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Contact Automobilia:
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toby.wilson@bonhams.com

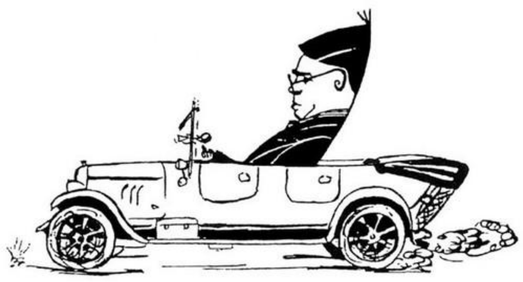
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38 Chelsea Wharf, 15 Lots Road,
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www.motorsportmagazine.com

EDITORIAL
Telephone 020 7349 8497 **Fax** 020 7349 8494
E-mail editorial@motorsportmagazine.co.uk
Editor-in-Chief Nigel Roebuck
Editor Damien Smith
Deputy Editor Gordon Cruickshank
Features Editor Rob Widdows
US Editor Gordon Kirby
Art Editor Damon Cogman
Chief Sub-Editor Gillian Rodgers
Associate Editor Ed Foster
Picture Editor Jeff Bloxham
Senior Contributing Writer Andrew Frankel
Editor-at-Large Simon Taylor
Special Contributors Adam Cooper, Paul Fearnley, Patrick Head, Alan Henry, Richard Heseltine, Paul Lawrence, Doug Nye, Mat Oxley, Gary Watkins
Picture Library LAT Photographic: 020 8251 3000

ADVERTISING
Telephone 020 7349 8496 **Fax** 020 7349 8494
E-mail sales@motorsportmagazine.co.uk
Advertising and Events Director Jane Lenny
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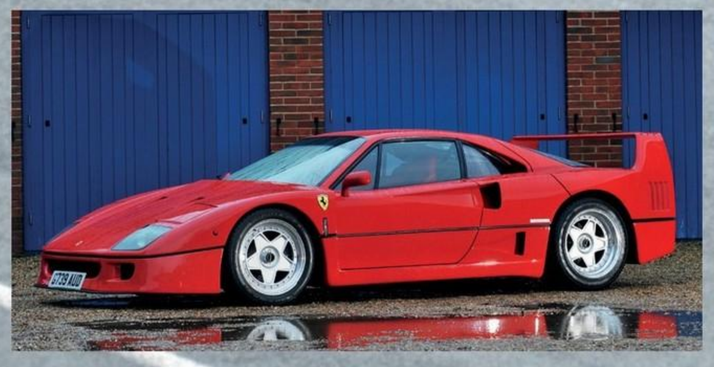
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The December Sale









Final call for entries.

After the tremendous success of the inaugural sale last year, Bonhams is delighted to return to Mercedes-Benz World, the outstanding facility on the former Brooklands Motor Course. The venue provides a dramatic sale backdrop and is tailor made to offer the perfect sale environment that includes free and convenient parking, exceptional viewing facilities, first class dining and overnight accommodation at the adjacent Brooklands Hotel.

Our December Sale is one of the highlights of the calendar and this year is no exception, with this magnificent ex-works Austin-Healey 100S heading the present entry list.

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Left: The ex-Gilbert 'Gillie' Tyrer 1937 Frazer-Nash BMW 328 Roadster

Centre: 1929 4½-Litre Bentley Drophead Coupé with Dickey Coachwork by Martin Walter

Right: 1990 Ferrari F40 Berlinetta

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My message to F1's stars

One of the most difficult aspects of my life has been my lack of education, due to not being identified as a dyslexic during my school years. Because of this I was never able to learn about history – and history can teach everyone a great deal.

In our world, I am always disappointed that so many young racing drivers – and even some of the more mature – apparently have no wish to know more about the great names and events of the sport's past. A knowledge and understanding of them would undoubtedly help today's drivers better to go about their business. I have no doubts that the lessons I learned from having a keen interest in the sport's history provided me with knowledge that greatly helped me in my career as a professional racing driver. I was also privileged to spend a great amount of time, in my formative years, with the late Jim Clark.

I've always believed that, whether in business or sport, you should have two respected people from whom you can seek counsel. This brings me to the fact that motor racing is one of the very few sports that doesn't utilise coaches. Racing drivers seem to be so clever that they don't need that kind of help. They are totally wrong.

There is no point in saying, 'I'm alone in my car – how can anyone else influence the way I drive?'. That is presumptuous, and simply wrong. Drivers employ managers to assist them in their commercial dealings, so why should they not, from time to time, be in need of counsel with regard to their performance in the cockpit?

Some coaches are very tough on their athletes – but in almost every case the athlete's performance is enhanced by that guidance. In golf people like David Leadbetter and Butch Harmon never won major tournaments themselves, but they are great coaches. In motor racing, the coaches might be retired drivers who enjoyed huge success, but they could also be folk who never reached the heights themselves, yet have studied the sport intimately, and can see how to help drivers, be it in their skills or their mind-management.

In a series of incidents this season at least two drivers have been particularly prone to both errors of judgement and collisions with others. If a coach were on hand, he would recognise the trend and suffocate whatever demons were causing his driver to make those mistakes. These incidents don't just happen by chance – there have been too many for that excuse to be made. My biggest worry is that if this behaviour is allowed to continue, sooner or later there will be a huge accident, which could easily take the life of one of our F1 heroes. Sadly, it's a timely thought in the wake of Dan Wheldon's fatal Indycar accident (see p14).

Through all the years I've been involved in the issues of improving safety, my philosophy has always been to remove as many of the risks and unnecessary hazards as possible – many of which are in the hands of drivers who become over-confident, even cavalier.

It's at such times that there is a need for a coach – someone close enough to a driver to be able to recalibrate his behaviour so he becomes more aware that actions can have potentially devastating consequences. The governing body of our sport also has a responsibility here, to police the behaviour of drivers more stringently, before the wrong kind of accident happens. Preventative medicine is much less expensive and less painful than corrective medicine.

History shows that the truly great drivers – Caracciola, Fangio, Moss, Clark, Lauda, Prost – seldom had collisions with others. So let history be our mentor here: let counsel, leadership, wisdom and discipline be more vigorously developed so that a driver's skills are further enhanced – not only to win, but to survive and live happily ever after.

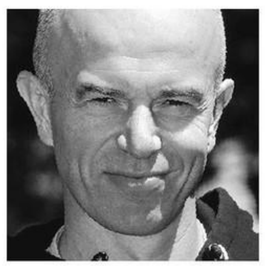
Sir Jackie Stewart, Guest editor

CONTRIBUTORS



Damien Smith

Hang on! This bloke's usually on the left of this page… The editor has stepped back this month to offer Sir Jackie Stewart his chair, but it hasn't exactly been a month off. The WB Tribute Day at Brooklands (see p20) and the Audi readers' evening (p22) kept him out of mischief. He's also been to Italy, in the company of a former British GP winner. Find out what he got up to next month.



Mat Oxley

Road testing Ducati's 1198SP animal for us was a diversion from Mat's day job covering the MotoGP scene. But this month he's not happy: "I've asked my wife Debs to make me a black armband so I can wear it on the last-ever two-stroke GP grid at the season-ending Valencia round on November 6," he says. "My eyes will be watering and it won't only be due to the two-stroke smoke."



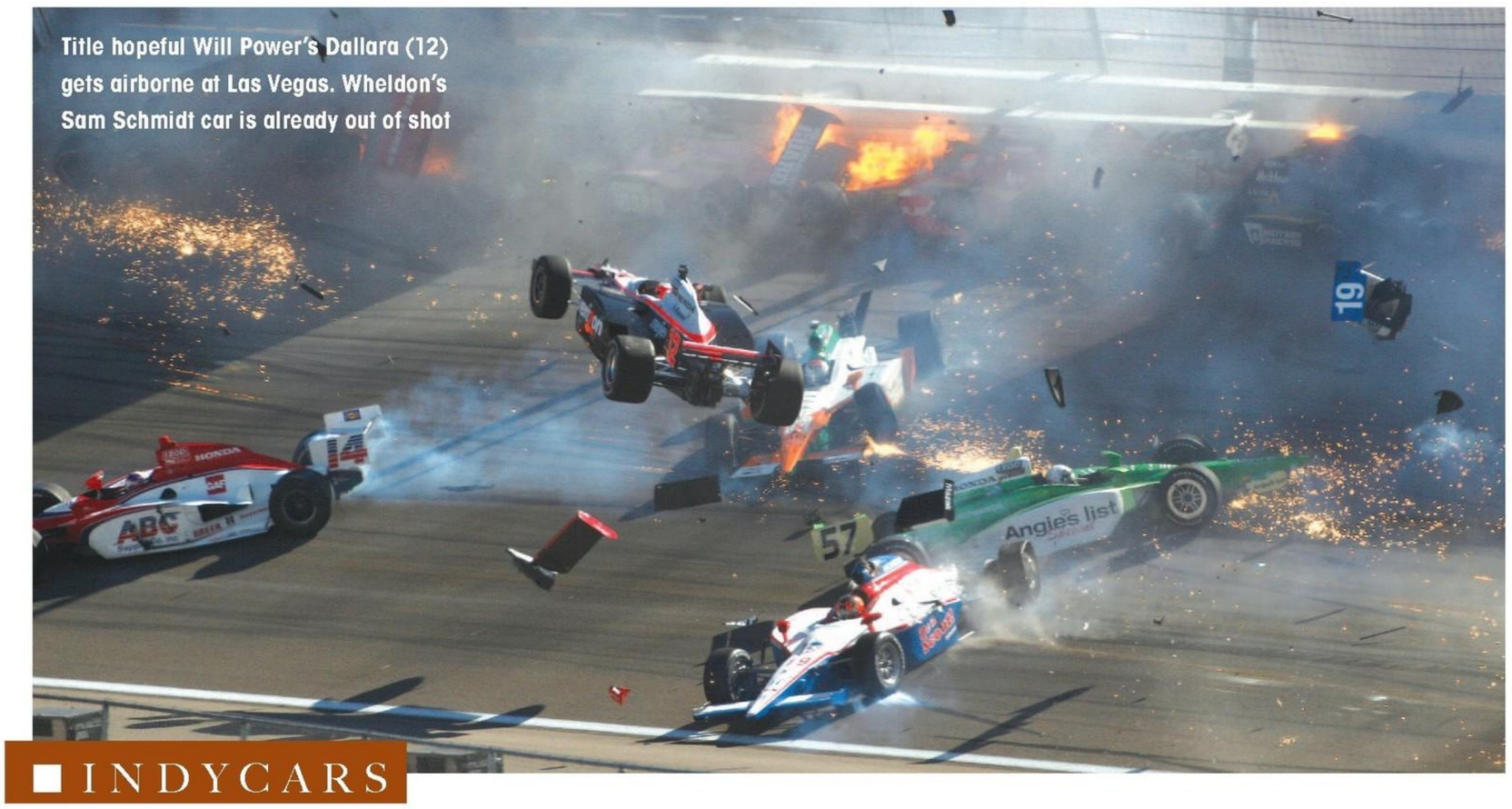
Anthony Peacock

As the boss of his own media agency, Anthony has come a long way in the past decade. This month we asked him to track back 10 years to celebrate the anniversary of Richard Burns' World Rally title, and he came up with a great idea: an emotional road trip with Richard's co-driver Robert Reid, stopping off at key locations related to the late champion's life and career. The story starts on p100.



