mosley announced that a deal had been brokered to save F1 from a split – and that he would be leaving his post after all. Once again, thank goodness.

Mosley was always the problem at the centre of this crisis, which could have ripped Grand Prix racing in two. His autocratic governance of the sport, coupled with his condescending attitude to the "loony" teams who make F1 what it is, has created a climate of fear and suspicion in the world's paddocks and press rooms. He has taken the remit of his role at the head of the sport's regulatory body right to its boundaries – and way beyond.

Now our attention turns to what happens next – or perhaps that should be who happens next! Mosley's successor – assuming Max doesn't pull another u-turn and change his mind between now and the autumn, of course – will have a huge task on his hands to rebuild the FIA's relationship with the teams and motor manufacturers who invest so much in racing. The reputation of the governing body and the sport is in tatters thanks to Mosley. F1 has been dragged through political scandal after needless controversy during his time in power. Yes, his record on safety is admirable, but the avoidance of fatalities in F1 since May 1994 is not what Mosley will be remembered for. His legacy could have been a great one. Instead, his era will be remembered for inconsistencies in governance, political infighting – and lurid tabloid headlines. In other words, he blew it.

So will we get a conciliatory FIA president come November? Impossible to say right now. Perhaps it's too much to expect. Especially if Jean Todt gets the job…

Enough. Right now change, finally, is in the air. Refreshing, isn't it?

Le Mans, a week before Silverstone, was hardly free of its own brand of in-fighting (see page 26). But the 24 Hours remains a spectacle and an 'event' that transcends the sport. Luca di Montezemolo was suitably impressed, although perhaps we shouldn't hold our breath for that Ferrari works team just yet.

Audi has served sports car racing so well and deserves credit for its technical innovation. But Peugeot's surprisingly dominant victory can only be good news for the old enduro. Now Audi will be out for revenge and we hope the French giant will return to meet its challenge.

Motor Sport would also like to doff its proverbial cap (not of the baseball variety, I can assure you…) to David Brabham, who at the age of 43 and at his 16th attempt finally chalked up an overall Le Mans victory. Great driver, great bloke. Good on yer, Brabs.

Damien Smith, Editor

CONTRIBUTORS



Nigel Roebuck

John Surtees left motorcycle racing at the top of his game, started from scratch in cars and was World Champion within four years. Well, that won't happen again. During that time he formed a bond with Italy that endures to this day, which is what Nigel met him to talk about this month. The editor-in-chief also offers a few well-chosen words in this issue about the biggest F1 crisis since the FISA/FOCA war.



Ivan Ostroff

Ivan's writings on racing and classic cars tend to be split half and half between Scandinavia and the UK, but there was only one place to arrange this month's meeting – the green fields of Kent, or Brands Hatch to be specific, where two heroes of his youth relived a classic tussle. One was driving a bellowing V8 sports car – Ivan's particular preference among the cars he gets to sample.



Michael Oliver

It was a recent trip to Sicily which gave freelance journalist and author Michael the opportunity to interview boyhood hero Nino Vaccarella about all those achievements which *didn't* come on the Targa Florio. The author of definitive works about the Lotus 49 and 72, Michael will publish his latest book, a collection of mechanics' anecdotes called *Tales from the Toolbox*, later this year.



Adam Sweeting

Some people think the sound of a racing engine at full chat is music of the purest type, so perhaps it's not such a big jump for Adam to divert from his normal writings on operatic sopranos and this summer's glut of rock festivals to discuss laying down tracks of a different sort. His session with circuit planner Clive Bowen reveals it's rather more complex than assembling your Scalextric…

















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At Silverstone Mosley threatened FOTA members (below) with legal action over a breakaway series

F1 PEACE DEAL AVERTS SPLIT

GRAND PRIX RACING HAS NARROWLY avoided a damaging break-up thanks to a deal that appears to have secured the future of Formula 1, in the wake of serious threats to form a rebel series for next year.

As part of the deal, FIA president Max Mosley has promised not to stand for re-election when his term comes to an end in November this year.



"I believe that what we are doing is right for the future of the sport"
JOHN HOWETT

The deal was brokered at a meeting of the FIA's World Motor Sport Council which took place in the week following the British Grand Prix. The Formula One Teams Association had announced on the eve of the Silverstone meeting its intention to go its own way with a breakaway championship in 2010. The FIA initially responded with a threat of legal action against FOTA and Ferrari.

The dispute about how to control team costs had become a much more complicated argument, with FOTA moving its focus to the question of governance. The FIA's efforts to impose a cost cap was the straw that broke the camel's back after years of disputes between the teams and Mosley and, to some degree, Bernie Ecclestone and Formula One Management.

Mosley claimed FOTA's efforts were a grab for power led by Renault team boss Flavio Briatore, who he described as having pretensions to be a "new Bernie". He described the FOTA bosses, and Briatore in particular, as "loonies". However, the FIA president's condescending descriptions of FOTA's efforts to go it alone only strengthened the organisation's resolve.



Sutton

At Silverstone it was clear that FOTA's series plans were not just a bluff or a negotiating ploy. The body had already begun negotiations with circuits and potential race promoters ahead of its split announcement.

"In the end it's a difficult decision," Toyota team boss and FOTA vice-chairman John Howett told *Motor Sport* over the GP weekend. "But one that was easy to reach, because we believe that it's the right thing for the sport. There's been a lot of basic groundwork looked at. It's not insurmountable at all.

"I think it's fairly easy. The circuits will be happy to receive us next year. The drivers seem committed to the basic principle to maintain a championship with the best drivers, the best cars, and hopefully more connection and more involvement of the fans, which is something we think can be improved. It is an extremely interesting prospect for a number of parties.

"We feel extremely happy, very relaxed and invigorated, because I sincerely believe that what we are doing is right for the future of the sport for one or two decades to come."

Mosley's efforts to strengthen the FIA's hand by welcoming new teams on board also appeared to have backfired. Several of those who didn't make the original top three selection for 2010 and remained on a waiting list were now leaning towards the FOTA series, or at the very least, sitting on the fence.

Ecclestone said little of note at Silverstone. But he was obviously under enormous pressure from CVC – the nervous real 'owners' of F1 – to help bring about a satisfactory outcome.

As *Motor Sport* closed for press, it was thought the new entries named on the 2010 FIA entry list would not be affected by the deal. US F1, Manor and Campos, which had joined FIA loyalists Williams and Force India on the entry, will still be pushing ahead with their plans to race in F1 next year.

Williams chief executive officer Adam Parr had remained convinced that the FOTA breakaway series wouldn't happen. "Modern F1 was created by Max and Bernie," he said at Silverstone. "You can't underestimate the value of having such strong figures to lead such a fractious, complex and competitive world. It's easy to look at what other people do and say if I was doing it, I'd do it better. Well, that's not always true, is it?"

Adam Cooper



Jakob Ebrey

Silverstone back in favour

OVER THE COURSE OF THE BRITISH GP weekend it became apparent that the race will be back at Silverstone after all in 2010 – and possibly beyond.

While the announcement of a breakaway series created the possibility for an event at Silverstone to appear on a FOTA calendar, both Max Mosley and Bernie Ecclestone made it clear that the door was still open to the UK's World Championship round if Donington is not ready. The FIA president indicated that, in his personal view, the 2010 race would be held at the Northants track.

Subsequent confirmation that there was to be no split with FOTA meant that all parties could focus on creating a single 2010 calendar. However, it also created a stable environment that will clearly help Simon Gillett's efforts to generate funding for Donington.

Nevertheless Silverstone remains the favourite to host next year's race, but whether that is under the current arrangements, or through a deal similar to that with Octagon which sees the facility in effect rented to Ecclestone or Gillett, remains to be seen.

"Hopefully this is the start of things settling down a bit," BRDC chairman Robert Brooks told *Motor Sport*. "We're ready for 2010, and I think Silverstone has never looked better. The important thing is that we retain the British GP and our worry has always been the 2010 race. We're getting close to resolving something for that now, so our fingers are very much crossed."

The biggest concern is that planning for next year's race – and more importantly ticket sales – would normally have begun immediately after this year's event.

The prospect of the race staying at Silverstone has a lot of support from both the public and the sport's insiders. "They have to come back," said Sir Stirling Moss. "For the drivers the circuit is terrific. Donington couldn't have this sort of infrastructure. It shouldn't go, and I don't think it will."

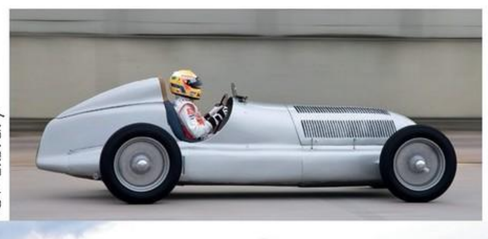
BRDC director Jackie Oliver is confident that the race will return: "We never wished Donington failure, but there has always been doubt that the work that needed to be done could be completed, and as time has gone by it's looked like it's impossible for them to comply. Why Bernie didn't want to return to Silverstone has always been a mystery to us. The circuit is not the best in the world, but it's far from being the worst, as indicated by Bernie.

"I question why he thinks Silverstone is not capable of continuing on after the successful GP here. Silverstone has shown that it's ready and capable, but it has to be on commercial terms. And it depends on the size of the gate, and how much the F1 fee is."

Hamilton joins in 'Silver Arrows' celebration

THE DAY AFTER THE TURKISH GRAND Prix Lewis Hamilton tried a different kind of racing car on Mercedes-Benz's Stuttgart-Unterturkheim test track. To mark the 75th anniversary of its great 'Silver Arrows' team's debut in 1934, the German manufacturer gave the reigning World Champion a drive in its newly-restored *Typ* W25 GP car.

Earlier that afternoon, Lewis had watched as his 2008 title-clinching McLaren-Mercedes MP4/23 took pride of place in the Mercedes-Benz Museum's racing car display. Then on the test track he slithered into the seat of the 75-year-old W25, jaw dropping as he looked down at the exhaust pipe tight beside his left elbow, tall gearchange lever in its right-side gate, and the centre throttle pedal, right-side brake. He fielded TV crew questions while subconsciously fingering the wooden steering wheel. British journalist Mick Walsh offered him a linen helmet and goggles, sparking a grinned, "Whoa man; no way!"



GP Library



In early development the 1934 W25s used 3.3- to 3.7-litre 32-valve straight-eight supercharged engines, giving anything up to 380bhp. The *druckvergaser* supercharger system emitted a distinctive wail. As the remote electric starter whirred and the W25 fired, Hamilton caught it first time on the throttle, whooped on some revs and eased away.

In several three-lap sessions he found the car – as expected – entirely foreign but glowed with respect for his predecessors. "What they did in these cars – and where they raced them – is amazing. Lot of power, no grip, heavy steering… and absolutely *no* brakes! It was a different world." *Doug Nye*

IN BRIEF

■ BMW has confirmed that it has abandoned its KERS project in order to focus on the rest of its F1 package. Team boss Mario Theissen said: "I'm disappointed, because I still think it would have been excellent to have a truly innovative piece to put forward and really foster the position of F1 as a technology innovator." Ironically KERS would have been dropped by the FIA had BMW not voted against the other teams last year. A ban is now official FOTA policy.

■ McLaren veteran Tyler Alexander was back in team uniform at the British GP, despite having officially left last winter. After attending the Monaco GP as a frustrated spectator he told the team he was going to Silverstone and offered to help out if required.

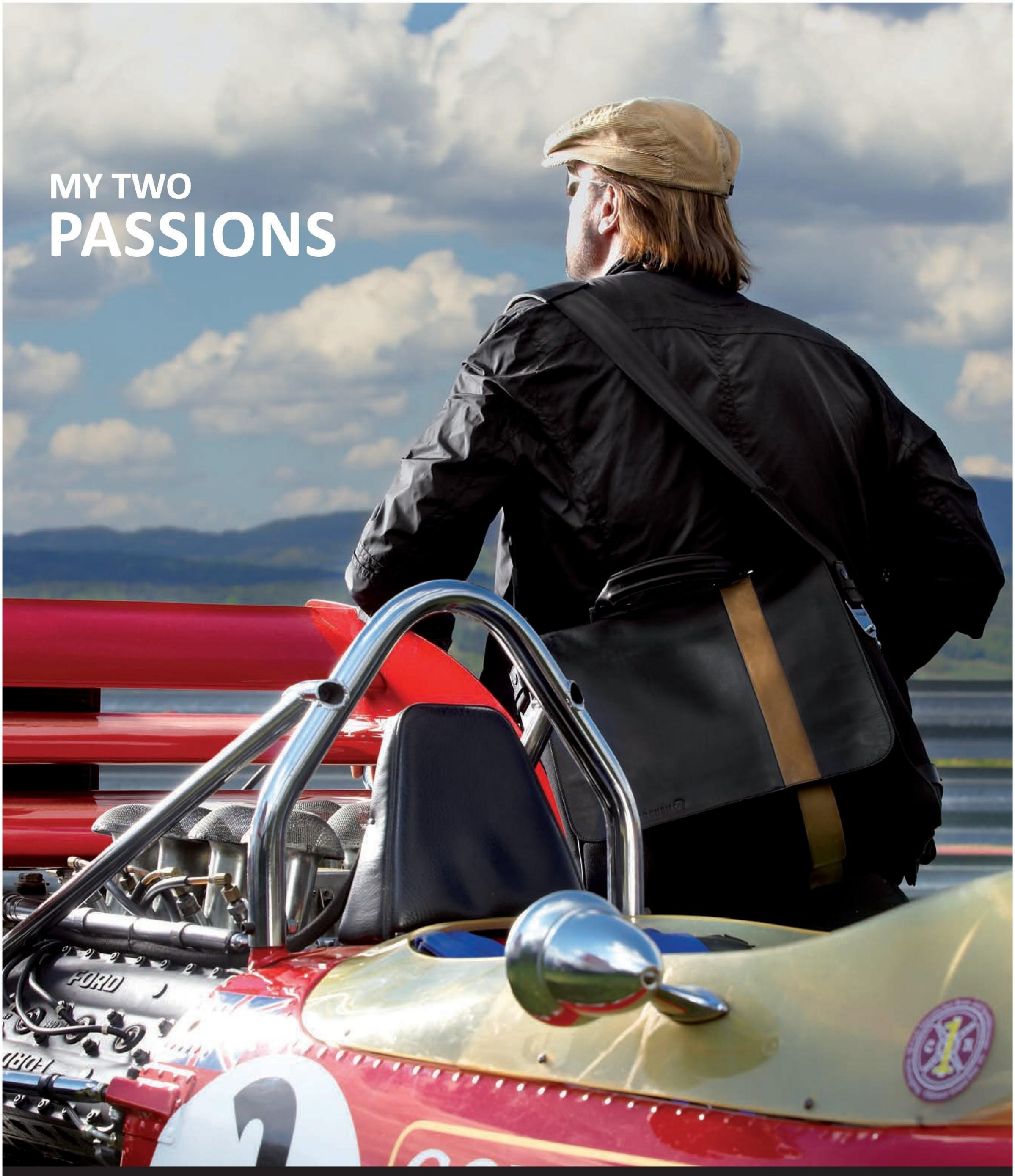


■ Sir Jackie Stewart completed some demonstration laps in a Matra MS80 at Silverstone before the British GP (left). The Scot won five GPs in the MS80 in 1969 en route to his first World Championship. JYS was keen to look the part for the event, but was dismayed after finding that his wife had thrown out all his original race suits…

■ After a three-year absence the Cosworth name is set to return to F1 next year as US F1, Manor and Campos are all committed to using an updated version of the V8 run by Williams back in 2006. The engine was noted then for high fuel consumption, and thus with refuelling banned in 2010 the teams will have to build cars with sufficient fuel tank capacity.

■ Toyota's GP team is selling a selection of parts from past racing cars including carbon fibre wings, engine covers, brakes, alloy wheels and suspension parts. Prices range from £175 to £4400. For details visit www.toyota-f1-shop.com.

■ The Formula 1 party on the Wednesday before the British Grand Prix at the V&A Museum raised an impressive £450,000 for Great Ormond Street Hospital's new Heart and Lung Centre. The evening – organised by Tamara Ecclestone and supported by Abbey and Santander – was hosted by satirist and F1 fan Rory Bremner.


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Nigel Roebuck



REFLECTIONS
– Back from the brink of a breakaway series
– Prost's self-sacrifice for the good of McLaren

When Max Mosley came to Suzuka in 1991, he was newly installed as the president of FISA, then the motor sport arm of the FIA. In short order, of course, he was to do away with FISA, and become president of the FIA proper, but in those early days his focus was on the sport alone.

In Japan he made a short speech, and its tone was refreshing, optimistic. Jean-Marie Balestre, his predecessor, had not been a universally popular figure, and many were glad to see the back of him. Mosley suggested that the difficult times were over, that a new era of cooperation was underway, and in a press conference later that day Ayrton Senna – who had suffered more than most at the hands of Balestre – volunteered an enthusiastic welcome to the incoming FIA president.

"Actually," Max had said, "I don't expect to spend very much time on Formula 1. It sort of runs itself, doesn't it?" Went down very well with the audience, that did.

Three years on I was at the Williams HQ to interview Frank. We talked of many things, most notably the loss of Senna that season. Finally we came to the state of the sport.

"Formula 1," Williams said, "was hijacked a couple of years ago by Max and Bernie, and that's it. They'll run it exactly as they want to run it, and we have to live with it. There's nothing we can do about it…"

And for close on 15 years that was indeed the case. There were occasional minor insurrections, but fundamentally the teams were pawns on the chessboard, and treated as such. The powerbase of Max-and-Bernie became absolute, and in this they were aided immeasurably by the team principals' resolute inability to agree between themselves – on virtually everything, it seemed.

This was the strongest card in the powerbrokers' hands, for none knew better than they the power of unity. To that end, after all, they had been instrumental



AP Images



in the founding of FOCA (Formula One Constructors Association) in the early '70s. To that point each team had negotiated individually with circuit owners involved in the World Championship, and often they had been royally ripped off. After the formation of FOCA, Bernie did the commercial deals with the circuits (and later the TV companies) on behalf of its members, and in so doing made a lot of people rich beyond their imagining.

Come the late '70s, FISA president Balestre was becoming increasingly unsettled by the burgeoning power of FOCA in general, and Ecclestone in particular, and made it clear he was not prepared to have the authority of the governing body compromised.

I have neither the space nor the inclination now to go into all the disagreements which precipitated what became known as the 'FISA-FOCA War', in the winter of 1980/81. There were sundry spats about technical regulations, but the one that mattered was far more fundamental: Balestre had had the temerity to claim FISA's right to manage 'the commercial affairs of Formula 1', and that was not to be borne. FOCA, resenting efforts to clip its financial wings, declared its intention to secede from the FIA.

An elaborate, ring-bound dossier was produced, entitled, 'The World Federation of Motor Sport Present (sic) The World Professional Drivers Championship', in which were laid out elaborate plans for a 'pirate' series, including a race (to be run on May 2) in... New York! FOCA, the document said, already had written confirmation that 13 of the proposed 16 races would take place, with or without the agreement of FISA.

On the opening page was a quote from Frank Williams: "The split was inevitable. Under Balestre, FISA is no longer capable of administering professional motor sport". That has a certain resonance just now.

Nigel Roebuck

If FOCA had a weakness, it was that not all teams were members, 'grandees' such as Ferrari, Renault and Alfa Romeo continuing to stress their allegiance to FISA – it was at this time indeed that Enzo Ferrari began contemptuously to refer to the FOCA teams as '*garagistes*'.

"Which championship are you going to cover?" I recall being asked that question countless times. Would it be the official, FIA-sanctioned World Championship, with Ferrari (Scheckter, Villeneuve), Renault (Prost, Arnoux), Alfa Romeo (Andretti, Giacomelli), or the 'World Professional Drivers Championship' with Williams (Jones, Reutemann), Brabham (Piquet), Lotus (de Angelis, Mansell), and so on?

Early in 1981 the rebels even staged a race, at Kyalami, won by Reutemann, and not long afterwards Balestre capitulated. What he had failed to realise, though, was that this had been very much a final throw of the dice by FOCA, who had never – apart from anything else – had the wherewithal to put on its own championship.

In essence, the whole thing had been a complete scam, as Mosley, with much mirth, later recounted: "Dear old Jean-Marie – he thought we were serious…"

He did indeed – and he blinked first. Had he held his nerve, the course of Grand Prix racing history might have been very different, but as it was a face-saving truce was announced. FISA would have control of all technical and sporting regulations, but Bernie-and-Max couldn't have cared less about that: what mattered was that the *commercial rights* to F1 were officially awarded to FOCA, which is to say BCE. In the fullness of time FOCA was disbanded: BCE, of course, remained.

Fast-forward 10 years, and the rebels took over the palace. Mosley became master of all he surveyed in the Place de la Concorde, and Ecclestone, too, was seconded into the FIA, as 'Vice-President of Marketing', or some such. The picture was complete, the takeover absolute. Max-and-Bernie, as Frank Williams said, had indeed 'hijacked F1'.

Fast-forward another 10 years, and the FIA sold – for 100 years, no less – the commercial rights to Ecclestone. At the time there were, to put it mildly, grave misgivings about this within the F1 community. For one thing, the sum paid by Ecclestone appeared fatuously low for so lucrative a commodity; for another, what guarantees were there that Bernie wouldn't 'move it on' to persons with perhaps other than the sport's best interests at heart?

Ah, said Mosley, he had thought of that, and thus inserted in the contract what he called 'the Don King clause', this a reference to the infamous boxing promoter renowned for, shall we say, putting money first. "If Bernie wants to sell the rights," said Max, "he's perfectly entitled to do so – but the FIA reserves the right to say no if we think it wouldn't be in the interests of F1."

That being so, there was some surprise when it was revealed in the spring of 2006 that Ecclestone had indeed sold a controlling stake in his Formula One Group to CVC Capital Partners Ltd, a private equity company of the kind sometimes horridly referred to as 'asset strippers'.

This development did not go down well in the F1 community, for although Ecclestone remained as chief executive of the new operating company, Alpha Prema, and continued to do the deals with circuits and TV companies, ultimately he was no longer pulling the strings. CVC had borrowed massively (primarily from the Royal Bank of Scotland) to finance the buyout, and from now on the F1 teams would do much of their racing to service the company's debt.

They didn't like that, and they still don't. In recent times the overwhelming requirement of a circuit wishing to run a Grand Prix is that it should have the wherewithal – invariably in the form of government subsidy, from a tourist budget, or whatever – to pay an outlandish fee. Thus, European and North American races, which don't have this facility, have begun to disappear from the F1 schedule, to be replaced by countries – usually Middle or Far East – which can stump up whatever is required. And if those places have no cultural links with F1 (and, if crowd figures be any guide, apparently damn all interest in it), well, hey, never mind, feel the width…

The F1 teams, though, do mind. Very much. Over the weekend at Silverstone, McLaren's Martin Whitmarsh put it this way: "It would be nice to think we could





Ecclestone and Mosley got the teams and drivers on side, and then got rid of Balestre (above)

LAT

have a championship involving countries we might actually want to go to, rather than simply places than can fork out $60 million or whatever, wouldn't it? Places where our sponsors want to sell things…"

Of late the World Championship has become absurdly skewed towards Asia, and for no reason other than gelt – not so much for the teams, the people who actually provide the product, but for CVC Capital Partners, effectively now the *owners* of F1.

That's one beef – and another, of course, is that the teams have long felt aggrieved that their slice of the financial cake, while greater than it used to be, is still only 50 per cent, the other chunk going to… well, you know where the other chunk goes. This dissatisfaction was referred to, albeit quietly, in Luca di Montezemolo's speech at the inaugural press conference of FOTA in Geneva at the beginning of March.

Ah yes, FOTA. The Formula One Teams Association. It was formed late last summer, and di Montezemolo and (whisper the name) Ron Dennis were instrumental in its instigation. Perhaps RD's involvement served to exacerbate the antagonism displayed by the FIA towards FOTA from the start: the mutual loathing between Mosley and Dennis goes back to the dawn of time.

Following the Lewis Hamilton 'Liegate' affair in the spring, Ron has been cruelly airbrushed out of F1 – but Luca emphatically has not. In Geneva, as he spoke of the need for the three corners of the triangle – the FIA (Mosley), FOM (Ecclestone), FOTA – to work together for the betterment of the sport, his tone was courteous but firm. FOTA might be new on the block, but was not to be taken for granted, not to be treated with disdain.

Almost too predictably, Mosley at once proceeded down that very route. For him, and for Ecclestone, the formation of FOTA was of course a potential nightmare, for they, having formed FOCA 30-odd years earlier, were only too aware of the power unity can provide. Now the gamekeepers in F1, they had long relied on a policy of 'divide and rule', and very well it had served them: these team principals, you know, can never agree about anything…

Therefore no opportunity was missed to demean FOTA, to roll grenades into its midst, to seek ways of promoting intra-team dissension. There was the controversial diffuser affair, which could have been swiftly resolved, but was left hanging in the air until scrutineering at Melbourne, the opening race, thereby guaranteeing protests and appeals. But if Max thought this might splinter FOTA harmony, he was wide of the mark. There were indeed differences of opinion, but the rope held.

Overwhelmingly the main topic of debate, though, has been to do with cutting costs, with Mosley's insistence on the imposition of a budget cap, together with the proposal that those teams electing to adhere to such a thing would be allowed their own set of extremely advantageous technical rules.

This last addled suggestion unsurprisingly provoked outrage in FOTA ranks. As far as budget caps were concerned, one or two (notably the financially stretched Williams and Force India teams) were in favour, but on the subject of 'two-tier rules' there was unanimous, unequivocal condemnation.

Historically Mosley had often taken an extreme position on forthcoming F1 rules, so as to give himself leeway, to appear later to be conciliatory – and yet to achieve what he'd sought all along. It was a ploy which had served him well, and he duly conceded the two-tier rules idea should be scrapped.

> "It's nice to think we could race in countries we might actually want to go to"

On the question of budget caps, though, he remained implacable, and this caused a schism between himself and the teams. The cap itself appeared capable of endless modification – it started off at £30m (to be introduced next year), but then little extras were added, like driver fees and hospitality and ultra-pricey personnel, to a point that £30m had become close to £100m for 2010 – to be reduced to £40m in 2011.

Quite how this could have been policed, in any meaningful sense, remained unclear. And it was hardly surprising that the teams, many of them owned by major manufacturers, did not welcome the idea of outsiders coming in to inspect their books. Their argument – surely a valid one – was that they did not need protecting from themselves, thank you very much. They were well aware of what they could afford and what they could not, and they had no more desire than anyone else to see their businesses fail.

Come to that, they had no desire, either, to make hundreds of people redundant because someone – and someone with no investment whatever in F1 – was presuming to tell them how much, or how little, they could spend.

Suddenly, after countless years of resolute elitism in F1, where only the best were to be countenanced, where every team had to design and build its own cars, there was emphasis on small teams not yet in F1, but aspiring to be there. All sorts of outfits, some established, some not, were invited to put in entries for the 2010 World Championship, and many did, encouraged by the promise of all manner of financial help. This suggested a compassion previously undetected in the powers-that-be, and many observers were confused by the motives behind it. There was obviously an agenda – there is *always* an agenda – but what could it be?

The charitable suggested that Max-and-Bernie were shoring up the sport for an era of iron rations, when the financial meltdown had driven away all the major manufacturers, when *some* teams had to be around, so as to allow F1 to survive. Those of a more cynical disposition, on the other hand, murmured that Mosley had always had it in for the manufacturers, and this had only increased since the *News of the World* affair last year. Such as BMW, Mercedes, Honda and Toyota, after all, had issued statements suggesting that, in the interests of the sport, perhaps the FIA president should 'consider his position'.

Max did, of course, do that very thing, and swiftly he concluded that he wished to retain it. At the same time, however, he said it had always been his intention to retire when his current term of office expired in the autumn of 2009, and he reiterated that, whatever happened, he had no intention of seeking re-election when that time came. Yeah, right.

It was hardly surprising that Mosley should have been angered by the paper's revelations of his leisure activities, and he lost no time in going to law, eventually winning his case. Within the sport, though, there is a belief that his success against the *News* »»

Nigel Roebuck



Luca Bruno AP Photo

The proposed breakaway series included such as Brawn, Red Bull and McLaren, but not Williams

of the World has left him not only simmeringly resentful towards those who tried to force him from office, but also believing that now he could walk on water. In the absence of a current Concorde Agreement, after all, he had *carte blanche* to do as he wished.

On went the battle through the spring and early summer, and Mosley's attitude remained breathtakingly high-handed, his FIA press releases dictatorial and patronising in tone. This did nothing to assuage mounting ire within FOTA, and one began to wonder quite what he was trying to achieve: was he actually attempting to *induce* a fight to the death?

At Silverstone it appeared that that time had come. Having been given more than one early deadline to enter for the 2010 World Championship, the teams finally did so, but eight of them – FOTA stalwarts all – said their entries were conditional upon their finding the rules acceptable. Further talks between the two parties did not ease their concerns, but Mosley declined to change the deadline. Remove the 'conditional' status from your entries, FOTA members were told, and we'll sort it all out later. They declined to take him at his word, and at a meeting on June 18, the day before D-Day, resolved to go it alone.

This, clearly, was not the response Mosley had been anticipating, and he lost no time in announcing that the FIA would immediately instigate legal proceedings against the parties involved. Given that he had said a few months ago that, should some teams decide to form their own championship, the FIA would of course sanction it, that seemed a curious response. In the Silverstone paddock on the Friday morning he spent an hour in Ecclestone's motorhome, the two of them discussing who knows what.

Elsewhere in the paddock, though, the mood was remarkably light-hearted, even buoyant, relieved. "We've done it!" one team principal said to me, and out it all poured, this resentment felt by so many for so long.

A selection of comments. "We never know what the rules are going to be – one minute it's KERS, the next it's budget caps and two-tier rules…

"We've got a calendar we – and our sponsors – hate, and why? Because the only thing that matters is the fee involved – to pay off CVC's bloody debts. That means charging ridiculous ticket prices – and at half the races nobody turns up to watch. What's the point in trying to force-feed F1 to people who don't want it?

"This sport has become more and more *unhealthy*, and it's time something was done – nothing will change as long as this lot are running things…"

In the course of interviews, Mosley described FOTA's actions as 'posing and posturing', and referred to certain of its members as 'loonies'. So that was helpful. "How can he try to make an agreement with 'loonies'?" someone playfully said. "Surely that would be irresponsible…"

Jackie Stewart (another *bête noir* of Mosley's) said that the teams should concentrate their time and effort on trying to win the British Grand Prix. "I think they should devote themselves to that, and not say one word to Max this weekend…"

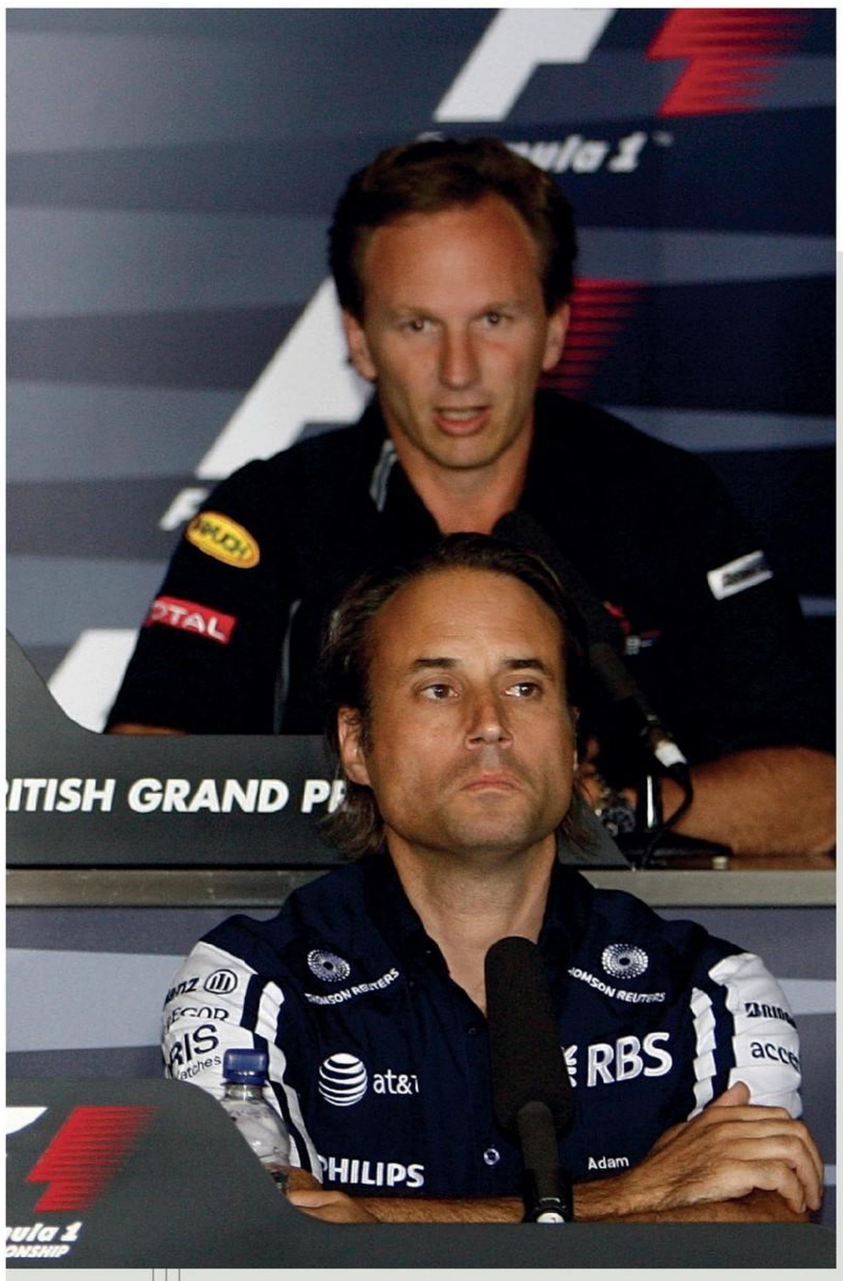
Should let him stew, in other words.

Mosley left Silverstone on Friday evening, and originally there had been no plan for him to return. As it was, though, he was back on Sunday morning, and by now in a far more conciliatory mood, attempting to make light of some of the more inflammatory remarks he had made before, and suggesting that, no, no, the FIA didn't want to get involved in litigation; it simply wanted to talk. The points at issue between himself and FOTA were minimal, really, and could easily be resolved…

That morning, though, I got the firm impression from FOTA people that it was too late for talk, that that ship had sailed. I also became aware that FOTA was way further down the line with its plans than might have been expected, that new teams like Prodrive, once hopeful of entering for the FIA World Championship, had now joined the rebel ranks, that work had begun some little time ago to put together a FOTA championship, should it ever come to that.

It should be remembered, of course, that a breakaway championship had been contemplated not so long ago, in the days of the GPWC, the association of manufacturers involved in F1. But it was by no means as potent as FOTA, and duly died a death after the wily Ecclestone succeeded in persuading Ferrari, and then Williams, to defect.

Prior to that, Mosley had expressed little fear of a breakaway. "I'd say that the chances of the GPWC putting together a series are sort of nil, really," he said. "On the other hand, the F1 teams are all professional, and they will go to whichever series gives them, and their sponsors, the best return. At the moment that's F1, by a margin, but there's nothing to say it always will be…"



Indeed not. The idea of a breakaway remained in the back of many a mind, and following the GPWC episode all driver contracts stipulated they were contracted for 'F1 or a substantially similar series'.

From the banners in the Silverstone grandstands – 'Go FOTA, Go Away Mosley' was among the more polite – and countless blogs, the clear evidence was that public support was squarely behind FOTA, and we shouldn't have been surprised.

Martin Whitmarsh talked with enthusiasm about how a FOTA Championship schedule might look. "We'd obviously be happy to have a couple of races in Asia, but it's *vital* that we get back to North America. Montréal is tremendously important, obviously, but we *must* have a race in the US. I think we need to show some humility – race there for nothing for five years, if necessary, go out ahead of time and do promotional work, have the cars on show in Times Square, tell the Americans, 'We know you're not that interested in us at the moment, but we want you to love us'. We need to be in countries where our sponsors can sell their products, rather than places that can pay the earth, but couldn't care less about F1…"

Many suggested, not without some justification, that inevitably Grand Prix racing would be weakened if FOTA went through with its plans. Divide one strong championship, they said, and you end up with two weak ones: look what happened when the CART/IRL split occurred in 1996, they went on, and they had a point.

Then again, look what happened to Indycar racing at the end of 1978. Since 1956 it had been run by USAC (United States Auto Club), but for years there had been mounting dissatisfaction with this administration, leading to the founding of CART (Championship Auto Racing Teams). Every major team, save one, chose to go with the new organisation, and in '79 two championships were run.

After a single season the USAC Championship withered away, while CART was off on a roll, highly successful for 20 years thereafter, until greed and vested interests weakened and finally killed it.

It was John Howett of Toyota who first had the courage to suggest there was a problem with the FIA more fundamental than budget caps, two-tier rules, and the rest of it: at the root of the dispute was a deep dissatisfaction with the governance of F1.

Hardly insignificant was a statement from the European Automobile Manufacturers' Association (ACEA) a week before the British Grand Prix. ACEA had discussed the situation in F1 at a meeting in Brussels, and concluded that, 'The current governance system cannot continue.

'ACEA has come to the conclusion that the FIA needs a modernised and transparent governance system and processes, including the revision of its constitution, to ensure that the voice of its members, worldwide motor sport competitors and motorists are properly reflected.

'The ACEA members support the activities and objectives of the Formula One Teams Association to establish stable governance, and clear and transparent rules which are common to all competitors to achieve cost reductions, including a proper attribution of revenues to the F1 teams, in order to deliver a sustainable, attractive sport for the worldwide public.

'Unless these objectives are met, BMW, Ferrari, Mercedes, Renault and Toyota, along with the other teams, are determined to find an alternative way to practise this sport, in a manner which provides clarity, certainty of rules and administration, and a fair allocation of revenues to the teams.'

I read this, and immediately thought back to what a Ferrari man had said to me a few weeks earlier: "If Mosley thinks he can bring down Luca di Montezemolo like he brought down Ron Dennis, he's making a big mistake…"

You will hardly need me to remind you that Luca is extraordinarily well connected. Among ACEA's members, apart from the five companies already mentioned, are Fiat Group, Ford of Europe, General Motors Europe, Jaguar, PSA Peugeot Citroën, Volkswagen and Volvo. It's a pretty comprehensive list.

By the time of race day at Silverstone both Mosley and Ecclestone were clearly back-pedalling, and with some vim. Max smoothly said he wished to talk to FOTA, that he was sure an agreement was possible, indeed close at hand, while Bernie offered a new and novel interpretation of his colleague's proposed budget cap: "I sympathise with the teams in a lot of ways – nobody wants to be told how to spend their money. I say that, providing they commit to the championship for at least five years, they should spend what they like…"

> "I wouldn't imagine the gentlemen of CVC are resting easy. Shame"

Perhaps what bewildered me most about this entire affair was that Ecclestone allowed Mosley to take things so far down the line, for the situation threatened Bernie's business very seriously, and normally he has been touchy about that sort of thing.

Bernie's final words, before leaving Silverstone, were that he had given more than 35 years of his life to F1, and 'would not let it disintegrate'.

That seemed to signal the end for his long-time cohort, for it was clear, while there remained some chance of FOTA's entering into a future in the FIA World Championship, there was none whatever so long as Mosley remained president. Too much arrogance, too much patronising, too many opaque happenings and decisions… and all for way too long. The teams had had enough, and only regime change would do.

Two days later Mosley defiantly

Nigel Roebuck

announced that he might well stand for re-election, but a day after that, following a meeting of the FIA World Motor Sport Council, it was announced that he would be standing down – and that there would, after all, be a unified FIA World Championship in 2010. The question of a calendar acceptable both to FOTA and CVC presumably remains to be addressed.

So, as Mosley had required the head of Ron Dennis in April, now his own is – at last – on a FOTA platter and it is not impossible that Ron, together with virtually everyone else in F1, has raised a glass or two.

Seventy or so years ago the celebrated diarist James Lees-Milne wrote this: 'It became clear he was a man of overweening egotism. He did not know the meaning of humility. He brooked no argument, would accept no advice. He was overbearing and over-confident. He had in him the stuff of which zealots are made. He was madly in love with his own words. It could be a terrible day, I fancied, when they ran away with him, and took the wrong turning'.

Lees-Milne was writing of Oswald Mosley. On recent evidence it would seem the apple didn't fall far from the tree.

Keep a diary, they say, and it will keep you. Well, I've never done that, as such, but over time I have maintained a journal of sorts, and periodically look back on where I was, and what I was doing, on this date years ago.

Thus, in 1959 I was in my last term at prep school, vastly excited at the thought of going abroad (in the summer holidays) for the first time; in 1969 I was a fan in the Casino Square grandstand at the Monaco GP, to which I'd travelled with Page & Moy; in 1979, by now a Formula 1 journalist, I was at home, there being a five-week gap – whatever was Bernie thinking? – between the Grands Prix at Monaco and Dijon.

As for 1989, I was at Silverstone for pre-Grand Prix testing, and there spent a couple of hours in the McLaren motorhome, chatting with Alain Prost. Ordinarily Prost, the supreme test driver, wouldn't have been available for that length of time, but as we talked the rain beat steadily against the windows. He had been out in the McLaren when it was dry, then briefly in the wet, at which point the team pushed the car into the garage, pending a change in the elements.

I was in the pit when Prost climbed out of the car, and he walked over to shake hands: "Come to the motorhome for coffee – 15 minutes?"

At that time McLaren were in the midst of a tumultuous period – not the first, nor the last – and Alain was at the epicentre of it. By now he was into his second season as team-mate to Ayrton Senna and, although narrowly in the lead of the championship, was close to the end of his tether. In Montréal a few days earlier he had started from pole, but retired after only a couple of laps when a front suspension pick-up point pulled out of the monocoque.

In 1980, his first season in F1, Prost had become accustomed to McLaren failures of that kind – it was one of the reasons he controversially left for Renault – but by now the team's reputation was of the highest, and there was shock in the paddock when the cause of his retirement was revealed.

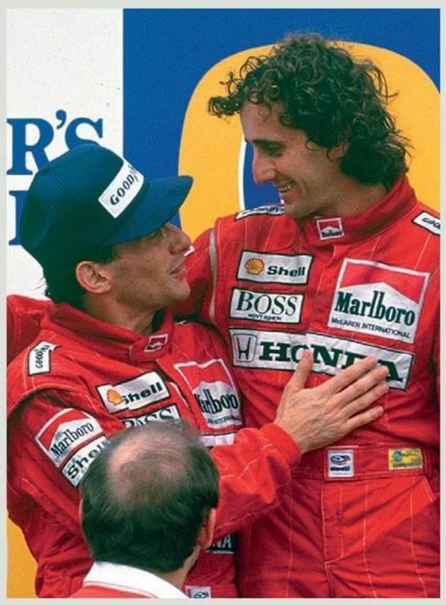
Alain himself wasn't too concerned about it, however: "Something like this can always 'appen, you know…"

What he *was* concerned about – and very much so – was his team-mate, and it says everything about 'different times' that he spoke about it freely. Had this been 2009, an 'instant' interview (rather than one formally organised weeks earlier with PR staff) would have been out of the question – and even if it had been granted, assuredly someone from the team would have sat in, tape recorder on, a constant reminder to the driver that he should not stray from 'the message'. Somehow I don't think Alain Prost would have appreciated the modern way of doing things.

Already, though, he was beginning to understand that the world was changing. "It's a big problem, isn't it?" he sighed. "These days you can't tell anything true without starting a big polemic…"

We were, however, still a couple of decades away from debate, scandal, controversy about whether or not a driver had – gasp! – used the F-word. When he felt the occasion warranted it, after all, Senna would use it – and with some abandon – in press conferences, and it slipped occasionally into Prost's conversation now.

He was, as we all knew, trying to come to a decision about his future. In 1984 he had rejoined McLaren, as team-mate to Lauda, and they got along famously, as was also the case with Alain's subsequent team-mates Keke Rosberg and Stefan Johansson. During this time he twice won the title, and McLaren became emphatically 'his' team. They adored him, and he them.



LAT

"It was simple – Senna was better for McLaren"

After the 1987 season, though, the TAG-funded Porsche F1 programme came to an end. McLarens were in future to be powered by Honda engines – and with Honda came a new driver, one who had worked with the company at Lotus, and established a special rapport.

He was not just *any* driver, either. Once the forthcoming Honda deal had been settled, in 1986, Ron Dennis had put the question to Prost: 'Who do we take – Piquet or Senna?'

When I once asked Gerhard Berger to define his ideal team-mate, he didn't hesitate: "Simple – any guy who's three seconds a lap slower!" It may have been a frivolous Berger response, but it also contained an element of truth. On that basis a more self-serving driver than Prost would on this occasion have gone for Piquet, a top driver, yes, but patently not as good as he.

As it was, Alain went for Senna: "It was simple," he sighed that day at Silverstone. "Already he was obviously »»»

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better than Piquet – which meant that he would be better for McLaren. I've always put the team first – and I think Ron would agree with me on that."

It was a brave decision by Prost, you could say that – and not one which Piquet, in the same situation, would have taken. Indeed, when threatened with it at Brabham four years earlier, he had taken steps to deal with it, as Bernie Ecclestone later told me. Candidly.

"The first time I saw Senna in a car," Bernie said, "I just knew – that's why I had him under contract before anyone else. I've still got the contract he signed with Brabham. And when Nelson found out, he broke the habit of a lifetime and actually spoke to a sponsor! He rang Tanzi at Parmalat, and said, 'Bernie's thinking of taking another Brazilian – bloody stupid, we've got a market already, better to take an Italian because we'll never get on, there'll be fights in the team and people'll get injured…' Tanzi said to me, 'Don't take Senna – we've got a good team already', and I said, 'The guy's bloody good – he's already quicker than Nelson, I'll tell you that, and *that* is why Nelson doesn't want him.' Years later I saw Tanzi at an airport somewhere, and he said, 'You were right about Senna, weren't you?'

"You know how it is with top drivers – they run teams, don't they? I mean, Ron didn't run McLaren, for Christ's Sake! *Senna* ran McLaren – and Lauda and Prost ran it before he got there. Same with Brabham: Piquet ran it, not me – and anyone who'd been his team-mate would have been in trouble. But he knew bloody well that if Senna had gone to Brabham, it would have been him who was in trouble…"

Well, quite. And there can have been no doubt in Prost's mind, either, that in opting for Senna as his team-mate, he was going to make life much more difficult for himself. Ayrton was, after all, *ultimately* quick.

That was one thing, however. Prost was an adult, and well able to cope with it: "Ayrton, over one lap, is the quickest driver I've ever seen, no question".

What disturbed him much more was the feeling that he – and he alone – was constantly in Senna's sights. Ayrton wanted to beat everybody – of course he did – but Alain was overwhelmingly the major source of his motivation.

In a way that was only to be expected. When Senna came into F1, in 1984, Prost was the king of the hill, and that was still the situation four years on, when they became team-mates.

"Here, testing, I'm happy, working with the team, doing a real job," Alain murmured, "but it annoys me that I'm doing this, or promotion work, while he's in Brazil, having holidays, then coming back with a fresh mind. He wants to test only when it's something new and important. Same in the winter – he goes home for three months…



LAT

Imola '89: Senna passes Prost into Tosa, reneging on their pre-race deal

"The main problem, though, is that at the races the atmosphere is… awful. I've been here for six years, trying to build something, to have a good relationship with everybody. I know from the outside McLaren looks a little… rigid, but honestly it hasn't been like that. At the moment, though, I don't enjoy it – at all. Why? Simple – I don't trust Senna.

"At Imola we were on the front row, much quicker than the rest, and Ayrton proposed that we didn't fight at Tosa [the main overtaking spot] on the first lap. To avoid risk for the team, OK? I agreed. We had the start, and he led, and I didn't challenge him. Then Gerhard [Berger] had his accident, and the race was stopped.

"Now we had a new start, and this time I beat him away. We got down to Tosa – and immediately he passed me! After the race I was so angry that I thought it was better not to talk about it, but then in Monaco he denied he had ever proposed the idea! Fortunately for me, someone else had been there when he said it, so then he admits it – but says he didn't break his word because it had not been the start, but a *restart*!

"Not honest, you see – and I can't live in an atmosphere like that. It scares me, if you want the truth, because I know how dangerously these situations can develop – I cannot forget what happened with Villeneuve and Pironi…

"I was a close friend of Didier, and even more so with Gilles. And the week before he died [after being cheated of his win at Imola], Gilles called me several times. He was *so* angry I couldn't believe it. Even now, I shiver when I think about it. He said he was never going to speak to Didier again – and they were team-mates, like Ayrton and I. When Gilles's accident came, I was absolutely sure why it had happened. And I tell you, something like that is not going to happen to me.

"You know the biggest difference between us? I work first for the team – and he works first for him…"

Those words came back to me a few days later, at the French Grand Prix. Although Prost told me that he had not definitively made up his mind to leave McLaren, by the time I left Silverstone that day I would have bet my house on it, and at Paul Ricard he duly confirmed it, prompting Ron Dennis to say this: "You might not believe it, but Alain, if anything, has taken this decision more for the team than himself. We've always been friends, and we'll remain friends".

RD was right. Much as he might have wished to carry on with the two best drivers in the world, a continuation of Prost-Senna was realistically out of the question, and he knew it. He also knew that Ayrton, five years younger than Alain, was the man on the rise – and the man adored by Honda.

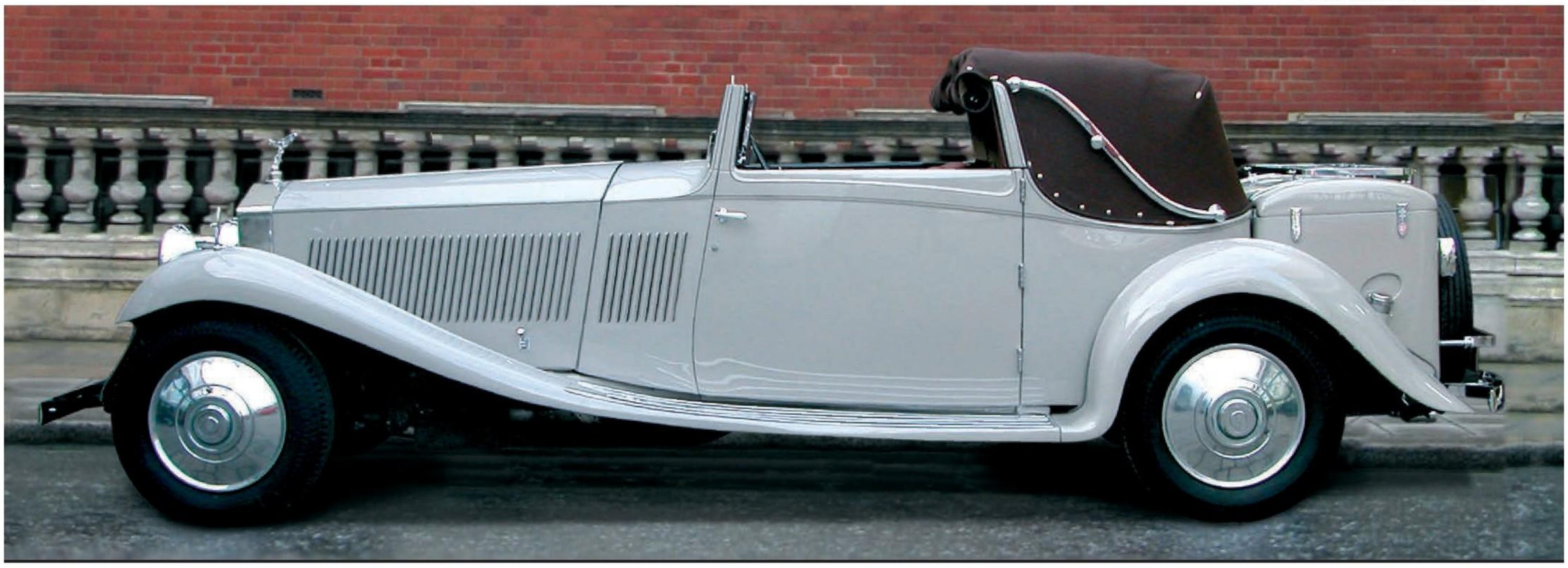
When Prost years later looked back on that time, he remembered it with relief, and sadness: "I felt like I was being pushed out of my home. But, you know, I'm still here." Ⓜ

• *To read Nigel Roebuck's report after every European Grand Prix log on to:* ***www.motorsportmagazine.co.uk***

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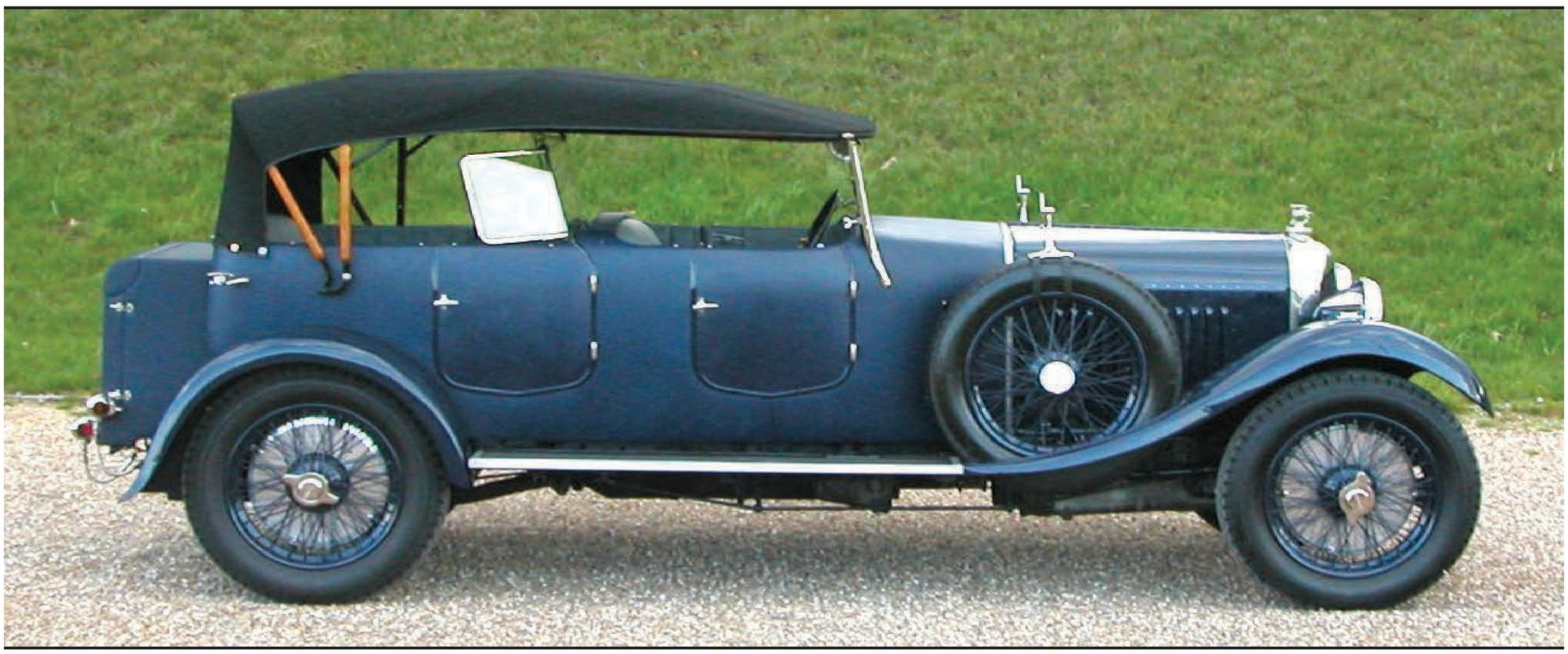
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Peugeot takes Le Mans prize as Audi falters



Clockwise from this page: Peugeot led from the start; Risi Ferrari won GT2; Aston finished fourth; podium celebration; Chevy Corvette dominated GT1; mechanics grab 40 winks...

Third time lucky for Peugeot, then. For the French team this was 'La Belle Victoire' at its third attempt with a diesel. Its cars were faster than the Audis last year but somehow they conspired to lose the Le Mans 24 Hours. This June, as well as the superior speed of the 908 HDI over the new Audi R15, Peugeot had that element of luck you need to win at La Sarthe.

The weather was consistently warm and dry, the winning car ran faultlessly and Audi chose this year to have the weekend from hell. Not only were the new cars unreliable – in Audi terms anyway – but they weren't fast enough. And one of them crashed early on. All this fell into the hands of Peugeot, which made the most of a chance to land the killer punch when Audi was on the ropes.

"Today it was the warriors who won," beamed a relieved Olivier Quesnel, director of Peugeot Sport, referring to the ecstatic Marc Gené, Alexander Wurz and David Brabham. "They drove without mistakes and the car was perfect. We were here as challengers and our mission was to topple the favourites. And that is exactly what we did. It was a huge challenge and I am so proud of this truly magnificent team. I really sensed that the public wanted this victory for us." And so did the board of Peugeot, which must now decide whether or not the company stays with the programme or quits while it is ahead.

The race, after the first hour at least, may have looked easy for Peugeot. Once, that is, it had recovered from the acute and very damaging embarrassment of releasing Pedro Lamy's car into the path of the incoming 908 run by the Pescarolo team. Nothing is easy at Le Mans, never mind winning.

All the time that you have Tom Kristensen, Allan McNish and Dindo Capello out there in an Audi with all its wheels on, nobody can relax for a moment. The trio kept chasing all the way but the new R15s were hampered by understeer, fuel pressure problems and untypical niggling failures that relegated them to third place.

RULES CLARIFICATION SOUGHT OVER CONTROVERSIAL R15

Peugeot protested the legality of the Audi R15 TDI on the morning of first practice for the Le Mans 24 Hours. The French manufacturer contested two areas of the radical front-end aerodynamics of the new German LMP1 prototype (below). It claims two flaps which can be seen under the nose and shrouds around the front wishbones contravene regulations which state that no bodywork, with the exception of the rear wing, is allowed a wing profile.

The move follows Peugeot's demand for a clarification of the rules on the debut of the R15 at the Sebring 12 Hours in March. A statement from Peugeot read: "These appendages and this flap effectively form part of the bodywork and their sole purpose is to generate downforce. These bodywork parts are considered to be aerodynamic elements."

The purpose of the protest, according to Peugeot Sport boss Olivier Quesnel, was to "clarify what is an unclear situation with a view to obtaining clear, precise regulations that apply to everyone".

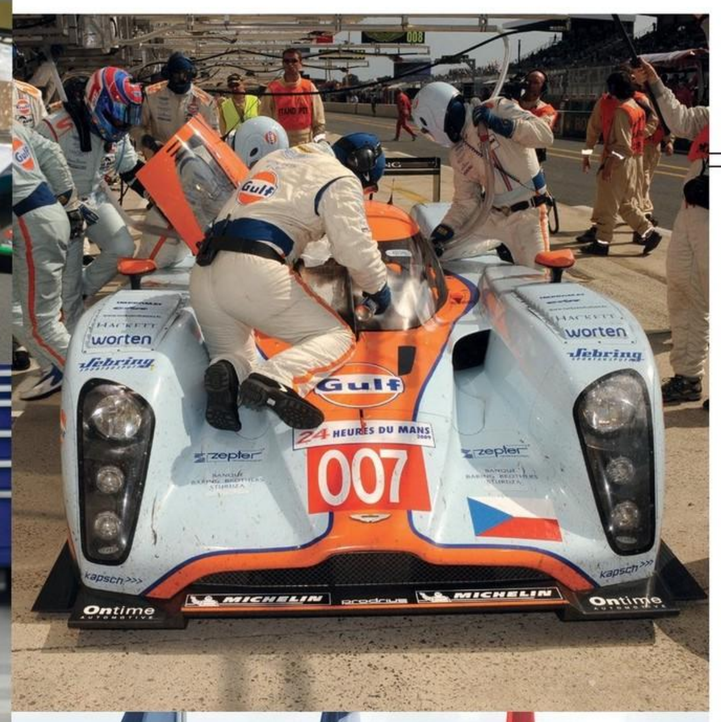
Race stewards threw out the protest during free practice, after which Peugeot lodged an appeal. The appeal will be heard by the FIA at an undetermined point in the future. *Gary Watkins*













LAT, Peugeot & GM Racing.



REPORT

THE STUFF OF LEGEND

This year's Le Mans Legends race was a real crowd-pleaser

The 2009 edition of the 45-minute Legends race for cars that competed, or were of a type that competed, at Le Mans between 1949-65 was one of the best events for years.

With a field that included an Aston Martin DBR1, two DB3s, a Lister-Jaguar GT, Lister Costin, Morgan Plus 4 and an Austin-Healey 3000 Mk1 which *all* raced at Le Mans in period, it was always going to be a thrill for the eyes and ears.

What made this year's event so special, however, was that the lead battle raged for much of the race as Carlos Monteverde's Ferrari 250LM and Justin Law's Lister-Jaguar GT traded places on a regular basis (above). Too often the lead battle in the Legends has been somewhat staged, but not this year. It was only when Law's brakes gave way that Monteverde managed to creep ahead and pull away to the chequered flag.

"It was a *great* race, and thoroughly enjoyable," said Law. "It was just a shame the brakes didn't hold up. I knew Carlos was *very* close, and I just settled for second place and brought the car home."

Further down the field Sir Stirling Moss drove his own Osca FS 372 to 34th overall and third in class. But he was understandably cross when oil on the inside of the L'Arche Chicane on the Mulsanne brought out a full-course yellow. "I came here for a motor race, not a parade," said Sir Stirling as he handed over the car to Roger Earl. Another huge disappointment was that the DBR1 didn't make the start after breaking in practice.

