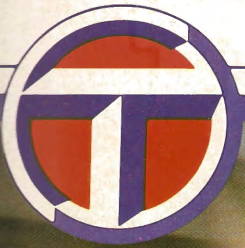


Autosport

Marlboro British Grand Prix Guide 1981

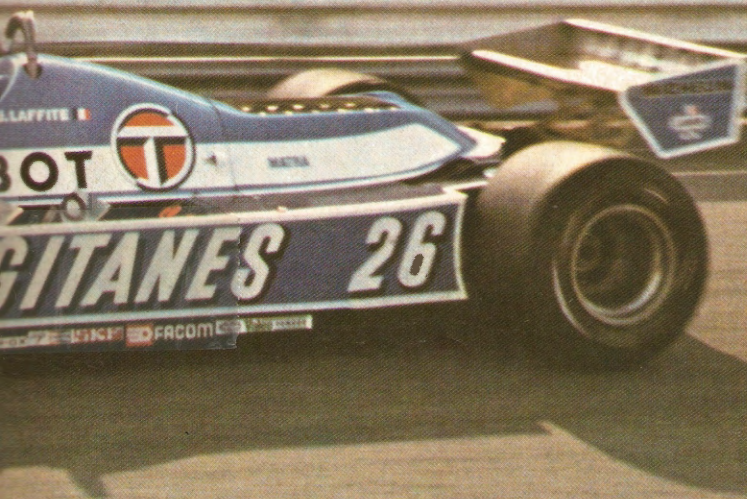


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Grand Prix International Magazine, published just 10 days after each race. The British Grand Prix issue will be available from 30th July.

THE FORMULA ONE MAGAZINE

Grand Prix

INTERNATIONAL



The waiting is over

The waiting, ladies and gentlemen, is over. The Formula 1 teams are preparing as you read this for the British round of the 1981 World Championship of Drivers, which returns once more to Silverstone.

The Marlboro British Grand Prix, which is organised by our national authority, the RAC Motor Sports Association, will be the ninth round of the FISA sanctioned World Championship series. So far this year, the championship has featured a variety of different winners, with victories for Alan Jones's Williams at Long Beach, Nelson Piquet's Brabham in Argentina and San Marino (Imola), Carlos Reutemann's Williams in Brazil and Belgium, Gilles Villeneuve's Ferrari in Monaco and Spain, and Alain Prost's Renault in France. So far, the score is five wins for Ford-Cosworth DFV powered 'FOCA' teams, three for turbocharged engines 'FISA' teams.

The super-consistent Carlos Reutemann, whose remarkable string of 15 consecutive finishes in the points ended with a retirement at Monaco, holds a handsome lead in the World Championship, with six races to go after Silverstone next weekend. The Frank Williams team, sponsored by Leyland Vehicles, TAG and Saudia, has a firm grip on the International Cup for Constructors, which it won along with Jones's World Championship in 1980.

Midway through their season, there are new unknown factors for the Grand Prix teams to consider. For a start, we seem to be entering into a new tyre war. Goodyear returned to the F1 arena at Dijon, having tested their latest tyres on the Williams and Brabhams during the Silverstone tyre test days which preceded the French GP. Michelin's reaction has been to limit their own involvement, while Avon have expanded. With Pirelli still awaiting their first Grand Prix with the Toleman team, there could be four makes of tyre represented on the grid this Saturday. Michelin are setting the greatest store in the absurd qualifying tyres, which are intended to put their fastest cars at the head of the field after practice.

Undoubtedly, favoured among these will be the turbocars of Ferrari and Renault, who have cleaned up the last three Grands Prix. Silverstone — still the fastest circuit on the GP calendar — may suit both. This is the second major unknown factor: are the turbos now becoming so effective that, in the near future, they will become *de rigueur*? On the fast sweeps of the Northamptonshire circuit, where the Williams cars so excelled in 1979, we will get some more clues this weekend. Will the sheer power of the turbos overcome the superior handling of the Cosworth cars, the Matra powered Talbot-Ligiers and the Alfa Romeos? In the case of the Renaults, insiders predict that they will be very fast here. The new Ferrari's strongest suit is its acceleration out of the corners, and that is not a telling factor at Silverstone.

The third unknown factor is, simply, John Watson's new competitiveness with the carbonfibre-chassis Marlboro-McLaren. The Ulsterman has already been very quick at Silverstone — remember 1977, when he led most of the way before retiring, and 1979, when he



Alan Jones — last year's winner

BROADCASTING

Just in case there is someone reading this who won't be at Silverstone on Saturday, we are pleased to report that the BBC will be covering the British Grand Prix on both television and radio. There will be two live visits to Silverstone during *Grandstand*, and highlights of the race will, as usual, be televised on Saturday evening.

AUTOSPORT's Simon Taylor will also be on the air throughout the afternoon to bring you live commentary and interviews on Radio 2. All the broadcasting times are listed below:

TELEVISION

Saturday
 BBC1 14.45–15.30 *Grandstand*
 16.30–17.00 *Grandstand*
 BBC2 20.55 *Grand Prix*
 (highlights)

RADIO

Thursday
 Radio 2 MW 18.45 (practice news)

Friday
 Radio 2 MW 18.45 (practice news)

Saturday
 Radio 4 LW 08.10 (preview)
 Radio 2 MW 13.30–18.00 (race commentary and interviews)

AUTOSPORT GRAND PRIX SUPPLEMENT

INTRODUCTION

The Saturday of the British Grand Prix is packed with excitement. Our introduction describes what to look out for on the day, tells the story of the Grand Prix season so far, and includes Gilles Villeneuve's description of a lap round Silverstone.

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INTERVIEW

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Carlos Reutemann leads the World Championship, thanks to two wins and a string of points-scoring finishes this year. Nigel Roebuck has been talking to the Argentine about his relationship with the Williams team.

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18

INTERVIEW

32

Alan Jones won last year's British Grand Prix on his way to the World Championship, but this year his luck appears to have worn thin. How does Jones view his fortunes this year? Nigel Roebuck spoke to him.

INTERVIEW

35

A young man on the way up. That's Nigel Mansell, and he is British, too. Maurice Hamilton has been talking to the Lotus number two.

SUPPORTING RACES

40

Marcus Pye and Mark Hughes preview the four supporting races... for Marlboro British F3, Tricentrol G1, Minolta Super Sports and Lloyds & Scottish historics.

INTERVIEW

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Why are Leyland Vehicles involved in motor racing sponsorship? Rupert Saunders found out from the Sales and Marketing Director of Leyland Trucks, Ian Wilson.

FRONT COVER

Alan Jones at Monaco. Photo: Charles Knight.

CENTRESPREAD

Carlos Reutemann at Jarama, Spain. Photo: John Dunbar (LAT).

LONGINES SUPER POSTER

This double-sided colour poster depicts the winners of the last three Grands Prix, Gilles Villeneuve (Ferrari 126CK) and Alain Prost (Renault RE30). Photos: Sporting Pictures (UK) Ltd, Jeff Hutchinson.

Layout and production: Peter Hyde, Mark Hughes. Advertisement manager: Stuart Dent. Published by Haymarket Publishing (1980) Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE (Tel: 01-977 8787) © AUTOSPORT 1981.

MARLBORO BRITISH GRAND PRIX 1981 SILVERSTONE

Thursday, July 16

10.00-11.30 F1 untimed practice
 13.00-14.00 F1 qualifying
 14.30-15.10 F3 qualifying (odd numbers)
 15.35-16.15 F3 qualifying (even numbers)
 16.30-17.10 Saloon Car qualifying
 17.25-18.05 Super Sports qualifying

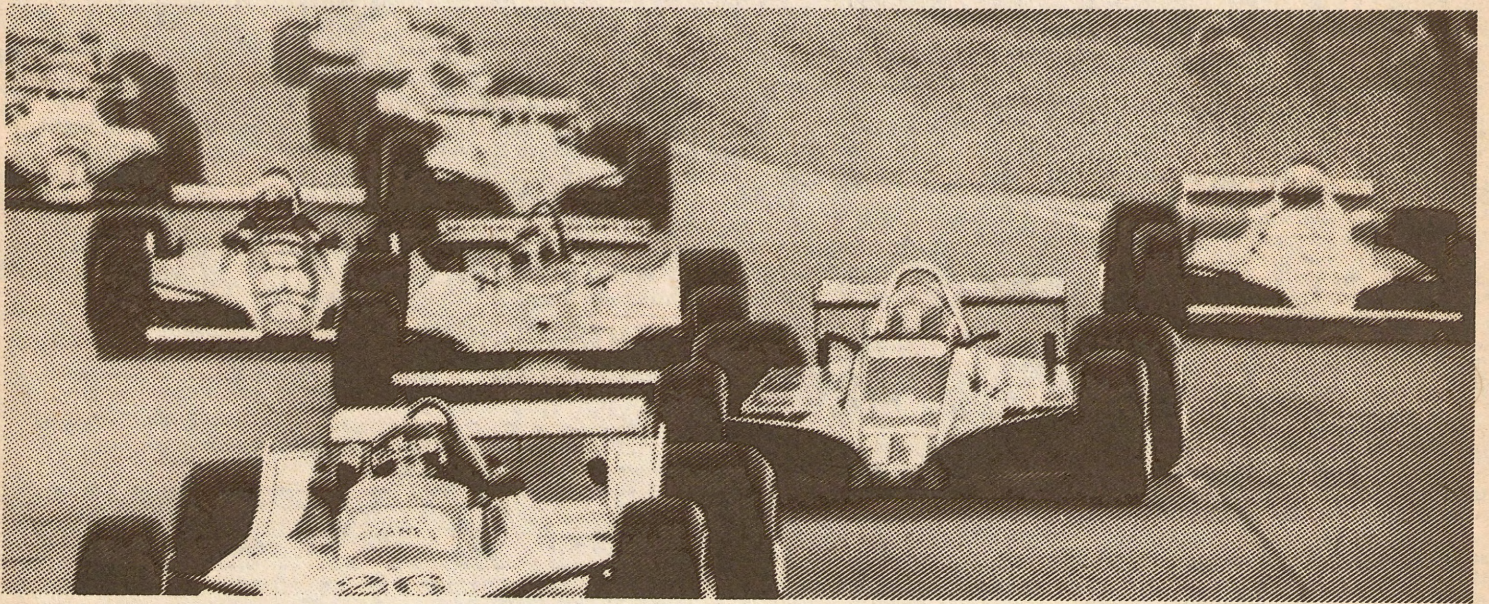
Friday, July 17

09.00-09.30 Saloon Car qualifying
 10.00-11.30 F1 untimed practice
 13.00-14.00 F1 qualifying
 14.30-15.00 F3 qualifying (odd numbers)
 15.25-15.55 F3 qualifying (even numbers)
 16.20 Minolta Trophy Super Sports Car race (12 laps)
 17.05-17.35 Historic car qualifying

Saturday, July 18

06.30-09.30 Coach trips around the circuit
 08.00-09.30 Pits Walkabout
 10.00 Marlboro British Formula 3 Championship race (20 laps)
 11.00 Tricentrol British Saloon Car Championship race (20 laps)
 11.50-12.00 Minolta Trophy Race Parade of Winners
 12.10-12.40 F1 warm-up
 12.45-13.05 Marlboro Microlite Air Display
 13.05-13.20 Marlboro Aerobatic Team Display
 13.20-13.30 Parade of Cooper cars
 13.30-13.45 Superkart Demonstration
 13.45-14.00 Jaguar Anniversary Parade
 14.00-14.15 Red Arrows Display
 14.15-14.25 Parade of Flags of Competing Nations
 14.30-15.00 Grand Prix preparation
 15.00 Marlboro British Grand Prix (68 laps)
 17.15 Lloyds & Scottish Historic Car Championship race (12 laps)

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1981 WORLD CHAMPIONSHIP FORM GUIDE & ENTRY LIST

Last six GP results						No	Driver	Nat	Car	Engine	Entrant
4	12	R	2	7	17	1	Alan Jones	AUS	Williams FW07C	Cosworth DFV V8	TAG Williams Racing Team
2	3	1	R	4	10	2	Carlos Reutemann	RA	Williams FW07C	Cosworth DFV V8	TAG Williams Racing Team
R	R	6	5	NC	13	3	Eddie Cheever	USA	Tyrrell 011	Cosworth DFV V8	Tyrrell Racing Team
—	—	12	R	NQ	16	4	Michele Alboreto	I	Tyrrell 010	Cosworth DFV V8	Tyrrell Racing Team
1	1	R	R	R	3	5	Nelson Piquet	BR	Brabham BT49C	Cosworth DFV V8	Parmalat Racing Team
R	4	R	NQ	R	9	6	Hector Rebaque	MEX	Brabham BT49C	Cosworth DFV V8	Parmalat Racing Team
R	10	7	R	3	2	7	John Watson	GB	McLaren MP4	Cosworth DFV V8	Marlboro McLaren Racing
11	6	R	R	R	11	8	Andrea de Cesaris	I	McLaren MP4	Cosworth DFV V8	Marlboro McLaren Racing
—	13	NQ	NQ	NQ	NQ	9	Slim Borgudd	S	ATS D7	Cosworth DFV V8	Team ATS
6	NS	5	R	5	6	11	Elio de Angelis	I	Lotus 87/88B	Cosworth DFV V8	John Player Team Lotus
R	NS	3	R	6	7	12	Nigel Mansell	GB	Lotus 87/88B	Cosworth DFV V8	John Player Team Lotus
NQ	R	NQ	—	14	R	14	Eliseo Salazar	RCH	Ensign N180B	Cosworth DFV V8	Ensign Racing Team
3	R	R	R	R	1	15	Alain Prost	F	Renault RE30	Renault tc V6	Equipe Renault Elf
5	8	NQ	R	9	4	16	René Arnoux	F	Renault RE30	Renault tc V6	Equipe Renault Elf
NQ	NQ	NQ	NQ	16	R	17	Derek Daly	IRL	March 811	Cosworth DFV V8	March Grand Prix
R	R	R	R	12	R	20	Keke Rosberg	SF	Fittipaldi F8C	Cosworth DFV V8	Fittipaldi Automotive
R	NQ	R	NQ	11	R	21	Chico Serra	BR	Fittipaldi F8C	Cosworth DFV V8	Fittipaldi Automotive
8	R	10	R	8	8	22	Mario Andretti	USA	Alfa Romeo 179C	Alfa Romeo V12	Marlboro Team Alfa Romeo
10	R	9	R	10	15	23	Bruno Giacomelli	I	Alfa Romeo 179C	Alfa Romeo V12	Marlboro Team Alfa Romeo
R	11	NQ	7	13	R	25	Patrick Tambay	F	Talbot-Ligier JS17	Matra V12	Talbot Ligier
R	R	2	3	2	R	26	Jacques Laffite	F	Talbot-Ligier JS17	Matra V12	Talbot Ligier
R	7	4	1	1	R	27	Gilles Villeneuve	CDN	Ferrari 126C	Ferrari tc V6	S.p.a. Ferrari S.E.F.A.C.
R	5	8	4	15	5	28	Didier Pironi	F	Ferrari 126C	Ferrari tc V6	S.p.a. Ferrari S.E.F.A.C.
7	2	NS	R	R	14	29	Riccardo Patrese	I	Arrows A3B	Cosworth DFV V8	Ragno Arrows Beta Racing Team
9	NQ	NS	R	R	NQ	30	Siegfried Stohr	I	Arrows A3B	Cosworth DFV V8	Ragno Arrows Beta Racing Team
NQ	R	R	NQ	NQ	NQ	31	Beppe Gabbiani	I	Osella FA1B/81	Cosworth DFV V8	Denim Osella
NQ	R	—	—	—	—	32	Miguel Angel Guerra	RA	Osella FA1B/81	Cosworth DFV V8	Denim Osella
R	9	11	6	—	12	33	Marc Surer	CH	Theodore TY01	Cosworth DFV V8	Theodore Racing Team
—	NQ	NQ	NQ	NQ	NQ	35	Brian Henton	GB	Toleman TG181	Hart 415T S4	Candy Toleman Motorsport
—	NQ	NQ	NQ	NQ	NQ	36	Derek Warwick	GB	Toleman TG181	Hart 415T S4	Candy Toleman Motorsport

The waiting is over

continued

finished fourth in the McLaren M29's first race? — and the John Barnard designed MP4 revels in fast corners. Now that Williams and Brabham have moved across to Goodyear, Michelin will be putting their all behind Watson's McLaren...

The 68-lap British Grand Prix itself, of course, forms only part of an excellent programme of events which has been arranged by the RAC MSA and the go-ahead Silverstone Circuits. On Friday, the glory days of World Cham-



John Watson. A possible winner in the carbonfibre McLaren MP4?

pionship sports car racing will be recalled with one of the mouth-watering Super-Sports events, while the supporting races on GP day — Saturday — will be rounds of the Marlboro British Formula 3, Tricentrol British Saloon Car, and Lloyds & Scottish Historic championships. To make absolutely sure that you don't get bored between the races, the organisers have also laid on a number of very promising other attractions.

The Red Arrows, a demonstration of Super Karts, parades of both Coopers and Jaguars, an aerobatic display from the Marlboro Pitts Specials, and even motorised hang gliders will keep the action moving, building up to the start of the country's greatest motor race.

Even before Saturday, thousands of fans will revel in the intense competition now a vital part of any practice session at a Grand Prix. Hotels all around Silverstone have been full for weeks but, for the hardy, the camping facilities on site are sure to prove attractive when compared to the queues which inevitably appear early on race day.

The gates will actually open on Saturday at 5.30am, although it will be one hour later before the buses (now a familiar sight at the British Grand Prix) wind themselves into action around the 2.927-mile airfield circuit. The rides are free, and spectators will be able to join the coaches at any of the five major corners on the lap. With the ambitious Formula 3 super-stars of tomorrow due in action by 10.00am, the trips will be over a full 30mins before the race cars appear.

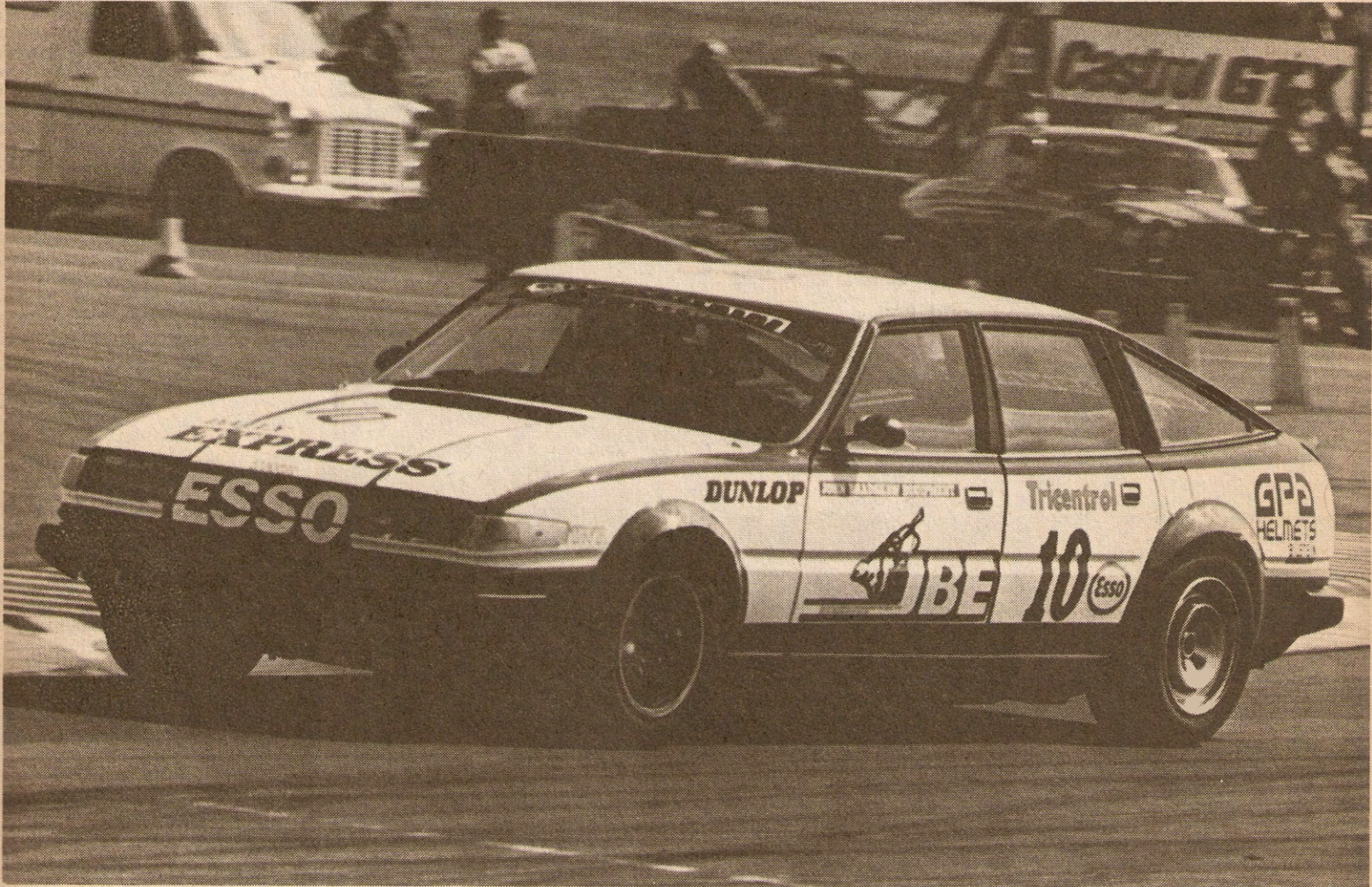
The Pits Walkabout also closes at 9.30am, and for those holding Paddock transfers (cost £6) this will be the only chance of the day to move around the Formula 1 paddock area, and see the cars in detail. The Transfer has many other advantages for unrestricted access to the rest of the paddocks, and the chance to see the demonstration vehicles will continue all day.