Charlie Best

Charlie prepared for his cover shoot with our guest editor by watching some footage of him at the Nürburgring in the 1970s: "I was scared just watching it". Other recent commissions have involved Charlie trying not to get his feet dirty in the world of dressage, making Dario Franchitti look like an angel and poking around unfinished and previously secret parts of Berlin's legendary Templehof airport…


Title hopeful Will Power's Dallara (12) gets airborne at Las Vegas. Wheldon's Sam Schmidt car is already out of shot

INDYCARS

Wheldon killed in IndyCar horror crash

Indianapolis 500 winner Dan Wheldon was killed in a massive 15-car accident on lap 13 of IndyCar's season-closing race, held on the high-banked Las Vegas Motor Speedway on October 16.

Wheldon had started at the back of the 34-car grid and had passed nine or 10 cars to be running in the thick of the tightly-packed field. In only his third start this season, the Briton was trying to work his way to the front to win a $5 million (£3.2m) prize offered by IndyCar CEO Randy Bernard.

Today's restrictor plate-like Indycars with reduced horsepower and plenty of downforce are able to run flat out around a banked 1.5-mile oval such as Las Vegas. 'Pack racing', the drivers call it, and everyone always worries at these tracks about big crashes with multiple cars involved. Sure enough, running pedal to the metal at 220mph, three and sometimes four-wide, the inevitable 'Big One' happened in horrifying circumstances.

"I saw some cars touch in front of me and I tried to slow down and couldn't," said Canadian driver Paul Tracy. "And then from what I saw on the video Dan's car came over my back wheel and over the top of me. It was a horrendous accident."

Wheldon's car flew into the air and crashed upside-down into the wall amid the chaos, catching fire in the process. There was damage to the track and barriers, and the race was red-flagged and then abandoned. Title contender Will Power had been taken out in the carnage, leaving Dario Franchitti uncontested as champion for the third year in a row.

The wreckage of Wheldon's car was loaded onto a truck, covered by a tarpaulin and taken away. Wheldon had been treated at the scene and then flown to a local hospital, but an hour or so later it was confirmed that he had died in the crash.

Four-time champion Franchitti has long been a critic of racing contemporary Indycars on 1.5-mile high-banked ovals such as Las Vegas, and like most drivers he was not surprised by what happened. "Within five laps people were starting to do crazy stuff," said the Scot. "That early in the race I wanted no part of that.

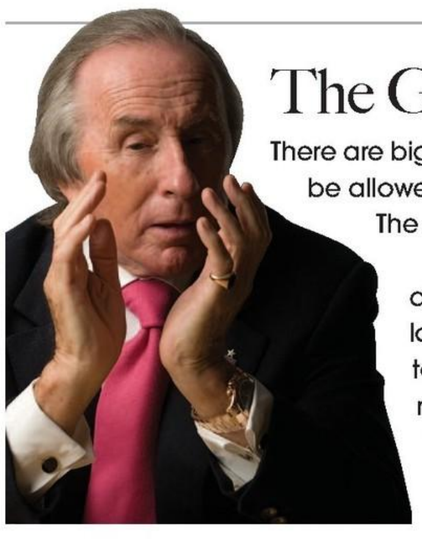
"WITHIN FIVE LAPS PEOPLE WERE STARTING TO DO CRAZY STUFF. I WANTED NO PART OF THAT"
DARIO FRANCHITTI

"I love hard racing, but that to me is not what it's about. We said before we tested here that this is not a suitable track [for Indycars] and we've seen it today. You can't get away from anybody. There's no way to differentiate yourself. You're stuck there and people get frustrated and go four-wide, and you saw what happened. One small mistake from somebody and there's a massive crash."

Former Indy 500 winner Eddie Cheever, who now works as a commentator for ABC television, said: "There's just too many cars on too easy a track to drive on."

And veteran team boss Roger Penske added: "It's unfortunate that early on in the race they've got to be racing so close that we have what they call the 'Big One'. You always worry about those on these mile and a half tracks at these speeds and with this many cars."

Will IndyCar continue to race on tracks like Las Vegas, or alter its formula to eliminate 'pack racing'? Dan Wheldon's death was a heavy price to pay for such hard lessons.



The Guest Editor says...

There are bigger questions to be asked here about whether that number of cars of that speed and power should be allowed to race on an oval of that size, and also about the experience of some of the drivers in that field. The accident will draw attention to Indycar racing as a whole.

The untimely death of Dan Wheldon just emphasises that from the mildest contact can come accidents of huge dimensions. It illustrates my point made elsewhere in this issue that perhaps for too long drivers have not considered the horrendous results of just kissing wheels – something we see all too often these days. Once an accident of that kind starts you have no control over the outcome – no matter how much experience you have. Dan was a two-time Indy 500 winner, but in this scenario there was nothing he could do.

I remember awarding him his BRDC Gold Star following his first Indy win in 2005. I offer my deepest sympathies to Dan's family and many friends in the motor sport world. *Sir Jackie Stewart*



Dan Wheldon
1978-2011

When he crashed to his death at Las Vegas in October, Dan Wheldon was enjoying a renaissance in his career. Wheldon had lost his job with Panther Racing near the end of last year and was without a ride this season, other than a one-off appearance at Indianapolis driving for Bryan Herta's team. Incredibly, he came through to win the Indy 500, and then landed a job testing the new 2012 Dallara Indycar and Honda engine. IndyCar Series boss Randy Bernard offered Wheldon a $5 million bonus if he could enter and win the last race of the year, starting from the back of the field. Meanwhile, Wheldon and Michael Andretti were working out an agreement for the Briton to return full-time to Andretti's team next year driving a car sponsored by Go-Daddy, primary backer of the NASCAR-bound Danica Patrick.

So Wheldon arrived in Las Vegas in extremely good spirits and was moving steadily through the field in pursuit of his $5m carrot when he was the victim of a 220mph collision involving 15 cars. Wheldon's car was launched skyward and crashed upside-down into the barrier. It was a terrible end for the 33-year old from Buckinghamshire who had built a tremendous career in America. Wheldon won the Indianapolis 500 – the first Englishman to do so since Graham Hill in 1966 – and the IRL title with Michael Andretti's team in 2005, finished second in the 500 with Panther in 2009-10, and won the race for a second time this year with Herta's team (above).

Dan started his career in karts, winning numerous races and the Ayrton Senna World Cup before moving up to cars in 1996 when he was 18. He was second in that year's Formula Vauxhall Junior championship and finished fourth in the following year's British Formula Ford championship, winning three races. In 1998 Dan drove a factory Van Diemen and took third in the championship with four wins and was second in the Formula Ford Festival at Brands Hatch, losing out to old karting rival Jenson Button.

But he couldn't find the money to do Formula 3 and decided instead to gamble on a move to America. In 1999 Wheldon claimed the US F2000 championship in style, winning six races and taking five more podium finishes. The following year he was second in the Toyota Atlantic series with two wins and four poles. Then came Indy Lights in '01 where he again won races and fought for the championship, finishing second in the points. In '02 Dan started two IRL races for Panther Racing and did some testing for Honda with Andretti-Green, with whom he signed a contract for his rookie Indycar season in 2003.

Wheldon immediately found his feet with Andretti-Green, taking rookie of the year honours in '03 and then winning three races in '04 to finish second in the championship to team-mate Tony Kanaan. The next year was even better as he won six races, Indy 500 included, and took the IRL title.

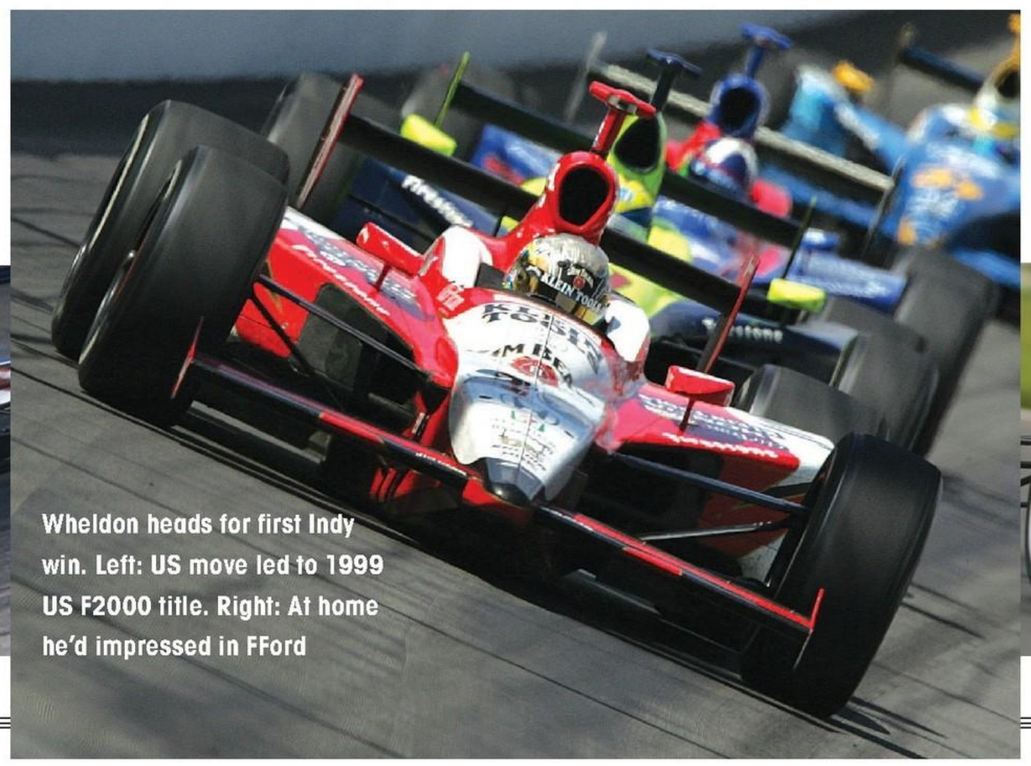
For 2006 Wheldon moved to Chip Ganassi's team and almost won the IRL title again, finishing the year tied on points with Sam Hornish who took the championship because he won four races to Wheldon's two. Dan was also very strong at Indianapolis, leading 148 laps before he was forced to make a late stop to change a cut tyre, finishing fourth. He also won that year's Rolex 24 Hours at Daytona co-driving one of Ganassi's cars with Scott Dixon and Casey Mears.

Wheldon continued with Ganassi in 2007 and '08, winning a couple of races each year and finishing fourth in the points. But Ganassi was unhappy with Wheldon's performances in the expanding number of road and street races, dropping him for 2009 in favour of Dario Franchitti. Wheldon returned to Panther Racing, and while struggling in some road and street races he was seriously competitive at Indianapolis, taking second in 2009 behind Franchitti and second again in '10 to Hélio Castroneves.

For this year Panther decided to try rookie JR Hildebrand in preference to Wheldon. At Indianapolis both proved their worth as Hildebrand led until crashing in the last turn on the last lap, letting Wheldon through to score a Cinderella win with Herta's team and re-ignite his flagging career. After his shocking death in Las Vegas five months later there were many tears, and his friend and rival Franchitti paid Wheldon a warm compliment.

"We lost a good friend," said Dario. "Everybody in the IndyCar Series considered Dan a friend. He was one of those rare, special people from the first moment he showed up in IndyCar. He was kind of brash but he was a charmer. Then he became this loving, family guy who was still charming, but he had this whole new side to him."