But overall the Legends event was a great success and, somewhat suitably, the 250LM won 60 years after Ferrari's first Le Mans success with the 166 MM. *Ed Foster*

It hurt, but the team was generous in its praise for its arch rival.

"We know how difficult it is to win Le Mans and it does not happen by chance," said Audi chairman Rupert Stadler. "We congratulate them on a well-deserved victory, but it needed three attempts and we will strike back next year. Audi will leave no stone unturned in its quest to reclaim the Le Mans winners' trophy in 2010." This is good news for those who love a good long-distance sports car race. And very good news for the Automobile Club de l'Ouest, which is under pressure to clarify the rulebook. Those – and they are the vast majority – who run petrol cars are seeking further concessions to reduce the margin between them and those pesky new diesels.

Le Mans, however, is not just about the big-hitters from Ingolstadt and Velizy. This race is a constantly evolving tangle of twists and turns, tales of triumph and disaster, and impressive feats of endurance. And that's just the drivers. At La Sarthe the crowd is as much a part of the event, and this year 234,000 people came to stay up all night, drink a lot of beer, consume copious amounts of fast food and yet still be there at the end to cheer their heroes over the line. This is entertainment, how sport should be – a spectacle and a thrill that brings them back year after year. And this was a vintage year for the huge British contingent who crossed the Channel for their regular boisterous invasion of the Pays de La Loire. Those who came in Aston Martins – I've never seen so many Astons on one motorway – went home happy. The Lola LMP1 car – run by Prodrive and driven by Jan Charouz, Tomas Enge and Stefan Mucke – finished fourth overall and just two laps down on the Audi R15. If there was a prize for the best noise at Le Mans the Aston V12 had no competition. The car looked and sounded gorgeous.

"We exceeded all our expectations and I am absolutely delighted," said David Richards, chairman of Aston Martin. "We came with modest expectations but once again Aston has punched well above its weight and this is a fantastic achievement for everyone involved. Now we have to ask ourselves some serious questions about where we go from here." He will, no doubt, be asking the ACO if it has any intention of reducing the performance gap between his cars and the dreaded diesels.

Interestingly, Ferrari president Luca di Montezemelo, accompanied by Stefano Domenicali from the Scuderia, was at Le Mans, ostensibly to start the race. One thing is for sure – if Ferrari returns to sports car racing it will not bring a diesel. Watch this space.

So, 2009 was not the much-vaunted titanic duel between HDI and TDI, 908 and R15. It was, however, an enthralling battle of wits. And Peugeot finally delivered on its promise. *Rob Widdows*



BTCC bosses fear the S2000 formula has become too costly

LAT

BTCC devises rules to slash car costs

A NEW BREED OF LOW-COST TIN-TOP racer will form the basis of the British Touring Car Championship from 2011.

'Next Generation Touring Car' rules have been devised to slash build and running costs by up to 50 per cent compared with the current Super 2000 cars. They will also guarantee a supply of cars at a time when, according to series boss Alan Gow, there are doubts about the "future direction and sustainability" of the S2000 formula.

BTCC technical boss Peter Riches said: "The cost of the existing cars has gone back up and the engine bills are astronomical. Development costs for the present cars are unsustainable."

Riches and the leading players in the BTCC have come up with a formula for 2-litre turbocharged petrol engines that can run for a whole season without a rebuild. A series of standard or 'spec' parts – including suspension, brakes and engine management systems – will result in economies of scale aimed at benefiting all competitors.

Series organiser TOCA also plans to commission its own engine, allowing teams to avoid the cost of developing new powerplants. No fewer than 13 tuners have already enquired about the tender process to produce this new engine.

Riches explained that the second motivation for the new rules was to ensure a stock of cars for the future.

"There is a real problem sourcing up-to-date S2000 cars right now if you don't want to buy a BMW," he said. "If the supply of S2000 cars dries up and the cost of developing one remains prohibitive, we could have problems."

It is undecided if the new rules will accommodate rear-wheel-drive cars, Riches stated. This is because the kit of standard parts would have to be different for a rear-drive car.

"We have not ruled out rear-drive competitors, but we need a commitment to go for it," said Riches. "Don't forget BMW has not supported the championship for 14 years."

S2000 cars will remain eligible for the BTCC until at least the end of 2012.

Wickens takes up winning ways in F2

CANADIAN ROBERT WICKENS HAS become the first international F2 race winner in almost a quarter of a century.

Wickens won both races on the rebirth of Formula 2 as a one-make series at Valencia at the end of May. His victories came nearly 25 years after Philippe Streiff's triumph in the final race of the original European F2 Championship at Brands Hatch in September 1984.

Red Bull Junior driver Wickens dominated the Spanish weekend aboard his Audi-engined, Williams-built F2 car. He qualified on pole and led both races from start to finish.



Red Point PR

TT stages first electric bike GP

IN ITS 102nd YEAR, THE ISLE OF MAN TT made way for electric motorbikes to create the world's first zero carbon 'eGrandPrix', the TTXGP.

Rob Barber (left), racing for AGNI X01 in the Best Buy Pro Class, won the event at an average speed of 87.4mph over the 37.5-mile Mountain course, while Chris Heath – racing for Electric Motorsport – won the Open Class at 66mph.

That compares to an average speed of 130.4mph achieved by Superbike Class victor John McGuinness, who took his 15th IoM win on an HM Plant Honda. TTXGP founder Aazhar Hussain was delighted with the performance of the groundbreaking bikes. "Today represents the culmination of an incredibly long journey to the world's first zero carbon eGrandPrix," he said. "Together we have proved that zero carbon transport technology has the capability to thrill motor racing fans and is ready for application in the real world."

IN BRIEF

■ This year's Wales Rally GB will go ahead after the Motor Sport Association agreed to underwrite the cost of running the event, following the Welsh Assembly Government's decision to terminate its sponsorship contract. The rally will run on October 22-25.

■ Michael Schumacher and Sebastian Vettel have confirmed that they will compete in this year's Race of Champions to defend the Nations Cup title they have won the past two years. This year's event will take place at Beijing's Bird's Nest Stadium in December.

■ The Highcroft American Le Mans Series team has hinted that it could swap to the IRL IndyCar Series. Team boss Duncan Dayton said he is "keeping an eye on every option" in his bid to turn Highcroft into one of North America's top race teams.

■ The Le Mans 24 Hours could have just one GT class in 2010. Race organiser the Automobile Club de l'Ouest is seeking assurances about the new GT1 World Championship before allowing in the low-cost cars.

■ Indy and USAC driver Larry Rice, interviewed in our May issue, has died aged 63. Rice twice started the Indy 500 in 1978 and '79, tying for Rookie honours with Rick Mears in '78. He began racing in USAC in 1968, winning the Midget title and twice taking the Silver Crown. Famous for his bizarre headgear in the paddock, Rice had a reputation for avoiding accidents. A respected racing broadcaster, he was also president of the Indy 500 Oldtimers Club.

■ Bob Christie, who raced in eight consecutive Indy 500s from 1956-63, has died aged 85. His long career in AAA and USAC racing ran from the early '50s to the late '60s. Despite his nickname 'Caveman', Christie was known for being a mild-mannered man and a great supporter of Indy.

■ Author, engineer and hillclimber Allan Staniforth has died aged 85. Best known for his Terrapin racer designs, his books *High Speed, Low Cost* and *Competition Car Suspension* influenced a generation of chassis designers, while his 'string computer' was a triumph of lateral thinking. Allan had driven his latest car at Harewood hillclimb only a month before his death.

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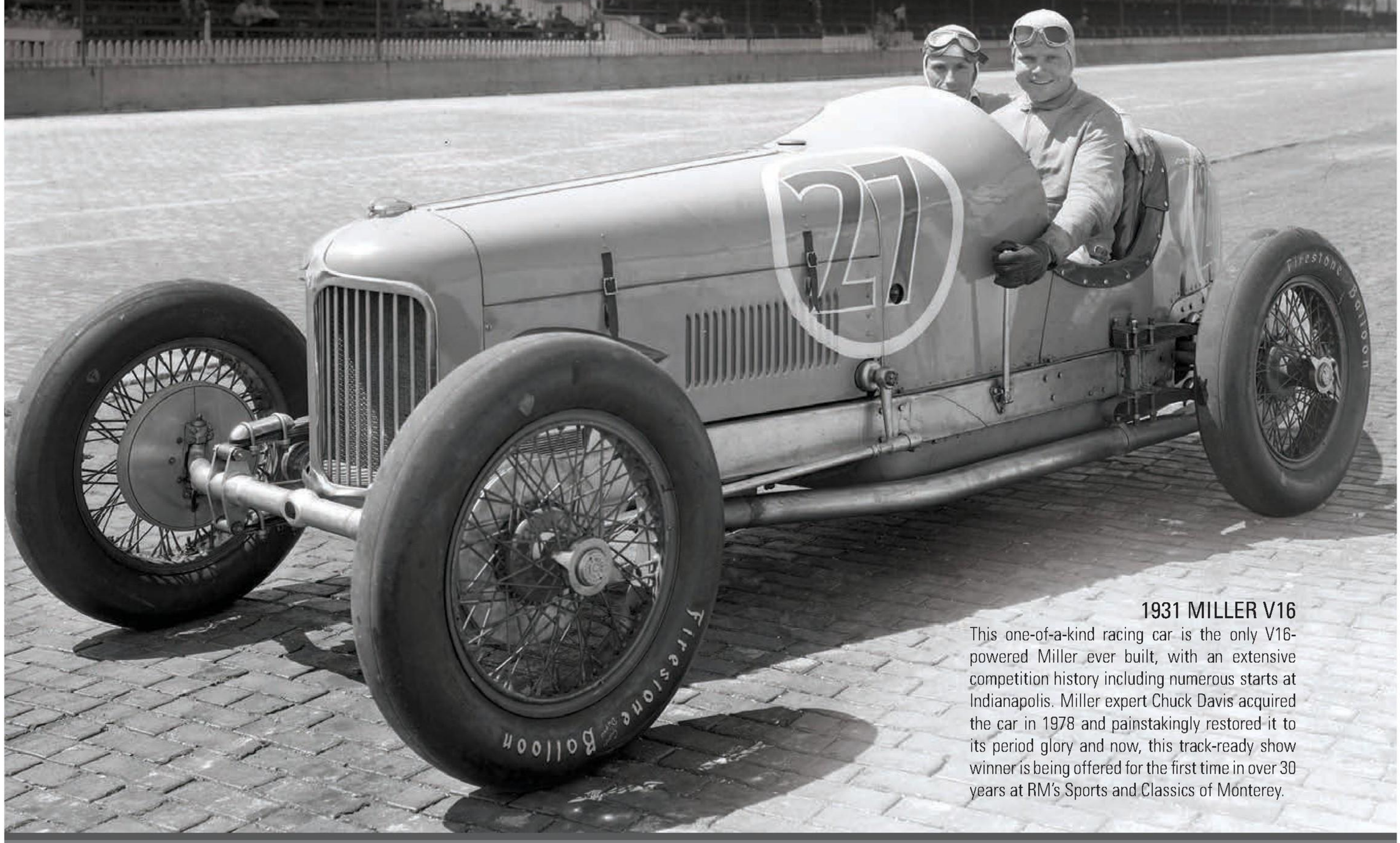
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Obituaries

Peter Arundell

'KING OF FORMULA JUNIOR' PETER Arundell has died aged 75. His FJ exploits in 1961-62 won him promotion to the Lotus Formula 1 team. He won the famous wager between German magazine publisher Richard von Frankenberg and Colin Chapman to defend Lotus's reputation against charges of having over-sized engines in '62. Pete had won 18 of his 25 races that year.



Pete was born in Ilford, Essex, on November 8, 1933. He drove an MG TC in his first club rally in 1954, and hillclimbed and rallied it through 1955-56 before turning to circuit racing. He made his debut at Goodwood in May, finishing second. In 1958 he drove a Lotus 11 S1 for Jack Westcott, followed by an S2 in '59. Driving a works Elva FJ he won at Brands Hatch, and Chapman invited him to join Lotus for 1960 FJ. He won at Silverstone and Mallory Park, then began 1961 by dead-heating with Tony Maggs' Cooper at Goodwood. He won the Prix Monaco Junior and led Lotus's FJ team in 1962, winning Monaco again. He made a brief F1 debut at Reims in a Lotus-BRM 24, but for '63 led the new Ron Harris-Team Lotus FJ squad, with the latest monocoque Lotus 27s. A winning debut was followed by crankshaft failure at Monaco, then a car redesign before he won six successive races.

Recalled to F1 for the 1963 Solitude GP he finished second in a works Lotus 25. For '64 he was Jim Clark's team-mate. At Snetterton in the rain he set fastest lap, and at Goodwood was second to Clark. At Reims in the F2 classic his legs were shattered in a collision with Richie Ginther's Lola. Recovery proved painful over the next 18 months. Chapman rated Arundell so highly he held his place open for '66, but retirement followed.

Pete was married to his German wife, Ricky, for 50 years. They had a daughter Lesley and son, Neil. After several years in Florida Pete's fortunes plummeted, and recently he and Ricky lived in reduced circumstances in England. He was a proud and competitive man... and a very fine driver. *Doug Nye*

Tony Maggs

GRAND PRIX DRIVER TONY MAGGS HAS died aged 71. A works Cooper driver when the marque was a top team, he was second in the French Grands Prix of 1962 and '63 and took two wins in the Kyalami Nine Hours sports car race with David Piper.



Growing up in South Africa Maggs expected to be a farmer, but discovered racing with his Riley 9 and moved to Britain where he bought an old Lotus 11. Progressing to a Tojeiro-Jaguar, he shipped that home to learn his craft before returning to the UK to try Formula Junior, where he was picked out by Ken Tyrrell. In 1961 he shared the European title with Jo Siffert. Following a couple of privateer F1 outings in a Lotus 18 and sharing an Aston Martin DBR1 with Roy Salvadori at Le Mans, he landed the Cooper drive as team-mate to Bruce McLaren for 1962 and '63.

When Phil Hill replaced him for '64 he had a frustrating year with the Centro Sud BRM team before returning home. His final GP was the 1965 South African in a Reg Parnell Lotus 25; he retired that year after a crash due to mechanical failure.

Despite claiming to hate Le Mans, Maggs entered three times, finishing sixth in 1964 in a Ferrari GTO with Innes Ireland. He was also the first driver to race the Lola GT at Silverstone in 1963.

After racing he turned to farming before establishing a nature reserve.

BRDC Silver Star

POINTS AS AT JUNE 22, 2009



1. COLIN TURKINGTON BTCC 176pts
After two victories at both Oulton Park and Croft, Turkington is opening up quite a large points gap over the rest. He has five wins from the first 15 BTCC races and there are a further 15 events left. He's beginning to emerge as a title favourite, although his RAC/WSR BMW will not necessarily be the best car to have at some of the other circuits. Colin has never before won the Silver Star.

2. MATT NEAL BTCC 136pts

3. JASON PLATO BTCC 131pts



4. JAMES THOMPSON BTCC 106pts
Thommo only had 16 points last month but is now up to 106 thanks to two BTCC wins at Donington in the Team Dynamics Honda Civic, another at Oulton Park and a second place at Croft. He could be a contender, although he may have to miss the final rounds at Brands since he is committed to the V8 race at Bathurst.

5. AARON SCOTT BRITISH GT 90pts

6. STEPHEN JELLEY BTCC 84pts

7. MAT JACKSON BTCC 45pts

8=. MARTIN SHORT BRITISH GT 32pts

8=. MICHAEL BENTWOOD BRITISH GT 32pts

10. PAUL O'NEILL BTCC 16pts

Peter Wheeler

PETER WHEELER, THE CHAIRMAN of TVR for more than 20 years, has died after a short illness, aged 65.

Wheeler made his fortune in the oil industry. After owning a TVR road car, he ended up buying the ailing company in 1981 and set about restoring its fortunes.

As well as a new range of road cars, Wheeler was instrumental in taking TVR into motor sport, with the hugely successful Tuscan Challenge and a Le Mans campaign.

He raced Tuscans extensively and then an Aston Martin DB5 up to last year after selling TVR in '05.

BRDC Gold Star

POINTS AS AT JUNE 22, 2009



1. JENSON BUTTON FORMULA 1 185pts
Despite finishing 'only' sixth at the British Grand Prix, Button has taken the lead from Adam Carroll, since the Irishman's racing exploits have come to an end after the A1GP season. Unless Mark Webber can start beating him – never mind team-mate Vettel – it's hard to see anyone else challenging the man from Frome.

2. ADAM CARROLL A1GP 174pts

3. JOHNNY HERBERT SPEEDCAR 104pts



4. MARK WEBBER FORMULA 1 95pts
After two second places in Turkey and Britain, Webber is now moving up the standings. It's likely that he'll surpass Johnny Herbert quite soon considering the strength of the Red Bull and the fact that the Briton isn't racing at the moment after his Speedcar season came to a close.

5. ROB HUFF WTCC 94pts



6. RICHARD WESTBROOK PORSCHE SC/FIA GT 91pts
Westbrook could have been third now but for his decision to miss the Porsche Supercup race at Silverstone to defend his GT2 lead in the FIA GT race at Oschersleben, where he failed to score.



7. ANDY PRIAULX WTCC 90pts
As always the racing in the WTCC is as close as it can get. However, Priaulx's BMW hasn't been able to challenge the SEATs as much as he would have liked this season, and his best weekend so far was at Puebla, Mexico, where he picked up 14 points.

8. RYAN BRISCOE IRL 83pts

9. DARIO FRANCHITTI GRAND-AM/IRL 82pts



10. DAVID BRABHAM GRAND-AM/IRL 80pts
After finally winning Le Mans, Brabham is firmly in the top 10 (11th-placed James Walker trails by 33 points). But the third Aussie in the points, behind Webber and Briscoe, isn't doing enough races to make a bigger impact.

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Gordon Kirby



THE US SCENE

HÉLIO WON, BUT WHO WATCHED?

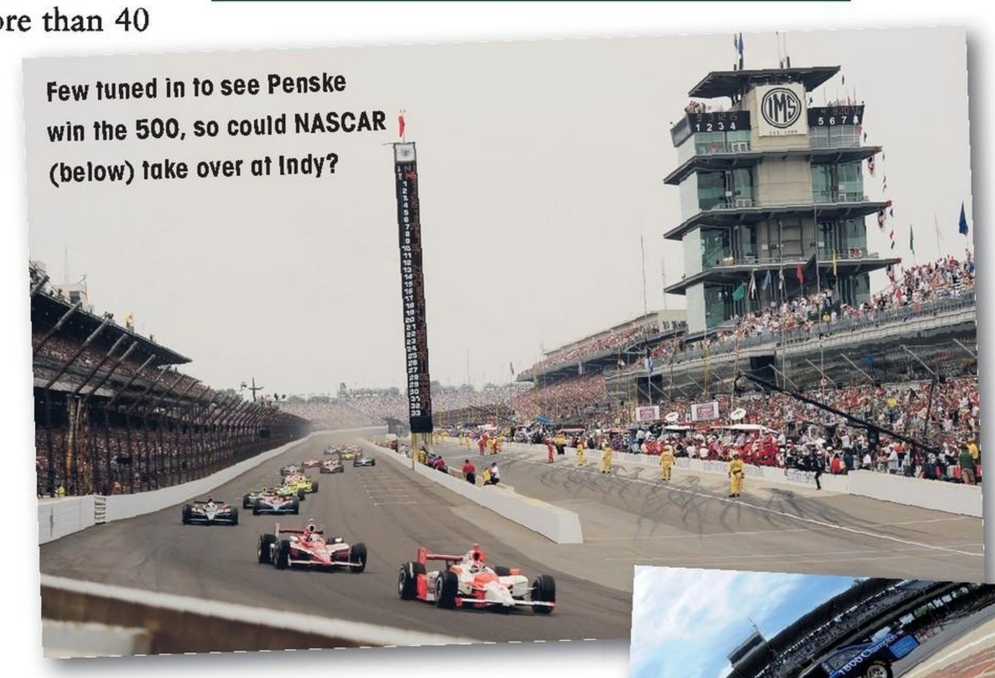
There was no stopping Roger Penske's team and Hélio Castroneves at Indianapolis this year. At the end of the 500 miles Castroneves was in a class of his own as he maintained a comfortable cushion over his snaking line of pursuers to beat 2005 winner Dan Wheldon by a shade under two seconds, a lifetime on a big speedway like Indy. It was Castroneves's third win at Indianapolis and Penske's 15th, 10 more than any other owner in history. It was also Team Penske's fifth win from the last nine 500s since Roger made the decision to desert CART – an organisation he co-founded with Pat Patrick – in order to return to the Speedway in 2001.

Penske's team missed five years at Indianapolis from 1996-2000 in the wake of Tony George's creation of the Indy Racing League, and the team famously failed to qualify any of its cars for the race in 1995, the last year CART's teams competed at the Speedway. Over 41 years, therefore, starting in 1969 Penske's team has raced in 35 Indy 500s and won more than 40 per cent of them!

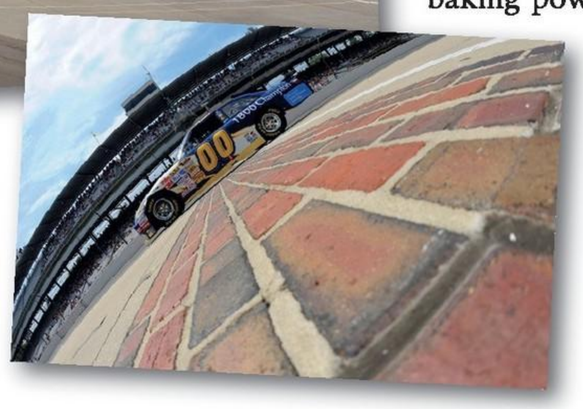
For the record, Penske's Indy 500 winning drivers are: Mark Donohue (1972), Rick Mears (four wins in 1979, '84, '88 and '91), Bobby Unser ('81), Danny Sullivan ('85), Al Unser Sr ('87), Emerson Fittipaldi ('93), Al Unser Jr ('94), Castroneves (2001-02 and '09), Gil de Ferran ('03), and Sam Hornish ('06).

This year's 93rd running of the 500 was dominated by Penske's and Chip Ganassi's cars. Castroneves and team-mate Ryan Briscoe led 77 of the 200 laps, while last year's winner Scott Dixon and 2007 victor Dario Franchitti combined to lead 123 laps for Ganassi. Nobody else led a single lap.

Franchitti and Dixon looked very strong through the first two-thirds of the race, but both ran into snafus on their final pitstops. Franchitti's fuel hose jammed while Dixon's crew had trouble changing the right-rear tyre, so that they wound up stuck in the pack, unable to pass at the end when it counted. Dixon came home in sixth place with Franchitti directly behind in seventh.



Few tuned in to see Penske win the 500, so could NASCAR (below) take over at Indy?



Had they been at the front Dixon and Franchitti might well have been able to match Castroneves' race-closing 220mph laps. But stuck in traffic as they were and stymied by aerodynamic turbulence, neither of Chip's men could make any progress over the final sprint to the chequered flag.

"It's just too tough to pass when everybody is running full fuel at the end and trying to go flat out," said Dixon. "Toward the end of the race everybody's worked out what they need and the cars are really good. That just makes it tougher. At the moment I think we're relying too much on the downforce of the cars. We need more mechanical grip so you can get closer in the corners."

Franchitti agrees with Dixon. "When you get too far back in the pack like we did, it's tough to get back to the front again," he said. "When I managed to take the lead and was running away I had a big smile on my face. That was cool. But it was tough in traffic. When we got back in the pack it was really difficult."

As we all know the IRL desperately needs a makeover, starting with a new formula. Mario Andretti and Bobby Rahal have recommended in this space that the formula should require drivers to lift for bends and drive their cars through rather than corner with the pedal stuck firmly to the floor, and almost everyone I know agrees.

Three days after this year's 500 the IRL's many problems were underlined when my colleague and *Motor Sport* contributor Robin Miller reported that Tony George had been ousted from the Indianapolis Motor Speedway's presidency by the board of directors – his mother, three sisters and the family's two attorneys. The IMS quickly issued a statement denying the story, but admitted the board had asked George to 'devise a plan for the management of Hulman & Company, the Indy Racing League, Clabber Girl [the baking powder on which the family's fortune is based] and the Indianapolis Motor Speedway that would allow him [George] to focus on the business which requires the greatest attention'.

Since founding the IRL in 1996 George has spent more than US$600 million bankrolling race purses, teams, cars, engines and parts, as well as starting his own IRL team known as Vision Racing and remaking the Speedway to accommodate Formula 1 for

eight fleeting years. Rather ominously – and perhaps foolishly – George said last winter at a motor sports business conference in New York City that he might be compelled to close down the IRL series in four or five years if it doesn't pick up in fan and commercial interest.

Despite last year's unification of the dying Champ Car organisation with the IRL, Indycar racing continues to struggle with a serious shortage of major media coverage, so that the teams have great difficulty selling sponsorship. Many IRL races struggle to draw crowds and TV ratings, and the Kansas City oval race at the end of April – the last event before Indy – drew an abysmal 0.11 TV rating, which translates into 112,000 viewers nationally in a country of some 320 million people. Shockingly, only 10,000 households in Indianapolis tuned in to the Kansas race. This year's Indy 500, telecast as always on ABC, drew only 3.9 per cent of American households, down 13 per cent from last year and 40 per cent from four years ago. It was the lowest TV rating since the race was first televised live from start to finish back in 1986 and less than one-quarter of the audience from those days.

At Indianapolis during this year's month of May many teams were worried about next season and 2011 in particular, with existing sponsor contracts not expected to be renewed and sponsorship all but impossible to sell. As the IRL works to pull together its new formula for 2011 or 2012, at least half its teams are wondering how on earth they will be able to afford a switch to new chassis and engines, whatever they might be.

For a few years Bobby Unser has propounded a doomsday theory. He believes the Hulman-George's financial troubles will result in the family selling Indianapolis to the International Speedway Corporation. Bobby believes the end result will be that ISC and NASCAR will then close down both the Indianapolis 500 and the IRL series, because neither are economically viable. He also thinks it's possible that a second NASCAR race could replace the Indy 500.

Assuming that the 500 and Indycar racing are able to survive, it's hard to imagine Roger Penske's legendary team not scoring quite a few more victories in the coming years. Castroneves, still in his prime, should be able to ride the wave and join his team boss as the Indy 500's all-time most successful driver. But who will they be competing against, and what will it all mean? Ⓜ



All images LAT

PAGENAUD RISES TO PROMINENCE

Gil de Ferran and Simon Pagenaud are the men to beat in this year's American Le Mans Series aboard the Brazilian's Acura ARX-02a LMP1 car. The pair scored dominant wins at Long Beach in April (above) and at Utah's Miller Motorsports Park in May. In his debut as a team owner and return to the cockpit after five years of retirement de Ferran has shown he's as quick as ever, while Pagenaud has surprised many people with his speed, consistency and technical ability.

The 24-year-old Frenchman further demonstrated his talent a week before the ALMS round in Utah by taking pole position for the Spa 1000Kms in his debut with the factory Peugeot team. Pagenaud and co-drivers Nicolas Minassian and Christian Klien then proceeded to win, with Pagenaud turning the race's fastest lap. "We rate Simon as one of the hottest prospects in motor sport and these performances underline his talents," said de Ferran.

Pagenaud has raced in America since 2006 and his rise has been missed by many people in Europe. He won the '06 Atlantic championship after a season-long battle with Graham Rahal, then raced Champ Cars in '07 where he showed a lot of ability as Will Power's team-mate at Derrick Walker Racing. Champ Car's demise left Pagenaud without a regular ride last year but de Ferran was quick to hire Simon for his new ALMS team.

By the time you read this Pagenaud may well have played a starring role with Peugeot at Le Mans. Meanwhile, de Ferran and Pagenaud hope Audi will return to the ALMS at the end of this season so they can take a crack at beating the turbodiesels with their gasoline-powered Acura.

JOHNNY REUNITED WITH SPRINT WINNER

In the middle of May I enjoyed a very pleasant evening with Johnny Rutherford at the New Hampshire Motor Speedway. Johnny was a three-time Indy 500 winner, with McLaren in 1974 and '76 and in Jim Hall's Chaparral 2K in 1980, and he was in New Hampshire as the Grand Marshal of the speedway's vintage weekend. One evening we played host to a group of veteran racers and their families from the fraternities of Indy, sprint, midget and modified racing to talk about Rutherford's stellar career. Johnny waxed lyrical about his formative days in modified and sprint cars as well as his Indycar years.



Rutherford was particularly touched to be reunited earlier in the day with the superbly restored Wally Meskowski Chevy-powered sprint car (below) in which he won the 1965 USAC sprint car championship as well as the car he crashed the following year at the fearsome high-banked Eldora Speedway in Ohio. The accident was caused by a rock striking Rutherford squarely in the face, leaving him unconscious with a smashed nose and lips. Johnny broke both arms and was out of action for almost 12 months, but a potentially lethal accident turned out to be a mere hiccough in an epic career spanning 34 years from 1959-92. JR stands together with AJ Foyt, Mario Andretti, Parnelli Jones, the Unsers and Rick Mears as one of Indycar racing's living legends.

Mat Oxley

MOTO GP

THE MEN BEHIND THE VISORS

One of the delights of motor sport is that the competition is not always about macho beefcakes. The most important muscle in the motor sportsman's body is the thinking muscle, which is why geeks and nerds have always taken their chances to become champagne heroes on the race tracks of the world.

Look at Honda's MotoGP title hope Dani Pedrosa; at five foot two he looks like an earnest college kid working out some complex physics conundrum, which, of course, is exactly what he is doing. Nevertheless, it's a wonder that the eight-stone Spaniard can control a 150kg motorcycle at 210mph.

Pedrosa is one of four men fighting for this year's MotoGP World Championship. Not one of this gang fits the tough guy biker stereotype. Reigning champion Valentino Rossi is tall and willowy, Casey Stoner seems way too squeaky clean to be a bad boy biker; only Rossi's upstart team-mate Jorge Lorenzo has something of the street about him.

Pedrosa and Stoner are the anti-heroes of the bunch: uncomfortable with fame, ill at ease with fans and deeply suspicious of the media, their podium faces usually a twisted mix of post-race joy and anguished embarrassment. They are racers, not performers.

"I am here to race and this is what I want to do and the rest of it is just murder to me," says Stoner, who destroyed Rossi to win the 2007 MotoGP title on his mega-fast Ducati. "Some people enjoy the media but I hate attention, I hate people talking about me. It's really something I dislike, it's difficult for me to handle. I'd really just prefer to be a little mouse in a corner, forgotten about."

Pedrosa has had plenty of criticism for his downbeat public persona. Some of his detractors call him gloomy; too much thinking, perhaps. Others call him 'Pedrobot', because he is better at relentlessly grinding out robotic lap times than he is at racing tooth and nail.

Pedrosa insists he's not gloomy: "Just because I don't always smile doesn't mean I'm not enjoying myself. I think some racers smile but they don't enjoy racing as much as me. I feel that some of them show another face when they are off the bike."



Fiat Yamaha

The former 125 and 250 World Champion is taking a well-aimed shot at crowd-pleasing rivals Rossi and Lorenzo, who mix genius race craft with a talent for show business. Rossi was the one who started it all, bringing an element of pantomime to his post-race celebrations: popping into a marshal's trackside Portaloo halfway through a victory lap or celebrating his first MotoGP title in Rio de Janeiro with members of his fan club wearing Brazil's World Cup-winning football kit.

"We usually decide the ideas in a bar in Tavullia [Rossi's hometown) at two in the morning!" says motorcycling's one and only superstar. "When I started winning GPs we decided we should try to make some big fun, because back then all the riders were very, very serious. We just wanted to do something new to show the big emotion of winning races."

Rossi's early celebrations were guileless displays of teenage exuberance but over the years they've developed into something more artful; he has used the elaborate melodramas to attack the media for giving him a hard time, to laugh at his rivals and occasionally to laugh at himself.

No wonder then that Lorenzo had his own victory routine well rehearsed when he came into MotoGP last year. His 'Lorenzo's Land' skit is a constant: he collects a Lorenzo-logoed flag from a flunky, swaggers into a gravel trap, falls to his knees and plants the flag like he's some kind of Conquistador. Every GP he wins is another country conquered. "I think every rider wants to conquer the world," he says. "It's not a serious idea, it's a joke, but I think it's fun and I think it looks good." Of course it's corny, just like Rossi's antics, but the fans seem to enjoy the theatre.

Lorenzo's ultimate desire is to eclipse Rossi, both on the race track and in global profile. His off-track persona is certainly studied – last year he attended drama school in London – but on



DPPI

MotoGP's main men – Lorenzo, Stoner, Pedrosa and Rossi. It's clear which two are at ease with their fame...

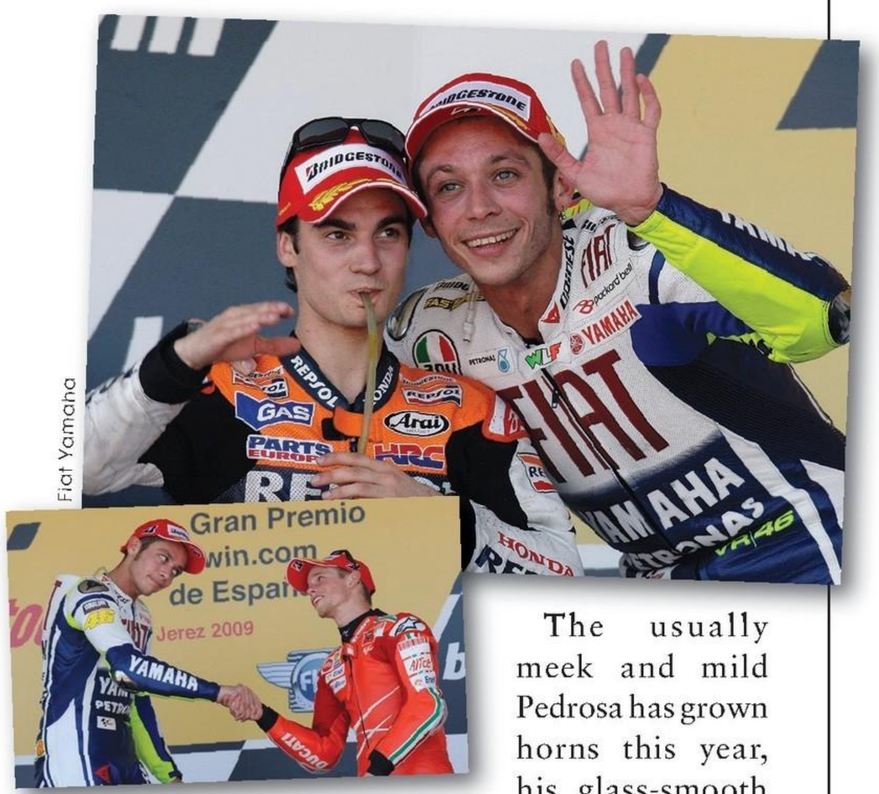


Gold&Goose

Lorenzo 'conquers' another country – and dreams of eclipsing Rossi

track he's no poseur, he is really a pretender to Rossi's crown. The youngest of the four at just 22, Lorenzo might well be Rossi's greatest rival this year if he can avoid the bone-crunching mistakes that blighted his debut season in MotoGP. When he stays on board he has a habit of taking races by the scruff of the neck and making his rivals look second-rate.

Rossi is the oldest and definitely the wisest of the four. He turned 30 earlier this year, having won more elite-class GPs and earned more money than any bike racer in history. The hunger is still there but one wonders how long he will be prepared to keep taking risks to beat his youthful rivals, all of them already stunningly fast and getting older and wiser with every race. For the moment at least he has equipment on his side, though so too does team-mate Lorenzo, because Yamaha's YZR-M1 is currently the best all-round performer in MotoGP.



Fiat Yamaha

The usually meek and mild Pedrosa has grown horns this year, his glass-smooth riding style more angry and animated, perhaps his own way of reacting to rumours that he may lose his ride to Lorenzo if he doesn't start winning more races. The two Spaniards don't like each other, so much so that they received a personal telling-off from King Juan Carlos on last year's Spanish GP podium.

Stoner is arguably the fastest of them all when things go his way, but the feisty Aussie sometimes struggles to control his fiery, fickle Ducati. Under pressure from Rossi last year, he rediscovered the crashing habit that had tainted his earlier seasons in GPs. Keeping an ice-cool head under brain-boggling pressure may well be the crucial factor as this four-way title fight moves towards its climax. Ⓜ



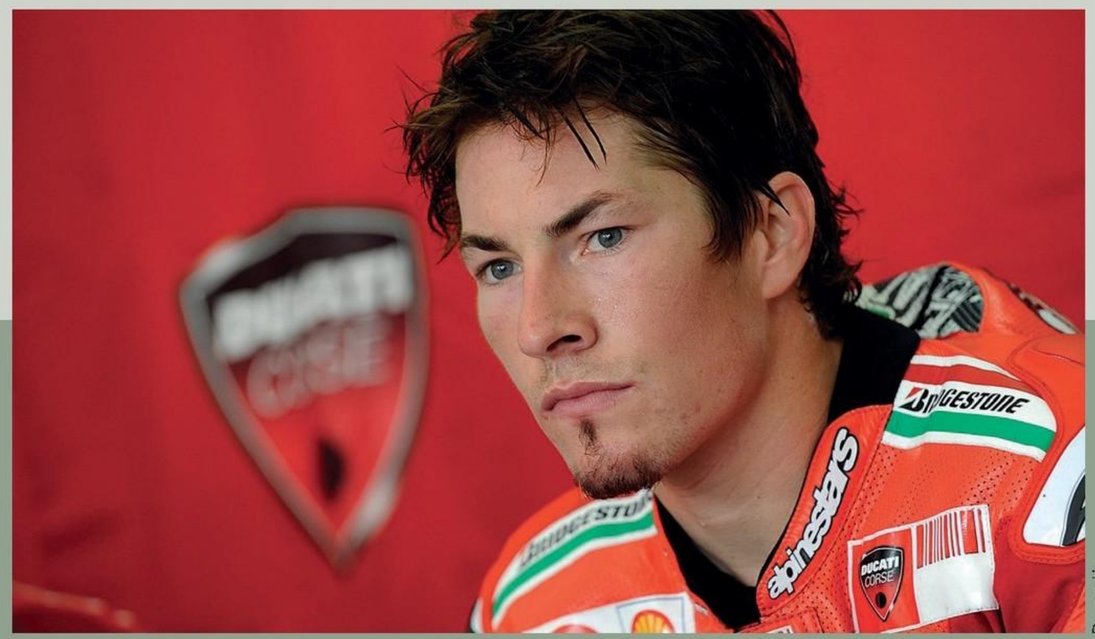
Honda Racing

ONE-MAKE MOTO2: A SIGN OF THE TIMES?

Motorcycle racing will have its first World Championship powered by a single engine supplier next year. Honda will provide engines for the new Moto2 series, and what's more, the engines won't be racing units, they will be sourced from the marque's top-selling CBR600RR road bike.

The announcement was greeted with horror by purists, but organising body Dorna insists the radical transformation is vital in a time of spiralling costs and plummeting sponsorship. The CBR engines will be owned, maintained and transported by the series organisers, then randomly distributed at each event. Dorna hopes that teams will be able to put a competitive Moto2 bike on the track for about £100,000, whereas the current 250 class is ruled by machines leased for £650,000 per annum.

Shuhei Nakamoto, vice-president of Honda Racing Corporation and formerly Honda's F1 boss, explained the rationale behind its involvement: "Honda is the leading company in motorcycles so it is one of our responsibilities to help maintain racing. MotoGP costs a lot and we don't want another expensive class. If the engine spec was free then another engine development war would happen and costs would go up and up."



Ducati

RED DEVIL HUMBLES HAYDEN

Ducati's fiery MotoGP bike is strengthening its reputation as a man-eater, with the factory's latest signing Nicky Hayden (above) struggling at the back of the pack. Marco Melandri had a similarly disastrous 2008 aboard the blood-red machine; this year the talented Italian is enjoying something of a renaissance with Kawasaki.

The Ducati is a conundrum – lightning-fast in the hands of Casey Stoner but way off the pace in the hands of other riders. The Italian factory had hoped that Hayden's dirt track racing background would stand the 2006 MotoGP champ in good stead, but it hasn't worked out like that.

Hayden says he doesn't get the feeling he needs to be fast. "Sometimes it's okay, so I push harder, then I'm off line or in the dirt," explains Nicky, who finished outside the top 10 in the first five races of '09. "I can't get the bike turned for the corner exit, so I'm accelerating on the side of the tyre, which makes the rear end pump really bad. It makes racing tough – when you've been World Champion and you see P17 on your board, it takes the fun out of it."

Andrew Frankel

ROAD CARS

PUZZLED BY THE PANAMERA



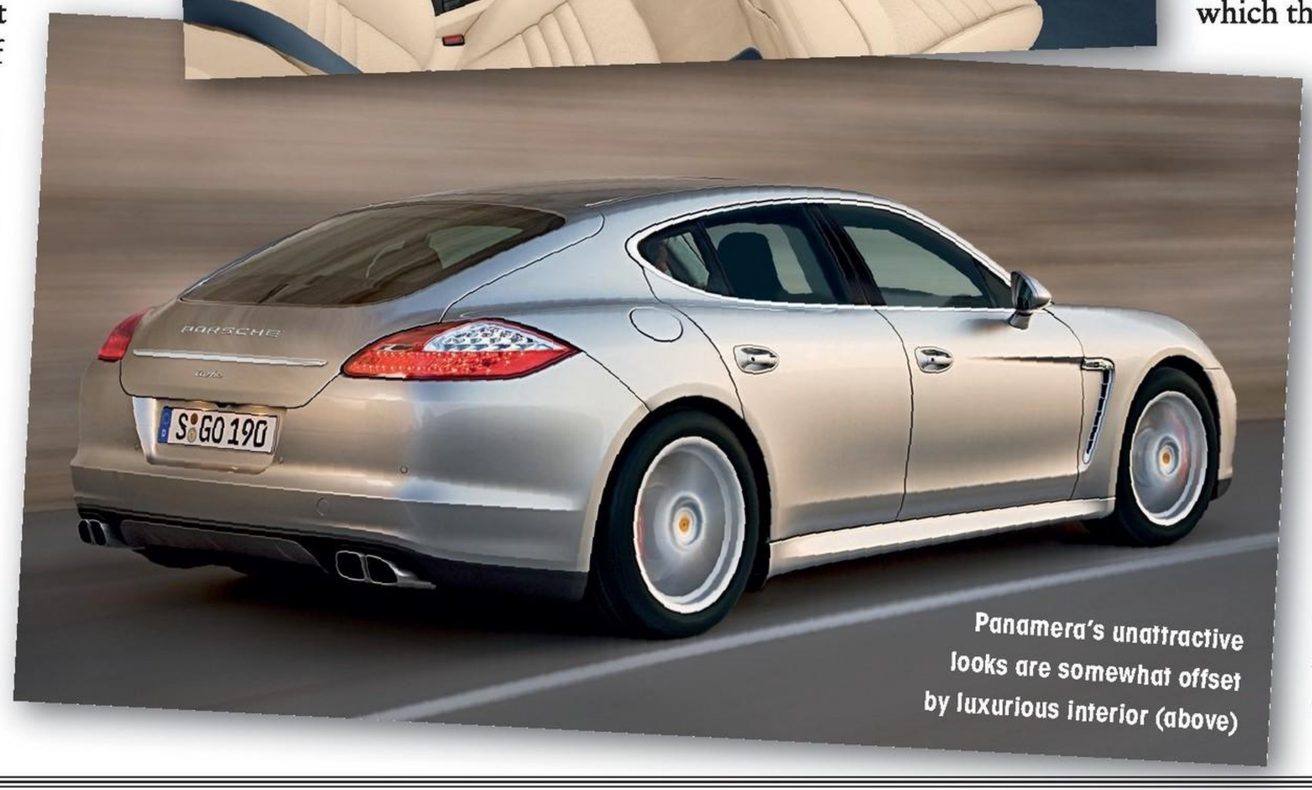
Even though we are just halfway through the year, I know already that I will not drive another car in the remaining months as perplexing as Porsche's new Panamera.

At the most fundamental level, its very configuration is puzzling. It's as if Porsche decided to break the habit of a lifetime and instead of producing a tightly-focused car to appeal to a specific sort of customer, it elected to include elements from such a disparate range of classes that it would cast its net over a sufficiently wide area to match its 20,000 per year volume aspiration. Say what you like about the Cayenne, but no one ever doubted what it was or whom it was for.

As I hope to explain, I doubt you'll hear anyone saying that about the Panamera any time soon. This is a car that's longer than a Toyota Land Cruiser, and by that I don't mean the large Discovery-rivalling SUV, but the magnificent, V8-powered, full-fat XXL behemoth hailed by me on these pages as the world's greatest known way of towing a race car and formerly known as the Amazon. Yet while the 'Cruiser seats seven people with space to spare, the Panamera will carry not five, but just four. Porsche then invites further befuddlement by citing the Mercedes S-Class limousine as a 'key' rival, while designing the Panamera not as an elegant saloon, but a hatchback with a boot barely bigger than that of the rather small A-Class.

It is also a distinctly unattractive car, more unfortunate in the flesh even than in a photo. It looks like Porsche came up with the basic structure of a large, four-door saloon and for its clothing took the body of that well-known compact coupé the 911, and by pulling and heaving, stretched it in a number of directions in which it did not care to go until at last it covered its modesty. We are sadly used to living in an era of unexceptional Porsche exterior design, but the Panamera represents a styling gaffe of original Cayenne proportion.





Panamera's unattractive looks are somewhat offset by luxurious interior (above)

The interior, however, is exquisite and exquisitely comfortable too – as comfortable in its own skin as the exterior is awkward. You sit sports car low, with the control surfaces wrapped around you in what must be the most intimate driving environment of any four-door car on sale. It's then you realise why there is no middle seat in the back: it's not as Porsche claims 'because no one wants to sit in the middle seat', but because if they did they'd have a propshaft spearing their nether regions.

Instead each rear passenger is given more headroom than he or she can use and enough leg room for six footers to sit in tandem. More commonly, however, those rear seats will be occupied by children who will lose no time pointing out that there's a sizeable design flaw in here too: because you sit so unusually low in the back rather than deliberately elevated into the 'stadium' position, your view ahead is dominated by the headrest of the seat in front. This error is compounded by the shallowness of the windscreen, which affords no view above the seat, so if you are to see where you're going you have to list to the left or right. This is fine for a trip to the shops but likely to prove rather less popular on the long-distance tours for which the Panamera would appear to be made.

Given all this, there can be no finer testament to the talent of Porsche's engineers than that they managed to take such unprepossessing raw material and create from it a car of genuine and manifest appeal.

The Panamera goes on sale in September and, when it does, you'll be able to choose from one with a normally aspirated 4.8-litre V8 engine with either two- or four-wheel

drive (priced at £72,266 and £77,269 respectively), or an all-wheel-drive, 500bhp Turbo model, yours for £95,298. Put another way, that's around £20,000 more than it charges for Cayennes powered by the same engines.

But while the Cayenne is little more than a VW Touareg with a posh badge and a bit of get-up-and-go, the Panamera is unique, a car that breaks new ground in the way it provides comfort and refinement on the one hand and performance and handling on the other. So far ahead of its global release I was able only to try the basic Panamera S model, but despite all the glaring flaws in its design, I was enthralled by the way it drove.

The first thing you notice (at least in a car fitted with optional air springs) is the effortlessly absorbent nature of the suspension. Porsche reckons it rides like an S-Class which is perhaps pushing it a bit, but it's close enough to make the fact that its handling is more 911 than Cayenne truly astonishing. Grip, poise, steering feel and agility – all the things you look for from a sporting car – it has in abundance, yet it rides like a true luxury car too. It's also graveyard-quiet inside, allowing you to appreciate its sumptuous cabin, excellent control layout and the superb comfort of its seats. The note of the V8 motor may be a bit anodyne in this application, but there's no doubting the shove it provides, hitting 62mph from rest in 5.4sec, five dead if you choose four-wheel drive.

So you can perhaps see why the Panamera has me in a flat spin. To look at dispassionately, the case it makes for itself is so full of holes it might as well be a colander. And I wonder what effect long-term exposure to its looks will have: would it grow on you, would you at least get used to it, or would its weird proportions grate ever more, fundamentally compromising the ownership experience? And even if this were the case, over the months and years to come, would it not be more than offset by its genuinely inspired dynamic qualities?

After only half a day at the wheel, I cannot yet supply answers to these questions. All I do know is that however much I admire all that Porsche's engineers have achieved with the Panamera, I spend at least as much time thinking about what it's got wrong as what it does right. I expect it's a personal thing and I imagine it'll receive a rather more glowing reception in other quarters of the media, so let's just call it a fine car for somebody else and leave it at that.



NEW TT IS FAST, BUT NOT MUCH FUN

Just back from driving the latest product of Audi's quattro GmbH sporting division at Zolder. In theory the £42,985 TT RS should be a thing of wonder, with its 333bhp, 2.5-litre straight-five motor, an engine note reminiscent of the last 20-valve Quattros and an appearance sufficiently pumped up to suggest no Porsche Cayman is safe.

In practice this is an exceptional engine in an unremarkable car. It's delightfully quick, but beyond going in a straight line, there's little to involve you in the driving experience by way of handling balance, steering feel or poise. It feels like a throwback to the dark days when quick Audis were about going fast and not about having fun.

Were it not for the RS name, I'd not be too bothered by this: no one bought a TT because they were into driving and there's no reason why they should in future. But the moment it wheeled those badges out, Audi wrote a cheque this TT can't cash, and anyone expecting it to carry on the work of the RS4 or R8 supercar will be disappointed. If, however, you just want a fast, great-sounding TT, proceed with my blessing.

As for Zolder, it's hard to imagine it hosting the Belgian Grand Prix only 25 years ago. Blighted by chicanes introduced after Gilles Villeneuve's fatal crash in 1982, it's an interesting test of a car like the TT, but no place at all to deploy an F1 machine.



BMW TAKES A WRONG TURN WITH THE Z4

The BMW Z4 completes this month's trio of faintly disappointing German sports cars, a genre for which I usually have a great deal of time. I always quite liked the old Z4, because while it never approached Boxster levels of dynamic proficiency, it was always fun to drive and I liked the looks. Now both of these qualities have been lost. The decision to turn its roof into a retractable hard top makes it look bulbous with the lid up and a little awkward when it is stowed, while the handling of the £37,065 so-called 'sDrive 35i' I drove was disappointing by the standards we have come to expect from BMW.

It feels as though tuned for the American boulevard rather than the British back road, and you don't need long in this latter environment enjoying the company of its truly magnificent 306bhp straight-six motor before it starts to feel flustered. Traction is surprisingly poor given the softness of its suspension, the steering a touch numb, and there's too much body movement on undulating roads. As a straightline two-seat cruiser, there is still much to recommend, but as an entertaining B-road bruiser, the Z4's time appears to be over.

Letters

A flight to remember

Sir,

Norma Henderson's letter about Webbair brought back memories of a journey to the 1960 Portuguese Grand Prix. The Dan-Air Elizabethan was not large enough to take all those booked, and an unpressurised converted WWII bomber was chartered to take the rest of us. Webbair's hostess was Cliff Allison's sister, Pat, who presented us all with the ubiquitous Airfix kits to build. The plane did not have the range to reach Oporto and we were landed at Biarritz and treated to a good luncheon while the plane was refuelled, before it took off to fly along the north coast of Spain.

About an hour into the flight the pilot warned us of likely turbulence ahead and we were all instructed to fasten our seat belts. The plane was flying at its maximum ceiling of 8000ft and all of a sudden it dropped half that height like a stone, Airfix kits, bottles and cans flying in all directions. *Everyone* including the cabin crew used their sick bags, while the pilot struggled to regain control at 4000ft. The plane was heaving around in all directions and there were hailstones the size of golf balls coming through the ventilation system. Then there was an almighty bang and all of us on board thought the end had come. When things quietened down the pilot came on air to tell us laconically that the hailstones had smashed his windscreen but we were now through the thunderstorm, which was so wide he had been unable to fly around it and so high he could not fly over it. He deservedly got a standing ovation when we landed!

Among the passengers were Dan Gurney, journalist Chris Nixon and photographer David Phipps. We heard on Sunday night that the pilot of the Elizabethan (which had flown back to the UK and picked up a spare windscreen for our plane) had said that he *must* be able to take off by 10am as there would be inadequate lift after that. Judging by the state of the passengers after the race-night party, Dan, Chris, David and I thought that if we got to the airport well before 10am we would stand a chance of a flight home in the Elizabethan. It was not to be, and the four of us watched the Dan-Air plane – half an hour late – taxi to the end of the runway, across the grass, the pilot swinging the tail of the plane over the perimeter fence before releasing the brakes and trundling across the grass, the length of the runway and almost all the grass at the opposite end before it had lift-off. With our hearts in our mouths we watched it rise painfully slowly into the air and only just clear a wood several miles from the airfield! We had all been convinced that the entire Grand Prix circus was about to meet its maker. As a complete contrast, our trusty old ex-RAF bomber with new windscreen took us home serenely, via a splendid dinner at Biarritz airport.

Two years ago Dan Gurney paid a visit to the Jim Clark Room in Duns, and I reminded him about the occasion. He became very serious and told me that never in his racing career had he felt so sure his life was about to end.

Webbscare? Not after the way that pilot got us to Oporto!

Ian Scott-Watson, Greenlaw, Duns



I had to chuckle...

Sir,

Re Simon Taylor's Lunch With... interview with Jack Oliver (June issue) in which he describes me as "dour" – intense maybe, but dour never. Here I am (left) actually laughing at one of his jokes for a change!

Happy days.

John Miles, Hingham, Norfolk

Dump the dictatorship

Sir,

Quite recently the *Edmonton Journal*, our local excuse for a newspaper, ran an editorial on the machinations of one Mr Ecclestone with a further reference to the dubious Mr Mosley, he of the hookers, parties and lawsuits.

What is amazing is that this is ice hockey territory, and not even when Jacques Villeneuve won his World Championship did the *Journal* bother to write an editorial. Things must be bad for it to weigh into Formula 1 affairs.

The crux of the piece was that the Ecclestone and Mosley dictatorship had not been good for F1 and particularly not for Montréal with respect to the loss of the GP.

As one old enough to remember Black Jack when I was a kid growing up in Australia, and being so proud of Alan Jones' F1 title, along with cheering for JYS, Damon Hill and assorted others, I am appalled at the way F1 has been raped and pillaged for no good. Was it Martin Brundle who said "there are some people in F1 who are ill with money"? Great quote.

Can't someone bring some common sense to this? If Jackie Stewart wants me to, I will become his director in the 'Dump Mosley' campaign.

Everyone else should get together and get rid of Ecclestone – his interview in your May issue was an embarrassment, both to him and F1. Be gone!

Al Gill, Edmonton, Canada

You couldn't make it up

Sir,

During extraordinary times, both in the world at large and in F1 in particular, your letters page provides a useful insight into how motor sport aficionados in general view the current state of our sport's flagship series.

One has to stop and pinch oneself: a new and young World Champion embroiled in controversy both inside and outside his team; claims of cheating, spying, lying and worse; an FIA supremo embroiled in controversies around rules and his personal extra-curricular predilections; upstarts from the back of the grid dominating current proceedings; circuits under threat; a veritable bevy of new beauties gracing the pits on race weekends; teams and organisers divided over next season before we're a quarter way through the current one. If it wasn't real you couldn't invent it all.

Ever was it thus and ever should it be: it's called entertainment and it's marvellous.

John Dennehy, Auckland, New Zealand

The Ferrari effect?

Sir,

Simon Taylor's Lunch With... Jackie Oliver was up to the usual high standard and interest. Oliver says his two most "difficult" team-mates were John Surtees and Jacky Ickx. It's worth remembering that both had long spells driving for Ferrari prior to being team-mates with Oliver. This may explain why they became difficult!

Roy Campbell, Bridge of Don, Aberdeen

LETTERS TO THE EDITOR

Write to: Motor Sport, 38 Chelsea Wharf,
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or e-mail: editorial@motorsportmagazine.co.uk

(Please include your full name and postal area)

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ING

Letters

Memories and a model

Sir,

I was interested to read Mike Dodman's letter (July) concerning the impression that the Murkett Brothers D-type had made on him at the age of 12, while being raced by Henry Taylor.

I was extremely fortunate to be the custodian of TKF 9 for over 25 years, during which time I vigorously raced the car all over Europe as well as driving it on long tours.

For his interest I refer him to the excellent article by your Deputy Editor Gordon Cruickshank, published in *Motor Sport* in December 1994, in which a full description and history of the car is recorded following a reunion of Tony Murkett and Henry Taylor with the D-type at Silverstone.

I have to admit that I bought the car more because it had been raced by Jim Clark than because it was a D-type. However, it didn't take me long to discover what a magnificent car it was. Once you are seated the car envelops you, and it is really very small and easy to place on the road. It's also unusually comfortable, so much so that I once drove from Devon to the south of France without getting out, except for fuel.

My times with TKF 9 were undoubtedly the most enjoyable and happiest of a long and varied motoring life. Just to make Mr Dodman happy, all I have now is also a model of a white D-type with the registration number TKF 9, apart of course from all the incredible memories she gave me. Should I win the lottery next week, I will call Adrian Hamilton – and Mr Dodman, if I do you will be the first person to get a ride!

Willie Tuckett, Buckland Monachorum, Devon

Time to reassess Schumacher

Sir,

Given your position as the most neutral and most able historians of motor sport, I trust that – given the success of Brawn GP so far this year – you will now re-open previous comparisons of Michael Schumacher with other racing champions, for the majority of his 91 Grand Prix wins had Ross Brawn in command. Being fair, Schumacher was one of the first to acknowledge that he was only the tip of the arrow in a considerable team effort: it's the ratio of the mix of Schumacher and Brawn that now needs to be re-calibrated.

While clearly Schumacher was/is 'quite good', perhaps now some might realise that he is not in the top five with the likes of Fangio, Stewart, Clark *et al* who had the demonstrable skill and versatility of altering their driving style to overcome a less-than-perfect set-up. And continuing the theme of fairness, which ones needed to win their World Championships by crashing into their title contender – or would even think of doing so?

Martin Hasker, Newbury, Berks

Do you have Bette's books?

Sir,

When my husband Graham Hill died in 1975, quite a lot of the contents of our home were auctioned. Sadly, my timing book and lap charts somehow disappeared too. I would like to know if anyone bought them, or if anyone knows where they are. I would adore to have them back.

Bette Hill, Cobham, Surrey

(Letters can be forwarded – ed)

Puzzled by Prodrive snub

Sir,

David Richards must have crossed swords with Mad Max and Burnt Ecclescake in the past for Prodrive not to gain entry at the first time of asking to next year's F1 championship. Surely with his vast experience and backing from the Middle East for Aston Martin he deserved to get one of the slots?

Mike Allaston, Tadley, Hants

A salute to Silverstone

Sir,

Heartfelt thanks for rekindling old Silverstone memories (July issue). In 1965 I was at Woodcote to watch the 'silent Lotus' win. In 1969 I was at Maggotts for one of the classic duels. I was a BRM supporter but had drawn 'Wee Jackie' in the fun betting event our group of 12 avid fans ran each year, so I had an incentive to support the Matra driver and pocket a welcome £11.

In 1973 I was at Stowe and waited in vain for the bulk of the field to come round for the second lap (the PA system really was not very good in those faraway days).

In 1979 I was at Club and cheered Regga to the rafters – what a great day for Frank and his team. Great days, fantastic races. Silverstone is not my favourite circuit but I would hate to see it perish at Bernie's hands.

My favourite circuit? Bathurst – thankfully too distant and not an F1 track, so it should escape the 'Bernie cull'.

Arnold Eglington, Winchester, Hants

Another Behra, not Gordini

Sir,

Congratulations for the high quality of your June issue. However, I would like to correct a caption on p20. The man standing beside Jean Behra is not Aldo Gordini but Jean's brother José. During the Gordini racing period José used to drive the team truck. Then he became an endurance and rally driver.

Andre Pibarot, Culey, France

Transparent history

Sir,

With reference to your article 'Debut for last GT40' (June issue), I have had a great deal of involvement with 1085 recently and want to make some corrections. The spare chassis 1085 was purchased new by Sir Malcolm Guthrie as a spare for his then Le Mans entry, chassis number 1009 which in reality was XGT 2. Gill Jackson bought the whole ensemble from Guthrie in 1971. Far from being 'crated' the car was always on display with 1009/XGT 2, and was always "just about to be completed". The original 1009 resided in California from 1971 until 2007.

Tom Edwardes, Fiskens, London

Photos to tell a story

Sir,

I am writing a complete guide to all the Grand Prix circuits since 1950 and wonder if any of your readers have taken pictures over the years which could be considered for inclusion. The pictures (black and white or colour) can be of any subject but must show an aspect of the circuit – in other words, they could not have been taken anywhere else. Professional standards of photography are not a necessity!

Interested readers should e-mail me on hil4ton@yahoo.co.uk or write c/o Editorial, Haynes Publishing, Sparkford, near Yeovil, Somerset BA22 7JJ.

Christopher Hilton, by e-mail

The Brough connection

Sir,

I am looking for original material relating to George Brough, the Brough Superior marque and the connection between Brough and TELawrence. If you can help please contact me at: davidmason81@mac.com or write to me at 474 Coniscliffe Road, Darlington DL3 8AL.