Then will follow a couple of races sure to grab the full attention of everyone around the circuit. Jonathan Palmer will try to maintain his lead in the British F3

BRITISH GRAND PRIX WINNERS

Year	Circuit	Distance	First	Second	Third	Speed
1948	Silverstone	239 miles	Villoresi (Maserati)	Ascari (Maserati)	Gerard (ERA)	72.28mph
1949	Silverstone	300 miles	de Graffenreid (Maserati)	Gerard (ERA)	Rosier (Talbot)	77.21mph
1950	Silverstone	202 miles	Farina (Alfa Romeo)	Fagioli (Alfa Romeo)	Parnell (Alfa Romeo)	90.95mph
1951	Silverstone	260 miles	Gonzalez (Ferrari)	Fangio (Alfa Romeo)	Villoresi (Ferrari)	96.11mph
1952	Silverstone	249 miles	Ascari (Ferrari)	Taruffi (Ferrari)	Hawthorn (Cooper Bristol)	90.92mph
1953	Silverstone	263 miles	Ascari (Ferrari)	Fangio (Maserati)	Farina (Ferrari)	92.97mph
1954	Silverstone	253 miles	Gonzalez (Ferrari)	Hawthorn (Ferrari)	Marimon (Maserati)	89.69mph
1955	Aintree	270 miles	Moss (Mercedes)	Fangio (Mercedes)	Kling (Mercedes)	86.67mph
1956	Silverstone	296 miles	Fangio (Ferrari)	de Portago/Collins	Behra (Maserati)	98.65mph
1957	Aintree	270 miles	Brooks/Moss (Vanwall)	Musso (Ferrari)	Hawthorn (Ferrari)	86.89mph
1958	Silverstone	220 miles	Collins (Ferrari)	Hawthorn (Ferrari)	Salvadori (Cooper)	102.05mph
1959	Aintree	225 miles	Brabham (Cooper)	Moss (BRM)	McLaren (Cooper)	89.88mph
1960	Silverstone	225 miles	Brabham (Cooper)	Surtees (Lotus)	Ireland (Lotus)	108.69mph
1961	Aintree	225 miles	von Trips (Ferrari)	P. Hill (Ferrari)	Ginther (Ferrari)	83.91mph
1962	Aintree	225 miles	Clark (Lotus)	Surtees (Lola)	McLaren (Cooper)	92.25mph
1963	Silverstone	240 miles	Clark (Lotus)	Surtees (Ferrari)	G. Hill (BRM)	107.75mph
1964	Brands Hatch	212 miles	Clark (Lotus)	G. Hill (BRM)	Surtees (Ferrari)	94.14mph
1965	Silverstone	234 miles	Clark (Lotus)	G. Hill (BRM)	Surtees (Ferrari)	112.02mph
1966	Brands Hatch	202 Miles	Brabham (Brabham)	Hulme (Brabham)	G. Hill (BRM)	95.48mph
1967	Silverstone	240 miles	Clark (Lotus)	Hulme (Brabham)	Amon (Ferrari)	117.64mph
1968	Brands Hatch	212 miles	Siffert (Lotus)	Amon (Ferrari)	Ickx (Ferrari)	104.83mph
1969	Silverstone	246 miles	Stewart (Matra)	Ickx (Brabham)	McLaren (McLaren)	127.25mph
1970	Brands Hatch	212 miles	Rindt (Lotus)	Brabham (Brabham)	Hulme (McLaren)	108.69mph
1971	Silverstone	234 miles	Stewart (Tyrrell)	Peterson (March)	Fittipaldi (Lotus)	130.48mph
1972	Brands Hatch	201 miles	Fittipaldi (Lotus)	Stewart (Tyrrell)	Revson (McLaren)	112.05mph
1973	Silverstone	195 miles	Revson (McLaren)	Peterson (Lotus)	Hulme (McLaren)	131.75mph
1974	Brands Hatch	199 miles	Scheckter (Tyrrell)	Fittipaldi (McLaren)	Ickx (Lotus)	117.74mph
1975	Silverstone	196 miles	Fittipaldi (McLaren)	Pace (Brabham)	Scheckter (Tyrrell)	120.01mph
1976	Brands Hatch	198 miles	Lauda (Ferrari)	Scheckter (Tyrrell)	Watson (Penske)	115.04mph
1977	Silverstone	199 miles	Hunt (McLaren)	Lauda (Ferrari)	Nilsson (Lotus)	130.36mph
1978	Brands Hatch	198 miles	Hunt (McLaren)	Lauda (Brabham)	Watson (Brabham)	116.61mph
1979	Silverstone	199 miles	Regazzoni (Williams)	Arnoux (Renault)	Jarier (Tyrrell)	138.80mph
1980	Brands Hatch	199 miles	Jones (Williams)	Piquet (Brabham)	Reutemann (Williams)	125.69mph

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AUTOSPORT GRAND PRIX SUPPLEMENT, JULY 1981



The waiting is over continued

championship, while in the Tricentrol British Saloon Car Championship race, eyes will be on the spectacular Rover 3500s which won this fixture at last year's Grand Prix around Brands Hatch.

If these cars promise spectacular competition, however, the following parade at 11.50am will touch the nerve endings of all those with an admiration for the big sports car drivers. Derek Bell, two times winner of Le Mans classic, will drive Peter Norman's Porsche 917 in the previous day's Minolta Trophy race, and seems a likely candidate to head a parade of winners from this event.

The first appearance of the Grand Prix cars on race day follows 20mins later and, while the action continues all day, the now ever increasing crowd will be able to visit some of the special catering facilities around the track. Certainly those who set off before dawn, and arrived when the gates opened will be now in need of refreshment, at least.

The continental atmosphere promises to be particularly evident, with a German Beer tent (complete with an 'Oompah' band); a French restaurant, pizza parlours, and of course the more traditionally acceptable English bars. . . .

An over indulgence in any one of these establishments could allow some unfortunate people to miss the next special attraction, which will be the Marlboro



Nelson Piquet, with two wins this year, lies second in the World Championship. His Brabham BT49C, designed by Gordon Murray (left) was the first of the new generation of hydro-pneumatic suspended cars, and dominated the early season races.

BRITISH IS BEST

● With John Watson and Nigel Mansell both showing renewed competitiveness, could we see a British driver winning at Silverstone? The last Briton to win a Grand Prix was James Hunt, in Japan in 1977 . . .

● Nevertheless, this country still leads the world in terms of GP victories. Since the inception of the World Championship of Drivers in 1950, British drivers have won no fewer than 112 of the 352 Grandes Epreuves (32%). This compares with drivers from Argentina (38), USA (33), Italy and Australia (25), Austria (23), Brazil (20), France (16), Sweden and New Zealand (12), South Africa (10), Belgium (8), Switzerland (7), Canada (6), West Germany (3) and Mexico (2). If every GP driver was French, it would take them six seasons to catch us up! (How's that, Frank?)

● Winningest Grand Prix driver of all time is Jackie Stewart with 27 victories followed by fellow-Scot Jimmy Clark with 25 and Argentina's Juan Manuel Fangio with 24. Next in the list appear the names of Niki Lauda (17), Stirling Moss (16), Sir Jack Brabham, Graham Hill and Emerson Fittipaldi (14), and Alberto Ascari (13).

● Of the current GP drivers, Mario Andretti and Carlos Reutemann have the most wins to their names with 12, while Alan Jones has won 11. Then come Gilles Villeneuve (6), Nelson Piquet (5), Jacques Laffite (4), René Arnoux (2), and Didier Pironi, Alain Prost and John Watson (1).

● British drivers have scored 10 World Championship titles, the rest of the world 20: that's Argentina (5), Australia (4), Austria (3), USA, Italy and Brazil (2), New Zealand and South Africa (1).

● British based Formula 1 teams have won 216 Grandes Epreuves since 1950, compared with Italy (100), France and USA (11), West Germany (10) and Japan (2). British based teams have also won 17 titles in the International Cup for Constructors; Italian cars have won six, the rest are nowhere.

● Silverstone is currently vying with the Osterreicherung for the privilege of being the world's fastest Grand Prix circuit. The last year in which the two can be compared is 1979: Clay Regazzoni won at Silverstone for Williams at an average of 138.80mph, while Alan Jones won in Austria, also for Williams, at an average of 136.519mph. Will Silverstone still be on top this year?

● Although Gilles Villeneuve is not very confident about Ferrari's prospects (see page 11), the Prancing Horse must have a good chance of winning the British GP at Silverstone for the first time in 23 years . . . they last won with Peter Collins in 1958.

● Lotus enjoyed a tremendous run of British GP wins in the Sixties, Jimmy Clark winning for them five times. However, the most successful ever British team has not won at home since 1972 . . . when Emerson Fittipaldi's car was wearing John Player Special colours . . .

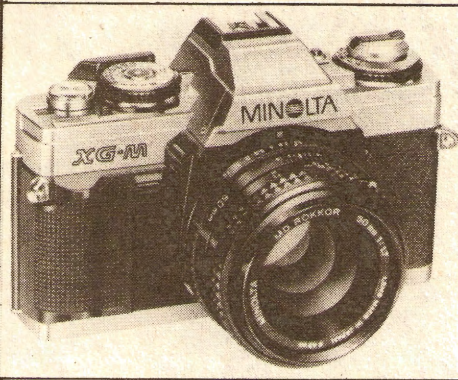
● What have the 1964 and 1965 British Grands Prix in common, even though they took place at Brands Hatch and Silverstone respectively? The results were the same, Jimmy Clark winning from Graham Hill and John Surtees. These were also the top three drivers in 1963, although in that year Surtees was second and Hill third . . .

● The first race in the FIA instigated World Championship was the British GP of 1950, which saw an Alfa Romeo walkover. Giuseppe Farina won from Luigi Fagiolo and Reg Parnell to put him on the road to the first World Championship title.

FIA FORMULA 1 WORLD CHAMPIONSHIP OF DRIVERS	Mar 15 Long Beach GP	Mar 29 Brazilian GP	Apr 12 Argentine GP	May 3 San Marino GP	May 17 Belgian GP	May 31 Monaco GP	Jun 21 Spanish GP	Jul 5 French GP	Jul 18 British GP	Aug 2 German GP	Aug 16 Austrian GP	Aug 30 Dutch GP	Sep 13 Italian GP	Sep 27 Canadian GP	Oct 17 Las Vegas GP	
1 Carlos Reutemann	6	9	6	4	9	—	3	—	—	—	—	—	—	—	—	37
2 Nelson Piquet	4	—	9	9	—	—	—	4	—	—	—	—	—	—	—	26
3 Alan Jones	9	6	3	—	—	6	—	—	—	—	—	—	—	—	—	24
Gilles Villeneuve	—	—	—	—	3	9	9	—	—	—	—	—	—	—	—	21
5 Jacques Laffite	—	1	—	—	6	4	6	—	—	—	—	—	—	—	—	17
6 Alain Prost	—	—	4	—	—	—	—	9	—	—	—	—	—	—	—	13
7 Riccardo Patrese	—	4	—	6	—	—	—	—	—	—	—	—	—	—	—	10
John Watson	—	—	—	—	—	—	4	6	—	—	—	—	—	—	—	10
9 Elio de Angelis	—	2	1	—	2	—	2	1	—	—	—	—	—	—	—	8
10 Didier Pironi	—	—	—	2	—	3	—	2	—	—	—	—	—	—	—	7
11 Eddie Cheever	—	2	—	—	1	2	—	—	—	—	—	—	—	—	—	5
Nigel Mansell	—	—	—	—	4	—	—	—	—	—	—	—	—	—	—	5
René Arnoux	—	—	2	—	—	—	—	3	—	—	—	—	—	—	—	5
14 Marc Surer	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	4
15 Mario Andretti	—	3	—	—	—	1	—	—	—	—	—	—	—	—	—	4
Hector Rebaque	—	—	—	3	—	—	—	—	—	—	—	—	—	—	—	3
17 Patrick Tambay	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
18 Andrea de Cesaris	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	1

FIA INTERNATIONAL CUP FOR CONSTRUCTORS	Mar 15 Long Beach GP	Mar 29 Brazilian GP	Apr 12 Argentine GP	May 3 San Marino GP	May 17 Belgian GP	May 31 Monaco GP	Jun 21 Spanish GP	Jul 5 French GP	Jul 18 British GP	Aug 2 German GP	Aug 16 Austrian GP	Aug 30 Dutch GP	Sep 13 Italian GP	Sep 27 Canadian GP	Oct 17 Las Vegas GP	
1 Williams-Ford	15	15	9	4	9	6	3	—	—	—	—	—	—	—	—	61
2 Brabham-Ford	4	—	9	12	—	—	—	4	—	—	—	—	—	—	—	29
3 Ferrari	—	—	—	2	3	12	9	2	—	—	—	—	—	—	—	28
4 Renault	—	—	6	—	—	—	—	12	—	—	—	—	—	—	—	18
5 Talbot Ligier	—	1	—	—	6	4	6	—	—	—	—	—	—	—	—	17
6 Lotus-Ford	—	2	1	—	6	—	3	1	—	—	—	—	—	—	—	13
7 McLaren-Ford	—	—	—	1	—	—	4	6	—	—	—	—	—	—	—	11
8 Arrows-Ford	—	4	—	6	—	—	—	—	—	—	—	—	—	—	—	10
9 Tyrrell-Ford	—	2	—	—	1	2	—	—	—	—	—	—	—	—	—	5
10 Ensign-Ford	—	3	—	—	—	1	—	—	—	—	—	—	—	—	—	4
11 Alfa Romeo	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	4
12 Theodore-Ford	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1

WIN THE LATEST MINOLTA SINGLE LENS REFLEX AUTOMATIC CAMERA IN OUR BRITISH GRAND PRIX COMPETITION

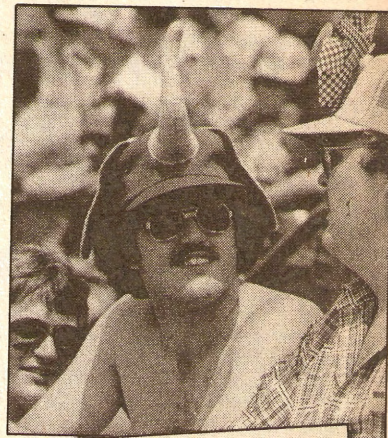


HAVE ONE OF YOUR PHOTOGRAPHS PRINTED IN AUTOSPORT

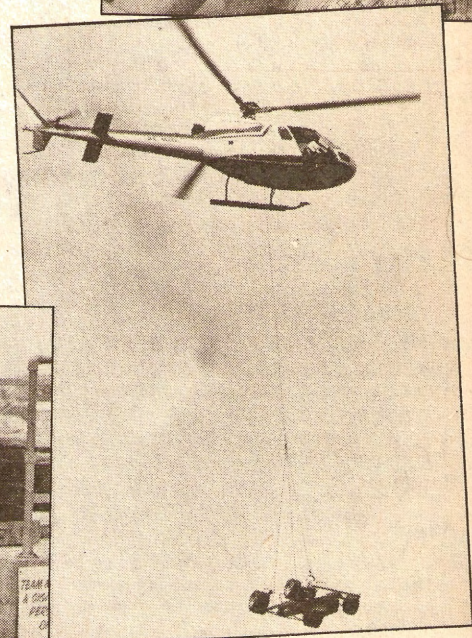
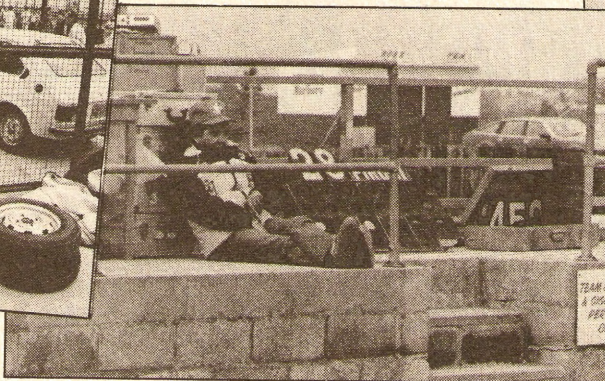
We are looking for the best candid photograph taken over the three days of the British Grand Prix meeting.

You can enter photographs on any subject, either of the cars or general shots like the examples shown on this page.

The winner will receive a **Minolta XG-M**, their latest single lens reflex camera, and a selection of the best shots will be printed in **AUTOSPORT**.



The closing date is **Friday, 21st August**, so you have a month to get your entries to us. **No more than 10 each please.**



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The Minolta XG-M has all the heritage of Minolta quality SLR cameras: a tradition of being sublimely easy to use, extremely durable, versatile, sleek and stylish. Its superior engineering makes it easy to shoot great pictures: all you have to do is concentrate on the subject matter and leave all the rest up to your Minolta XG-M!

The Minolta XG-M. It's just the camera you've been waiting for!

RULES

1. The competition is open to all amateurs (i.e. those not earning a major part of their income by taking photographs) except employees of Haymarket Publishing (1980) Limited and Minolta (UK) Limited.
2. Entries are limited to colour and mono prints no larger than 10" x 8" and transparencies (not glass mounted) up to a maximum of 10.
3. Closing date for the competition is 21st August and entries received after that date will not be eligible.
4. Proof of posting will not be regarded as proof of delivery and even though all reasonable care will be taken of entries, the organisers of the competition will not be held liable for damage.
5. The Judge's decision will be final, and no correspondence regarding the result will be entered into.
6. The prize(s) will be as stated and no alternative will be offered.
7. The organisers reserve the right to use any entry for publicity relating to the competition.
8. Should you require your entry returned, please enclose a self-addressed envelope with enough stamps to cover the postage charge.
9. **Entries should be sent to AUTOSPORT Photographic Competition, 38-42 Hampton Road, Teddington, Middlesex.**
10. Winners will be notified by post, and a complete list of winners will be available from the address above.



BRITISH GRAND PRIX FORM

Driver	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
Alan Jones	—	—	—	—	—	10	5	7	R	R	1
Carlos Reutemann	—	—	8	6	5	R	R	14	1	8	3
Eddie Cheever	—	—	—	—	—	—	—	—	—	—	R
Michele Alboreto	—	—	—	—	—	—	—	—	—	—	—
Nelson Piquet	—	—	—	—	—	—	—	—	—	R	2
Hector Rebaque	—	—	—	—	—	—	—	—	—	—	7
John Watson	—	—	—	R	11	11	3	R	3	4	8
Andrea de Cesaris	—	—	—	—	—	—	—	—	—	—	—
Slim Borgudd	—	—	—	—	—	—	—	—	—	—	—
Elio de Angelis	—	—	—	—	—	—	—	—	—	—	R
Nigel Mansell	—	—	—	—	—	—	—	—	—	—	—
Eliseo Salazar	—	—	—	—	—	—	—	—	—	—	—
Alain Prost	—	—	—	—	—	—	—	—	—	—	6
René Arnoux	—	—	—	—	—	—	—	—	—	2	NC
Derek Daly	—	—	—	—	—	—	—	—	R	—	4
Keke Rosberg	—	—	—	—	—	—	—	—	R	R	NQ
Chico Serra	—	—	—	—	—	—	—	—	—	—	—
Mario Andretti	R	—	—	—	—	12	R	R	R	R	R
Bruno Giacomelli	—	—	—	—	—	—	—	—	—	—	—
Patrick Tambay	—	—	—	—	—	—	—	R	6	7	—
Jacques Laffite	—	—	—	—	—	R	R	6	10	R	R
Gilles Villeneuve	—	—	—	—	—	—	—	11	R	12	R
Didier Pironi	—	—	—	—	—	—	—	—	R	10	R
Riccardo Patrese	—	—	—	—	—	—	—	R	R	R	9
Siegfried Stohr	—	—	—	—	—	—	—	—	—	—	—
Beppe Gabbiani	—	—	—	—	—	—	—	—	—	—	—
Angel Guerra	—	—	—	—	—	—	—	—	—	—	—
Marc Surer	—	—	—	—	—	—	—	—	—	—	R
Brian Henton	—	—	—	—	—	NQ	—	—	—	—	—
Derek Warwick	—	—	—	—	—	—	—	—	—	—	—

Gilles laps Silverstone



"Wouldn't you rather have one of my cars round here, Gilles?"

In some ways I have a special feeling for Silverstone because it was my first encounter with Formula 1. My Grand Prix debut was there, with McLaren in 1977. I know a lot of teams will think that Ferrari will be really strong this year in the British Grand Prix — Silverstone is a very quick circuit, and we do have a lot of horsepower. However, I am not very optimistic.

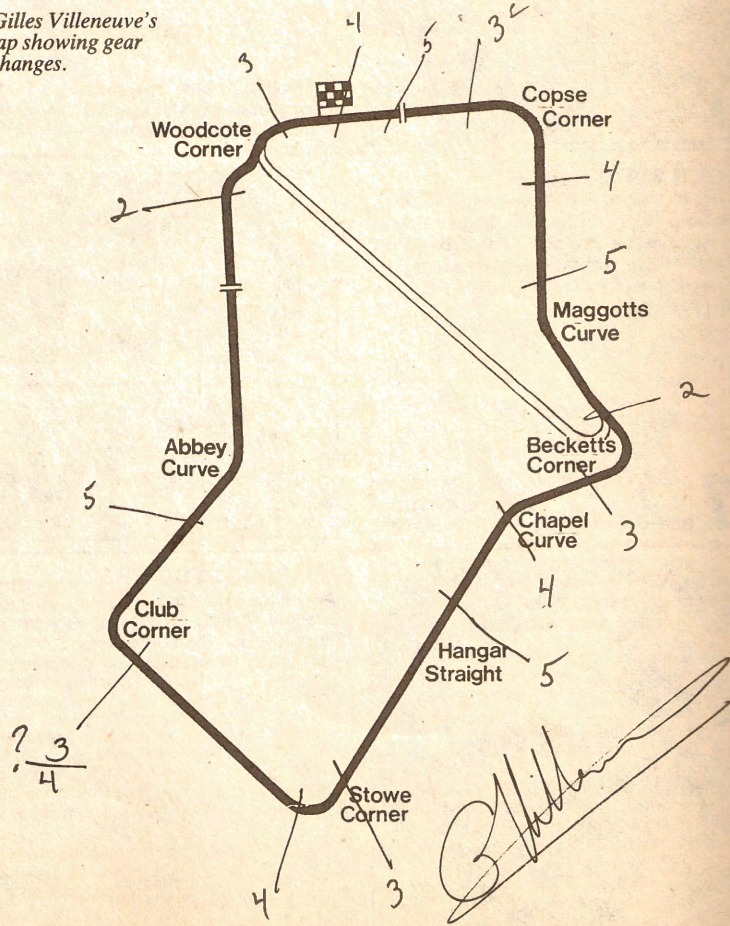
The Ferrari's strong point at present is its acceleration out of slow and medium speed corners, and Silverstone is fast corners all the way. You get up to speed, and you stay there. I remember two years ago — the year Ferrari won the championship — Scheckter and I were completely out of the ball park at Silverstone. It is more of a handling circuit than anything else, and that's

what we do not have!

For sure, we'll be strong on the straights, but we'll be coming out of the previous corner slower than most of the other cars, so I think we could be in for a hard time. I didn't drive the car during the test days, but I spoke to Didier Pironi about it, and I have a good idea of what to expect... the car does not go through high speed corners well.

The front runners? I would say Williams, Brabham, McLaren (who were very quick through the fast corners at Dijon) and Renault, who have a good chassis as well as turbo horsepower. Their throttle lag is worse than ours — but that won't matter very much out of fast turns. As for us, we'll just have to work a little harder than usual.

Gilles Villeneuve's lap showing gear changes.



Guinness is good for you. Is it good for Derek Daly?

The waiting is over

continued

Microlite Air Display. Following the ground level noise of the Formula 1 cars, these hang gliders will peacefully drift above the circuit, driven by small motors, ranging from 200cc to 400cc. There will be ten of them, dashing around the track, bursting balloons, and generally trying to stay airborne...

Although the Microlites are a new part of the programme, immediately following them at 1.05pm will be the Marlboro Aerobatic Display Team. Regular spectators at Silverstone will be familiar with the Pitts Special which has appeared at previous Grands Prix. This year there will be three of them, performing an amazing selection of manoeuvres, guaranteed to convince most witnesses to stay firmly on the ground. Except for those still indulging in the refreshment areas...