Motor Sport extends its deepest condolences to Dan's wife Susie, their two sons and his father and family in the UK. *Gordon Kirby*







Wheldon heads for first Indy win. Left: US move led to 1999 US F2000 title. Right: At home he'd impressed in FFord

All images LAT

SPORTS CARS

Toyota confirms Le Mans comeback

Toyota will next year mount its first factory assault on the Le Mans 24 Hours since 1999 with a petrol-powered LMP1 hybrid (below).

The Japanese manufacturer has been known to be evaluating a return to Le Mans using energy-retrieval technology for several years, but the timing of its move is a surprise. It had been looking at 2012 but was believed to have delayed its Le Mans return in the wake of the economic problems in Japan following the earthquake and tsunami in March.

Few details of the new programme have been announced except that the Toyota LMP1 to be built at Toyota Motorsport in Cologne will be a hybrid and a coupé. The configuration of its engine and the extent of its programme in 2012 have yet to be announced.

Speculation that next year's Toyota campaign will be a toe-in-the-water exercise has been backed up by comments from Toyota Motorsport president Toshiaki Kinoshita.

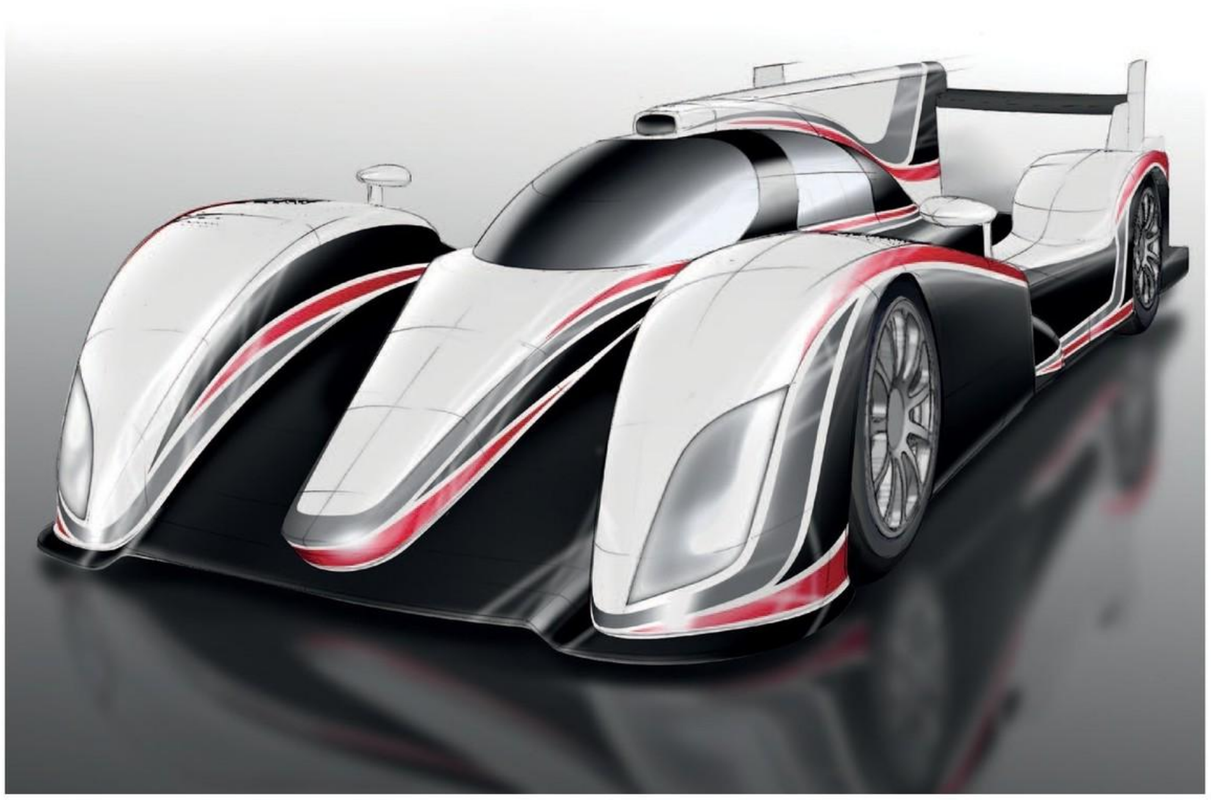
"At this stage we can only confirm our participation in 2012, when we will have various targets. We want to increase our understanding of LMP1 racing; develop our technology to make it more competitive and stronger; and become the first hybrid car to finish on the podium in a top-level international endurance race."

"WE WANT TO BECOME THE FIRST HYBRID CAR TO FINISH ON THE PODIUM IN A TOP-LEVEL RACE"
TOSHIAKI KINOSHITA

It is understood that Toyota might only field one car at Le Mans next year and will contest a limited number of FIA World Endurance Championship events around it. The Spa WEC round, prior to Le Mans, and races in the Far East in China and Japan are likely to be part of its schedule.

Toyota Motorsport has admitted that it has been evaluating LMP1 designs since 2010, but the late go-ahead for the project means it is unlikely that the LMP1 will be ready in time to contest the WEC opener at Sebring in March.

Toyota Motorsport masterminded the Japanese manufacturer's last Le Mans campaign in 1998/99 with the GT-One. It took a close second to BMW in the latter of those two years.
Gary Watkins

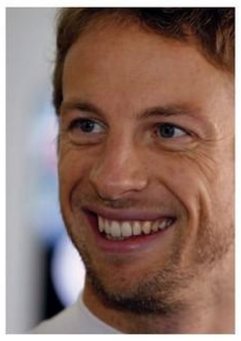


FORMULA 1

McLaren agrees Button deal

Jenson Button put an end to talk that he might be free to move elsewhere by signing a new multi-year contract to extend his stay at McLaren.

While the team had always insisted that Button would remain, the duration of his contract was a major sticking point. The exact length of the new deal has not been made public.



With Fernando Alonso and Sebastian Vettel already committed to long-term deals at Ferrari and Red Bull respectively, the grid should have a familiar look to it for some time to come. Speculation will now focus on whether the seats occupied by Mark Webber at Red Bull and Felipe Massa at Ferrari will be up for grabs in 2013.

"I am very happy," said Button of his future. "We are so close to fighting with Red Bull, but yet so far. It is good to have the continuity going into the next couple of years.

"It is going to help us take the fight to them next season, I hope. That's what we are working towards. I have been enjoying racing and it is nice to finally get a deal in place for the near future."

SPORTS CARS

Michelin joins Delta Wing bid

The revolutionary Delta Wing sports car that will race at next year's Le Mans 24 Hours has been given the seal of approval by Michelin.

The French tyre supplier has become the first technical partner of the Delta Wing project, which has been granted 'garage 56' at Le Mans, reserved for an environmentally-friendly car. It will produce the 4in and 12.5in-wide front and rear tyres for the lightweight car.

Serge Grisin, Michelin's head of four-wheel motor sport, explained that his company had signed up for the project after studying data supplied by Delta Wing designer Ben Bowlby.

"We now know this is something that can work," said Grisin. "This represents a chance to accelerate our innovation processes and think outside the box."

Highcroft Racing boss Duncan Dayton, who put together the consortium behind the Delta Wing under the Project 56 banner, said: "Michelin would not put their name to the concept if they didn't believe it could be a success. They clearly weren't going to just take our word for it. They had to do the correct due diligence."

The Delta Wing, which should run in December, is being built around an existing LMP1 monocoque, for reasons of time. Bowlby said that "speculation was accurate" about the Delta Wing using the Aston Martin AMR-One monocoque.

Tacit confirmation that two of the six AMR-One tubs have been sold to Delta Wing appears to bring the curtain down on Aston's LMP1 project. It fits in with chairman David Richard's claim that the AMR-One's return to the track "might be in a different guise".
Delta Wing feature, p84



LAT

■ FORMULA 1

'Peerless' Vettel wins praise

A second World Championship for Sebastian Vettel moves the 24-year-old German into the elite group of drivers who have won titles twice in a row – although no one else has managed the feat at such a young age.

This year's drivers' title has, on the face of it, come much more easily than the first. Last season early mechanical problems and his clash with Mark Webber in Turkey badly compromised Vettel's title campaign.

In contrast he started the 2011 season with an amazing run, establishing a lead that looked increasingly secure. He has made virtually no mistakes and demonstrated total mastery of the complex rules, making the most of DRS, KERS and tyre strategy to log win after win.

Even on days when everything hasn't gone to plan Vettel has nearly always made the podium. He is also extremely adept at getting the car to work for him, as his string of pole positions demonstrate.

"He's been phenomenal this year," Red Bull team principal Christian Horner told *Motor Sport*. "I think the confidence Seb took out of winning the title last year seemed to carry through the winter into Melbourne, and he's been peerless since then. He's raised the bar.

"In reality 2010 was a difficult year for him. It all came right in the end, but he had some difficult challenges and criticism and so on, which he shouldered brilliantly behind the scenes. And I think he's just grown from that. He has emerged clearly as an absolutely superb driver this year. He's marked himself down in history as a double World Champion, and as the youngest driver to do that.

"A lot of the races this year have been hard fought for him. You've only got to think of Monaco, Barcelona – they were tough races. Operationally as a team we've grown stronger, and Seb has as well. On days when we've had the best package we've utilised it, and on days when perhaps we haven't we have still maximised our opportunities."

Talent is one thing, but Vettel has learned the value of hard work from his countryman and early mentor, Michael Schumacher.

"Tactically he's very smart, disciplined and self-analytical," said Horner. "You'll see him in the paddock late on a Saturday evening. After qualifying he's usually one of the last to leave. He's hungry for information, hungry to improve. He's like a sponge, he soaks it all up."

One of Vettel's great strengths this year has been his understanding of the Pirelli tyres, and Webber admits his team-mate has got a much better handle on the supersoft compound, which has been especially advantageous in qualifying. Horner said: "He's understood the tyre characteristics. Sometimes he's been able to make the stint length on that tyre remarkably long, and he's managed the tyres well. Some of the laps he's done on a Saturday, under acute pressure, he's absolutely delivered."

Despite his devotion to duty Vettel remains an extremely well-rounded individual. He is the same modest, witty and cheerful guy that he was when he first appeared, and he is immensely popular not just with the public but most significantly his fellow drivers. A worthy World Champion? Few, if any, would deny it. *Adam Cooper*

ON OUR WEBSITE

WWW.MOTORSPORTMAGAZINE.COM

Sebastian Vettel becoming the youngest-ever double World Champion, Kimi Räikkönen possibly going to Williams and Lewis Hamilton discovering that there seems to be an invisible force dragging his car towards Felipe Massa's... It's been a busy few weeks in Formula 1 and on the *Motor Sport* website.

NIGEL ROEBUCK'S Q&As

No one seems to split opinion like Kimi Räikkönen, especially when there are rumours that the Finn may return to F1 in 2012 aboard a Williams. Nigel Roebuck concluded in this month's newsletter that, "neither Kimi nor Williams have much to lose by giving it a try..."

However, he did say, "I'll confess to being a little taken aback when I learned of Kimi's visit to Grove. His two-year excursion into the World Rally Championship has been less successful than anticipated, and it didn't amaze me when he briefly dabbled with NASCAR earlier this year.

"A return to F1 though... that was a different matter, not least because as soon as he had swapped Ferrari overalls for Citroën, Kimi missed no opportunity to stress how much he wasn't missing F1."