David Mason, Darlington

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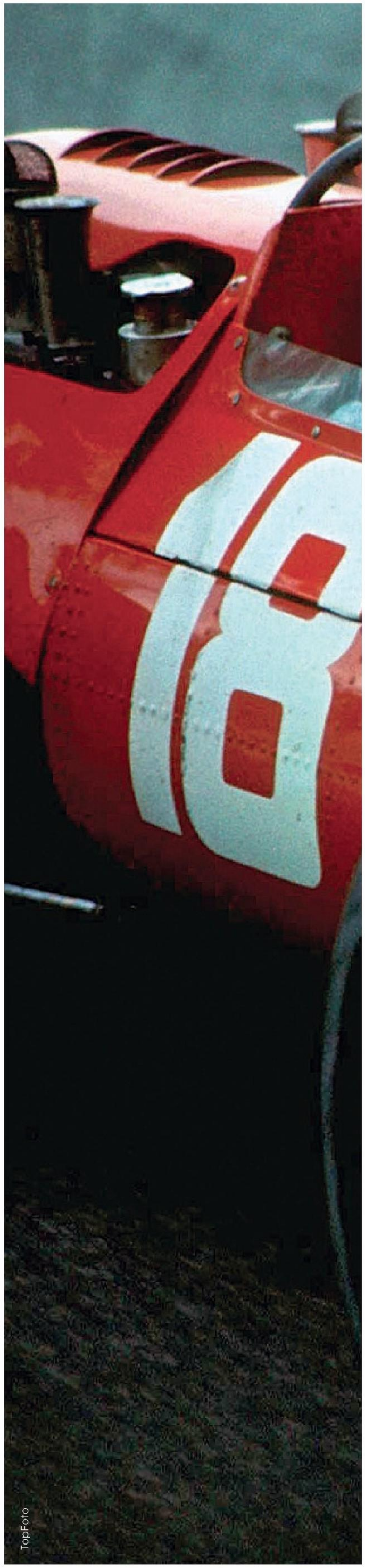
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Don Morley



TopFoto

The Count and the Commendatore

It was with MV Agusta and Ferrari that John Surtees scored his famous world titles on two wheels and four. But working with these two great Italian teams was no easy ride...

BY NIGEL ROEBUCK

'Big John' we called him, didn't we? And in Italy, where it started, '*Il Grande John*'.

John Surtees has had a love affair with Italy for most of his life, and it began in 1955, when a 21-year-old motorcycle racing prodigy accepted that if his career were going to progress he would, as he put it, have to "go foreign".

Surtees had that year joined the Norton works team, and with considerable success, but he was frustrated by the company's refusal to enter for the World Championships, and pleaded his case with its MD, Gilbert Smith. It was not impossible, he suggested, that he and Norton could win a title or two.

"'Well, Surtees,' said Smith – he always called me 'Surtees' – 'I think you're right, but… no. I mean, d'you realise that if you won the World Championship you would earn more than a director of this company?'"

Fortunately for John, that summer he had been asked to ride a BMW at the Nürburgring. It was the first time he had ever seen the *Nordschleife*, and he proved virtually a match for Walter Zeller, BMW's star.

"More importantly," says Surtees, "I was ahead of the MV Agustas. Their team manager was Nello Pagani, who'd been World Champion in 1949, and he went back and said, 'We need Surtees'.

"I wanted to go to Gilera, but that got vetoed – the current riders didn't want me there. I also had a call from Moto Guzzi, but they weren't sure what they were going to do with their eight-cylinder. Then MV said, 'We'd like you to come here', and I said I'd go and try the bike.

"In retrospect, my whole career was a matter of getting enthusiastic about making this or that work, rather than getting myself the best machinery available. But the fact is, MV Agusta played a very important role in my life, and I think I did in theirs. At the time they needed me – and I needed them."

Thus, while Surtees was at Monza he took the opportunity to go to Gallarate, to meet Count Domenico Agusta. "He loved his title," John smilingly says. "It'd come out of Sicily or somewhere. Italy was pretty feudal in those days – still is, in some ways!

"Agusta wanted to put himself on the map, and he chose motorcycles – he wanted to rival the families of Gilera and Parodi (Moto Guzzi). It was different, though, because for Agusta the bikes were a hobby. What was important was helicopter development, and there was also a transport aeroplane, a development project that just sat there – bringing in government money!

"By contrast, the Gilera family were *racers* – Gilera's son was a great friend of Dino Ferrari, and it was a terrible tragedy that both died young, before they could play their part in their companies' racing activities."

In 1950 Count Agusta had taken his company Meccanica Verghera into motorcycle racing, at the time poaching several people from Gilera, including designer Piero Remor, whose ideas, according to Surtees, were already out of date.

"When Remor left Gilera, Piero Taruffi went in there, and they made a slimmer, smaller, bike. Unfortunately, Remor recreated for MV what had been the old Gilera – a much bigger bike."



Surtees won the Senior TT for 500cc bikes in '56 en route to his first world title with MV Agusta

Olycom

Surtees went to test at Monza, but it rained incessantly, and the track was covered in leaves. Lethal. Off they went to Modena, and more rain. "They said, 'We don't normally test in the wet'. I pointed out that sometimes it was wet on race days…"

Afterwards Surtees was taken to Count Agusta's office, in company with Pagani and Arturo Magni, the chief mechanic who was to become John's lifelong friend. "It was a rather dark office, and there was the Count, wearing dark glasses. After some bartering, he said, 'OK, here's the contract'. It was somewhat better than the one I'd had at Nortons…

"Then they said, 'One moment – there's a formality. Please stay…' And in came this lady, dressed in black, veiled and everything. She studied me, walked round me, then started jabbering away to the Count, who spoke to Callatroni, the interpreter, who said to me, 'John, you are accepted into the family…' This was the Countess, of course, the matriarch. And that was my introduction to Italy!"

Surtees swiftly warmed to the country and its people, establishing a good rapport with the mechanics (as he was to do throughout his career), and staying in a local hotel.

"I picked the language up as I went along. I'd go and see these dreadful cowboy films, with subtitles, and relate the words to the action – I learned a lot of my Italian that way."

The Count is remembered by Surtees as fundamentally an austere individual. "These people were a type, you know – whether it was Agusta or Ferrari or Honda. They had a certain aloofness. I'd wait outside the Count's office for hours, just for an opportunity to ask if we could try something different.

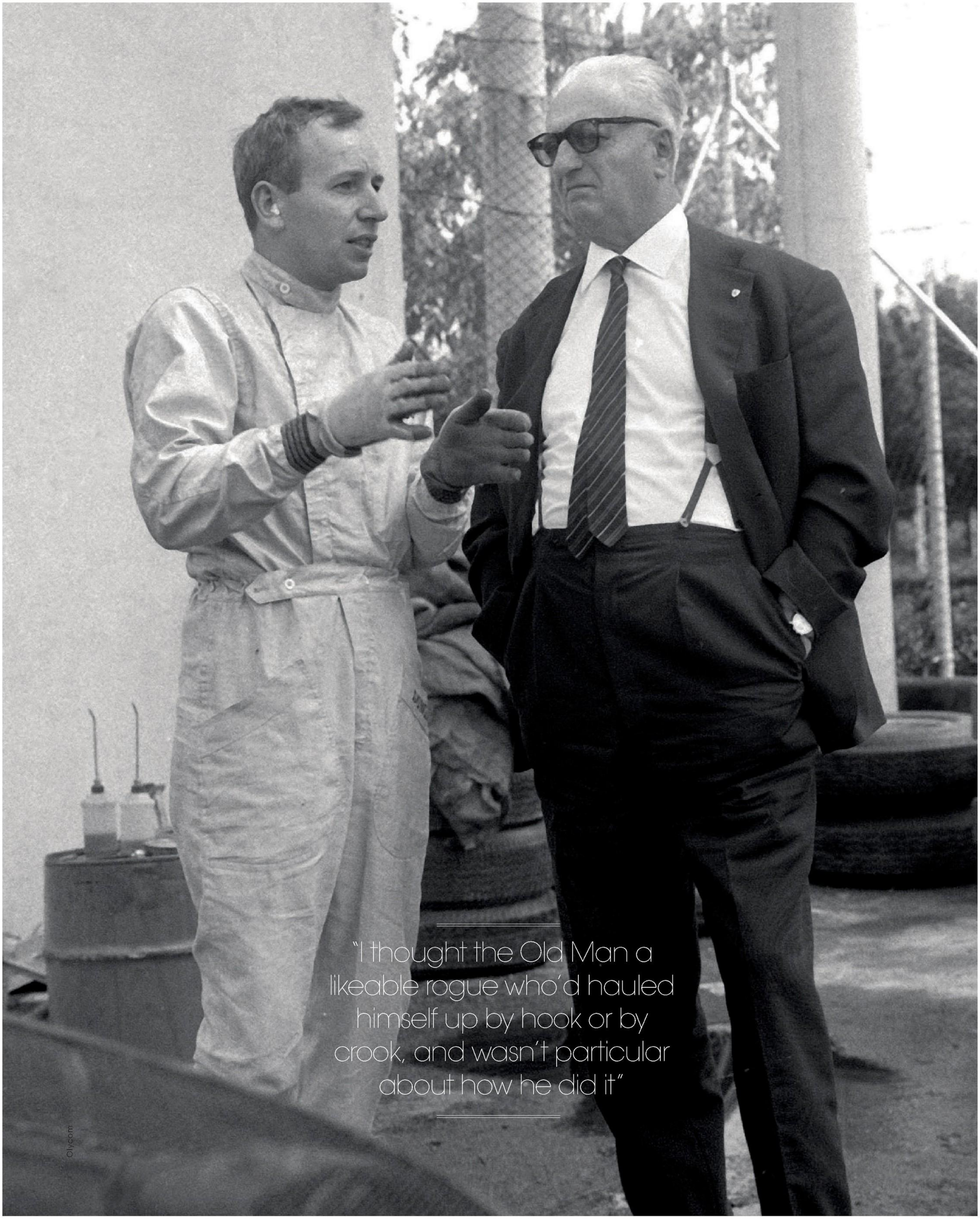
"It was all part of keeping you in your place. It wasn't unusual for people to behave like that in those days – I mean, even if you were a *king*, Ferrari would do that to you! These people all had their little ways…

"In fact, Ferrari never treated me like that – normally you'd get grabbed to have lunch with him at the Cavallino. And unless he was having one of his pompous days, that was the best opportunity of having a proper talk with him.

"At MV, though, it was more difficult, and the biggest step forward we made – to where I got the bike handling, despite its weight, to a point that I could get it on the edge – came after quite a saga. I'd got so frustrated at not being able to talk to the Count that, instead of driving, I booked on the same train as him coming back from the Belgian Grand Prix. Finally I had him captive! And by the time we got back it had been agreed that we would make an entirely new frame – essentially a version of the Norton frame. That transformed the bike."

It was not, though, until 1958 that John got what he wanted, and, given that Agusta must have wished his bikes to succeed, it's not easy to understand a dilatory, not to say obstructive, way of behaving towards his star rider.

"Well, at least the Count came to all the races – always with his handkerchief tied round his head! The saddest thing in my time with Ferrari was that the Old Man never went to races. I would have *loved* him to see first-hand his cars racing – and it would also have helped in getting him to appreciate what needed to be done. »»»



"I thought the Old Man a likeable rogue who'd hauled himself up by hook or by crook, and wasn't particular about how he did it"

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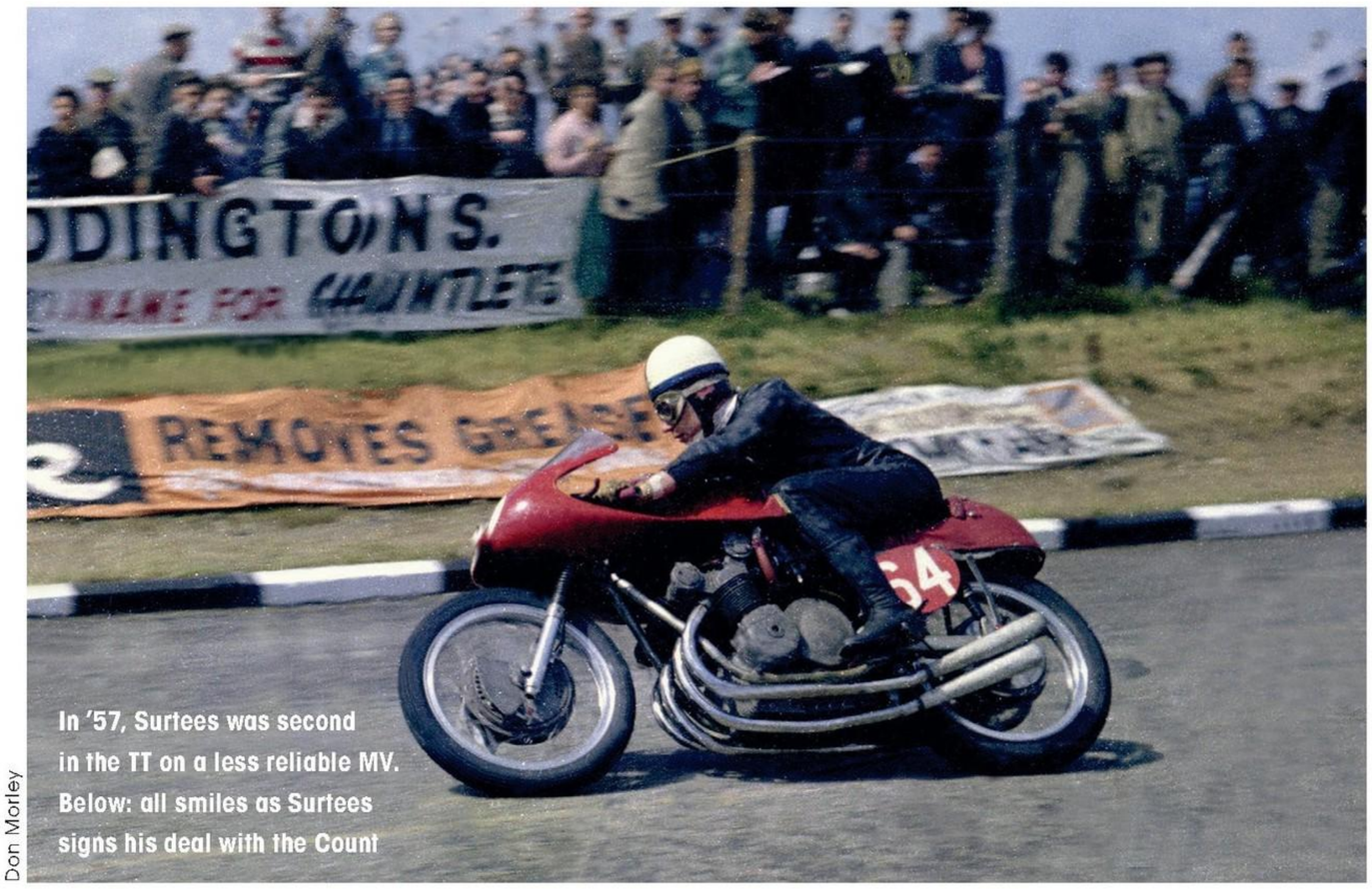


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In '57, Surtees was second in the TT on a less reliable MV. Below: all smiles as Surtees signs his deal with the Count

Don Morley

Instead of that, he stayed at home, listening to what people thought he wanted to hear, rather than the truth.

"The Count was a bit removed from what was happening. At times he had a few airs and graces, but of course it was 'old money'. Yes, you had meals with him, but it was mainly at race meetings that you got together. He had a sense of humour, and you could have an enjoyable time with him – but at other times it was all very correct, and you had to go through the formalities…"

Surtees duly became World Champion in 1956, the one dud in his five seasons with MV coming the following year, when the bikes were plagued with unreliability. Thereafter, though, he was essentially unbeatable, 350 and 500 World Champion for three years.

As time went by, however, frustrations set in. Although John rode for MV in the World Championships, a dozen or so race weekends a year were hardly enough to satisfy one such as he, and initially he was free to race his own Norton in other events – predictably with great success. By the end of 1957 this had begun to upset MV – "They started showing me cuttings in the Italian press, saying 'Surtees doesn't need MV to win'." When John signed a new three-year contract with the Count, he was precluded from riding anything but an MV.

"I could understand it to some extent, but at the same time I thought, 'I love racing! I can't be happy to do only 12 or 14 races a year'. There was, however, nothing in the contract that said I couldn't race other things…"

What started Surtees thinking about cars was MV's decision to do World Championship events only in 1960. In his first couple of car races, he finished second to Jimmy Clark and Innes Ireland, both in Lotuses, and not long after there came a call from Colin Chapman. "'You're doing F1', he said. I said, 'I can't – I'm a motorcyclist, and I've got a World Championship to do…' He said, 'Well, when you haven't got a bike race, drive a car', so that's how that happened."

In only his second Grand Prix, at Silverstone, Surtees finished second. In his third, at Oporto,



Agusta Museum

he took pole. "When I look back now, probably the Lotus 18 was the most competitive F1 car, relative to its opposition, that I ever drove…"

By now John had concluded that his future lay with cars. It was at Monza, appropriately, that he raced a bike for the last time, and of course he won. Taking his leave of motorcycle racing, Surtees's record read thus: 348 races, 255 victories. Statistics to make you blink.

"Agusta were good about my racing cars – they could have kicked up about it. When I said I was stopping racing bikes at the end of 1960, the Count said, 'Well, I'll build you a Grand Prix car!'"

> "When I said I was stopping racing bikes, the Count said, 'I'll build you a GP car!'"

As one Italian chapter of John's life closed, so another became tentatively ajar. But when he got the first call from Ferrari, at the end of 1960, he said no: "I thought, 'I've to learn my trade first…'

There followed a season with the Bowmaker team, run by Reg Parnell, and using uncompetitive 'customer' Coopers. Come the autumn, there was another call from Maranello.

"Again," says Surtees, "I concluded, 'No, if I come here, it's got to be with more clout than I've got now'. They had a long list of drivers, and I could see myself getting lost in the crowd – that wasn't my scene at all."

This was the occasion of John's first meeting with Enzo Ferrari, and when he turned down the offer Ferrari said, 'You know we won't ask again…'

"I didn't really believe Ferrari when he said that – I'd been around Italians enough by then! To be honest, what I actually thought was, 'You're going to need me at some time…'

"I didn't have many choices for '62. I'd blown it with Lotus by not staying with them in '61, and that was a shame because I liked Colin and his cavalier attitude. He made the quickest cars, and if they'd been built to the engineering standards of Ferrari, no one else would have had a look-in. Mind you, if I'd stayed there I might not be sitting here, talking to you now…"

In the end Surtees stayed with the Bowmaker team, this time – at his instigation – running cars from Lola. He finished fourth in the championship – in front of all the Ferrari drivers. "Then I got the call again…"

Twelve months earlier John had detected arrogance and complacency at Ferrari, who had won everything in 1961, and clearly anticipated more of the same in '62. In point of fact, the team didn't win a single Grand Prix, and by now was in a state of upheaval. Oddly, for Surtees, this was not without its attractions.

"The situation, compared with that on my previous visit, could hardly have been more different. [Carlo] Chiti had gone, which was probably a good thing – he'd always ridden on [Franco] Rocchi's back. Rocchi was a wonderful man, so quiet and modest. Fortunately, when so many engineers left at the end of '62, he stayed.

"The other thing was, all the drivers had gone, too! Ferrari said, 'We want you to be our number one', but I said, 'No, no, treat me as number one as long as I'm the quickest.'

"The Old Man said, 'We don't have that much money – but there are other advantages', one of which was that I could stay at the Real Fini for 1800 lire a day, *full board*! That was the equivalent of one pound!

"It was *just* like going back to MV – a team in the doldrums, but looking for a new horizon and determined to get there. It was super. Some days they'd say, 'Go and test a road car'. Other days I'd be out in the sports cars, pounding round Modena…"

The young Mauro Forghieri joined Ferrari at the same time, he and Surtees getting along fine – but new on the scene, too, was Eugenio Dragoni, who was to become a blight on John's life.

Dragoni had been involved with Scuderia

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Rare outing in flat-12 Ferrari 1512 at Zandvoort '65. Below: at least he and Mauro Forghieri spoke the same language...

Sutton

Sant Ambroeus, the private team which fielded a Ferrari for Giancarlo Baghetti in 1961. He was a wealthy man, and a well-connected one too, but none could understand why Ferrari appointed him team manager a year or so later. Where, after all, lay his credentials for the job?

"You know," Surtees sighs, "I can't answer that. He was a perfume manufacturer! Somehow within Ferrari he had more influence than his position warranted – certainly I believe there were connections into the Agnelli family, for example. He would manipulate things in a way I knew the Old Man didn't approve of – but the fact is that he got away with it."

Happy as he was to be at Ferrari, John was taken aback by the emphasis on sports car racing, on Le Mans. "You'd go out in the F1 car – and then you didn't see it again for ages.

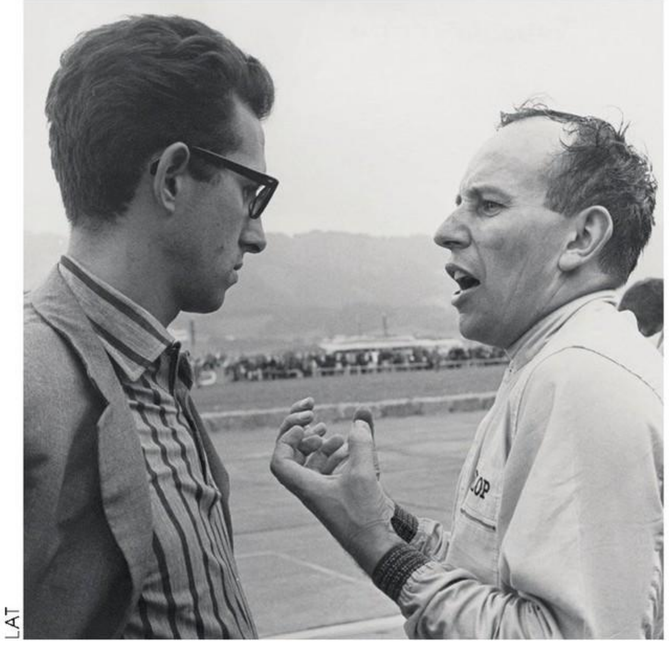
"My first race for Ferrari was Sebring – and Dragoni immediately tried to bring me to heel. I'd tested all the cars, and was allocated the one I liked best, but when I got there I found that the last one they'd made – which I hadn't tested fully – had my number on it.

"I was driving with [Ludovico] Scarfiotti, and we suffered because fumes got sucked into the cockpit – all the other cars had been modified to ease this problem. We were getting gassed out, but we got through, and headed a Ferrari one-two, only to have the result protested – by our own team!

"Luckily Pat, my first wife, was probably the finest timekeeper-cum-lap charter in the business, and her chart precisely matched the organisers' – although not the team's! It was a question of 'keep the new boy in his place', and very much at Dragoni's instigation."

Although Surtees enjoyed the sports cars and understood their commercial significance to Ferrari, he was irked by the way they took precedence over F1. Through that '63 season he was rarely in contention to win – save at the Nürburgring, where he took his first GP victory.

The next year, on the last lap of the last race, in Mexico, he took over the championship lead when Clark's Lotus faltered, and thus became –



LAT

eternal cliché – 'The first man to become World Champion on two and four wheels'. It's a title he will likely hold for evermore.

Throughout his time at Ferrari, John was uncomfortably aware of the company's insularity. "I think I was a bit before my time! OK, it was an Italian team – but *all* Italians? We needed to capitalise on what was happening elsewhere – our bodywork, for example, was aluminium, whereas the British teams were using fibreglass. I wanted us to build proper monocoques, and said that Lola could help. My feeling was that if Ferrari were set on doing things one way, and *everyone* else was doing it another way, then we had to move.

> "Dragoni and Parkes were jealous of the relationship I had with the Old Man"

"I wanted to make Ferrari a more international team, and in a way the Old Man had already given his blessing, because he'd agreed I could work with Lola, as long as it wasn't a 'works' effort, and as long as it was in a series in which Ferrari weren't involved."

The other frustration was the company's convoluted policy on engines, which to this day Surtees doesn't understand. "I think they were largely flying kites, quite honestly..."

In 1965 he invariably had a V8 in his car, whereas Lorenzo Bandini had a flat-12, which John felt inherently better. In '66, the first year of the 3-litre F1, he had a V12, while Bandini started the year with the older, but superior, V6.

In the autumn of 1965 Surtees had the worst accident of his life, driving his own Lola T70 at Mosport Park. Severely injured, he was nevertheless fit enough to begin testing the following spring, and spent days flogging round Modena in the little 2.4-litre V6 – his 'convalescence car', as he called it.

"There was this 'new' V12 for '66 – but in reality it was a just a short-stroke sports car engine, giving less than 300bhp. Because the engines always *sounded* wonderful, they'd fool themselves that there was power to match..."

When he came back to Maranello after his accident, Surtees was moved by his reception, notably from the mechanics. Even though he had been injured in a car other than a Ferrari, the Old Man had said from the outset that no other driver would be signed, and Surtees committed himself even more tightly to Ferrari, moving into a flat in Modena. He was expecting, he said, to see out his career with the team – but still there loomed the spectre of Dragoni.

"Part of the problem was that Dragoni – and some of his assistants in the conspiracy, like Michael Parkes – were jealous of the good, relaxed relationship I had with the Old Man..."

John evidently remembers Enzo Ferrari with affection, and loves to reminisce about him. "Oh, I thought of him as a likeable old rogue! I never had any doubts that he had hauled himself up by hook or by crook, and I don't think he was very particular about how he did it. Above all, what he wanted to do was stamp the name 'Ferrari' on the world – and it just happened that he did it with motor cars.

"Modena was one thing, but when you got out to Maranello he reigned – he literally *reigned*. He had his little nucleus of friends, and I used to love it, for example, when old Vittorio Jano would turn up. It was wonderful to be able to chat with a man like that. Pinin Farina, too. These were people who'd been part of Ferrari's life, and there was always an added sparkle about him when they were around.

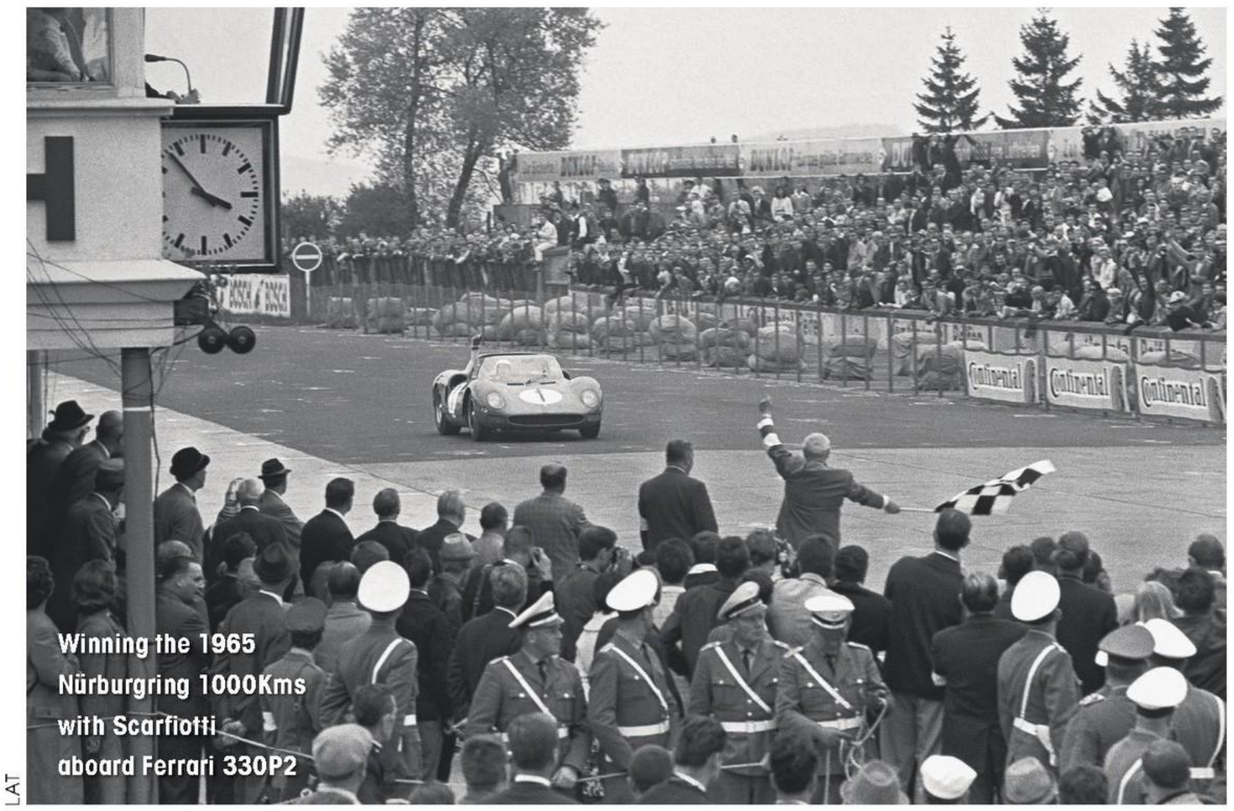
"He loved his whisky, and one day we had the sales director of Glen Grant at Maranello – I went out for lunch with the two of them, and afterwards had to give this bloke a drive through the hills. He produced a bottle of malt – which was *clear* – and the Old Man was thrilled: 'Ah, whisky *bianco*!' And thereafter, every time »»

I was going back to England, he would whisper, 'Whisky *bianco*', and I'd take some out for him.

"Another thing I remember was that he was absolutely fascinated by [Alec] Issigonis. When he arrived with a Mini, everything else was forgotten! We'd go off in it sometimes down to his house on the coast, with Pepino the chauffeur driving, Ferrari in the passenger seat and me in the back. He absolutely *loved* the Mini.

"As for his own cars, he had very… particular views. The Lusso, for example, wasn't an out-and-out sports car, but it was a nice car – and beautiful to look at. But the Old Man said it was *too* beautiful, and not a proper Ferrari, and so he got Pininfarina to make something more brutal! That was the first of the GTBs – which was a dreadful car. I got into trouble for saying that, actually, and that was the start of the problems with Parkes, because he'd done the development on it.

"The first cars, with the very short nose, looked *horrible*. Even the Old Man had his doubts – but the problem was that he had to make loads of them, because it was the first car Pininfarina had set up tooling for! Because of that, they couldn't change it too quickly – and so people got stuck with these ugly bloody GTBs…"



Winning the 1965 Nürburgring 1000Kms with Scarfiotti aboard Ferrari 330P2

LAT

Given his close relationship with Ferrari, it seems unfathomable that the Old Man was so often influenced by the word of Dragoni, but, as Surtees points out, the world was very different back then.

"In a way he'd lost touch – there wasn't TV coverage of all the races in those days, and so he was reliant on hearsay being fed back to him. Having said that, he very much ran the team so that we were all puppets on a string. There was a bit of the devil in him, in that he always felt he had to set people against each other in order to get the best out of them."

In the spring of '66 Surtees won the Syracuse GP in the V12 car, but the opposition was negligible, and he stressed that it simply wasn't quick enough. "We ran it in the International Trophy at Silverstone, but I couldn't stay with Brabham – and Jack's car had no horsepower."

All the while the Dragoni situation worsened. At the Monza 1000Kms John won, partnered by Parkes, but it was an edgy afternoon, given that the rain was unceasing – and the new 330P3's wipers quickly became inoperative.

"In effect," says Surtees, "you had to go faster to be able to see – faster than you wanted to go, quite honestly. But Dragoni even tried to turn that round with the Old Man, saying that, 'It was only because of Michael that the car continued – John would have retired it…'"

On to Monte Carlo. "At Modena the little V6 car was three seconds a lap faster than the V12, and I said to the Old Man, 'I'll win you Monte Carlo with this'. But then I was told by Dragoni, 'Ferrari produce 12-cylinder cars – it would be bad for their lead driver not to be in the 12-cylinder car'. I said, 'But we want to win the race, don't we?' I rowed the V12 car into the lead, but it broke – and Bandini was second in the V6…"

At Spa, though, Surtees was supreme. By now Rocchi had done a cylinder head redesign, and the V12 was giving a more respectable 320bhp. In torrential rain John sat behind Jochen Rindt's Cooper-Maserati, then took the lead with half a dozen laps to go, and won conclusively.

"Afterwards everyone was really happy, but Dragoni never said a word to me. Not a word. I reckon I drove a heady race that day, but he moaned to the press that, 'Surtees let a Maserati-engined car stay in front'. I said, 'Yes – but I was in the right place when the bloody race finished'.

The situation was becoming ridiculous. Here was Surtees, driving with consistent brilliance – and here was the team manager, seeking to undermine him at every opportunity. At Le Mans it went past the point of no return.

"The strategy we'd worked out was a tortoise-and-hare thing, and rely on the Ferrari not stopping for some stupid reason. Mechanically, it was unlikely to break – you could drive it virtually like a Grand Prix car. We reckoned, though, that the 7-litre Fords, driven by racers like Gurney, might well break if you pushed them hard enough.

"The plan was for me to go like hell from the beginning – but then Dragoni said, no, Scarfiotti was going to do the first stint. And why? Because Gianni Agnelli was attending the start of the race – and it would be nice for him to see his cousin, Ludovico, drive the car!

"I thought, 'Oh, what's the point? I don't feel part of this family any more'. Bit of a short fuse, I admit, but it was just too much. I've always believed that Dragoni – and, to some extent, Parkes – created a conspiracy designed to get me out of Ferrari. I think it came about because of people who were stupid and vindictive – it had nothing to do with Scarfiotti or, particularly, Bandini. I got on fine with Ludovico, and as for Lorenzo… he almost cried when I said I was leaving. He was such a good lad – I remember him with great fondness."

And Parkes? "Well, we were both Ferrari drivers, and both British, but… he did what he had to do, and so did I. The only time we ever came together was when we went to a race. He was, of course, desperate to be in F1…"

Thus, Surtees went straight to Maranello, and there it was agreed with Ferrari that there should be a parting of the ways. "I knew what I was I leaving," John says. "I think I would have won at least one more championship with Ferrari, and I was very sad. In a way, I staked two large sections of my life to two families…

"What I'd tried to do was to get a 'Schumacher movement' going, to make Ferrari much more international in its outlook. But, you know, even in the Schumacher era there was always a strong nucleus of 'the best of Italia'.

"The Italians have wonderful abilities… there's this strong artistic sense, this appreciation of beauty, be it in architecture or art or the beautiful lines of a motor car. It was *vital* that these things played a major part in everything they did. What was wrong was that this was the only ingredient – and you were competing against people who had *more* ingredients."

Surtees and Enzo Ferrari parted well, and stayed in touch to the end of the Old Man's life. "I last saw him at the launch of the F40, not long before he died, and that day he said to me, 'We must remember the good times, and not the mistakes…'

"After his death, I said that Ferrari would see their best days from now on, and they have indeed gone on to greater and bigger things. There was no way that the Old Man, with his way of controlling everything, could have moved into the 21st century, but the foundation of it all came from him – from one man.

"Part of me is still out there in Modena, and always will be." Ⓜ

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The drinking man's Le Mans

What's the only thing more hardcore than racing at the Nordschleife for 24 hours? The throng of spectators who gather to watch...

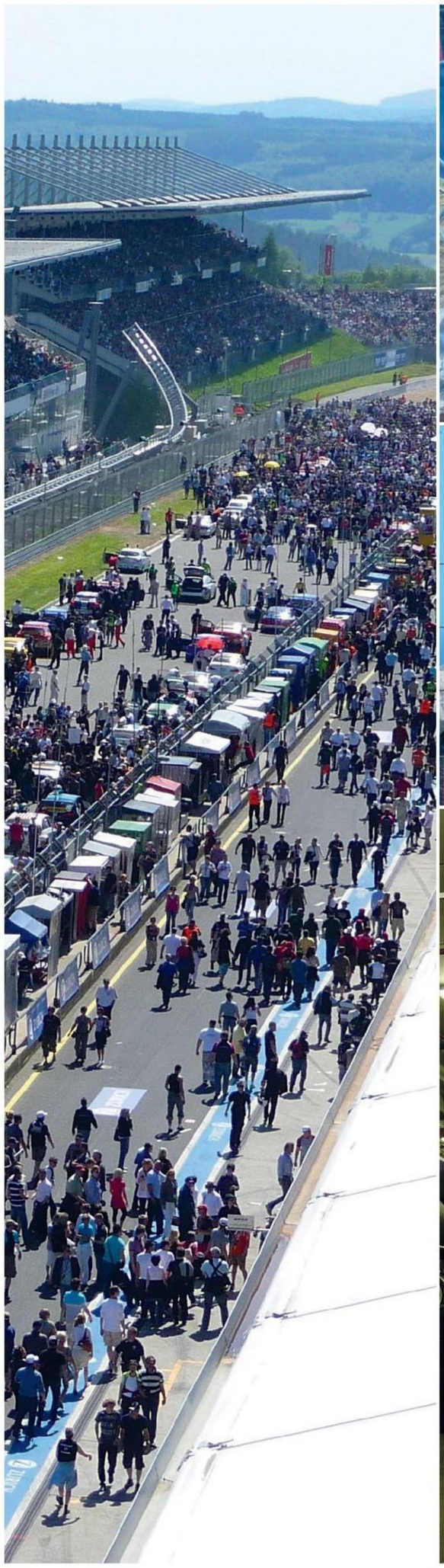
BY ED FOSTER

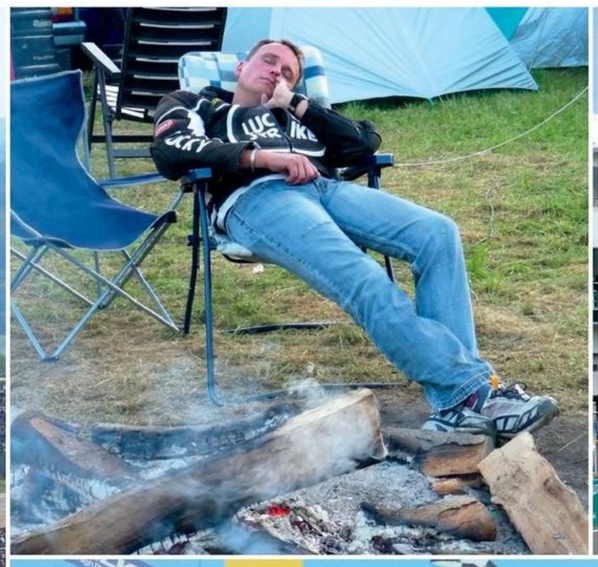
The ADAC 24h Rennen Nürburgring first ran in 1970. Since then Niki Lauda, Hans-Joachim Stuck, Steve Soper, Sabine Reck (aka Sabine Schmidt, the famous 'Miss Nordschleife'), Bernd Mayländer – the Formula 1 safety car driver – Pedro Lamy, Jörg Muller and Andy Priaulx have all stepped on to the podium's top spot.

This eclectic 24-hour race in the Eifel Mountains doesn't have the prestige of Le Mans, but what it does have is an entry list of 190 cars, more than 800 drivers, up to a quarter of a million spectators and one of the most diverse range of racers you'll ever see in the same event. This year there were factory-run Audi R8s, a Ford GT, GT3 Porsches, BMW Minis, Golfs, an Audi V8 and an Opel Manta driven by former marque motor sport boss Volker Strycek. There is almost a four-minute gap between pole and the back of the field.

To the casual observer the race may look like something for amateur drivers to run privately-prepared cars in. Many teams on the grid benefit from factory support, however, and it's no coincidence that Audi decided to bring four R8 LMSs to this year's event for their racing debut. The drivers? A crack squad including DTM and sports car aces Mike Rockenfeller, Lucas Luhr, Marco Werner, Mattias Ekström, Frank Biela, Emanuele Pirro and Marcel Fässler, plus veteran Stuck. If the car could do 24 hours of racing around the Nordschleife and the new Nürburgring, its durability would be beyond doubt. And that's exactly what Audi proved in its attempt to boost customer orders of its new GT3 machine.

What really sets this race apart from any other 24-hour event, though, is not the drivers or the cars that it attracts, but the spectators and the atmosphere. We can safely say that some of



















the happenings which take place here you will see *nowhere* else. While meandering through one of the campsites that line the Armco of the Nordschleife you'll pass seas of tents, camper vans and temporary viewing structures built from scaffolding that are bedecked with sofas, flags and banners. Last year I took a trip to the 'Ring a week before the 24-hour race, and already people were pitching tents and making sure they had the perfect spot. This isn't Le Mans, though, where a campsite will feature the odd gas stove. Here the surrounding forests are stripped of fallen wood for huge fires that blaze through the night, and enormous metal grills stand by ready to cook anything from bratwurst to rump steak.

The campsites are full to bursting by the start of the race weekend and the crowd settles in for 48 hours of barbecuing, drinking, dancing, watching the track action and trying to grab a few minutes' sleep. Three hours into the race and already the campsites look as though someone has walked in, thrown a grenade and walked away. The mess has to be seen to be believed – a man struggles up a hill with a keg of Bitburger on one shoulder and on the other a pig, ready to be put on the spit. Another is staggering around with a loudhailer in one hand and a jar of beer in the other, wearing work boots, shorts and a girl's strappy top. Elsewhere *very* heavy German metal blares out from speakers which everyone seems to ignore, apart from one man who is dancing, oblivious to the race going on just metres away. Others are doing stunts – in among the crowd – on monkey bikes, while the most sedate spectators are wrapped in a rug, drink in hand, glued to the race.

You might think that some people aren't even here for the racing, but you'd be wrong. Hidden away in vans and under tarpaulins are intricate, completely unsafe wiring systems, Sky boxes, generators and TVs. The timing screens »»

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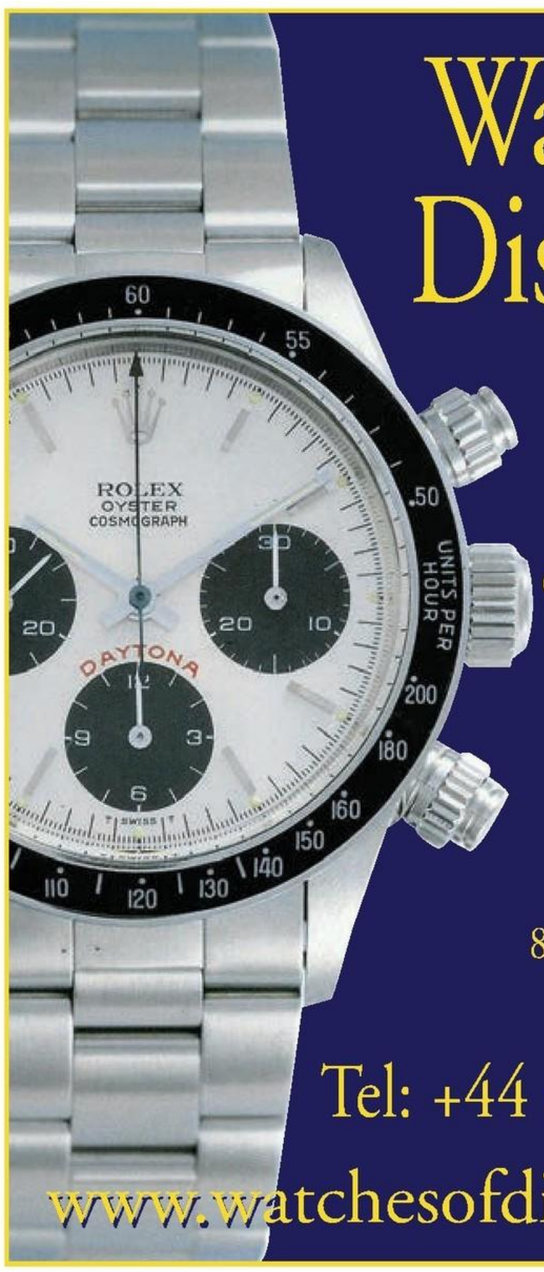
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1928 Bentley 4½ Litre

Ordered through Jack Barclays by first owner John Mavrogordato, chassis HF 3195 passed its final factory test on 14th March 1928. Originally supplied with a long bonnet and staggered screen, Bentley records show that the radiator was chromed and Lucas P100 headlights fitted in late 1929. Largely unchanged since its return to the factory in 1929, this 4½ Litre Bentley has a well documented and continuous history from new.

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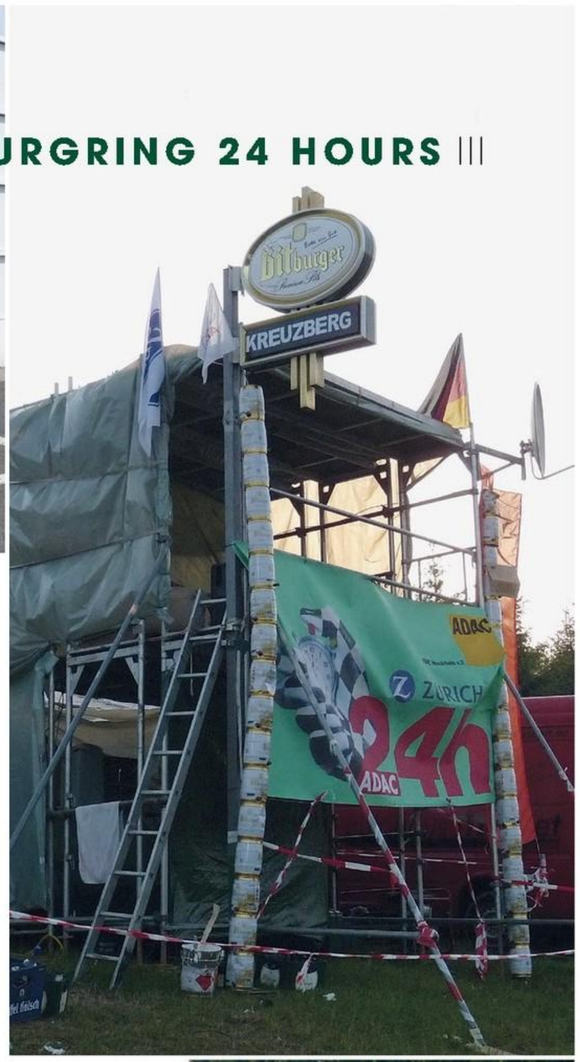
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1965 Bizzarrini A3/C Le Mans
1937 BMW 328
1958 Ferrari 250 GT 'Tour de France'
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1967 Ferrari 275 GTB
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1939 Jaguar SS100 3½ Litre 'Works'
1965 Lola Mk1
1963 Lotus Cortina
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INSIGHT

SPEED AND SUPERIORITY

Audi's new R8 V10 is not just fast – it's also built to last the distance

The new Audi R8 V10 which we took to the 'Ring is a special car. You only need to drive it for five minutes in town to realise this, because everyone lets you out of junctions. When a bus driver screeches to a halt to wave you out it's a sign you're in something people like.

Even though many refer to the R8 as 'Audi's supercar', it isn't that. Supercars are built to make as much noise and attract as much attention as possible. You step out of one with a sore back vowing never to take it anywhere near a town again. The R8, on the other hand, is discreet, and unruffled by urban conditions. Put simply, it's possibly the best long-distance runner on the market.

Not only is it far faster than most machinery on the road – on the Autobahn we reached 165mph and it was still pulling like a train – you can also drive it around town and over speed bumps without a worry. And it's smaller than you expect it to be. Apart from luggage space, it's a struggle to think of anything that's wrong with it.













and race footage are picked up and the crowd stays in touch with progress. At La Sarthe, without Radio Le Mans or a Kangaroo TV set, it's hard to know who's in the lead and what the gap is to second. Here, it's impossible. The laps are so long and the track so dark at night that the timing screens are all you have to go on.

The bottom line is that these are passionate fans. They love their racing and they love seeing the drivers close up, which is so much easier here than at other circuits. Last year during the warm-up lap the crowd surged onto the track, cheering at the passing drivers who were trying to mentally prepare themselves for the 24 hours ahead. Instead of getting in the way, though, the crowd just wanted to make its appreciation known. This was reciprocated by some of the drivers coming to a halt, signing an autograph and then proceeding to the starting line. Apparently Stuck was so touched by the reception that he was fighting back tears. Of course, this is Germany, so come the first flying lap not a soul was to be found on the track and the racing got under way without a problem.

On track this year the Manthey Porsche – piloted by Timo Bernhard, Marc Lieb, Romain Dumas and Marcel Tiemann – was troubled by the No 99 R8 driven by Marc Basseng, Fässler, Rockenfeller and Frank Stippler during the opening few hours. This wasn't what the Porsche squad had in mind. They are the Nürburgring 24-hour 'kings', having won the event for the past three years. They have been so much faster than anyone else that in 2008 there were rumours of a last-minute pitstop just to clean the car ready for the finish.

They were fast again this year and, crucially, faster over a lap than the Audis. However, as at Le Mans in 2008, Audi had a small advantage when it came to pitstops. Two planned stops fewer over the 24 hours saved the cars a huge amount of time, so all they had to do »»
















was keep the Porsche in sight. But the Nürburgring 24 Hours is not as simple as that. With 190 cars, avoiding traffic is almost more important than setting quick lap times, something that the No 100 R8 found out on the first lap as it was knocked off-track by another car. It managed to get back to the pits where the exhaust and electronics were changed, but its chances of victory were dashed. It rejoined in 166th, 11 laps down, but recovered to be placed 25th overall.

The only car – No 99 – that seemed to be able to challenge the Porsche took the lead after two hours and 18 minutes of racing. They swapped the lead over pitstops until 11.21am on Sunday when the Audi stopped at the Carousel with a broken driveshaft. Although it reached the pits and rejoined the race with new right-rear suspension and shaft, it was now six laps down.

By this time the No 97 R8 had climbed to P2, where it stayed until the end of the race. The Manthey Porsche was once again unstoppable. But Audi didn't go home empty-handed as its No 97 R8 was first in class, while the No 99 car was fifth and No 98 was 12th overall. All in all, the event was a success for Audi's new racer and, although it was hoping for victory, coming second to the Manthey Porsche is nothing to be ashamed of, especially at such an unforgiving track as this.

In this sanitised world of modern autodromes, the Nürburgring is to be cherished, and this is a race to be preserved. The fans are beyond passionate, the cars diverse, the drivers a heady mix of racing greats, hardened professionals and enthusiastic amateurs. The most exciting and demanding race track in the world has campsites to match its fearsome reputation. They're borderline feral. And as for the atmosphere, it's like nothing *Motor Sport* has ever witnessed.

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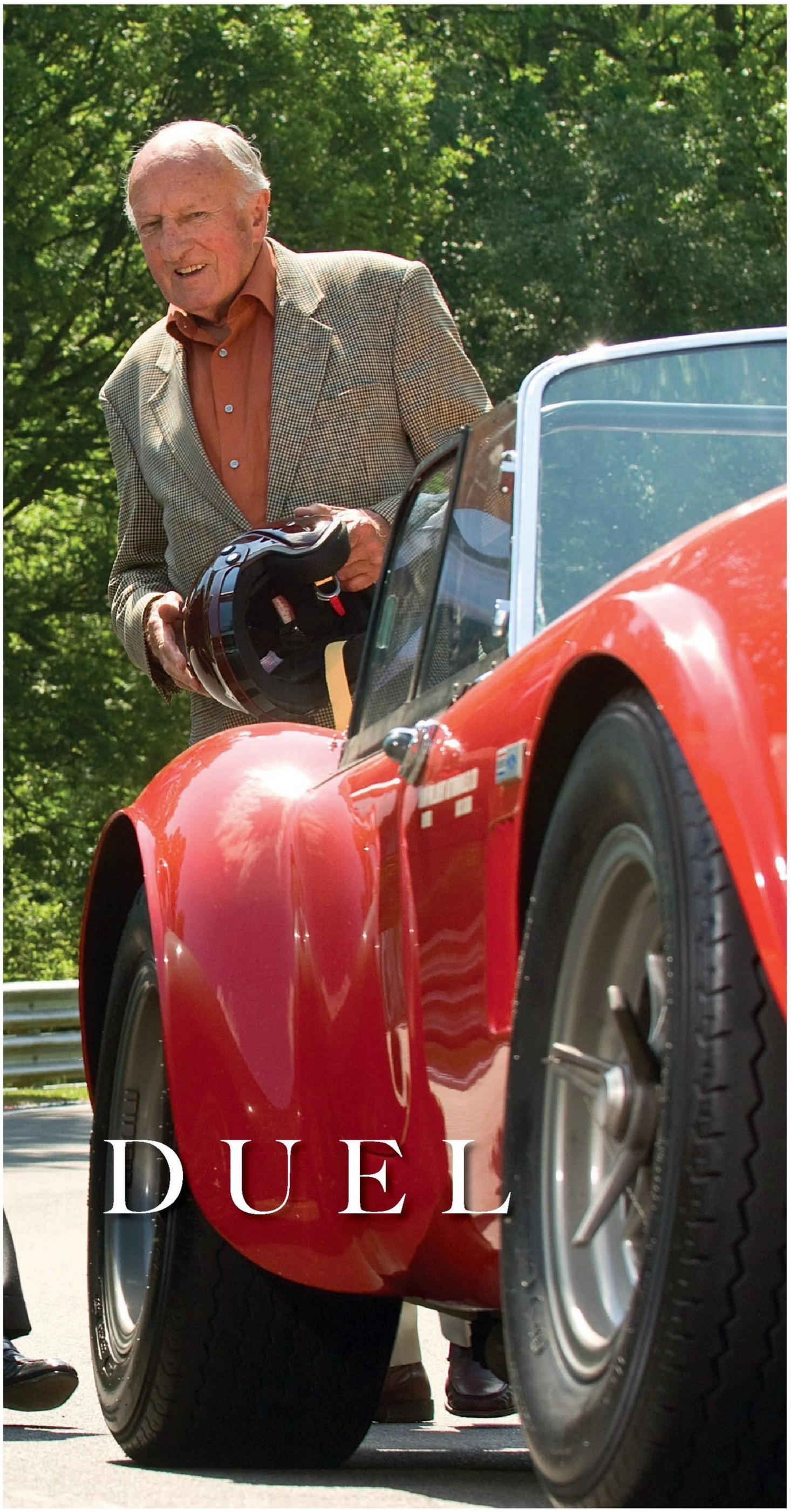
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All images Marcus Engström

Forty-five years ago, Jack Sears overcame a black-flag penalty and Jackie Stewart to score a famous GT win at Brands Hatch. Armed with a Cobra and a Jaguar, we set out to relive the day's events...

BY IVAN OSTROFF

July 11 1964, Brands Hatch. The stands are full for the British Grand Prix – or the Grand Prix d'Europe according to the programme – which Jim Clark would win from Graham Hill by 2.8 seconds. But that was not the race which would make this day famous. Remember, this was when the Coombs works lightweight E-types and the Willment Racing Team Cobras were state-of-the-art cars in sports racing, and those two teams were at the top of their game. Nobody knew it then, but the event of the meeting would be the 25-lap Ilford Films Trophy race for GT cars.

In the paddock, getting ready for that race, a young Scot by the name of Jackie Stewart slid behind the wheel of a Coombs Jaguar, while 'Gentleman' Jack Sears – so called because he always was and still is just that – strapped himself into a Willment Racing Team Cobra. These two were about to take part in one of the most memorable and exciting motor races of the era.

The short version says that after the start Sears was black-flagged and received a stop-go penalty. Having lost 35 seconds, he proceeded to carve his way through the field to finally snatch the lead from Stewart. It was a monumental battle which had the crowd on its feet, a duel that would be inscribed in motor racing legend.

Of course, there was more to it than that. But for now let's fast-forward to 2009, stopping the clock again at Brands Hatch 45 years later. There have been many different accounts of this event, but there are only two people who know the story from the inside. So I called three-time F1 World Champion Sir Jackie Stewart and double Saloon Car Champion Jack Sears and invited them to Brands to talk me through it. »»

Of course, this all took place a long time ago, so to help stir the memories Nigel Corner agreed to bring along the Cobra that Jack raced that day in '64 – possibly the most famous open-top Cobra in the world, '39PH'. The actual E-type Sir Jackie drove is currently being rebuilt, but Chris Keith-Lucas of CKL Engineering persuaded Stephan Ziegler to lend us his ex-Roy Salvadori Lightweight E-type in its place.

After a photo session the knight and the gentleman, chatting and joking together, don their helmets and climb into their cars, smiles slowly melting away as they recall that day 45 years ago when things were somewhat more tense between them.

Sir Jackie starts the Jag, puts it into gear and slowly pulls away, closely followed by Jack in the bellowing Cobra. After some photo laps the camera car pulls in and they are set free on the old GP circuit. Two icons, once again piloting two of the most famous sports GTs ever raced. Eventually Sears pulls in. How was it to drive 39PH again?

"Nigel Hulme let me do some demonstration laps at Silverstone 20 years ago, but apart from that I haven't driven it since I retired. But you know what, I feel completely comfortable with that car. It's just as if I had never left it."

Sir Jackie then climbs out of the E-type with a broad smile on his face.

"That was very nice. It's very stiff considering its history and vintage, very firm with little or no suspension movement. It's a nice car to feel, so simple with so few gears. You know, I haven't been around this circuit for so long; it was quite nice to remember where the apexes were. People don't realise now that for quite a few years these sports and GT cars ranked almost as highly as F1 cars. Only the top drivers drove for the top teams."

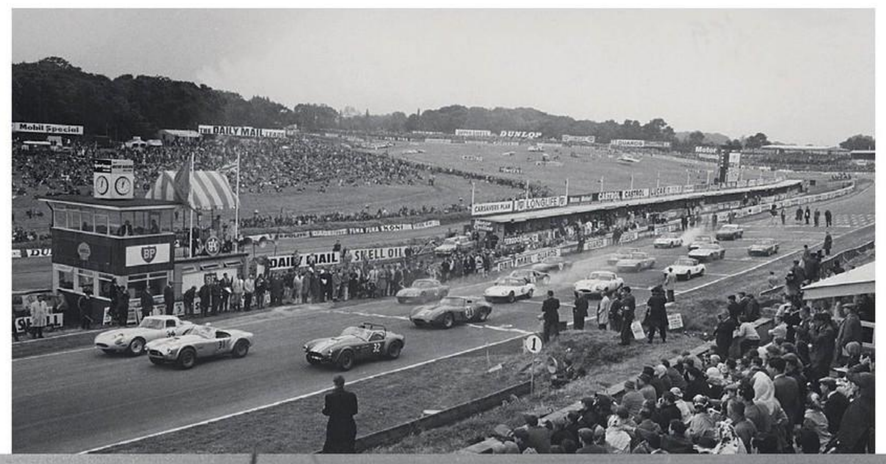
Does JYS think he should have won that day?

"Jack Sears was a very skilled and talented driver who simply decided not to go into single-seaters. At that time he was probably as good a driver as anyone in the world in GT or even Touring Cars, and that Cobra changed motor sport totally. On that day Roy Salvadori was in another Cobra and he simply didn't get near me. Jack did, and my view is, that car on that day with Jack Sears driving it – no contest."

Sears recalls how the day began. "Unfortunately, Frank Gardner had upended 39PH a couple of weeks before at the Nürburgring 1000Kms and it had been hastily stuck together again. I was off the pace in practice, and I didn't think I could win that day at all. Bob Olthoff was on pole in his Cobra; I was always faster than him but that day I was fourth, on the inside on the second row, and that really got into me.

"But Olthoff had crashed after establishing his time and so couldn't start. I thought, 'If I'm on the second row inside, pole will be free, Jackie will be in the middle, and Salvadori will be on the outside in the other Cobra. I should be able to out-accelerate Jackie up to Paddock.'"

JYS nods: "Almost certainly you would have."





An enraged Sears after his penalty. Above: Stewart's E-type leads Salvadori and Sears off the grid

> "I shook my fist at them all as I went down the pitlane, and the red mist came down"
>
> JACK SEARS

Sears continues: "I was late out of the paddock for the warm-up lap. Most of the 30-odd cars were already on the grid, so I sort of weaved my way through. I then saw that Jackie had taken pole position, Salvadori's Cobra was in the middle, and so the outside of the front row was vacant. Since everybody had moved up one place I did too. The four-minute siren went, then the three, the two and finally the one. We'd all started our engines when a marshal tapped me on the shoulder and said, 'Hey, you should be back there!' I said, 'Well, it's too late now.' That unnerved me and I didn't get a particularly good start, so Jackie led into Paddock, Salvadori was behind him and I was third.

"Then it happened – at the end of the first lap they black-flagged me. Team owner John Willment was so angry; he went storming off and had an altercation with deputy clerk of the course Basil Tye, getting hold of him by the lapels and knocking him over backwards. Basil was rather upset, and literally had John Willment frogmarched off the circuit and sent home, to go before a tribunal at a later date."

Sir Jackie laughs: "Jack, you know you lot were quite a violent bunch. I would have disqualified the whole team for such rotten behaviour!"

Sears: "But I didn't know why I had been brought in. I thought that maybe something was hanging off the car."

JYS, grinning: "Unfortunately for me that was not the case."