The air space around Silverstone on Saturday promises to be particularly busy, and not just with the displays described here. The airfield will still be in operation, with many flights due to arrive in the morning and a non-stop 'shuttle' service of helicopters bringing those lucky enough to avoid the traffic problems.

At 1.20pm, the entertainment returns to the track with a parade of Cooper cars led by John Cooper himself, driving one of his Formula 2 cars. A total of 33 cars, ranging from a 1953 500cc Formula 3 car

to a 1966 Cooper-Maserati, as driven by Jochen Rindt, will be on display.

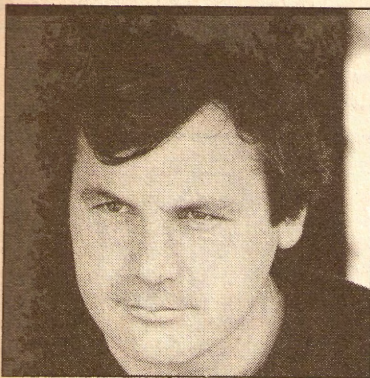
Ten minutes later, the pace heats up again with a display from the top Super Karts led by Martin Hines, the man who won the Super Kart Grand Prix last year. The average speed for these little machines round the full Grand Prix circuit is over 110mph (faster than a current Formula Ford car), and all these men will return on August 23 for their own Grand Prix, around Silverstone.

The Jaguar Anniversary Display which will follow at 2.45pm will be led by Sir William Lyons, in one of the last E-type Jaguars, driven by Lofty England. Sir William, now in his 80th year, was the founder of Jaguar, and the procession will include the latest addition to the marque, to be announced this week. The Anniversary Display is actually to celebrate 25 years of the Jaguar Drivers Club.

With this parade over, and the track now being prepared for the main event, the 'sideshows' will continue overhead. The Red Arrows will blast their way into the proceedings, with the Hawks which have now replaced the Gnats used by the team for so many years. The display is timed to last 15 mins finishing at 2.15pm, just quarter of an hour before the Grand Prix cars take to the track, and it is guaranteed to leave every observer breathless. For speed and spectacle, they have few rivals.

Perhaps only the 24 cars and drivers scheduled to start the 1981 Marlboro British Grand Prix at 3.00pm? ■

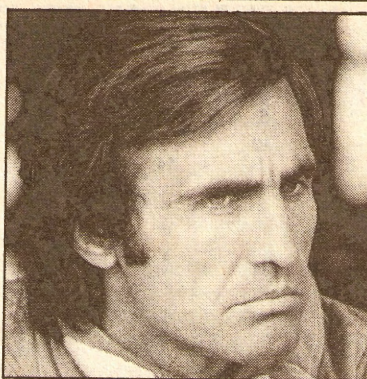
The Drivers



ALAN JONES (AUS)
 Car: Williams FW07C. Age: 34 (born 2-11-46, Melbourne, Australia). Lives: Yea, New South Wales, Australia. First Grand Prix: Spain 1975 (Hesketh). Number of GPs: 89. First GP victory: Austria 1977 (Shadow). Wins: 11.

Mixed, sometimes unlucky season so far. A tough World Champion, determined as ever.

1



CARLOS REUTEMANN (RA)
 Car: Williams FW07C. Age: 39 (born 12-4-42, Santa Fe, Argentina). Lives: St. Jean Cap Ferrat, France. First Grand Prix: Argentina 1972 (Brabham). Number of GPs: 137. First GP victory: South Africa 1974 (Brabham). Wins: 12.

Driving consistently better than ever before. Favourite for the 1981 title.

2

EDDIE CHEEVER (USA)
 Car: Tyrrell 010. Age: 24 (born 10-1-57, Rome, Italy). Lives: Monte Carlo, Monaco. First Grand Prix: South Africa 1978 (Hesketh). Number of GPs: 19. Wins: 0.

Enigmatic, sometimes very quick, dedicated, needs to look in mirrors more...

3



MICHELE ALBORETO (I)
 Car: Tyrrell 010. Age: 25 (born 23-12-56, Milan, Italy). Lives: Milan, Italy. First Grand Prix: San Marino 1981 (Tyrrell). Number of GPs: 4. Wins: 0.

Sensible approach, learning quietly, a man of the future.

4



NELSON PIQUET (BR)
 Car: Brabham BT49. Age: 28 (born 17-8-52, Rio de Janeiro, Brazil). Lives: Monte Carlo, Monaco. First Grand Prix: Germany 1978 (Ensign). Number of GPs: 42. First GP victory: US West 1980 (Brabham). Wins: 5.

Currently over-emotional and making mistakes, although basically superb. Not as fit as he could be.

5



HECTOR REBAQUE (MEX)
 Car: Brabham BT49. Age: 25 (born 5-2-56, Mexico). First Grand Prix: Germany 1977 (Hesketh). Number of GPs: 37. Wins: 0.

When Brabham have a car advantage, he becomes a factor.

6

JOHN WATSON (GB)
 Car: McLaren MP4. Age: 35 (born 4-5-46, Belfast, Northern Ireland). Lives: Bognor Regis, Sussex, England. First Grand Prix: Britain 1973 (Brabham). Number of GPs: 115. First GP victory: Austria 1976 (Penske). Wins: 1.

Currently optimistic, but always seems to miss out. A superb natural driver — when all is right.

7



ANDREA DE CESARIS (I)
 Car: McLaren MP4. Age: 22 (born 31-5-59, Italy). Lives: Rome, Italy. First Grand Prix: Canada 1980 (Alfa Romeo). Number of GPs: 9. Wins: 0.

Quick but wild. Makes same mistakes over and over again.

8



SLIM BORGUDD (S)
 Car: ATS D5. Age: 34 (born 25-11-46, Sweden). Lives: Stockholm, Sweden and Ealing, London. First Grand Prix: San Marino 1981 (ATS). Number of GPs: 2. Wins: 0.

Personable and competent Swede—but not a Grand Prix driver.

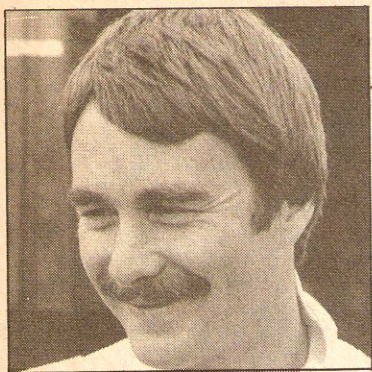
9



ELIO DE ANGELIS (I)
 Car: Lotus 88B. Age: 23 (born 26-3-58, Rome, Italy). Lives: Rome, Italy. First Grand Prix: Argentina 1979 (Shadow). Number of GPs: 9. Wins: 0.

Potential topline, constantly improving, confidence uncertain.

11

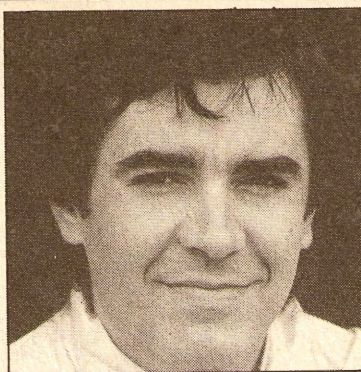


NIGEL MANSELL (GB)

Car: Lotus 87. Age: 26 (born 8-8-54, Upton-on-Severn, Worcs, England). Lives: Hall Green, Birmingham, England. First Grand Prix: Austria 1980 (Lotus). Number of GPs: 9. Wins: 0.

Revelation of the year, very quick—and very brave.

12



ELISEO SALAZAR (RCH)

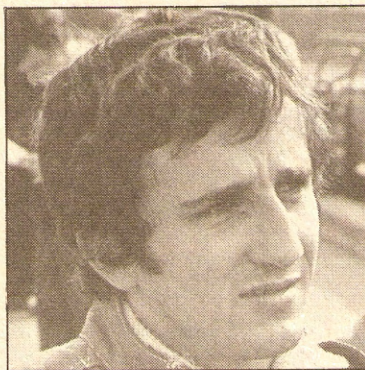
Car: Ensign 811. Age: 26 (born 14-11-54, Chile). Lives: Santiago, Chile. First Grand Prix: San Marino 1981 (March). Number of GPs: 3. Wins: 0.

Pleasant man, tries hard. A little out of depth at present.

14

ALAIN PROST (F)

Car: Renault RE30. Age: 26 (born 24-2-55, Lorette, France). Lives: St. Chamond, France. First Grand Prix: Argentina 1980 (McLaren). First GP victory: France 1981 (Renault). Number of GPs: 19. Wins: 1.



Very talented, with a lot of courage. Unlucky so far this year—apart from Dijon.

15

RENÉ ARNOUX (F)

Car: Renault RE30. Age: 33 (born 4-7-48, Grenoble, France). Lives: Magny-Cours, France. First Grand Prix: Belgium 1978 (Martini). Number of GPs: 40. First GP victory: Brazil 1980 (Renault). Wins: 2.



René Arnoux—Basically a charger, but confidence is currently down.

16

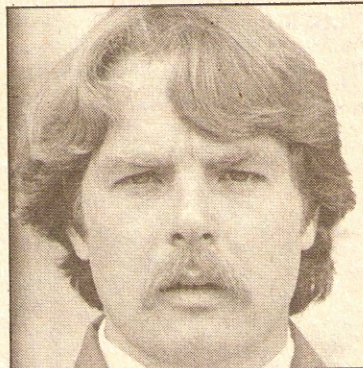


DEREK DALY (IRL)

Car: March 811. Age: 28 (born 11-3-53, Dublin, Republic of Ireland). Lives: Milton Keynes, England. First Grand Prix: Britain 1978 (Ensign). Number of GPs: 27. Wins: 0.

Frustrated but still committed. Stuck with an unlucky tag.

17



KEKE ROSBERG (SF)

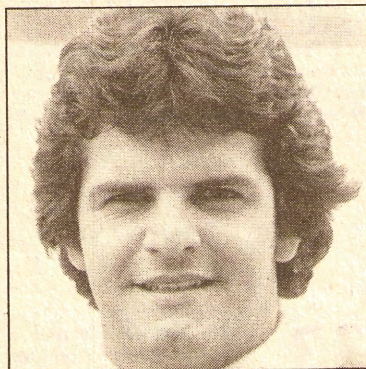
Car: Fittipaldi F8. Age: 32 (born 6-12-48, Stockholm, Sweden). Lives: Monte Carlo, Monaco. First Grand Prix: South Africa 1978 (Theodore). Number of GPs: 34. Wins: 0.

Lots of verve and bravery—but is due a competitive car.

20

CHICO SERRA (BR)

Car: Fittipaldi F8. Age: 24 (born 3-2-57, Brazil). Lives: Reading, England. First Grand Prix: US GP West 1981 (Fittipaldi). Number of GPs: 7. Wins: 0.



A difficult first year. Neat, but lacking 'spark'

21

MARIO ANDRETTI (USA)

Car: Alfa Romeo 179C. Age: 41 (born 28-2-40, Montona, Italy). Lives: Nazareth, USA. First Grand Prix: US GP East 1968 (Lotus). Number of GPs: 118. First GP victory: South Africa 1971 (Ferrari). Wins: 12.



Disappointed with team's progress—but still enthusiastic for the future.

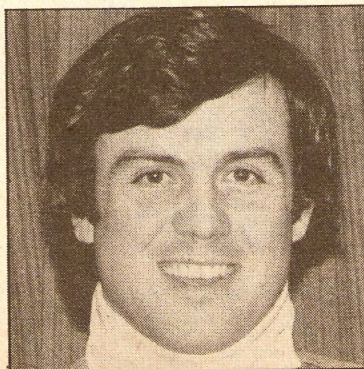
22

BRUNO GIACOMELLI (I)

Car: Alfa Romeo 179C. Age: 28 (born 10-9-52, Borgo Pancarale/Brescia, Italy). Lives: Monte Carlo, Monaco. First Grand Prix: Italy 1977 (McLaren). Number of GPs: 31. Wins: 0.

A big disappointment this year—lacking confidence. Drove much better in 1980.

23



PATRICK TAMBAY (F)

Car: Talbot-Ligier JS17. Age: 32 (born 25-6-49, Paris, France). Lives: Cannes, France. First Grand Prix: Britain 1977 (Ensign). Number of GPs: 42. Wins: 0.

Elegant driving style—and a charger when he needs it. A born again F1 driver.

25

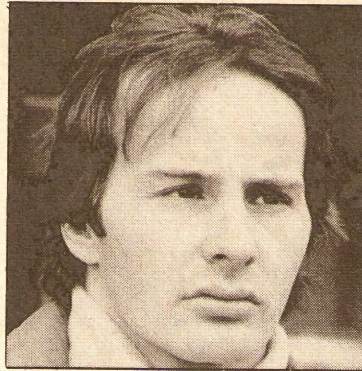
The Drivers



JACQUES LAFFITE (F)
 Car: Talbot-Ligier JS117. Age: 37 (born 21-11-43, Paris, France). Lives: Plagny, France. First Grand Prix: Germany 1974 (Iso). Number of GPs: 99. First GP victory: Sweden 1977 (Ligier). Wins: 4.

Always thereabouts — yet never quite there. Is he too nice a guy?

26



GILLES VILLENEUVE (CDN)
 Car: Ferrari 126C. Age: 29 (born 18-1-52, Chambly, Quebec, Canada). Lives: Monte Carlo, Monaco. First Grand Prix: Britain 1977 (McLaren). Number of GPs: 55. First GP victory: Canada 1978 (Ferrari). Wins: 6.

Enormously talented, highly intelligent, driving better than ever.

27

DIDIER PIRONI (F)

Car: Ferrari 126C. Age: 29 (born 26-3-52, Paris, France). Lives: Paris, France. First Grand Prix: Argentina 1978 (Tyrrell). Number of GPs: 52. First GP victory: Belgium 1980 (Ligier). Wins: 1.



Usually just off Villeneuve's pace, but a remarkable talent with a bright future.

28

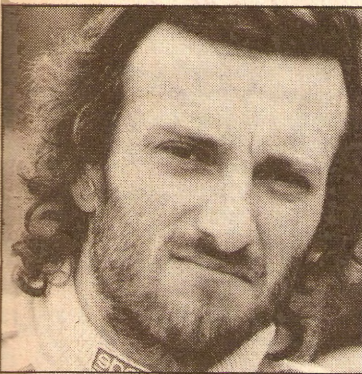
RICCARDO PATRESE (I)

Car: Arrows A3. Age: 27 (born 17-4-54, Padova, Italy). Lives: Padova, Italy and Monte Carlo. First Grand Prix: Monaco 1977 (Shadow). Number of GPs: 58. Wins: 0.



New maturity has merely added pace. Now a front runner — if tyres allow.

29



SIEGFRIED STOHR (I)
 Car: Arrows A3. Age: 27 (born 10-10-53, Italy). Lives: Rimini, Italy. First Grand Prix: Brazil 1981 (March). Number of GPs: 5. Wins: 0.

Competent, but accident-prone. Perhaps he thinks too much about racing...

30



BEPPE GABBIANI (I)
 Car: Osella A1. Age: 24 (born 2-1-57, Italy). Lives: Piacenza, Italy. First Grand Prix: San Marino 1981 (Osella). Number of GPs: 3. Wins: 0.

A quick young driver — without a guiding hand.

31

MIGUEL ANGEL GUERRA (RA)
 Car: Osella A1. Age: 29 (born 31-8-53, Argentina). Lives: Faenza, Italy. First Grand Prix: San Marino 1981 (Osella). Number of GPs: 2. Wins: 0.



Quiet, agreeable, but no sign of real potential yet.

32

MARC SURER (CH)
 Car: Theodore TY01. Age: 29 (born 18-9-51, Switzerland). Lives: Zurich, Switzerland. First Grand Prix: US GP East 1979 (Ensign). Number of GPs: 16. Wins: 0.



Tremendously enthusiastic, very underrated, very brave.

33



BRIAN HENTON (GB)
 Car: Toleman TG181. Age: 34 (born 19-9-48, Derby, England). Lives: Derby. First Grand Prix: Britain 1975 (Lotus). Number of GPs: 4. Wins: 0.

Late for a proper F1 career to start — but perhaps not too late.

35



DEREK WARWICK (GB)
 Car: Toleman TG181. Age: 25 (born 27-8-54, Alresford, Hampshire, England). Lives: Alton, Hampshire, England. Number of GPs: 0. Wins: 0.

Shy, full of promise. An undoubted future star.

36

CHAMPION'S TRACK RECORD.



Champion Racing supremo, John Glover, discusses a point with Frank Williams and Patrick Head.

CALGBCH052

Champion's involvement in motor sport has given them winner after winner in all types of racing.

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**The right choice for
every make of car.**

Interview

Carlos Reutemann

The man who leads this year's World Championship talks to NIGEL ROEBUCK.

"A stormy age," wrote Oliver Elton of Robert Herrick, "is incomplete without at least one artist who sits alone, and cares only for his craft." In Carlos Reutemann, modern Grand Prix racing has just such a man. Watch him in the dying minutes of a final practice session somewhere, his car almost dancing through a sequence of flicks and turns, power on absurdly early, and you have no doubts of the man's artistry.

Away from the car, however, Reutemann does sit alone. Frequently. Engrossed in his own thoughts, face set, he does not invite conversation very often. He is there to drive, to make the car better than yesterday. That apart, the whole business of Grand Prix racing leaves him cold. He is an unwilling celebrity, his apparent aloofness stemming more from shyness than arrogance. At Jarama we talked about this, his greatest season to date, and those which had gone before.

Carlos, you're half-way through your second season with the Williams team, and you're leading the World Championship. All round, do you consider it the best team for which you've driven?

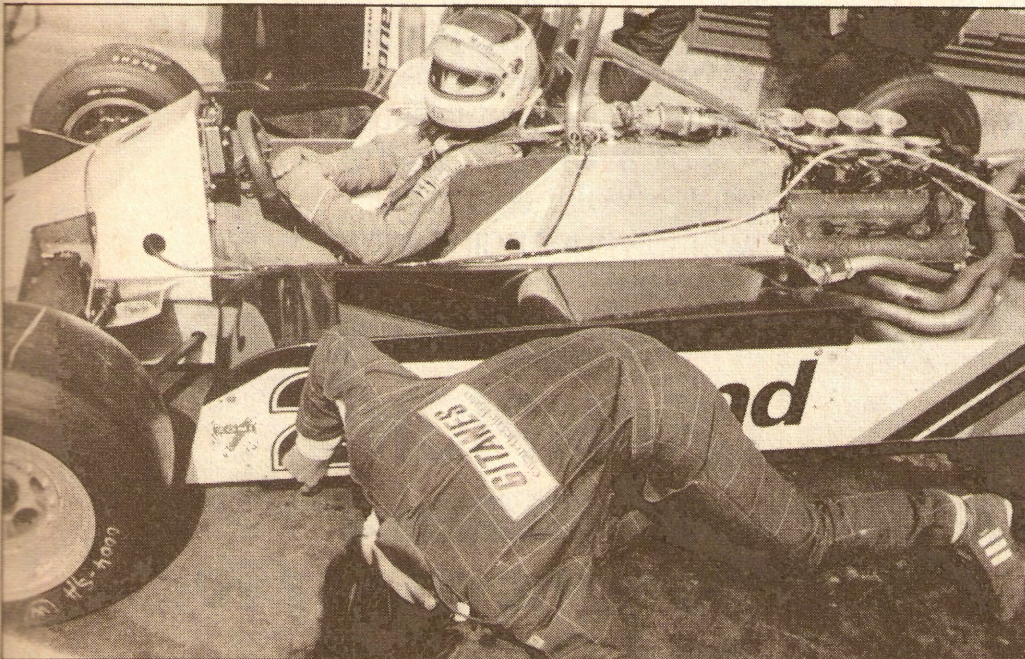
Yes, I think so. Everyone in the team keeps the pressure on all the time. Everyone does his best — even after winning the World Championship last year. And Frank spends a lot of money on materials, engines, development . . . Everything about the team is very professional, like I remember at Ferrari.

The atmosphere, surely, is very different from Ferrari, though? You're an introvert by nature, and I would have thought you'd be more at ease with Williams . . .

For sure, the atmosphere is calmer here! Ferrari is more 'casino' . . . but I very much enjoyed my time with them. As with Williams, the mechanics were very good. And Ferrari has fantastic facilities. It was a very happy time for me — I won't say anything against Ferrari.

And yet you left, after a couple of seasons with them, to go to Lotus.

Looking up its skirts — Jacques Laffite conducts his own 6cms test on Carlos Reutemann's Williams



Yes, a very big mistake! During 1978, you know, Andretti was flying with the Lotus 79, the first ground effect car, and Ferrari were running the T3, a conventional car. I won four races with it, but it was a poor car, really — I think that was shown by its two races at the start of 1979, when Scheckter and Villeneuve were driving them.

Then, at Kyalami, the T4 arrived, and won! I was shocked! I had done a lot of work with Michelin the year before, and I couldn't believe how the tyres lasted on the T4. With the T3, the tyres were finished after a dozen laps, but on the T4 they lasted. Michelin were also amazed . . .

So then you began to regret leaving Ferrari?

Well, it was just the way things worked out. I really enjoyed my year there with Gilles Villeneuve, but there was a very long-running romance between Ferrari and Scheckter. Originally, they wanted me to stay on, with Jody, but . . .

So why did you choose Lotus?

During 1978, they had a clear advantage with the 79, and I hoped that might continue the following year. In fact, it was a real disaster. I hated it from the beginning — even more than my last year with Ecclestone, with the Brabham-Alfa. Colin Chapman will come back, you know, he is a great engineer, but he is also a very . . . mmmm . . . special personality, and I couldn't deal with him. He always had a different relationship with Mario, and yet he was ready to get rid of Mario if I would stay for 1980. But still I didn't want to know — and I had a three-year contract with him!

So when did negotiations begin with Frank Williams for 1980?

Frank offered me the drive three days after the British Grand Prix in 1979. I was to be number two. I couldn't complain — Jones had done a lot of work, and therefore he was to get all the treatment. That was OK with me; I was coming straight from a season of disaster.

Even so, it's a little surprising that you were prepared to accept the role of number two so readily. After all, you'd been in Formula 1 for eight years, nearly all of them as a team leader . . .

Yes, that's true, but I can honestly say that I have never been in a team which I felt was supporting me a hundred per cent. I suppose the closest to that was my season with Brabham in 1975, but by the middle of the year everything went wrong. The team forgot completely about the BT44, and started work on that Alfa thing . . .

All right, but this is your tenth season of Grand Prix racing. You've made a lot of money, won a lot of races. What keeps you in racing — simply the thought of winning the World Championship?

First, I haven't made a lot of money. Not really. I don't know how much is a lot of money for you, but compared with a lot of other sportsmen, I haven't made much. Ten years in one sport, as you say, but look at Borg, Connors, Vilas, Nicklaus . . . they earn a lot of money!

I continue to race because I like to drive quick. As for the World Championship, I don't really want to talk about it. I am leading in points now, and if it happens, it happens. Yes or no, life will be the same. The sun will be in the same place. Look at people like Stirling Moss and Ronnie Peterson — they were fantastic drivers, but they never won the title.

If you look back to your early days in Formula 1, in the early seventies, what changes do you see? Do you enjoy the ambiance of the sport as much now as then?