While DreadUK believes he is "the most overrated driver in F1", Michael Spitale said, "Kimi is one of my favourite drivers. I think it would be a great marriage." If the Finn does go to Williams, only time will tell...

AUDIO PODCASTS

When Sir Jackie Stewart visited the *Motor Sport* office to help us prepare this issue as our guest editor, we pinned him down to record a podcast.

But taking him away from the editor's chair for the best part of an hour was definitely worthwhile. The podcast had only just gone online as the magazine went to press, but Garry had already labelled it "fantastic", adding: "JYS is as lucid and forward-thinking as ever..." To hear more of JYS's thoughts log on to www.motorsportmagazine.com

TITLE NUMBER TWO FOR VETTEL

Tributes poured in for the youngest-ever double World Champion after Sebastian Vettel clinched the title in Japan. But a debate soon raged about his aggressive move at the start of the race on Jenson Button.

"So Vettel joins the ranks of so-called 'champions' such as Senna and Schumacher," said A Kistler. "The F1 title became a joke with that move."

Lewis Lane was of a similar opinion. "Congratulations to a worthy champ," he wrote. "I thought the chop unnecessary and dangerous. But it looks as if 'any means necessary' to prevent someone from passing you is now permissible."

■ FORMULA 1

Force India gains new backer

Just before the first Indian GP, Force India took on a major new investor in high-profile business conglomerate Sahara India Pariwar.

Run by entrepreneur Saharasri Subrata Roy Sahara, the real estate, media and healthcare concern already sponsors the Indian national cricket and hockey teams. It has invested £64 million in the Silverstone-based outfit, which will be known as Sahara Force India.

The level of equity has been increased to ensure new funding is pumped into the team, whose sponsors have mostly been companies owned by Dr Vijay Mallya. Both Mallya and Sahara will own 42.5 per cent stakes, with 15 per cent belonging to the Dutch Mol family.

Mallya says he will decide on his 2012 driver line-up in December, forcing Paul Di Resta, Adrian Sutil and Nico Hulkenberg to await news.



HISTORICS

New series shadows Can-Am

A new one-make series devised to rekindle the spirit of the original Can-Am championship is being launched for next season in the US.

The Unlimited Racing Championship's NuArt racer takes its styling from a number of Can-Am contenders from the no-rules period of 1966-74. It incorporates a number of cues to create what series founder Richard Nauert describes as "the aura of a Can-Am car".

"Our aim has been to create a generic Can-Am car to remind people of just how great the series was," said Nauert. "People see this car and start grinning. Everyone loves the original Can-Am, which is why I believe the URC can be a success.

"We have tried to bring the Can-Am concept up to date. We've put tremendous effort into the car in terms of safety, ease of maintenance and driveability."

The NuArt Can-Am car is powered by a Chevrolet-based big-block V8 that pushes out in excess of 700bhp. It is fuel injected and incorporates traction control.

Nauert, a motor sport and aerospace subcontractor, is already building its 10th car. The price is $485,000 (£300,000) ready to go.

Four events on the American Le Mans Series support bill are planned for 2012. Nauert said they would be at "traditional Can-Am circuits" such as Road America and Laguna Seca.

SPORTS CARS

LMP diesels to be throttled back for Le Mans

The Peugeot and Audi turbodiesel LMP1 prototypes will be pegged back for the Le Mans 24 Hours and the new FIA World Endurance Championship next season.

The Automobile Club de l'Ouest, which together with the FIA writes the rules for Le Mans and the WEC, has revealed new rules that it claims are designed to cut the power of the diesels by approximately seven per cent. The move is intended to bring their performance closer to that of their petrol-powered rivals.

ACO sporting manager Vincent Beaumesnil said: "Our main objective was not to put everybody on an equal footing, but to define the true potential of each of the competing technologies."

The reduction in the performance of the diesels will be achieved by mandating smaller diameter engine air-restrictors, cutting turbo boost pressure and reducing fuel tank capacity from 65 to 60 litres.

• *Next year's Sebring 12 Hours will be the opening round of the WEC, which takes over from the Intercontinental Le Mans Cup. The move follows the agreement of a new deal between the American Le Mans Series, which organises the Sebring event, and the ACO.*



FORMULA 1

F1 tech boost for Mercedes

Mercedes GP has boosted Michael Schumacher's hopes of a better season in 2012 by recruiting two former technical directors in Geoff Willis and Aldo Costa.

Willis, who recently parted company with HRT, joined as technology director on October 17. He is already familiar with the Brackley factory from his days with BAR/Honda, and later played a key role in building up Red Bull Racing.

Meanwhile former Ferrari employee Costa, a long-time associate of Ross Brawn, will become engineering director on December 1. Both men will report to the current Mercedes GP technical director Bob Bell, who joined from Renault last year.

"Obviously we are all optimistic and believe we're going to produce a better car than we've got now," said Brawn of plans for 2012. "What we don't know is what other people will do, whether they'll go forwards or backwards.

"But with every team and every car I've ever done you set a list of objectives. You make them as strong and as ambitious as you can, and all our engineers are working hard to achieve those targets.

"The primary objective for all Formula 1 teams is aerodynamic performance, and we have set a very ambitious target for what we want to achieve for next season in terms of downforce and efficiency."

HISTORICS

Second MG series for 2012

An additional series of races has been announced for 2012 to mark the 50th anniversary of the MGB.

Following on from the MG Car Club's plans to celebrate the model, the Historic Racing Drivers Club will also run an MG 50th series of races, starting at Castle Combe on Easter Monday, April 9.

HRDC founder Julius Thurgood unveiled his plan following an approach from veteran MGB racer Barry Sidery-Smith. The HRDC plans 30-minute, one-driver races for FIA-Appendix K spec MGBs, with a class for historically interesting MGB race cars. Entries will include Sidery-Smith in his ex-works Le Mans MGB.

HISTORICS

Aces star in Kenya Classic

Rallying legends Björn Waldegård and Stig Blomqvist will top a field of 50 classic rally cars for the fifth East African Safari Classic when the nine-day marathon starts in Nairobi on November 19.

Waldegård and his son Mathias, winners in 2007, will field a Porsche 911, while Blomqvist and Ana Goni are in a Mk2 Escort, the first time since period that full-spec Escort Mk2s have competed in Africa. Local expert Ian Duncan, winner of the 2009 Safari Classic, heads the field away in his Ford Capri.

Competitors can expect a typically tough event after recent heavy rains hit the northern regions of Kenya, leaving many roads in poor condition with big rocks exposed in many sections.



■ FORMULA 1

Team pact under threat

An argument over the Resource Restriction Agreement is threatening the future of FOTA, the F1 teams' organisation.

Some teams are convinced that Red Bull Racing is spending more than it is supposed to, with the matter being complicated by the independence of its design facility, Red Bull Technology.

After a meeting at the Korean GP Christian Horner indicated that the issue had become so critical that the existence of the organisation was under question.



"FOTA has reached a crossroads where it needs to deal with some of the key issues, or we'll stop, it's as simple as that," said the Red Bull team boss. "The principal issues are obviously the Concorde Agreement, what direction that goes in, and fundamentally the RRA. And if we can't find agreement on that, then what is the purpose of FOTA?"

Asked if a collapse was really possible he added: "I think if a solution isn't found, and a direction that the teams want to go in, then yes. I'd be wrong to comment on the content of the meeting, but those are the fundamental issues that need to be tackled."

Horner continued, "Obviously the resource agreement is something that's under discussion for the future, and it needs to be addressed to take away some of the paranoia that currently does exist."

■ HISTORICS

Manx rally future in doubt

The future of international rallying on the Isle of Man has been thrown into turmoil in recent weeks, culminating in the cancellation of the 2011 International Rally Isle of Man.

First run in 1963, the Manx event has been won by some of the greatest names in the sport including Colin McRae, Richard Burns, Roger Clark, Ari Vatanen, Henri Toivonen and Tony Pond. Only once before in 48 years had the rally been cancelled – in 2001 due to the foot and mouth epidemic.

The problems started when the island government and tourist board, which provide financial backing, dictated a late October date instead of the traditional July slot.

Faced with a likely poor entry from the British and British Historic championships due to the unpopular date, the organisers announced its demise a month ahead of the planned October 27-29 running. The BRC had already dropped the 2012 event from its schedule, but promised to review that decision for 2013 should a better date be confirmed.

Having now reached a watershed with the event, the organisers are battling to save high-profile rallying on the small island in the Irish Sea. Political pressure is being brought to bear on the island's government to support a traditional mid-year date, but plans for 2012 have yet to be confirmed.

"We must now look at the best direction as we seek to provide a sustainable future for Rally Isle of Man," said Brian Walton, chairman of the organising committee. "We hope that we can find a way forward in the best interests of the island and the event."

■ HISTORICS

Group C on La Sarthe bill

Bob Berridge, the driving force behind the resurgence of the Group C/GTP racing series, believes a return to the support race slot for the Le Mans 24 Hours next June will be another major boost to the category.

For the third time in five years, the cars of the 1980s will take the Saturday morning support race slot on June 16, ahead of the start of the 24-hour classic.

"With interest from 'new' owners, it looks as if we'll enjoy another significant increase in grid numbers," said Berridge. "We aim to see Group C at major European historic festivals, and are thrilled to be adding to this a support race for the greatest race in the world."

The 2012 Group C season will start at Donington Park in early May and take in races at Spa, Silverstone, Paul Ricard and Portimao as well as the Le Mans event.

■ INDYCARS

Alesi heads to Indy with Lotus

Jean Alesi has confirmed his intention to return to the Indy 500, 11 years after retiring from Formula 1.

The Grand Prix winner has talked of going to Indy since becoming a development consultant for Lotus, mainly to work on the T125 ultimate track-day car. His deal to race a Lotus-powered IndyCar in the 500 next May was firmed up in September.

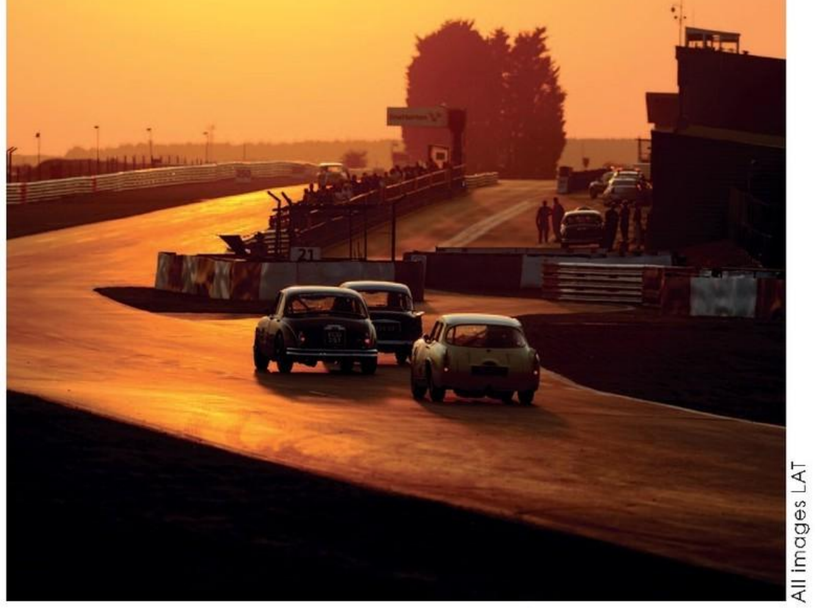
"I'm thrilled that Lotus has given me the opportunity to compete in such a world-famous race," said Alesi. "It's going to be a very special experience for me, but I also know that I have a lot of hard work ahead."