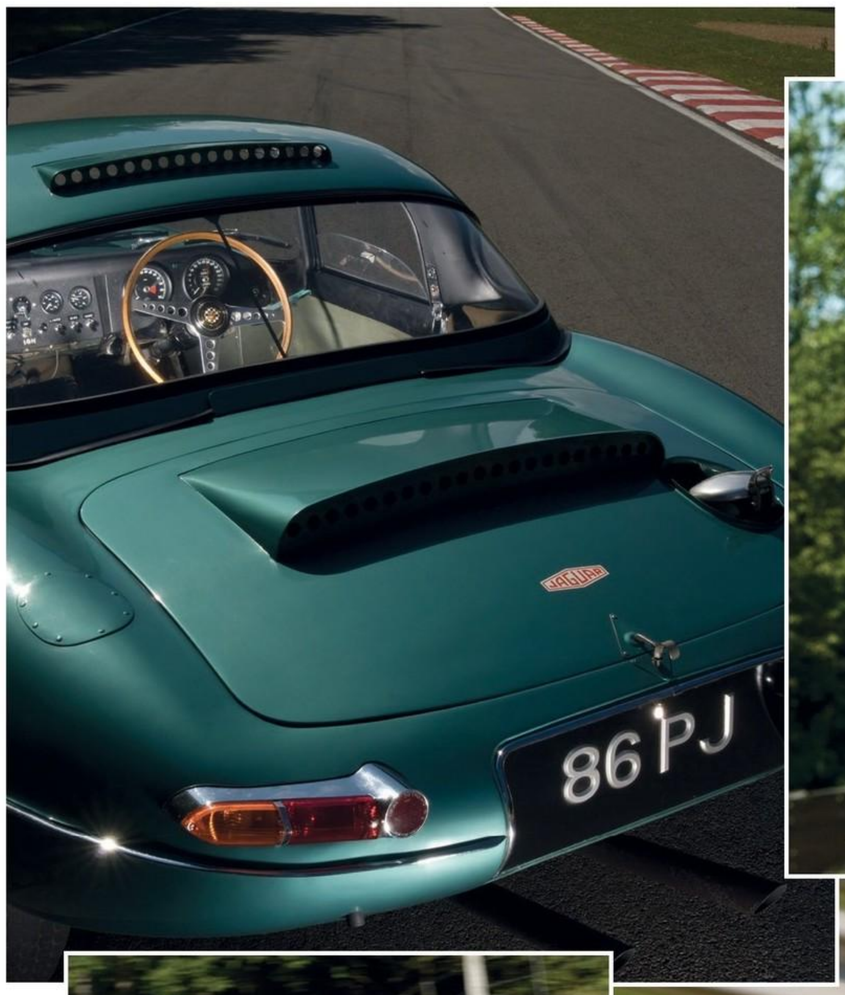
"Anyway," says Sears, "I stopped opposite my pit. Jeff Uren, my team manager, was there but he didn't approach me. Then an RAC official came over and said: 'You started in the wrong place on the grid. This is your penalty, you may now go off again.' That cost me 35 seconds, a long time in a 25-lap race. Jeff Uren was waving me away like crazy, but I was so angry, and I shook my fist at them all as I went down the pitlane. Although I had qualified well off the pace, when I went out of that pitroad, the red mist had really come down. I knew that I was about 35 seconds behind the leader, but I had a driving urge inside, willing me to go faster, and I began to eat my way through the field. I was actually lapping a full two seconds faster than in practice. I began getting minus signs on Jackie, and I realised I was catching him."

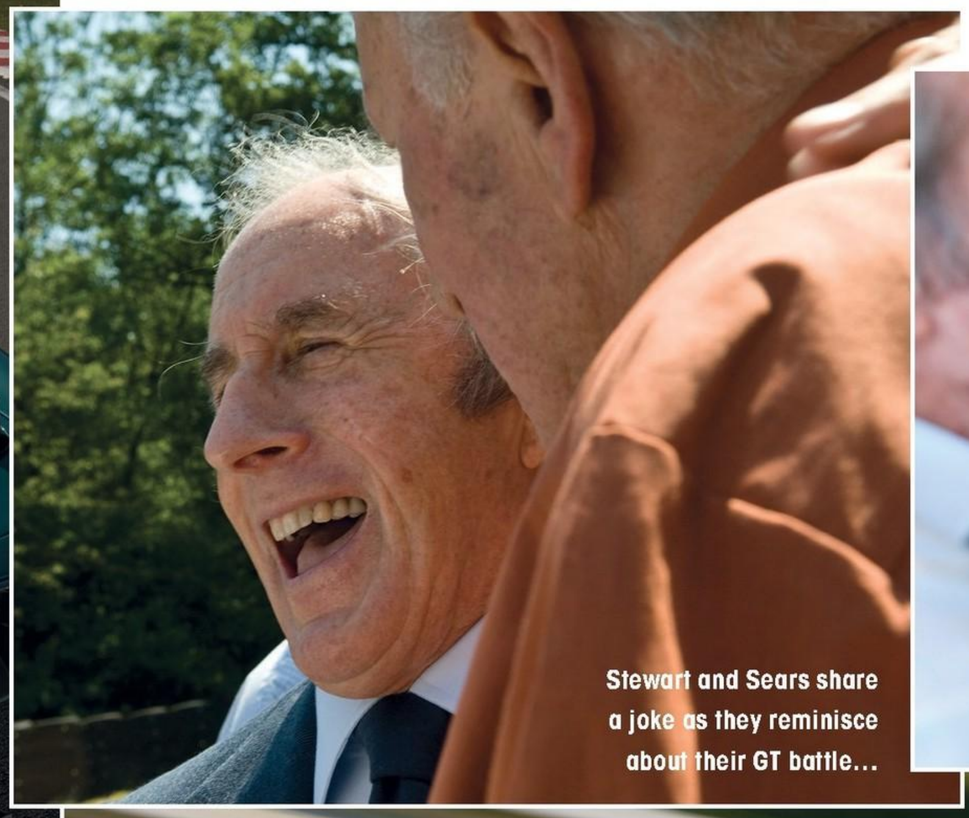
JYS: "I remember leading the race. I knew Roy Salvadori was behind me and I thought I was going to win. Jack and Roy were the two serious GT drivers of the time, but Jack had disappeared and I didn't know why. I thought I was OK, because I was getting plus signs from my pit on Roy, but then I started to get minus signs on Jack.

Stewart turns to Sears: "Jack, your team manager would have been well pissed off, not giving your all in practice."

"Well yes," says Sears, "I was only fourth-fastest then, but suddenly I found that extra speed. I wasn't having an off day either; I just could not do any better when we qualified."

I tell Jack that a few years ago, Jeff Uren told me he had never seen any car, let alone a Cobra, so sideways for so long in a race.





Stewart and Sears share a joke as they reminisce about their GT battle…





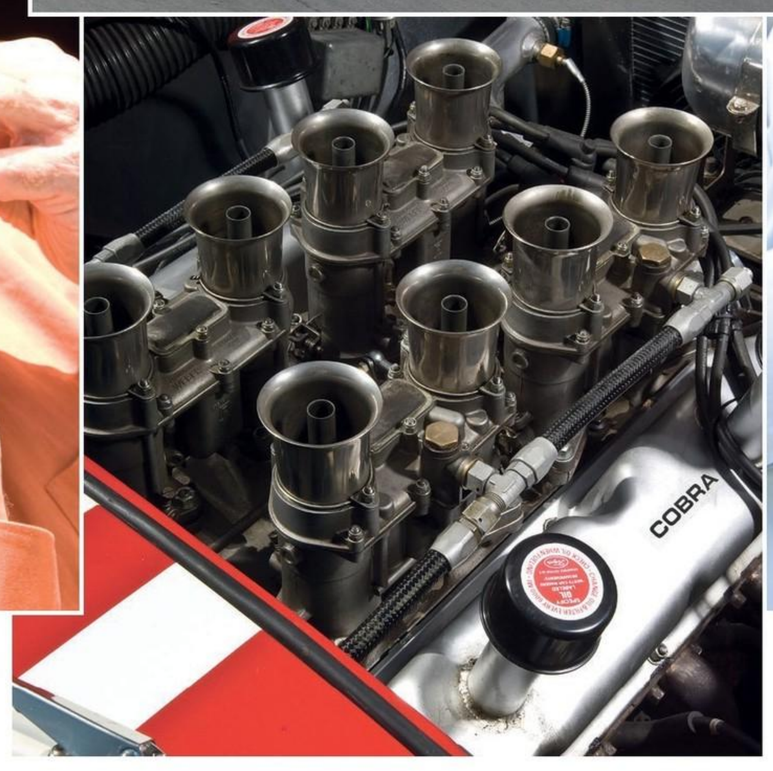












… But once helmets are donned, the seriousness of that day creeps back



"At the pace Jack was operating, I couldn't stay ahead"

SIR JACKIE STEWART

"I did do things on the track that day which I'd never done before or since," muses Sears. "I remember that a couple of laps after I'd left the pits I nearly lost it at Paddock. I left my braking much too late and was lucky to get away with it. I realised I was going in much too fast, threw the Cobra into the corner and then got into an oversteer situation. I actually went all the way down the hill on opposite lock, but I managed to stay off the grass and finally get the thing straight. I recall saying to myself, 'There are 65,000 people waiting for you to go off, so don't do it.'"

JYS interjects: "Actually, there were 65,001! But unfortunately you got to the bottom of the hill and managed to keep going."

Sears: "Jackie, did you know that it was me chasing you?"

Stewart: "Oh yes. My pit was showing me plus so many seconds for Sears on the board. I knew you were climbing through the field, and that there were too many laps left at the pace you were operating for me to stay ahead."

"I was lucky," says the ever-modest Sears. "I'd raced that same E-type at Goodwood in the TT; the handling was terrific but I knew how to deal with it. By contrast the handling of a Cobra roadster was not special at all. It was like a bucking bronco – you dug your heels in and then you just hung on. It was a muscle car, not a good handling car. You had to be brave with it."

"But the Cobra turned out to be *the* car," says Stewart. "Even Ferrari couldn't deal with it, least of all the Jaguars."

Sears: "When I was getting closer, I could see that I definitely had more acceleration out of the corners than you, and that's where I was gaining. You were always very fast through the corners, your line was always so perfect nobody could believe it, so when I got right up close I put my headlights on to distract you."

Stewart smiles sarcastically: "Yeah, that totally ruined my race. I thought that was very unfair."

"Then I thought, I've caught you; I've got you now," adds Sears. "But I knew I had to pass you and that could be a different matter. Catching someone is one thing, passing is quite another."

Contemporary reports say that with about three laps to go the E-type went into Hawthorn with smoke pouring from its front brakes, the Cobra three car lengths behind. Sears picks up the tale: "Yes, that's where I got him, on the inside between Hawthorn and Westfield. He'd taken the perfect line as usual and was floating out, but I took a narrower line and got up alongside. He didn't try to hold me off, though. He gave way and I went through just before Westfield and went on to win the race."

"And you didn't win by a couple of inches, you were drawing away. I was very much second," says Jackie. "I might have made it had the race been two laps shorter, but I could do nothing to stop you that day."

Why did Stewart let him by? Was it because drivers were gentlemen then? He ponders: "The cult, honour or integrity of driving today is that you would always drive offline to stop somebody from passing. In those days that was simply not allowed. Remember, there were not the run-off areas. Behaving like that would have been totally unacceptable and considered dangerous. Therefore we didn't drive like that."

Sears nods in agreement, then says: "Jackie, I have to ask you, what made you move your car up to pole position that day?"

"I think a marshal told us where to go, and I always do what I'm told! Somebody told me to; maybe Coombs did. Actually I think Coombs must have given Tye a bit on the side…"

"Well, I was certainly hauled up before the stewards afterwards," says Sears.

"Quite right too!" chips in JYS.

Sears ignores this and continues: "I told the chairman of the stewards, 'Jackie moved to pole, Roy took his slot so I thought they had all moved up one.' And rightly they let the result stand."

Sir Jackie roars with laughter. "Gentleman Jack indeed. Sears, you were a real bitch!"

Thanks to: Sir Jackie Stewart, Jack Sears, Nigel Corner, Chris Keith-Lucas, Nigel Hulme, Ian Berry, Mike Groves and all at Brands Hatch.

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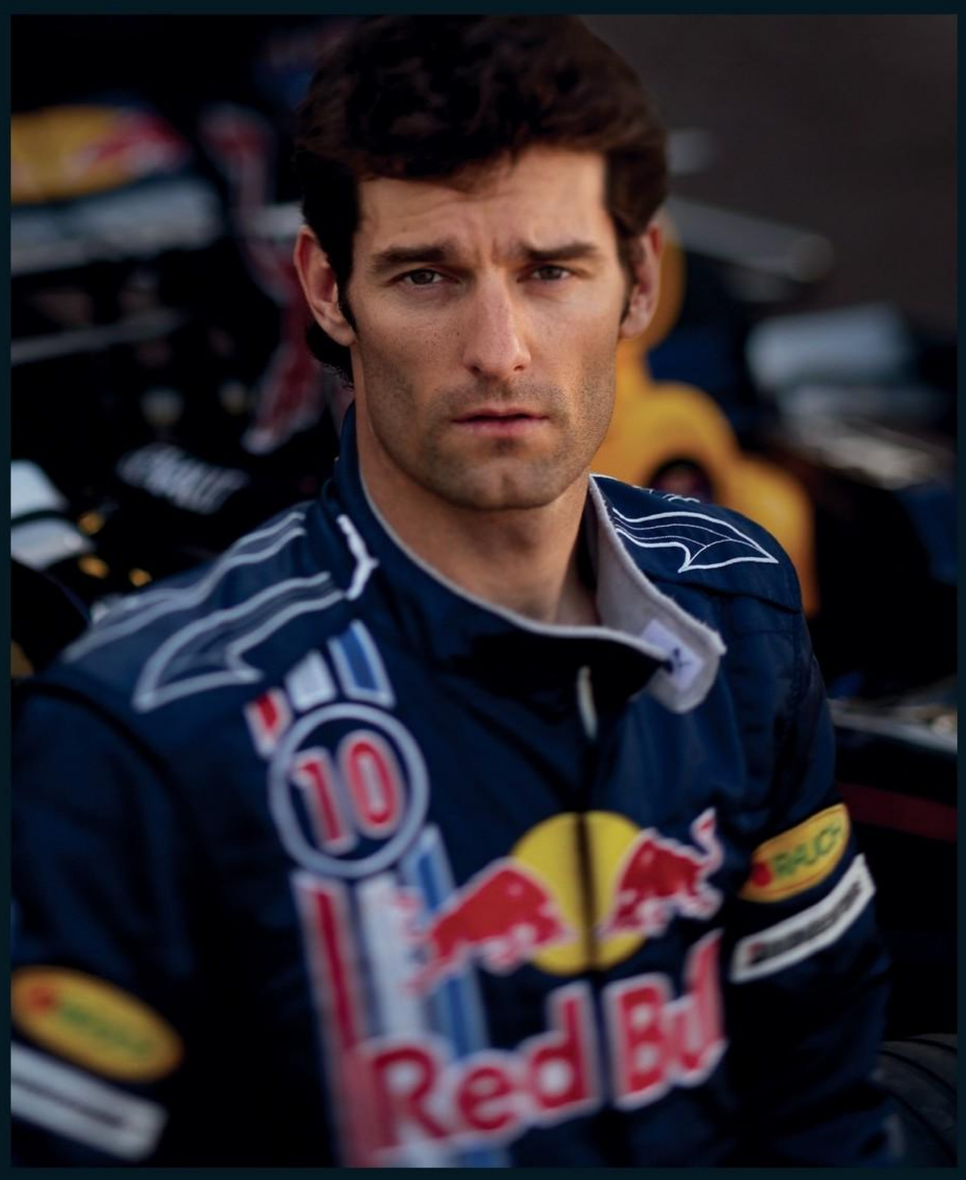
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WEBBER VS VETTEL

LOCKING HORNS AT RED BULL

So far, it's the intra-team fight of the season:
the experienced pro against the bright young thing.
And it's testing Red Bull's powers of diplomacy

BY ADAM COOPER



Daniel Sommer/Periscope Creative

Over a long and successful career Adrian Newey has known and worked with many great drivers, and the Red Bull Racing technical guru certainly has a good eye for talent.

Every designer wants to work with the best of the era, to have someone in the cockpit who can truly benchmark the performance of his car. Ask Newey to rate his current muse, Sebastian Vettel, and he makes his enthusiasm for the German apparent.

"Sebastian's a tremendously talented driver," he says. "I'm very impressed with the way he conducts himself in terms of his approach, his professionalism, and his maturity really. If you listen to him in debriefs you'd never guess that he is the age he is.

"He's quite prepared to adapt his driving style to suit the car, which is always the mark of a great driver. He's very intelligent in terms of understanding what's going on around him, over and above simply driving the car, and how he should manage his own race – when he needs to push, how he can use the tyres, all that sort of thing. He's very mature, an impressive young man."



Red Bull/Getty

"Both drivers have been spurring each other to greater heights"

CHRISTIAN HORNER

So how does the man of the moment compare with some of the legends that Newey has worked with in the past?

"I think that ability to kind of know what's going on around him, and the fact that he's very single-minded in his focus, that certainly does remind me of Ayrton, and..." There's a slight pause before he settles on the one name: "I would say Ayrton is the driver he reminds me of most, actually."

It's an astonishing vote of confidence for a guy who turns 22 on July 3, and yet has already established a place in the history books. With Scuderia Toro Rosso at Monza last year Vettel became Formula 1's youngest pole man and its youngest race winner, and in China and at Silverstone this season he won again, this time for the 'senior' Red Bull team.

Yet contrary to the expectations of many, he has not left his team-mate trailing. Vettel may have had the upper hand in qualifying so far – the area where Mark Webber was expected to be strong – but the Aussie has more than held his own on Sunday afternoon. And while Webber has put in near-faultless race performances, Vettel has made some costly errors, reminding us just how early on his learning curve he still is.

The experienced driver and the young lion make for a combination that has traditionally worked well. The difference here is that Vettel has already won races, while in his eighth season – admittedly mostly in midfield cars – Webber is still searching for that maiden victory. At 32, he is as hungry as any new boy.

"It's healthy for the team because we have two guys who are at very different stages of their careers," says Red Bull team principal Christian Horner. "There's 11 years between them. Mark is in the second half of his career, while Sebastian's very much in the early part of his. There's obviously a lot of excitement surrounding Sebastian, because he is a prodigious talent. But I think Mark has often been underrated, and he's now got an opportunity in a competitive car and he's making the most of it.

"Sebastian is the biggest challenge that Mark has had presented to him. The good thing is that they are really bringing the best out of each other. It's obvious that Sebastian is an emerging talent, but Mark has also risen to the challenge and some of his races this year – particularly in Barcelona, Monaco and Istanbul – have been outstanding. It's a very strong pairing."

They've certainly been spurring each other to greater heights, and both drivers see it as a healthy rivalry.

"He's good," nods Webber. "We've seen a few mistakes as well, we've seen a few areas where he's learned off me, and there's a few where I've learned off him. He's definitely a talent, there's no question about it. The balance we have in the team now is very good.

"We are both competitive, probably arrogantly competitive to each other, but that's good, because that's what makes us strive to get more out of the car and that's what F1 is about. You want to be tested. It's not 'I want to go to a go-kart track and race against 18-year-olds', I want to be here racing at the highest level."

"I think Mark's one of the quickest drivers in F1," concedes Vettel. "Probably he was a bit unlucky because the teams he went to, initially they were not successful, whereas they had been maybe the years before. So it was not always an easy situation. But he's very quick. And in fast corners he's one of the quickest guys in F1."



Webber might not have had the results to back it up, but that pace has been acknowledged for years, especially over one lap. Like Jarno Trulli, he has long been regarded as a qualifying specialist who is able to wring every last ounce of performance from a car. And that's what makes Vettel's 2009 qualifying record – it is eight-nil so far – all the more impressive.

But that snapshot doesn't tell the full story. In Bahrain Webber was badly held up in Q1 and didn't get a lap in, and at several races he has been faster in Q2, when everyone is flat out on low fuel. When it counts in Q3, Mark has routinely had the heavier car, although that wasn't the case at Silverstone. In reality the gap – in terms of positions and lap time – is not as big as it sometimes looks. But a gap there is, and it's an achievement that Vettel is proud of.

"My target is to beat him first of all," he says, "and also the rest of the field. So I'm very happy.



There's respect between Red Bull's racers – and a considerable age gap too

Red Bull/Getty

I think it has been tight always, so far always on the good side for me, so let's see. It will be tough to keep it up in the future as well, because we are very close to each other."

Webber is well aware how such things can be perceived from the outside. He downplays his reputation as a one-lap hero, however, even suggesting that he was flattered by his former team-mate David Coulthard: "Quallie seems to be a bit more difficult for me these days. And racing seems to be easier! There's been a question of fuel in there as well, but generally Sebastian is very strong in qualifying. If you've had someone like David alongside, who wasn't a particular strong qualifier, people still think that you're an amazing qualifier.

"But it's part of the job I've got to get right, when you're up against someone who obviously is fast. It's not that I'm having disastrous qualifying results, there's just been a few that nipped his way. I don't give a shit about what the numbers are – I'm looking for points on race weekends. I've never been fired up about qualifying – it just so happens it's been good for me in the past. I'm not sitting here saying I want to be five rows further up, I just want to be a row further up every now and again."

The encouraging thing for Webber in all this is, despite the headline statistic, the team seems unconcerned.

"In qualifying you have different fuel loads on board, so it doesn't always say what the reality is," says Red Bull driver development boss Helmut Marko. "Yes, we are impressed by Vettel, but we shouldn't forget that Mark had a serious injury over the winter [Webber was knocked off his bicycle and broke a leg]. He's recovering, but in the beginning it was a handicap for him. Maybe his qualifying when he has a lot of fuel on board isn't as magic as it was, but I think part of that is the injury, and of course there's a young guy who doesn't need any warm-up."

Newey is also sympathetic: "Mark has been a little bit unlucky or has underperformed compared to what I know he's capable of in Q3. In Q1 and Q2 he's had some very strong performances, but in Q3 it hasn't always happened for him this year. I'm not for one moment being critical, I just think it's one of those things where sometimes you have that run. Personally I'm not worried about it because it is exactly that, and he'll come out of it."

The racing side has been a different story. Of course Vettel had that brilliant wet win in China and he has put in charging performances elsewhere – in Australia he was the only driver to keep the flying Jenson Button in sight. But there have been costly mistakes too. Had he tempered his fighting spirit and conceded »»

his place to Robert Kubica in Melbourne, he would have finished on the podium. Instead the pair collided and Vettel earned a 10-place grid penalty that also ruined his Malaysian weekend, where ultimately he spun off in the rain. In Monaco he hit the Ste Devote tyre wall and, most costly of all, he slid off the road while leading the first lap in Istanbul.

Last year his performances were almost flawless, but there's a big difference between battling for sixth and seventh place in an underdog car and routinely fighting for wins. The pressure is intense. "He's young, you know," says Marko. "Of course it's the extra pressure – if you are fighting at the front or just for points, it makes a big difference."

"Sebastian's still a young guy and you only learn from experience," adds Horner. "He's learning all the time, but obviously very publicly because he's under the spotlight. Mark is providing a stiff benchmark, which is absolutely great.

"You mustn't forget that the guy is only in his second full year. Everybody makes mistakes but the important thing is to learn from them. He's a bright lad and he will continue to improve.

"Sebastian got caught out in Istanbul. He knew with the strategy we had adopted that it was all about building the gap to Jenson and making it work, and he was obviously on the ragged edge and, at times, over it. I think he was trying to use everything he'd got available to him and he got caught out by the wind direction being that bit different. But I'm sure it's not a mistake that we'll see from him again any time soon."



Red Bull/Getty

"All credit to Mark, because Sebastian is obviously very good, although still a bit raw"

ADRIAN NEWEY

Webber meanwhile has answered critics of his race performances with some feisty drives. He fought wheel to wheel with Fernando Alonso in Spain, and crucially dispatched Trulli on the first lap in Turkey after losing out off the line. But what has really caught the eye is his ability to pound out fast laps in race situations. In Spain and again in Istanbul he ran long middle stints that, thanks to his consistent pace with a heavy load, allowed him to gain positions. In Monaco he suddenly popped up in fifth, right behind the Ferraris, after a mid-race charge.

"They're unspectacular strategies," says Webber. "But they're not easy to pull off, because you've got to do the job when the car's heavy and you've got to do the business on the out-laps. They're 'under the radar' strategies, but effective.

"No question about it, it's the best car I've ever had and it's a good position to be in. I needed a good car this year because my motivation was tested over the winter, and if I had a car that was at the back of the grid it probably would have been very hard for me mentally. It's made my injury a lot easier [to deal with], knowing that I've got a car that can make the podium."

In both Spain and Turkey, diverging strategies allowed Webber to jump ahead of Vettel, and that's added an extra dimension to their contest. In the first race Vettel was stuck behind Felipe Massa and unable to use his pace, while Webber ran long and passed both of them. In the second, the team kept Vettel on three stops so he could pressure leader Button. But while doing so he was again trapped, and couldn't use his speed. Instead of having a shot at taking the lead, he lost second place to Webber.

On both occasions Vettel was left a little nonplussed. The strategies were run with the best team performance in mind, but provided clear hints that not everyone in the camp was happy to see the 'wrong' RB5 suddenly emerge ahead.

Horner denies that there's any inherent favouritism towards Vettel. "It's a great situation for the team," he says. "Sebastian's been a Red Bull member for some time now, but Mark's also a very popular team member, so there's equal support and treatment for both drivers. There's no number one status for either of them. Updates have gone on the cars simultaneously, and we've done our best to be as fair as possible."

However, it's understandable that the likes of Marko have a soft spot for Vettel. He came through the company's junior ranks and is the poster boy for the programme which the former BRM driver operates.

"Both drivers get the same treatment, the same materials," insists Marko. "There's no difference in that. It's working well, they are acting as a team. Of course everyone goes his individual way, but in the end it's a team performance.

"I have a different relationship to Sebastian than I have to Mark, just from the language barrier. Of course we are proud that the Red Bull system is working and it's not only proved by Vettel, but also by [Sebastien] Buemi. To have young guys from your junior team programme [in F1], that makes Red Bull happy."

Newey is impressed with the way Webber has dealt with the situation: "All credit to Mark, because Sebastian is obviously very good, although still a bit raw. Mark is as determined as ever and is competitive with Sebastian. I don't think he's letting it faze him and that is a credit to him, because it would be very easy for him to feel as if he's been upstaged. But a), that's not the case, and b), Mark realises it's not the case."

Webber himself is aware that there's a lot of focus on his team-mate, but doesn't let it worry him: "Not really, because he's still got to go out and do it. I've been around the block long enough to know that. I had quite a lot of attention early on as well. The Germans are like that – they're full on, they have a thousand TV crews here. It was the same for Nico [Rosberg] – when he set the fastest lap in his first Grand Prix he was the next Schumacher.

"Vettel is a talent, no question. Clearly he's been with Red Bull for a long time and he's hot property. I'm just doing my best job for the team and that's all I can concentrate on." Ⓜ



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Lunch with...

TIM SCHENKEN

This affable Aussie made it in F1 and sports cars, and ran his own team, before helping to shape motor sport back home

BY SIMON TAYLOR

What do racers do when they stop racing? All that competitive edge has to go somewhere. Many attack the world of business with the same will to win that they displayed in the cockpit. Others find ways to stay close to the sport, running a team, or even building racing cars. A handful join the media circus as a commentator or pundit. A few, inevitably, stand on the sidelines, complaining that things ain't what they used to be in their day.

And one or two acknowledge what they got out of the sport by putting something back. Tim Schenken is one of those. His professional racing career included almost 40 F1 starts, and spells as works driver for Ferrari and Jaguar. He also went the team manager route, helping several young drivers on their way, and he became a race car manufacturer as well. But in 1984 he decided to return to Melbourne with his family and joined the Confederation of Australian Motor Sport, which governs and administers the country's racing. Today, 25 years on, he's still there, as Director of Racing Operations. »»

Tim and Brigitte, his wife of 35 years, live within walking distance of Albert Park, in a stylish modern house near the sea. At The Stokehouse, a beach restaurant full of Melbourne's beautiful young things, we eat seared scallops, red snapper and cuttlefish. Tim is 65 now, tall and rangy, thinner on top but apparently still the same weight as the skinny, ambitious would-be racer who, 44 years ago, landed in England with empty pockets.

His chemical engineer father emigrated to Australia from Germany in the 1920s, and married a politician's daughter. Growing up in Melbourne, Tim was fascinated by the hillclimb special raced by the father of a school friend. By 13 he'd built himself a crude go-kart out of a bedframe from the local dump, powered by a scrap Villiers engine, and roared around the local dirt roads. When he was old enough to drive legally he'd borrow his mother's Simca Aronde, saying he was going to a barbie with some mates, and then go on a club rally.

"One Sunday morning at Calder there was a straight-line sprint, which didn't require a competition licence, but in the afternoon they had proper circuit races, which did. Of course I didn't have a licence, but when the cars were lining up at the paddock gate to go out for practice I joined the queue in the Simca, and nobody checked, so I went out and thrashed round. They put up the list of times and to my amazement I saw they'd given me a grid position for the race. So I did it in my mum's Aronde, and I won a trophy. I hid it in the roof of the garage. Years later, when my parents were selling the house and I was racing in England, I got my brother to go in and retrieve it."

When Tim did get his CAMS licence he bought a race-prepared Austin A30 with Sprite engine and alloy crossflow head. He got a clerical job in the Melbourne BMC dealer, so he could scoop up any broken bits that had been changed under warranty and repair them for his racer. "Every lunchtime I would walk two blocks to the overseas magazine store to see if anything had come in off the boat: the green one, *Motor Sport*, the red one, *Autosport*, or the yellow one, *Motor Racing*. I read them cover to cover, taught myself all about European racing.

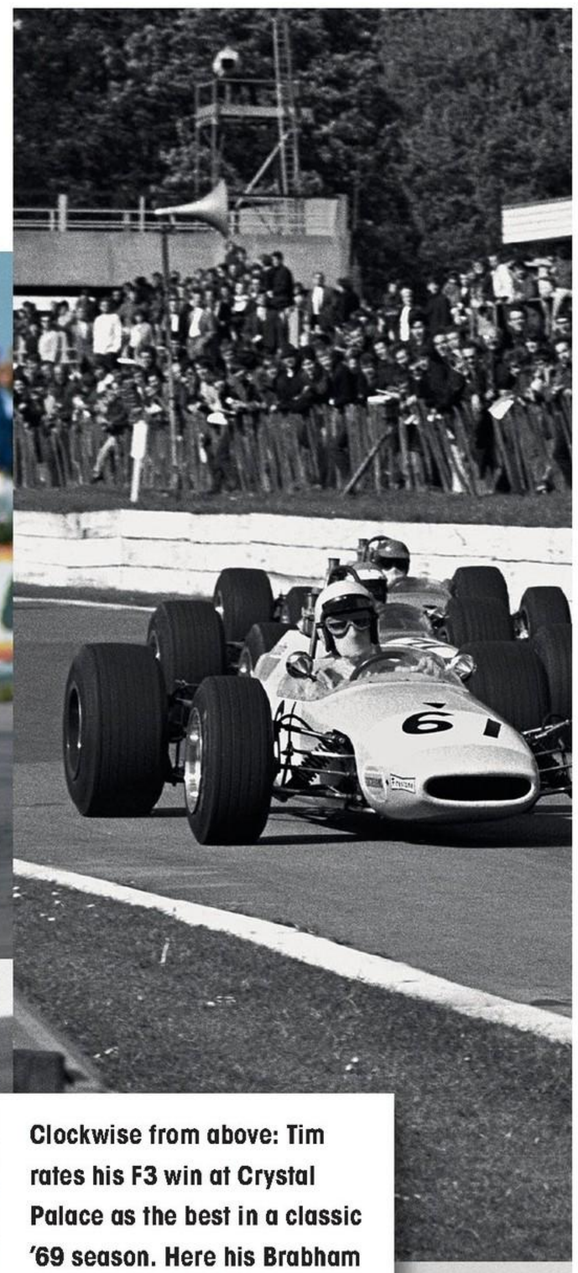
"The A30 wasn't very competitive, but in 1964 Rocky Tresise, an up-and-coming Melbourne driver, was selling his Lotus 18 because he was joining Lex Davison's team. I borrowed the money from my dad to get it. Now I was in a proper racing car, and I started attracting a bit of attention at Calder, Winton, Tarrawingee, Sandown Park. I also did hillclimbs in a friend's JAP-powered special. It was so small and powerful for its weight I was able to beat all the local 1100 Coopers, and I managed to win the Australian Hillclimb Championship.

"Then, out of the blue, Lex Davison called. He was a major figure, of course, and a real hero of mine. He told me he was going to retire, and Rocky Tresise was going to take over his big single-seaters. He'd watched me in the Lotus 18, and he wanted to put me in his Elfin. It was unbelievable for me."

Davison, four times Australian Grand Prix winner in HWM, Ferrari and Cooper-Climax, had been a cornerstone of Australian motor racing for two decades. Barely a week after his conversation with Tim, Davison's Ecurie Australie was running at Sandown Park: 41-year-old Lex in an ex-Denny Hulme Brabham, 21-year-old Rocky in an ex-Bruce McLaren Cooper. During Saturday practice the Brabham crashed heavily going onto the back straight, and Davison died a few hours later.

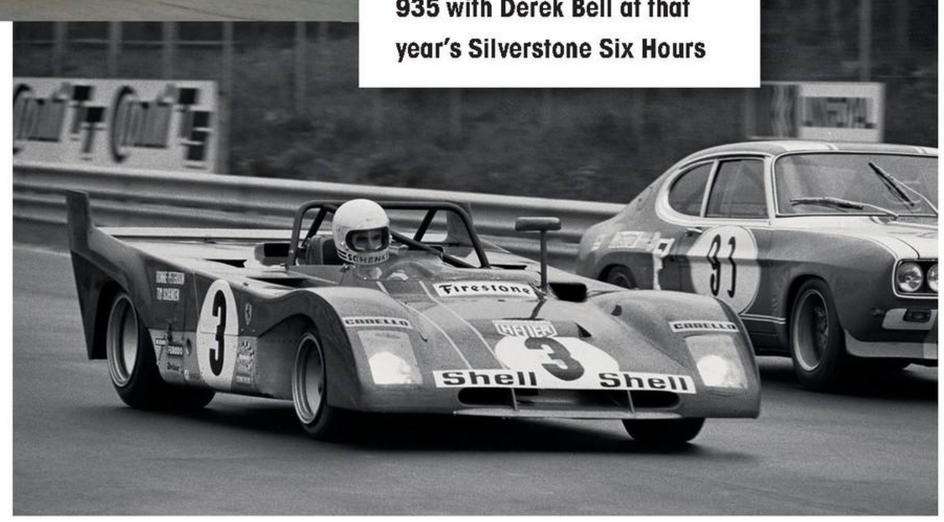
"Because of Lex's status in Australia, there were hundreds of people at his funeral in St Patrick's Cathedral, including Jack Brabham and Bruce McLaren. I'd never been to a funeral before, and it was dreadful. On the coffin was a chequered flag and his helmet and gloves.











Clockwise from above: Tim rates his F3 win at Crystal Palace as the best in a classic '69 season. Here his Brabham leads Ronnie Peterson's Tecno (67), Alan Rollinson's Brabham (61), Reine Wisell's Chevron and Bev Bond's Brabham; in his dominant Merlyn Mkll at Brands during '68 FFord campaign; victor in the "nervous" Ferrari 312P at the 'Ring in '72 – he and Peterson also won at Buenos Aires; in the Surtees TS9B-Ford at Brands in '72. Neither the race nor Schenken's relationship with the boss went well; Jaguar XJC was prone to breaking in '77; Tim also raced a Loos Porsche 935 with Derek Bell at that year's Silverstone Six Hours





All images LAT

I didn't know anyone, I just hung around on the edge of it, very muddled about it all."

The following weekend the team was entered for the Australian GP at Longford, and Rocky Tresise persuaded Lex's wife Diana that he should still run the Cooper, as a tribute to Lex. He made a bad start, and was carving through the field at the end of the first lap when he got two wheels on the grass. The Cooper went out of control, through a fence and end-over-end. Tresise and a photographer were killed.

"It was terrible, Lex and Rocky dying on consecutive weekends. It just stunned everybody. The thing was, the weekend after Rocky's crash I was due to run for the first time under the Ecurie Australie banner, at Calder in my Lotus 18. The newspapers got hold of it and were speculating whether it would be three fatal crashes in three weekends. I went to see Diana Davison, and she pleaded with me not to race at Calder. I was under a lot of pressure not to drive; I felt I couldn't talk to my parents about it, but all I wanted to do was go racing. I was a very confused boy." Tim did race the Lotus at Calder, but entered under his own name. The transmission broke on the startline.

"I knew I was going to have to get myself to Europe, so I left the Lotus with my father to sell, and my friend Brian Andrews and I scraped together the fares for a slow boat to Southampton, via Papua New Guinea, Port Said, Suez, Athens and Naples. Included in the deal was the bus ride from Southampton to Earl's Court, and two weeks in a bedsit in Kangaroo Valley. When we arrived, in November 1965, the first thing I did was find the *Autosport* offices in Paddington, introduce myself to the assistant editor, Paddy McNally, and persuade him to put a snippet in the magazine saying that the Australian Hillclimb Champion had arrived in the UK and was open to offers. I waited for the phone to ring, but it must have been a slow week…

"Brian and I persuaded Graham Warner at the Chequered Flag in Chiswick to take us on as mechanics in the servicing bay. Brian was a qualified mechanic, I certainly wasn't, but he carried me: I did the oil changes and the simple stuff, and he helped me with anything more complicated. At weekends I went to races, got to know people, Nick Syrett at the BRSCC, Grahame White at the BARC. Then at the Flag somebody traded in a twin-cam Anglia race car that had been rolled. I talked Graham into letting me rebuild it. He provided the parts, I did the work in my spare time, and during 1966 I learned the English circuits in that.

"Chas Beattie ran the Flag's race team, the F3 Brabhams which Chris Irwin and Roger Mac drove, and the 7-litre Cobra, working out of a railway arch under Stamford Brook station. Every time a District Line train went over, paint used to fall from the roof. When the money from the 18 came through I bought an ex-racing school Lotus 22, with tin wheels and rubber suspension bushes. Chas let me use old rose joints and shockers out of the rubbish bin, and I got it sorted and did F3 with it in 1967. I took it around in an old laundry van, with a plywood box on the back where the nose stuck out. Then at Crystal Palace one of my welds broke on the front suspension. I never was much good at welding. I hit the sleepers, and that was the end of the Lotus.

"Formula Ford was just getting off the ground, and Selwyn Hayward of Merlyn was looking for somebody to run a semi-works FF car. He'd seen me pedalling the old Lotus, so he asked me to a test at Brands, and I ended up with a loaned Merlyn chassis and an engine from Chris Steele. Chas had set up on his own now, in a shed by the old Aston Martin works at Feltham, and I used a corner of it to prepare the car. Chas was a huge help. He taught me that it's what you do before you get to the circuit that matters. Get all the wheels pointing in the right direction, get all the corner weights right. Then, if there's a handling issue when you get there, it's not because of the basic set-up."

The impact that Tim made on the 1968 racing scene was devastating. Straight away he dominated Formula Ford so absolutely that by April he'd been offered a competitive F3 seat by Rodney Bloor, who ran a Chevron under the banner of his Manchester business, Sports Motors. "I'd do four races in a weekend: F3 and FF on Saturday at Oulton, F3 and FF on Sunday at Snetterton. In FF I had the right car and the right engine, always made sure my gear ratios were spot-on for each circuit. With the Chevron there were some handling problems to start with, but once I got my confidence with it I was away." In that hectic season Tim clocked up 36 victories, and won both the British Formula Ford Championship and the British Formula 3 Championship – a feat never achieved before or since. And, inevitably, he won the season's top Grovewood Award. "I suppose I was the dog's bollocks then. We did some European FF races, too. Went to Spa, the old 8.7-mile road circuit, for a support race at the Belgian GP. You only needed to brake for La Source and at the top of the hill, Les Combes, and maybe a touch at Stavelot. So, pretty much flat for over seven miles, pulling 132mph down the hill. »»

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"I also did the Monza and Spa 1000Kms races. John Raeburn, another Aussie who worked at the Flag, got me a ride with him in Andy Cox's old GT40. At Spa the ride height was all wrong, and through the fast bits you could turn the wheel and nothing happened, like being in a speedboat. It frightened the life out of me. Then for the race it rained. Real Spa rain. We only had slicks, we couldn't afford wets. John started, and at the end of lap one Jacky Ickx arrived in a plume of spray, down the hill, up Eau Rouge and out of sight before anybody else appeared. Then everybody else came through, and after a pause John came gingerly round La Source on his slicks. We hung the board out for him, he gave us a little wave – and spun, clouted the bridge parapet, put it in the ditch. I've never been so relieved in all my life.

"For 1969 Rodney ran what was effectively the works F3 Brabham, the new BT28. It was painted red and black, because we had a little money from Guards cigarettes. The works team consisted of an old Ford Zephyr with the back seat and rear bulkhead removed, four wheels and a nosecone in the back, spare engine and gear ratios in the boot, towing an open trailer with the car on it. That's how we went around Europe, me driving, my mechanic John Schofield in the passenger seat, terrified because we always towed at 90mph. We thought we were pretty professional in F3 then. Today it would seem like amateur hour, but with the narrow power band on those little 1000cc screamers, gear ratios were crucial. At Brands Hatch, for qualifying you'd put in an extra second gear in the first gear position just to suit Druids, but then you'd have to change it to a normal first for the race to make sure you could get off the line. So you'd qualify using all four gears, and then race only using three gears. You'd keep all your secrets, never tell any of your rivals what you were doing. Then at Brands this lanky blond Swedish kid came up and asked me what ratios I was using, and I don't know why, but I told him. That was Ronnie Peterson. We were friends from then on."

That 1969 season was a vintage year in F3. The battles at the front were usually between Peterson (Tecno), Reine Wisell (Chevron) and Schenken's Brabham, with Emerson Fittipaldi (Lotus) and Howden Ganley (Chevron) coming on strong mid-season. Out of so many races, with wins from Barcelona to Albi, Jarama to Cadwell Park, Tim picks out one at Crystal Palace. "There were six of us all fighting it out: me, Ronnie, Reine, Alan Rollinson, Bev Bond and Roy Pike. Ronnie and I exchanged the lead over and over, but on the lap that mattered I was ahead by a few feet.

"I also did the Marathon de la Route, that 84-hour thrash round the Nürburgring, in a Cologne Ford Capri with Jean-François Piot and Dieter Glemser. A great way to learn the 'Ring, but an utterly mad event. No pitstop could last more than one minute, otherwise you racked up penalties, but the driver could stop out on the track and work on the car himself – except if any one lap took more than 24 minutes in total, you were disqualified. As the cars got more and more worn out, people were leaving the pits with their overalls bulging with brake pads, spanners and bits of wire. We each drove four hours on, eight hours off, and after nearly 60 hours we had a six-lap lead. By then the rear brakes, drums of course, were on the rivets. Changing shoes would've taken too long and bust the 24-minute lap limit, so I stopped out on the track, as far away from any marshals as I could, disconnected the rear brakes, and carried on with the fronts only. In the end a head gasket blew.

"Rodney and I agreed we had to go F2 for 1970. Brabham lent us a chassis and we got some money from Castrol to pay for an FVA engine. F2 was fantastic then, because all the F1 drivers did it. You had the likes of Stewart, Rindt, Ickx, Siffert to gauge yourself against. But it was a hard year. I had a couple of podiums, and I qualified second at Zolder and led Jochen Rindt briefly, but we were plagued by mechanical problems. In June Piers [Courage] was killed in the Dutch GP in Frank Williams' de Tomaso. I took a deep breath, steeled myself, went to see Frank and said I wanted the drive. In fact he put Brian Redman in the car for Brands and Hockenheim, but Brian didn't start either race, and so he put me in for the Austrian GP at Zeltweg. Frank was incredibly keen, incredibly intense. A wonderful organiser, but he had no technical skills at all: his cars were basically run by the mechanics. He didn't give me any instructions or guidance. I just got in the thing and drove it. You didn't have an engineer in those days. You decided yourself if you wanted more or less rollbar, shockers up or down, more or less rear wing. If it was raining you disconnected the rollbar: we thought that was really sophisticated. What Frank was lacking was a Patrick Head. When he and Patrick got together, they were away.



Winning the Nürburgring 1000Kms in 1972 with close pal Ronnie Peterson

LAT

"Jenks said it was a good effort. That meant a lot"

"My second F1 race was three weeks later at Monza, and in Saturday's practice Rindt was killed. Jochen and I were mates, we'd raced together in F2, but more than that he was a huge hero of mine. I felt the same as when Lex Davison was killed, just confused and all alone. I'm sure other drivers went through the same thing, and that year a lot of guys died. Even so, I didn't lie awake at night. All drivers have this belief, 'It's not going to happen to me'. If you thought any different you couldn't have got in the car."

At the end of 1970 Jack Brabham retired, and long-time partner Ron Tauranac bought him out. Graham Hill was signed to drive the new BT34, the twin-radiator "Lobster Claw", and Tim got a proper F1 ride in the year-old BT33. There were non-championship F1 races in those days, and in the space of seven weeks Tim was fourth in the Race of Champions, fifth in the Questor GP at Ontario, ninth in the Spanish GP and third in the *Daily Express* Silverstone. "Actually, to start with I didn't quite grasp F1. Because of the power of the car I was trying to get the engine to do all the work, and I wasn't carrying my speed into the corners. But in my fourth Grand Prix, at Paul Ricard, it all clicked. I'd qualified 14th, but I passed a lot of people and with six laps to go I'd just taken Jo Siffert for fourth place, and was nosing alongside Emerson Fittipaldi for third, when the engine blew. Two weeks later at Silverstone Ronnie, Emerson and I were all falling over each other for second place, until my gearbox failed.

"Then I got a point at the Nürburgring. I qualified on the fifth row, just getting under 7min 30sec, and Jenks wrote that it was a good effort in the old Brabham. That meant a lot to me, because 10 years earlier I'd been drinking in every word of his stuff working as a clerk in Melbourne, eagerly awaiting copies of *Motor Sport* off the boat. Two weeks later I got on the podium in Austria, so it was starting to happen." Tim was the second Australian, after Jack Brabham, to score World Championship points. With Alan Jones and Mark Webber, he is still one of only four.

"That autumn I heard rumours that Ron Tauranac was thinking about selling Brabham. I didn't believe it, because I was sure he would have told me, but I tackled him about it, and I was shocked when he said he'd already sold the business to Bernie Ecclestone. I went to see Bernie, and he offered me a two-year contract. I didn't know much about Bernie, didn't know what the team would be like under his regime. So I told him I »»

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Kristian Gehradte

wanted to sign just for one year. Bernie said, 'I'm not going to employ you for a year and then have you go off and drive for somebody else.' So I asked Tauranac what he thought I should do. To my surprise Ron, having done the deal with Bernie, was quite scathing about him. He told me to talk to John Surtees, because John wanted to stop driving and just run his F1 team.

"So I went to see Surtees, and he offered me a drive, and I took it. Bad decision. It was the beginning of the end of my F1 career. I don't know how to talk about Surtees without inviting a shoal of solicitors' letters, but for me he was absolutely impossible. Mike Hailwood, my team-mate, could cope with it because he'd just turn up, drive the car, and go away. I wanted to work with the team and the mechanics, looking for improvements and ways to get the car right. But John always wanted to do everything himself. He'd say, 'We're testing at Goodwood tomorrow', and I'd arrive early, and John would get in the car and go trudging around and around, and then come in and dictate copious notes to his secretary, who rejoiced in the name of Gloria Dollar. Then he'd go off again, round and round. Testing would stop at 5pm, and at 4.50pm I'd be allowed in the car, set up for John, steering wheel up near my chest, go out and do a time and find the car was the same as it had been before. And the team was short of money. It was just so frustrating. Before then I'd always had a good working relationship with any team I'd driven for, but with Surtees it was almost like war, like driving for someone who was against you. One example: at the British GP I qualified fifth, quicker than Mike, and John said, 'The times are wrong. I'm going to tell the timekeepers.' Stupid stuff. There are others who drove for John who have similar stories.

"But fortunately I had sports car racing with Ferrari and F2 rides with Rondel to keep me sane. In the Monza paddock before the Italian GP in 1971, an Italian girl came up and said, 'If you're interested in driving for Ferrari, please come down to our truck after practice.' I thought it was a joke, Emerson or Ronnie winding me up. But in the end I went over and [Ferrari team manager] Peter Schetty was there, very agitated, because Mr Ferrari had been driven over from Maranello and was holed up in a hotel outside the Monza gates, waiting to see me. So off we went and, sitting in the back of this little restaurant, me and Enzo Ferrari, we did a deal there and then. It was for nine long-distance races in the Ferrari 312P. I asked for £2000 a race, and he agreed straight away. And £18,000 was a lot of money then. Howden Ganley and I had just bought a house to share in Maidenhead, and it cost us £7500.

"I was paired with Ronnie, because we were the same size, and we knew each other so well. We started off with a win in the Buenos Aires 1000Kms, and we won the Nürburgring 1000Kms too. We were second at Daytona and Sebring, second at the BOAC Brands and Watkins Glen, third at Monza and Zeltweg – that was after I hit a hare and punctured a tyre.

"At Sebring I nearly hit an aircraft. One third of the width of the main runway was the circuit, two-thirds was an active airstrip. Coming onto the runway a rear brake hose burst, and I slid under the wing of an aircraft revving up for take-off. The only race we didn't finish was Spa. Ronnie was chasing Brian Redman for the lead, on slicks, when he arrived at Les Combes and there'd been one of those little Spa showers, so he collected the barriers in a big way.

"The night before Daytona Ronnie says, 'Let's go for a drive on the beach.' I'm driving, and we go down the ramp onto the beach in our hire car doing about 70mph, right in front of a police car. They nab us, we haven't got any ID, so it's back to the police station and into the cells with the drunks. I suggest they hold me and let Mr Peterson go back to our hotel for our passports. Eventually they agree to that. So Ronnie, being Ronnie, gets into the hire car and rockets off down the road, wheels spinning. They set off after him, can't catch him, and have to radio ahead and set up a road block to stop him. Half an hour later they bring him back looking very sheepish. Now it's 2am. So we call Peter Schetty, he gets Bill France out of bed, Big Bill talks to the cops and they let us go, and we're on the grid bright-eyed and bushy-tailed for the 10am start. We finished second – without a gearbox problem we might have won that one.

"The 312P was quite difficult to drive, a bit nervous with its short wheelbase. In practice Ronnie'd get in and do a blistering time straight off, then I'd get in and do a lot of work to get the balance right, and eventually get down to his time. Then he'd get in again and do exactly the same time he'd done before. All my work hadn't made the car faster, just easier to drive, and less hard on the tyres. He'd do the time either way. He was just a natural.

> "The police set off after Ronnie, can't catch him and have to set up a road block"

"In 1972 Ferrari's sports car programme was more limited, but I was paired with Carlos Reutemann, and we had a couple of second places. I had my first Le Mans that year with the long-tailed 312P. Carlos and I led ahead of Ickx and Redman from about 10pm until dawn. Then, with everything going well and all the gauges reading normal, a rod let go.

"All this time I was doing F2 as well. I'd got to know Ron Dennis at Brabham – he was Graham's F1 mechanic and Neil Trundle was mine – and he and Neil set up Rondel Racing, with a »»

couple of borrowed F2 chassis. Even then Ron was all about presentation. Not only were the cars immaculate: the transporter was immaculate too. Ron had two nicknames: Team Briefcase, because he always carried a briefcase, and Team Dream, because he had a dream. He wasn't going to be just a mechanic, or just have a little F2 outfit. He'd set his sights high, even then."

Tim did three F2 seasons for Rondel. In 1971, despite various problems, he was fourth in the European Championship, and won the last 1600cc F2 race in Argentina. In 1972, with BT38s and the new 2-litre engines, Rondel over-reached itself with a four-car team, but Tim won at Hockenheim and had a couple of seconds. For 1973 the team ran its own Ray Jessop-designed car, the Motul M1, and Tim scored its only win at the Norisring.

"For '73 Ron was planning an F1 car. I'd fallen out with Surtees, so I decided to throw in my lot with him. But the money wasn't there, and the project was sold to Tony Vlassopulo and Ken Grob, and became the Token. Then Ron Tauranac did the Trojan F1 car for Peter Agg, so I got involved with that. It just didn't work. We went to nine Grands Prix and I really tried hard, but it was always at the back of the grid, and a couple of times we didn't even qualify. We could never get the back end to grip. Ron told me years later he'd made a fundamental error in the rear suspension, and the aerodynamics were all wrong too. By now I had to accept I'd lost F1, I couldn't see myself getting back in. I drove once more for Frank Williams in the Iso-Marlboro, at Mosport, and I did Watkins Glen in a Lotus 76, which was a disaster. But I did one or two F2 races for odd people, and I started driving in Group 4 for Georg Loos, which kept me alive."

Tim did Le Mans for Loos three times, and won the Nürburgring 1000Kms again with Rolf Stommelen and Toine Hezemans. And, driving the monstrous 1000bhp Porsche 917/10, he won Interserie rounds at Zandvoort, the Nürburgring and Hockenheim. "That was a strange car. I was a bit nervous of it at first, but it was amazingly easy to drive. Huge amounts of downforce for its time, lots of grip.

"In September 1976 I was at Monza for the Six Hours. Brigitte was very pregnant, and I was calling home every few hours to check on her. Loos had entered two 934s, but only three drivers turned up, Hezemans, Klaus Ludwig and me. So I shared one car with Toine and the other with Klaus, and I finished first and second in the same race. I flew back to Heathrow that night, rushed to the hospital, and arrived just as my son Guido was born. That was a good day.

"In 1977 I had a clandestine meeting with [BL competitions boss] John Davenport in a pub off the M4, which led to the European Touring Car Championship with Ralph Broad's V12 XJ Jaguar Coupés. They were prepared to an incredible degree, and very fast, but heavy: they slowed like a train coming into a station. And they kept breaking. I shared with John Fitzpatrick and we took it in turns to be the starting driver: the other never needed to get changed. In the TT at Silverstone I spun when leading, and later a stub axle broke and I hit the bank at Becketts. That car needed more money and more time.



LAT

The F1 dream turned sour, but Schenken has still enjoyed a lifetime in motor racing

"Meanwhile I'd gone into business with Howden Ganley, who'd been a mate ever since F3, and set up Tiga Racing Cars. But we soon found we didn't really mesh in the car building operation, so we decided I should set up a racing team. John Hogan of Marlboro had a young lad called Andrea de Cesaris who wanted to do F3. We tidied up a corner of the workshop, had a meeting with Hogey and Andrea, and then Hogey said, 'I think this'll work, now what's it going to cost?' Quick as a flash I said, 'Our accountant is just finalising the figures, I'll get back to you.' Then I said to Howden, 'What the hell do we do now?' In the end I rang Derek Bennett and asked what Chevron charged for a year, and I rang Max [Mosley] at March and asked him what he charged – which was rather more! – and I split the difference and called Hogan. 'We've just got the figures through from our accountant. It'll be £55,000.' 'Fine', says Hogey, 'I'll draw up a contract.'

"Howden kept Tiga going for 15 years, and they produced around 400 race cars to various different formulae. In Team Tiga I ran F3, FF, FF2000, Sports 2000, drivers like James Weaver, Mike Thackwell, Stefan Johansson, even Eddie Jordan on one occasion. Eje Elgh drove an F2 programme with us. It was hard work, 5am to 10pm, seven days a week, a staff of up to 20 people. And in the English climate I was fed up with seeing my children's noses running down their faces. I was hankering after Australia. In 1982 we moved to San Diego for two years, running John Fitzpatrick's IMSA race team, but then the CAMS job came up at the end of '83, and I took it. It was a shock to my system – I'd never worked in administration before – and Australian racing wasn't very consistently run then. I tried to feed in all I'd learned in 15 years in Europe, and it was difficult at first, but I hung in there. And I still, after all this time, find it fascinating. Motor racing keeps evolving, every race something different happens. It's a huge challenge the whole time. I wouldn't know what to do if I stopped."

Tim has served as Clerk of the Course for every Australian F1 GP meeting, starting in Adelaide in 1985. So this year's season-opener at Albert Park was his 25th in that role. In 2008 he was brought in as Clerk of the Course for F1's first night race at Singapore, which also involved training some 700 local officials with no previous experience. CAMS was one of the first national bodies to have a structured licensing system for officials, with proper training and grading. Tim's duties take him to every major race meeting in Australia, including the ultra-competitive V8 Supercar series, which also goes to New Zealand and Bahrain. "If you want to do the job properly, you can never be everybody's friend – particularly among the hard-fighting Supercar crowd. All you can hope to do is earn their respect." With a reputation of being tough but fair, he seems to have achieved that.

Some say Tim Schenken was unlucky, that his career, which at one stage promised to go to the very top, was ruined by that wrong turning at the end of an impressive first full F1 season. "I don't feel any regret at all. I never complain about anything I've had out of my life in motor sport. I'm still here, and I look at the grids from those days and it's frightening to see who isn't around to tell the tale. My full-time involvement with the sport I love has lasted my entire adult life. That's not unlucky. That's lucky." Ⓜ

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The DBR4 could have made Aston Martin a Grand Prix winner, but its delayed debut rendered it obsolete. It's a cautionary tale for David Richards if he takes the marque back into F1…

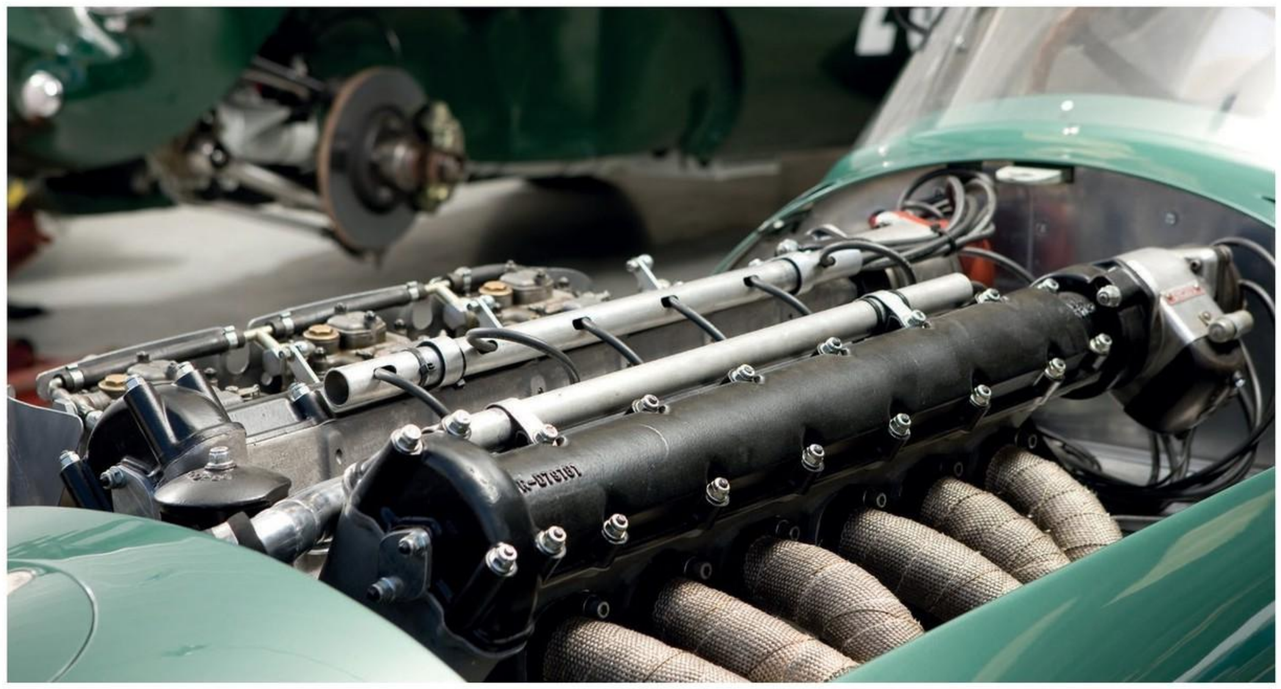
BY ANDREW FRANKEL

"A good car overtaken by events"

JOHN WYER



Matt Howell







Tim Samways' men ready the DBR4 for some track action







The winter of 1957-58 must have been an interesting time for John Wyer and David Brown, the men charged with determining the future direction of Aston Martin's racing endeavours. Some might even say that, for the first time in its competition history, Aston Martin actually had a nice problem with which to grapple.

Tradition said it should devote all its efforts to sports car racing. The DB3S had been one of those agonising nearly-but-not-quite cars, but the still-fresh DBR1 was at last showing signs of realising the promise it had contained from the start. The opportunity of at last claiming the world sports car championship from arch-rivals Ferrari was real and evident.

Then again, the forthcoming season also offered the chance for Aston Martin at last to reach the top rung of the racing ladder. It had just built its first proper Grand Prix car, the DBR4/250, and early testing suggested it to be at least a match for the two class acts of the era, the Maserati 250F which had just won Fangio his fifth world title, and Vanwall which had won three times in 1957 and would in '58 become Britain's first Formula 1 constructors' champion.

Which way to jump? Should Aston follow its history in sports cars, pursue an unknown future in F1 despite the fact that in the first seven seasons of the World Championship there had still not been a single GP win for a British car, or attempt both? Resources – or lack thereof – ruled out a two-handed approach, so it was to be sports cars or single-seaters. In the end, and probably understandably, Aston chose the devil it knew.

Quite how much Wyer and Brown would come to rue their decision would be interesting to know, though in the late Chris Nixon's *Racing With The David Brown Aston Martins*, Wyer does accurately estimate the impact of the choice on the potential of the DBR4 as 'fatal'.

While the DBR1 failed to offer consistent opposition to Ferrari's new Testa Rossa in 1958, the DBR4 sat under a sheet during a season that would change the face of racing cars for all time. True, the front-engined hierarchy held sway – thanks in no small part to the outstanding contribution made by the combination of Tony Brooks, Stirling Moss and Vanwall – but by the close of play all bar the most blinkered of constructors knew horse-before-the-cart architecture had had it. The DBR4 went from being a state-of-the-art racer to something close to obsolescence all in one short season during which it turned not a single wheel in anger.

Of course we are all brilliant with hindsight on our side, and the decision not to race it in 1958 now seems nothing like as curious as the decision to wheel it out instead for '59. By then it must have seemed clear as day that the little mid-engined Coopers would run rings around it.