No, for sure the *ambiance* is less pleasant than it was. It's changed a lot, but then everything in life changes. Ten years ago you flew 707s, now you fly Concorde. Then you would ask the operator for a long-distance call, now you dial. We have computers to time the cars now, and helicopters and motorhomes at the tracks. But it's not as much fun as it was.

Really, it began to change a lot when Bernie became powerful. He's a very clever guy with a good brain, and he works all the time. Formula 1 is now a very big sport. Bernie made the baby grow big, and now he wants to keep it with him. He fights for that.

After the FISA/FOCA war we have the Concorde Agreement, which includes a ban on skirts, supposedly to reduce cornering speeds. Yet now we have hydraulic suspension systems which lower the cars way beyond the 'legal' six-centimetre gap. What are your comments?

I think everything to do with that is a complete joke. Everyone wanted to lower cornering speeds, and yet we are almost back to last year's speeds — with cars which are much more dangerous! They are legal in the pits, and down on the ground when they are running. It's a joke. These cars are more difficult to drive than last year's cars, for sure. I enjoyed them the way they were at Long Beach, Rio, Buenos Aires . . . normal cars, six-centimetre ground clearance, no bullshit.

When you drive really hard in practice, come in and then fail the stupid test, you want to destroy everything and disappear. Soon someone will win a race — and then fail the test. Crazy.

I agree that cornering speeds had to come down. As someone said, you can't un-invent skirts, but the circuits are obsolete for these cars. Ten years ago, airports could handle 707s with their passengers and luggage, but now those same places have to deal with 747s with their passengers and luggage. It's the same in Formula 1. We are going at fantastic speeds now, but the tracks stay the same. Places like Brands Hatch — with no run-off areas — are a joke. No circuit in the world is equipped to handle the Formula 1 speeds of today. This is why cornering speeds had to come down. Spectators at a corner can't see the difference between 125mph and 140 . . .

Another aspect of this season has been your decision to ignore the Williams team orders in Brazil. Instead of

letting Jones win, you decided to keep ahead, and there was a lot of controversy about it afterwards, Alan saying he could no longer trust you, and so on. What do you have to say about that now?

Well... after Rio, Alan had a reason to be upset. I can't disagree with that. And it has affected our relationship since then.

When I saw the pit signal, I thought to myself, 'Right, if I give way now, I stop here on lap 57 or whatever it was, right in the middle of the track, and I leave immediately for my farm. Finish.' That was my reaction. I was in a terrible situation. But... if I lift my foot now, I go home. Not a racing driver any more.

And if the same situation were to arise again?

I don't think it will happen again. But if it did, I think I would take the same decision I took in Brazil.

So when Alan says he doesn't trust you...

... He's absolutely right. He shouldn't.

Have you been under more pressure in the team because of the situation with Alan?

Mmmm... it's not easy. I think that the biggest difference, for sure, is that Patrick Head listens 99.9% only to Alan. Much more than before.

Even so, you seem more confident this year than ever before. You've won two races, and been near the front in all of them. You're in front in the World Championship. Do you reckon you're driving better than ever before?

I don't know, I really don't. For sure, I am more fit than last year. I injured my ribs at Jarama last year, when Laffite hit me, and I had a lot of problems with them for three or four races after that. So I feel better than I did then.

I want to carry on driving — I haven't really thought about retirement, or what I will do after I stop racing. I have promised myself that I will do a full season of rallying when I leave Formula 1, because I enjoy it. It's very professional in the same way, with everyone driving at ten-tenths. But I see a different climate in rallying, and I like that. Then... I'll probably go back to Argentina, become a farmer again.

For now, though, I must think about the rest of this season. At the moment, everything is going well for me. Too well, in fact, and that worries me. To be honest with you, I feel a little bit alone...



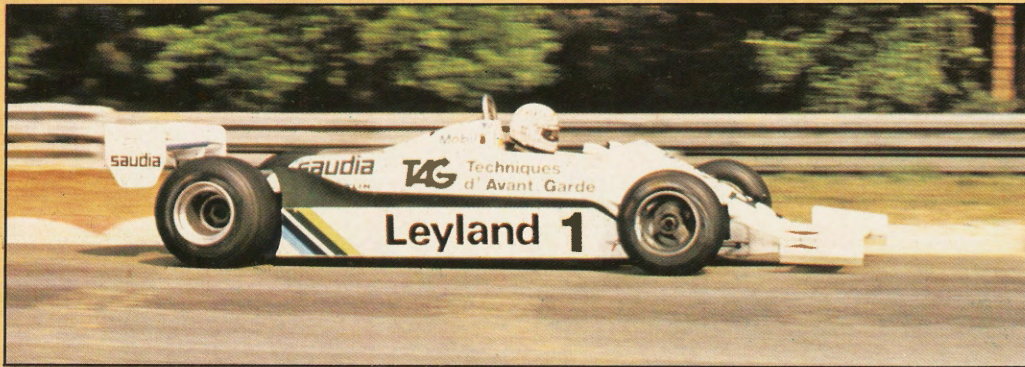
Above: His first retirement in over a year! Carlos was forced to drop out of the Monaco Grand Prix when his gearbox failed, thus ending a superb run of 15 consecutive points scoring finishes. Photo: Stuart Dent. Below: "Everything about the Williams team is very professional, like I remember at Ferrari." Photo: Charles Knight.



Team Guide

Team by team

Manufacturer interest — from both the big 'grandee' teams and the smaller, specialist constructors — in Grand Prix racing has rarely been higher. Eighteen constructors will be represented at Silverstone, as well as a healthy variety of engines and tyres . . . all of which contributes to a fascinating technical struggle. NIGEL ROEBUCK outlines all the teams.



WILLIAMS FW07C

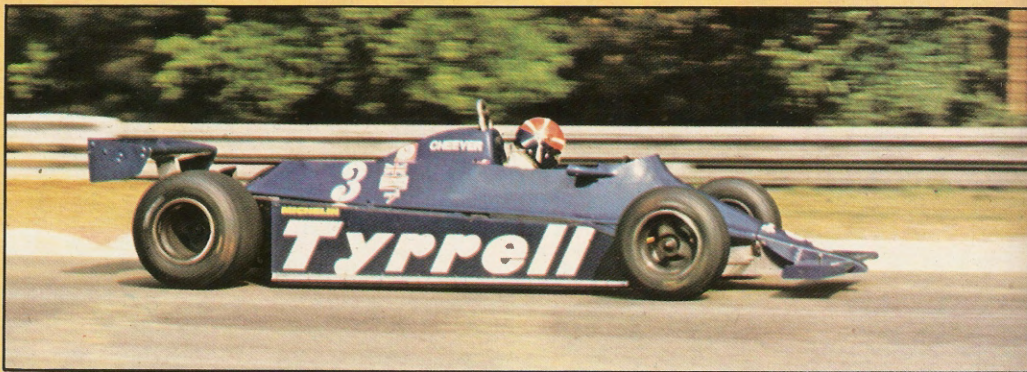
Drivers: Alan Jones, Carlos Reutemann. **Engine:** Ford-Cosworth DFV V8. **Designer:** Patrick Head. **Team manager:** Frank Williams/Jeff Hazell. **Sponsors:** Leyland Vehicles, Saudia, TAG, Mobil. **Tyres:** Goodyear. **Base:** Didcot, Berks.

Reigning World Champions, yet Frank and his men have never become complacent. The car remains the most consistently competitive on the scene, thanks to Williams's organisation. Head's genius for on-circuit troubleshooting, and the strenuous efforts of two great drivers — where not a little 'needle' plays its part . . .

TYRRELL 010

Drivers: Eddie Cheever; Michele Alboreto. **Engine:** Ford-Cosworth DFV V8. **Designer:** Maurice Phillippe. **Team manager:** Ken Tyrrell. **Sponsor:** Imola Co-Op. **Tyres:** Michelin. **Base:** Ripley, Surrey.

Team desperately short of money, sliding towards the back of the grid. New 011 car due for this race. Team pleased with feedback from Cheever, their "best test driver since Stewart," according to Ken. Currently, though, Tyrrell needs the real JYS to galvanise team and attract sponsors . . .



BRABHAM BT49C

Drivers: Nelson Piquet, Hector Rebaque. **Engine:** Ford-Cosworth DFV V8. **Designer:** Gordon Murray. **Team manager:** Herbie Blash. **Sponsors:** Parmalat, Pemex. **Tyres:** Goodyear. **Base:** Chessington, Surrey.

The first team to use the accursed hydropneumatic suspension. Right on the pace virtually everywhere, though lacking a second top-liner to support Piquet. Recent departure of Alistair Caldwell may hurt reliability. Currently working hard on turbo BMW-powered car — but it is not expected to race for some time.



McLAREN MP4

Drivers: John Watson, Andrea de Cesaris. **Engine:** Ford-Cosworth DFV V8. **Designer:** John Barnard. **Team manager:** Ron Dennis/Teddy Mayer. **Sponsor:** Marlboro. **Tyres:** Michelin. **Base:** Colnbrook, Bucks.

Beautiful — and effective — new car from John Barnard, still to realise its full potential. Team's prospects are better than at any time since 1977 — may deliver at Silverstone. Mechanics possibly growing tired of repairing de Cesaris's excesses. Watson a possible winner at the quick circuits.





ATS D7

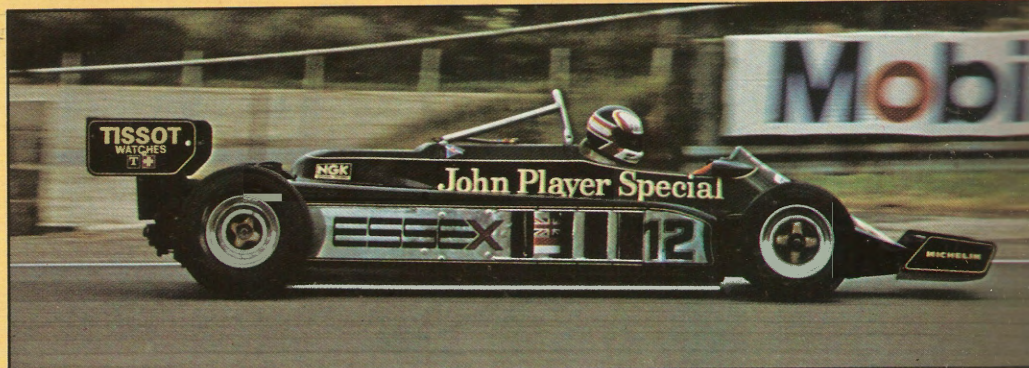
Driver: Slim Borgudd. **Engine:** Ford-Cosworth DFV V8.
Designer: Herve Guilpin. **Team manager:** Gunther Schmid.
Sponsors: ATS, Wheels, Abba. **Tyres:** Michelin. **Base:** Bicester, Oxon.

Nice, clean, car from Herve Guilpin—who has now left team, as most seem to do. Will achieve no success until Gunther Schmid leaves running of team to people who know about these things—and until he hires an established driver with some sorting ability.

LOTUS 87

Drivers: Elio de Angelis, Nigel Mansell. **Engine:** Ford-Cosworth DFV V8. **Designer:** Colin Chapman. **Team manager:** Peter Collins. **Sponsors:** John Player Special, Essex, Tissot. **Tyres:** Michelin. **Base:** Wymondham, Norfolk.

A tempestuous year for Chapman's men. After controversy over original 88, new 87 introduced. Instantly competitive. Sponsorship problems resolved by John Player. Two superb, young drivers. Circumstances absolutely ideal for another period of Chapman domination... Next year, perhaps?



ENSIGN N180B

Driver: Eliseo Salazar. **Engine:** Ford-Cosworth DFV V8.
Designer: Ralph Bellamy. **Team manager:** Morris Nunn.
Sponsors: DIN. **Tyres:** Michelin. **Base:** Chasetown, Staffs.

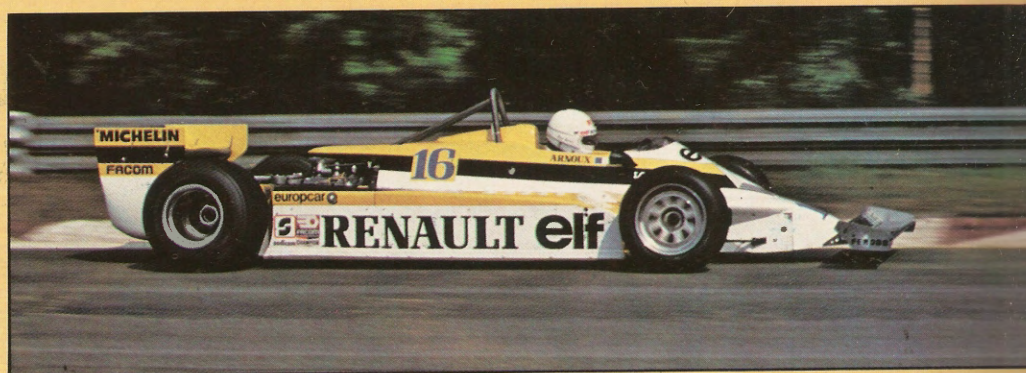
A difficult season, struggling along with no financial backing. Should now be better with Salazar's sponsorship. Car has twice finished in the points this year—but with Marc Surer at the wheel. Further progress may be difficult with the inexperienced Eliseo.



RENAULT RE30

Drivers: René Arnoux, Alain Prost. **Engines:** Renault V6 turbo. **Designer:** Michel Tetu. **Team manager:** Jean Sage.
Sponsor: Elf. **Tyres:** Michelin. **Base:** Viry-Châtillon, France.

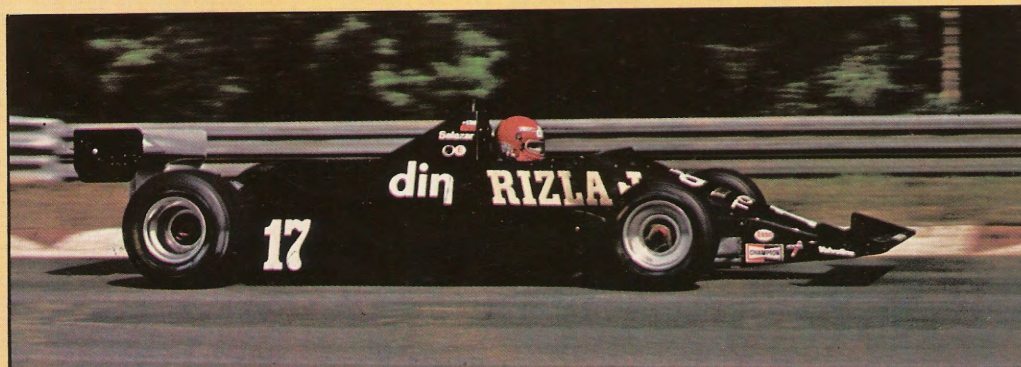
Until France, a very disappointing year. Having been slightly embarrassed by the Ferrari turbo's progress, and been caught out by the legalising of hydraulic suspension, fortunes changed with Prost's win at Dijon. They don't admit it but they may be missing the 'sorting' talents of Jabouille. Prost has worked hard, but Arnoux has rarely sparkled.



MARCH 811

Driver: Derek Daly. **Engine:** Ford-Cosworth DFV V8.
Designer: Robin Herd. **Team manager:** John Macdonald.
Sponsors: Guinness, Rizla. **Tyres:** Michelin. **Base:** Bicester, Oxon.

Disastrous season, but now there are signs of progress. The team is concentrating on one car—for Derek Daly—and now has Adrian Reynard as a keen, on-the-spot, engineer. Chassis flexed horribly at one time, but recent improvements have made qualifying probable rather than unlikely.



Team Guide

FITTIPALDI F8C

Drivers: Keke Rosberg, Chico Serra. **Engine:** Ford-Cosworth DFV V8. **Designer:** Harvey Postlethwaite. **Team manager:** Peter Warr. **Sponsors:** Skol. **Tyres:** Avon. **Base:** Reading, Berks.

Fighting a losing battle at present. Still no sign of hoped-for sponsorship, and Harvey Postlethwaite has gone. With little money available, they have been hard-pressed to keep up.



ALFA ROMEO 179C

Drivers: Mario Andretti, Bruno Giacomelli. **Engine:** Alfa Romeo V12. **Team manager:** Carlo Chiti. **Sponsor:** Marlboro. **Tyres:** Michelin. **Base:** Turin, Italy.

The team lost its way in the chassis department after an encouraging start to the year. Recent signs of improvement. Strong suit remains that lusty V12 engine, and soon comes the V8 turbo. But is Carlo Chiti too autocratic for the team to reach its full potential?



TALBOT-LIGIER JS17

Drivers: Jacques Laffite, Patrick Tambay. **Engine:** Matra V12. **Designer:** Paul Carillo. **Team manager:** Gérard Ducarouge. **Sponsor:** Gitanes. **Tyres:** Michelin. **Base:** Vichy, France.

A sad joke at the start of the year, but recent progress has been immense. Car now handles as well as any, and Matra have improved the power and torque of the old V12. With Tambay in the team, Laffite now has a number two who can give him real support. A team on the up.



FERRARI 126CK

Drivers: Gilles Villeneuve, Didier Pironi. **Engine:** Ferrari V6 turbo. **Designer:** Mauro Forghieri. **Team manager:** Marco Piccinini. **Sponsors:** Fiat, Agip. **Tyres:** Michelin. **Base:** Modena, Italy.

Their strides with the V6 turbo have staggered everyone. After a handful of races, the engine is producing enormous power, and is also remarkably reliable. With that behind them, the drivers have some compensation for what is probably the worst chassis in Formula 1! For all its handling shortcomings, a winner.

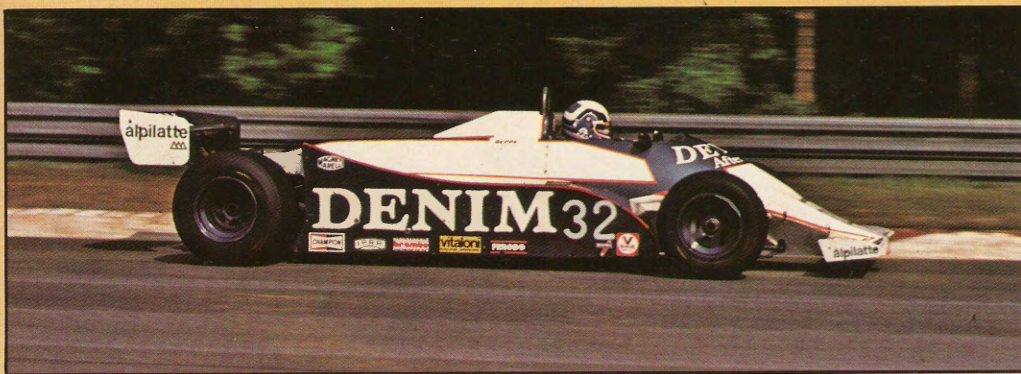


ARROWS A3

Drivers: Riccardo Patrese, Siegfried Stohr. **Engine:** Ford-Cosworth DFV V8. **Designer:** Tony Southgate. **Team manager:** Alan Rees. **Sponsors:** Ragnò, Beta Tools. **Tyres:** Michelin. **Base:** Milton Keynes, Northants.

The surprise of the year. A3 never worked well with sliding skirt system, but responded with alacrity to changes dictated by new regulations. Team does not have a large budget, but car preparation and turn-out unfailingly excellent.





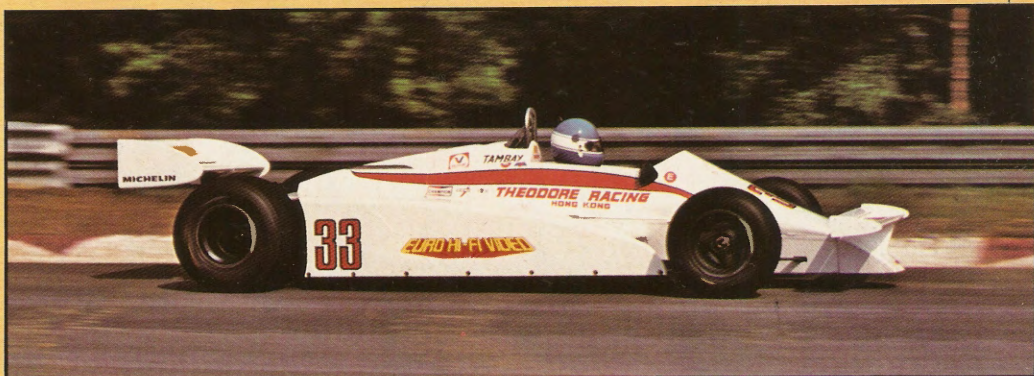
OSELLA FA1B

Drivers: Beppe Gabbiani, Miguel Angel Guerra. **Engine:** Ford-Cosworth DFV V8. **Designer:** Giorgio Stirano. **Team manager:** Enzo Osella. **Sponsor:** Denim. **Tyres:** Michelin. **Base:** Turin, Italy.

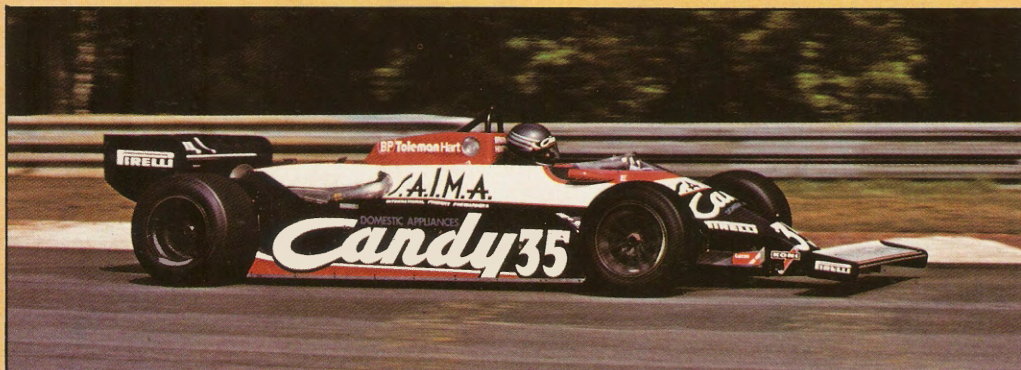
No real signs of progress from this enthusiastic little team. Overweight cars have rarely qualified. Testing has been in the hands of the quick but inexperienced Gabbiani. Without an established driver working with them, difficult to envisage much improvement.

THEODORE TR3

Driver: Marc Surer. **Engine:** Ford-Cosworth DFV V8. **Designer:** Tony Southgate. **Team manager:** Sid Taylor. **Sponsor:** Teddy Yip (owner). **Tyres:** Michelin. **Base:** Northampton.



No one has ever taken Teddy Yip's Formula 1 forays very seriously, but this one has been surprisingly competitive. The car, designed by Tony Southgate, has qualified everywhere — sometimes much higher than many big-buck operations.



TOLEMAN TG181

Drivers: Brian Henton, Derek Warwick. **Engine:** Hart 415T turbo. **Designer:** Rory Byrne. **Team manager:** Roger Silman. **Sponsors:** Candy, Saima. **Tyres:** Pirelli. **Base:** Witney, Oxon.