It is not known which team Alesi will race for at the Speedway. Lotus has yet to announce a partnership with any teams to use its new 2.2-litre turbo V6 built by Engine Developments/Judd.

KV Racing Technology, Lotus's technical partner in IndyCars for the past two seasons, is expected to continue that relationship.

Alesi has continued racing since his final year of F1 with Prost and Jordan. He drove for Mercedes in DTM touring cars from 2002-06 and has since competed in the Middle Eastern Speedcar stock car series and sports cars with the AF Corse Ferrari team.

THE NEW TC63 RACE SERIES FOR PRE-1963 HISTORIC TOURING cars made an encouraging debut at Snetterton in early October. Goodwood dramas reduced the field a little, but 17 cars started the half-hour race, and promoter Julius Thurgood from the Historic Racing Drivers Club is upbeat about interest for next season. Ian McDonald's rare Warwick GT350 led for much of the race before hitting engine dramas and so Chris Scragg moved narrowly ahead with his Jaguar Mk2.



All images LAT



Bill Boddy Tribute Day



Banking and Test Hill echoed to engines of all eras to honour WB's racing passions





John Dunbar

Brooklands, Surrey

BROOKLANDS ON A SUNNY DAY: ERA and Bugatti engines snarling, Bentleys on the banking... For a few wonderful hours the sights, sounds and smells were those Bill Boddy would have known in The Track's halcyon days in the 1930s. It was the only proper place to remember our late founder editor, and a paddock full of the right sort of car – and people – showed how special his memory is. When engines fell silent motor historian David Burgess-Wise interviewed people who knew or worked with Bill, including Grand Prix winner Tony Brooks, our guest of honour for the day.

It was Brooklands which captivated WB in 1927, and when in the early '30s he found himself working there on a magazine about motoring and flying, he was in heaven. From that point he attended every meeting he could, and the Tribute Day brought cars he would have seen racing here. A Bentley 4½ which ran in the first Double 12, Wooding's Talbot 105, Clive Lones' record-breaking three-wheeler Morgan, Arthur Dobson's ERA R7B, the Bentley special 'Mother Gun', and of course the daddy of them all, the Napier-Railton, holder of the ultimate lap record at The Track.

In the morning the crowd lined the Test Hill as everything from a chuffering veteran Humberette to a snarling Ferrari 166 Barchetta tackled the challenging slope – but while there was a Railton-Terraplane in the paddock, no one tried to emulate the famous 'lift off' photo at the crest of the hill. Later in the day the Members' Hill reverberated to a sound not heard for decades – a massed start on the Finishing Straight. A squad of ERA, Alta and Type 35s sprinted onto the banking and disappeared round the corner, noisily followed by the heavy metal – the Railton and Mother Gun, Stanley Mann pushing it right up the hallowed banking to give us a tiny flavour of what WB knew so well. It was dramatic and exciting, even if we knew they all had to shut off immediately and demurely return at low speed... It wasn't the real thing, but it reminded us that almost the only reason we still have the historic concrete and the atmospheric infield is thanks to WB's campaign for their preservation.



'Race start' meant glorious noise, while paddock was full of WB's sort of car. Below: star guest Tony Brooks





Cars of every era reflected his wide interests: brass gleamed on the RAC's 1901 Mors and the National Motor Museum's 1903 22hp Daimler, both cars that WB drove on Brighton Runs, while the STD Register had assembled a terrific display of Sunbeams, Talbots, including Roesch team cars, and even a Gwynne 8 to honour their founder and patron. Barking exhausts on a Hispano-powered Berliet suited Bod's appreciation of aero-engined specials, and Austin Sevens from Nippy to Brooklands Specials recalled his fondness for this democratic transport, while its German counterpart was there too in the form of the first Volkswagen that Boddy ever drove, a 1947 example which made him a longtime fan.

Bill's vital *Motor Sport* collaborator was present in spirit, too – a full-size photo of Jenks holding up the (real) crankshaft of his straight-eight Duesenberg which sat alongside, while on hand too was the E-type which carried our Continental Correspondent around Europe.

Fuelled by a Standard House (*Motor Sport's* home for many years) reunion in the clubhouse the night before, it was a day of non-stop reminiscing as colleagues, historians, racers and readers came together to pay their respects to WB, the most famous initials in the business. *Gordon Cruickshank*



Peugeot led from the start and celebrated victory with Wurz, Sarrazin and Montagny, right



LAT

Petit Le Mans

Road Atlanta, USA

PEUGEOT MADE IT THREE WINS FROM three in the Intercontinental Le Mans Cup at Road Atlanta in October. **Franck Montagny**, **Stéphane Sarrazin** and **Alex Wurz** sealed a series hat-trick for the French manufacturer's second-generation 908 turbodiesel at the Petit Le Mans 1000-mile enduro after a nip-and-tuck battle with arch-rival Audi, which lasted seven of the event's nine and a half hours.

Audi's challenge disappeared on the seven-hour mark when **Romain Dumas** tangled with a backmarker just as he was making a bid for Montagny's lead. The contentious incident left the Audi R18 TDI which Dumas shared with **Timo Bernhard** and **Marcel Fässler** in the wall, and the Peugeot then had a clear run to a five-lap victory over the year-old Peugeot 908 HDi entered by the semi-works ORECA team.

The result means that the factory Peugeot Sport team has been beaten only three times by arch-rival Audi over the past three seasons, though two of those defeats were at the Le Mans 24 Hours in 2010 and 2011. Technical director Bruno Famin suggested that such a feat "was quite incredible with the level of competition we have".





Dumas/Bernhard/Fässler Audi crashed out. Left: Fernández/Primat/Mücke AMR Lola claimed third

The Peugeot 908 enjoyed a narrow performance advantage at Petit, though as at the previous Silverstone round, clashes with slower cars proved decisive. The second Audi was put out of contention when **Allan McNish** was hit up the rear in the third hour, resulting in two long stops for repairs.

The victory gave Peugeot the ILMC manufacturers' title with one race, at Zhuhai in China, still to go. *Gary Watkins*





Mustang horsepower. Above: Nick Swift's Mini took class win in U2TC

Spa Classic Six Hours

Spa Francorchamps, Belgium

WITH SEVEN FORD GT40s IN THE varied 100-car field, it was no surprise when one of their number won the Spa Classic Six Hours at the end of September. Sports car maestro **Ralf Kelleners**, on a rare foray into historic racing, did the lion's share in the winning GT40 of **Christian Gläsel** as they headed the similar car of **Leo Voyazides** and **Simon Hadfield** by just under two minutes when the flag fell in darkness at 10pm.

Most of the other GT40s failed to go the distance, including the open-top Roadster that **Philip Walker** was due to share with **Danny Wright** and Six Hours newcomer **Mike Jordan**. They had their eyes on the podium, but were thwarted by a failed gear linkage.

Best of the strong Jaguar E-type contingent was that of **Chris Scragg**, which was shared with Formula Ford legend **Dave Coyne** and **Mark Wright**. Sadly, a messy incident behind the safety car ended the race for the E-type of former winners **Jon** and **Jason Minshaw** and **Martin Stretton**. Their car was rammed from behind with enough force to damage the fuel tank.

Hadfield and Voyazides also teamed up to win the U2TC race in their Lotus Cortina, while double winners included **Alistair McCaig** (Cooper T53) in the HGPCA races and **Roland Kinch** (Arrows A4) in Grand Prix Masters. Other key winners included **Oliver Bryant** (Lola T70 Mk3B) in World Sportscar Masters and **Bobby Verdon-Roe** (Ferrari 246S) in the Stirling Moss Trophy. **Gary Pearson** managed to finish first and second in the Woodcote Trophy race, sharing the Jaguar D-type of **Carlos Monteverde** and his own car with **Andrew Smith**. *Paul Lawrence*



Scragg/Coyne/Wright E-type took class win and third place overall



Winning GT40 of Kelleners/ Gläsel deals with backmarkers

Jeff Bloxham



Readers watch *Truth in 24* at the Audi quattro rooms. Bottom: Kristensen, the editor and winning R18



McNish and Kristensen. Below: Leena Gade and Howden 'H' Haynes



Readers meet Audi's LM stars





Chiswick, London

"FOR ME, DRIVING ON THE M4 IS more dangerous than driving at Le Mans," said Allan McNish as the constant stream of headlights lit up the motorway outside the quattro rooms' giant windows. He and Tom Kristensen, friends and team-mates with 10 Le Mans wins between them, had joined us at Audi's flagship West London dealership to meet readers of *Motor Sport* and join them for a special viewing of *Truth in 24*, the brilliant film that documents their victory at the 24 Hours in 2008. And as usual, the pair spoke with eloquence and authority about their favourite subject.

It was a Saturday evening in October and the pair had just returned from what had been a disastrous Petit Le Mans for Audi. But *Motor Sport's* latest 'reader event', run in association with Audi UK, offered an occasion to reflect on happier days.

McNish and Kristensen are used to the limelight, but on this occasion they were overshadowed by the guys who make them look good! British engineers Howden 'H' Haynes and Leena Gade joined the drivers on stage for the post-film forum. 'H' steals the show in the final 20 minutes of *Truth in 24* as he makes a vital strategy call from the pitwall, overruling Kristensen on tyre choice – the killer blow that allows the Audi crew to beat the faster Peugeot.

As Kristensen, McNish and Dindo Capello celebrate victory with the rest of the team, the camera follows 'H' through to the back of the garage, where he draws on a cigarette, checks his phone and sits alone on a pile of tyres. It's a beautifully underplayed climax to a great fly-on-the-wall film.

The knowledgeable *Motor Sport* audience showed their appreciation as the credits rolled, then sat back and listened to the stories behind the movie. "There was only one point when I remember the camera crew being there at the track," said McNish, who admitted he had no idea how well the film would turn out. "In reality it just showed all the human interaction that goes on, that we take for granted in a race team. It's the critical part of our work by which we win and lose races."

The audience also enjoyed the chance to get up close to a fantastic collection of Audi Le Mans cars. There was the R8C coupe from 1999, an example of the five-time Le Mans-winning R8, the R10 turbodiesel which won the race in 2008, an R15 – and finally this year's race winner, the R18 which Gade engineered to another backs-to-the-wall victory last June.

The R18 was in eye-view of the stage and prompted McNish's M4 observation when discussing his horror smash at the Dunlop Esses this year. But team-mate Mike Rockenfeller's huge accident during the night was even bigger. Kristensen had been confident McNish would be fine as he witnessed that first shunt, but he wasn't so sure about 'Rocky': "That one I thought the worst, yes."