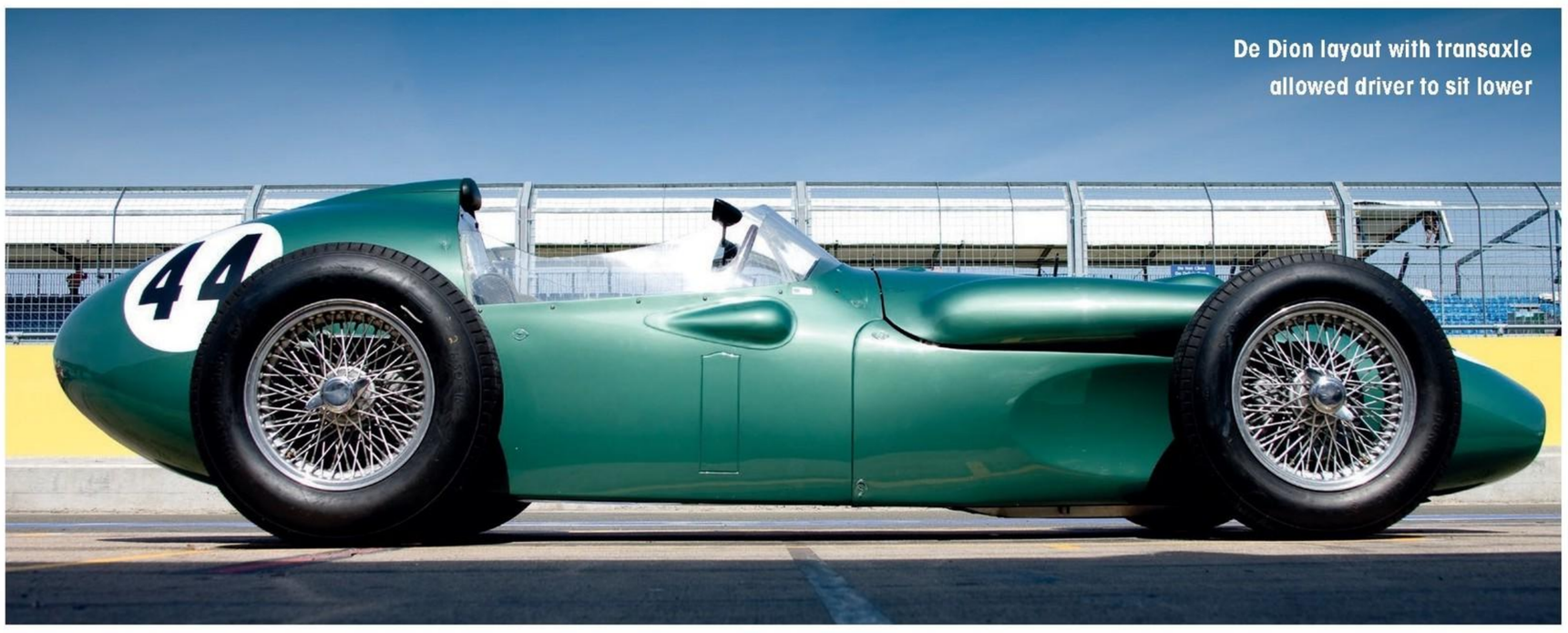
Ted Cutting's design for the DBR4 was entirely conventional, conservative even. The chassis was of spaceframe construction, as was the norm in the era, and followed closely the principles of the DBR1 sports car. Front suspension was by wishbones and coil springs as you'd expect, while the traditional De Dion rear end (mounted behind the rear axle line instead of ahead like the Maserati 250F) was sprung by torsion bars. The motor was the same twin-cam, two-valve straight six developed for the DBR1, but stroked down from three litres to 2.5 to comply with the regulations of the day. Even its Girling disc brakes were no more than you'd expect from a newly developed Grand Prix car of the era.

Interestingly – and embarrassingly given the fact that Aston Martin was owned by a gear-making company – the slow and awkward David Brown transmission, the only threat to the love affair that tended to develop between the DBR1 and those who raced it, was used at first in the DBR4, but ultimately replaced by a Maserati transmission originally intended for the V12 250F. And like the 'offset' Masers, the shaft emerged from the engine and ran at an angle across the car and beside the driver to the transaxle at the rear, helping lower the driver in











the car. Driving duties fell to Roy Salvadori and Carroll Shelby, for while Aston Martin could call still upon the services of Moss in sports car racing, he was committed to Coopers for F1.

The DBR4 made its debut in the International Trophy race at Silverstone on May 2 and, not for the last time in Aston's racing history, the team fielded a car that flattered to deceive. Not only was it the fastest front-engined car of the field, it was the quickest out there, with Salvadori breaking the lap record and coming home second only to Jack Brabham's Cooper, a combination that would prove the class of the F1 field in '59.

With the car so competitive from the off, Aston Martin must have felt this was the start of something big, little knowing that, in fact, the DBR4 had already had the best result of its life. Engine problems sidelined both cars at Zandvoort at the end of the month, while all that could be mustered during the rest of the season – when the cars raced at Aintree, Monsanto and Monza – were two sixth places for Salvadori, and an eighth and a 10th for Shelby. Compared to Aston's fortunes in sports cars that year, with the now ageing DBR1 coming from behind finally to beat Ferrari to the title, and Salvadori and Shelby sharing that memorable Le Mans victory, the DBR4's activities must have seemed an expensive waste of time.

But worse was to come. Curiously undaunted by the DBR4 episode, Aston Martin prepared a new F1 car for the 1960 season. Smaller, lighter, independently sprung at all four corners but doomed from the start by its engine location and lack of development, the so-called DBR5 raced just three times and, given that photographs of it exist cornering with all four wheels pointing in different directions, it's a wonder its drivers put up with it for that long. With Shelby back in the US, the veteran Maurice Trintignant was drafted onto the force, coming 10th and 11th at Silverstone and Aintree. Salvadori retired from both races, slamming shut the chapter on Aston's single-seat history. It remains to be seen whether that is about to change with Prodrive's proposed entry into F1 for 2010 under David Richards.

Such is the inevitable fate of all half-hearted attempts to succeed at the top level of any sporting discipline. Even in the 1950s, staying on top both in F1 and sports car racing was beyond all save the very experienced and well-funded Mercedes-Benz and Ferrari racing teams.

The odd thing is that despite its inauspicious front-line career, you'll struggle to find anyone with a bad word to say about the DBR4. Clearly the DBR5 was a dreadful mistake, but what you hear again and again while talking about the DBR4 was that it was the right car at the wrong time – "a good car that was simply overtaken by events" as Wyer described it.

One of the first to drive it was none other than Brooks, who tested it late in 1957 and recalls it today as "much nicer to drive than the Vanwall" he drove in his F1 day job. "The Vanwall was quick but it was difficult to get the most out of it and didn't want to drift. The DBR4 felt underpowered but otherwise a good-handling car with strong brakes and nice balance."

Shelby recalls it as lacking in power too and not a title winner even if it hadn't been "two or three years too late". But he liked its handling and reckons it would have fought for at least some wins had it been wheeled out in '58.

Power is the last thing in the world the DBR4 I am to drive is lacking. This is the last of four DBR4s to be built; it was never raced by the works but used as a spare, and was bought by Lex Davison and exported to Australia for the 1960 Tasman series, complete with a 3-litre engine. Davison's second place in the 1960 Australian Grand Prix was the DBR4's most successful outing since its first race.

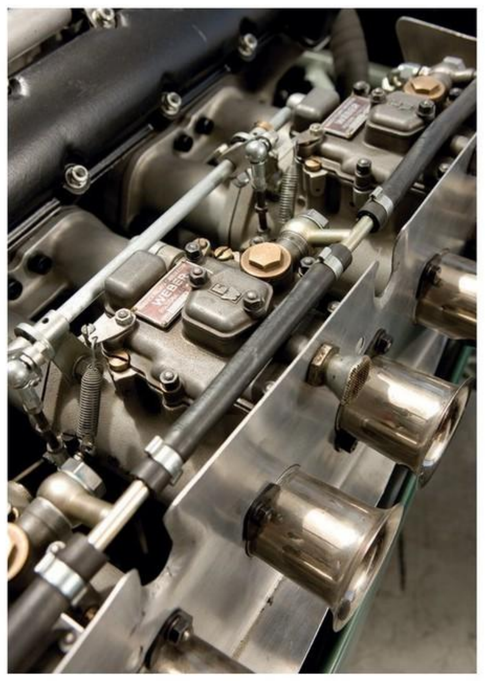
Immaculately prepared today by Tim Samways, the motor in the DBR4/4 is effectively indistinguishable from that in the Le Mans-winning DBR1/2 he also looks after. In 2.5-litre form, the best the works ever saw from this engine was around 260bhp – despite claims of 280bhp – but today the 3-litre is pushing out something rather better than 300bhp. In a »»

car weighing around 680kg, that is always going to gain your attention. It's an HGPCA test day and none other than Richard Attwood has been getting his first impressions prior to racing it. "It feels like a tremendously friendly car. There's a huge amount of power but it's delivered so progressively it's easily managed. It handles well too, not like the Ferrari Dino which corners like you're driving around the outside of a 50 pence piece." Needless to say, come the weekend Attwood and the DBR4 would storm to victory.

Appetite suitably whetted, I'd already swung



This DBR4 now enjoys the benefits of a superior 3-litre engine (right)





a leg over its high side and taken up residence behind its surprisingly small, wood-rimmed wheel. It's a far more spacious car than a 250F and is unusually accommodating for what is meant to be a completely pared down Grand Prix machine. The controls are more sensibly sited too, with the gearlever within easy reach rather than buried somewhere beside your right thigh. The usual Smiths dials are there – simple, clean and easy to read – and with the flick of a couple of switches and the press of a button, the straight six bursts into rumbustious life.

Its owner had gleefully described the car to me as "an animal" and cruising out onto the track, unbelted, feeling exposed and a bit apprehensive thanks to the sheer level of noise coming from under the bonnet, I could see what he meant.

At least one thing that presented no problem at all was the gearbox, and those coming to the Maserati transmission after David Brown's more agricultural effort must scarcely have believed their luck. Just like the 250F, it snaps from gear to gear with surgical precision, engaging cleanly no matter how fast you move your hand.

Not that you need to change gear much with this engine under the bonnet. It races at 7000rpm but is so flexible it's working hard at 3000rpm and giving the lot by 4500rpm. I'd been asked to keep to 6500rpm, but this proved less of a hardship than it sounds: with that much torque on tap you can change gear almost at will and always be sure you're going to land back in the thick of the power band.

Fifty years ago, drivers may have complained of a lack of power from this engine in 2.5-litre form, but in 2009 and with a beautifully built 3-litre doing the talking, it is its explosive acceleration that dominates the driving experience. Unsurprisingly it feels faster by far than the 250F and, accelerating down the long Club Straight of Silverstone's national circuit, Coopers it was unable to keep up with in period prove no match at all for it.

But they still dance around it through the bends. Before Attwood had driven it, the DBR4 had seemed quite difficult to drive smoothly through corners. It steered and turned in as well as you could reasonably expect of a car with that much metal in its nose, but had proven unwilling to accept gracefully anything other than a late and gradual introduction of power. It would start to yaw quite quickly and, while it might have developed into a graceful drift if left unchecked, it might equally have developed into something rather less manageable and, either way, it seemed unlikely to do many favours for the lap time. In the end, all it needed was for Samways' team to soften it off a bit at the back, and suddenly this nervousness was replaced by rather more useful and less alarming traction.

And then it felt rather like a slightly larger, more senior and powerful 250F, which is some compliment. It was easy to place on the road and slid smoothly, neatly and entirely at your behest rather than its own. It still felt quite soft and if you wanted to set it up to enable a hot shot to shave every last tenth off the lap time you'd make it stiffer, sharper and more nervous. But you'd risk losing a nature so wonderfully accommodating that I had no reservation about driving it quickly after only a few laps of acclimatisation.

> "The DBR4 felt like a larger, more senior and powerful 250F, which is some compliment"

But even then whatever you gained on the Coopers on the straights you'd more than lose in the corners. The all-disc brake set-up is first class for the era, but the lighter, lower, mid-engined cars can still brake later and more lightly before turning in more quickly and carrying that extra speed onto the straight beyond.

To me it was no more than an interesting phenomenon to observe, but to Shelby and Salvadori it must have frustrated beyond measure, particularly as their DBR4s would not have had the straightline speed I enjoyed.

But even making allowances for the extra shove of the 3-litre motor, it's not difficult to see why those closest to the DBR4 project reckoned the difference between it being an interesting footnote in F1 history and one of the great and the good was that one missing season. Had the DBR4 raced in '58 and been successful, perhaps the mid-engined car Wyer and Brown discussed but discarded would have been built after all and in time for the '59 season, and perhaps that might have altered the history not just of Aston Martin but also British motor racing at the top level.

Perhaps, perhaps, perhaps. In no sport does time march to a faster drum than Grand Prix racing, and you can speculate until steam comes out of your ears and still be left with the only salient fact being that the DBR4 simply missed the bus. Happily, and by contrast, in historic racing time necessarily stands still and the DBR4 can be appreciated for what it is: an outstanding example of high-quality British engineering. What's more, with the likes of Attwood at the wheel, it's at last doing what it was designed to do: win races.

Our thanks to Silverstone, the HGPCA and Tim Samways for their help with this feature.

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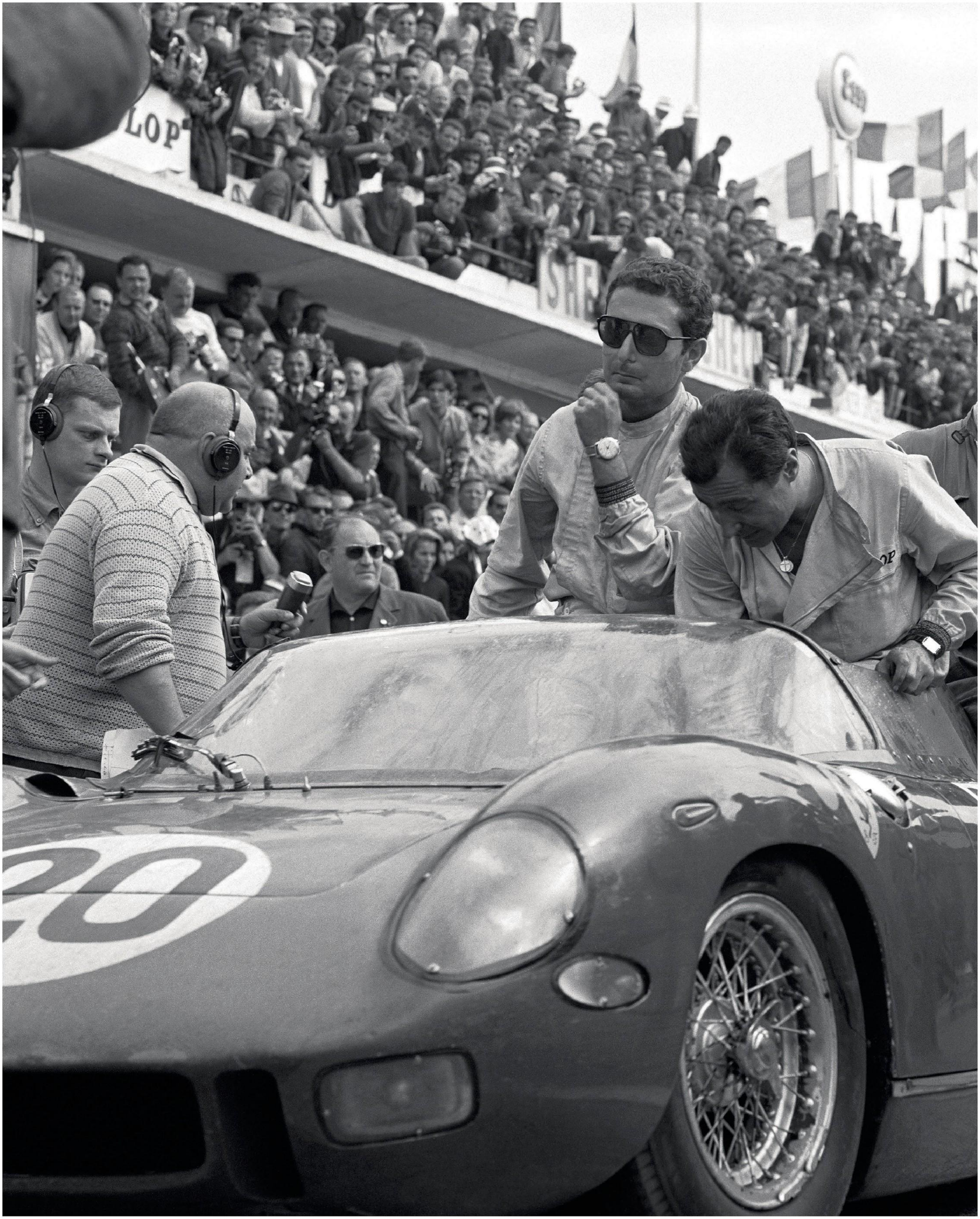
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Vaccarella (left) took a famous win at Le Mans with Jean Guichet in 1964, driving the unfancied Ferrari 275P

LAT



LAT

Credit where it's overdue

Nino Vaccarella is remembered as a Targa Florio specialist, when in fact he won all the big events in sports car racing's golden age

BY MICHAEL OLIVER

We'd wager that Nino Vaccarella wouldn't immediately spring to mind if you were asked to draw up a list of great sports car racers. A Targa Florio specialist surely, we hear you say, a one-trick pony.

But consider this: Vaccarella is one of only two people (Olivier Gendebien being the other) who won Le Mans, the Sebring 12 Hours, the Nürburgring 1000Kms and the Targa Florio during the halcyon days of the World Sports Car Championship – the period from 1958-73 when these races were all title rounds.

Each one was regarded as a blue-riband event and many drivers would have given their proverbial right arm to win just one, but to have won all four… Perhaps the label of 'Targa specialist' does not do him justice.

Motor Sport caught up with Nino at a hotel midway between Cefalu and Campofelice in his native Sicily which was being used as the headquarters for a round of the FIA Historic Rally Championship, the Trofeo Florio. Vaccarella was the Grand Marshal, driving an Alfa course car over much of the route of the Piccolo Madonie circuit on which he raced in the 1950s, '60s and '70s.

For someone of 75, Vaccarella is in remarkable shape. Slim, immaculately dressed and slightly built, he has a proud but serious air about him that perhaps reflects years of having carried the hopes and dreams of half a million Sicilians on his shoulders, while also maintaining a career running a private school.

So how did he become involved in racing? "It was a passion from birth. I come from Sicily, which has a grand sporting tradition – Vincenzo Florio had started the Targa Florio in 1906 – plus there were the 'Grand Champions' to look up to like Ascari, Castellotti, Musso, Collins, Gendebien and Biondetti.

"My first race was a local hillclimb in my father's Fiat. After his death, in 1957, I bought a Lancia Aurelia 2500 [B20 coupé], a formidable machine, potent and difficult to drive. I was second in class three times that year in hillclimbs at Monte Pellegrino (Palermo), Monte Erice (Trapani) and Sant'Agata near Sorrento." »»

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Although he continued to focus on hillclimbs the following year, circuit racing gradually became a more frequent part of Vaccarella's itinerary. For 1959 he had his first contact with one of the big works manufacturers, Maserati, negotiating a deal through Guerino Bertocchi to buy a four-cylinder 2-litre 200SI.

This was a car some way past its peak but Vaccarella won virtually everything he entered, including his first circuit race victory at Pergusa, while a ride to 10th place in the Targa Florio aboard Giuseppe Allota's ageing 1954 Maserati A6GCS was his first chance to shine on the international stage.

Vaccarella's success with the 200SI had not gone unnoticed at Maserati and they fixed him a drive with the Camoradi team in the 1960 Targa Florio, co-driving with Umberto Maglioli. But he was forced to retire when leading handsomely. His big break came via Count Giovanni Volpi, patron of Scuderia Serenissima, who contacted him to race for the team in both sports cars and Formula 1.

Volpi effectively paid for the Maserati works to keep racing for two more years in sports cars. But the rear-engined Tipo 63 Birdcage wasn't a patch on its front-engined predecessor and a fourth place with Maurice Trintignant in the Targa was the best Vaccarella had to show for his efforts.

Volpi also ran an eclectic selection of F1 cars including Climax and Maserati-engined Coopers and a de Tomaso with Alfa Romeo power. Nino's Grand Prix debut came with the de Tomaso at the tragic 1961 Monza race in which Wolfgang von Trips lost his life: after qualifying mid-grid he retired early on with a blown engine. Later in the year, a puncture robbed him of potential victory in the Coppa Italia at Vallelunga in the Cooper-Maserati.

Vaccarella's dalliance with F1 continued into 1962: sixth at the Pau non-championship race in a Lotus 18/21-Climax was his best finish, although he did manage ninth place later in the year in the Italian Grand Prix at Monza aboard a more modern Lotus 24. He even had a works drive with Porsche at the German Grand Prix, qualifying and finishing in 15th. But his heart wasn't really in it: "At that time the F1s were 1.5-litres and the sports cars were 3- and 4-litres, much more difficult but fantastic to drive. I just preferred sports cars."

Nino's sports car season started inauspiciously when his Maserati Tipo 64 lasted just 16 laps in the Sebring 12 Hours. Things got better at the Targa when the team managed to do a deal with Porsche to run a works 718 GTR coupé with the two drivers to be chosen from the trio of Bonnier, Hill and Vaccarella. "In practice I was faster than Bonnier and Hill, and Graham had to stay in the pits for the race. On the second lap I lost the brakes and so we drove the rest of the race without them and finished third. Von Hanstein of Porsche was a big fan of mine after that."



Vaccarella and Jo Bonnier drove a Porsche 718 – minus the brakes – to third in '62 Targa Florio

LAT

"Ferrari asked me to become an official driver in the World Sports Car Championship. This was better than F1"

His time with Scuderia Serenissima gave him experience of all the important sports car circuits of the world, and in 1963 it was his turn for 'the call'. "Ferrari telephoned to ask me to become an official driver for the World Sports Car Championship. This for me was the best championship, better than Formula 1."

Success could have come early in his Ferrari career but for what Vaccarella believes was a slip-up by officials: "In the first race at Sebring with Mairesse and Bandini we were first, with a one-lap advantage over Surtees and Scarfiotti, but the American timekeepers were stupid. They didn't see the Surtees car stop for a lap. My team manager told them but they said no, it was OK, the car didn't stop. That was a bad error and it lost us the race." (*Surtees doesn't agree! See p51 – ed*)

It was an ominous taste of things to come: in the Targa Florio he couldn't start due to having his licence taken away following a road accident, and things got even worse during practice for the Nürburgring 1000Kms when Nino crashed heavily and broke his arm. The injury was severe enough to keep him on the sidelines for the rest of the year.

He describes 1964 simply as "the year of success". It was a remarkable season, starting with a repeat of his second place at Sebring and then his first major international victory, in the Nürburgring 1000Kms with Ludovico Scarfiotti, banishing the ghosts of the previous year's disaster for good.

Vaccarella recalls that win as being particularly satisfying given the legendary circuit's unique challenges. "It was the best circuit in the world, very difficult and very dangerous," he says. "Because there were no guardrails at the edge of the track, it was possible to go through the hedge and roll down a hill. And the danger of the cars catching fire was high if that happened."

It was, however, his victory at Le Mans that year in the unfancied 275P Ferrari which really made the headlines. Driving a factory entry with Frenchman Jean Guichet, the duo moved steadily up the order as more fancied runners, including all three works Ford GT40s and the sister 330Ps of Surtees/Bandini and Hill/Bonnier, dropped by the wayside or were delayed by various niggles. By the 12-hour point they were in the lead and were never headed again, finishing with a five-lap advantage.

Having missed the Targa in '64 as a result of Ferrari not sending any cars, the burden of expectation on Vaccarella's shoulders for 1965 among his native Sicilians was high. He duly delivered, coming home four minutes clear of the second-placed Porsche. »»

As a reward for his Targa win, Enzo Ferrari gave him a works drive in the Italian GP, but in a second-string car. "My car was an eight-cylinder and Surtees and Bandini had the 12-cylinders…" A blown engine at three-quarters distance put paid to his race, in what would be his last front-line single-seater appearance.

During 1966, works Ferrari drives were sparse. In the Targa, team-mate Bandini was forced off the road while well in contention. Vaccarella even took a works Porsche drive with Jochen Rindt as his co-driver at the Nürburgring, placing third on the grid but crashing out in the race.

This, and the earlier good impressions he had made with Porsche management back in 1962, led to an offer of work for '67. "Von Hanstein said to me 'come and drive for Porsche' but Ferrari had the more powerful 3- and 4-litre cars that I preferred. The Porsches were just 2-litres at the time. Of course, after that they moved on to build the 3-litre 908 and then the 917 and were very successful, so maybe I was a bit stupid to turn them down…"

Instead, he opted to take the occasional works Ferrari drive and whatever else was on offer, scoring a class win and fifth overall at Sebring in a Scuderia Brescia Corse Ford GT40 with compatriot Umberto Maglioli, and fourth with Herbie Muller in a Scuderia Filipinetti-entered Ferrari 412P at Monza.

When Ferrari outings came his way, Lady Luck did not smile on him: in the Targa he slid his P4 wide on the first lap at Collesano, putting him out, while at Le Mans, sharing with Chris Amon, the car punctured and caught fire. A win and some minor placings in non-championship races with the GT40 were scant consolation.

A fresh start was needed and Alfa Romeo, with its new prototype T33/2 sports car, was just the team to offer it. "My first race was Daytona with Udo Schutz. We finished fifth and first in the 2-litre class. Later, I won the Circuito Mugello, on a very difficult and dangerous road circuit, more dangerous than the Targa because the speeds were higher. I also won the Imola 500Kms, the first overall victory for an Alfa Romeo T33."



Schlegelmilch

In 1969, a new prototype 3-litre hit the tracks. "I was third at Hockenheim and also scored the first victory for the car at Pergusa. But everything on it broke – the engine, the gearbox. It was a new car, I suppose…" The only highlight was doing Le Mans with his old pal Jean Guichet in a Matra MS630 coupé, in which they came home a competitive fifth.

> "I preferred Le Mans and other high-speed circuits, not the Targa Florio"

Frustrated by Alfa's lack of reliability, Nino sought comfort once more in the bosom of the team he knew best – Ferrari – with its new 512S prototype. "I was paired for most of the year with Ignazio Giunti, a good driver, and I think we had the best results in the team.

"We were first at Sebring with Andretti [largely, it should be said, due to a tigerish final stint from Mario], second in the 1000kms at Monza, third in the Targa Florio, third in the Nürburgring 1000Kms (driving with John Surtees) and fourth in the 1000kms at Spa. But Porsche's 917 was simply quicker and they won the championship." The Sebring triumph came seven years after being denied the win by officials and completed Vaccarella's quartet of 'blue-riband' event victories.

In the absence of any offer from Ferrari, Alfa Romeo beckoned once more. By 1971, its 3-litre car was well and truly sorted, although unable to keep pace with the larger 5-litre cars in their final year. It proved ideal for the twisting roads of the Targa and a second victory, in front of an adoring home crowd, was a formality after the faster Porsches were eliminated. "That year the Alfa was very good. They had done a whole week's testing before the race and the car was fantastic."

Staying with Alfa for 1972, he finished third with Toine Hezemans behind the dominant Ferraris at Sebring, but the rest of the year was a disappointment, early retirement in the Targa compensated for by a fourth – albeit distant – place at Le Mans. Then Autodelta decided not to field any cars in the remaining championship rounds.

At the end of that year Nino's son Giovanni was born and his thoughts began to turn towards retirement. He confined his racing in 1973 to just a few events and didn't even get to take his turn behind the wheel at the Targa when co-driver Arturo Merzario retired their Ferrari 312PB early on.

He couldn't resist one final hurrah in 1975, when he drove an Alfa once more in what was now a non-championship Targa. "[Carlo] Chiti asked me to drive the new 12-cylinder with Merzario. Arturo was different by then, more quiet, and we won easily because there was no serious competition."

So there you have it. Yes, he won three Targa Florios, but he also showed tremendous versatility in winning at Le Mans, Sebring and the Nürburgring. A clue as to why he may have been pigeonholed comes from the man himself: "Enzo Ferrari always used to say to journalists, 'Oh Vaccarella, brilliant for the Targa Florio' because I did well in it. But I preferred Le Mans and other high-speed circuits like Spa and Monza, not the Targa." When you look at his achievements, it is evident that Nino Vaccarella is anything but a one-trick pony. Ⓜ



Last big single-seater race was for Ferrari in 1965 Italian GP. Above: being briefed by Mauro Forghieri at Le Mans '64

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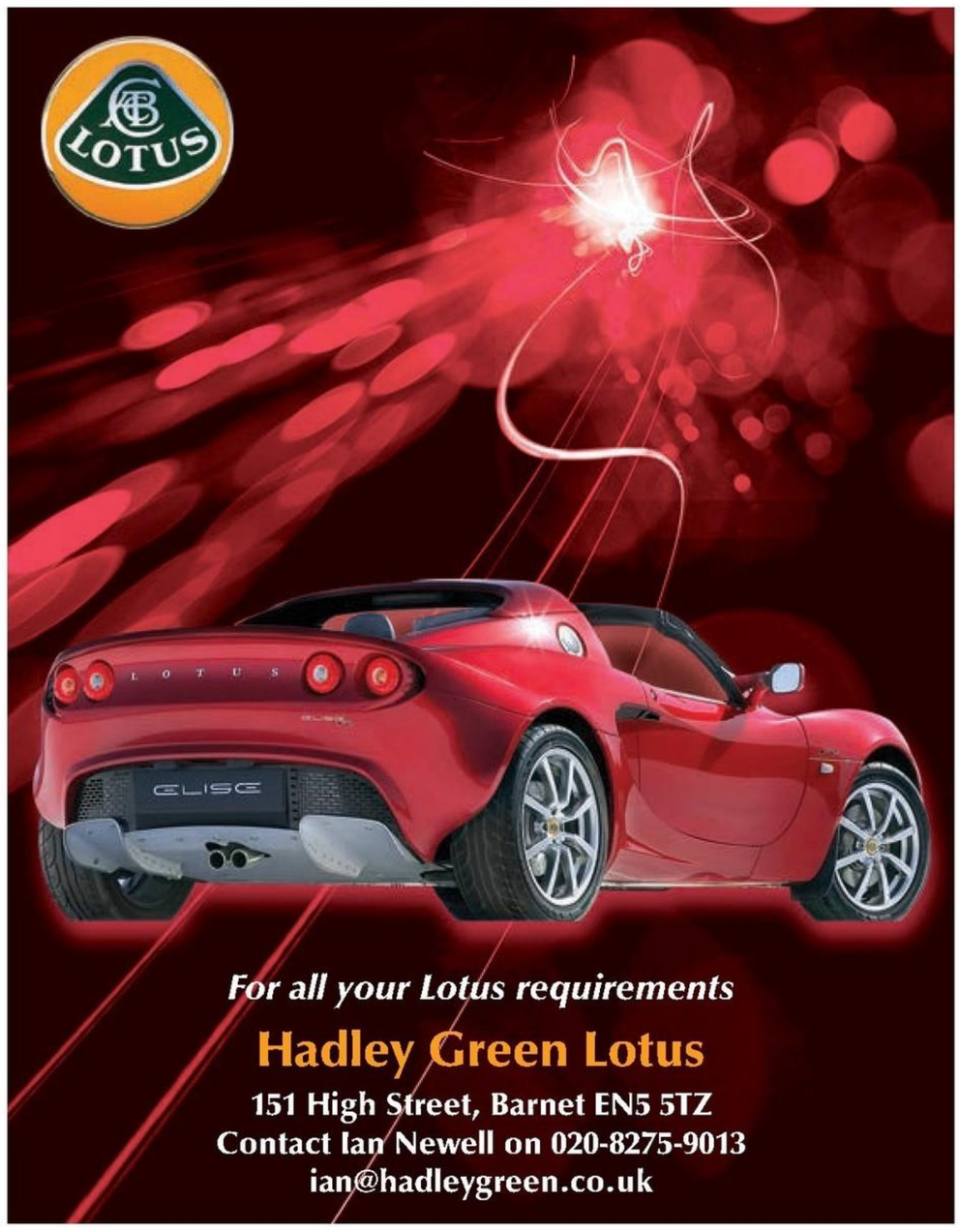
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RELAX, IT'S A LOTUS

Not only is the Lotus Evora quick and sharp, it's also smooth – just don't stress over the details

BY ANDREW FRANKEL

It might seem a surprising thing to say about a low-volume sports car manufacturer in these awkward times, but right now the mood at Lotus is buoyant. While others struggle to sell cars, the naturally diversified nature of Lotus's business combined with perhaps an unparalleled ability to react to changing circumstances has brought a level of confidence to Hethel you'll do well to find elsewhere in the industry. Indeed, while others lay off staff by the thousand, Lotus is recruiting.

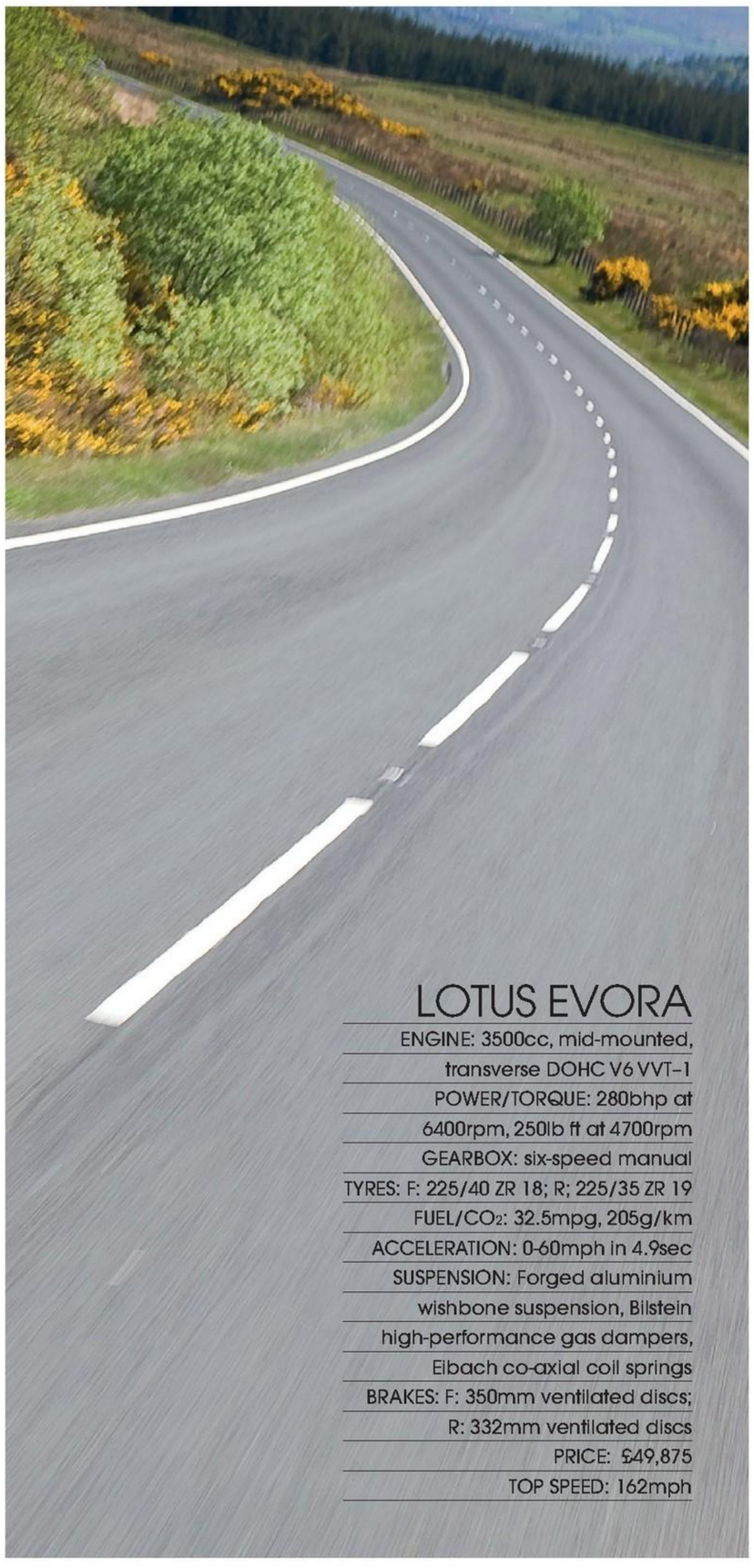
Business is flooding in from the Far East in general and China in particular, while long-established marques that either have or are about to be let loose by their parents are turning to Lotus to help provide a cost-effective way of reinventing their brands as independents. And if you look around the factory, there's clearly good business to be done building battery-powered Tesla Roadsters, and that's without mentioning money earned from Lotus one-make race series.

But what's really spreading the smiles across Norfolk is its new Evora coupé. Priced to split the difference between a Porsche Cayman S and a basic 911, the Evora has enjoyed a generally rapturous reception from press and public alike, one group helping ensure the other place sufficient orders for Lotus to be sold out until the end of the year. At times like these, that's a nice problem to have.

It is, however, a conceptually strange car, not least because it's the only mid-engined 2+2 on sale. This configuration has been tried before by the Italians (Ferrari, Lamborghini and Maserati have made them in their time) but all have been unsatisfactory as only tiny rear seats have proven possible, usually at the price of seriously compromised styling.

The rear seats of the Evora are still tiny. I was unable to measure Lotus' claim that there's more room in the back than you'll find in a 911, Aston Martin DB9 or even Audi TT, but if there is, it can only be millimetres. What you need to know is that if you're tall no one will sit behind you, and if you're not I suspect only unusually well schooled children will tolerate them, and then for short bursts. Otherwise they're for emergencies.

Behind these seats sits a 3.5-litre V6 more usually found under the bonnet of a Toyota Camry. It gives 280bhp, which finds its way to the rear wheels via a six-speed gearbox sourced from a diesel Toyota Avensis. The chassis is naturally all Lotus's own work and once more uses the bonded, extruded aluminium technology pioneered by the Elise 13 years ago but boasting more than double the torsional rigidity. Suspension comes from beautiful forged aluminium wishbones at each corner with Bilstein dampers and Eibach springs, as well as – unusually for a Lotus – anti-roll bars at both ends. The differential is not limited-slip because the chassis engineers decided the car was good



LOTUS EVORA

ENGINE: 3500cc, mid-mounted, transverse DOHC V6 VVT-i
POWER/TORQUE: 280bhp at 6400rpm, 250lb ft at 4700rpm
GEARBOX: six-speed manual
TYRES: F: 225/40 ZR 18; R; 225/35 ZR 19
FUEL/CO_2: 32.5mpg, 205g/km
ACCELERATION: 0-60mph in 4.9sec
SUSPENSION: Forged aluminium wishbone suspension, Bilstein high-performance gas dampers, Eibach co-axial coil springs
BRAKES: F: 350mm ventilated discs; R: 332mm ventilated discs
PRICE: £49,875
TOP SPEED: 162mph



Evora makes up for scruffy instruments and small rear seats (above) with great B-road performance

enough without that and didn't want to corrupt its steering feel or affect its handling balance.

Lotus charges £49,875 for the Evora (or £47,500 without the rear seats), which is near double what it asks for an Elise S even before you've played fast and loose on the extensive options list. And with one eye on that figure and another on what else you could buy for that kind of cash (the Nissan GT-R and BMW M3 are in the ballpark), early impressions of the Evora are disappointing. If it is possible to put the badly-fitted driver's door, poorly adjusted handbrake, slack gear linkage, mediocre air-conditioning and intermittent remote central locking down to the test car's early build, the scruffy instruments, high sills, small boot and offset driving position are all things customers will have to tolerate. And whatever else you do, avoid the optional Alpine sat-nav/entertainment system like a pint of time-expired prawns.

Is it an excuse that this is a Lotus? Will the tolerance threshold of a putative Evora customer be higher than that of someone on the point of buying a Porsche because they know they're buying a genuinely hand-built product from a company that in its 60-year history has made fewer cars than did Porsche in 2008 alone? Perhaps. More likely they will be on the point of premature termination of the test drive when the road will open up, their right leg will stretch out and in the first minute they will have forgiven the Evora's every flaw, and in the next forgotten them entirely.

On the right road, the Evora is a wonder. Not even a Cayman, hitherto the best-handling mainstream production car on sale, can devour a British B-road with the fluency shown by the Evora. It feels a couple of hundred kilos lighter than its 1400kg kerb weight, has power-assisted steering rivalled only by the Porsche 911 GT3 for accuracy and feel, and when its ridiculously high limits are finally broached, yaw angles develop in such a slow, linear fashion that the car's inherent agility is something to be exploited, not feared. As for the brakes, I'm not sure I've ever driven a car so over-specified in this area – the AP Racing disc set-up is clearly designed for an altogether more powerful application, so expect no changes to be made when the still secret but dead certain 400bhp supercharged Evora appears next year.

Even in normally aspirated form the Toyota engine, which I had feared would have only a supporting role, plays a full part in generating a fabulous driving experience. With Lotus-designed electronics and flywheel, it has a sharp and sweet sound, smooth power delivery and first-class throttle response. A shame, then, that the gearbox is slow and sloppy, its ratios a touch wide for the engine despite the test car being fitted with £1500 of optional short ratios. Bear in mind too that the apparently impressive CO_2 and fuel consumption figures are quoted using standard Avensis gears, which will clearly be too long for the Evora. Even so, they don't stop the Evora hitting 60mph in 4.9sec and carrying on to a top speed of 162mph.

Yet arguably the most tempting facet of the Evora's character is that despite a voracious appetite for good roads, at its heart it is a relaxed and a relaxing car. That it rides exceptionally well will be no surprise to anyone who knows Lotus, but the fact that it's also extremely refined probably will. A long driving holiday, two up and using the rear seat for luggage, would be a joyous experience.

I was surprised and disappointed by how hard the Lotus Evora tried to put me off. Its many faults mean that it still carries some of that cottage industry feel rather than proving to be something with talents as rounded as required to take on Porsche.

But when it matters, the Evora has no problem redeeming itself. Even its looks grow on you, which is more than I can say for the Cayman. It's a car that it is possible to love and hate in alternating minutes, inspired in design and fundamental execution, but tripped up in the detailing that matters so much at this kind of money. Lotus fans will need no persuasion, but those Lotus is expecting to poach from elsewhere may take convincing. In the end, those who love driving will, like me, find it in their hearts to forgive all; those who don't will walk away. It was ever thus at Lotus.

Tracks of the trade

Clive Bowen takes circuit design beyond just building a track, the aim being to create commercial successes

BY ADAM SWEETING

You want to build a new motor racing circuit, so who do you call? Recent evidence suggests that the only number in everybody's BlackBerry is that of Hermann Tilke, whose Tilke Engineering has left its footprints all over Sepang, Bahrain, Shanghai, Istanbul and Valencia, and has overhauled several older Formula 1 circuits including Fuji and Hockenheim. The enigmatic Hermann has even been spotted casting plumbline and slide rule over the ongoing Donington development.

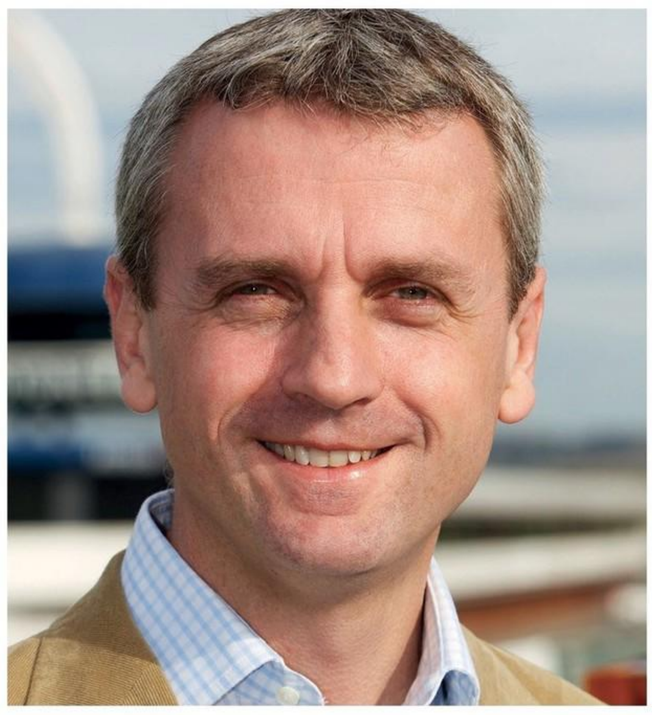
But there's more than one way to plough up a brownfield site or a heat-hazed expanse of desert and adapt it for tyre-smoking motor sport action. Ask Clive Bowen, MD of Apex Circuit Design Ltd, one of a handful of companies worldwide who can credibly put themselves in the frame for major motor sport infrastructure projects.

"There are really only four or five companies out there who have the wherewithal to design an F1 circuit," says Bowen (right). "There's Hermann Tilke, and there's ourselves in partnership with various architects and engineers. Then there's Alan Wilson in the States [of Wilson Motorsport Inc] and Ron Dixon in Australia [of D3 Motorsports]. There are others, but in truth that's your choice."

In the dozen years of its existence, Apex has designed or upgraded 30 circuits in locations including South America, the Middle East, Russia, the USA and the UK, and has a similar number of projects in the pipeline. It worked on Silverstone's proposed but stalled new pit and paddock and is steaming ahead with a 2007 commission to develop the Alabama Motorsports Park in Mobile, adding a kart track, road circuit and dirt racing oval to the site's existing NASCAR oval. Apex's Autodrome Domodedovo project outside Moscow has been rocked by the credit crunch and is still burdened with a large on-site lake that needs draining, but Bowen is confident that the new circuit will be ready to host a round of the FIA GT World Championship in August 2010. And he pauses from a healthy lunch of mozzarella salad and mineral water to plunge into his briefcase and pull out a sheaf of plans for a new kart track which will slot in alongside the Bahrain International F1 circuit.

In his casual blue suit and blue and white checked shirt, Bowen is trim, focused and humming with energy, though he insists his mirrored sunglasses aren't an exercise in über-cool but merely a response to a bout of conjunctivitis. It's like talking to a man with a nuclear-powered brain, as he whizzes through potted surveys of projects completed and unveils reams of plans on the go ("it's like a tap, you have to turn it off, not me," he chortles, as we run up to the 90-minute mark).

The current jewel in the Apex crown – or one of several, as Bowen would protest – is the recently-signed deal to design and oversee construction of France's new F1 circuit at Flins-sur-Seine, to the west of Paris. Apex's UK consortium, which includes its regular partners Scott Wilson Group plc and Ridge & Partners LLP, is teaming up with a French group led by architects Wilmotte and Associates, with Alain Prost contributing technical input about the track's racing characteristics ("he isn't called Le Professeur for no reason, he's given us fantastic feedback"). For once, the project didn't fall into the lap of the all-conquering Tilke.



"We had a genuine opportunity to compete on a level playing field because it was a publicly-funded project which had to go through a public tender process," Bowen explains. "Jean-Michel Wilmotte is the Norman Foster of France, an amazing guy. He's expansive and entertaining and runs a very good architectural practice which has no knowledge of motor sport, and they're the first to admit it. I don't think a bid without a non-French lead consultant could have succeeded, and we've learned an enormous amount about how to develop a public project. It's a good enough relationship that Wilmotte have asked us to get involved in other motor sport projects, in France and elsewhere, so Hallelujah!"

Arching over all his work with Apex – a group of companies which includes Apex Motorsport Marketing and Apex Motorsport Management alongside the circuit design division – is his concept of his role as a "masterplanner". Bowen graduated from Portsmouth University as a mechanical engineer in 1986, but the philosophy he has developed at Apex is that circuit design is just one aspect of an overall approach that pictures a racing venue as a "destination". A circuit development can expect to earn its keep when leisure, retail and business facilities form part of the planning package, while race organisers will also need a variety of support services, equipment and personnel to ensure that events run smoothly. Apex can supply the lot. It's here, Bowen suggests, that a demarcation line between Apex and Tilke can be drawn.

"We get involved very early in the life of a project rather than being parachuted in at the point where funds have been raised, which Hermann Tilke has traditionally done. Often he'll be invited in when a government has made contact with Formula One Management, where there's a level of agreement that suggests that an F1 race is in the offing, at which point Hermann gets a phone call.

"By contrast, we're involved right at the early doors in discussions, and this idea of establishing the viability of a project is self-preservation on our part, rather than putting too much investment in right at the front. Unless you can raise 50 to 100 million bucks, most of these projects are pipe dreams for enthusiasts. I'd say as a rough rule of thumb one in 10 enquiries is serious, one in 10 of those might lead to a serious masterplan, and one in 10 of *those* projects will end up being built."

Bowen can enthuse about the physical thrill of driving round a favourite circuit such as Paul Ricard ("because you've got that sodding great Mistral straight and almost unlimited permutations to drive"), but he's able to make the logical leap between the technical design that goes into a track layout and the planning and business skills necessary to take it from drawing board to physical reality.

"I would hate to lose the design input because I love it with a passion, and designing »»

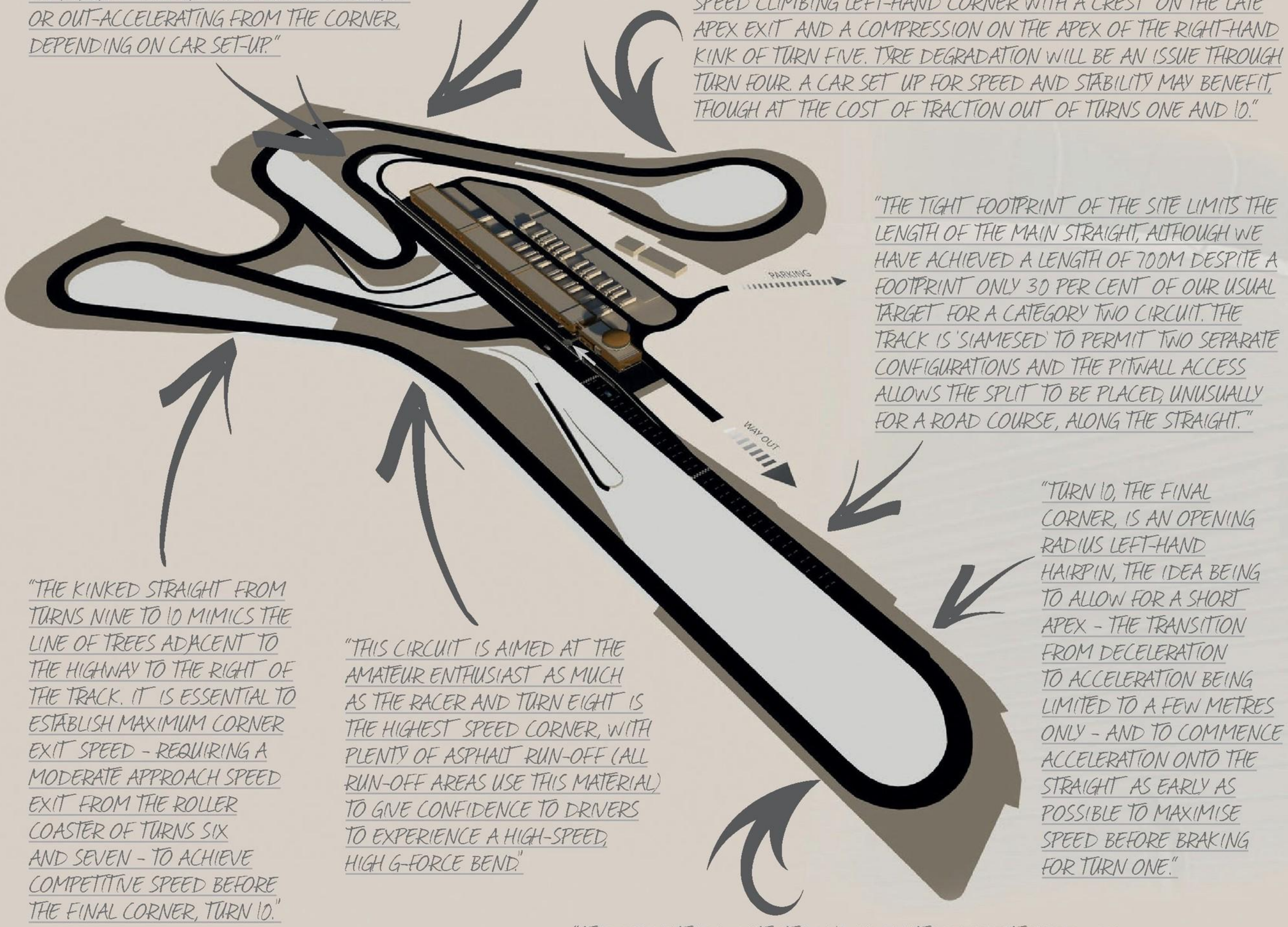
ANATOMY OF A RACE TRACK *by Clive Bowen*

The 3km (1.86-mile) Autodrome Domededovo has been tailored to fit a remarkably tight 34-hectare (84-acre) footprint, yet offers a good mix of high, medium and low-speed corners and tremendous gradient change – half of the track is built onto the side of a natural hill. It has been conceived to be built in two phases, the first still scheduled for completion in 2009, with a 1.9km (1.2-mile) Club circuit which peels off along the main straight to rejoin at turn eight. We have intentionally created a small, welcoming paddock space, offering great visibility and superb architecture by our partners at Ridge. The circuit will be used mainly by corporate and private clients – as well as nascent Russian motor sport – and is scheduled to host the FIA GT World Championship in 2010.

"TURN ONE IS A TIGHT, RIGHT-HAND UPHILL HAIRPIN, WITH A CREST JUST AFTER THE APEX WHICH WILL RESULT IN BOTH INSTABILITY AND POOR EXIT TRACTION FOR CARS SET UP FOR HIGH-SPEED GRIP. THIS IS A COMPOUND, TIGHTENING RADIUS 'MISTAKE-GENERATING' CORNER WITH A VERY LATE APEX, OFFERING OPPORTUNITIES FOR PASSING UNDER BRAKING AT THE END OF THE PIT STRAIGHT OR OUT-ACCELERATING FROM THE CORNER, DEPENDING ON CAR SET-UP."

"THE ENTRY TO THE MEDIUM-SPEED TURN SIX IS THE HIGHEST POINT ON THE CIRCUIT AND HAS A BLIND CREST ON TURN-IN WITH A SIGNIFICANT GRADE DROP DOWN TO TURN SEVEN. WHILE NOT AN OVERTAKING SEQUENCE, THE APPROACH TO THE CORNER AND THE SUBSEQUENT SEQUENCE IS INTENTIONALLY ENGINEERED TO FEEL LIKE A ROLLER COASTER RIDE."

"THE SEQUENCE FROM TURN TWO TO TURN FIVE UTILISES THE NATURAL GRADE OF THE HILL SECTION, WITH A LONG, MEDIUM-SPEED CLIMBING LEFT-HAND CORNER WITH A CREST ON THE LATE APEX EXIT AND A COMPRESSION ON THE APEX OF THE RIGHT-HAND KINK OF TURN FIVE. TYRE DEGRADATION WILL BE AN ISSUE THROUGH TURN FOUR. A CAR SET UP FOR SPEED AND STABILITY MAY BENEFIT, THOUGH AT THE COST OF TRACTION OUT OF TURNS ONE AND 10."



"THE TIGHT FOOTPRINT OF THE SITE LIMITS THE LENGTH OF THE MAIN STRAIGHT, ALTHOUGH WE HAVE ACHIEVED A LENGTH OF 700M DESPITE A FOOTPRINT ONLY 30 PER CENT OF OUR USUAL TARGET FOR A CATEGORY TWO CIRCUIT. THE TRACK IS 'SIAMESED' TO PERMIT TWO SEPARATE CONFIGURATIONS AND THE PITWALL ACCESS ALLOWS THE SPLIT TO BE PLACED, UNUSUALLY FOR A ROAD COURSE, ALONG THE STRAIGHT."

"TURN 10, THE FINAL CORNER, IS AN OPENING RADIUS LEFT-HAND HAIRPIN, THE IDEA BEING TO ALLOW FOR A SHORT APEX – THE TRANSITION FROM DECELERATION TO ACCELERATION BEING LIMITED TO A FEW METRES ONLY – AND TO COMMENCE ACCELERATION ONTO THE STRAIGHT AS EARLY AS POSSIBLE TO MAXIMISE SPEED BEFORE BRAKING FOR TURN ONE."

"THE KINKED STRAIGHT FROM TURNS NINE TO 10 MIMICS THE LINE OF TREES ADJACENT TO THE HIGHWAY TO THE RIGHT OF THE TRACK. IT IS ESSENTIAL TO ESTABLISH MAXIMUM CORNER EXIT SPEED – REQUIRING A MODERATE APPROACH SPEED EXIT FROM THE ROLLER COASTER OF TURNS SIX AND SEVEN – TO ACHIEVE COMPETITIVE SPEED BEFORE THE FINAL CORNER, TURN 10."

"THIS CIRCUIT IS AIMED AT THE AMATEUR ENTHUSIAST AS MUCH AS THE RACER AND TURN EIGHT IS THE HIGHEST SPEED CORNER, WITH PLENTY OF ASPHALT RUN-OFF (ALL RUN-OFF AREAS USE THIS MATERIAL) TO GIVE CONFIDENCE TO DRIVERS TO EXPERIENCE A HIGH-SPEED, HIGH G-FORCE BEND."

"THE EARLY TURN-IN TO TURN 10 FROM THE HIGHEST SPEED ON TRACK – THE PRECEDING TURN EIGHT IS THE FASTEST CORNER – SHOULD ENCOURAGE MULTIPLE LINES. AND THE EXPECTATION OF SLIPSTREAMING ALONG THE PRECEDING STRAIGHT MAY RESULT IN PASSING ATTEMPTS UNDER BRAKING."

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tracks is a *raison d'etre*. But I have to help people walk through the entire process of building a race track, and there is as much genuine design in masterplanning as there is in designing a race circuit. The idea is that you should get a cocktail of uses out of a single parcel of land. At least 30 per cent of the cost of a project is bringing power or drainage or a road network to the site, so if you can share that same infrastructure to service a theme park or a hotel, that's a sensible bit of pragmatic land use and investment."

To illustrate his point, he flourishes the drawings of the Bahrain kart track, pointing out some of the key design features.

"Rather than just focusing on building a sexy kart circuit we wanted to create a destination, a place where people would go irrespective of motor sport. We came up with the idea of building this piazza here, and the idea was to suck people into this zone which will be a mix of merchandising, restaurants, a shisha bar in the middle for the guys to go and smoke hubbly-bubblies... A destination should appeal to anybody, including women who are there because their husband or boyfriend or son is racing. So it's not like dragging your partner to a windswept Silverstone and she's saying 'I'm cold, I'm hungry, I'm bored, let's go home'."

As the operators of Donington will be painfully aware as they labour to make the venue Grand Prix-ready, Bernie-compatible and FIA-certificated, the cost of building a circuit can be considerably higher than the consequent asset value of the circuit itself – "just ask Jonathan Palmer," says Bowen. "He bought a bunch of UK circuits for considerably less than it would cost to build them." Therefore, "you have to find another way of building capital value; where else do you look except adding value to the land?"

Apex often forms partnerships with property developers, from whom it appears to have learned the crafty trick of boosting land value by changing its designated use.

"If you buy a parcel of rural land for a dollar and it has no planning permission on it, and you invest enough to prove to the local authority that it could be used for housing or light industrial or sport, the fact that it gets a change of use changes its asset value, so your dollar parcel of land becomes a $100 parcel of land. It's a process of turning barren or brownfield land into a credible project for investment."

But lest it be thought that Bowen is merely a monetarist fat-cat disguised as a motor sport enthusiast, let us take a spin through his man-of-action past. True, before Apex became established he could be found handling contract and project management for deeply unhip conglomerates like Unilever and Johnson & Johnson, and even worked in Guangchow for United Biscuits, but he also led a parallel life crammed with boats and cars. He vividly recalls May 1, 1994, but not only because it was the day Ayrton Senna died. Bowen found himself otherwise engaged.

"I was racing in a regatta in Plymouth, and we finished sufficiently high up to qualify as first reserve for the British squad for the World Championships that summer at La Rochelle. One of the three teams in front of us couldn't attend, so we got the call, and I represented Great Britain at a level of sport I never believed I'd attain. We were sailing a J24, and I raced them in national and European championships for several years. It was a hairy-arsed version of a Laser; they called it 'the Laser with the lid'."

Sensing he'd reached his limit in sailing, Bowen was looking for new challenges when he bumped into Creighton Brown, motor sport entrepreneur and long-time partner of Ron Dennis at Project Four Racing and subsequently McLaren.

"Creighton is one of the major reasons for me being involved with motor sport. He encouraged me to get involved professionally, because his argument was that it's a cottage industry even at the highest levels, run by enthusiasts with big budgets maybe, but ultimately run by people who believe passionately in the sport. That's changed, but it was the case until recently."

Brown and Bowen bought a kart together – "Creighton showed you can be 60 years old and still be a child at heart" – and after a couple of seasons of kart racing, Bowen upped the ante by buying a couple of Van Diemen cars. He ran them in Formula Ford in the mid-90s ("a salutary lesson, because it's an extremely good way of losing money"), then spent a year doing some engineering work with Martin Hines, karting veteran and nurturer of young talent via his Zip Young Guns team. In 2000 Bowen got a call from West Surrey Racing's Dick Bennetts who wanted him to manage WSR's commercial and engineering activities. This gave him scope to develop his design and planning abilities, running WSR's MG BTCC team while exploring the intricacies of circuit design.