Something of a joke on their first few appearances. They expected it — and rode it out well. Now people are taking them more seriously. They have a different engine — the Hart turbo — from the rest, and different tyres — Pirelli. They can evaluate progress only against their own previous results. Quite confident that they will get there in the end.

LOTUS 88B

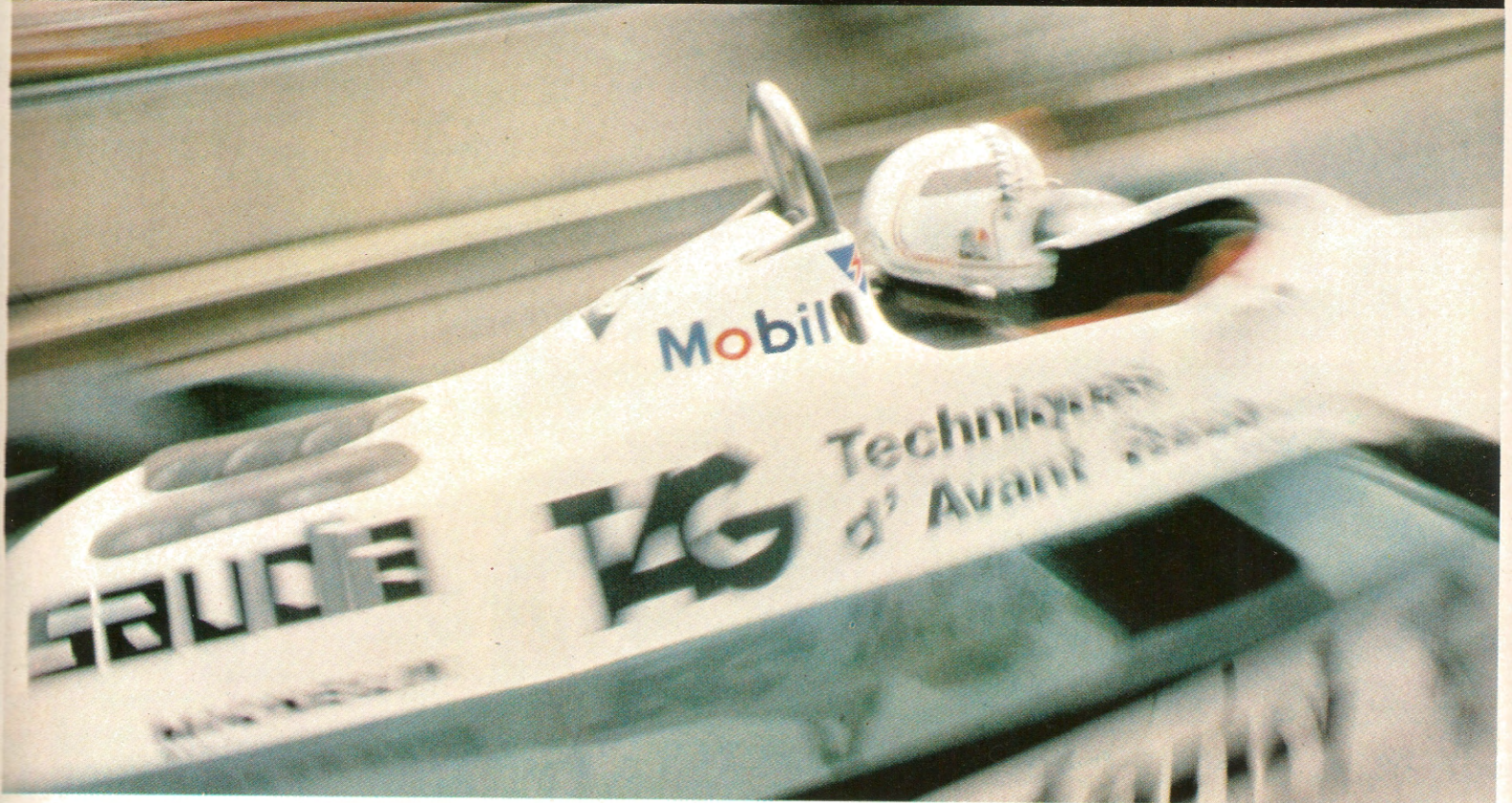
Left: As we closed for press, it was still uncertain whether Colin Chapman would be able to run his novel Lotus 88B — the controversial car with two sprung structures — at Silverstone. Protests have stopped the car taking part in any Grand Prix so far, but the John Player Special team is hopeful that it will be able to silence the objectors and race the car, for the first time, here in Britain.



BRABHAM-BMW BT49

Far left: The next constructor to join the turbo ranks is going to be Brabham, for Gordon Murray has worked hard on modifying the BT49 chassis to accept the powerful, 1.5-litre, four-cylinder BMW turbo. The car has been tested extensively by Nelson Piquet, but Bernie Ecclestone's team has no plans to race it until nearer the end of the season. However, there is a possibility that the turbo will be practised at Silverstone. Keep your eyes peeled . . .

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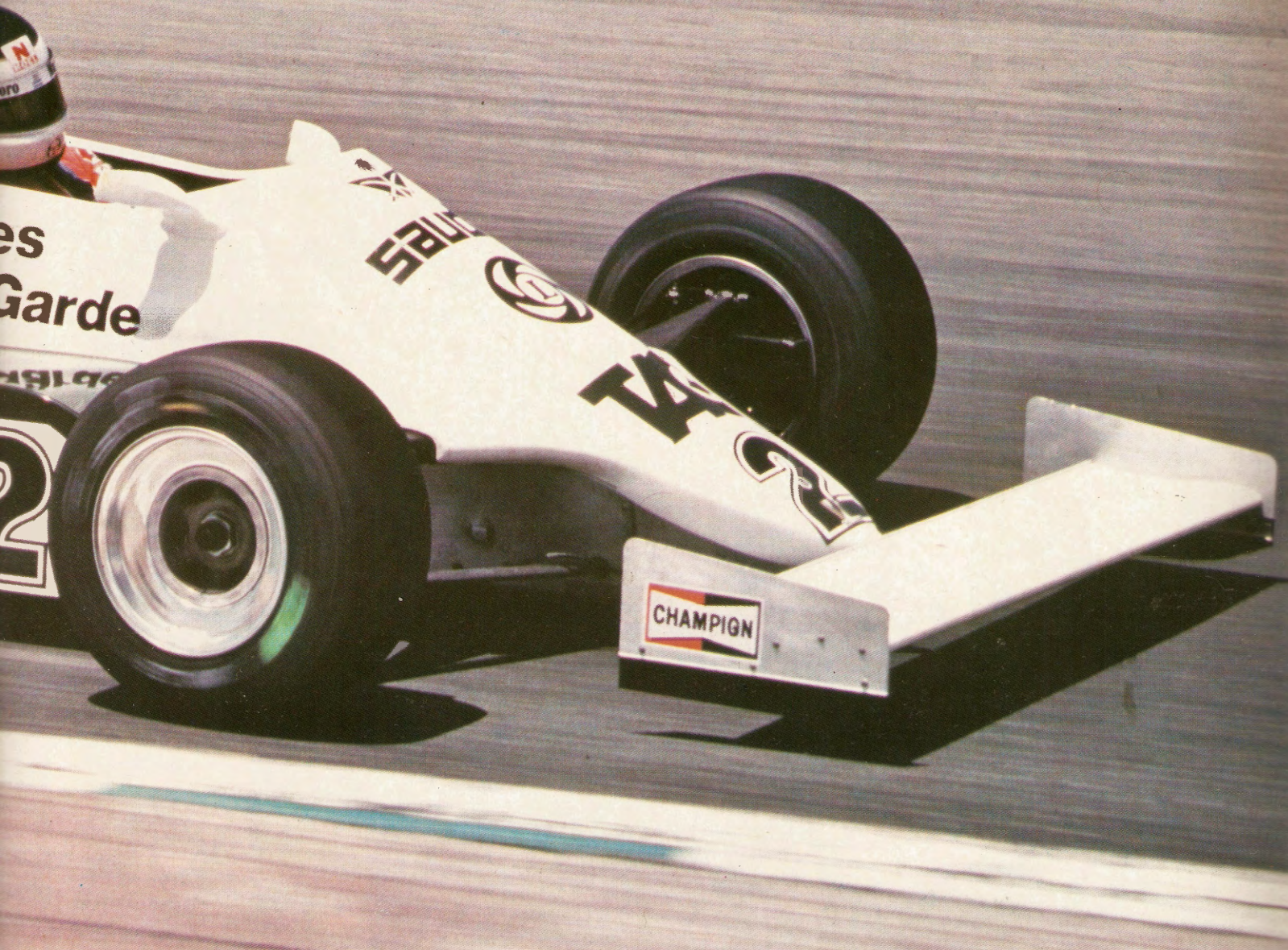
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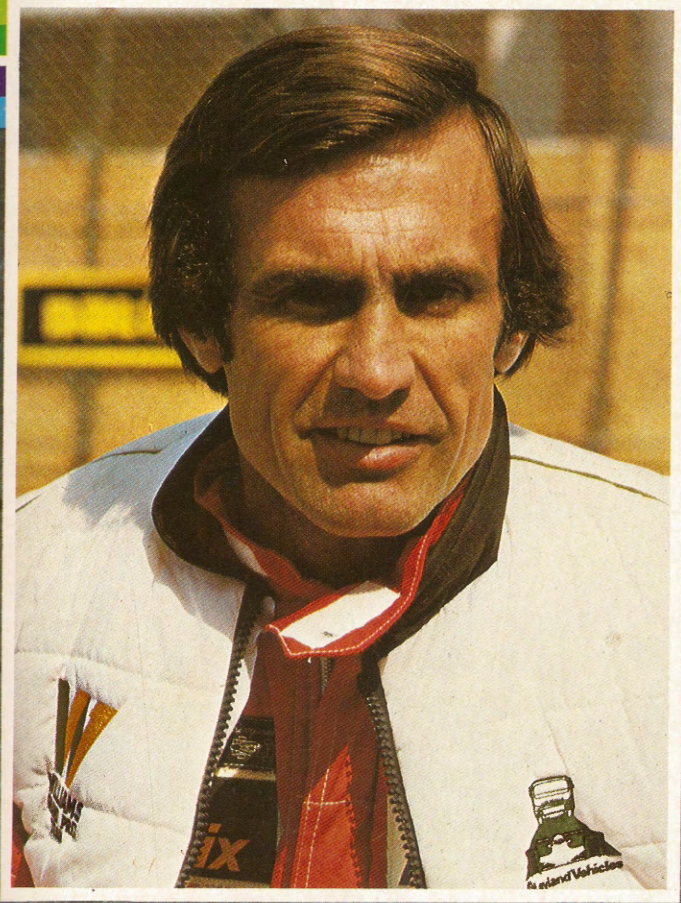


Alan Jones

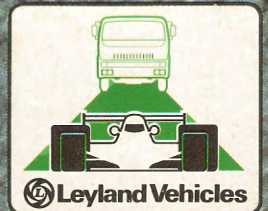








Carlos Reutemann





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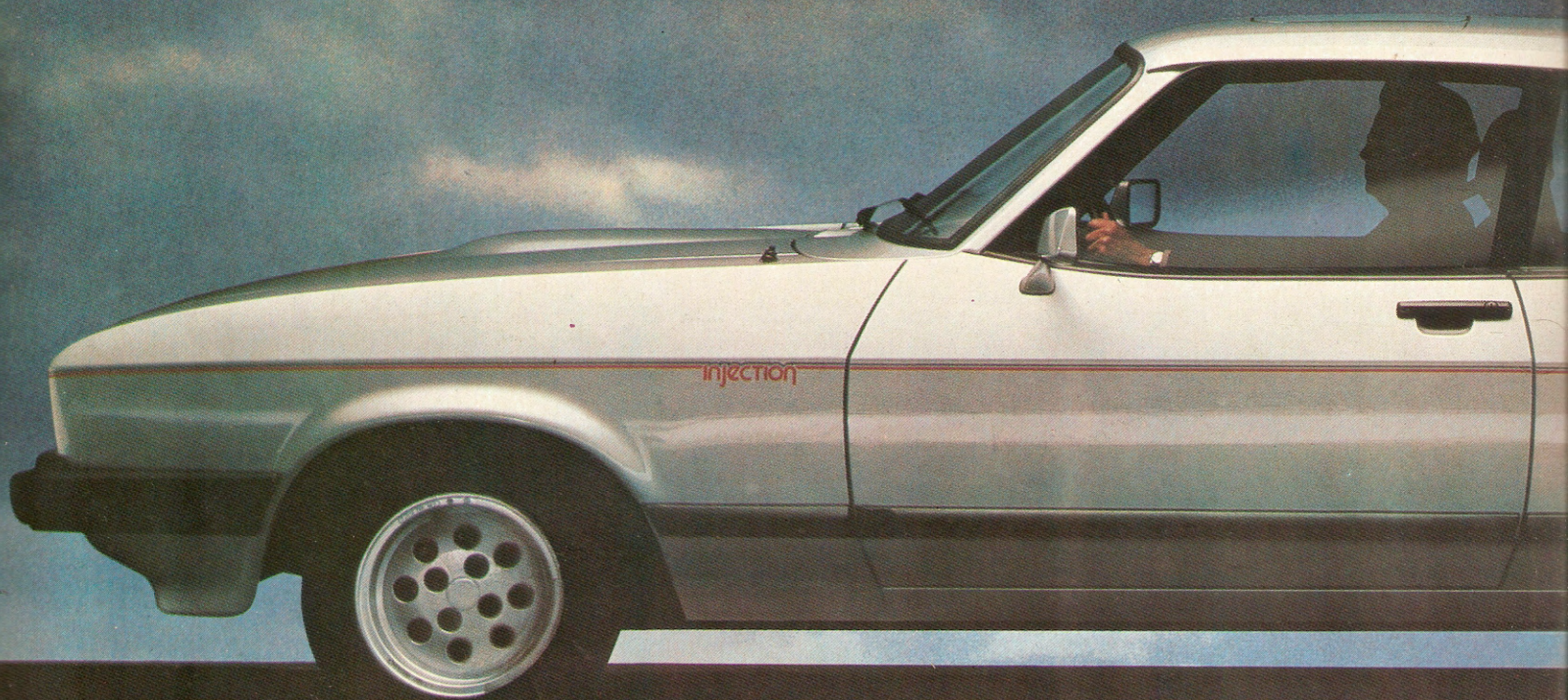
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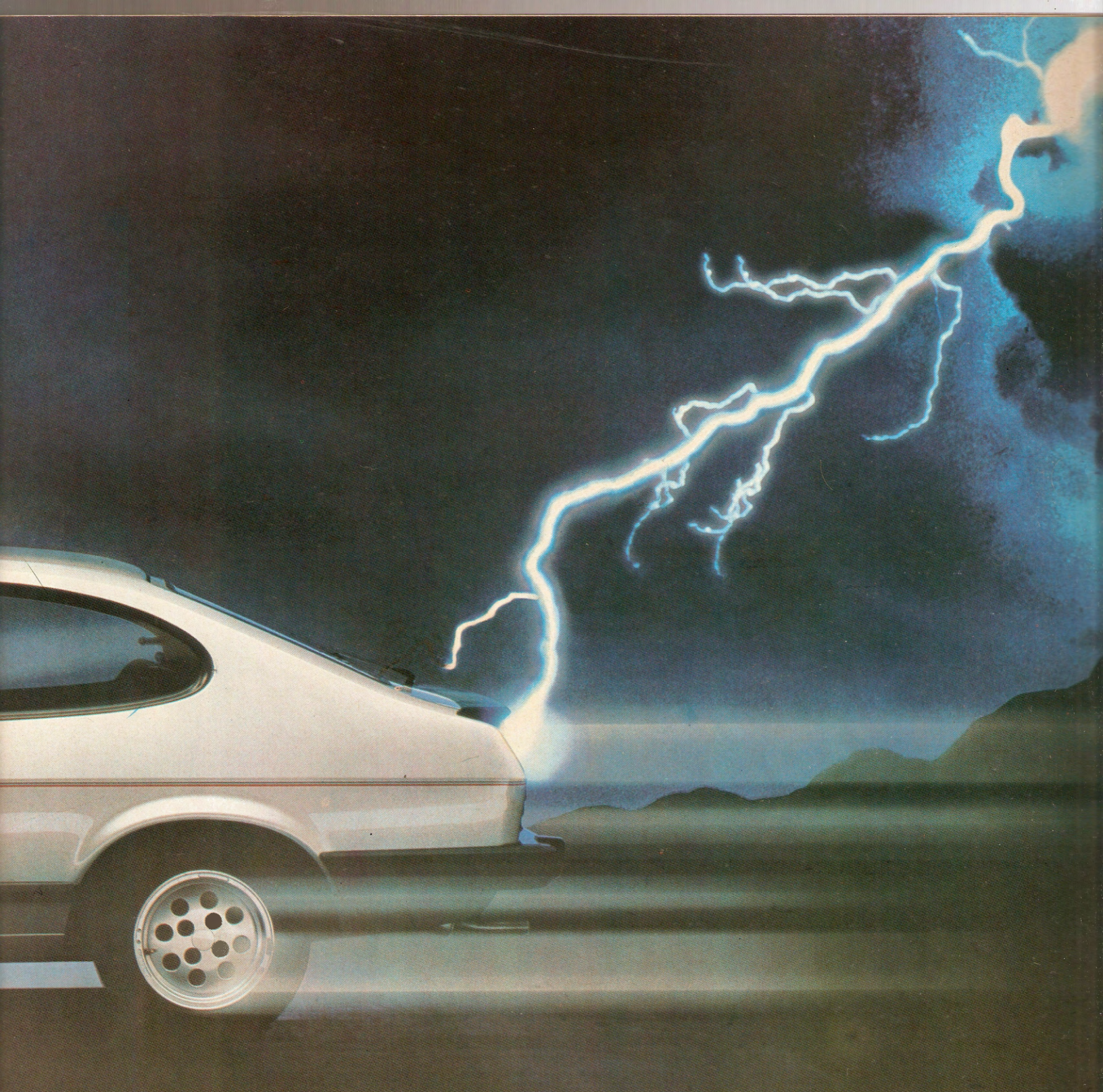
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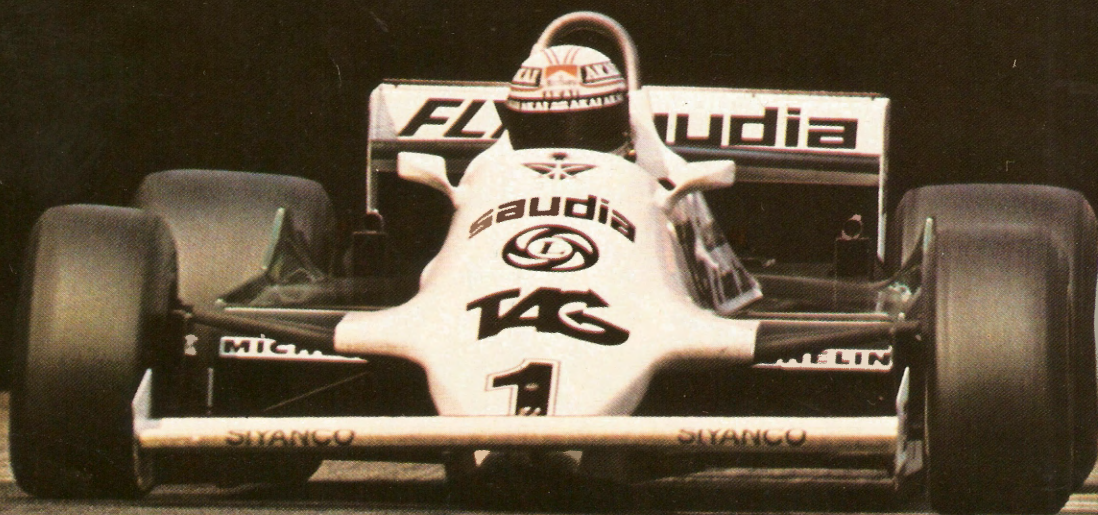
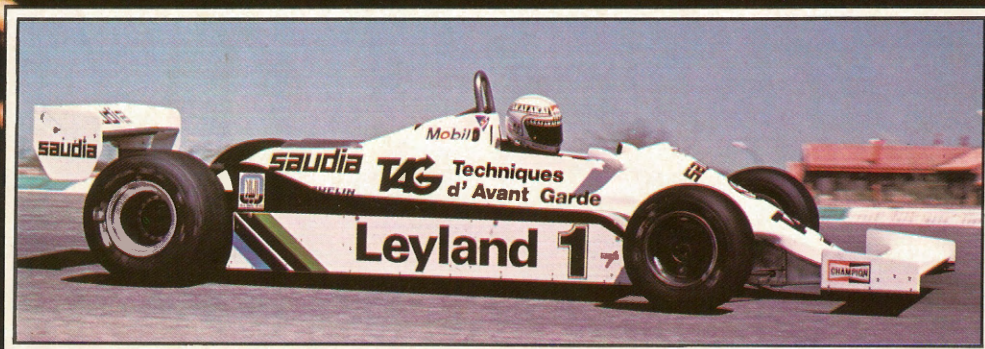
*Ford Test Figures. *Maximum prices as at 6th July, 1981. Seat belts, car tax and VAT included. Delivery, number plates and metallic paint at extra cost.

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Alan Jones

In conversation with NIGEL ROEBUCK, the current World Champion expresses some forthright views about Grand Prix racing.





The World Champion began this season as he finished 1980 — winning. Since that victory at Long Beach, however, his fortunes have been mixed. There was the controversy of Rio, where he finished second to team mate Carlos Reutemann; there was a big accident at Zolder, when the number 1 Williams jumped out of gear while leading; there was fuel vapourisation in the late stages of the Monaco Grand Prix, when a mesmeric drive looked set to bring nine points; and there was a simple driver error in Spain when Alan was walking away with it.

Only one win from the first seven races, then, but Jones's diamond competitiveness is as strong as ever. He could have had four wins on the board by now. His confidence is untouched by the recent past, by an uncertain relationship with Reutemann, by over-the-top threats from one of his leading rivals. For all his broad smile and laugh-lined face, Alan Jones is a hard man, a tough realist not about to relinquish anything for which he has fought. I sought some of his strong opinions at the Silverstone test day in late June.

At Watkins Glen last year, I asked you to predict the Formula 1 scene in 1981 — assuming that the FISA skirts ban went through. It seems now that all your worst fears have been realised.

Absolutely. At the time, if you remember, I was worrying about dual-rate springs because I could see them leading to inconsistent downforce, but we've gone way beyond that with these bloody hydraulic suspensions. And the other thing I didn't foresee, of course, was the aggravation of coming into the pits during official practice, and having to queue up behind other cars while waiting for the six-centimetre gap to be checked. All that does is hurt the gearbox and clutch, and overheat the engine.

All this is quite apart from the strain on the suspension while you're out on the track. Last year everyone was raving on about how much load the skirted cars were putting through the suspension, and how dangerous it was. Well, I'll tell you, there are going to be more component failures on these cars than there ever were on the skirted ones. We're running these cars so low and so stiff that you can feel every little pebble on the road.

The whole thing is just a complete joke, and proves that the regulations were made by totally incompetent people — who were not engineers.