"I think it was 10 minutes before we heard anything about what had happened," said Gade. "Our car, driven by Andre Lotterer, had come across the accident about 20 seconds after it happened and all we got back on the radio was how serious it was. He didn't recognise it as one of our cars…"

Following more questions from the audience, our guests chatted with readers and signed autographs. Then it was time for goodie bags – which included a great model of the R18 – before we all made our exit, melting back into the stream of headlights on the M4. For all, it had been a memorable night. *Damien Smith*

Go to www.motorsportmagazine.com to hear a special podcast recording of 'A night with Audi'



Our quartet of special guests talk to Damien Smith and Nigel Roebuck on stage

Mitch Pashavair

FORTHCOMING EVENTS

NOV 6 MOTOGP Valencia Grand Prix
NOV 10-13 WRC Wales Rally GB
NOV 13 F1 Abu Dhabi Grand Prix
NOV 13 ILMC 6 Hours of Zhuhai, China
NOV 27 F1 Brazilian Grand Prix
DEC 2-5 HISTORICS Roger Albert Clark Rally

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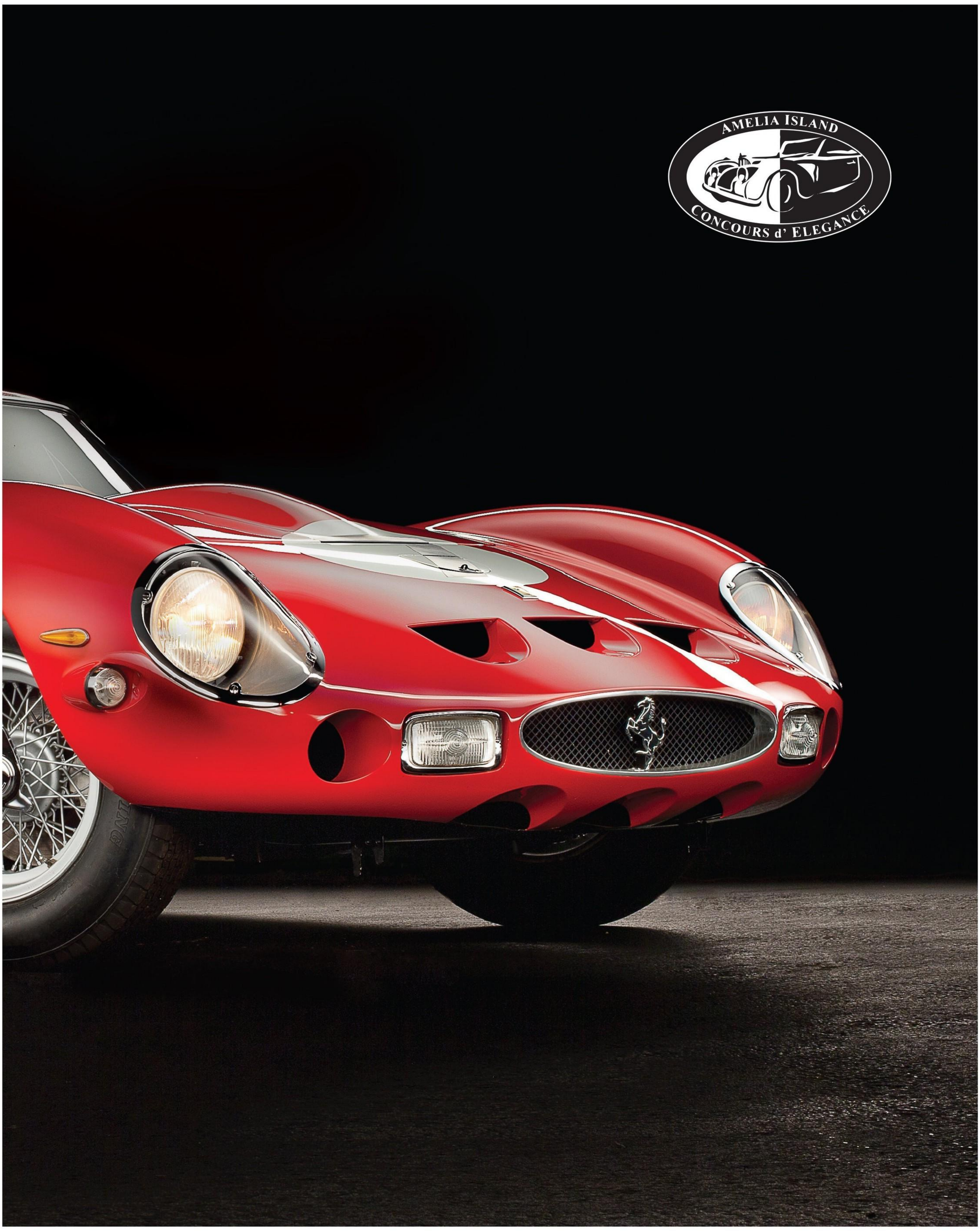
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PHOTO BY DAVE WENDT

AMELIA ISLAND

CONCOURS d' ELEGANCE



Nigel Roebuck



REFLECTIONS
– A chasm of difference between McLaren's men
– From the 'quiet Beatle' to the 'Maestro' of racers

Talking points of the moment. Over the Japanese Grand Prix weekend one concerned the 2012 World Championship calendar, in which the Bahrain GP is due to return following the cancellation of this year's race, due to what may be euphemistically termed 'unrest'. In light of recent events in Bahrain, many in the Suzuka paddock voiced their unease about going back there next year, and, given that the championship will contain 20 races, there were suggestions that the lately dropped Turkish GP could return to the schedule.

This notion has much going for it. Judging by the crowd figures, neither Bahrain nor Turkey appears to have much interest in Formula 1, but at least the circuit in Istanbul is a good one and – rather more importantly – in Turkey they don't sentence doctors and nurses to 15 years in prison for living by the Hippocratic Oath.

In the wider world, there have not surprisingly been endless tributes to Apple guru Steve Jobs, many speaking of his vision – and of his ways of getting things done. In a small way Jackie Stewart could attest to that, and as I learned of Jobs's death, I was reminded of a tale JYS once told me.

"Twenty or so years ago I had a consultancy with Benetton, and Luciano [Benetton] asked me where I thought the future of Formula 1 lay. I said, 'Electronics', and the more we talked about it, the more it seemed a good idea to see what someone like Steve Jobs thought of the electronics used in F1.

"I called him, and although he wasn't particularly interested in racing himself, his father was a huge fan. 'Two first-class tickets from San Francisco to any race you like,' I said. We couldn't decide on a race, so I said, 'What sort of food do you like?' He



Consistent Button has had the upper hand over a troubled Hamilton this season. In Hungary he was McLaren's number one man

said he loved Italian food, so Monza it was, and we all stayed at the Villa d'Este.

"Steve was very impressed by what he saw in the Monza paddock. At the time Honda were at the top of the tree, and we were always wondering what they were talking about over the radios – but of course we didn't have the Honda frequency. Then Steve saw one of the Honda guys going for a pee, followed him to the loo, and started chatting to him. The guy was completely overawed by meeting Steve Jobs – and Steve came back with the frequency…"

Honda – or rather Honda engines in the back of Williams and then McLarens – were indeed at the top of the tree for some considerable time in the late 1980s and early '90s, but it wasn't always so. Indeed, in light of what the company failed lamentably to achieve in its most recent venture into F1, it was not surprising to hear Jenson Button, following his glorious victory at Suzuka, candidly admit that there had been times in his career when self-doubt had begun to assail him.

"There were times when self-doubt had begun to assail Jenson"

During his long association with Honda, Button was very well remunerated, but that was about it: the cars were invariably off the pace, sometimes embarrassingly so, and it seemed that Jenson's Formula 1 career might never truly take off, that some of his best years were being squandered.

"I had a couple of really rocky years," he said, "when I questioned my own ability. Winning the title gave me confidence…"

The irony was, of course, that the car – conceived in the era following Ross Brawn's arrival – in which Button won his championship in 2009 was going to be a Honda. Then the world went into financial meltdown, and shortly before Christmas in '08 Honda – having spent who knows what on this latest car – announced it was done with F1, as of now.

The company behaved entirely honourably in taking its sorrowful decision, not only in terms of pension and redundancy agreements with the team's employees, but also in providing Ross with the wherewithal to continue into the new season. Suddenly the name over the door was 'Brawn

LAT

Nigel Roebuck

GP'; in went a Mercedes V8, replacing the Honda – and the new car dominated the first half of the year, Jenson racking up enough points to take the title.

Rather as A J Foyt won Le Mans on his one visit there, and Juan Pablo Montoya made it to Victory Lane in his only Indianapolis 500, so Brawn GP took the championships in its single year of existence. By the end of 2009 Mercedes had bought the team, and the rest is recent history.

When Button chose that moment to leave, it's fair to say that most onlookers were surprised, and then some. Jenson, after all, had been part of the outfit – changes of name notwithstanding – for a long time, and it was a comfortable and familiar environment for him.

Perhaps, though, the situation was less straightforward than it seemed to the outside world. Even before the Mercedes buyout, Brawn had determined that he wanted Nico Rosberg on board for 2010, and he was keen to have Button in the other car. Once the Mercedes involvement came to the fore, though, the picture changed. The German company, I was told at the time, was less keen on retaining Jenson, having eyes only for a possible deal with M Schumacher.

Whatever, over at McLaren meantime they had tired of trying to agree terms for Kimi Räikkönen – lately bought out of his Ferrari contract, in favour of Fernando Alonso – to return to the team in the post-Dennis era, and we were all taken aback to learn that an offer had been made to Button, and, what's more, been swiftly accepted.

I was not alone in wondering at the wisdom of Jenson's decision, for in the aftermath of Alonso's cataclysmic if successful single season with McLaren, the perception had grown that this was absolutely Lewis Hamilton's team, that anyone who ventured there would be the *de facto* number two. That had emphatically been the case with Alonso's successor, Heikki Kovalainen, but he wasn't in any case up to the job. Button was a different matter – a World Champion, like Hamilton.

The perception was that, on raw pace, Jenson would struggle against Lewis, and that was reasonable enough, for there's none faster. That said, when you thought about it you concluded that maybe it wouldn't be as one-sided as some were predicting. As Hamilton's hero had been Ayrton Senna, so Button's had been Alain Prost, and in both cases there was evidence of this in the way they drove, the way they went racing.

Prost never had a problem in acknowledging that Senna – particularly in qualifying – was quicker than himself, indeed quicker than anyone. He did, though, bring other, different strengths to bear. For one thing, he was always Senna's superior when it came to setting up a car; for another, he was Lauda-like in his ability to drive and think at the same time; for another yet, his silky style was remarkably easy on the car – and, crucially, its tyres.

One of the most famous images in sport is that of Nigel Mansell's Williams-Honda blowing a rear tyre in the title-deciding Australian Grand Prix of 1986. For safety's sake Williams at once brought Nelson Piquet in for a new set of Goodyears, and Prost – against all odds – went to on to win both race and title.

> "Jenson has been indisputably the star of the year's second half"

At the time everyone said that Mansell, who had needed only third place to take the title, had lost it by virtue of that tyre failure, and there was no disputing that. But there again, it could also be argued that he – and Piquet – had lost it a fortnight earlier in Mexico. The Williams-Hondas were conclusively the fastest cars of the time, and easily out-qualified Prost's McLaren-TAG.

As it was, the Mexican Grand Prix brought a rare triumph for Pirelli, on whose tyres Gerhard Berger's Benetton-BMW scored a first victory. Those on Goodyears, which included Williams and McLaren, suffered higher degradation than expected, and in an era when tyre changes were by no means the norm Piquet made three stops, Mansell two – and Prost just one. Thus Alain finished second, Nelson fourth, Nigel fifth. Had Frank's boys beaten the McLaren, as anticipated, Prost would have been out of the championship reckoning, and Adelaide would have been an all-Williams finale.