"You should get a cocktail of uses from the land"

"It was brilliant. I'd already started the design work, and now I had access to draughtsmen, so when they weren't designing bits for an MG we could use them to design the corner of a track. That's an example of using infrastructure for double use, and it was a great way to learn about real racing, everything from how to get a car homologated to working with race engineers."

It was also a source of priceless practical information about motor racing.

"Someone like [driver] Anthony Reid is a master of explaining the handling of a car. His description of how a car would settle into a corner and behave through a corner gave me a much deeper understanding of the relationship between the car and the track. But I also realised that if you ask two drivers the same question you get two different answers, so when we have a new circuit design project I always ask different drivers for their opinions so we don't come up with 'me too' answers every time."

It's not difficult to switch Bowen into engineering track-speak. Before you know it he'll be off on a dissertation about grip, gradients and radii, or explaining how Apex uses the Matlab programming language to emulate racing car performance at any chosen location in a new circuit design.

"We can play with the topography. It's a Machiavellian intent," he says, with a clandestine smile. "We take great pleasure in creating an environment where there's an opportunity for a mistake to be made, but in a safe way. Pat Symonds refers to them as 'mistake generators'. For instance what we did with turns three through to seven in Dubai [Apex masterplanned the Autodrome, below] was to create a sequence of high, medium and low-speed curves, and it created one of those rare occasions where you can encourage a pass because of the corner sequencing, rather than just through aerodynamic slipstreaming."

Lately, issues of sustainability and eco-friendliness have become paramount in motor sport, from draconian budget-slashing in F1 to issues of energy efficiency or spectator access at tracks. Bowen has been working on solutions to various environmental concerns arising from the Flins-sur-Seine project, and insists all this means a bonanza of fresh opportunities.

"It's the future for motor sport," he declares, "as long as everybody within the sport recognises that we need to be kinder to the globe. Richard Parry-Jones [fabled Ford executive] always said the challenge of racing and the need for speed will never go away, it's just that the tools we use have to change to improve their impact on the environment. For instance there's already road car technology which lets you have an exciting driving experience while consuming only half as much juice, so we need to apply it to motor sport. There has to be some kind of future to leave behind."

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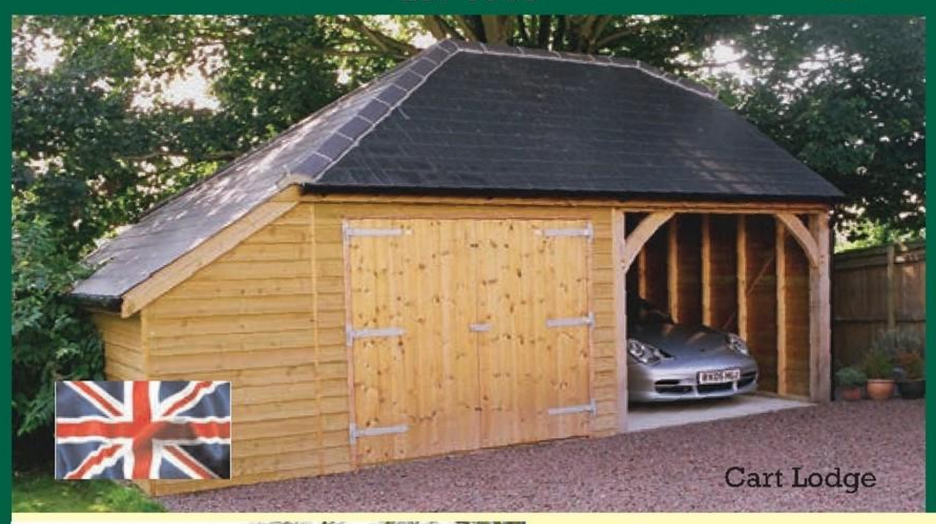
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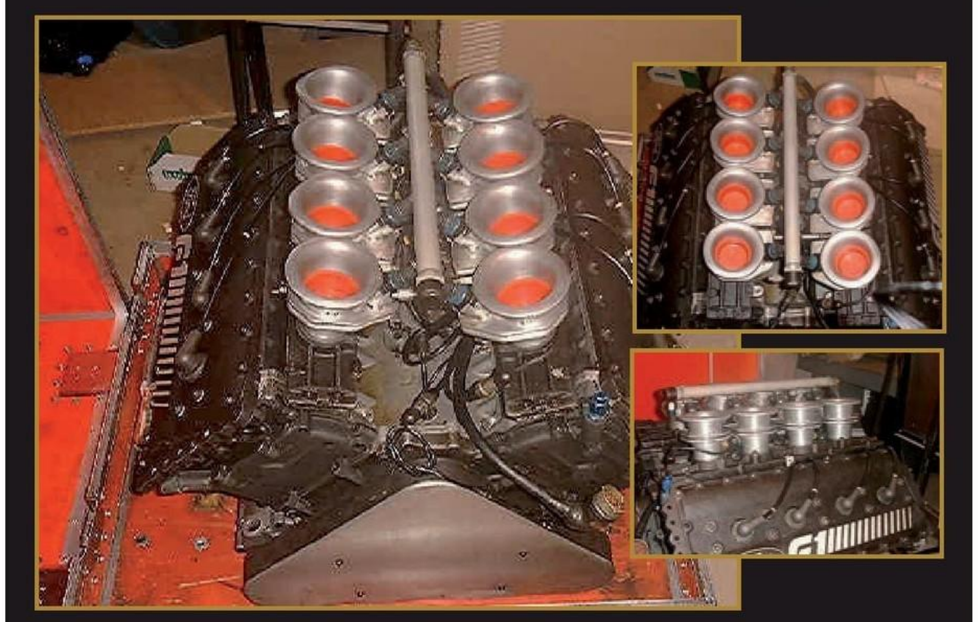


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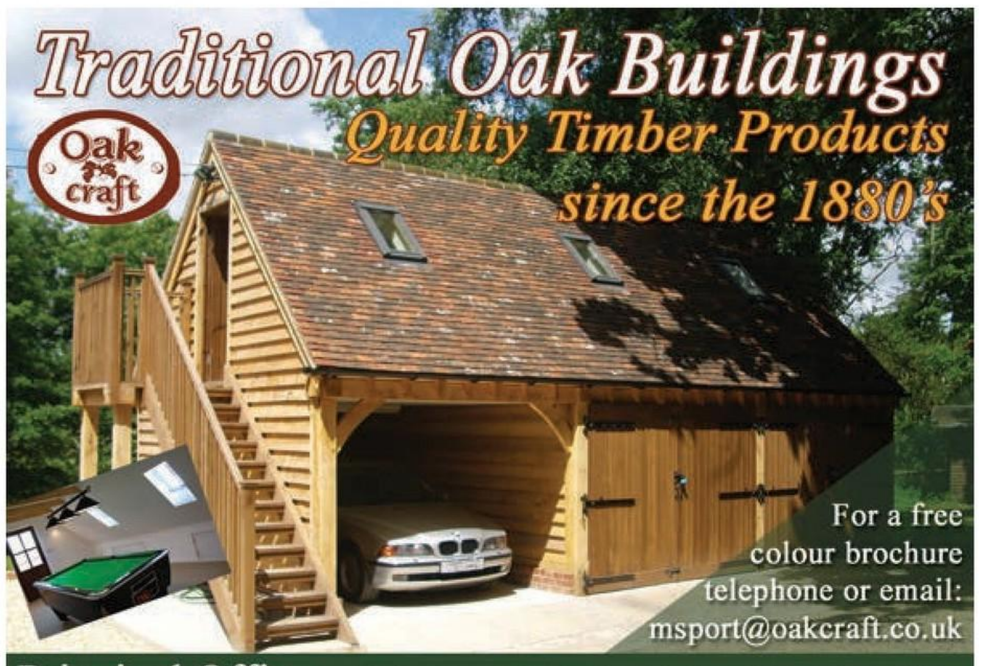


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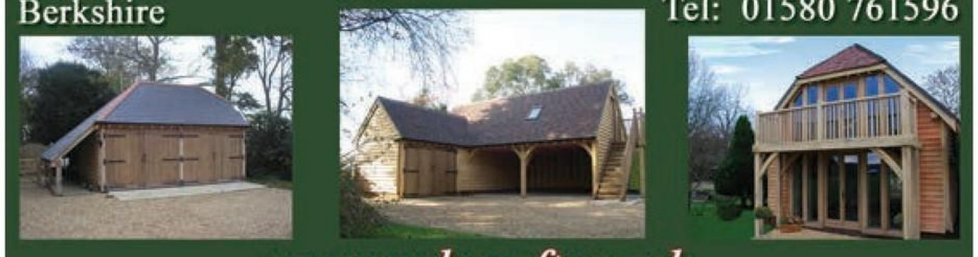
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Charlie Wooding

Lyons is youngest F1 victor

Paul Lawrence

MICHAEL LYONS BECAME THE youngest ever winner of an F1 race when he won the Grand Prix Masters event at Brands Hatch aged just 18 years and four months.

Although his main focus for 2009 is the contemporary Formula Renault category, Lyons (above) joined the grid at Brands in the ex-Rupert Keegan Hesketh 308E from his father Frank's stable.

What ultimately became a resounding victory was not easy in the early stages after suspension failure in qualifying. "We had to go back to base to get bits for the front suspension and we had to borrow a damper," said Michael. Having taken third in the first race, Lyons dominated race two as he fended off the challenge of Katsu Kubota before the Japanese driver's March 761 hit gearbox problems.

"The hardest part was driving round in the later stages, because the Hesketh has given me a few problems in the past," said Lyons. "It was very special and it was good to get my first F1 win at Brands."

In the F1 World Championship, the youngest winner is Sebastian Vettel, who was 21 years and two months old when he won the Italian Grand Prix last September.

Elsewhere during the Masters Festival at Brands were strong grids and excellent racing. Andrew Smith won both World Sportscar Masters races in his Lola T70 Mk3B, despite the terrier-like attentions of Charlie Kemp's 2-litre Lola T210.

Simon Hadfield won the opening GPM race in Irvine Laidlaw's Williams FW06, but chassis damage was then found on the car before race two.

Will Schryver scored his first win at this level when he took his Lotus 27 to victory in the HGPCA Pre-66 event after some fierce battles. He was helped by both Mark Piercy (Cooper T51) and John Harper (Brabham BT4) being sidelined by transmission ills.



Paul Lawrence

Famous Mk2 back in action at Chatsworth

THE FORD ESCORT MK2 USED by Timo Mäkinen and Henry Liddon to win the 1975 RAC Rally was a star attraction at the Chatsworth Rally Show as it returned to action.

Despite dreadful weather, the event at the Derbyshire stately home drew many big names including WRC contender Mikko Hirvonen and former champion Stig Blomqvist. The honour of setting fastest time during the event fell to Steve Perez in his Ford Focus WRC.

Thanks to the commitment of Escort aficionado Dave Watkins, 'LAR 801P' (above) is back in immaculate condition. The Yorkshireman is determined to use the famous car in historic rallying, including the Roger Albert Clark Rally in November.

One of the first works RS1800s built, it was used in 1976 by Ari Vatanen to win the British Open Rally Championship. It was later driven by Roger Clark as a recce car for the East African Safari Rally, but had seen little action since the early 1980s.

Silver Arrows celebration

A SENSATIONAL LINE-UP OF CARS from Mercedes-Benz will celebrate the 75th anniversary of the Silver Arrows at the Dyck Castle motor festival in Germany on August 1/2.

The event will raise money for a renovation project and features a 2.8km course with around 80 classic cars taking part, some of them in competition.

Factory cars in action include the W25, W125, W154 and W196R, driven by Hans Herrmann and Jochen Mass. The Collection Schlumpf will field a unique Bugatti T64, built in 1939 and just restored after 70 years out of action.

IN BRIEF

■ The biggest field of 1-litre F3 cars seen since the category changed to 1600cc engines in 1971 will gather at Brands Hatch on July 4 at the HSCC Historic Superprix. Up to 30 cars are due to race, with others joining a parade in front of ex-racers such as Bev Bond, Tony Trimmer and Charles Lucas.

■ Tin-top racer and Knockhill business development manager Gordon Shedden has received the Jim Clark Memorial Award. The award, given by the Association of Scottish Motoring Writers, recognises the contributions and achievements of Scots in motoring and motor sport.

■ The March 752 F2 car raced by Patrick Tambay is being rebuilt by historic single-seater racer Mark Dwyer. Dwyer acquired the tub and three corners of the 1975 car and hopes to run it in Historic F2 races later this season.

■ The unique Spider 1-litre F3 car, built in Sweden in 1965, will make its UK race debut later this year with Mark Woodhouse. The car was designed and built by Sven Harry Akesson, who also designed the Koenigsegg super car.

■ A memorial to Tom Pryce in his hometown of Ruthin, North Wales, has been completed. Tom's mother Gwyneth, David Richards and Nella Pryce unveiled the tribute to the F1 racer, who died at Kyalami in 1977. The idea for the memorial stemmed from the 30th anniversary of his death.

■ The 1988 Le Mans-winning Jaguar XJR9 will be one of the star attractions at the Bradford Classic Car Show on July 18/19. Some 150 performance and classic cars will be on display in the town's Centenary Square including the 2009 Aston Martin LMP1, along with team driver Darren Turner.

■ After 46 years in the making, WSM Sprite 208 number 10 made its race debut at Croft in May. Designer and racer Douglas Wilson-Spratt had stored the body in 1963 while the other nine WSM Spridgets were completed. In 2001, he was prompted by a resurgence of interest in the WSM cars to resurrect the build.

■ The fourth Scottish Speedfair will be held at Knockhill on July 19 and will celebrate 50 years of the Mini and Austin-Healey, and 100 years of Morgan.

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Historic Racing News



Eric Sawyer

Ferrari 312Ts join bulging Historic F1 grid

WITH A 30-CAR GRID AT MONZA, THE FIA Historic Formula One Championship is enjoying a superb season in 2009, and it is Joaquin Folch who heads the title race after two rounds.

Folch won the season opener at Spa in his Brabham BT49C, but only after a big battle with Andy Meyrick, racing his father Peter's Arrows A5. Rowland Kinch ran third in his Arrows A4 until sidelined by a broken throttle cable, so the McLaren M23 of Bobby Verdon-Roe completed the podium finishers.

Kinch came good at Monza six weeks later when he took the Arrows to victory, with his progress aided by the fact that Folch had to start the Brabham from the pitlane after gear selection dramas on the grid. While Katsu Kubota worked his March 761 through to second, Folch drove a storming race to battle through to third and retained the overall points lead. Kubota was lucky to make the finish as his Cosworth DFV engine blew up on the slowing down lap.



Historic Racing Photography

The Monza race was also notable for the presence of two Ferrari 312Ts on the grid in the hands of Italian racers Walter Burani and Giancarlo Casoli (above). Though neither car finished the race, it is thought to be the first time that two 312Ts have raced together in a classic F1 event.

Meanwhile, the ex-Mauro Baldi Arrows A4/5 is back racing in the hands of David Abbott after a complete rebuild. That car, and around 30 others, will gather at Brands Hatch on July 4/5 for round three of the championship.



Paul Lawrence

Alfa T33 back in action

THE ALFA ROMEO T33/3 driven to second place in the 1971 Targa Florio by Andrea de Adamich and Gijs van Lennep has returned to racing this season and is due to be piloted by Andy Newall at the Silverstone Classic.

Previously owned by Jon Shipman but now in the hands of Gordon McCulloch, the car (above) raced for the first time in seven years when Newall drove it in the World Sportscar Masters events at Brands Hatch in May.

"It's really quick but fragile," said Newall, who has re-prepared chassis 19 for racing. "It last raced at the Le Mans Classic in 2002 and has stood since then."

Silverstone Classic revamp

SOME MAJOR CHANGES have been made to the content of the Silverstone Classic ahead of the July 24-26 event. The proposed Edwardian race has been shelved and replaced by a race for Jaguars, while the Super Touring race has been opened up to racing saloon cars of the 1970s and '80s.

Sixty years ago the *Daily Express* sponsored the inaugural production car race at the new Silverstone Circuit, which was won by a Jaguar XK120. This year, the race will be the *Daily Express* Trophy for pre-60 Production Jaguars.

Initially planned for super touring cars of the 1990s, the David Leslie Trophy will now take cars of the 1970s and '80s to give the rather incongruous sight of Cologne Capris and Batmobile BMWs racing with Vauxhall Vectras and Ford Mondeos.

The event, which is aiming for carbon-neutral status, will no longer feature the Pussycat Dolls concert after contractual problems.



Cholmondeley aims for variety

A RAFT OF DIFFERENT CARS AND THE participation of more car clubs are key developments for the second Cholmondeley Pageant of Power, to be held in the grounds of the Cheshire castle on July 18/19.

Running to a similar format as the inaugural event, organisers have tried to compile a varied entry list that includes some rare cars based in the north-west. New for 2009 are classes for rally cars, with Group B machines from the Slowly Sideways movement tackling the 1.2-mile course.

Also expected are the Hesketh 308E Grand Prix car of Mike Wrigley and a Group C Jaguar from Don Law's stable.

Blomqvist signs up for RAC rally



LAT

FORMER WORLD Rally Champion Stig Blomqvist (left) is the first star driver to confirm an entry for this year's Roger Albert Clark Rally, which will run from November 13-16 in the forests of Yorkshire, Scotland and Northumberland.

Blomqvist will pilot a Ford Escort Mk2 from the David Sutton stable in a bid to win the event he last tackled in 2005, when he finished second to Mark Higgins.

The sixth running of the rally that re-creates the RAC Rallies of the 1970s will start in Pickering and include a stage in Langdale forest in the darkness of Friday night. New stages include a test in Shepherdshield before the finish in Carlisle on Monday.

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After Le Mans, CSX 2142 was then run for Shelby by John Willment and entered for the 1963 Goodwood Tourist Trophy race with Miles and Olthoff, then followed by the Snetterton Autosport 3 hour race. In 1964 Shelby sold CSX 2142 to Ford France for their lead driver, Jo Schlesser, in whose hands CSX 2142, continued to win numerous rallyes in Europe for the next two seasons.

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THE RACING BLUESMAN

Guitarist Chris Rea fell in love with racing as a small boy. Now he is returning to the tracks to race one of his beloved Ferraris

BY ROB WIDDOWS

Jakob Ebrey

He could have been the ice cream king of Middlesbrough. He could have been a rock legend, an exalted megastar. Instead he chose to be a musician, to play the blues.

But what Chris Rea really wanted to do was go motor racing, to race a 'sharknose' Ferrari 156 wheel to wheel with Wolfgang von Trips, to realise his boyhood dream of sliding down into the cockpit of a red car from Maranello.

But Middlesbrough is a long way from Maranello. It would be two decades until, having earned his fortune with a series of hit records, he could get his hands on a Ferrari. And another decade before he would build his own replica of a 'sharknose', watch it being driven by Phil Hill, and fulfil the ambition of a lifetime.

This year Chris Rea is racing a Ferrari 328, contesting the Ferrari Challenge series in Europe. "Good racing and great value for money," he says, "and you can buy a 328 for really very little cash." He had planned to race his Lotus Elan 26R, the car having been lovingly restored by Sherwood Restorations, but became disillusioned with what he calls the "crazy over-development" of historic racing cars. The 26R is now up for sale.

"I had the car restored to its original specification, just as it ought to be," says Rea, "but I would have been way off the pace. It makes me sad to see how many cars have been developed way beyond their original performance." He is, however, hanging on to his Lotus 6 in the hope of racing it at the Goodwood Revival this year. And he keeps his Caterham 7 just for blasting around when the mood takes him.

His passion for cars and racing began when he was a small boy in Middlesbrough, watching racing on TV with his father, a second-generation Italian who owned an ice cream café near the old football ground.

"I sat on his knee and watched the Monaco Grand Prix," he smiles. "It was in black and white, of course, and the cameras were static. Moss was leading and behind him I could see Richie Ginther, or Phil Hill, in the 'sharknose' Ferraris. Just a glimpse but it was enough. Then I went on a family trip back to Italy and I saw my first real Ferrari. I just stood by it, and walked round and round it for hours. And from that day I wanted one."

But he had to wait some time. Rea did not pick up a guitar until he was 22, and it was only after years on the road that he hit the big time.

"My Gran had a 'Teasmade', you know the old thing that combined a tea pot, boiling water and an alarm clock all in one," he laughs, "and it was always coming on at strange times. One day it suddenly burst into life and I heard this guy Charlie Patton playing bottleneck blues – I thought it was a violin at first – it was such a sweet sound. So I bought a guitar from a pawn shop, learnt to play and used my sister's nail varnish bottle as a slide. You couldn't buy a proper bottleneck in Middlesbrough in 1972."



Jakob Ebrey



Matt Howell

Caterham keeps Rea and passenger happy during Silverstone test day

"Going out onto the race track is like going into a guitar solo, same kind of feeling"

Rea was a naturally gifted guitarist, a Clark rather than a Hill, and found himself propelled into the limelight. A little reluctantly, he became a pop superstar with a string of hits; then, like many before him, he felt he had to tackle America.

"I was making a good living," he says, by which he means he was already cramming a young family into a 2+2 Ferrari, "but the Americans wanted to make me into somebody I wasn't. I didn't want to be a manufactured megastar, it didn't interest me, and they simply didn't understand that. In fact they got quite angry when I didn't want to go along with the whole 'hit factory' thing they had planned."

So he came home, suffering a trough in his remarkable rollercoaster of a career. He kept on writing songs, played his beloved blues and toured with his band in Europe. But he'd been fortunate to make a lot of money, had met a lot of people and fell in with the lads from Jordan Grand Prix. Not a bad place to be for an Irish-Italian motor racing fanatic.

"They were great times," he grins. "I drove the Jordan 193 at Silverstone. Unbelievable – to be driving an F1 car, just incredible. Those brakes! First time, braking for Stowe, I could feel my breakfast coming back up. I spent a lot of time with Jordan in those days and I was even asked to be the left rear tyre cover man for the Monaco GP in 1995. That was a great experience, being so close to it all, and standing out the back watching the cars through the swimming pool section. But now I prefer good old club racing, or the Ferrari Challenge, because I want to be out there, racing. Going out onto the race track is like going into a guitar solo, same kind of feeling."

Perhaps Chris's happiest racing moment came at the Goodwood Festival of Speed when Phil Hill drove the 'sharknose' recreation Rea had commissioned for his 1995 film *Passione*, a musical tribute to his beloved Ferrari and a nostalgic flashback to his boyhood.

"I couldn't afford to buy one so we made one," Rea says. "I showed the photos of Willy Mairesse's car upside down at Spa to an engineer from Shoreham who was racing Caterhams and he realised that it was very simply put together, a simple construction. That's how they were in the early 1960s. He built me one for £30,000. Of course it was a great moment when Phil drove it, I was in tears. But then the car became a problem, everyone wanted to sell me an engine, or some old 'genuine' parts and I just didn't need the hassle of it any more. Too stressful, too complicated, no more joy."

And that is typical of the man. A genuine, passionate enthusiast with motor racing running through his veins. Historic racing needs people like this.

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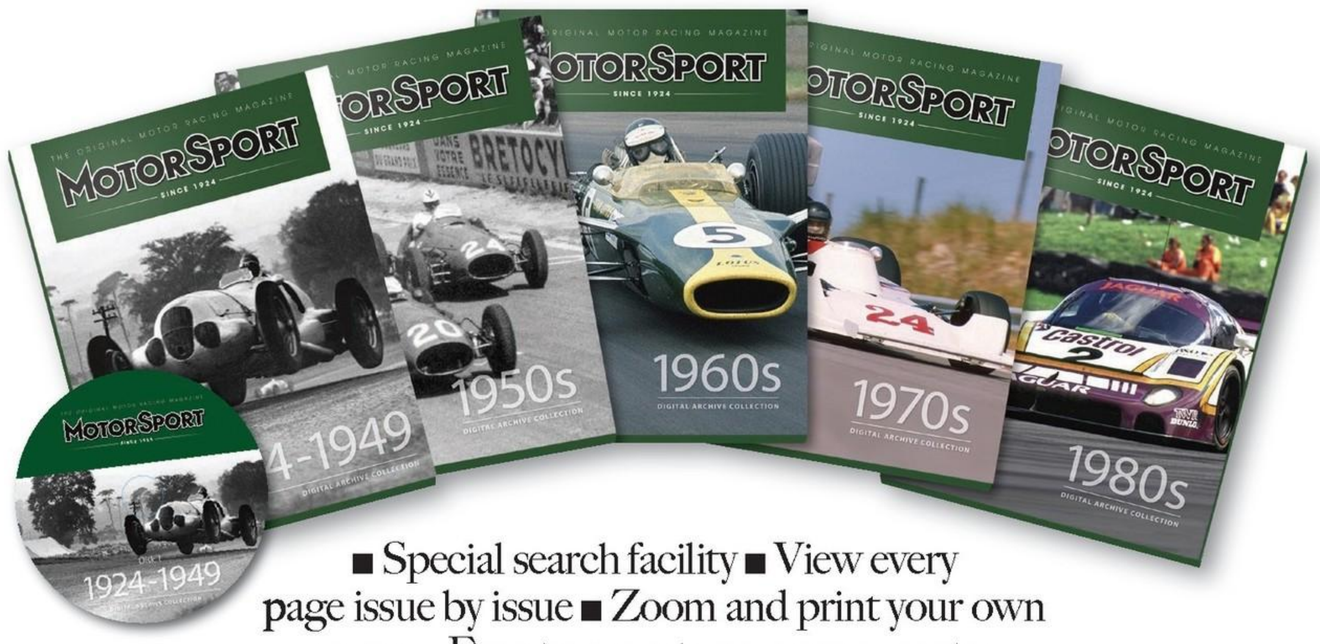
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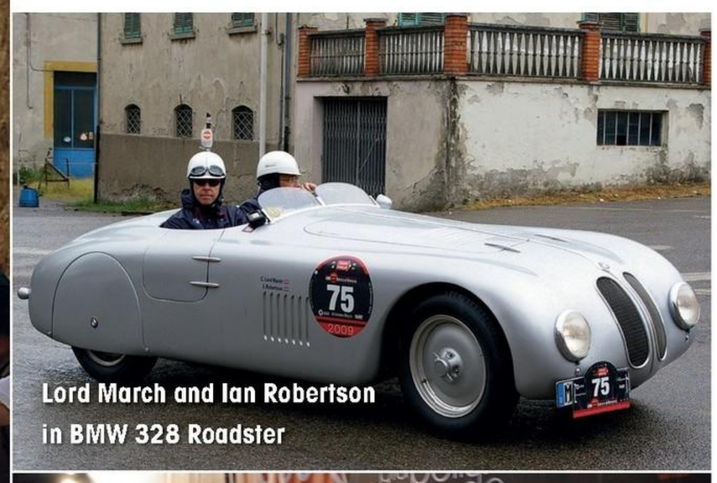
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Ageing gracefully

It was the older cars in this year's Mille Miglia which proved the most effective

BY JOHNNY TIPLER



Lord March and Ian Robertson in BMW 328 Roadster



Mario Boglioli/Enrica Pezzia OSCA MT4-2. Left: Mario and Maurizio Piantelli's Bugatti Type 37A

Every one of this year's 375 Mille Miglia entrants took part in the event in its 30-year heyday from 1927 to 1957. So it was a broad swathe of machinery that took off from Brescia at dusk on May 14, ranging from Bugatti Type 35 and Alfa Romeo 6C 1500 to Ferrari 212 Export and Maserati A6GCS, interspersed with seldom-seens like OM, OSCA and Salmson. When did you last see a SIATA? Ermini? Cisitalia? Nowadays the event is a series of regularity tests, so to an extent the slower the car the easier it is to maintain the rhythm, favouring the vintage brigade.

Leaving the dais at 30-second intervals to rapturous applause, the retinue sped off via Verona and the straights of the northern flatlands to its first overnight halt at Ferrara, where cars echeloned in the piazza. By breakfast time on Saturday the race had left town for Ravenna and the Adriatic coast. Feted all the way by enthusiastic locals, the route swung inland to the tiny republic of San Marino, then wound into the snowy Apennines before plunging down to Sansepolcro – and into the rain. It wouldn't be the Mille Miglia without it.

Roadster crews took the hit with goggles and headgear. After Rieti it was on to sultry Rome and a major nocturnal promo beside the monstrous rotunda of Castel Sant'Angelo. Though by common consent the new organisation played a slicker hand, a few cars did boil over in the hiatus before their platform presentation.

With a 6.30am start on Sunday it was a short night for drivers and service crews alike. From Etruscan Viterbo the route read like a cross between art history textbook and wine list, passing Siena and Florence, Montalcino and Chianti and on into the hills via the sinuous Futa and Raticosa passes, onto the plains again at Modena and a reception at Ferrari's Maranello plant. Then through Parma and Cremona before the convoy reached Brescia in the late evening.

Sunday's prize-giving revealed Bruno and Carlo Ferrari to be the winners in their Bugatti Type 37, with Carlos Sielecki and Juan Hervas second in a Bugatti Type 35A, followed by Luciano and Antonio Viaro's Alfa Romeo 6C 1500 Super Sport. Highest post-war finisher was Alessandro Gamberini and Pier-Luigi Nobili's Nash-Healey S1 Roadster in ninth.

Celebs, there were a few. As well as Lord March driving a 1937 BMW 328 and David Coulthard in a 1955 Mercedes-Benz 300SLR, Dutch royals Prince Bernhard van Oranje and Princess Annette handled a Porsche 550 Spyder with gusto, while Gijs van Lennep's co-driver in his 550 Spyder on the first leg was Jan Peter Balkenende, the Dutch prime minister. The man's got style. Ⓜ



Johnny Tipler

Maserati 150S of Boni Renato/Ferdenzi Alberto was last classified finisher



Martin Gaensler and Philippe Lancksweert's Ferrari 212 Export

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The unique 1931 Miller V16 and (left) its more successful cousin, the Miller 91

Around the houses

NEWS FROM ALL THE MAIN AUCTION HOUSES AROUND THE WORLD

– RM AUCTIONS –

In its August 13-15 Sports and Classics of Monterey sale, RM has two historic Miller race cars going under the hammer. The first, a 1931 Miller V16, is the only such racer ever built and was placed 27th in that year's Indianapolis 500. It then ran as high as third in the '32 race before an oil line broke. In 1933 an accident claimed the lives of both driver Lester Spangler and riding mechanic GL George, but having sat out the 1934 race the car returned and finished fourth in '35, sixth in '36 and 13th in '37. The unique V16 engine was missing but has been recreated. It has an estimate of £370-610,000.

The other racer is a painstaking recreation of a 1927 Miller 91 rear-drive from the Chuck Davis Collection. A huge Miller enthusiast, Davis set out to assemble as many original 91 parts as he could. One of these turned out to be an intercooler made by Miller hero Frank Lockhart for his 1927 Perfect Circle Miller, modified from his 1926 Indy winner, so Davis completed the build as this car. In it Lockhart took pole at Indy in 1927 with an average speed of 120.1mph and dominated the race until a connecting rod failure. However, the car scored nine major wins in the remainder of that season. The car for sale contains many original Miller parts and carries an estimate of £250-400,000.

Also on sale is the 1952 Jaguar C-type driven by Phil Hill to its first North American race win in the Sheldon Cup at Elkhart Lake. The car, with Hill again on board, then went on to take overall victory at Torrey Pines that same year. It has an estimate of more than £1.8 million. One of six Ferrari competition Berlinetta 225Ss will be on sale too. This car finished eighth overall and second in class in the 1953 Sebring 12 Hours, and has an estimate of £370-500,000.

– GOODING & COMPANY –

Gooding and Company is selling a collection of Indy racing cars at Pebble Beach on August 15/16. Included in the lots are a 1985 Lola T900 (£90-120,000), a 1967 Gurney Eagle which finished fourth in that year's Indy 500 (£220-280,000) and a 1909 Stoddard-Drayton Model K recreation with matching chassis numbers (£90-140,000). Also included in the sale is the Pedro Rodríguez/Chris Amon 1969 Ferrari 312 (£925,000-1.2m) and a 1954 Aston Martin DB2/4 Competition Spider by Bertone, which is expected to fetch £620-925,000.

– BONHAMS –

The ex-Jacques Swaters Ecurie Belgique 1948 Talbot-Lago T26C (see over page) is up for sale, without reserve, at Bonhams' Carmel auction on August 14. The car, which won the 1950 Grand Prix de Paris and came sixth in the '51 Belgium GP, carries an estimate of £620-800,000.

Bonhams is also selling a selection of race cars and memorabilia from Brawn GP at the Silverstone Classic on July 25. The cars »»

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■ **AUGUST 16 GOODING AND COMPANY** Classic Collectors' Cars, Pebble Beach, USA *Tel: 001 310 899 1960*

■ **AUGUST 16 H&H SALES LTD** Classic Collectors' Cars, The Pavilion Gardens, Derbyshire *Tel: 08458 334455*

■ **AUGUST 31 SHANNONS** Melbourne Spring Classic Auction, Cheltenham, Melbourne, Australia *Tel: 0061 03 8543 2225*

■ **SEPTEMBER 5 WORLDWIDE GROUP** Auburn Auction, Worldwide Gp Auctioneers' HQ, Indiana, USA *Tel: 001 800 990 6789*

■ **SEPTEMBER 7/8 BARONS** British Heritage, Classic and Collectors' Cars, Esher Hall, Surrey *Tel: 02380 668413*

■ **SEPTEMBER 12 BONHAMS** Collectors' Motor Cars, Motorcycles and Automobilia, Beaulieu Autojumble, Beaulieu National Motor Museum *Tel: 020 7447 7447*

Cars for Sale



date between 2001-06 and include racers from BAR and Honda which have estimates of between £7000-22,000. There will be show cars, race overalls, components, spares and merchandise. During its annual Monaco auction on May 18 Bonhams sold over £4m worth of cars. The star lot was the ex-Jean-Pierre Jabouille/Jean-Louis Schlesser/Oliver Grouillard/Jacques Lafitte/Hurley Haywood/Michel Ferté 1990 Ferrari F40 LM Competition Berlinetta which sold for £821,184.

– COYS –

Coys sold the first part of a collection from motoring journalist Peter Cahill at its Brands Hatch sale on May 24. The group of items sold for £3095, while one of the most interesting lots – a signed Ferdinand Porsche Christmas card – sold for an impressive £128. Ten per cent of the hammer prices achieved went to The Guild of Motoring Writer's Benevolent Fund. The Le Mans class-winning 1966 Porsche 906 Carrera 6, the ex-Mecom/Hall 1966 Lola T70 Spyder and a 1988 Porsche Kremer 962 failed to sell.

– H&H SALES –

On July 21/22 H&H is selling the 1961 London Motor Show AC Ace 2.6 (£140-180,000) whose second owner, Phillip Boulton, was competitions secretary for the North Staffordshire Motor Club and used the car in numerous club events after acquiring it in '64.

– RUSSO AND STEELE –

At its Monterey sale on August 13-15 Russo and Steele is selling a 1960 Facel Vega HK500, which was launched under the banner of 'for the few who own the finest'. Sir Stirling Moss, Ringo Starr, Joan Fontaine and Ava Gardner are famous Facel owners. The Chrysler V8-engined HK500 was the first French car to feature disc brakes all round as standard. Ⓜ

AUCTION RESULTS

MAY 18 COYS
- 1966 Rolls-Royce Silver Cloud III Chinese Eye drophead coupé: £159,734
- 1986 Rolls-Royce Camargue: £64,568
- 1967 Ferrari 330 GT 2+2: £72,200
- 1973 Porsche 911 Carrera RS 2.7: £177,000
- c.1934 Bugatti Type 57 Ventoux: £190,000
- 1965 Ferrari 330 GT 2+2: £138,800
- 1968 Lamborghini Miura P400: £232,000
- 1955 Lancia Aurelia B 24 S America Spyder: £281,500

MAY 18 BONHAMS
- 1938 BMW 328 Roadster: £330,365
- 1960 Porsche 356 B Roadster 1600: £85,886
- 1961 Facel Vega HK500 coupé: £92,959
- 1966 Porsche 906 coupé: £508,986
- 1980 BMW M1 coupé: £121,208
- 1981 Paris-Dakar 1979 Lada Niva 4×4: £40,403



- Ex-Olivier Grouillard/Jean-Pierre Jabouille/Jean-Louis Schlesser/Jacques Lafitte/Hurley Haywood/Michel Ferté 1990 Ferrari F40 LM Competition: £847,348
- 2003 Ferrari 575 GTC Competizione: £325,498
- Ex-Paolo de Luca Alfa Romeo GTA 1300: £58,884

MAY 24 COYS
- 1964 Aston Martin DB4 Series V: £132,200
- 1968 Ford Mustang Shelby GT350: £68,700
- 1972 Ferrari 365 GTC/4: £58,000

JUNE 7 BONHAMS AND BUTTERFIELDS
- 1963 Porsche 356 Carrera Cabrio: £234,702
- 1922 GN 'Akela' 1100cc 200-Mile Racer: £78,850
- 1928 Rolls-Royce 40/50hp Phantom I Ascot Dual Cowl Sport Phaeton: £146,705



- 1952 Fitch-Whitmore Le Mans Special: £248,255
- 1934 Bugatti Type 57 Stelvio drophead coupé: £258,563
- 1966 Chevrolet Corvette Convertible: £68,520
- 1938 Packard Eight Convertible Victoria: £173,813
- 1928 Auburn 115S Boattail Speedster, believed to be formerly owned by Sir Malcolm Campbell, £112,814

JUNE 13 BONHAMS
- 1912 Rolls-Royce 40/50hp Silver Ghost '*Roi de Belges*': £331,500

JUNE 14 ARTCURIAL
- 1995 Jordan/Peugeot 195: £71,162
- 1996 Jordan/Peugeot 196: £66,079
- 1988/89 Peugeot 405 Turbo 16 Grand Raid: £120,769
- 1991 Peugeot 905: unsold
- Ex-Carlos Reutemann/Ari Vatanen 1984 Peugeot 205 Turbo 16 Evo 1 Gr B: £219,097

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Chassis 0222 was the works entry for the 1965 Le Mans 24 Hours, driven by Regis Fraissinet and Jean de Mortemart. It finished ninth overall and first in class – the best ever result for a Bizzarrini in the famous race. Chris Amon drove the car to fourth in the Austrian GP at Zeltweg that same year and it also competed in the Nürburgring 1000Kms. POA

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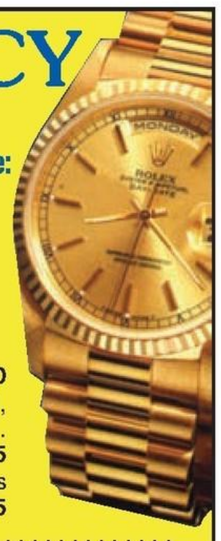
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Image: Klauswagger.at

Juan Manuel Fangio, Considered by many as the greatest F1 driver of all time - This holdall represents the Maserati 250F he drove on August 4, 1957 - German Grand Prix, Nürburgring. His last grand prix win. Rosso with giallo band and bianco 1



Morgan - Painting by Graham Turner www.studio88.co.uk



This holdall commemorates Morgan's 1st Le Mans win in class GT 1601 - 2000cc 1962 with the Morgan Plus Four, car number 29 driven by Chris J. Lawrence and Richard Shepherd - Barron they finished in 13th place overall. BRG - British racing green with cream handles, white roundel and black 29





Image: historiccarart.net

Paddy Hopkirk, became one of the fastest drivers in motorsport - This holdall represents the Mini Cooper S he drove winning the Rallye de Monte - Carlo 1964. Red with white rectangle and handles with black 37

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Louisa Skipper's DIARY

LET THE BUBBLY AND THE MEMORIES FLOW

Moët et Chandon celebrated its 40th anniversary partnership with Sir Jackie Stewart at its London head office on May 28.

Guests – who included Sir David Frost, Nick Mason, Damon Hill, Sir Stirling and Lady Susie Moss, Paddy Hopkirk and Lord March – were treated to a special vintage Moët on the terrace overlooking Belgravia.

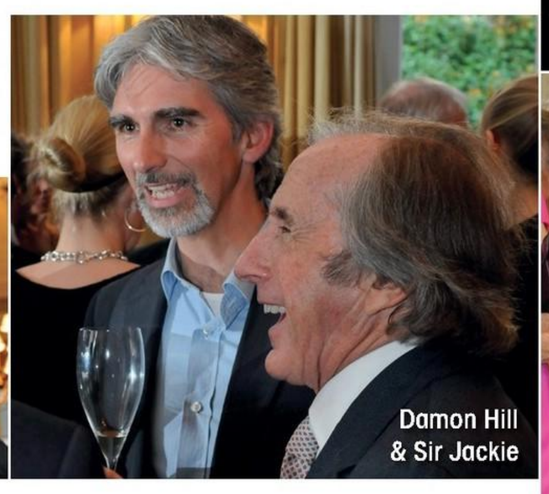
Comte Frédéric Chandon de Briailles from the Chandon champagne family hosted the party; his reminiscences on his friendship with Sir Jackie, from the days when they competed in French rallies through Epernay together, brought lots of laughter to the house.



Paul & Sir Jackie Stewart with Jean-Pierre Beltoise & Comte Chandon de Briailles



Sir Jackie & Frédéric Chandon de Briailles



Damon Hill & Sir Jackie



Sir Stirling Moss



Louisa & Lord March

Chris Jelf



The fashion show starred Lewis Hamilton (right)



DRIVERS PARADE...

Martini sponsored the Amber Fashion show, which had Formula 1 drivers swapping their fireproof suits to model Petra Ecclestone's winter fashion collection on the catwalk in Monaco.

In order to raise money for Elton John's Aids Foundation, championship leader Jenson Button, Red Bull duo Sebastian Vettel and Mark Webber, and the BBC's David Coulthard donned various outfits in front of a crowd that included Bernie himself, Prince Albert of Monaco, Sir Richard Branson and Olympic legend Michael Johnson. Lewis Hamilton got the biggest applause when he did a twirl for his guests! The charity auction raised more than £303,000.

WARM-UP LAPS



Mark Blundell & Louisa

Ed Lawson

'The Circuit', an ING-sponsored day of racing between paying customers and professionals, is to be held on September 17 in aid of the NSPCC.

As a launch for the event a 'Scalextric battle' organised by Pink Floyd drummer Nick Mason and ex-F1 driver Mark Blundell was held at ING's London head office, attended by Perry McCarthy – the original Stig – and Michael Lucas from ING.



Mark Blundell, Nick Mason, Perry McCarthy & Michael Lucas

I tried to measure up to Mark, but only managed to launch my car off-track for lap after lap. Team captains for the September event include Mason, model and racer Jodie Kidd, Blundell and Damon Hill. To book tickets call 020 7825 1304. Proceeds will go to the NSPCC's Child's Voice Appeal.

Porsche 935

It was a winner from the outset, the inspiration for the outlandish 'Moby Dick', and it's still making its mark in classic races. Just don't call the 935 a road car...

BY RICHARD HESELTINE



A 935 was fifth at Daytona in '84, even though the 962 had arrived. Right: Ickx/Mass in winning form at '77 Silverstone Six Hours. Left: K3 example at Spa this year

Just to prove that dying embers burn hottest, the De Varzarez Enterprises squad droned around to claim surprise honours in the 1984 Sebring 12 Hours. That would be surprise in the pejorative sense. Few would have picked this equipe as likely victors but going into battle armed with a Porsche 935 helped. Old it might have been, prehistoric would be closer, but this bewinged monster had long since dominated the Floridian endurance classic. This was its sixth win at the bumpy airfield circuit.



It was also the last significant victory for the model, at least at international level. It had been quite a ride since Jacky Ickx and Jochen Mass gave the car its triumphant debut at Mugello in '76. But then you could argue that it never really went away, variations of the 935 and cloned copies continuing to rack up wins in local series well into the '90s. And that's before you factor in its role as a pop culture reference point to a legion of '80s pre-shavers; from celluloid stinker *Condorman* to Transformers toys, it cast a wide shadow.

> "Given free reign in 1977, the twin-turbocharged brute won every round"

Yet despite an enviable win tally, the 935 is rarely cited as a blue chip racing car. It's not a true *classic* some might (wrongly) argue, due to its road car origins. At the end of 917 era, Porsche's competition department turned to the 911 as the instrument of choice. With experience of forced induction from its Can-Am programme, it was only a matter of time before a turbocharged 911 spearheaded an attack on the Le Mans 24 Hours. Running in the prototype class for the 1974 event, a 2.14-litre (factored by 1.4 this equated to a normally aspirated 3-litre) variation on the theme proved more successful than anyone could have envisaged: Herbert Müller and Gijs van Lennep placed second overall behind the winning Matra.

With the production 911 Turbo (Type 930) road car announced later that same year, a tie-in with a turbocharged racing version therefore made sense, Porsche's toe-in-the-water approach leading to complete immersion for the 1976 season. Belated regulations from the CSI called for three classes in the World Championship of Makes, namely Group 3 for production GT cars, Group 4 for limited-run models and Group 5 for heavily-modified 'silhouette' racers. The new 934 slotted neatly into the middle category, being in essence a lightened and stiffened road car. Privateers predictably flocked to adopt the latest evolution, but project leader Norbert Singer had something more radical in mind. Enter the 935.

Starting out with a standard steel bodyshell and floorpan, beefed up with additional bracing in line with the 934, much of the outer metal was substituted by glassfibre: only the roof was still made of steel. The regulations allowed free interpretation of the bodywork and Porsche's backroom boffins made full use of that. The front end was detachable in two pieces for access to the fuel and oil tanks. At the rear, the intercooler for the fuel-injected and turbocharged 2865cc flat-six was installed within a box-like cowling which supported the rear wing. Beneath all the Tupperware add-ons, the 911 Turbo's cast rear swing arms picked up on ball-joint mountings, while the front end was suspended by tubular wishbones with rising-rate titanium coil springs all round. Brakes – meaty, drilled and ventilated discs clamped by aluminium four-piston callipers – were lifted from the 917.

Following its triumphant entrance at Mugello, the 935 won again at Vallelunga by which time the rule makers insisted on a few tweaks for the remainder of the '76 season. They demanded Porsche replace the air-to-air intercooler with a more compact water-cooled version. It made little difference to its outright pace, with only BMW's 3.5-litre CSL giving any cause for concern before backing out at the end





All images LAT

of the year. Given free reign for '77, the by now twin-turbocharged brute won every round. By the following year, works development resulted in what was essentially a fully spaceframed car which represented the end of significant in-house involvement in the model. As is typical in Porsche lore, it was left to enterprising privateers to maintain the model's relevance.

Yet before the works dropped out completely, it did usher in two distinct sub-species, the one-off 'Baby' being built to win a televised round of the Deutsche Rennsport Meisterschaft (DRM) at the Norising in June '77. On learning that only the up to 2-litre class was going to be aired, Porsche president Dr Ernst Fuhrmann requested a smaller-capacity car be built in just eight weeks. Ickx retired this curio after being overcome by heat exhaustion. However, the Belgian made amends in the following round at Hockenheim, winning by half a lap.

More extreme still was the loopy 935/78, better known as Moby Dick due to its whale-like proportions. With a roofline lowered by 75mm and extensive spaceframing of the chassis/rollcage along with innumerable aero tweaks, this remarkable device would race only four times. At the Silverstone Six Hours in May 1978, Ickx and Mass won by seven laps. They then retired at Vallelunga and the Norising (a DRM event) before managing only eighth at Le Mans following frequent problems.

Yet this wasn't the end of the project. All the blueprints were handed over to the Joest and Kremer squads, and from these they could construct replicas. The former built two cars, the latter developing the theme further through its K3 and K4 editions. Most famously, a K3 won the 1979 Le Mans 24 Hours with Klaus



"I RACED ONE"

MIKE WILDS

This likable veteran made his Le Mans debut in a 935. It didn't end well...

"I met a Swedish guy called Jan Lundgard at the 1980 Brands Hatch 1000km race. Jan owned a spaceframe 935 with Kremer bodywork and a unique turbocharged, 1.4-litre flat-six engine. I tested the car in Sweden before he offered me a drive at the following year's Le Mans 24 Hours. I was down to drive alongside him and Axel Plankenhorn. The car handled well but it did have a tendency to understeer. The engine also made it that bit more difficult to drive due to the immense turbo lag. You really needed to left foot brake while your right foot kept the throttle open to help keep up the turbo's rpm; then you'd be fired out of the corner.

"The car ran well in practice but the engineers were worried about turbo temperatures along the Mulsanne Straight. They insisted we lift off the throttle for two seconds at two points down what was a very quick straight. We duly complied but sadly the car melted a piston at about quarter-distance. The team removed the engine in the pitlane and attempted to replace the offending piston but it was too badly damaged. The crowd gave the mechanics a huge round of applause for their efforts, though. I had the first of my seven drives at Le Mans in 1981. It really was a fantastic event and it became my all-time favourite – and most frustrating – motor race."

Ludwig sharing with Don and Bill Whittington. Yet of all the many 935 pilots, former British Saloon Car Champion John Fitzpatrick was one of the few to experience each significant iteration of the model.

"The early 935s were prone to understeer which turned to oversteer out of corners," he recalls. "They were very difficult to balance on the throttle because of the turbo lag. The Georg Loos cars were always like that but the Kremer-built K3's aerodynamics were better, with more downforce on the front which made them easier to turn in. They also had a better intercooler arrangement which got rid of most of the turbo lag. Porsche was very conservative and always thought more about reliability than ultimate performance. This paid off in the long-distance races but many of our races in the US were shorter so we could run more turbo boost, higher revs and even bigger capacity motors."

One of the few races that eluded 'Fitz' was Le Mans. In 1980 he came close, as co-driver Brian Redman recalls. "When you consider that these were basically modified street cars, it's amazing what Porsche did," says the affable ex-pat. "They were powerful, reliable and handled reasonably, as long as you were close to the limit of adhesion. The 935s had cockpit controllable turbo boost pressure controls. When I first drove for Dick Barbour, he said, 'Brian, you must never change the boost setting; leave it at 1.2 bar.' Well, I couldn't understand why I kept qualifying lower than I thought I should have. One day at Road America, I asked 935 expert Rolf Stommelen if he ever touched the boost. He looked at me with amazement, and said, 'Brian, do I ever touch zee boost? I turn it as far as it vil go!' Problem solved...

"For Le Mans in 1980, Dick had a brand new K3 for him to drive along with John and myself. John put it on pole but soon after a new rule came from the control tower: pole was not for the fastest single lap, but the average time for the three drivers. That made us second. Dick was some way off the pace but in the last few laps put in a decent time. After he heaved himself out of the car, perspiring profusely, he said, 'How did I do, Bri?' I replied, 'Great, Dick, you're on the pace.' 'Yeah, I knew I could do it,' he added. When I moved my hand in a twisting motion, he cried, 'Brian, I swear before God, I never touched the boost!' Yeah, right! We led for a long time in terrible weather before losing a cylinder in the early hours of Sunday morning. At around 6am, I came into the pits for a driver change and Dick took over. As usual, you wait for a lap to see the car go safely by. Not this time: into the pits he came. Dick says, 'Brian, you guys are paid to drive in conditions like this – get back in!' We finished fifth overall and first in the IMSA class. We should have won."

No matter, Redman did at least scoop the following year's Daytona 24 Hours for the equipe (his second win there in a 935). Fitzpatrick, meanwhile, sealed 1980 IMSA honours for Barbour before going it alone to field his own 935s. "The races we won in IMSA in '83 were particularly satisfying as we were up against the new GTP cars from Lola and March," he says. "IMSA had banned the 956 which was a political thing. They didn't want Porsche to keep winning all the races so they brought in a rule about drivers' feet having to be behind the centreline of the front wheels. Then the 962 arrived in America in '84 and that was the end of the 935."

Not quite, the 935 continuing in IMSA into 1986 by which time it was comprehensively outclassed by more modern fare. Closer to home, 935s – or near approximations – have been a staple of club racing from one-make Porsche series to the Intermarque Challenge and more recently the British GT Championship. When the latter was formed in 1993, grids seemed to comprise entirely of 935s. Bringing things full circle, they are now mainstays of stand-alone historic meetings, from Classic Le Mans to Monterey and the wonderful Porsche Reunion events.

In period, the Porsche 935 won more than 100 top-flight races, including 24-hour victories in France and North America. They looked like nothing else on this planet, or any other for that matter, and ran the sonic spectrum from two chainsaws mating to frenzied shriek. Throw in memorable liveries, a roll-call of aces, the odd movie idol (Paul Newman shared the second-place finisher at Le Mans '79) and you have one of the most remarkable sports-racing cars of all time. Even if it is just a modified road car. Ish.

ONE TO BUY

1978 PORSCHE 935 – POA

From: Marcel Roks Consultants, +32 14 478 900 www.mroks.com



Sold new to music mogul Ted Field, this much-raced 935 was campaigned under his Interscope banner in 1978. At the end of the season it passed to Preston Henn, who shared the car in IMSA events with the infamous John Paul. It was subsequently updated to Kremer K3-spec and placed second in the 1980 Daytona 24 Hours (Henn/Paul/Paul Jr). It also won an IMSA round at Lime Rock that same season. Henn traded the car in early 1981 against an Andial 935 and five years later it was acquired by prolific Oregonian racer, Monte Shelton. This veteran driver had success with the car at local level and reinstated its original livery in 2004. It comes with a new 3.2-litre engine and a raft of spares.

OTHERS TO CONSIDER



BMW M1
Never a top-flight weapon but a regular class winner in period. Also spawned Procar...



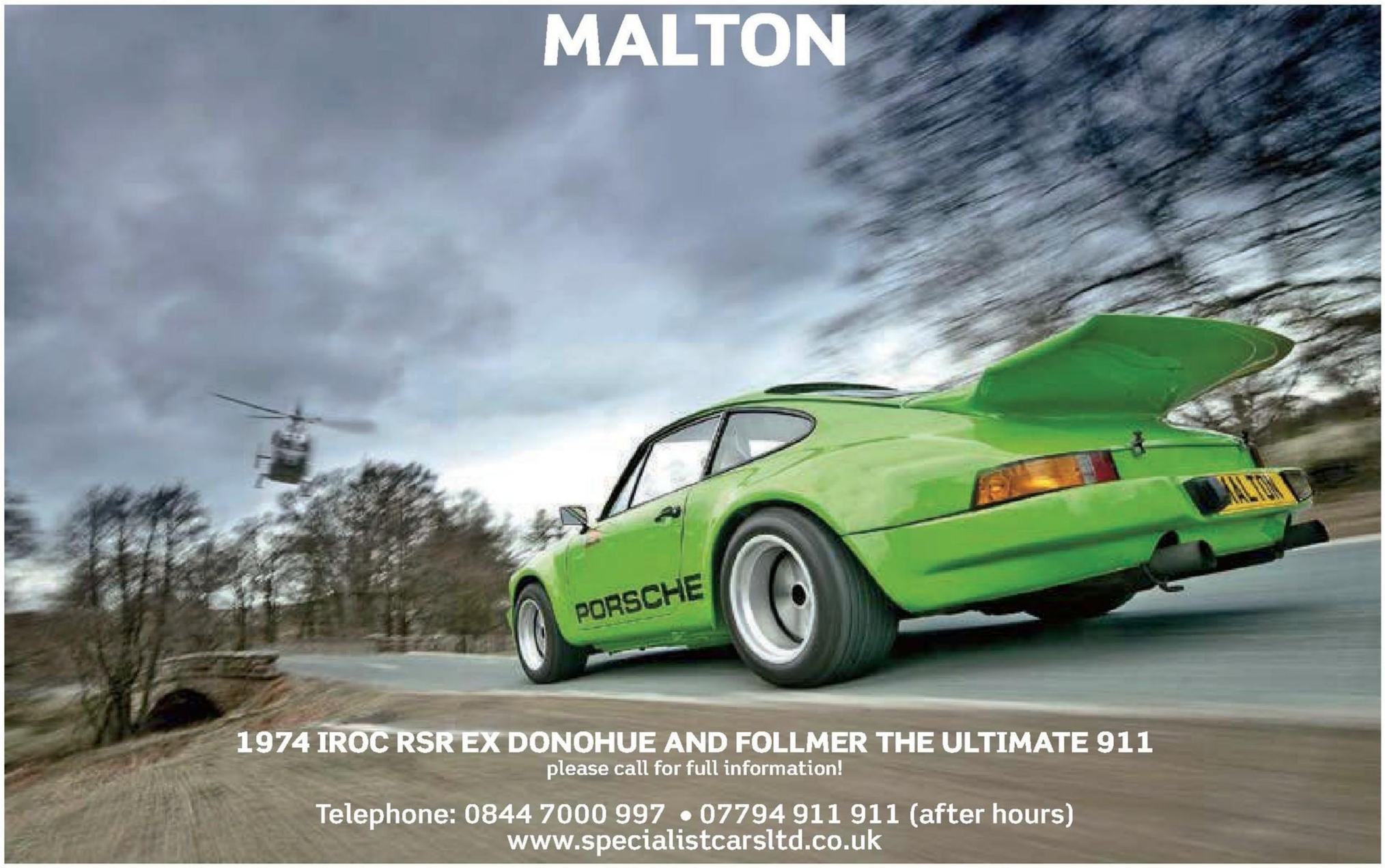
FERRARI 512BBLM
Nice to drive but not a threat to the 935. Latterly a winner in the Ferrari Historic Challenge.



BMW 3.5CSL
Brilliant tin-top doubled as a sports car with aplomb. Expect more to appear in historics.

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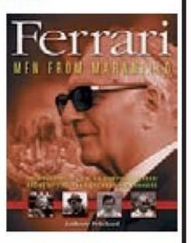
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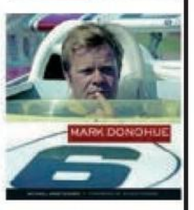
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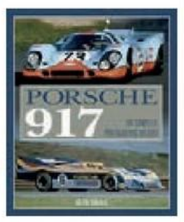
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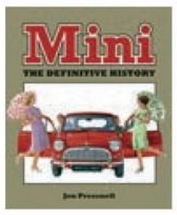




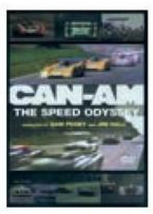


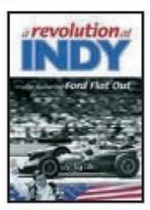












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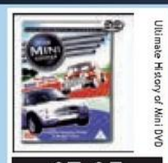
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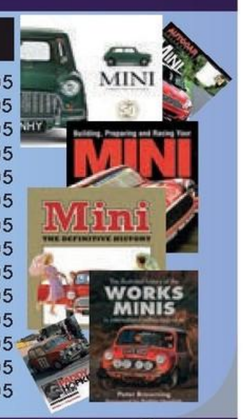
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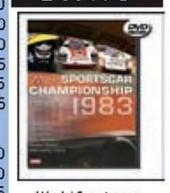
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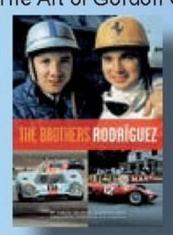
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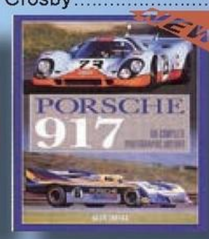


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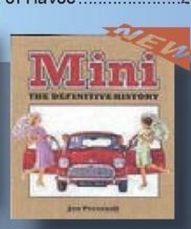
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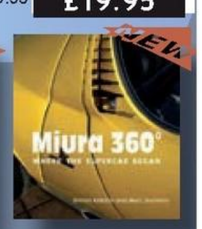
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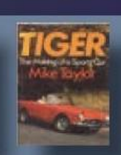


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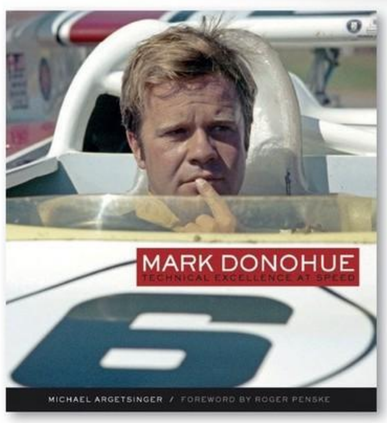
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Reviews





MARK DONOHUE
TECHNICAL EXCELLENCE AT SPEED

MICHAEL ARGETSINGER

Mark Donohue fans can at last add a new title to their bookshelves. *Technical Excellence at Speed* will make an essential companion to *The Unfair Advantage*, published 34 years ago.

The book sets out to describe the path Donohue took from his formative years at school, where his love of fast cars and racing was born, through his life and career until his untimely death during practice for the Austrian Grand Prix in 1975.

Each moment of his life is detailed to such an extent that unless you are a huge Donohue fan, it will seem a challenging task to get through the entire book. If you are indeed a committed devotee of the man, this will give you unrivalled information and background to his personal journey from club driver to all-American racing superstar.

Argetsinger has spoken to family, friends, drivers and team members who all contribute personal accounts of Donohue's life and career. Dubbed 'Captain Nice' by the media, Mark could just as easily be found in the garage helping prepare his car as making himself available to fans after a race.

His well-earned reputation for development and testing prowess has often overshadowed his talent as a driver. He did, of course, have the necessary speed in spades, and this book illustrates why he continues to be an inspiration to a new generation of drivers and fans. **DC**

Published by David Bull Publishing, ISBN 978 1 935007 02 9, $39.95



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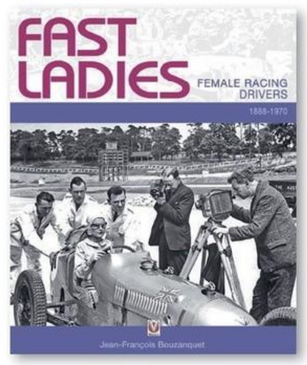
GRAND PRIX, SPORTS CARS & SPECIALS RACING IN THE PAMPAS

GUILLERMO SÁNCHEZ

The phrase "found in South America" often raises a sceptical eyebrow, as more than one 'bitza' has been rehabilitated this way. But *Fuerza Libre* reminds us just how many top-end European machines found their way to Argentina in particular, so it's not surprising that many Alfas and Ferraris have returned from the country over the years.