How do these cars feel to drive, compared with last year's 'sliding skirt' cars?

Sometimes it feels the same; sometimes it's not quite as good; and other times it's diabolical. And you get all three within a space of about 100 yards! You can go into a corner with it feeling very nice, hit a bump in the middle of the corner — and half your downforce is gone. Very unpredictable is the best way to describe the way they are now.

As well as that, the fatigue is considerably higher. They're set up so hard that we're getting battered around all the time.

So what's the best way of solving the problem?

I think there are two ways we can go. Either we return to last year's cars with sliding skirts, or we kick out this pneumatic suspension nonsense and observe the six-centimetre rule. At the beginning of the year, the cars were nice to drive. They didn't have a lot of downforce, but you could throw them into a corner, get

FACING PAGE

Alan Jones drove one of his finest races ever, despite fuel vapourisation problems, to finish second in the Monaco Grand Prix. Photo: Charles Knight. Inset: Jones was again out of luck at Jarama, where he went off the road. Photo: LAT.



Alan Jones — reversing the roles for a change. . . .

a nice, progressive, slide. Of course, we weren't getting the lap times of last year — but I thought that was the object of the exercise, anyway! Now I look at all the guys who were fighting last year to get the cornering speeds down — and I don't hear any of them complaining about his new idea of lowering the car, because they're all desperately trying to get their car quicker than the next guy's. They've forgotten all about the safety aspect now.

I just think it's a shame. Having introduced the six-centimetre rule, they should have found some way to police it thoroughly, to make sure it stayed that way. Either we have it, or we don't. But what the hell's the point of a test in the pits, when everyone knows the cars aren't like that when they're running?

And, in fact, you lost pole position in Belgium because your car failed the test . . .

That's right. The hydraulics system leaked — through no fault of mine. I lost the pole, which was bad enough, but worse than that was the fact that the daily press throughout the world — and particularly in Australia — reported that my time was disallowed because of an "illegal car." So the people on the fringe of the sport who don't know what's going on think you're a cheat!

Looking at the first half of the season, your luck has been up and down. I know you hate Monte Carlo, but that was surely one of your greatest drives?

Well, I consciously tried very, very, hard at Monte Carlo. I tried to think a lot, work it all out, be very analytical about it. It's just a shame I didn't win it, because it would then have been the perfect race for me. But I guess it will be forgotten because I didn't win it. That's always the way . . .

I don't think Monaco and Spain were a matter of Ferrari winning as much as Williams losing. We were in a position to win both, but I had the fuel vapourisation at Monaco and then brain fade at Jarama.

Which of the other drivers do you most respect?

Villeneuve. The thing about him is that he's aggressive and tough, but he's also sensible and responsible, which actually adds to his competitive spirit. He *thinks*. You've only got to look at the way he drove in Spain. Very few drivers would have won there in that Ferrari, horsepower advantage or not.

I feel I can race wheel-to-wheel all day with Gilles and Didier Pironi and Jacques Laffite, and not have to worry at all. But there are other people who make me nervous, because the car's taking them for a drive half the time.

What about your relationship with Piquet? Since your coming-together at Zolder, he's been issuing all manner of threats against you, saying you put him off the road there, and that he's going to do the same to you, and so on. Does that bother you?

No. It's just hysteria, isn't it? He hasn't said a word to me about it. If he's got an axe to grind, he should come up and confront me. I'll tell you one thing, if I was upset with him, I'd just walk up and tell him. I wouldn't do it through the media, as he has. But, to be honest, I don't really care either way. I've got better things to do with my time than mess about with the Piquets of this world . . .

If it was an attempt to 'psych' you, it has failed completely, hasn't it? It's had far more effect on him, in fact. When you caught him at Monte Carlo, his driving went to pieces . . .

Yeah, right. He blew it. He hit the wall four times before he finally went off. I don't often burst out laughing in the cockpit of a racing car, but I had a giggle when I saw the Brabham parked in the guard rail, I'll tell you!

Let's get the controversial topics out of the way all at once. What have you to say about your relationship now with Reutemann?

Well, we're not going to have a repeat of Rio, that's for sure! If we're ever in that position again, I shan't just sit back waiting for Carlos to move over — and, believe me, I wouldn't want to be Frank Williams, standing in the pits with three laps to go, with my cars running first and second in the wet! That's Frank's problem, not mine.

You know, a lot of people say that Carlos played his part in helping me to the World Championship last year, and that now he's having his go. But that's utter bullshit, frankly, because at no time last year did he help me at all. In fact, there were lots of times when I was annoyed with him, when I felt he should have beaten Piquet or whoever, and been second rather than third.

Then this situation arose in Brazil. I've got my contract, and he's got his. There are certain things that I can't do, within the team, and the same goes for him. The contracts simply say that if we're less than seven seconds apart, and comfortably in front of the third place car, then I, as number one driver, will win the Grand Prix. That's the way it is. It's not because Frank likes the look of me or anything like that. It's simply that that is the contract we signed. And I'd like to think that when you shake someone's hand on a cold December day and sign contracts, they don't pretend, a couple of months later, that it didn't happen. He should have given thought to it before he signed.

I don't mind racing Carlos. That's the way it's always been, but there are implications here for Frank and the team. Let's take a hypothetical situation: at Zolder we were running first and second, comfortably in front. Now Zolder is very hard on tyres and brakes. If Frank had held out a sign telling me to ease up, could I have done that with any peace of mind? Could I rely on Carlos not to try and pass me? Or could he, if the roles were reversed? Simply, what it means is that any pit signals would be null and void, subject to where our team mate is. And that's a bad situation. At the end of the day, Frank wants his cars to come in first and second. If they're comfortable, they can save the machinery. If they can't relax, something's going to happen.

If we were to have another 'Rio', do you think I'd sit behind now? There's no way. I'm going to try and pass him, and I just hope that, in doing so, I don't lock a brake or something, and rob Frank of 15 constructors' championship points in one fell swoop. That's the point of the arrangement — for Frank's team to win in straightforward circumstances.

I know where I stand now.

What about the future, Alan? Is retirement in your mind?

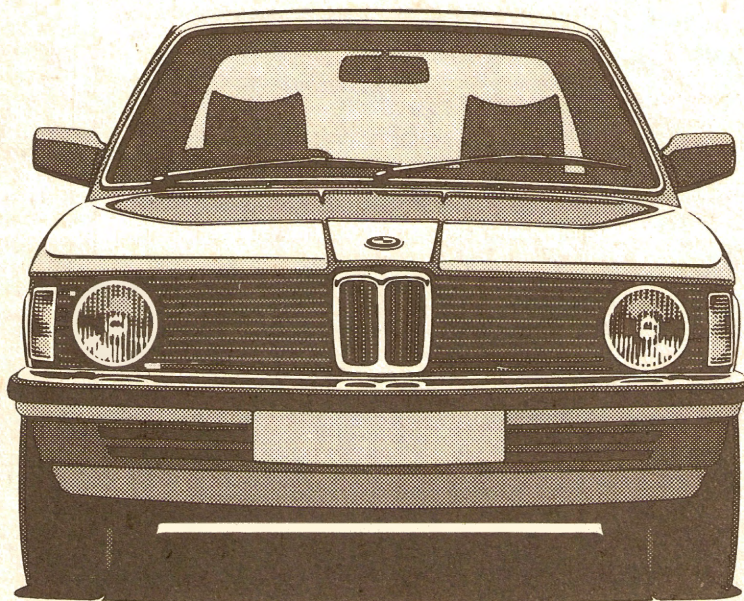
More and more, to be honest. The older you get, the more your tastes change. It's a great wrench for me to have to leave my son behind all the time, for instance . . .

Put it this way, I still love my motor racing, and it still outweighs the other side of my life — but the other side has gained a few points lately. I'm getting more rapt in my farm all the time. My interests are branching out, instead of having everything channelled into Formula 1.

I gave a lot of thought to quitting at the end of this year, but decided against it. I know that if I stopped now, I'd be bored within a couple of months, and growling at everybody! I can't really see anything else which would give me as much enjoyment, so I'm going to keep on with it for a little while longer yet.



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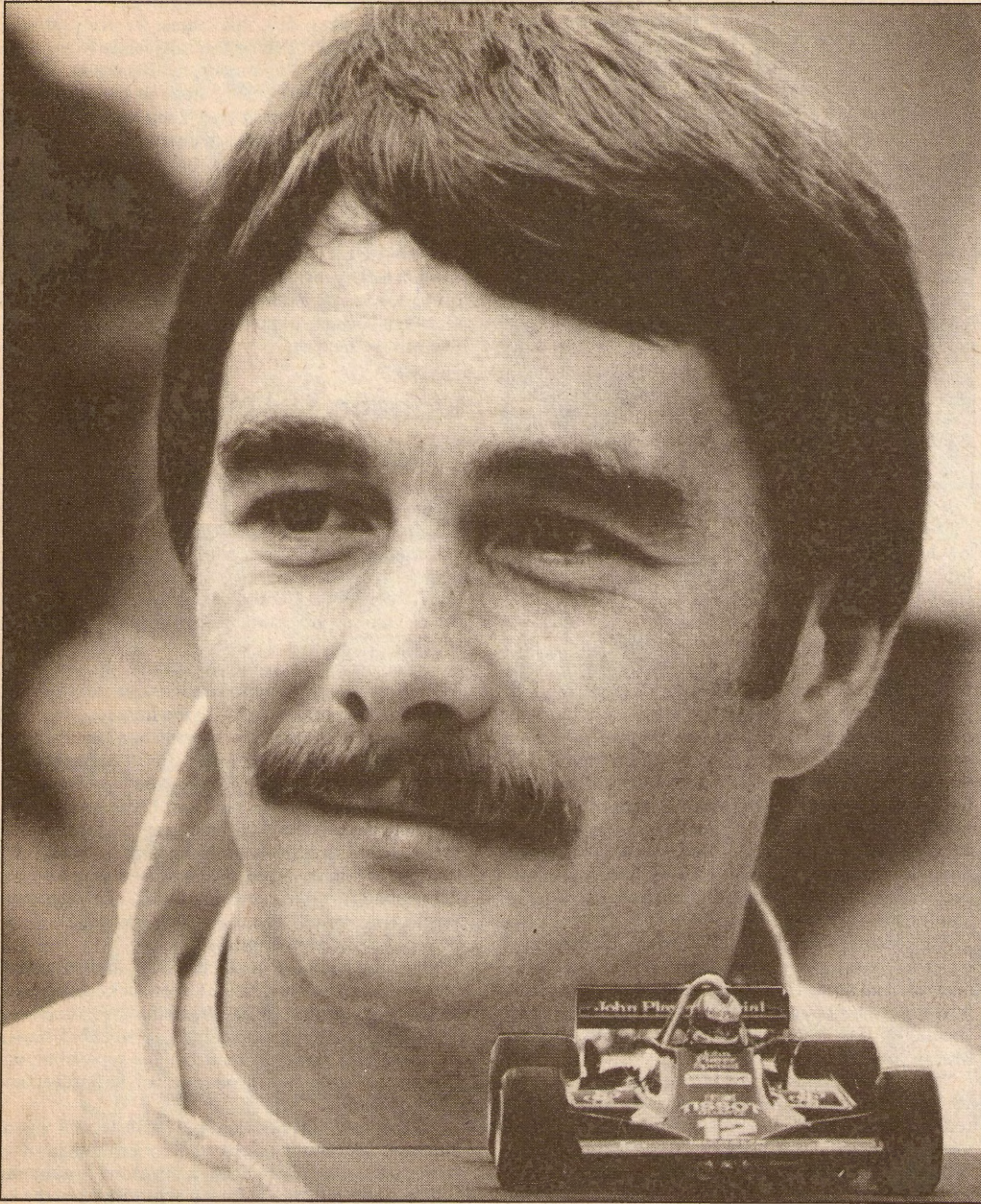
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Nigel Mansell — the quiet face hides the determination and ambition to be the first British World Champion since James Hunt. Inset: his most recent outing in the French Grand Prix at Dijon-Prenois.

Nigel Mansell

MAURICE HAMILTON recently talked to Britain's rising star about his struggle into Formula 1 and his ambition to be World Champion.

Nigel Mansell has cause to remember September 15, 1979. It was a Saturday. He was racing at Oulton Park when another competitor T-boned his March and sent the Formula 3 car barrelling through the air; Nigel landed upside down with the 793 strapped to his back. Not for the first time in his life, Mansell was returned home to contemplate the ceiling and wonder what on earth he had to do to reach Formula 1. The fact that he might never reach it did not enter his head.

His house in Birmingham held plenty of trophies, gained mainly from karting and an astonishing season of Formula Ford but, apart from a heavy overdraft, there was little else to show for two hard years in Formula 3. And now this; a crushed vertebra and another winter of uncertainty.

If Mansell remembers September 15 with pain and frustration, then he recalls a moment some two weeks later with mild disbelief. That was the day Lotus called to invite him to a test session at Paul Ricard in Mario Andretti's Formula 1 car. Assuring them that he was fit, that the shunt had really been a minor incident of no consequence, he packed his overalls, helmet and pain-killing drugs and set off for the south of France. There, he not only twisted his painful way into the Lotus but also earned himself a testing contract and, subsequently, a Grand Prix drive in 1980. That became a permanent seat in 1981 with Mansell showing remarkable neatness at Long Beach and astonishing speed at Monaco after a faultless run to third place and his first championship points at Zolder.

It was a happy coincidence that Mansell should be chosen by Lotus. Ever since the age of seven, when he watched Jim Clark win the 1962 British Grand Prix at Aintree, Nigel held the firm belief that one day he too

would be a Grand Prix driver and, on his return to Upton-on-Severn in Worcestershire that evening, he solemnly confided that he would only accept a drive from Lotus. Italian Ferraris, apparently, were out of the question.

You can imagine his horror, therefore, when the call finally came. There he was, flat on his back, scarcely able to hold the phone as he accepted the offer of a chance of a life-time.

"It was a call out of the blue," he recalls. "I just *had* to say yes although I couldn't even bend my back. My specialists gave me some pain-killing tablets and I probably took far too many. Once there, I had difficulty getting into the car but I managed it while nobody was looking and when I was firmly strapped in, I was okay, but when I accelerated hard, the power took my breath away in every sense.

"I did over 30 laps the next day and every single lap was faster than the previous one. It was the first time I had driven a car with some *power* and, although I couldn't blank out the pain completely, I really enjoyed it. It was exhilarating. I was convinced more than ever that it was what I wanted to do — and the fact that I was in a Lotus was just unbelievable."

Testing contract

Of the five drivers tested that week. Elio de Angelis won the Grand Prix seat alongside Mario Andretti for 1980 and Mansell was eventually awarded a testing contract. It was the sort of deal that young drivers before him had come to despise but Mansell, having seen really hard times, grasped the opportunity with both hands: "I don't care who you are or how much money you've got, everyone gets a chance somewhere along the line to do their thing. And that was my opportunity. From that moment on, I treated every test session, regardless of what or where I was testing, as a race meeting. I put in 110% effort although that doesn't mean I drove ten-tenths on the track — there's no need to — but I put all my mental effort into each test session and, eventually, it paid off when they gave me a Grand Prix drive in Austria last year."

Dedication to the job in hand has been the hallmark of Mansell's competition career, which began with karting as a teenager. Job security, certainly in the eyes of his parents, came first and he qualified as an engineer with Lucas Aerospace before marrying Rosanne in 1975. Having decided that he really ought to have a go at motor racing, Mansell sold his guns (he is a first-rate marksman) and a few paintings to raise enough cash for a six-year-old Formula Ford and about nine races — five of which he won.

Suitably encouraged, he turned professional — and promptly put himself in hospital after a practice accident at Brands Hatch. "I had just done a deal with John Crosslé to run a 32F and a back-marker moved over on me first time out in the car. I went into the bank backwards and the whiplash snapped my neck in a couple of places. The doctors said I would never race again. They said I would be flat on my back for three to six months — absolute minimum. I had just quit my job, my wife was at home in Birmingham and we had no money. You can imagine how I felt!

"After a few days, I got restless and conned the night nurse by telling her that the doctor said I could sit up. There was a lot of trouble about that. The next night, a different nurse, so I told her I was allowed to walk to the loo. I did. It was absolute agony — and there was more trouble about that. So I called my manager and said 'If you don't get me out of here, I'll catch the bus back to Birmingham'."

Six weeks later and Nigel, heavily strapped and collared, was back in the cockpit and winning another eight races on his way to the Brush FUSEgear Formula Ford Championship.

A Grovewood Commendation followed — and so, too, did even more bills: "The situation was very bleak. We had no money and nothing going for us. So we sold our house to finance some Formula 3 racing with



Nigel Mansell

continued

March. My feeling was that I had struggled through Formula Ford so why should Formula 3 be any easier — and, as it turned out, it wasn't! I had to pay March £3,000 per race for four races in 1978. I had pole position on my first outing and that was about it. I had so much confidence that I thought a sponsor would come along and pick me up. But they didn't! I had lots of offers to do Formula Ford again but I simply refused to go back. What was the point? I always believed that to be a retrograde step where you had nothing to gain and everything to lose."

Mansell's unshakeable belief in his own ability took him through another grim winter as he worked away from home, spending 15 to 17 hours a day earning desperately needed cash as a work-study engineer. His confidence was rewarded by Dave Price, who gave Nigel a seat in the Unipart March Formula 3 team but a promising win in the wet at Silverstone was cancelled by lack of horsepower in the dry from the Dolomite engine. Nevertheless, Mansell qualified at Monaco and drove as hard as he was able throughout the year. Then came September 15 and Oulton Park.

Photographs of that incident are mounted on the wall of Mansell's garage converted to a gymnasium and they act as a spur during the punishing training schedule he inflicts upon himself.

"Those photographs are very significant," he says. "Forgetting the personalities involved, for I hold nothing against the other driver (Andrea de Cesaris) whatsoever — mind you, I could have killed him at the time — they show me how easy it is to get hurt and also, when I am getting tired, then I look at the photographs and push myself that little bit harder."

Having served such a tough apprenticeship, there is little in this world which can startle or upset Mansell's placid nature; which, perhaps, is just as well considering one or two events in 1980. Although he had a testing contract with Lotus, he joined the works March Formula 3 team to keep his hand in at racing. "That was very nearly a serious mistake," he admits. "I was very disenchanted with the 803, which was a complete disaster of a car, but fortunately I was able to prove myself with the formula 2 Ralt-Honda later in the year."

Baptism of fire

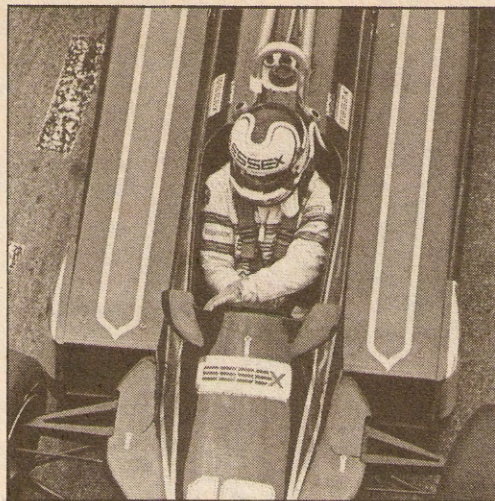
By then, of course, Mansell was a Grand Prix driver, although his first event, the Austrian Grand Prix, was something of a baptism of fire as he recalls:

"I had the third car, the 81B, which was about seven inches longer and a lot heavier than the 81 and we had one or two problems with it. I was given Elio's car for five laps and I managed to qualify in the last few minutes of practice. Of course, I didn't know whether I had made the grid or not and the biggest thrill I had was when the Lotus mechanics applauded when I came in.

"Then, on the grid, they topped up my tank but unfortunately the seal at the top of the tank was not in the groove properly and fuel started to leak into the back of the cockpit. They stopped it going down my back with tissues but it got behind the seat and then worked its way into my overalls. I had reached the point, the very minute I had worked towards all my life — and there I was getting my arse burned! They poured about two gallons of water in the cockpit as the three minute board went up. They asked me if I wanted to get out of the car. It was a terrible predicament but I couldn't. After a few laps, the water had drained away leaving the petrol to do its work — but at least I was racing in my first Grand Prix."

Engine failure brought merciful relief after 40 laps, by then, Mansell had suffered first and second degree burns to the buttocks. Furthermore, the fuel had shrunk his hamstrings and it took a week of continual physiotherapy before he could straighten his legs.

He qualified at Zandvoort after just six laps in Mario Andretti's car but the Italian Grand Prix at Imola brought his first DNQ. Mansell spun off gently while moving over to make way for a faster car and the Lotus



Working hard for the second row grid position at Monaco this year.

was hardly damaged. All that changed, however, when Manfred Winkelhock spun off at the same spot and collected the parked Lotus.

"That was a disastrous weekend but, in a way, it was good training to go through something like that. Because I have been through so many hard times, I find it easier to ride over the problems and withstand the pressure compared to someone who has had everything paid for along the way and has simply had all the problems moved out of the way. There was enormous pressure on me during those first few races. I seemed to have picked up one or two critics during my early career but, fortunately, as time has gone on, these people have changed their way of thinking and are 110% behind me now. But that's good because I always believe you must prove yourself. You can always learn from fair criticism and I'm always keen to learn."

Any critics remaining in 1981 were silenced by a superbly confident drive at Zolder where Nigel earned his spurs and scored his first two championship points in a race cut short by rain. The sudden appearance of the chequered flag was one of the few things to catch Mansell out that day:

"I saw the flag and my pit board telling me there were 15 laps to go and I thought I was going mad! Then I realised what had happened and, to be honest, it was almost an anticlimax. Cheekily, I thought that maybe I could have caught Laffite but, really, I was very happy with third place. It was the first race where I could only fault myself two or three times. When I had John Watson breathing down my neck I knew I could not make a single mistake and I was pleased to have had a race where I had almost everything right.

"The trouble was, I had a cold and I hadn't slept too well the night before as a result. I was very tired after the race and it didn't really sink in until I was on my way home."

Testing the Lotus 88B at Silverstone last month will have given Nigel some insight into the conditions for the Grand Prix.



The following day, his phone scarcely stopped ringing, Rosanne fielding the calls while Nigel coped with photographers and reporters. It's not so long ago that Nigel would have been alone in the house while Rosanne worked to earn their keep, but now she can afford to be Mrs. Mansell full time.

"It's only in the last few months that Rosanne has been able to stop working and it takes a lot of getting used to," says Nigel. "She has been supporting me for the last five to six years and you can't believe the pleasure we get from a simple thing like just being able to lie-in in the morning without Rosanne having to rush off to work. All I can say is that we have a fantastic marriage because I know I must have been terrible to live with in the past."