As one looked ahead to a Hamilton-Button partnership at McLaren, one remembered occasions like that – particularly in light of the fact that a major rule change was upon us: refuelling was at last mercifully banned, putting an end to that dreary sprint-stop-sprint syndrome when everyone was always in a light-ish car, on new-ish tyres, and no one ever overtook anyone. Now, for the first time in many years, looking after your tyres – balancing pace with wear – was going to be a factor again. And just as this had once played to Prost's strengths, so it seemed logical to assume that Button, too, would benefit.

If one leaves Sebastian Vettel out of the equation – the man has, after all, been on a different planet in 2011 – it seems to me that Jenson has been indisputably the star



Button laboured long and hard before his 2009 title win with Brawn – and then surprised with his McLaren move

of the year's second half. True, Alonso has, as ever, beautifully driven his Ferrari, the third fastest car of the season: always on it every lap, as was evident at Suzuka where he finished a second behind Button, ahead of Vettel and Webber. One expects that of Alonso, though, and has done since the Minardi days.

What has lately changed in Button is his consistency of pace, formerly not to be counted on, race to race. In 2009, the year of his World Championship, he was nigh untouchable through the first half of the year, but then went through a long and uncomfortable patch when the speed – particularly in qualifying – simply wasn't there, and Brawn's best hopes for a while lay with Rubens Barrichello.

It's a fact that Button, like his hero before him, invariably raced better than he qualified, but by starting too far back on the grid he was giving himself a lot of extra work on race day. As the '09 season wore on the precocious Vettel was coming on strong, and it was a relief to all when Jenson, having qualified 14th, finished fifth at Interlagos, a place behind Sebastian, but with the points needed to clinch the title.

Last year, now with McLaren, Button's form remained a little patchy. There were days when he was brilliant, often when conditions were treacherous, but others when his presence in a race went almost unnoticed. This season, though, we are into the Pirelli era with tyres – in an attempt to improve the quality of the racing – specifically constructed to have a limited life, and Jenson has truly come into his own, particularly so since his epic victory in the horrible conditions of Montréal where he pressured Vettel into an error on the last lap.

At the Nürburgring Hamilton had a rare error-free afternoon and won, but the next weekend it was Button who took the flag in Hungary. And if Vettel then went on another tear, winning at Spa, Monza and Singapore, Jenson finished third, second, second. At Suzuka, a race that meant the world to him, he took his third win of the year.

Afterwards he said he couldn't really explain why it was that everything had lately fallen so well into place, why he was driving consistently better than at any time in his life. Shortly before Suzuka McLaren announced a new multi-year deal with Button, and while not as long as Alonso's with Ferrari, still it says everything about the confidence the team now has in him.

For the last several months Button has been the mainstay at McLaren, while his team-mate has had everyone flummoxed. How can it be that, in his fifth season of F1, Hamilton – for all his innate speed and occasional genius – looks nothing like the driver he was in his first? This year he has won twice, in China and Germany, each time with a performance from the top drawer. And he looked mighty good, too, when chasing Vettel in Barcelona, when charging hard at Silverstone and in Korea. But so far only five times has he made the podium in 2011, and on way too many occasions has 'made contact' with others, notably Felipe Massa, who must by now be starting to feel he has a target on his back.

At Monza last year Hamilton clattered into Massa on the first lap; at Monaco he clumsily ran into him – half on the pavement – at the hairpin; at Silverstone he clouted Felipe as he muscled by into the last corner; in Singapore he carelessly clipped him into a corner, puncturing the Ferrari's right rear tyre; at Suzuka he again drove into him at the approach to the chicane.

Then there was the clash with Maldonado in Monaco, and again at Spa in practice, the coming-together with Kobayashi in the race there, to say nothing of the one with his own team-mate in Montréal…

What has struck me about several of these incidents is how *odd* they have been, particularly those with Massa in Singapore and Japan, and with Kobayashi in Belgium. It is as if Lewis has momentarily flicked off his concentration, and sometimes the impression one has had is of him veering from one extreme to the other. He is by nature an aggressive driver, and there's nothing at all wrong with that so long as it is controlled. But having had so many 'incidents' this season (and so many appearances before the stewards), at Monza, as he tried to get past Schumacher, he seemed to err in the other direction, if anything being too cautious in his approach.

In fairness their paths have rarely crossed, and perhaps Lewis was mindful not only of the need to finish and get some points, but also of Michael's legendarily… robust

Nigel Roebuck



Crashing at Spa, and clashing with Massa at Monaco (below)... Is Lewis's LA lifestyle with girlfriend Nicole Scherzinger (right) a distraction?





reputation for defending his place. Whatever, it must have struck a chord when Button, as soon as he was onto the tail of the Mercedes, passed it first time. Afterwards Martin Whitmarsh said he hoped Lewis would go back to being Lewis again.

In Singapore, as we said, he had the contretemps with Massa in the race, but even more unfathomable to me was an incident in qualifying, at the end of Q3, when the front-runners went out for their final runs. This is the time when everyone necessarily seeks a clear lap – but they don't make it easy for themselves by delaying going out until the last possible moment, so that inevitably they are bunched more closely than is ideal for anyone, save the man at the front of the queue.

Hamilton found himself behind Massa – sod's law – but rather than drop back from him a little instead he got impatient, and in trying to *pass* the Ferrari very nearly clobbered it into a slow corner, which would have done no favours to anyone, himself included. Ahead of Felipe, after all, was another car from which he himself was trying to drop back.

At Suzuka we had the opposite. Several drivers rushed out at the very end of Q3 – so late, in fact, that it was questionable that some would make it over the line in time for a final banzai lap. Ahead of Hamilton was Button, and at the chicane Lewis backed off so much that Webber and Schumacher – desperate to get to the line in time – flashed by him, one on either side. Mark made it to the line before the 10 minutes were up; Michael – and Lewis – did not.

We're back to this thing about driving and thinking at the same time, and this year Hamilton's actions have frequently suggested it is beyond him. When I say that many of his incidents with other drivers have been odd, it is because they seem to come not from pure driving errors, but because he has momentarily lost concentration, as if his mind is elsewhere. Back in 2007 there was never a sign of any such thing. Personally I don't think Lewis has ever driven so consistently well as in that first season, and I include the following year when he won the World Championship.

Much has changed for Hamilton in recent times. For reasons undisclosed, he had a falling-out with his father (then also his manager) in early 2010, and although there has happily been a rapprochement between them, Anthony now plays no part in the direction of his son's career. That may be a good thing, for it is rarely a sound idea for family and work to overlap, but undeniably he was always there for Lewis, and it may be the case that the management company which now looks after the 'Lewis Hamilton brand' provides a less intimate support.

When he started his F1 career, Hamilton was in a 'no lose' situation. For more than 10 years, from karting through the junior formulae, he had not only been financially supported by McLaren, but had become part of the family. It was always the plan that, all things being equal, he should become a McLaren driver, and although some were surprised when he was selected in the post-Räikkönen/Montoya era to partner the incoming Alonso, it was a dream scenario for him. Fernando, after all, was the reigning champion, acknowledged as the best, so it would be no disgrace for a rookie to lose to him – but if he managed sometimes to *beat* him... Perspicacious as ever, Jackie Stewart suggested that the pressure was on Alonso, that he was new in a club of which Hamilton had been a member for years, that all Lewis had to do was put his head down and go...

And this he did. Yes, he may have had thousands of testing miles behind him, and yes, the McLaren may have been the best car of 2007; the fact remains that Lewis, not highly paid yet and still living in England, was brilliant throughout the season and missed becoming the sport's first rookie World Champion by a single point. "He could," said Stewart at the end of that year, "be another Jim Clark..."

All that seems a long time ago, and sometimes Hamilton seems like a lost soul, as if wondering where things started coming off the rails, and how Vettel has hijacked the career he must have believed he was going to have. There are those who murmur that his 'LA lifestyle' doesn't help, that the

celebrity friends he has made – through his famous girlfriend – have taken his eye off the ball, that the jet lag inherent in flying so often to California and back can't be a good thing, and on and on…

Niki Lauda put it this way: "In my experience, if you stay who you are and you don't pretend to be something else, there's no risk – good or bad, that's what you are. But if, like Lewis, you suddenly divert and you like things that have more show, it's OK as long as you can keep the two apart – this is the glamour world I want to live in, and this is my racing. He has huge talent – but he also has changes going on, and I think he needs to watch this…"

Whatever the truth of the matter, it is inescapable that Hamilton is not delivering as he should, as his almost boundless natural talent requires. For some little time he has looked like a man not at peace with himself, and as such is the antithesis not only of Vettel, but also of Button. Lewis could well, one thinks, look at Jenson and learn.

Although the Yuletide season is very far from my favourite time of the year, some Christmases are better than others. Denis Jenkinson used to say that the best thing about December 25 was that the roads were emptier than on any other day of the year, and therefore available for a spot of what he liked to call 'serious motoring', for which read 'pressing on a bit'.

In today's world, such a phrase dare not speak its name, for not only are we blitzed with limits, cameras and speed bumps, even to think in terms of 'pressing on a bit' is to invite not only the attention of the police, but also opprobrium from society at large.

In the late 1950s Jenks one year contrived to borrow a Formula 2 Lotus for Christmas Day, this duly delivered by Colin Chapman himself by means of Ford Anglia and trailer. While all and sundry were tucked away, eating dry turkey and arguing with relatives, DSJ was out and about in the Hampshire countryside, 'trade plate' on the back, having the time of his life – until the vehicle inevitably 'ceased to proceed'. Driveshaft.

I can't pretend to an experience to rival that but some Christmases, as I say, are better than others, and long ago – 1977 to be precise – I had a memorable time in a Ferrari 308, borrowed for the duration of the break. On a deserted M1, en route to the north, my two cats of the time – Webster and Murphy – attained a Feline Land Speed Record which may never be beaten.

Come the start of the New Year, it was time sorrowfully to head back to Henley, to return the Ferrari to the garage from whence it had come. While I was there, in walked George Harrison, who had arrived to take delivery of a new, black Porsche 911 Turbo.

Over the years I had come to know George a little, for our paths had crossed at the races. For all his fame, he was one of the least pretentious celebrities I ever met, an unalloyed motor racing enthusiast who loved occasionally to come to a Grand Prix, to hang out in the paddock and chat. That morning he at once began talking animatedly about the forthcoming Lotus 79.

In came a salesman with the keys for the 911, and George got up to leave. "D'you want to come for a spin?" he said, and so away we went. It was a bright morning, but still freezing hard, so no time for heroics. After a while we stopped at a pub for coffee, and George got to talking about his first Grand Prix, at Aintree in 1955.

By chance it had been mine, too, and we happily reminisced about that hot, humid afternoon when the Mercedes quartet finished 1-2-3-4 and Stirling Moss won a Grand Prix for the first time. "I'd seen Stirling before," George said, "but that day I couldn't believe that I was actually seeing *Fangio* with my own eyes…"

Thereafter, whenever I encountered a W196 I thought of Aintree, yes, but also that morning in Henley, and it was just so at the Goodwood Revival in September. George Harrison, sadly, has been gone for 10 years now, but as I wandered around the collection of Fangio's cars – which included two W196s, a streamliner and a conventional monoposto – in the paddock I thought how much he, too, would have revelled in it.

Every year the Revival celebrates a great driver from the past by means of a parade of cars from his career. On each of the three days, usually at lunchtime, they emerge on track for a couple of relatively sedate laps, and it is a sight I find unfailingly moving – never more so than five years ago when the driver honoured was Phil Hill, then nearing his 80th birthday and in failing health.