Fuerza Libre is a loose term which translates as 'free power'. This was the category which accepted obsolete Grand Prix cars and out-of-date racers which between the wars arrived in Argentina to race, even if it meant subjecting your GP Alfa or V12 Delage to a cobbled street circuit. Sanchez's research is intricate, with diversions into hybrids, tracks and personalities, and a colour section with maps and posters plus results. The English/Spanish text is crammed, but the photos are marvellous. **GC**

Published by Bonvivant Editions, ISBN 978 987 05 4882 9, $110



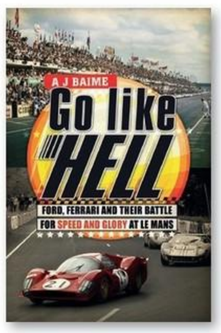
FAST LADIES
FEMALE RACING DRIVERS 1888 TO 1970

JEAN-FRANÇOIS BOUZANQUET

Female racers have always been a rarity, and they still are. But while female involvement in motoring goes back to 1888 and Bertha Benz, the first woman to drive a car, it was Camille du Gast who proved both that women have the competitive gene and that discrimination is endemic. She drove big cars in several races from 1901, but was excluded from the Gordon Bennett cup by virtue of "female excitability".

This well-researched work throws up forgotten names such as jet car pilot Betty Skelton, though Jean Bloxham is missing. Despite the purported cut-off date, it runs into the '70s to include the woman who has most completely rivalled her male opponents, Michele Mouton. Most impressive is the picture research, which shows lesbian racer and Nazi spy Violette Morris at home and the first shot I've seen of Bob Cowell after he became Roberta… **GC**

Published by Veloce, ISBN 978 1 84584 225 3, £29.99



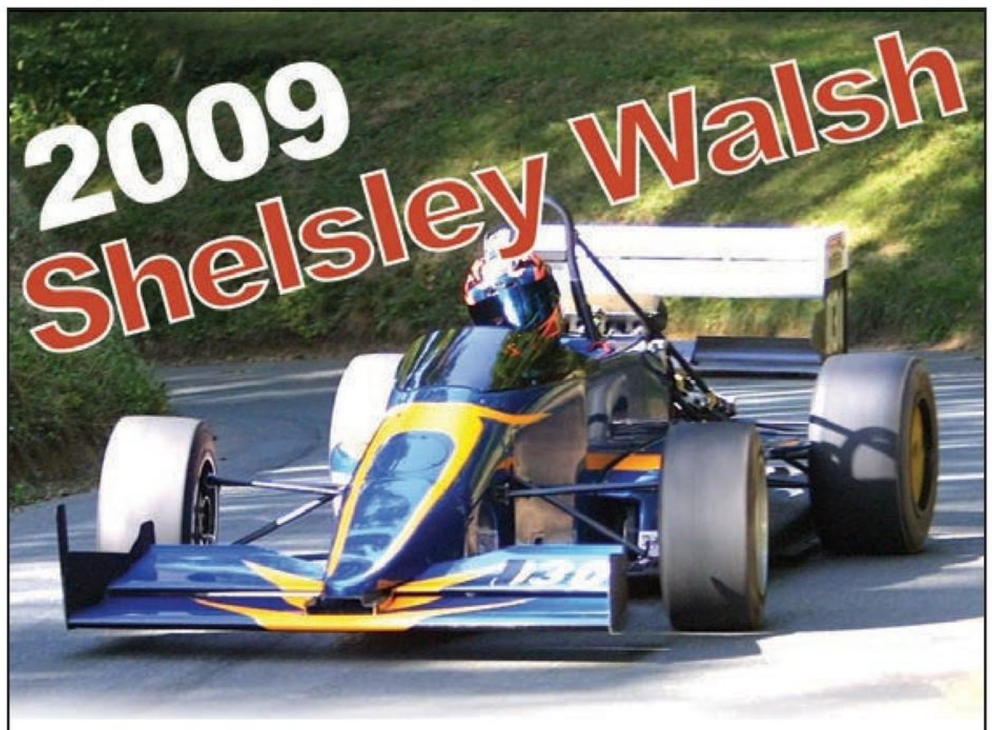
GO LIKE HELL
FORD, FERRARI, AND THEIR BATTLE FOR SPEED AND GLORY AT LE MANS

A J BAIME

Launched for this year's Le Mans 24 Hours, *Go Like Hell* will be a favourite among race fans. It charts one of the most famous stories at La Sarthe concerning the Ferrari/Ford deal that went wrong and the consequent battle between the two manufacturers.

Instead of glossing over the story that produced this epic battle, Baime looks into the two companies' histories and how they operated during the 1960s. Well written and well researched, the book doesn't include full race results or car histories, but does tell a good version of a well-known Le Mans gem. **EF**

Published by Transworld Publishers, ISBN 978 0 593057 95 7, £18.99



Calendar of events 2009

July 18	The Midsummer Meeting	
Saturday	Luffield MG, and Porsche Championships plus Motorcycles	
	Practice 09.30 – Event 14.00	
July 19	The Classic Meeting	
Sunday	Pre 1980 inc The Bert Hadley Memorial Championship	
	Practice 09.30 – Event 14.00	
Aug 15 &16	**British Hill Climb Championship**	
Sat & Sun	Leaders, Midland and Paul Matty Lotus Championships plus special feature classes.	
	Practice Saturday 09.30 – Event Sunday 09.30	
Sept 19	Midland Speed Championship, Motorcycles,	
Saturday	Ginetta and Triumph classes	
	Practice 09.30 – Event 14.00	
Sept 20	Richard Egger Insurance HSA Championship	
Sunday	plus Austin Healey, Morgan and feature classes.	
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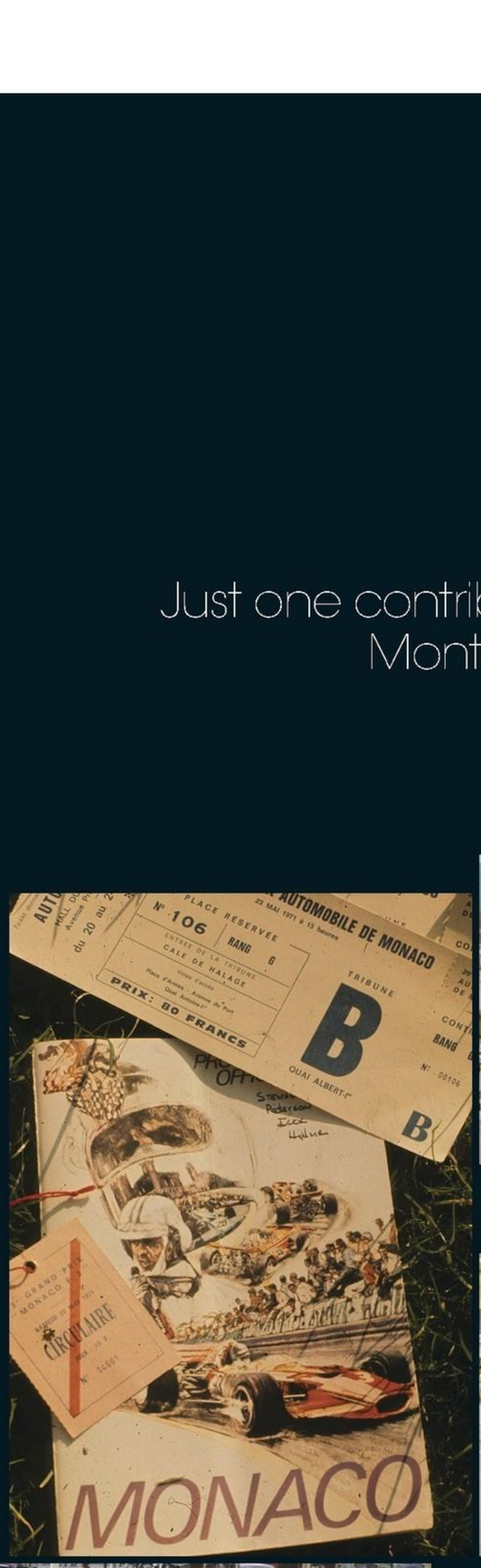
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YOU WERE THERE

Just one contributor this month, but a wide range of events from a damp Monte Carlo to non-championship thrills at Silverstone





4



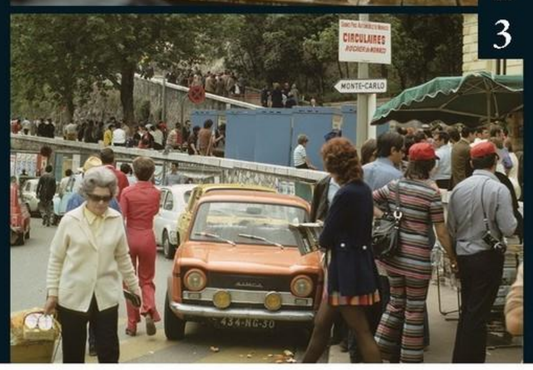
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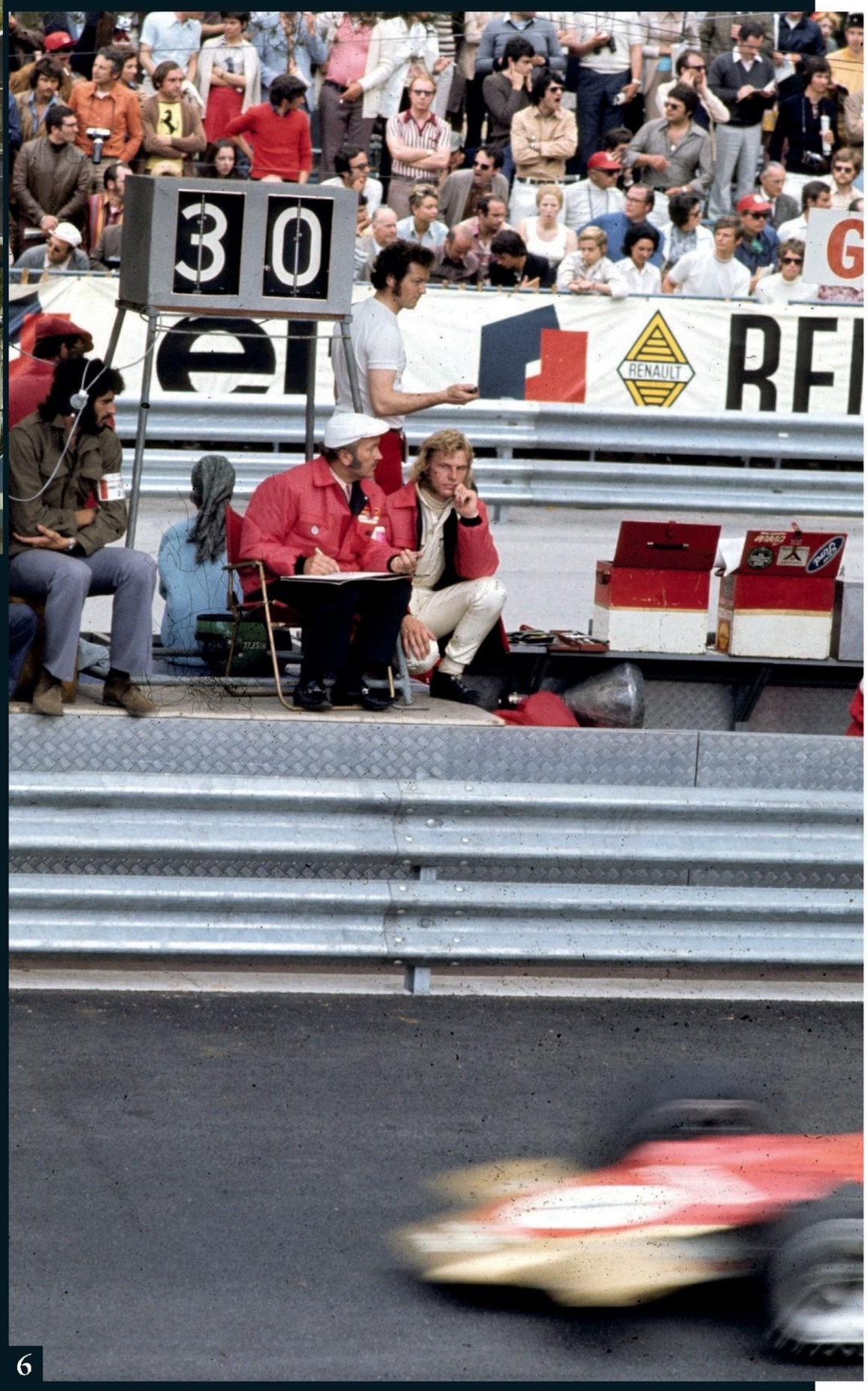
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RICHARD LEES

Richard Lees landed on his feet when as a USAF captain he was posted to Britain in 1969. Being a keen motor sport fan he went to all the UK F1 events, and also the 1971 Monaco GP, on a Page & Moy tour. {1} Fittipaldi outbrakes Cevert's Tyrrell. {2} After flying from the US, Richard's wife and parents enjoy Mediterranean weather. {3} Spectators walk the track before the race. {4}&{5} When coachbuilt transporter meant just that. {6} Reine Wisell hopes Colin Chapman will remember him tomorrow as Fittipaldi's Lotus 72 flashes past.



6





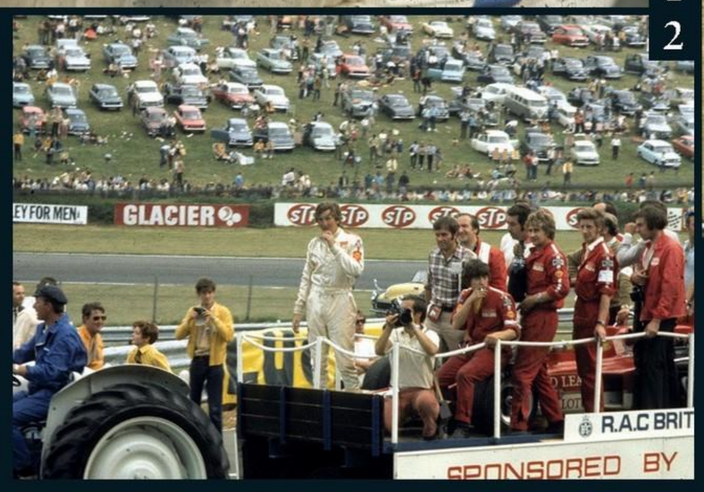


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British GP, Brands Hatch, 1970. {1} "After the race to my delight there was Dan Gurney sitting in his transporter. He flashed that big smile, exchanged a few words and signed my autograph book." {2} Winner Jochen Rindt soaks up the glamour behind the Brands tractor. {3} Gurney's McLaren retired late on. {4} Tussle for the line at Bottom Bend. Says Richard, "no Armco, to DSJ's delight!".

1
2



The non-championship International Trophy was a major draw and 1970 was Richard's second F1 race: "The walkway above the pits was a fan's dream". {1} Hulme's F1 McLaren and Dave Walker's F5000 version (54). {2} Jackie Stewart signs programme during his cord cap period. {3} Jo Bonnier attempts to colour-blind his rivals... {4} ...while Rindt and Chapman prefer the subfusc option.





2



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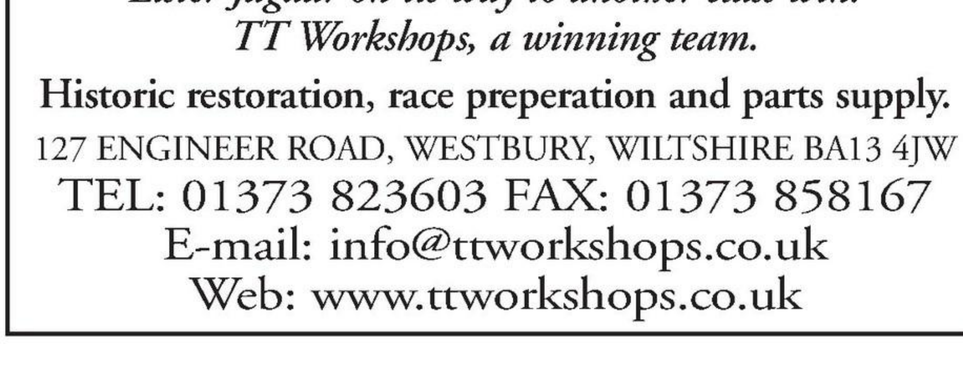
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Doug Nye



Bobby Allison receives his Middle Georgia 500 trophy along with wife Judy and Holman Moody chief Fred Lorenzen (left). Right: an American moonshine bust

Getty Images

WHISKEY CHASERS

Whatever the future holds, NASCAR still has its rich history, as one episode concerning moonshine in Middle Georgia proves…

For quite some time now, roundy-roundy NASCAR racing has enjoyed a near-stranglehold upon American TV mass-market motor sports audiences. How that market might hold up in future is presently demanding close analysis.

Current NASCAR vehicles based upon the best of presently available production models have, with downsizing, been in danger of losing much of the massive majesty that was once such a defining feature of racing on the high-banked ovals. The 60 per cent effective nationalisation of the rump of collapsed General Motors, and belated acknowledgement that unbridled consumption of fossil fuels is not a right even in a nation groomed to live off the fat of the land, is sending shock waves through future planning. A field of 40 stock cars starting the 2020 Daytona 500 could be so different from today's.

Worst-case scenario perhaps suggests a fleet of 'green' 1098cc hybrid gasoline/electric/fuel cell minicars – fresh from Detroit's protectionist State-owned Peoples' Production Car Plants Nos 1 and 3 – whirring past the green flag to start the day-long grind… Coo-err, can't wait to watch. For me, however, five minutes of current NASCAR race highlights is quite enough. One can only watch so much left-turn-only formation flying at one sitting – but the 60-year history of the Southern States' major game is still a fascination, packed with sensation, intrigue and perhaps the most ingeniously inventive cheating in the entire motor sporting world.

And of course the cultural background in which NASCAR racing developed and has since thrived throws up all kinds of historical delights of its own. One which has a particular piquancy is an incident which hit the headlines in Macon, Georgia, in November, 1967. The Middle Georgia 500 race went ahead there even though Federal and State officers had just located what NASCAR historian Greg Fielden described as "…a huge moonshine still neatly located under the .534-mile facility" (of Middle Georgia Raceway at Macon). He related in his wonderful four-volume NASCAR history how Peach County Sheriff



Kenton County Library

Reggie Mullis called it "one of the most well-built stills ever operated". The rozzers had found it in a 125ft-long tunnel accessible only by ladder down a 35ft shaft hidden under a trapdoor in the floor of a Raceway ticket booth to the north of the track. At the end of the tunnel they found a 2000-gallon cooker, a 1200-gallon box fermenter and a 750-gallon gas fuel tank for the cooking process. There was even a yellow-light set-up "…to keep bugs out of the mash". The still was estimated to be capable of producing 200 gallons of hooch whiskey every five days.

The discovery resulted in track president H Lamar Brown Jr being charged with possession of apparatus for distilling illegal liquor. And when his case came up the month after Bobby Allison had won the Middle Georgia 500 in his Holman Moody Ford – beating Richard Petty's '67 Plymouth into second place – Mr Brown was tried before a jury of his peers, and found not guilty. Yee-haaa y'all…

A Silverstone throne not quite fit for a king...

Recession? What recession? Unless we are repeatedly taught the lesson we forget just how severely austerity and shortages of everything have occasionally gripped the countries of the so-called 'developed' world. Mindful of the media-directed advertising backdrops which appear for everything these days, from post-match soccer, cricket, rugby and motor racing interviews to horse-race prize presentations and political electioneering, we came across the photo here of the 'lavish' royal viewing stand erected at Stowe Corner at the 'Royal Silverstone' British Grand Prix meeting in May 1950.

Of course that feature race is much cited these days since the future of Silverstone as a Formula 1 World Championship venue is obscure – to say the least – while 'Royal Silverstone' witnessed the inaugural round of the FIA's debutant Drivers' World Championship series. King George VI and Queen Elizabeth, with their younger daughter Princess Margaret, were driven around the course and taken out to Stowe to watch the works Alfettas crushing all opposition from Maserati, Talbot-Lago, ERA and Alta. But the viewing stand erected for them must have represented an investment of at least 15 shillings – probably a dozen steel scaffold poles, wooden planks and a tarpaulin to keep the sun, or rain, at bay. There it stands on the infield with the head of State and his family watching the racing, the two Royal Humbers behind. And not a single, solitary badge or logo – much less an advertising slogan – was anywhere to be seen. A simple structure, in painfully complex times.



GPL

The 'Flymo' Ferrari that became an instant winner

Just over 30 years ago, Denis Jenkinson of *Motor Sport* returned home from the South African Formula 1 round at Kyalami, and declared "I've now seen everything! I've just seen a couple of lawn mowers finish first and second in a Grand Prix!"

He was in a fairly testy mood, to be honest, having spent almost the entire trip near-prostrate from a bout of 'flu – plus the agonising onset of a kidney stone, from which he used to suffer badly – but look back at the aerodynamic envelope of the 1979 Ferrari 312T4 today and you can see what had rattled his particular cage. The tea-tray body shape looks straight out of the Flymo styling studio.

Its front end treatment was calculated to harness airflow into broad underwing tunnels along both sides of the slim aluminium monocoque chassis nacelle. Front suspension spring and damper units were tucked in tight within a narrower foot box than that of the preceding 312T3 model. The rear suspension units were also tucked inboard to clear underwing airflow exit, and the radiators were raked steeply forward in each sidepod, just abreast of the cockpit. The main bodywork moulding comprised a huge one-piece top cowl intended to contribute almost as much downforce as the underwings below.



LAT

Gilles Villeneuve takes the T4 to a debut win at Kyalami; team-mate Jody Scheckter was second

The T4s were introduced at Kyalami after old T3s had been used in the season-opening South American races. Gilles Villeneuve drove T4 chassis '037' and Jody Scheckter '038'. The race was interrupted by a red flag due to torrential rain. Villeneuve then led the restart on a wet track, while Scheckter's local knowledge saw him gamble by starting on dry tyres, believing the surface would dry. He was right, but he blistered the tyres after inheriting the lead as Villeneuve stopped to change from wet tyres to dry.

Scheckter clung on to his advantage until a locking brake flat-spotted a tyre and forced him in for a change. His delay handed the race back to Villeneuve, who held off his team-mate to the finish for a Ferrari T4 one-two on its debut. Rather reminiscent of Brawn... but at least Brackley's finest today is unlikely to be taken for a Flymo.



Andretti was third on the Type 80's debut at Jarama, but the car was soon dropped

LAT

Lotus goes out on a wing

"The management of aerodynamic downforce is absolutely key to modern racing car performance." So said Colin Chapman 40 years ago, at the start of 1969. The great man – and despite his variable ethics he was a great figure – was correct in his assessment but in practice not as proficient as he would have liked in achieving that aim. After signposting the way ahead with the Lotus 78 'wing car' of 1977, and dominating F1 with the Type 79 ground-effects car of '78, he and his people lost the plot with the Type 80 of '79. Team Lotus's opposition had been forced forward by the success of the Type 79, as driven by Mario Andretti and Ronnie Peterson, to achieve higher standards of chassis and suspension rigidity and robustness. These were demanded just to survive the ever-increasing aerodynamic loads being generated by the Lotus-led era of ever-bigger wing surfaces.

"After dominating F1, Chapman and his people lost the plot with the Type 80"

The Lotus 80 emerged as an attempt to produce a low-drag ground-effects car which would be quicker along the straights and generate its download from longer, lower-drag underwing surfaces. Initially it had no add-on wings at nose and tail, just a lateral rear trim tab. In early testing a snag was identified in that its full-length lazy-ess curved side skirts inevitably jammed in their vertical slides if one end should be lifted significantly relative to the other – as when the driver took an over-optimistic bite of high kerb. The skirt boards were moulded in carbon/foam sandwich material and without a separate rear wing the Lotus 80 was totally reliant upon the underwings and side-skirt system for its download. The underwings were very long, their area very large, and in use their download effect – and in particular their effective centre of pressure location – proved uncontrollable. The car's public debut was delayed by unsatisfactory testing until the postponed Race of Champions at Brands Hatch on April 15, when a conventional rear wing was attached by race morning.

The car persistently pitched and porpoised badly. And any pitch would rapidly wear away its undernose skirts. Problems with slide-jamming by the curved-planform main skirts continued. What was effectively a Lotus 80 Mark II was rushed through with more forward-biased weight distribution and shortened sidepods. At Monaco, Mario could only qualify 13th – over 1.5secs slower than Jody Scheckter's Ferrari T4 on pole.

A Dijon test then revealed, as Lotus aerodynamicist Peter Wright recalled, "the most dreadful bouncing problems". Stiffening the springs to control porpoising – a self-exciting rhythmic pitch-down/pitch-up condition – rendered the car skittish and hard to control. Team Lotus was locked into a spiral of failure and frustration. Andretti the Faithful persevered with the Type 80 and 80 Mk II, while team-mate Doubting Thomas Reutemann was disillusioned, giving up the 80 as a hopeless case and focusing on his proven, if ageing, Type 79.

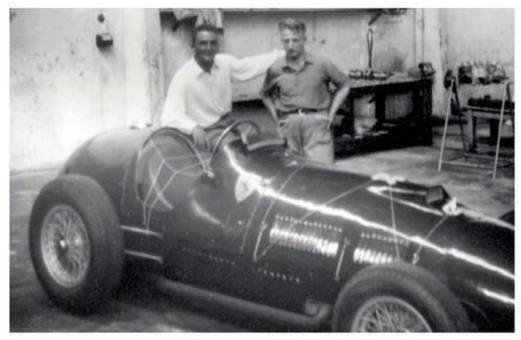
But after the French GP at Dijon, Colin agreed to cut Lotus's losses and park the three Type 80s built. He agreed with Reutemann – and Andretti too, by this time – that they should make the best of the old 79s. So the 'wingless wonder' Type 80s were ditched. The bigger the size, the bigger the effect does not always work in one's favour. Where the unloved Lotus 80 was concerned, the bigger the size, the bigger the problem. Ultimately, it overwhelmed its creators.

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I never cease to be surprised at the ambition shown by the great European race teams when surface shipping was the only option pre- and early post-war. Consider the Scuderia Ferrari, Bugatti, Mercedes-Benz and Auto Union teams which shipped their cars and drivers to race in Brazil, South Africa and to Long Island, USA, during the 1930s. In the '20s, the factory Talbots had been shipped to race in Sicily chained onto the decks of Algy Guinness's private yacht.

The development of heavy lift-capacity freighter aircraft during WWII provided the rapid-reaction capability which many manufacturers then exploited, enabling them to make more race starts per car to maximise their earning opportunities. One rare photo shows the big 4.5-litre V12 Ferrari 375 which Maranello shipped to Buenos Aires for the 1953 City GP, run to Fuerza Libre – free formula – rules. Ferrari's regular four-cylinder *monoposti*, which would run with 2-litre F2 engines in the World Championship-qualifying Argentine GP, would use 2.5-litre units for the Libre race. Alberto Ascari took pole in the big 375, but his engine suffered in the process and despite overnight work it failed in the race, leaving Farina, Villoresi and new English recruit Mike Hawthorn to finish 1-2-3 in their Ferrari '625's.



Ferrari chief mechanic Adelmo Marchetti (right) keeps an eye on wire-wrapped 375

GPL

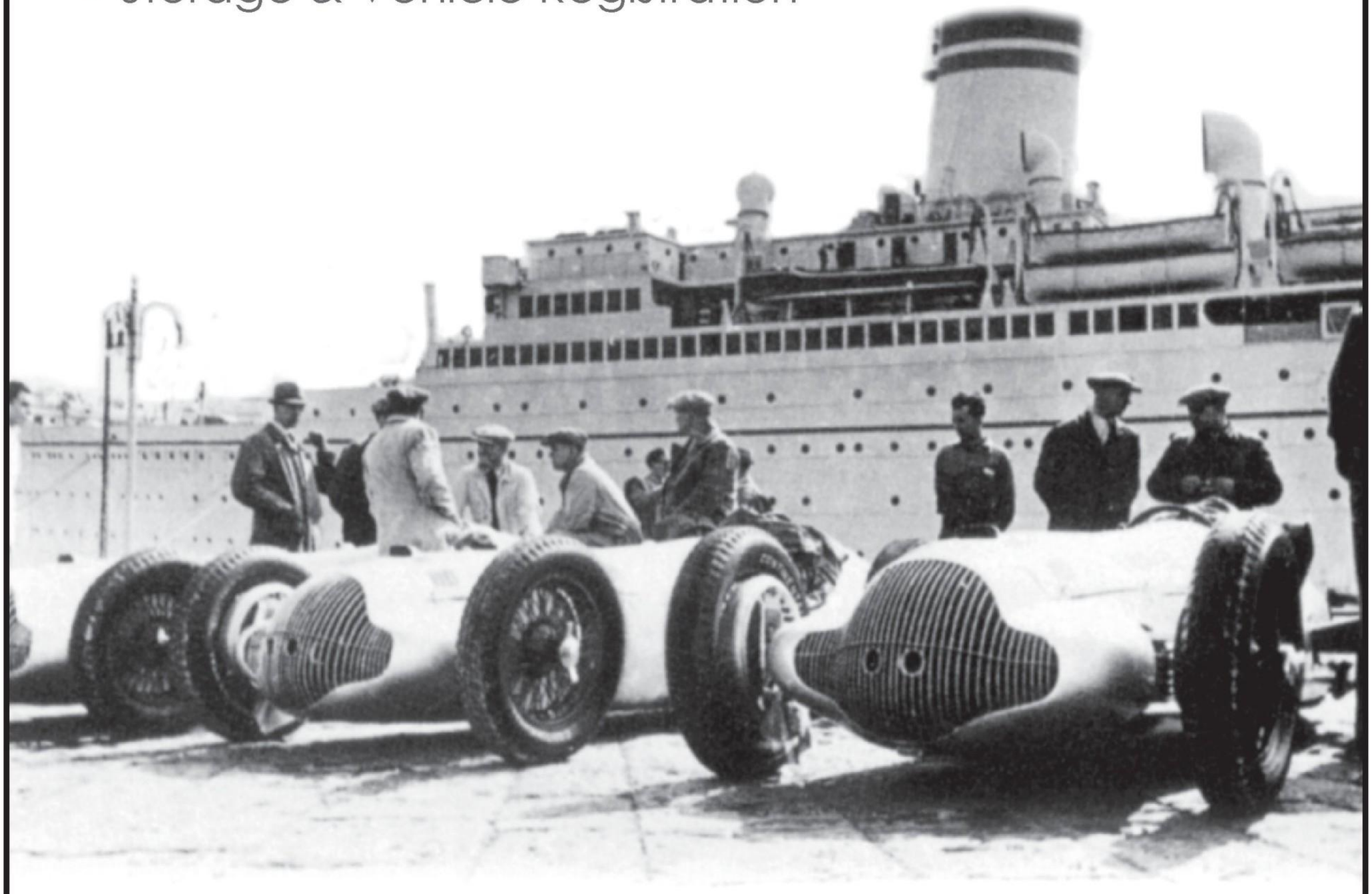
After the race, the works Ferraris were returned to Italy for the start of the European season. And to ensure that enthusiastic stevedores and freighter crews did not disport themselves in the cockpits and under the bonnets, the cars were festooned in wire with seals at major intersections. Hmmm, I wonder if it worked?

CARS

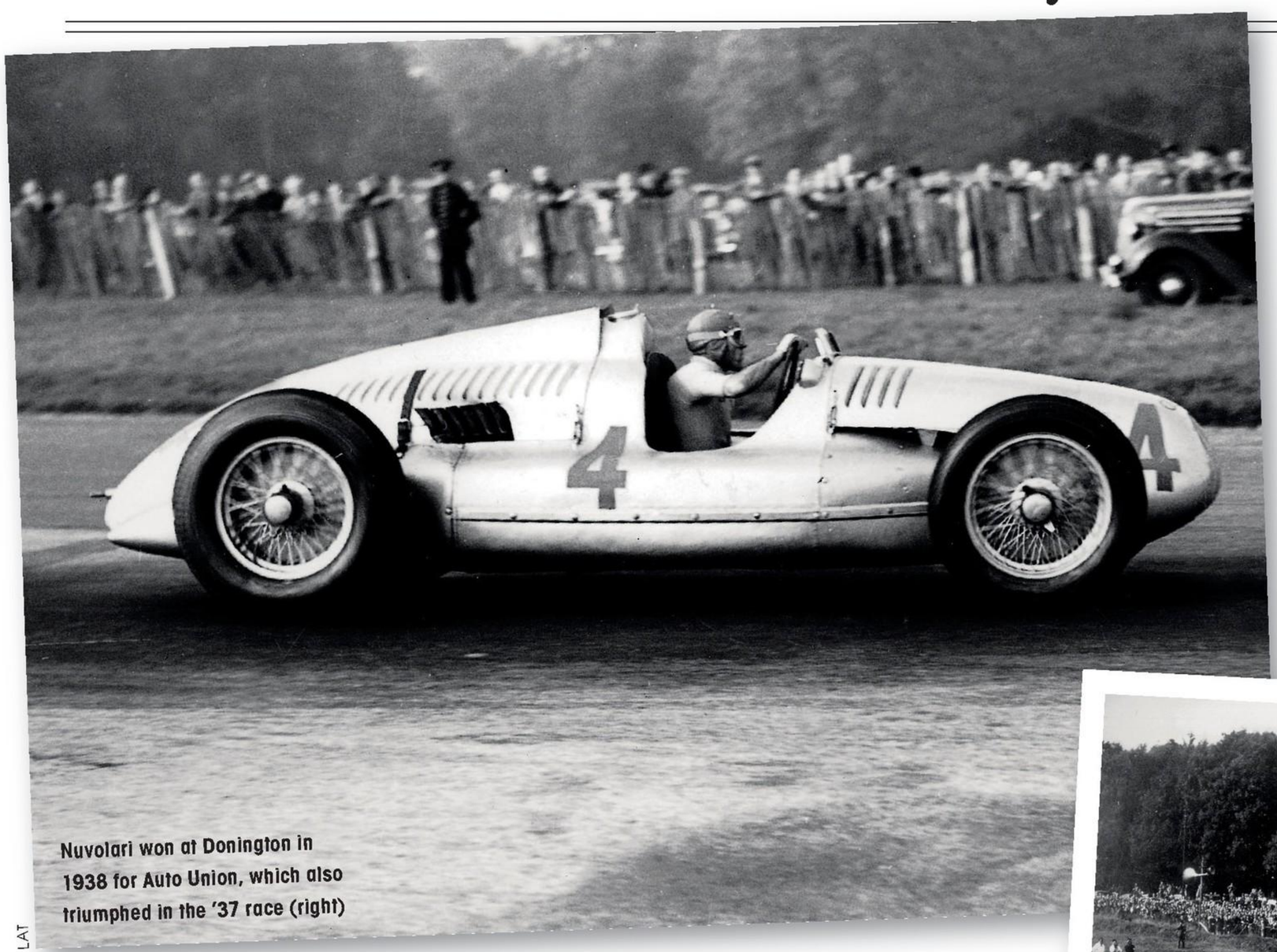
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Nuvolari won at Donington in 1938 for Auto Union, which also triumphed in the '37 race (right)

LAT

MAN VERSUS MACHINE

When Hitler launched his pre-war plan to dominate racing, he reckoned without the skill of some drivers

It seems to be a fact that an inferior racing car can defeat more efficient ones if driven by a top driver.

For example, consider the 1937 Donington Grand Prix when the fabulous Mercedes-Benz cars were sent here by Hitler to demonstrate Nazi might and superiority. As fully told in Eberhard Reuss's *Hitler's Motor Racing Battles* (Haynes, 2008), top drivers would have direct access to Hitler and all were very privileged. It became necessary to employ foreign citizens to cope with the very fast German cars. Advisors had appreciated that to truly impress the onlookers a race should be staged for which purpose the Auto Union racing cars were built to join the Mercedes-Benz team.

I can still clearly remember the impression the arrival and action of the German cars made, and the impressive organisation imposed, on those who had never seen motor racing of the Nazi intensity, as told in *Motor Sport* at the time and in *The Motor Sport Book of Donington* with reports of all the race meetings there with my personal impressions of the two Grands Prix won by Germany and how the drivers arrived at Croydon Airport, except Caracciola who travelled by train.

"Nuvolari's Auto Union defeated the political Mercedes-Benz appearance"

Before the 1937 Donington GP, Hitler must have been very anxious for more Nazi propaganda via his racing cars. They were horrendously impressive, with a top speed of some 170mph or more, but with the tyres and brakes of those days. Imagine them round Donington, then scarcely more than an upgraded farm road, with acute corners and a hairpin. It was of course to become a splendid circuit under Tom Wheatcroft's enthusiastic ownership and I hope it soon emerges as a still better one for the 2010 Formula 1 race in place of Silverstone.

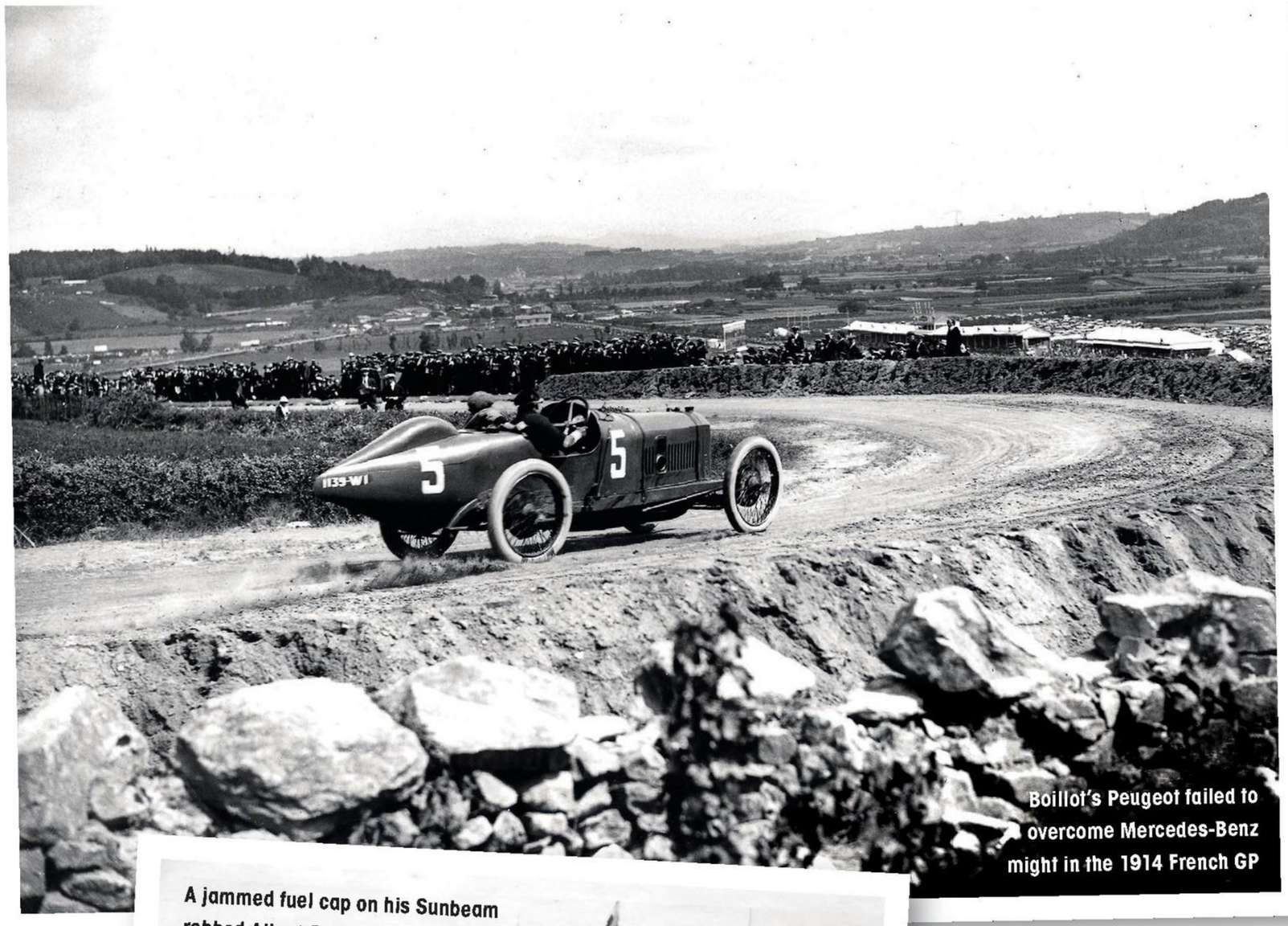
The Auto Unions with engines behind their drivers were difficult to control. Yet what was the outcome of this most impressive and awe-inspiring event? The Mercedes-Benz cars were entrusted to such celebrated drivers as von Brauchitsch, Rudi Caracciola, Hermann Lang and Dick Seaman.



Audi

I can still remember vividly the long cavalcade of vehicles bringing the Mercedes-Benz challenge to the Derby circuit – motor racing such as I had never seen before! In those days devoid of F1 rules about the length of lappery on different types of tyre and several refuelling pauses, etc, it was easy to follow the race and it was exciting to excess. To control slides on corners a driver would put on opposite steering-lock with his arms fully crossed, in contrast to the short applications of the steering wheels in F1, and of course the drivers drove unaided by assistance from miracle pit techniques.

At this 1937 Grand Prix Hitler must have



Boillot's Peugeot failed to overcome Mercedes-Benz might in the 1914 French GP

LAT



A jammed fuel cap on his Sunbeam robbed Albert Divo of 1923 Grand Prix de l'ACF victory

LAT

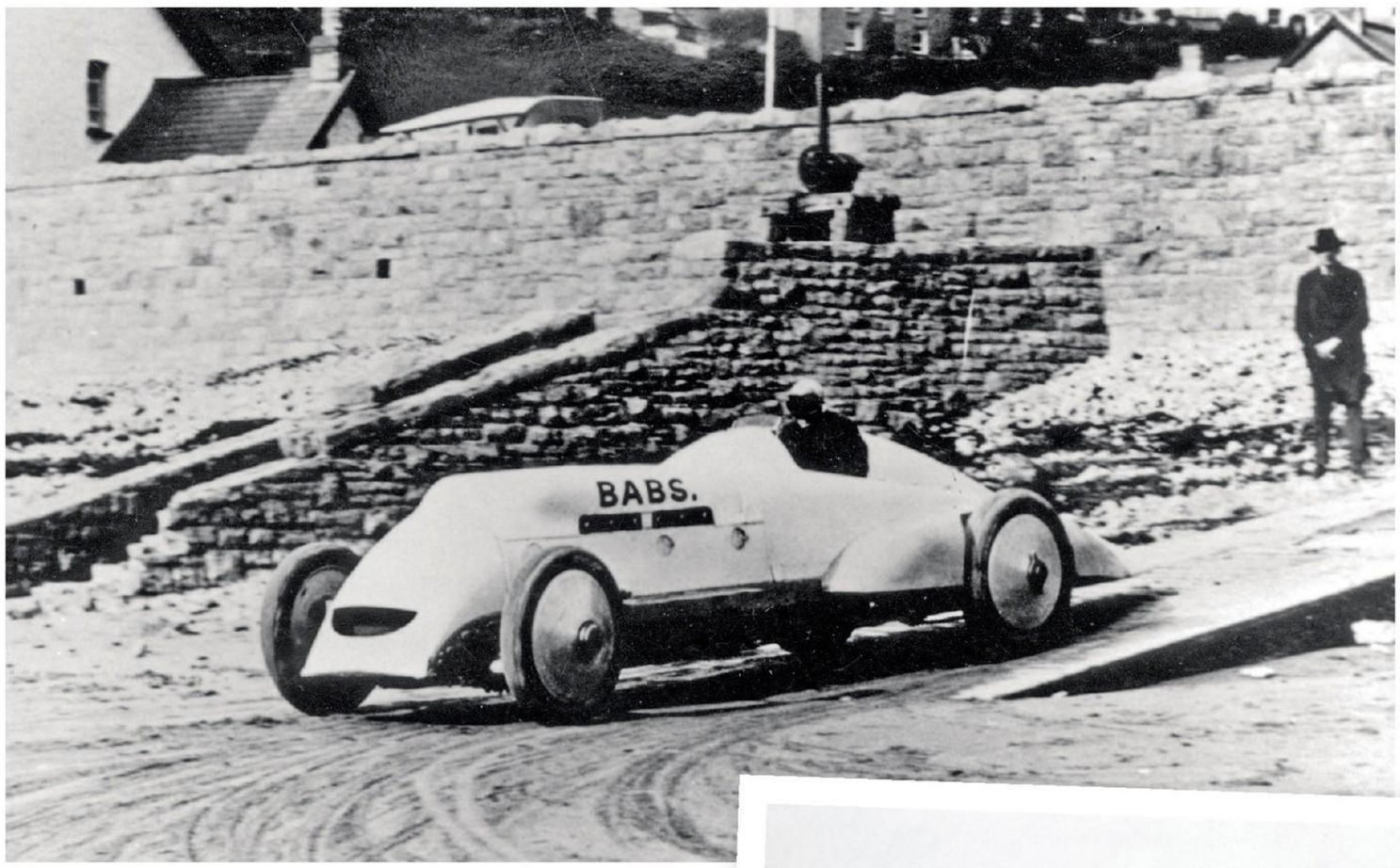
expected Mercedes-Benz to dominate, and it must have been embarrassing for Nazi sports corps leader Adolf Huhnlein to have to inform Hitler that victory had gone to an Auto Union, with von Brauchitsch having finished second to Bernd Rosemeyer's Auto Union which won at 82.86mph after a race of more than three hours. Caracciola was third, ahead of the two Auto Unions of Müller and Hasse, with the first British car, Raymond Mays' 1½-litre ERA, in seventh place, three laps in arrears. I suggested naughtily that the non-German cars should have been provided with a cycle path...

In 1938, with war threatened, Hitler must have been desperate for a German result. Under the new 3-litre formula, intended as ever to reduce speeds, the cars were still fabulously quick and the rear-engined Auto Unions still difficult to control. It was Tazio Nuvolari, the then greatest driver of his time, in an A-U who defeated the political Mercedes-Benz appearance. He won at 80.49mph from Lang, with Seaman third, both a lap behind. The great skill of Nuvolari had triumphed over that of the other renowned competitors. I think I can partially explain this.

During the race the engine of Hanson's Alta blew up and a lot of oil was left on the road. Whether Nuvolari saw another car off the track, or the oil, I do not know, but instead of using full lock he used alternate short ones each way, to persuade his eager Auto Union not to leave the road. It did not entirely work because he eventually slid off but he was able to resume immediately, whereas Brauchitsch spun. Hasse shot across the road, uprooted some fencing, missed the hut from which Mrs Craner was spectating, and his car hit the safety bank and was badly damaged. Seaman also 'lost it', losing much time, and Müller also, but it was Müller who continued in the lead. So it took a superior driver to win in a car that other drivers found difficult.

Conversely, there have been occasions when a leading car has lost a race by misfortune. There was much rejoicing in 1923 when Segrave in a Sunbeam was the first British driver to take victory in a British car in a Grand Prix, in this case the classic French event at Tours. He knew that Albert Divo, who was also driving for the Sunbeam team, was far ahead. But right at the end of this arduous race his mechanic, Paul Dutoit, yelled to him in French that they were going to win, because he had seen Divo's car stationary. The cap of its fuel tank had jammed, defeating the mechanics, so the car with that once seemingly unassailable lead now had to stop on each lap for its small reserve fuel tank to be filled. Divo eventually finished second, some 20 minutes after Segrave.

I don't suppose the Kaiser saw any political advantage when war was imminent in 1914, but top-class Napier and Rolls-Royce cars were well established so a German win would bring prestige. And in France, also hoping to sell its finest cars against other countries' top marques, the accomplished Georges Boillot had won the French Grands Prix of 1912 and 1913 for Peugeot. With cars possessing advanced power units and the innovation of four-wheel brakes, Boillot was expected to achieve his third important victory for his country under the Formule Libre rules. But Mercedes had prepared a significant five-car team of single-overhead-camshaft cars, and in the 467-mile seven-hour race, at Lyons, Boillot was compelled to overdrive the Peugeot. With his car's engine seriously over-stressed and his brakes worn out, he was forced to give up on the penultimate lap. Legend says he was in tears but maybe it was perspiration. The Mercedes finished 1-2-3, their drivers being Christian Lautenschlager, Louis Wagner and Otto Salzer. The other Peugeots came in fourth (Jules Goux) and seventh (Victor Rigal). »»

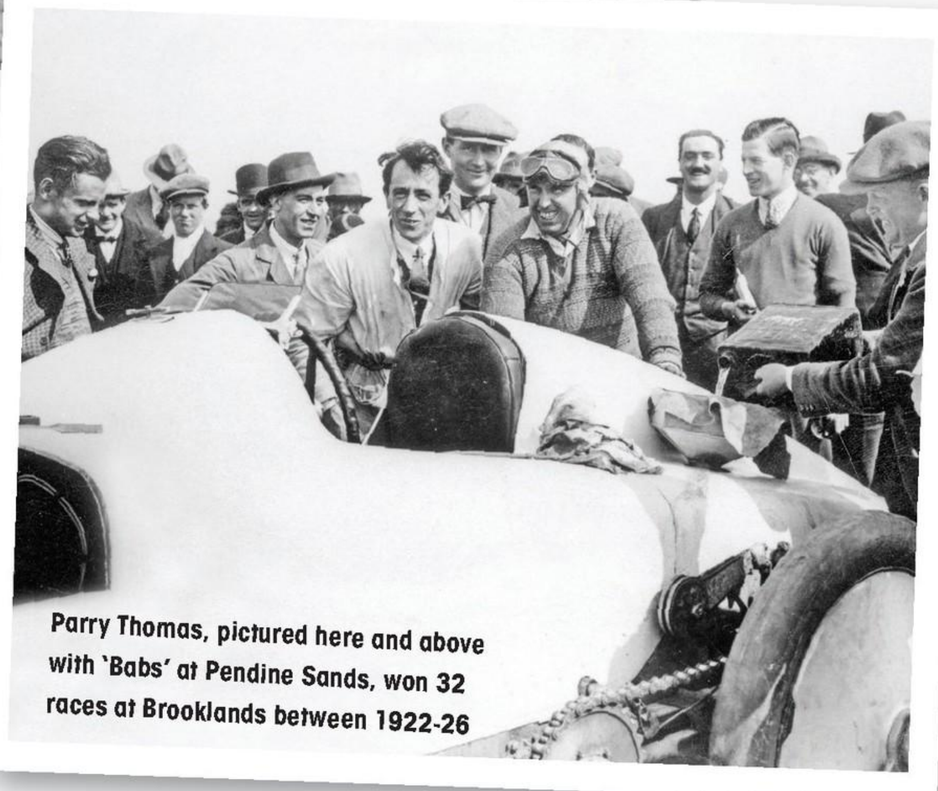


NMM

Remembering Parry Thomas

As a schoolboy my hero racing driver was J G Parry Thomas. I had not seen him race because my first Brooklands meeting was July 1927 and Thomas had been killed attempting to set a new LSR in March that year. But I knew about racing and record-breaking from reading *The Autocar, Motor Sport, The Motor* and *The Auto.*

Thomas was killed attempting to raise the Land Speed Record on Pendine Sands with the 27-litre Liberty-engined 'Babs', but it overturned and he was killed. I was devastated, so much so that my mother asked if I felt ill, I had gone so pale. This is how I felt, at 14, about a driver whom I had not met or even seen race.



NMM

Parry Thomas, pictured here and above with 'Babs' at Pendine Sands, won 32 races at Brooklands between 1922-26

He was undoubtedly the most successful Brooklands competitor of the 1920s. Perhaps it is time to recall this, especially as a recent excellent book implies that after Thomas's death JEP Howey drove "a Flatiron Leyland-Thomas". There was no such thing.

Parry Thomas was born at Wrexham in 1885, his father a curate. Thomas went to Oswestry school and City & Guilds Engineering College in London, before starting his own engineering business. Before WWI he had designed an advanced transmission system and an X-formation aero-engine. But his memorable achievement was his very advanced Leyland Eight car with torsion-bar suspension, a 7¼-litre straight-eight overhead-camshaft engine with leaf-spring valve gear and other advanced features. This was when he was Chief Engineer at Leyland Motors in Lancashire, where Reid Railton was an apprentice, who would later join Thomas as his long-standing engineer.

However, after the Armistice the Leyland Eight was thought to be too costly to be viable. The L8 chassis was priced in 1921 at £1875, £2700 as a tourer, when a Silver Ghost Rolls-Royce chassis cost £1850.

Thomas left Leyland's, but was given some of the chassis, which he used for his aforementioned Leyland-Thomas racing cars. He took up residence in 'The Hermitage' at Brooklands, where gossip regarded him as a lonely recluse with a housekeeper. As I discovered later, a married couple lived there in this large wartime building, their children joining them in the holidays. For a time Reid Railton also lived there. It was here that Leyland-Thomas No 1 and a sister car for JEP Howey were built, and for long-distance racing the four- and eight-cylinder cars, and the sophisticated low-built 'Flatirons'.

After Thomas's death I decided to seek more details of his life. First to photograph where he was born. As I was doing so a vicar opened the door and said that as the house was of no architectural interest it must be because a famous racing driver was born there. Rather nice! When the remains of 'Babs' were moved to a second grave within the Pendine military bombing range I called to see the exposed wreck to ensure that it was the car. It was a Sunday but the commandant agreed to see my wife and myself and took us to the hole where part of the car could be seen. From the chain on the off-side sprocket and what I could see of the bodywork there was no doubt.

The Commandant asked why fights were occurring between his men and civilians, and I told him that some wanted to see 'Babs' dug up, as a tribute to the Welsh driver, others not. Before we left, one hotel had a plea for the historic car to be left alone, the other hotel a petition against this. I signed both.

Wyn Owen finally obtained approval to disinter what remained of Thomas's fastest car, and I went to see what damage the old car had received which might have resulted in the accident. John Bolster thought a broken radius-arm was the cause but that was intact. There was a story that the wheels Thomas had intended to use had been changed for others with thinner spokes without his knowledge, which I think was Railton's view. But a burst tyre was generally blamed.

I stayed at Pendine with others in the same hotel as Thomas had before his fatal run; none of us wanted to know which room he had occupied... It was an emotional moment when we watched the restored 'Babs' come down the ramp onto the sands. An American paper had sent its representative to record this emotive occasion and he asked me when my story would appear. Next month, I told him. "Oh," he cried, "mine will not be out for months..." To Wyn Owen's credit he made a fine job of a difficult rebuild, with some generous help. I saw one or two other occasions when Babs was exercised, including having a fast ride round Silverstone driven by Roger Collings.

My recollections of JGPT, who played mediocre tennis at Queens club and had been a member of Leyland Motors' cricket club, include that he had donated enough money to Great Ormond Street Hospital to endow a cot there for life. *The Autocar* backed this, and donations poured in, from children's postal orders to large sums from celebrities. When recently the hospital advertised for donations I responded, asking whether the 'Babs' cot was remembered. The answer was 'no' at first, but then they called to say their 1927 daybook had the details and that they would be pleased to put a 'Babs' plaque above one of the beds. Memories of a great track racing driver thus remain rightly vivid.

HALL & HALL



Photo courtesy of Peter Collins

Alfa Romeo T33
1972 Alfa Romeo T33/TT/3 Ex-Elford, Marko, De Adamich etc.
Completely rebuilt and in exceptional condition.



1971 Ferrari 312B2 #007
1971 Ferrari 312B2, Ex-Andretti /Regazzoni, highly original and the perfect entry for Monaco 2010.



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Lotus Elite Super 100, Extensive period race history and documented restoration, supplied with a large number of spares.



Lola T70 Mk1
1965 Lola T70 Chevrolet MK1, Ex-Sid Taylor / Denny Hulme.
A famous car with exceptional history.