Monaco 1981

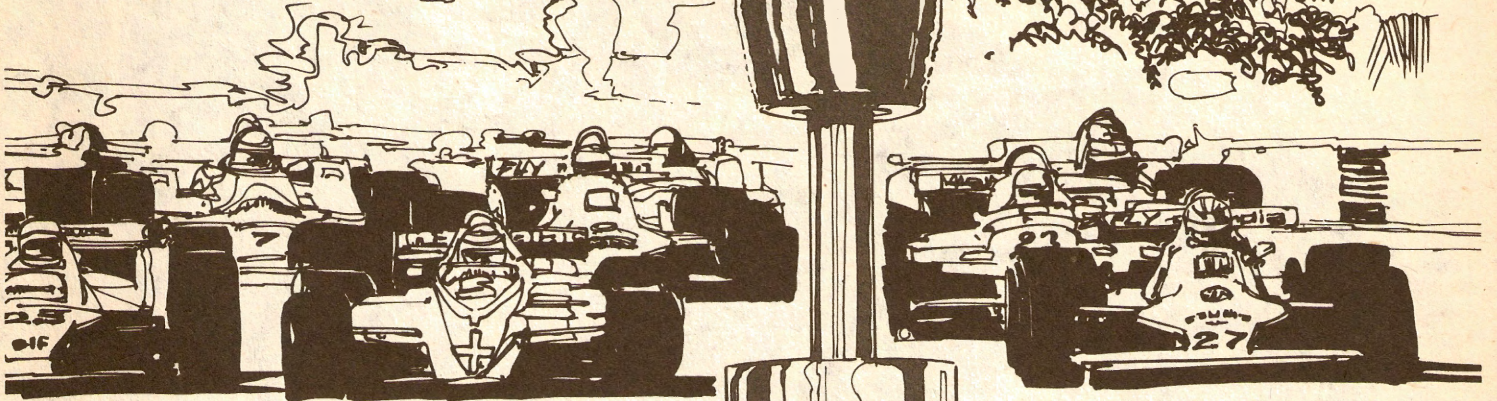
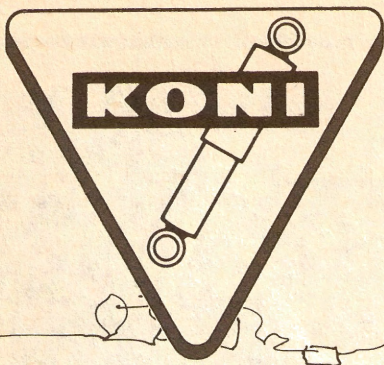
Now those days are over, Nigel and his wife spent two days enjoying the luxury of a gentle drive home from Monte Carlo where he really shook the establishment with a brilliant practice performance in the Lotus 87.

It was the first Grand Prix for the new car and Mansell qualified on the second row in spite of dreadful understeer. It was a truly memorable sight as he urged the car around the town, skimming the barriers by a whisker.

"At one stage we had to change the springing at the front because the bumps were so bad that my foot slipped off the brake pedal. In the final session, I held back until I could get a clear lap and then I knew I had to get it just right or my chance was gone. You have to be so precise there although I actually touched the barrier once or twice. Then, in the race, I was holding third place, no problem, and the car began to feel a bit funny at the back. I thought I had a puncture — or at least, I wanted to think that's what was wrong — but, unfortunately it was more than that. The suspension rocker arm pivot had gone through fatigue. I was very disappointed, to put it mildly . . ."

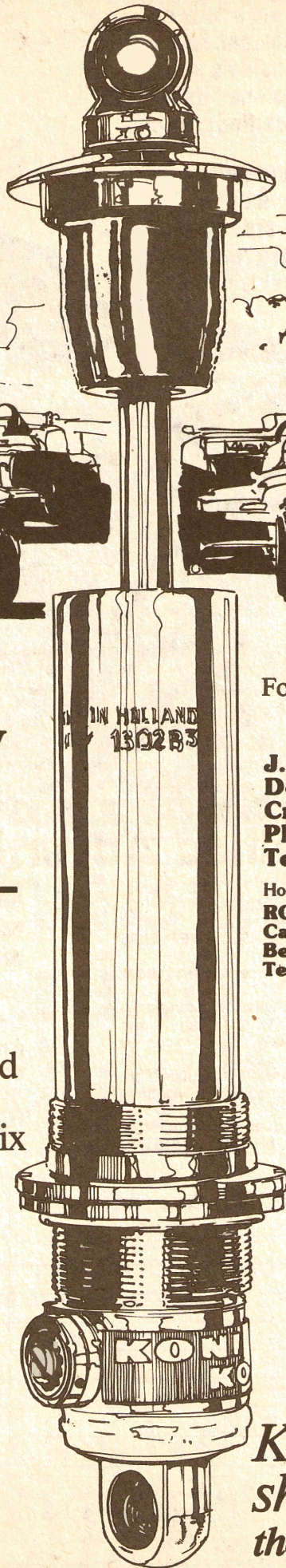
The point had been made, however, and the fiercely patriotic Englishman with the Union Jack colours on his helmet went on to score another point for sixth place in Spain. His right hand was badly blistered after 80 laps of the punishing Jarama circuit but his superb physical fitness had carried him through one of the hardest races of his career.

Mansell plays squash and golf with typical vigour, although he cannot afford to take advantage of his recently acquired pilot's licence. Nigel and Rosanne are still recovering from the financial hardships of the last few years and, one day, they will actually have a house of their own again. It will probably be in the country with a small garden for their two cats and a pool for exercise. No doubt there will be a Grand Prix winner's trophy in the lounge but, tucked away somewhere, will be a gymnasium. And on the wall, that series of photographs taken on September 15, 1979 — just to keep everything in perspective. ■



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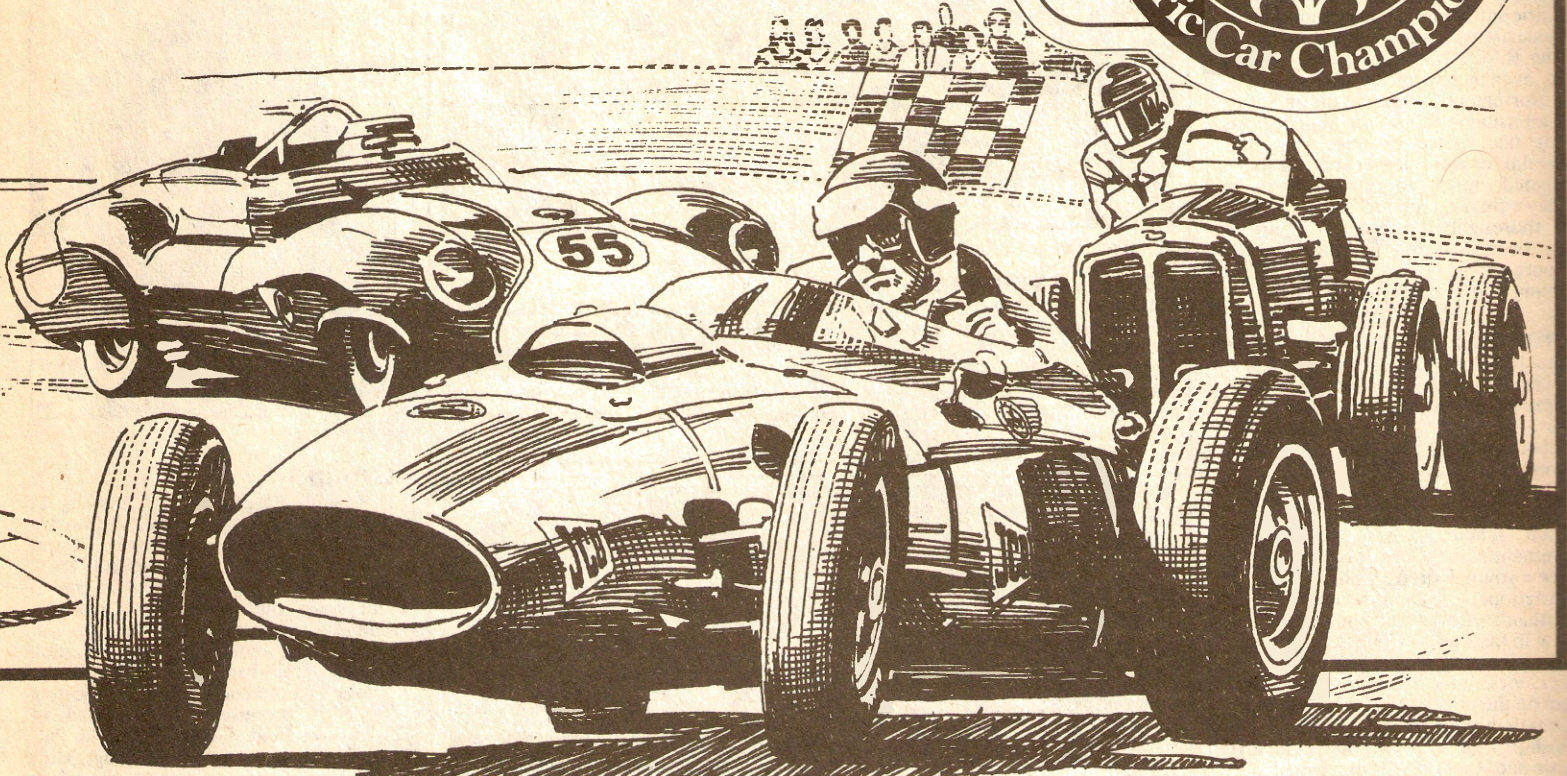
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Formula 3

After 12 of the 20 qualifying rounds, Britain's Jonathan Palmer has built up an impressive advantage in the Marlboro F3 series, the talented Sussex doctor having notched up five race wins in his West Surrey Engineering Ralt RT3. Palmer's success has been in no small way assisted by the public-subscription 'Racing for Britain' scheme, whose logos figure prominently on the car. It is rare enough to see a young Briton excelling in a truly international championship, so Jonathan's efforts, and those of David Leslie in the similar Hope Scott Garage/ 'Racing for Britain' car, deserve a special cheer, especially since you helped put them on the grid for the 20-lap race.

Jonathan's closest rivals in the championship trail are Belgium's Thierry Tassin and Raul Boesel from Brazil, also in Ron Tauranac's ultra-successful Ralt machines. Tassin's Neil Trundle-run, Belga cigarettes backed car has recently raced with the first Brabham-VW engine to be seen in F3 in place of the ubiquitous Toyota-Mader unit, while Boesel won the last Silverstone counter for Murray Taylor's Cafe do Brasil-supported equipe, his first victory in the formula.

The fortunes of the March runners have been changeable this season, works team leader Mike White having won one Marlboro round (at Thruxton) and the Donington Euro race with his Autowind-screens Alfa Romeo-engined 813. Team-mate Toshio Suzuki will shine should, heaven forbid, the going be wet while Bernard Devaney, the improving Victor Rosso and FF2000 regulars Mike 'Fulmar' Taylor and Russell Spence (in the ex-White and O'Brien chassis) could show well.

Cliff Hansen is getting his act together

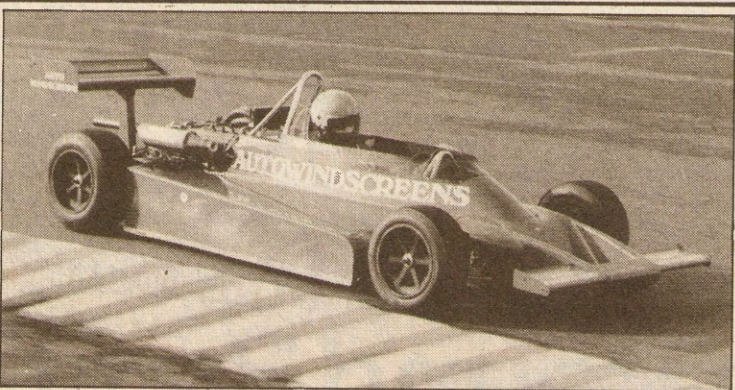
Jonathan Palmer.



Jonathan Palmer's Ralt RT3.

FORMULA 3 ENTRY

RALT RT3: Thierry Tassin (B), Richard Trott (GB), James Weaver (GB), Cliff Hansen (GB), Tommy Byrne (IRL), Raul Boesel (BR), Tim Lee-Davey (GB), Enrique Benamo (RA), Jonathan Palmer (GB), Mike O'Brien (GB), Dave Scott (GB), Fred Krab (NL), Claus Schinkel (MEX), Roberto Moreno (BR), Shuroku Sasaki (J), David Leslie (GB), Kees Nierop (CDN/NL), Alfonso Toledano (MEX), John Nielsen (DK), Mike Blanchet (GB), Brett Riley (NZ), Divina Galica (GB). **RALT RT1:** Mike Dixon (GB), Paul Morton (GB), Thorbjorn Carlsson (S), Thomas Karsel (D).



Mike White's March 813.

FORMULA 3 ENTRY

MARCH 813: Mike White (ZA), Toshio Suzuki (J), Philippe Colonna (F), Victor Rosso (RA). **MARCH 803B:** Severo Zampatti (I), Mike 'Fulmar' Taylor (GB), Bernard Devaney (IRL), Russell Spence (GB). **MARCH 793:** Gerry Amato (GB), Colin Shaw (GB). **773:** Tony Norton (GB). **ARGO JMB:** Tim Davies (GB), Paul Hutson (GB), Jon Beekhuis (USA), Colin Lees (GB). **PILBEAM MP52:** Rick Whyman (GB), Neil Bettridge (GB), John Bright (GB). **ANSON SA3B:** Dave Coyne (GB). **MAGNUM 813:** John Village.

now in the Eurosports Ralt (sadly James Weaver is unlikely to run due to financial constraints) while the increasingly impressive Dave Scott (Swift Caravans RT3), FF2000 Euroseries champion Fred Krab (Dave Price's car), Roberto Moreno in the rapid Barron Racing example, the experienced John Nielsen, Brett Riley, Tommy Byrne and Mexican FF1600 graduate Alfonso Toledano should give good accounts of themselves in Tauranac's products.

Dark horses for the event are the new Pilbeams, the unique Anson (probably

for Dave Coyne) and the second Murray Taylor-tended Ralt of Tim Lee-Davey, last year's Dunlop 'Star of Tomorrow' champion, who has attracted Rizla Ventaire backing for the meeting. With one F3 race already behind him last year, and some excellent testing times in recent weeks, the Kent barrister is well capable of running with the best.

Thierry Tassin.



MARLBORO BRITISH F3 CHAMPIONSHIP

After 11 of 20 rounds

1, Jonathan Palmer (Ralt RT3).....	77
2, Thierry Tassin (Ralt RT3).....	48
3, Raul Boesel (Ralt RT3).....	43
4, Mike White (March 813).....	30
5, David Leslie (Ralt RT3).....	21
6, James Weaver (Ralt RT3).....	18
7, Cliff Hansen (Ralt RT3).....	13
8, Michael Bleekemolen (Ralt RT3).....	11
9, Kurt Thiim (March 813).....	10
10, David Sears (Ralt RT3).....	7

NB: These are the positions before the 12th round, at Brands Hatch on July 12.



Win Percy.

Group 1

It was at the British GP meeting at Brands Hatch last year that the works-backed Rover 3500s first broke the Capri stranglehold on the Tricentrol RAC British Saloon car championship, prevalent since the spectacular Chevrolet Camaros were outlawed in the mid-'70s. This year the small-block V8 sedans took one fewer race to see off the might of the lighter V6 Ford coupes, so an interesting battle is promised at the head of Saturday's field. Four Rovers: the Patrick MotorSport entries for 'Yogi' Muir and Rex Greenslade and the Tom Walkinshaw-prepared pair for Jeff Allam and recent Silverstone victor Peter Lovett, take on seven Capris driven by such seasoned protagonists as Gordon Spice, Andy Rouse, Vince Woodman, Nick Whiting and Jonathan Buncombe.

Pitching in with the large capacity cars will be the solitary rotary-engined TWR Mazda of Win Percy and Chris Hodgetts's remarkably quick Toyota Celica. Percy has little class opposition

TRICENTROL RAC BRITISH SALOON CAR CHAMPIONSHIP

After six of 11 rounds

Overall

1 Jon Dooley (1.3 Alfasud ti).....	42
2 Win Percy (2.3 Mazda RX-7).....	39
3 Chris Hodgetts (1.6 Toyota Celica).....	34
4 Andy Rouse (3.0 Ford Capri).....	32
5 John Morris (1.6 VW Golf GTI).....	32
6 Gordon Spice (3.0 Ford Capri).....	30

2501-3500cc

1 Andy Rouse (3.0 Ford Capri).....	33
2 Gordon Spice (3.0 Ford Capri).....	30
3 Vince Woodman (3.0 Ford Capri).....	28
4 Nick Whiting (3.0 Ford Capri).....	20

1601-2500cc

1 Win Percy (2.3 Mazda RX-7).....	39
2 Mike Buckley (2.0 Ford Escort RS2000).....	11
3 Terry Nightingale (2.0 Dolomite Sprint).....	7
4 James Burrows (2.0 Toyota Celica).....	4
John Bishop (2.0 Dolomite Sprint).....	4

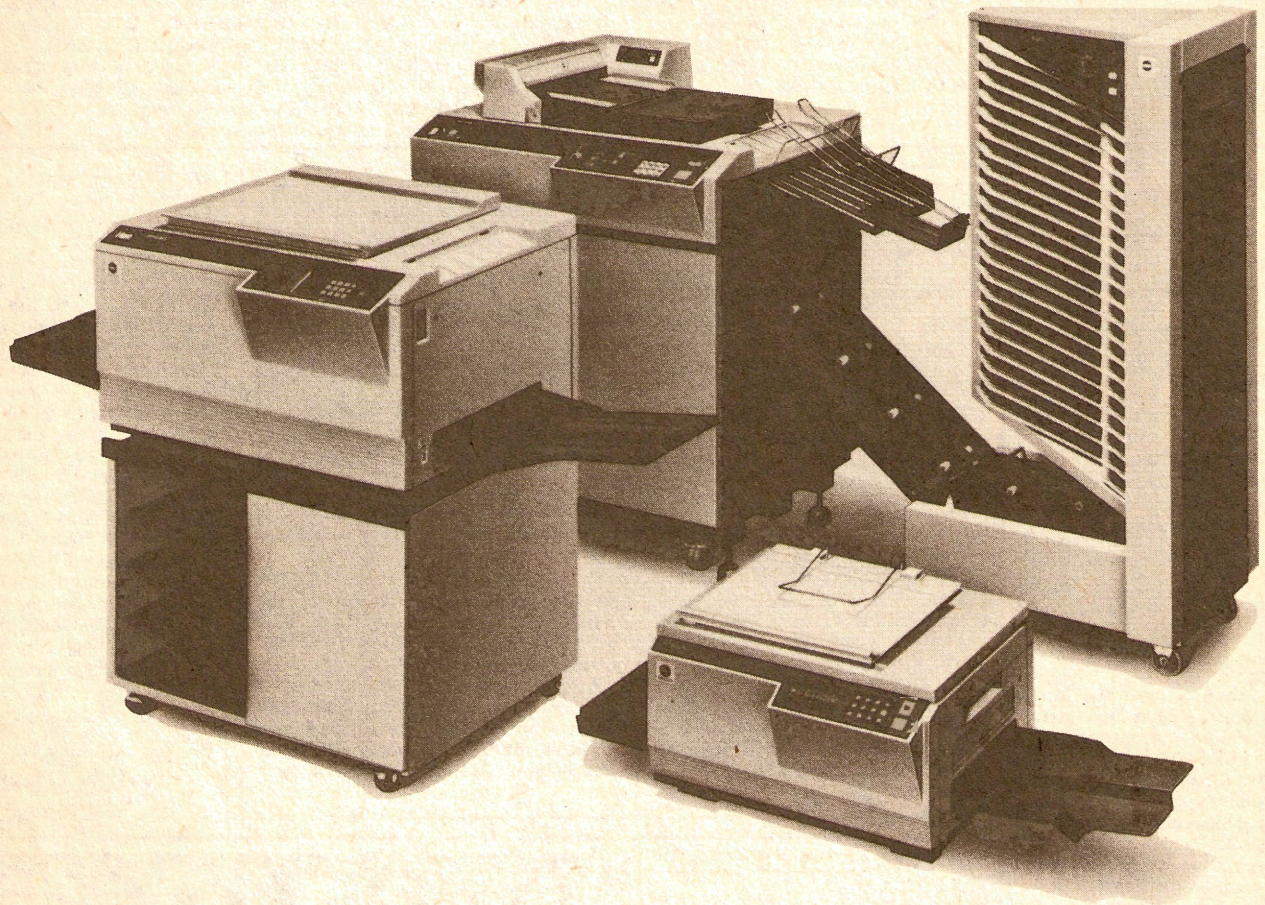
1301-1600cc

1 Chris Hodgetts (1.6 Toyota Celica).....	34
2 John Morris (1.6 VW Golf GTI).....	32
3 Martin Brundle (1.6 Audi 80).....	18
4 Barrie Williams (1.6 Colt Lancer).....	17

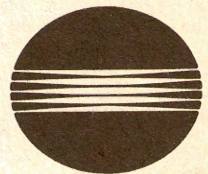
Up to 1300cc

1 Jon Dooley (1.3 Alfasud ti).....	42
2 Alan Curnow (1.3 Austin Metro).....	24
3 Neil McGrath (1.3 Austin Metro).....	20
4 Richard Longman (1.3 Austin Metro).....	18
David da Costa (1.3 Ford Fiesta).....	18

Improve your image

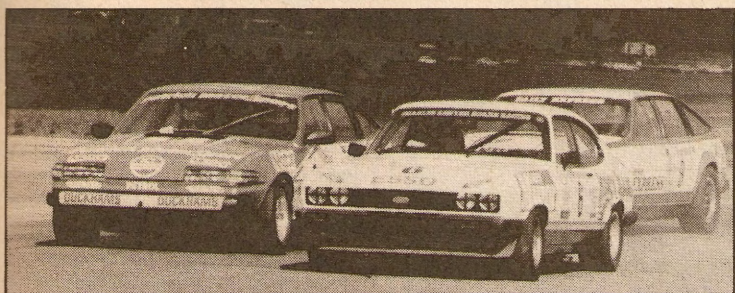


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Rover versus Capri: Rex Greenslade (left) and Andy Rouse.

GROUP 1 ENTRY

ROVER 3500: Jeff Allam, Peter Lovett, Brian Muir (AUS), Rex Greenslade; **FORD CAPRI 3000:** Gordon Spice, Phil Martin-Dye, Vince Woodman, Jonathan Buncombe, Andy Rouse, Nick Whiting, Chuck Nicholson, Mike Kimpton. Reserves — Charles Sawyer-Hoare, Graham Goode; **MAZDA RX7:** Win Percy; **FORD ESCORT RS2000:** Erik Hoyer (DK), Mike Buckley; **TOYOTA CELICA 2000:** James Burrows; **TRIUMPH DOLOMITE SPRINT:** John Bishop, Terry Nightingale.



Metro versus Fiesta: Alan Curnow leads David da Costa.

GROUP 1 ENTRY

TOYOTA CELICA 1600: Chris Hodgetts; Reserves — Robin Carlisle, John Tait; **AUDI 80:** Martin Brundle, Stirling Moss; **VOLKSWAGEN GOLF GTI:** John Morris, Alan Minshaw. Reserve — Andy Driver; **VOLKSWAGEN SCIROCCO GLI:** Peter Buxtorf (CH); **ALFASUD SPRINT:** Rob Kirby; **COLT LANCER:** Barrie Williams, David Morgan; **TALBOT SUNBEAM TI:** John Spiller. **AUSTIN METRO:** Alan Curnow, Roger Saunders, Richard Longman, Neil McGrath; **LEYLAND MINI 1275GT:** Tim Goss. Reserve — Jon Mowatt. **ALFASUD TI:** Jon Dooley; **FORD FIESTA:** Alex Moss, David da Costa.

For all tastes

continued

although Dane Erik Hoyer makes a welcome return with his Audioscan RS2000 while Hodgetts may have to work hard to fight off the Audis of Martin Brundle and Stirling Moss, Barrie Williams's Colt and John Morris's VW Golf.

The 1300cc class has been keenly fought this year between the Austin Metros of the Datapost team and Jon Dooley's Alfasud TI although in recent weeks Neil McGrath has upset the applecart by winning straight away in the Everest double-glazing Metro from Linden Racing's stable. Richard Lloyd, Alan Curnow and Roger Saunders will be out to prevent a hat-trick for the former Renault 5 champion in a fraught 20-lap race.

Super Sports

One of the most exciting innovations in British racing this year has been the Super Sports series of races, inspired by David Piper and Mike Knight, two of the leading competitors. Friday's Minolta-backed event will be only the third race organised so far, so the huge entry which has been mustered is all the more creditable.

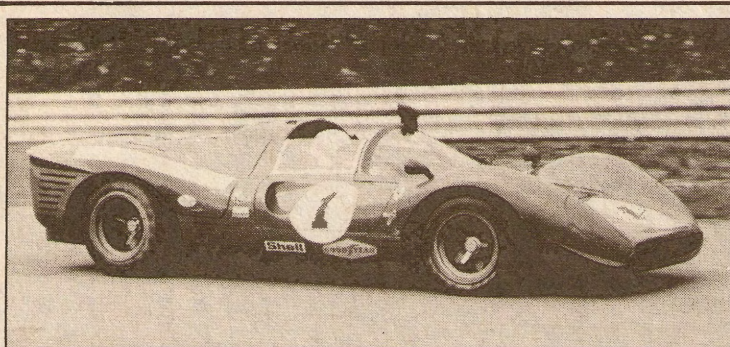
Most of the classic sports cars of the late Sixties and early Seventies are represented, with pride of place possibly going to Peter Norman's Porsche 917K, to be driven by 1975 and 1981 Le Mans winner Derek Bell. This car was rivalled in its heyday by Ferrari and Alfa Romeo, which are also represented. The Ferrari contingent includes 512Ss for Nick Mason and Willie Green — two of the favourites of historic racing — and a 312P from Albert Obrist, while Steve O'Rourke will bring out his Alfa T33.

No less spectacular, although a few years more senior, are the host of Lola T70s. Each should be competitive in the hands of Mike Wheatley, Mike Knight, Richard Bond, Nigel Hulme, Alex Seldon and Roy Pierpoint.

Also worthy of mention is the fabulous Ferrari 330P4 of David Piper, and a selection of CanAm McLarens, including M8s from John Brindley and Robert Horne, and M1s from John Foulston, Malcolm Clube and Richard Knight.

Historic cars

Now well established as the best historic racing series in the country, the Lloyds & Scottish Championship again has a race to support the Grand Prix. For the first time this year, the single-seater and sports racing categories will be combined



The beautiful Ferrari 330P4 driven by David Piper.

SUPER SPORTS ENTRY

LOLA T70: Mike Wheatley, Mike Knight, Nigel Hulme, Richard Bond, Alex Seldon, Roy Pierpoint. **FERRARI:** David Piper (330P4), Arnold Glass (275LM), Nick Mason (512S), Mike Ostroumoff (330P), Albert Obrist (312PB), Willie Green (512S), Ulf Boman (Daytona). **McLAREN:** John Brindley (M8C), Robert Horne (M8D), Richard Knight (M1C), John Foulston (M1B), Malcolm Clube (M1C). **AC COBRA:** Martin Colvill, Hon Amschel Rothschild, Charles Agg, Ulf Lydholm, Alexander Boswell. **LOTUS 30:** J.F. Wakelin, Brian Cocks. **PORSCHE:** Derek Bell (917K), Bill Bradley (908). **CHEVRON:** Richard Thwaites (B19), Simon Phillips (B16). **NOMAD:** John Piper, Bill Stephens. **ELVA BUICK 8S:** Jeffrey Johnstone. **KINCRIFT:** Tony Morris. **CROSSLE C7S:** Ian Harrower. **ALFA ROMEO: T33:** Steve O'Rourke.

in this third round, and it will be interesting to see whether the best of the Lister Jaguars can hang on to the quickest single-seaters.

The single-seaters should just have the edge, particularly Willie Green's Ferrari 246 Dino (the 1979 and 1980 Champion is forsaking his troublesome Ferrari Testa Rossa for this race), Gerry Marshall's Aston Martin DBR4 and Bruce Halford's Lotus 16. However, if times over the club circuit in the last round are anything to go by, the leading sports cars should not be far behind. Marshall's winning average a few weeks ago was 90.0mph, while Michael Bowler's average with the Lister Jaguar, in the other race, was 88.5mph. Not much in it.

Bowler again will lead the sports car challenge along with fellow Lister Jaguar drivers David Ham, Stephen Langton and John Pearson, while Sid Hoole's Cooper Monaco and the Aston Martins of Mike Salmon and John Harper should also be pitching in.

It looks like a good, colourful race, so don't leave the circuit straight after the Grand Prix. Stay on for this one, because it could just be more exciting.

MAWP/MJH

LLOYDS & SCOTTISH HISTORIC CAR CHAMPIONSHIP After two of five rounds

Overall

- 1 Michael Bowler (Lister Jaguar) 18
- Mike Salmon (Aston Martin DBR1) 18
- 3 Roddy MacPherson (Cooper-Bristol) 15
- Richard Pilkington (Talbot Lago) 15
- Gerry Marshall (Aston Martin DBR4) 15
- 6 Roger Friend (Lotus XI Le Mans) 12

Single-seaters, 1931-40

- 1 Martin Morris (ERAB Type) 11
- 2 Patrick Marsh (ERAB Type) 10
- 3 Patrick Lindsay (ERAB Type) 9

Single-seaters, postwar-1953

- 1 Roddy MacPherson (Cooper-Bristol) 15
- Richard Pilkington (Talbot Lago) 15
- 3 Alan Cottam (Cooper Bristol) 6

Single-seaters, 1954-60

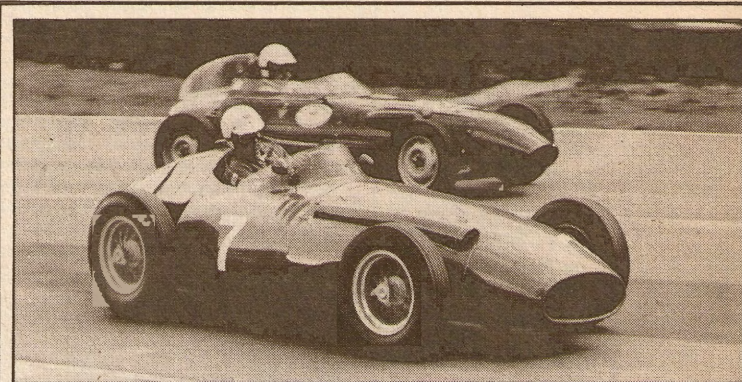
- 1 Gerry Marshall (Aston Martin DBR4) 15
- 2 Bruce Halford (Lotus 16) 10
- 3 Willie Green (Ferrari 246 Dino) 9

Sports Racing, postwar — 1957

- 1 Mike Salmon (Aston Martin DBR1) 18
- 2 Roger Friend (Lotus XI Le Mans) 12
- 3 Martin Colvill (Maserati 300S) 6

Sports Racing, 1958-60

- 1 Michael Bowler (Lister Jaguar) 18
- 2 John Harper (Aston Martin DBR2) 10
- 3 David Ham (Lister Jaguar) 6
- Stephen Langton (Lister Jaguar) 6



One of the Maserati 250Fs, that of Hon Amschel Rothschild.

HISTORIC SINGLE-SEATER ENTRY

FERRARI 246 DINO: Willie Green, Albert Obrist. **MASERATI 250F:** Victor Norman, Bobby Bell, Richard Bond, Hon Amschel Rothschild. **LOTUS 16:** Bruce Halford, Simon Phillips. **BRM P25:** Robs Lamplough. **ASTON MARTIN DBR4:** Gerry Marshall. **COOPER BRISTOL:** Roddy MacPherson, Alan Cottam. **CONNAUGHT A TYPE:** Gerry Walton, Nick Mason. **TALBOT LAGO:** Richard Pilkington, Paul Grist. **ERA B TYPE:** Ted Rollason, Hon Patrick Lindsay, Martin Morris, Peter Mann, Patrick Marsh.

HISTORIC SPORTS RACING ENTRY


LISTER JAGUAR: Michael Bowler, David Ham, Stephen Langton, Roger Williams, John Pearson. **COOPER MONACO:** Sid Hoole. **LOTUS 15:** Chris Drake. **ASTON MARTIN DBR2:** John Harper. **ASTON MARTIN DBR1:** Mike Salmon. **LOTUS XI LE MANS:** Roger Friend, Richard Thwaites, David Springett. **COOPER JAGUAR:** Ken Rogers. **MASERATI 300S:** Martin Colvill. **MASERATI 450S:** Hon Andrew Fellowes.



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Leyland logic

RUPERT SAUNDERS finds out why Leyland Vehicles sponsor the Williams team

In any company, the 'buck' has to stop somewhere. As far as Leyland Vehicles' involvement in F1 racing is concerned, the 'buck' comes to a halt in the most unlikely of settings — a spacious office on the ninth floor of a block over the main shopping centre in Preston. It's the office of Ian Wilson, Sales & Marketing Director of Leyland Trucks. Personally responsible for a multi-million pound sales budget, Ian Wilson 'signs' the sponsorship cheque for the Saudi-Leyland Williams Formula team.

Having started his career in the industry as an apprentice for Scammell, Wilson has been involved with the truck industry for most of his life. A two year spell in Teheran, as director of Leyland International Marketing and Sales, must help when dealing with the other, Middle Eastern sponsors of the F1 team, but Wilson sees the role of Leyland in F1 in a wider context.

The week before the British GP at Silverstone, we asked him how it had all started.

"I guess it really started because, since the war, Leyland (as it now is) has had 25 or 30 years of success. But, everything comes in cycles and, over the last two or three years, we had been slightly frustrated because although we were doing many, good things we were not getting the business. We knew that it would take time to get back the image that we deserve and I would acknowledge that we went through a five or six year difficult patch. We didn't deserve everything that was said about us, but some of it was reasonable.

"We felt that we had to find a way of accelerating our image improvement. We had introduced new products and new facilities at a rate that nobody else had ever managed, but the problem was how to break down people's attitudes. How to break down that 'image barrier'?"

Faced with the problem, the Leyland men knew that they had to come up with something spectacular, and they also knew that the Leyland name had to be associated with competition. The choice was between sponsoring an event, or sponsoring a team. The question was, which sport to choose.

Even now the Tractor Division of Leyland Vehicles sponsors a point-to-point meeting, a sport particularly geared to the product in question, and there is also Leyland money behind some of the games played by Preston North End. In the final analysis though, Leyland as a company had a natural interest in motor racing.

"One of our people knew Frank Williams from a few years back, and from then on it was just a question of co-incidences. Some of us, even then, were



Ian Wilson — happy sponsor.

interested in motor racing. Now, most of us are obsessed with our interest in motor racing, for obvious reasons. At that time it was just a series of events that culminated in us talking to Frank."

Much was made at the time of the sponsorship announcement of Leyland's need to move into the Middle East market. Did the fact that Saudia was

Getting a return from sponsorship — Tony Trimmer demonstrates the Williams FW07 to men at Leyland.



already sponsoring the Williams have any bearing on his choice?

"It's difficult to put a rating on the importance of the Arab connection because it changes over time. We were just 18 months out of the Arab boycott. We talked to a lot of people in the Middle East and in Saudi Arabia and, because we are an international company, we already knew many people in those countries. I wouldn't have said that that was the dominant reason; it was part of the total mix of the decision. It doesn't do us any harm to be associated with Saudi Arabia."

At a time when the commercial vehicle market, not just in the UK but in Europe in general, is in a depressed state, the Middle East and Africa become keys to the survival of a company like Leyland. Although there are no Grands Prix in such countries, the exposure that the Williams F1 team gets, on television, radio and in the papers, is an important factor in maintaining or increasing sales. Leyland Vehicles would be in "very serious trouble."

Image improvement

The television audience for Grand Prix racing is estimated at 1,000 million people per race. As a result, there is an intangible 'warming' of the Leyland image in countries where the races are watched, or read about in the newspapers. Where the name Leyland is associated with the success of the Williams F1 team, the image improvement is, once again, accelerated. But there is an aspect of the promotion which doesn't rely, necessarily, on success. Just being at the circuit is enough.

"In terms of the specific association with the team and events, then the concentration has been in Europe. We did have a product launch in association with the Long Beach GP, and our South African company uses that GP as a hospitality and customer venue, but I would say that it is in Europe that we have done most."

"We use the event to promote our success; to promote the team in the advertising and merchandising sense; and also in terms of inviting people whom we don't know very well along to the race, as an 'ice-breaker', if you like. It opens doors.

"Also, quite separate from the racing, we use the team as a promotional draw. At Smithfield Show last year, for example, we had the car on the stand and Alan Jones came along. Frank Williams attended the dealer launch in France of the T45 Roadtrain; that's all quite separate from the racing."

Racing environment

"At each race meeting we invited people along, sometimes people we know but, in the vast majority of cases, we don't know them. We find that a good mechanism to break the ice and get to know people. The business that we have got as a result more than justifies the decision to go ahead."

Actually quantifying the sales which result from the F1 sponsorship is a very difficult process. As Wilson is quick to point out, people don't buy a multi-thousand pound truck just because they have been invited to a motor race. However, the racing environment gives the company the place and time to make the initial impression, to overcome some of the prejudices which might exist and to improve that tarnished image, in a dramatic, and exciting way.

This year the Grand Prix calendar has coincided with Leyland Vehicle product launches in France, Belgium, Holland, Spain and Portugal (Portuguese customers were invited to the Spanish Grand Prix). The follow up to each launch has involved talking to potential customers at each Grand Prix.

"I think that, right now, it would be difficult to quantify. I think that given another 12 months, we shall be able to see the relationship and the contacts that we have been able to establish mature. Then we shall be able to ask: where were we before and where are we now?"

"We didn't lay the programme down to do that within a short time span. It's really not that sort of promotion. Particularly in Europe, where we have got to make up a lot of ground in terms of image, I think that the sponsorship is doing all that we can ask of it."

"Yes, being in F1 costs a considerable amount of money, but then it costs a lot to advertise in newspapers or make a TV commercial. It's a question of value for money rather than the absolute amount. The sponsorship of a car is both 'live' advertising and it is also travelling to meet customers. The event itself becomes a focal point of activity.

"It is a very cost effective way of seeing a lot of people at one time. We review it every year, as part of our assessment of all our marketing resources."

How long Leyland Vehicles will be involved in F1 is a question which nobody wants to answer, or even particularly wants asked. With a World Champion team and driver in their first year of involvement, some would say that Leyland were lucky. Ian Wilson hopes that luck holds out at Silverstone this weekend.



No prizes for guessing who's got the shortest haircut in motor racing.

But one thing Stirling Moss OBE. certainly doesn't lack is racing experience.

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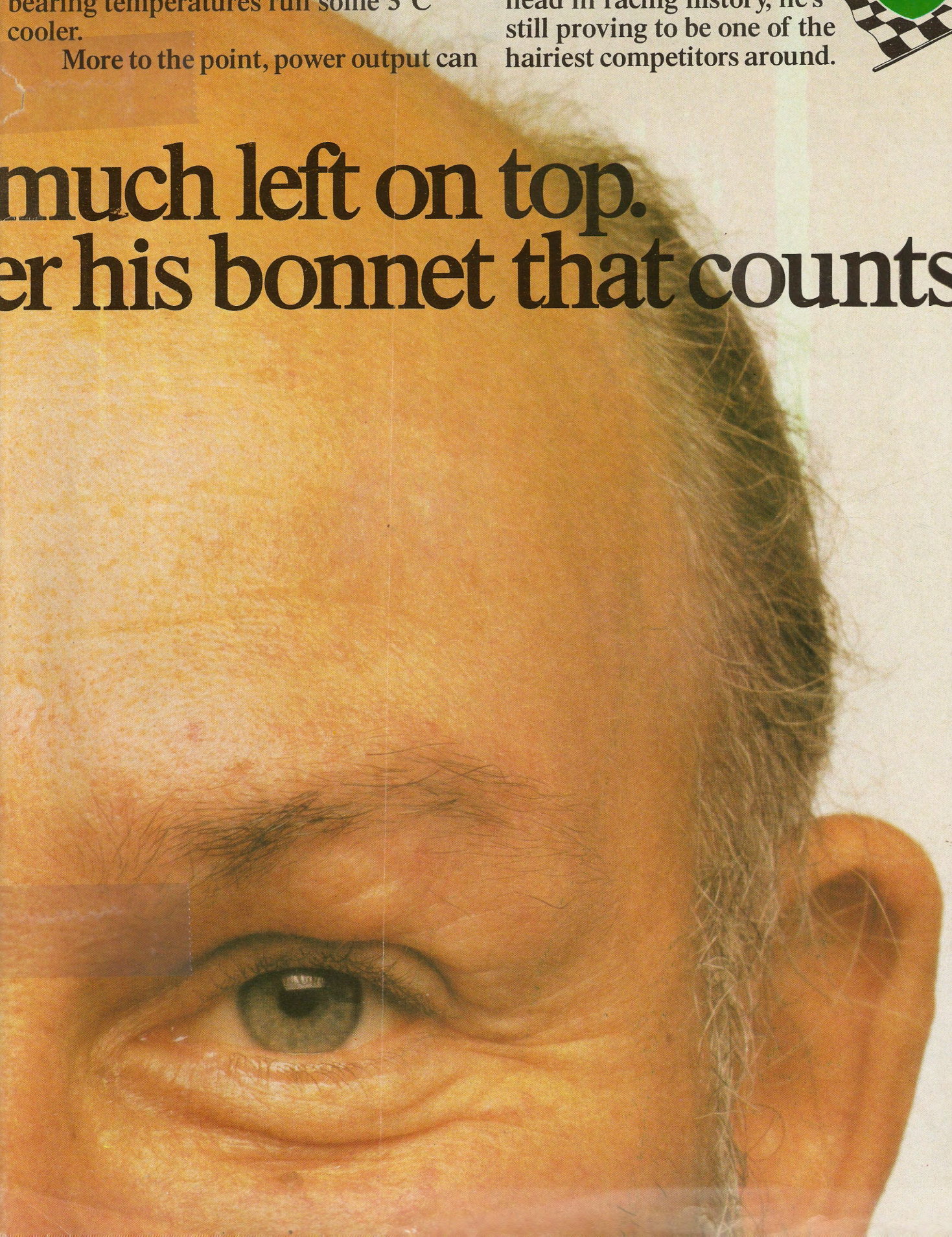
But in our view the best place to prove our case is out on the track.

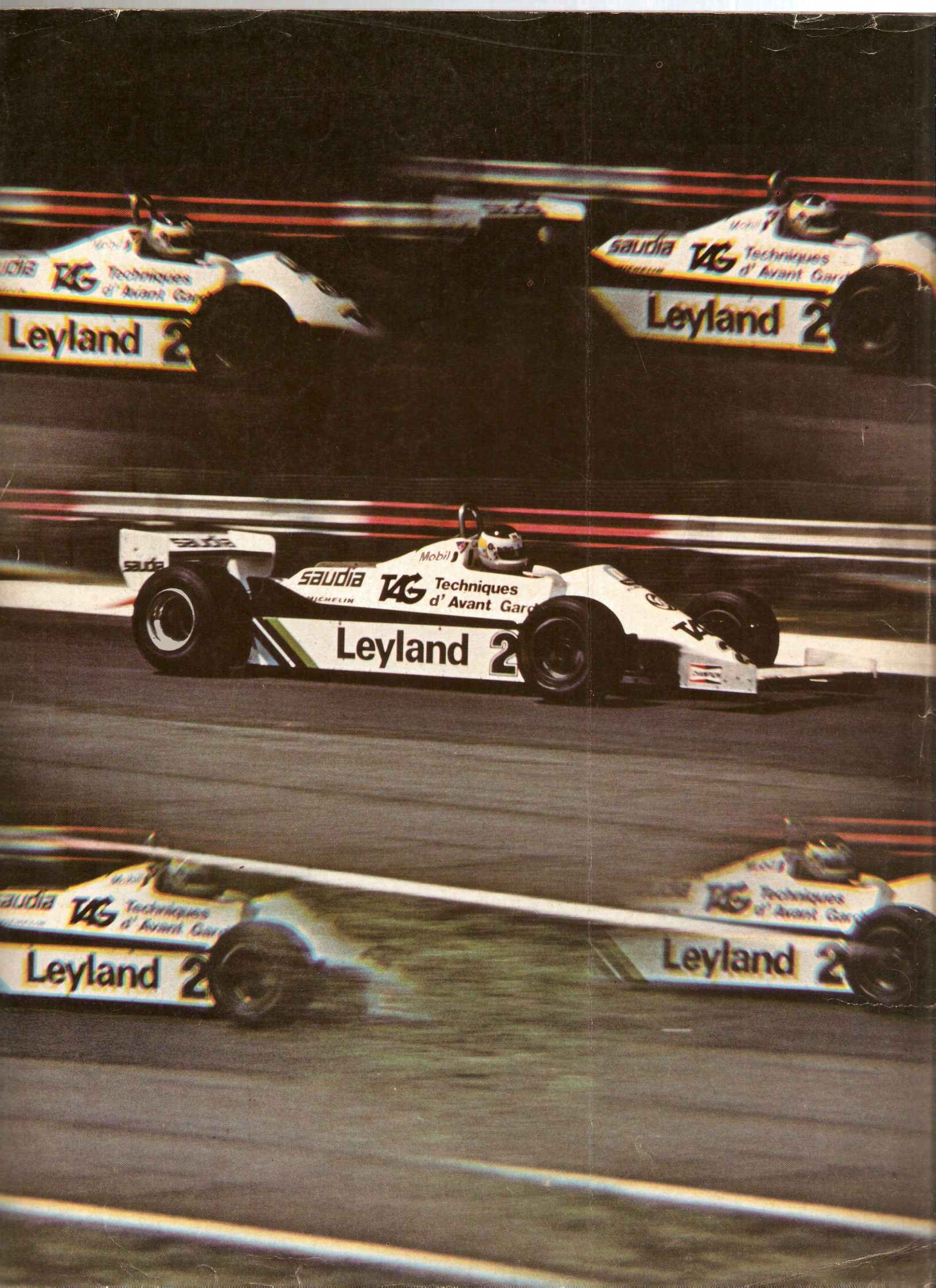
Hence our investment in Stirling.

For the most famous bald head in racing history, he's still proving to be one of the hairiest competitors around.



**much left on top.
er his bonnet that counts.**





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