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Race Results

FIA FORMULA 1 WORLD CHAMPIONSHIP

AUSTRALIA
MELBOURNE – MARCH 29

1	Jenson Button	Brawn GP
2	Rubens Barrichello	Brawn GP
3	Jarno Trulli	Toyota
4	Timo Glock	Toyota
5	Fernando Alonso	Renault
6	Nico Rosberg	Williams
7	Sebastien Buemi	Toro Rosso
8	Sébastien Bourdais	Toro Rosso

Fastest lap: Nico Rosberg
Pole: Jenson Button

MALAYSIA
KUALA LUMPUR – APRIL 5

1	Jenson Button	Brawn GP
2	Nick Heidfeld	BMW Sauber
3	Timo Glock	Toyota
4	Jarno Trulli	Toyota
5	Rubens Barrichello	Brawn GP
6	Mark Webber	Red Bull
7	Lewis Hamilton	McLaren
8	Nico Rosberg	Williams

Fastest lap: Jenson Button
Pole: Jenson Button

CHINA
SHANGHAI – APRIL 19

1	Sebastian Vettel	Red Bull
2	Mark Webber	Red Bull
3	Jenson Button	Brawn GP
4	Rubens Barrichello	Brawn GP
5	Heikki Kovalainen	McLaren
6	Lewis Hamilton	McLaren
7	Timo Glock	Toyota
8	Sebastien Buemi	Toro Rosso

Fastest lap: Rubens Barrichello
Pole: Sebastian Vettel

BAHRAIN
SAKHIR – APRIL 26

1	Jenson Button	Brawn GP
2	Sebastian Vettel	Red Bull
3	Jarno Trulli	Toyota
4	Lewis Hamilton	McLaren
5	Rubens Barrichello	Brawn GP
6	Kimi Räikkönen	Ferrari
7	Timo Glock	Toyota
8	Fernando Alonso	Renault

Fastest lap: Jarno Trulli
Pole: Jarno Trulli

SPAIN
CATALUNYA – MAY 10

1	Jenson Button	Brawn GP
2	Rubens Barrichello	Brawn GP
3	Mark Webber	Red Bull
4	Sebastian Vettel	Red Bull
5	Fernando Alonso	Renault
6	Felipe Massa	Ferrari
7	Nick Heidfeld	BMW Sauber
8	Nico Rosberg	Williams

Fastest lap: Rubens Barrichello
Pole: Jenson Button

MONACO
MONTE CARLO – MAY 24

1	Jenson Button	Brawn GP
2	Rubens Barrichello	Brawn GP
3	Kimi Räikkönen	Ferrari
4	Felipe Massa	Ferrari
5	Mark Webber	Red Bull
6	Nico Rosberg	Williams
7	Fernando Alonso	Renault
8	Sébastien Bourdais	Toro Rosso

Fastest lap: Felipe Massa
Pole: Jenson Button

TURKEY
ISTANBUL – JUNE 7

1	Jenson Button	Brawn GP
2	Mark Webber	Red Bull
3	Sebastian Vettel	Red Bull
4	Jarno Trulli	Toyota
5	Nico Rosberg	Williams
6	Felipe Massa	Ferrari
7	Robert Kubica	BMW Sauber
8	Timo Glock	Toyota

Fastest lap: Jenson Button
Pole: Sebastian Vettel

GREAT BRITAIN
SILVERSTONE – JUNE 21

1	Sebastian Vettel	Red Bull
2	Mark Webber	Red Bull
3	Rubens Barrichello	Brawn GP
4	Felipe Massa	Ferrari
5	Nico Rosberg	Williams
6	Jenson Button	Brawn GP
7	Jarno Trulli	Toyota
8	Kimi Räikkönen	Ferrari

Fastest lap: Sebastian Vettel
Pole: Sebastian Vettel

GERMANY
NÜRBURGRING – JULY 12

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

HUNGARY
BUDAPEST – JULY 26

1
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8

Fastest lap:
Pole:

EUROPE
VALENCIA – AUGUST 23

1
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3
4
5
6
7
8

Fastest lap:
Pole:

BELGIUM
SPA – AUGUST 30

1
2
3
4
5
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7
8

Fastest lap:
Pole:

ITALY
MONZA – SEPTEMBER 13

1
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3
4
5
6
7
8

Fastest lap:
Pole:

SINGAPORE
SINGAPORE – SEPTEMBER 27

1
2
3
4
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6
7
8

Fastest lap:
Pole:

JAPAN
SUZUKA – OCTOBER 4

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

BRAZIL
SÃO PAULO – OCTOBER 18

1
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4
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6
7
8

Fastest lap:
Pole:

ABU DHABI
YAS MARINA – NOVEMBER 1

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

DRIVER STANDINGS

1	Jenson Button	64
2	Rubens Barrichello	41
3	Sebastian Vettel	39
4	Mark Webber	35.5
5	Jarno Trulli	21.5
6	Felipe Massa	16
7	Nico Rosberg	15.5
8	Timo Glock	13
9	Fernando Alonso	11
10	Kimi Räikkönen	10
11	Lewis Hamilton	9
12	Nick Heidfeld	6
13	Heikki Kovalainen	4
14	Sebastien Buemi	3
15	Robert Kubica	2

MANUFACTURER STANDINGS

1	Brawn GP	105
2	Red Bull	74.5
3	Toyota	34.5
4	Ferrari	26
5	Williams	15.5
6	McLaren	13

FIA WORLD RALLY CHAMPIONSHIP

IRELAND
JANUARY 30-FEBRUARY 1

1	Sébastien Loeb	Citroën
2	Dani Sordo	Citroën
3	Mikko Hirvonen	Ford
4	Henning Solberg	Ford
5	Chris Atkinson	Citroën
6	Sébastien Ogier	Citroën

NORWAY
FEBRUARY 13-15

1	Sébastien Loeb	Citroën
2	Mikko Hirvonen	Ford
3	Jari-Matti Latvala	Ford
4	Henning Solberg	Ford
5	Dani Sordo	Citroën
6	Petter Solberg	Citroën

CYPRUS
MARCH 13-15

1	Sébastien Loeb	Citroën
2	Mikko Hirvonen	Ford
3	Petter Solberg	Citroën
4	Dani Sordo	Citroën
5	Matthew Wilson	Ford
6	Conrad Rautenbach	Citroën

PORTUGAL
APRIL 2-5

1	Sébastien Loeb	Citroën
2	Mikko Hirvonen	Ford
3	Dani Sordo	Citroën
4	Petter Solberg	Citroën
5	Henning Solberg	Ford
6	Mads Østberg	Subaru

ARGENTINA
APRIL 24-26

1	Sébastien Loeb	Citroën
2	Dani Sordo	Citroën
3	Henning Solberg	Ford
4	Federico Villagra	Ford
5	Matthew Wilson	Ford
6	Jari-Matti Latvala	Ford

ITALY
MAY 22-24

1	Jari-Matti Latvala	Ford
2	Mikko Hirvonen	Ford
3	Petter Solberg	Citroën
4	Sébastien Loeb	Citroën
5	Evgeny Novikov	Citroën
6	Matthew Wilson	Ford

GREECE
JUNE 12-14

1	Mikko Hirvonen	Ford
2	Sébastien Ogier	Citroën
3	Jari-Matti Latvala	Ford
4	Federico Villagra	Ford
5	Conrad Rautenbach	Citroën
6	Khalid Al Qassimi	Ford

POLAND
JUNE 26-28

1
2
3
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5
6

FINLAND
JULY 31-AUGUST 2

1
2
3
4
5
6

AUSTRALIA
SEPTEMBER 4-6

1
2
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4
5
6

SPAIN
OCTOBER 2-4

1
2
3
4
5
6

GREAT BRITAIN
OCTOBER 23-25

1
2
3
4
5
6

WRC DRIVER STANDINGS

1	Sébastien Loeb	55
2	Mikko Hirvonen	48
3	Dani Sordo	31
4	Jari-Matti Latvala	25
5	Henning Solberg	21

MANUFACTURER STANDINGS

1	Citroën Total WRT	94
2	BP-Ford WRT	79
3	Stobart Ford Rally	49

PWRC DRIVER STANDINGS

1	Nasser Al-Attiyah	39
2	Armindo Araújo	35
3	Patrik Sandell	28

JWRC DRIVER STANDINGS

1	Michal Kosciuszko	36
2	Aaron Burkart	30
3	Martin Prokop	28

Race Results

FIM MOTOGP CHAMPIONSHIP

QATAR
LOSAIL – APRIL 12

1	Casey Stoner	*Ducati*
2	Valentino Rossi	*Yamaha*
3	Jorge Lorenzo	*Yamaha*
4	Colin Edwards	*Yamaha*
5	Andrea Dovizioso	*Honda*
6	Alex De Angelis	*Honda*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

JAPAN
MOTEGI – APRIL 26

1	Jorge Lorenzo	*Yamaha*
2	Valentino Rossi	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Casey Stoner	*Ducati*
5	Andrea Dovizioso	*Honda*
6	Marco Melandri	*Kawasaki*

Fastest lap: *Jorge Lorenzo*
Pole: *Valentino Rossi*

SPAIN
JEREZ – MAY 3

1	Valentino Rossi	*Yamaha*
2	Dani Pedrosa	*Honda*
3	Casey Stoner	*Ducati*
4	Randy De Puniet	*Honda*
5	Marco Melandri	*Kawasaki*
6	Loris Capirossi	*Suzuki*

Fastest lap: *Valentino Rossi*
Pole: *Jorge Lorenzo*

FRANCE
LE MANS – MAY 17

1	Jorge Lorenzo	*Yamaha*
2	Marco Melandri	*Kawasaki*
3	Dani Pedrosa	*Honda*
4	Andrea Dovizioso	*Honda*
5	Casey Stoner	*Ducati*
6	Chris Vermeulen	*Suzuki*

Fastest lap: *Dani Pedrosa*
Pole: *Dani Pedrosa*

ITALY
MUGELLO – MAY 31

1	Casey Stoner	*Ducati*
2	Jorge Lorenzo	*Yamaha*
3	Valentino Rossi	*Yamaha*
4	Andrea Dovizioso	*Honda*
5	Loris Capirossi	*Suzuki*
6	Colin Edwards	*Yamaha*

Fastest lap: *Valentino Rossi*
Pole: *Jorge Lorenzo*

SPAIN
CATALUNYA – JUN 14

1	Valentino Rossi	*Yamaha*
2	Jorge Lorenzo	*Yamaha*
3	Casey Stoner	*Ducati*
4	Andrea Dovizioso	*Honda*
5	Loris Capirossi	*Suzuki*
6	Dani Pedrosa	*Honda*

Fastest lap: Casey Stoner
Pole: Jorge Lorenzo

NETHERLANDS
ASSEN – JUNE 27

1
2
3
4
5
6

Fastest lap:
Pole:

UNITED STATES
LAGUNA SECA – JUL 5

1
2
3
4
5
6

Fastest lap:
Pole:

GERMANY
SACHSENRING – JUL 19

1
2
3
4
5
6

Fastest lap:
Pole:

GREAT BRITAIN
DONINGTON – JULY 26

1
2
3
4
5
6

Fastest lap:
Pole:

CZ REPUBLIC
BRNO – AUGUST 16

1
2
3
4
5
6

Fastest lap:
Pole:

UNITED STATES
INDIANAPOLIS – AUG 30

1
2
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4
5
6

Fastest lap:
Pole:

SAN MARINO
MISANO – SEP 6

1
2
3
4
5
6

Fastest lap:
Pole:

HUNGARY
BALATONRING – SEP 20

1
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3
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6

Fastest lap:
Pole:

PORTUGAL
ESTORIL – OCT 4

1
2
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6

Fastest lap:
Pole:

AUSTRALIA
PHILIP ISLAND – OCT 18

1
2
3
4
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6

Fastest lap:
Pole:

MALAYSIA
SEPANG – OCTOBER 25

1
2
3
4
5
6

Fastest lap:
Pole:

SPAIN
VALENCIA – NOV 8

1
2
3
4
5
6

Fastest lap:
Pole:

RIDER STANDINGS

1	Valentino Rossi	*106*
2	Jorge Lorenzo	*106*
3	Casey Stoner	*106*
4	Andrea Dovizioso	*69*
5	Dani Pedrosa	*67*
6	Colin Edwards	*54*
7	Marco Melandri	*50*
8	Loris Capirossi	*49*
9	Randy De Puniet	*42*
10	Chris Vermeulen	*42*

TEAM STANDINGS

1	Fiat Yamaha	*212*
2	Repsol Honda	*136*
3	Ducati Marlboro	*125*
4	Rizla Suzuki	*91*
5	Monster Yamaha	*83*
6	Hayate Racing	*50*

FIA WORLD TOURING CAR CHAMPIONSHIP

BRAZIL
CURITIBA – MARCH 8

Race 1

1	Yvan Muller	*SEAT*
2	Jordi Gené	*SEAT*
3	Rickard Rydell	*SEAT*
4	Gabriele Tarquini	*SEAT*
5	Nicola Larini	*Chevrolet*
6	Augusto Farfus	*BMW*

Race 2

1	Gabriele Tarquini	*SEAT*
2	Rickard Rydell	*SEAT*
3	Jordi Gené	*SEAT*
4	Yvan Muller	*SEAT*
5	Jörg Müller	*BMW*
6	Augusto Farfus	*BMW*

MEXICO
PUEBLA – MARCH 22

Race 1

1	Rickard Rydell	*SEAT*
2	Augusto Farfus	*BMW*
3	Andy Priaulx	*BMW*
4	Yvan Muller	*SEAT*
5	Jörg Müller	*BMW*
6	Gabriele Tarquini	*SEAT*

Race 2

1	Yvan Muller	*SEAT*
2	Andy Priaulx	*BMW*
3	Rickard Rydell	*SEAT*
4	Augusto Farfus	*BMW*
5	Sergio Hernández	*BMW*
6	Alex Zanardi	*BMW*

MOROCCO
MARRAKECH – MAY 3

Race 1

1	Rob Huff	*Chevrolet*
2	Gabriele Tarquini	*SEAT*
3	Jordi Gené	*SEAT*
4	Yvan Muller	*SEAT*
5	Tiago Monteiro	*SEAT*
6	Nicola Larini	*Chevrolet*

Race 2

1	Nicola Larini	*Chevrolet*
2	Yvan Muller	*SEAT*
3	Rob Huff	*Chevrolet*
4	Jörg Müller	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Augusto Farfus	*BMW*

FRANCE
PAU – MAY 17

Race 1

1	Rob Huff	*Chevrolet*
2	Augusto Farfus	*BMW*
3	Jörg Müller	*BMW*
4	Andy Priaulx	*BMW*
5	Sergio Hernández	*BMW*
6	Félix Porteiro	*BMW*

Race 2

1	Alain Menu	*Chevrolet*
2	Augusto Farfus	*BMW*
3	Rob Huff	*Chevrolet*
4	Andy Priaulx	*BMW*
5	Alex Zanardi	*BMW*
6	Gabriele Tarquini	*SEAT*

SPAIN
VALENCIA – MAY 31

Race 1

1	Yvan Muller	*SEAT*
2	Tiago Monteiro	*SEAT*
3	Gabriele Tarquini	*SEAT*
4	Augusto Farfus	*BMW*
5	Andy Priaulx	*BMW*
6	Jörg Müller	*BMW*

Race 2

1	Augusto Farfus	*BMW*
2	Jörg Müller	*BMW*
3	Gabriele Tarquini	*SEAT*
4	Andy Priaulx	*BMW*
5	Alex Zanardi	*BMW*
6	Sergio Hernández	*BMW*

CZ REPUBLIC
BRNO – JUNE 21

Race 1

1	Alex Zanardi	*BMW*
2	Jörg Müller	*BMW*
3	Gabriele Tarquini	*SEAT*
4	Rickard Rydell	*SEAT*
5	Sergio Hernández	*BMW*
6	Tiago Monteiro	*SEAT*

Race 2

1	Sergio Hernández	*BMW*
2	Yvan Muller	*SEAT*
3	Tiago Monteiro	*SEAT*
4	Félix Porteiro	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Rickard Rydell	*SEAT*

PORTUGAL
PORTO – JULY 5

Race 1

1
2
3
4
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6

Race 2

1
2
3
4
5
6

GREAT BRITAIN
BRANDS HATCH – JULY 19

Race 1

1
2
3
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5
6

Race 2

1
2
3
4
5
6

GERMANY
OSCHERSLEBEN – SEP 6

Race 1

1
2
3
4
5
6

Race 2

1
2
3
4
5
6

ITALY
IMOLA – SEPTEMBER 20

Race 1

1
2
3
4
5
6

Race 2

1
2
3
4
5
6

JAPAN
OKAYAMA – NOV 1

Race 1

1
2
3
4
5
6

Race 2

1
2
3
4
5
6

MACAU
MACAU – NOV 22

Race 1

1
2
3
4
5
6

Race 2

1
2
3
4
5
6

DRIVER STANDINGS

1	Yvan Muller	*66*
2	Gabriele Tarquini	*56*
3	Augusto Farfus	*54*
4	Jörg Müller	*41*
5	Rickard Rydell	*38*
6	Andy Priaulx	*36*
7	Rob Huff	*32*
8	Sergio Hernández	*29*
9	Jordi Gené	*24*
10	Tiago Monteiro	*22*

MANUFACTURER STANDINGS

1	SEAT	*107*
2	BMW	*91*
3	Chevrolet	*82*
4	Lada	*29*

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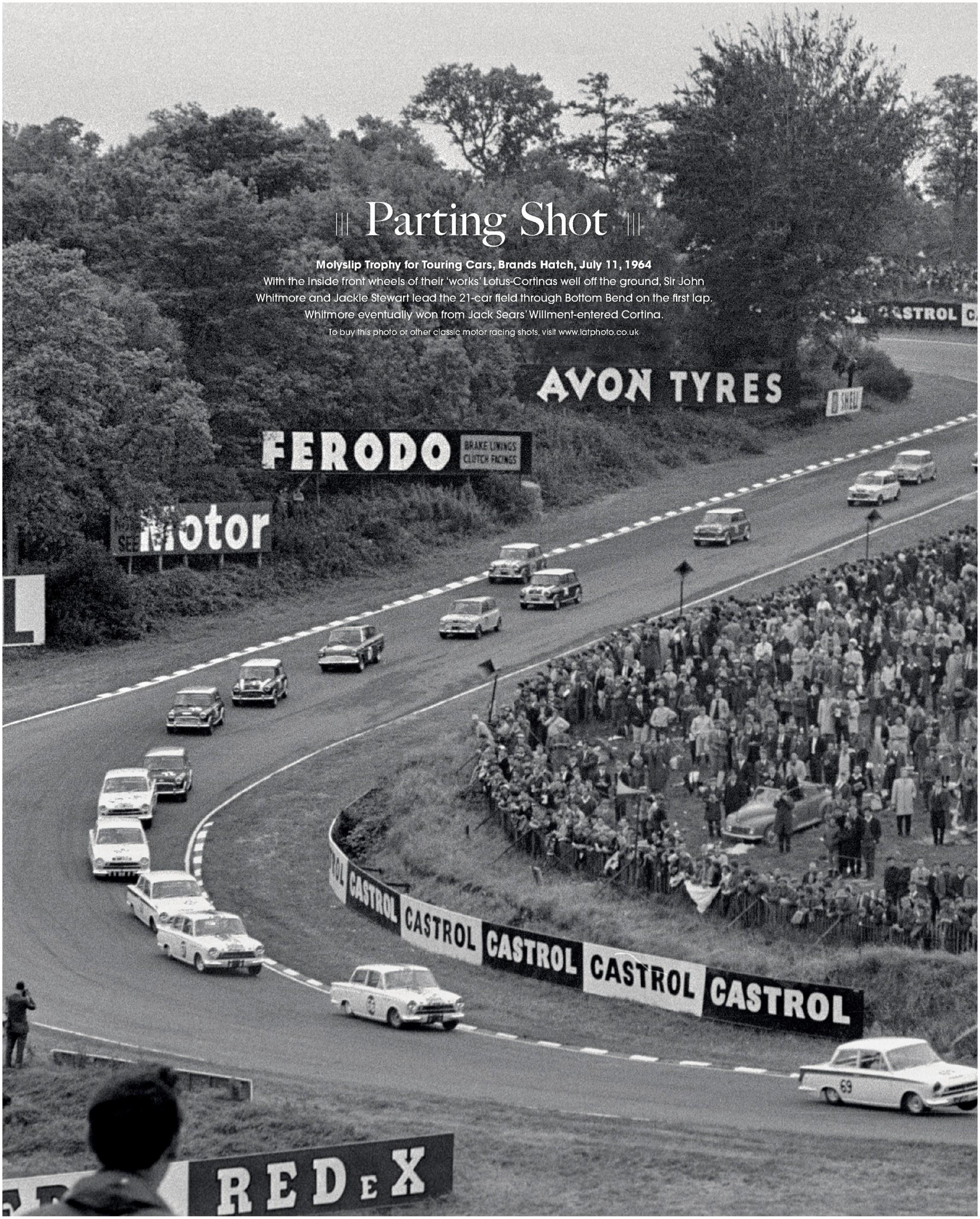
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Parting Shot

Molyslip Trophy for Touring Cars, Brands Hatch, July 11, 1964

With the inside front wheels of their 'works' Lotus-Cortinas well off the ground, Sir John Whitmore and Jackie Stewart lead the 21-car field through Bottom Bend on the first lap. Whitmore eventually won from Jack Sears' Willment-entered Cortina.

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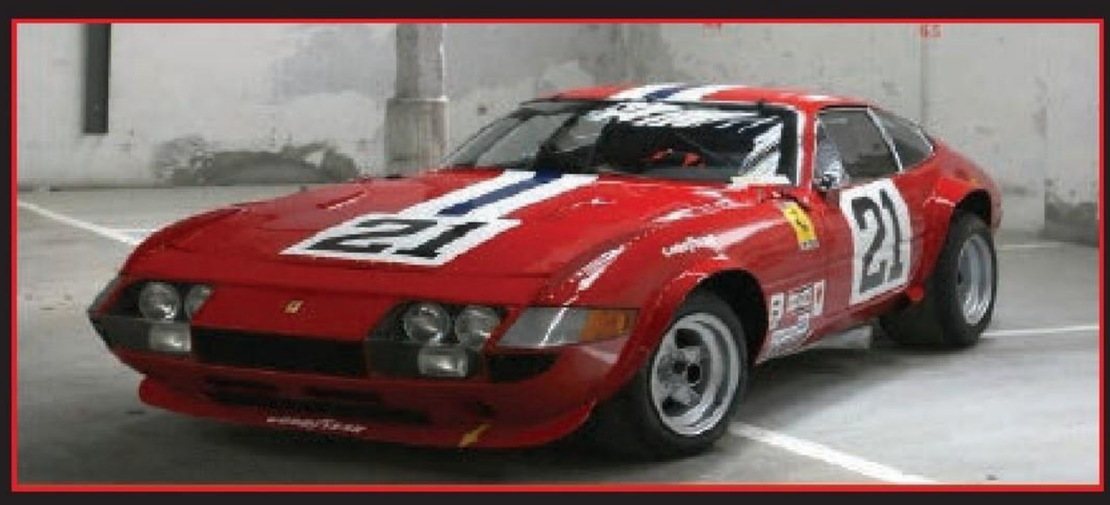
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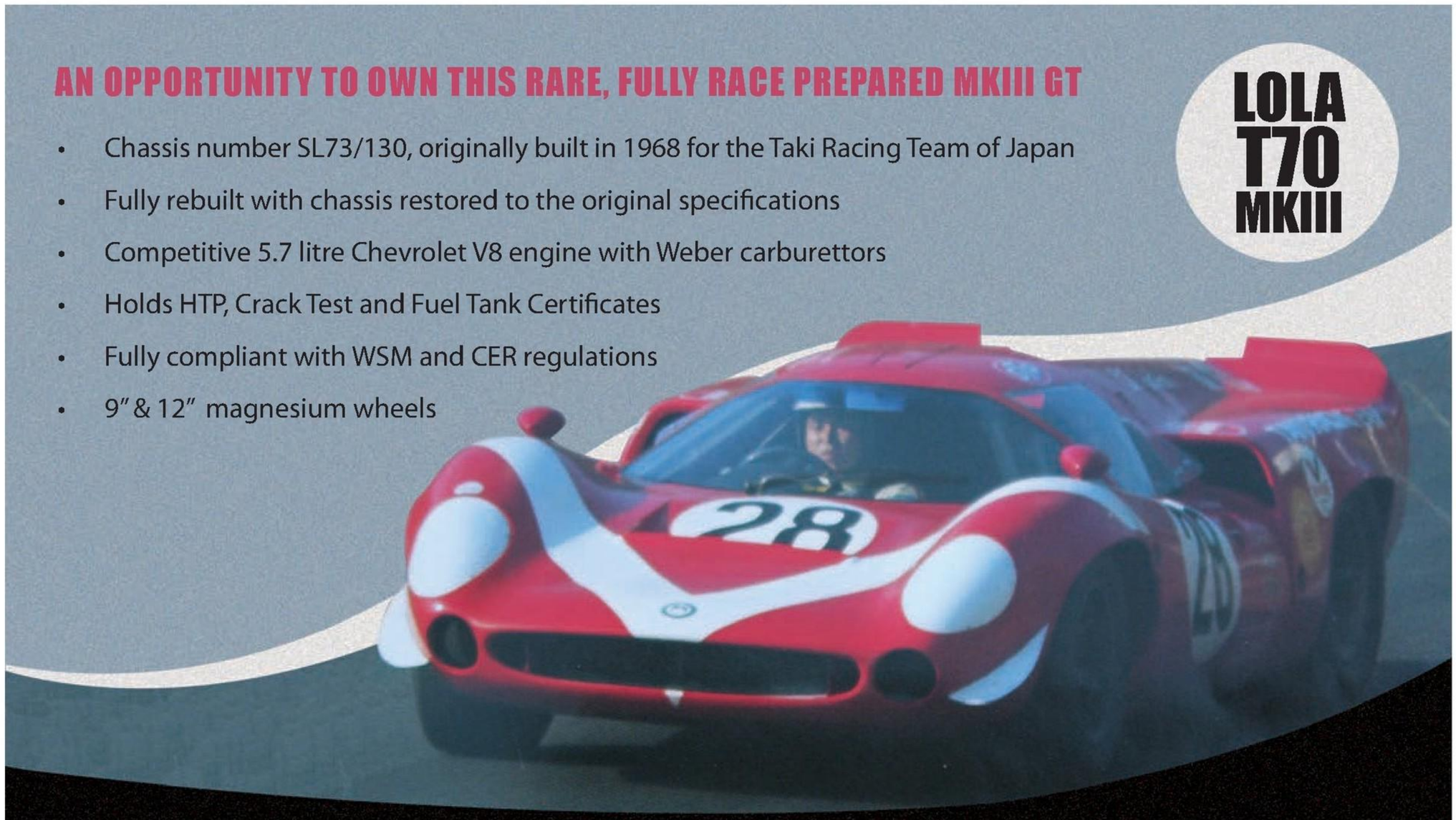
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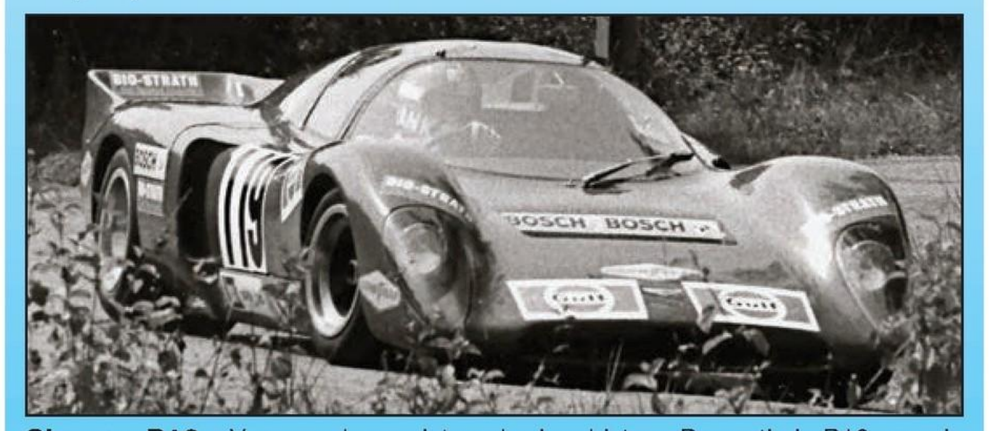
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Amazing period and contemporary history. Raced in period by Jack Sears, also raced at Angolan Grand Prix of 1965, Macau Grand Prix of 2003 and British Grand Prix of 2006, 2007 and 2009

Raced by Sir John Whitmore, Dan Gurney, Jack Sears, Derek Bell, Jochen Mass, Richard Attwood, Jackie Oliver, Tony Jardine, Gerry Marshall and Mark Surer.

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Angolan Grand Prix 1965


Jackie Oliver, British Grand Prix 2007



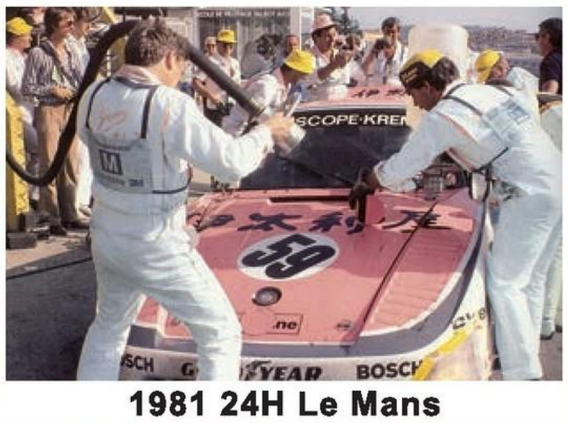

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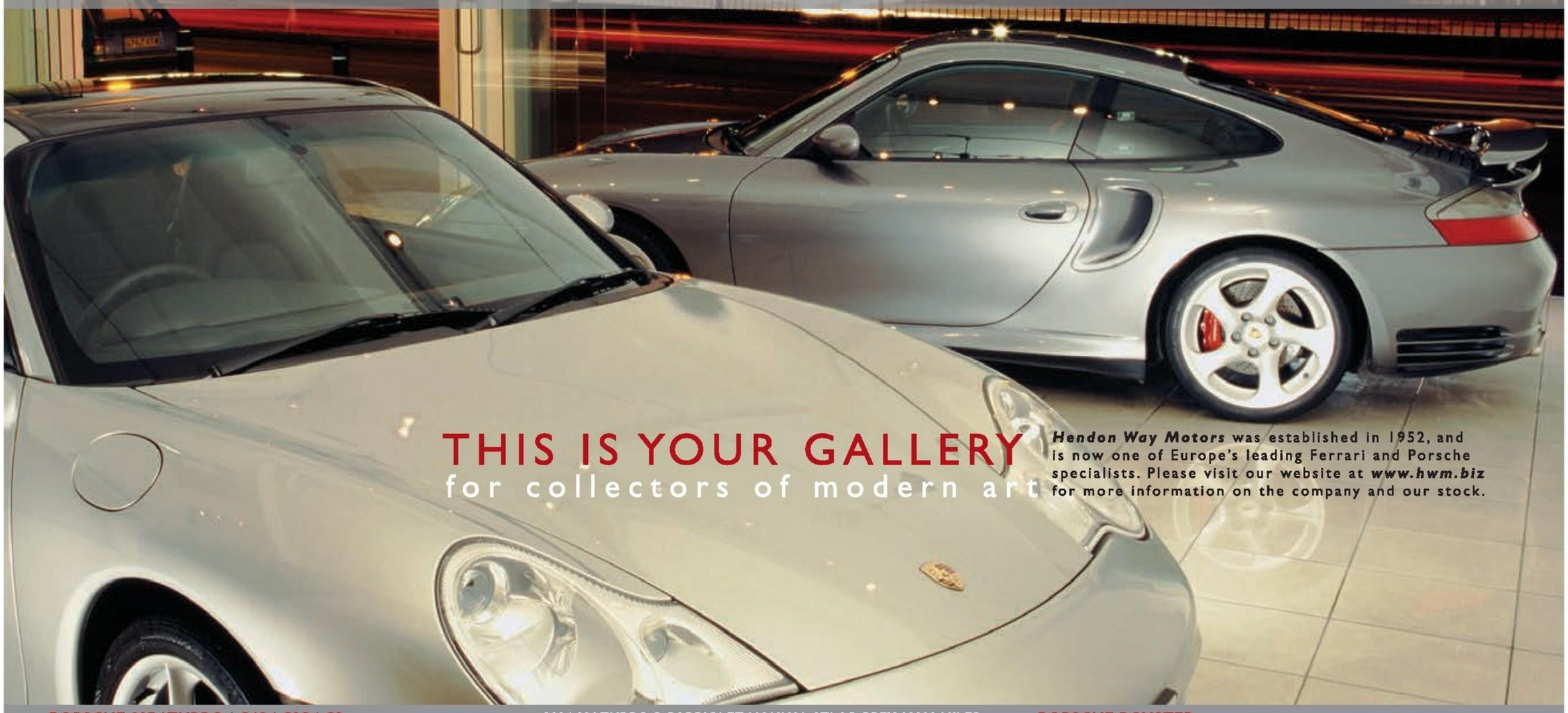
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2006 PORSCHE 997 C2S CABRIOLET MANUAL MIDNGIHT BLUE 12000 MILES
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2005 PORSCHE 997 C2 MANUAL COUPE CARMEN RED 29000 MILES
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2004 PORSCHE 996 GT2 MKII MANUAL GRAND PRIX WHITE 28000 MILES
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2003 PORSCHE 996 TURBO TIPTRONIC BASALT BLACK 9000 MILES
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2003 PORSCHE 996 TURBO TIPTRONIC MIDNIGHT BLUE 28000 MILES
Black leather interior, Porsche Stability Management System, Sunroof, Telephone module, Sports seats, Aluminium pack, Xenon lights, Turbo Aero Kit, Up-rated CD Player, Full Porsche Service History

2001 PORSCHE 996 TURBO TIPTRONIC ARCTIC SILVER 35000 MILES
Grey leather Interior, Porsche Communication Module, Porsche Stability Management System, Park Assist, Cruise control. Recent double page review in classic car magazine, Full Porsche Service History

2004 PORSCHE 996 C4S MANUAL MIDNIGHT BLUE 34000 MILES
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2002 PORSCHE 996 C4 TIPTRONIC ARCTIC SILVER 41,000 MILES
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2003 PORSCHE 996 C2 CABRIOLET TIPTRONIC MERIDIEN SILVER 18,000 MILES
Full Metropole blue leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, Climate control, Full electric seats, CD Player, Porsche Sound pack, Park assist, 18" alloy wheels, Full Porsche Service History

2003 PORSCHE 996 C2 CABRIOLET MANUAL LAPIS BLUE 35,000 MILES
Full black leather interior, Satellite navigation, Porsche Stability Management System, Computer, Climate control, Full electric seats, CD Player, Porsche Sound pack, Park assist, 18" alloy wheels, Small aluminium pack, Full Porsche Service History

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1998 PORSCHE 993 TURBO 4 S SPEC OCEAN BLUE 40000 MILES
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1995 PORSCHE 993 TURBO 4 MIDNIGHT BLUE 42000 MILES
Marble Grey leather interior, Cruise control, White dials, Sunroof, Sport seats, Sports exhaust, Full Porsche Service History.

1997 PORSCHE 993 C2S COUPE MANUAL ARCTIC SILVER 60000 MILES
Black leather interior, Sport seats, Full Turbo Aero Kit, 18" Alloy wheels, Full Porsche Service History.

1995 PORSCHE 993 C2S COUPE MANUAL OCEAN BLUE 69000 MILES
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1995 PORSCHE 993 C2 COUPE MANUAL BLACK 82000 MILES
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1995 PORSCHE 993 C2 COUPE TIP AVENTURA GREEN 69000 MILES
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1994 PORCHE 993 CABRIOLET MANUAL AVENTURA GREEN 57000 MILES
Marble grey leather interior, Wind deflector, Stereo, Heated mirrors, CD Changer, Full Porsche Service History

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2007 987 BOXSTER S MANUAL BASALT BLACK 2000 MILES
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2006 PORSCHE CAYMAN S ARCTIC SILVER 10000 MILES
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1992 PORSCHE 968 CABRIOLET TIPTRONIC LIGHT METALLIC BLUE 104000 MILES
Dark Leather Interior, Radio/CD Player.

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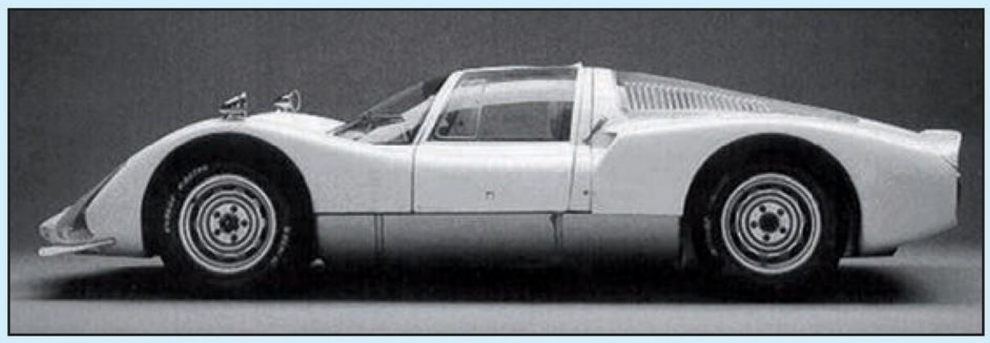
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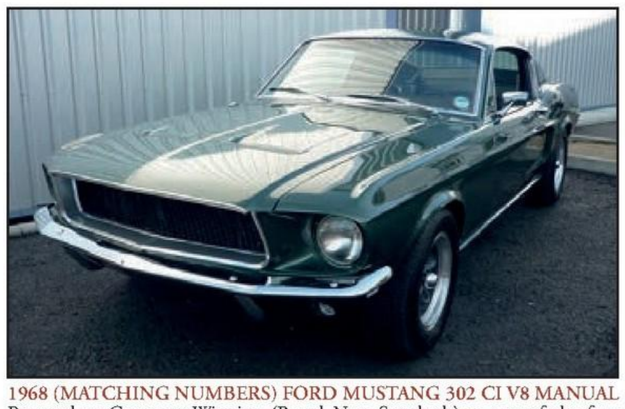
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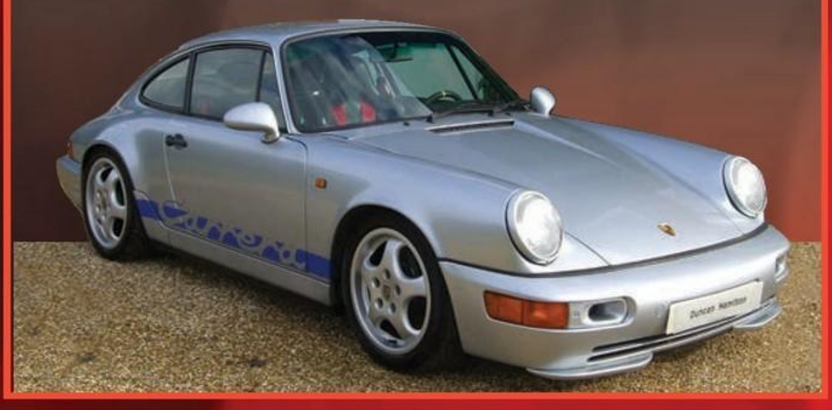
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The GTB/4 was the final evolution of Ferrari's 275 series. Styled by Pininfarina and built by Scaglietti, it was the first road-going Ferrari to be fitted with a four-cam V12 engine. Of the 280 4-cam versions built, just 27 featured righthand drive, of which this stunning low mileage example is one. Finished in red with black trim, it has been the subject of an extensive restoration and comes with comprehensive history file. Stunning in every respect. POA

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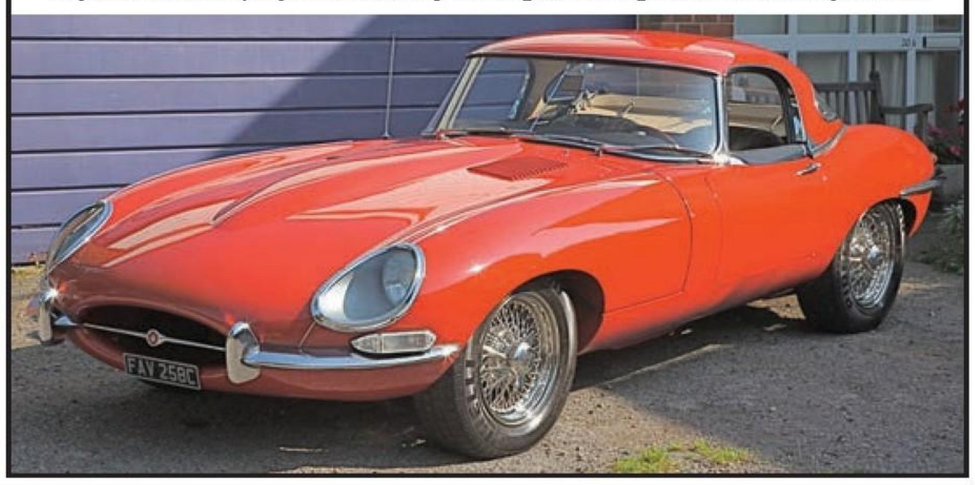
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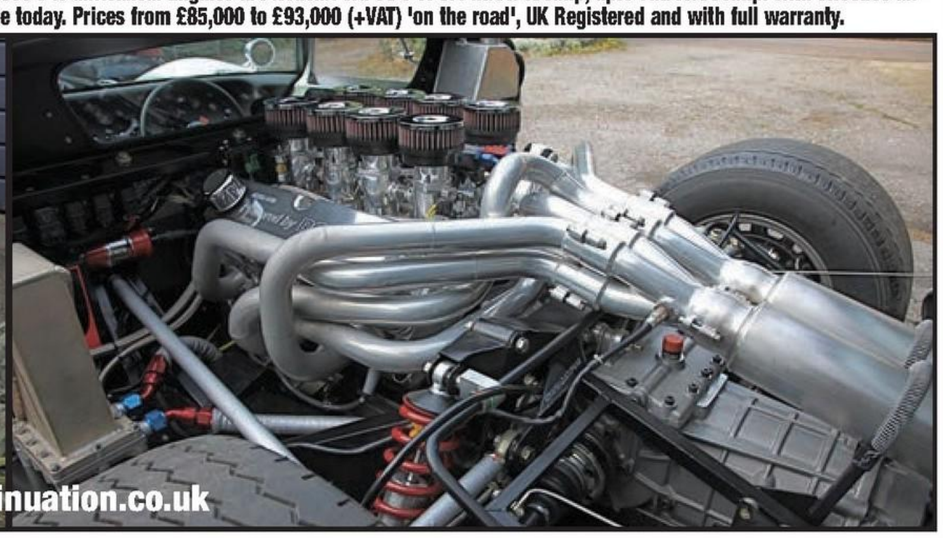
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I can't believe it's over six months since I started to tell the story of Violet (not her name but it reminds me of her eyes) and the 35B, there were two reasons for this. Firstly work! We built five film replicas (Bugatti, Fiat, Alfa Romeo RL, Mercedes and Sunbeam GP) in eleven weeks, which combined with the usual Bugatti work meant increasing the workforce to nineteen and working eighteen and twenty hour days. In itself this would have been okay IF the cars had then been sold to the client but I wound up owning them so the profit is in the cars, any takers? Secondly, while the first meeting with "Violet" struck me as being something out of a movie I thought a straightforward valuation and perhaps sale would follow; in fact it just got more convoluted and was really only recently resolved.

To recap I met an overly made up but pretty thirty-something eastern European woman with beautiful violet eyes in a London restaurant, she had recently been left a type35B by her father but her older husband seemed to be working on the principle "what's yours is mine what's mine is my own". I had been invited to Belgium to see the car for authentication and valuation so, after cleaning the Model A following the Cotswold, on Tuesday night I packed for a week in Brussels.

The best thing about going to Brussels is Eurostar, I love train journeys and would relish the opportunity to do some of the long distance routes around Europe (when I retire, if they still exist, I suppose). The magic starts as soon as you approach St Pancras, built to outshine all other London stations by Midland Railways the train shed with its single span roof was, in 1868, the largest enclosed space in the world. Saved from redevelopment in the 60s with help from Sir John Betjemen it's a testament to Victorian engineering and now a fully functioning modern international station. After watching the countryside speed past for a couple of hours I arrived at Brussels Midi, which has none of the magic of London! Leaving the station I was once again struck by the similarity of the Midi logo to Bentley's B.

I walked the short distance to the taxi rank where it had been arranged I should meet "Violet's" driver, thick set and with a military background he had the knack of appearing ruthlessly efficient despite his tailored suit and Italian shoes. Opening the door of the Flying Spur he motioned me inside at the same time taking my bag and flipping the boot, cosseted in the back of the Bentley we began a long and at times fractious journey across and out of Brussels. The skills he had been employed for did not include his driving ability or small talk, most attempts being met with a disinterested grunt. Eventually we slowed off of the A3 and headed past Bierset airport to a small village where eventually we pulled up to heavy iron gates which responded to the Bentleys approach slowly swinging open.

Once the car had stopped outside the house the chauffeur retrieved my bag climbing the entrance steps to speak hurriedly, in a language I couldn't place, to a late middle aged woman who had come to meet the car. Smartly dressed in a slightly masculine suit it was a look that wasn't helped by heavy flat shoes and a severe hairstyle. She turned to me "Mr Dutton your room is prepared Marijke will show you the way" she gestured towards a uniformed girl "you will be ready in thirty minutes for dinner. You will dine alone, you should sleep early you leave at six am tomorrow". I picked up my bag and turned to Marijke and for the first time since arriving in Belgium I got a warm smile which seemed almost friendly. We walked into the house and headed for the staircase my new friend was young, petite and as I followed her I caught a lingering trace of Estee Lauder, on the first floor she ushered me into a room and as I entered she walked in behind me and shut the door.

"You are Timotei, yes" a French accent this time, a smile a nod and she continued "I have this for you; from "Violet", please to read and understand, yes" she pressed a tightly wrapped note into my hand and left quickly. By now I was beginning to think that this had to be a joke, but as always the monkey in me couldn't help but be intrigued. I opened the note. "Timothy, it is my car chassis number 487#," at last! "When you see the car tomorrow please say as little as you can. I will have only one chance and you must help, I will explain soon". Dinner was a quiet affair, served in a room which would suit a party of fifty, Asparagus and Hollandaise followed by roast chicken with apple sauce and french fries to finish up fresh orange slices with vanilla. Altogether as I went to bed it had been yet another unusual day related to this 35B so the sooner I got to see it the better!

With the hour difference six AM is always hard work, even worse when it's dark, raining and you're contemplating a long drive with a non-communicative gorilla, still I managed to be early and slid into the Bentley. Surprisingly the journey lasted less than twenty minutes as we drove into Bierset stopping on the apron next to a helicopter. Now much as I like trains I hate helicopters, I come over all Mr T. It was with grim resignation I strapped in, I had come too far to stop now, with the usual hysteria the Agusta 109C took off, at least I had a maximum of 150 minutes of high anxiety to look forward to. It had been two hours and fifteen minutes as the skids softly touched down in the grounds of what appeared to be a large warehousing complex.

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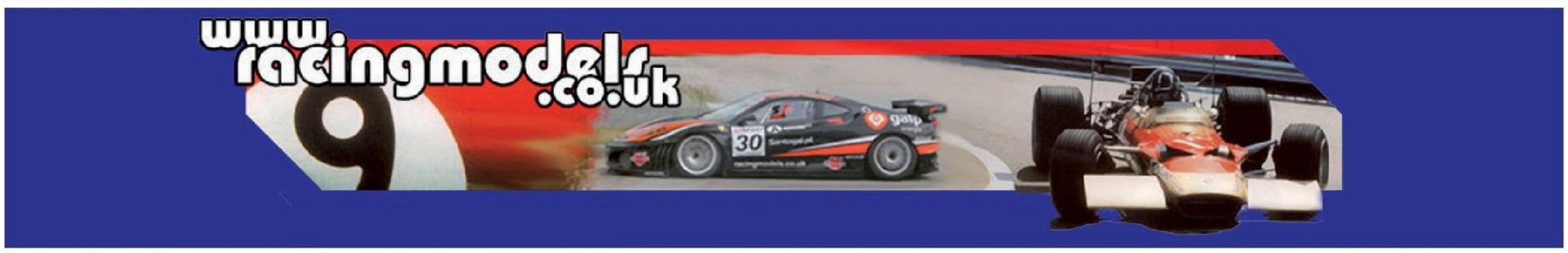
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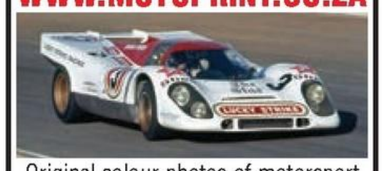
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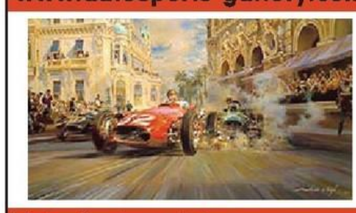
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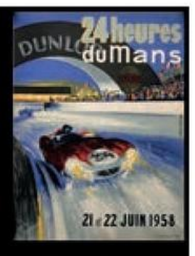
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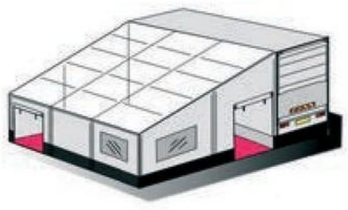


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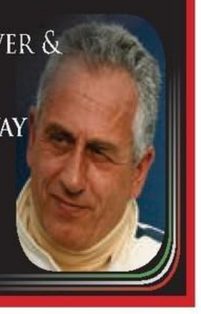
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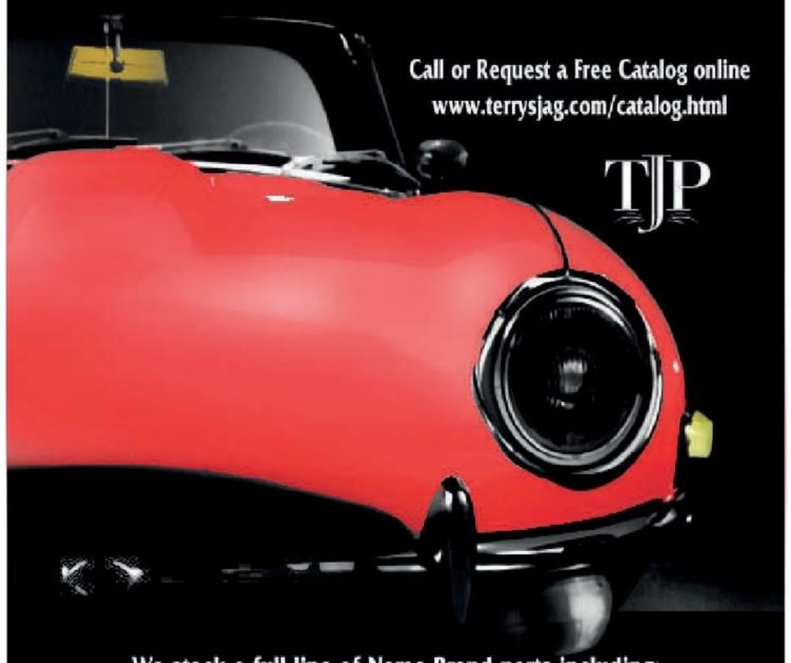


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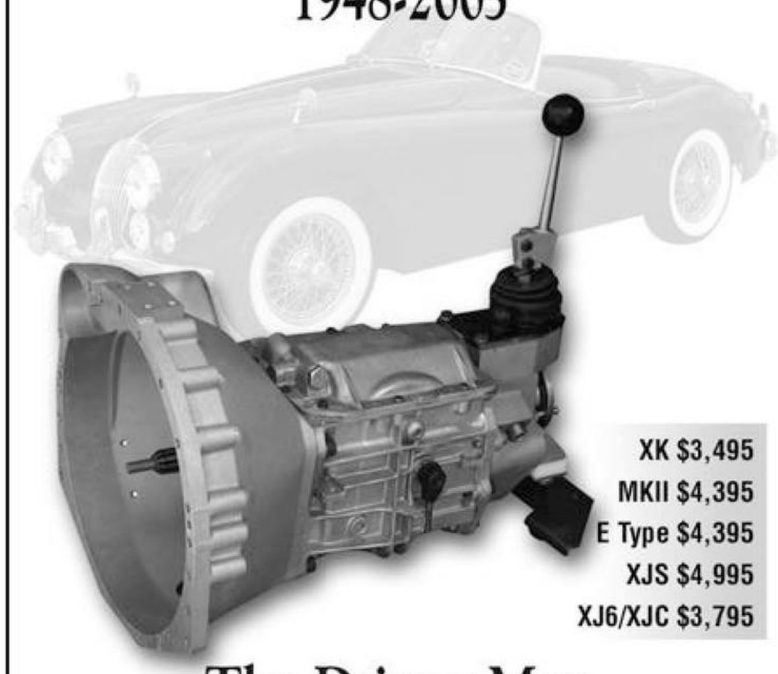
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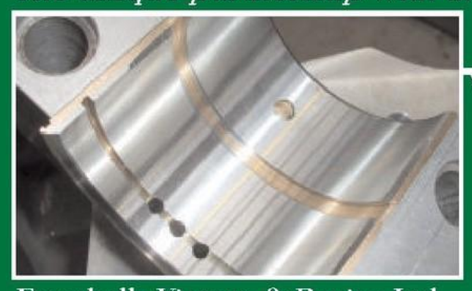
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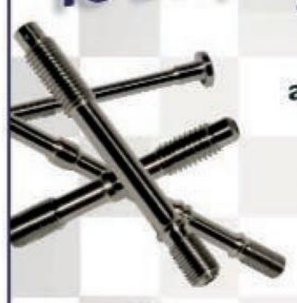


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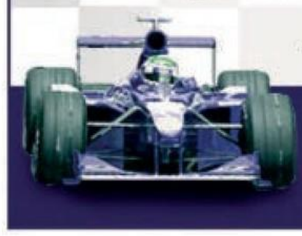
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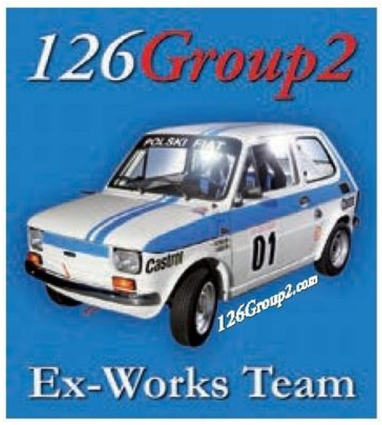
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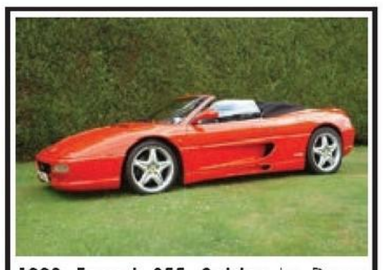
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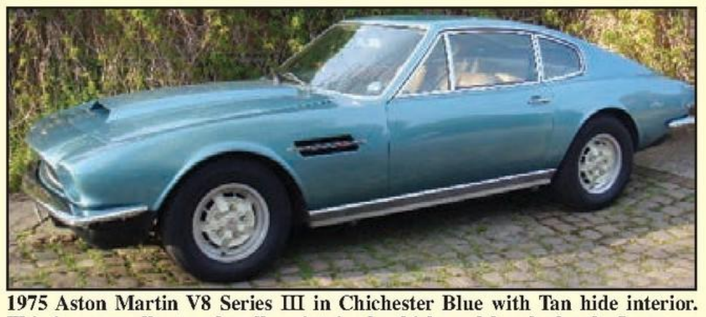
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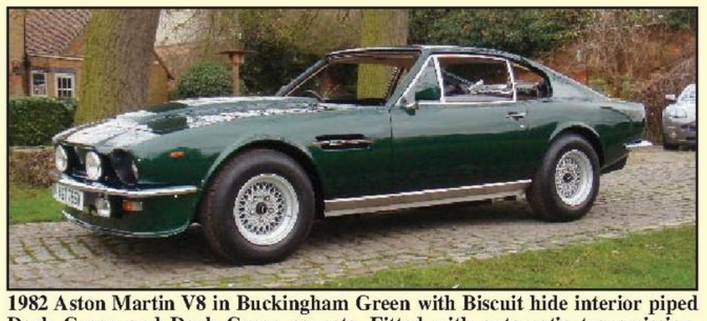
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1997 Aston Martin V8 in Buckingham Green with pale Grey hide piped Black interior. This is a fine example fitted with all usual refinements including front wing vents, 5 speed Manual transmission, air conditioning, 6 spoke 18" alloy wheels, Red calipers, mesh grille, 6 stack CD player, electric windows and electric heated seats. Complete service history £34,950



1975 Aston Martin V8 Series III in Chichester Blue with Tan hide interior. This is an excellent and well maintained vehicle and has had only 5 owners from new and comes with a comprehensive service history. Fitted with automatic transmission, electric windows, wood rim steering wheel and its original GKN alloy wheels. Please call for further details £27,950



1982 Aston Martin V8 in Buckingham Green with Biscuit hide interior piped Dark Green and Dark Green carpets. Fitted with automatic transmission, power steering, CD player, electric mirrors and windows, leather headlining, BBS alloys and enlarged AP calipers. Very nice example and excellent history. Final stages of restoration £59,950



1967 Aston Martin DB6 in British Racing Green with full Black hide interior. This vehicle has just undergone a full re-paint in original British Racing Green and is a very nice example of the marquee having had recent complete refurbishment. It has also had an engine upgrade to 4.2 litres with re-trimming carried out to the front and rear seats and it has a new headlining. It is now in superb condition and represents good value at £72,950



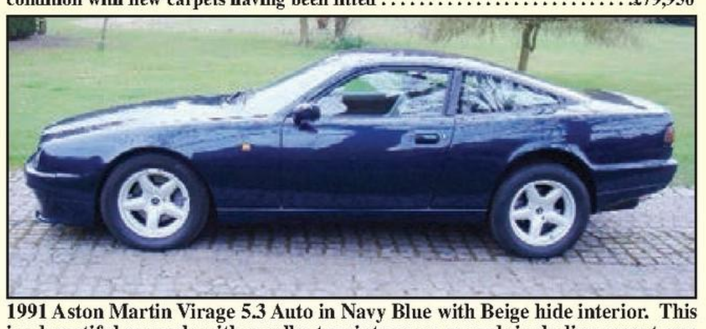
1966 Aston Martin DB6 Vantage in Suffolk Red with Red hide interior. This excellent, original, rust free DB6 Vantage (with matching numbers) has undergone a complete engine rebuild in our own workshop with an upgrade to 4.2 litres and an unleaded cylinder head. The car sits on chrome wire wheels, has its original 5 speed ZF gearbox, upgraded suspension and an i-pod connection. The Red interior leather is in very nice condition with new carpets having been fitted £79,950



1970 Aston Martin DB6 Mk II in pale metallic Blue with Black interior. Fitted with automatic transmission, this is an exceptional car that has been owned by the same family since the early 1970s and has been the subject of a complete restoration in 1990 and 2000. The engine was completely re-built including a conversion to unleaded fuel. Please enquire for full details £85,000



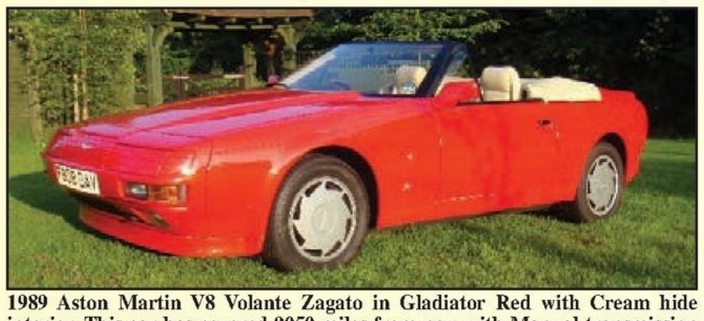
2001 Aston Martin DB7 Vantage in Silbersee Silver with light Grey hide interior and dark Blue side panels, dash and carpets. This is a fine example fitted with all usual refinements including 18" alloy wheels, CD player with multi changer, central locking, climate control, power steering, electric windows, automatic transmission, ABS and alarm £29,950



1991 Aston Martin Virage 5.3 Auto in Navy Blue with Beige hide interior. This is a beautiful example with excellent maintenance records including recent new catalytic convertors and exhaust system. Fitted with mesh grille and the optional 5 spoke Volante wheels £24,950



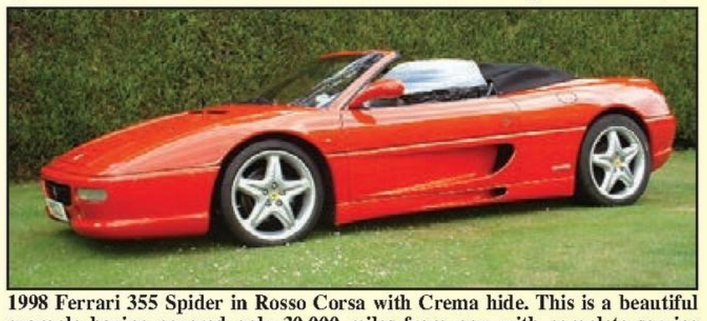
2002 Aston Martin DB7 Vantage in Grigio Titanio with Charcoal hide. This is a 2 owner car with Tiptronic gearbox, Satellite Navigation, air conditioning, Tracker, 18" alloy wheels, electric heated seats, CD stack system and power mirrors. This car is in excellent condition and was supplied to the last owner by ourselves and comes with full main dealer service history £32,950



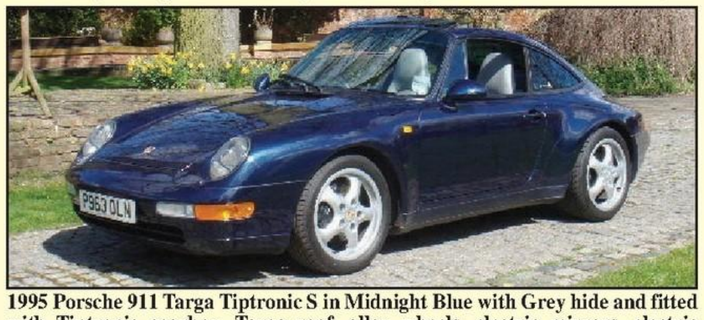
1989 Aston Martin V8 Volante Zagato in Gladiator Red with Cream hide interior. This car has covered 9050 miles from new with Manual transmission and has recently been serviced with invoices to show. Exterior paintwork is superb and mechanically, the car starts and runs fine. Complete service history from Newport Pagnell. Please enquire for full specification £75,000



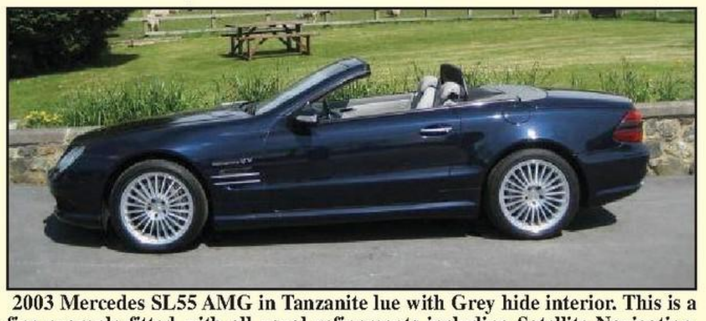
2002 Aston Martin Vanquish 2+2 in Tungsten Silver with Charcoal hide interior. This is a fine example with main dealer history having covered only 20,000 miles. It is fitted with all usual refinements including Satellite Navigation, electric heated seats, 19" alloy wheels, paddle gearbox, power mirrors and stereo system £59,950



1998 Ferrari 355 Spider in Rosso Corsa with Crema hide. This is a beautiful example having covered only 30,000 miles from new with complete service history. Fitted with F1 gearbox and all usual refinements. Sensibly priced at £39,950



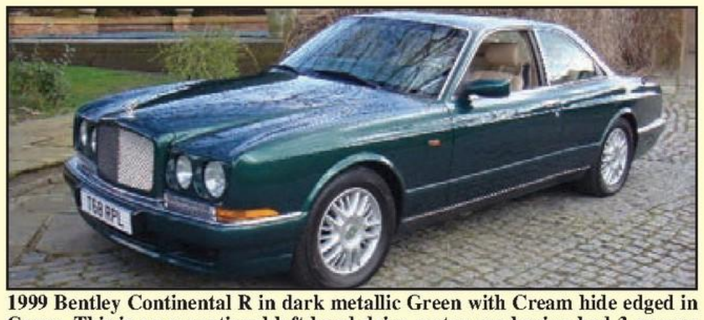
1995 Porsche 911 Targa Tiptronic S in Midnight Blue with Grey hide and fitted with Tiptronic gearbox, Targa roof, alloy wheels, electric mirrors, electric windows, air conditioning and stereo system. Also fitted with Tracker and comes with full service history £19,995



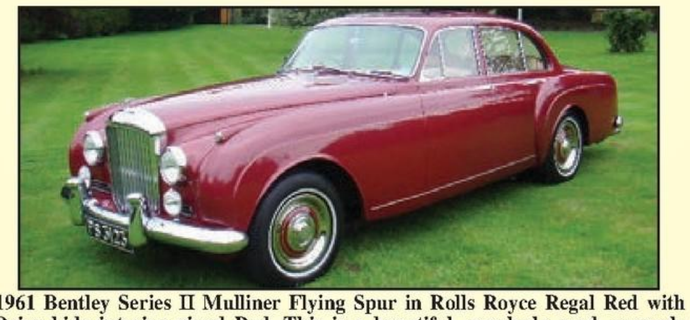
2003 Mercedes SL55 AMG in Tanzanite lue with Grey hide interior. This is a fine example fitted with all usual refinements including Satellite Navigation, heated perforated pulsing seats, panoramic roof, Bose sound system, Xenons and alarm. Comes with full Mercedes service history £30,995



1995 Aston Martin DB7 in Masons Black with Black hide interior. This is a one owner car having covered only 6500 miles. This car is quite exceptional throughout and is sensibly priced at £27,950



1999 Bentley Continental R in dark metallic Green with Cream hide edged in Green. This is an exceptional left hand drive motor car having had 3 owners and comes with service history. It has been beautifully maintained having covered 27,000km from new and is fitted with all usual refinements including lambswool over-rugs .....Euros 89,500



1961 Bentley Series II Mulliner Flying Spur in Rolls Royce Regal Red with Beige hide interior piped Red. This is a beautiful, regularly used, example which has been the subject of considerable maintenance and refurbishment during the last 5 years. Please call for full specification £75,000



1994 Bentley Continental R in Masons Black with full Black hide piped Burgundy and Burgundy headlining and matching carpets. This car is in excellent condition throughout and is fitted with all usual refinements including air conditioning, cruise control, electric heated seats, electric windows and mirrors, alloy wheels and stereo system. Slightly above average mileage with full service history, hence realistically priced at £34,950

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