Hill I count among the most memorable racing people I have known, a great driver, of course, but also a great man. By the time of Goodwood in 2006 he was frail indeed, but not so much so that he couldn't take part in his own parade. Like so many others, I suspected as we shook hands and said goodbye on the Sunday evening that I would never see him again, and so it proved. There are those you miss forever.

At an early Revival meeting Phil shared a Daytona Cobra coupé with his son Derek in the TT Celebration event. It was similar to the Shelby-entered cars driven by himself and Dan Gurney in the 1964 Tourist Trophy, and I was much impressed by his abiding speed and verve in the car.

By his own admission, though, Phil was not by now as quick as his son, who drifted the big blue car as if born to it. Derek revered his father, and came to Monza this year because it was the 50th anniversary of Phil's winning not only the Italian Grand Prix, but also the World Championship. "I just felt I should be here," he said in the paddock, and quite right too.

When we got onto the subject of Goodwood the following weekend, Derek said how excited he was at the prospect of driving a Maserati 151. In its time this was perhaps sports car racing's equivalent of the Novi at Indianapolis, in that it became iconic by virtue of glorious sight and sound rather than anything it achieved. Like the Novi, it kinda lacked staying power.

That didn't matter in a short race like the TT Celebration, however, and in treacherous conditions Hill drove the wheels off the 151, passing countless Cobras and even Nick Mason's Ferrari GTO, driven by Martin Brundle, no less.

It was not inappropriate for Derek to be at the wheel of a Maserati, for while his father will be forever synonymous with Ferrari, Phil, despairing that Enzo would ever put him in an F1 car, decided to risk his ire by making his Grand Prix debut in a 250F at Reims in 1958.

Predictably the Old Man wasn't too thrilled, but fortunately Hill was in favour at the time having won Le Mans – with Olivier Gendebien – the previous month, and fate played a tragic hand, too, in prompting his promotion to the F1 team. That day at Reims Mike Hawthorn won but Luigi Musso, trying to stay with him in »»»

Nigel Roebuck



Derek Hill revived his late father's Maserati links aboard a Tipo 151 at this year's Revival

the early laps, crashed to his death, and a month later Peter Collins also perished at the Nürburgring. In September Hill finally raced a Dino 246 at Monza, leading in the early laps and finishing an obedient third behind team leader Hawthorn.

As Phil raced a Grand Prix car for the first time that day at Reims, so Fangio, also in a Maserati, took his leave. Essentially the great Juan Manuel had retired at the end of the previous season, but he hadn't quite severed his ties with the sport, competing in the odd sports car race, even dabbling with Indianapolis where he drove an Offy roadster – the Dayton Steel Foundry Special – in practice before handing it to journeyman Mike Magill, having rightly concluded it was incapable of winning the 500.

The French GP Fangio drove more as a favour to Maserati than anything else. By now the company, financially on its knees, had withdrawn from racing. But within the factory they continued to play about, and the car taken to Reims was a revamped 'lightweight' 250F. Although Fangio fought for second place with Moss's Vanwall and Behra's BRM, his now obsolete Maserati could not stay the pace and fell back, eventually finishing fourth.

One of those niceties of GP racing history occurred towards the end when Hawthorn, who had dominated the race, caught Fangio but declined – out of respect – to lap him. It is hard to envisage a similar courtesy being extended to Schumacher.

> "Fangio started one 340-mile stage in 79th place, finishing it in fourth"

The 250F in the Fangio parade at Goodwood was not the Reims car, but *the* 250F – the one Juan Manuel drove to his last, and greatest, victory at the Nürburgring in 1957. Jackie Stewart, who worshipped Fangio as a boy, was thrilled to drive it.

"Charles [March] asked me if I'd drive something in this year's parade," he said, "and when he told me it was in honour of Fangio I jumped at it. Then he said, 'Which car would you like to drive?', and although the Mercedes went through my mind I told him I would *love* to drive the Maserati from the 'Ring. It was wonderful, too: my only concern was that on reflex I'd hit the middle pedal by mistake – it's the throttle, of course, not the brake…"

In the paddock all the Fangio cars were housed together and a mesmeric sight they made, not least the 1939 Chevrolet Coupé, which he drove in the celebrated long-distance road races run in South America before and after World War II.

The car, along with the later Volpi-Chevrolet single-seater, lives in the *Fundación Fangio* in Balcarce, the small Argentine town in which he was born, and in which he is buried. The interior of the coupé is completely stripped out: behind the two tiny seats, which would barely reach the small of your back, sit a battery, an enormous fuel tank – very necessary for the long stages – and that's about it.

I looked at this car in wonderment. How brave did you have to be to contemplate days and nights, thrashing along mainly dirt roads through the mountains, in something as stark as this? It goes without saying that there were no seat belts, but before the *Gran Premio de la America del Sur*, in the autumn of 1948, Fangio had his brother build a primitive rollcage for the Chevrolet: had he not his name might never have been heard outside South America.

The details of the route for this race beggar belief. Starting in Buenos Aires, it was to be run both ways along the roads of the Pacific Coast countries and divided into two stretches: first a trip of 6000 miles, from BA to Caracas, Venezuela, divided into 14 stages, then a return leg of 3225 miles, starting from Lima, Peru. The race began at 10pm on the evening of Wednesday October 20, and Fangio took with him as co-driver his close friend Daniel Urrutia, whose name adorns the passenger door of the coupé.

In total there were 138 entries, leaving at 10-second intervals, and Fangio started at number one, his major rivals Oscar Gálvez and Domingo Marimón, whose son Onofre would later lead the Maserati F1 team, losing his life in a practice accident at the Nürburgring in 1954.

Once the race was underway Fangio was invariably the pacesetter, but whenever the car suffered a mechanical problem – which was often – he and Urrutia were obliged to fix it themselves. During one night alone they lost four hours while rebuilding the transmission, and rear axle shaft failures were frequent. When the car was running properly, however, Fangio was unsurpassed, starting one 340-mile stage (some were over 800) in 79th place, finishing it in fourth.

Sleep was in short supply and to complicate matters further, as the competitors relished an overnight stop in Bolivia, preparatory to setting off early the next morning to cross the border into Peru, they were notified that a revolution had broken out! No, no, there was no question of calling off the race, or anything as drastic as that, but… it would be necessary to

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get underway tonight rather than tomorrow. Exhausted when they got to Lima, the drivers requested a rest day, but it was denied: the revolution was getting nearer, the authorities said, and the race should head north as soon as possible…

Fatigue was now becoming a potentially lethal problem, and on top of that, as they left Lima they headed into dense fog. Just as it was coming to dawn on day nine of the race Fangio, struggling to keep awake and driving into dead reckoning, went off the road into sand, whereupon the Chevrolet went end over end.

Although the car had no belts, Fangio held on to the wheel, and thereafter was always convinced that the new rollcage had saved his life. Urrutia, though, was thrown out when the passenger door flew off, and although other drivers stopped to help and he was taken in one of their cars, cradled in Fangio's arms, to a hospital nearby there was no saving him. Fangio was given an injection, and mercifully went to sleep.

"They were very hard, those races, very hard," he said when I interviewed him in 1979. "My first big victory was the Gran Premio del Norte in 1940 – almost 10,000 kilometres (6200 miles), from Buenos Aires up through the Andes to Lima, and then back again. The race took 13 days, with a stage of up to 1200kms (745 miles) each day, all on dirt roads. On that race there were no night stages, fortunately, so we could get some sleep – in other races it was different! We were not allowed mechanics, so any work on the car had to be done by the driver and co-pilot, and we were only allowed one hour for that at the end of each stage. I drove my Chevrolet, and we had to carry all the spare parts for the car – pistons, gearbox, even back axle! Therefore the cars were very heavy at the start and became lighter as time went on."

Fangio was only once seriously hurt in a racing car. In June 1952 he drove the BRM V16 in the Ulster Trophy at Dundrod, and the next day was due to race for Maserati in the Monza GP, not a race that counted for the World Championship, but still a major event.

"I had given my word that I would be there, and Prince Bira had promised to fly me from Belfast to Milan in his own aeroplane, which should have given me a chance to sleep. But the plane broke down, so I took a scheduled flight to London, hoping to get a connecting one to Milan. They told me, though, that all flights to Italy were cancelled because the weather was so bad, so I flew to Paris and tried to get a sleeper train to Milan – but it was now midnight, and too late…

"I called Louis Rosier and asked if I could borrow a car. I arrived at Monza half an hour before the start of the race, and there was just enough time for a shower and a few practice laps, to remind myself of Monza – because I'd missed practice, I had to start at the back. The race began at 2.30; by three o'clock I was in hospital, lucky to be alive…

> "After Daniel's death, for a while I thought I could never race again"

"The accident happened on lap two. I had passed several cars and was really pushing, but then the Maserati went into a big slide – and I was so tired my reactions weren't quick enough to catch it. Even now I can remember it so clearly… going off the road, turning over in the air, seeing the trees rushing towards me, being thrown out of the car, landing on a soft patch of grass – before I passed out the smell of grass was strong…"

For many hours Fangio, his neck broken, hovered between life and death. "When I regained consciousness Farina was by my bed. He was never one to visit other drivers in hospital – and he was holding a laurel wreath, so I thought he must be dead too! Eventually I began to take in that I was still alive, that he had won the race, and brought the wreath in tribute."

It was Fangio's worst accident and kept him out of racing for the balance of the season, but although he was already 42, he said he never gave retirement a thought.

"Those were my most serious injuries – but morally my worst accident was that race in Peru. We tumbled down a mountainside, and Daniel was thrown out. When the car came to rest I was trapped, but eventually I managed to get out – and when I found Daniel he was dying. His wife was in the hospital at that moment, giving birth…

"Perhaps afterwards nothing ever affected me so badly again – not even when Onofre was killed. After Daniel's death, for a while I thought I could never race again, but after the Monza accident it was different – I couldn't wait to get well, to get back in a racing car. Both accidents, though, were caused by the same thing: fatigue. After that I took great care to be rested before a race."

Ahead of Fangio, as it turned out, were four more world titles, two of them in the W196s that had lined up at Aintree half a century earlier and were arrayed again now, near the Chevrolet and the 250F and all the others, in the Goodwood paddock. No wonder he was Senna's earthly god. Ⓜ

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Jackie Stewart took great pride in driving Fangio's German GP-winning 250F in honour of the great Argentinian

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Patrick Head

RACING LIFE



AWAY FROM THE F1 TRAIL

FOR SOMEONE WHO HAS SPENT HIS WORKING LIFE IN THE design and operation of exotic race cars, it surprises some that I have low interest in the cars I drive on the road. Due to the much greater number of cars on the road since I started driving in 1963, journey times are difficult to predict and I avoid driving if I can. I also have a propensity to attract speed camera attention, getting caught out when I am probably thinking about other things, usually just over the limit and often on my scooters!

I travel to work by train, from London to Grove in Oxfordshire. Brunel's Great Western Railway is hugely convenient for me, and despite old infrastructure and rolling stock is usually reliable. At each end I use a BMW C1, sadly no longer made but excellent protection even in winter and I am never held up by traffic.

Mostly parked outside my house in London is my company Golf TDI. I cover less than 5000 miles a year and the fact that my last one, changed after three years, still had the original front tyres shows I am no longer a sporty driver, something for which I had pretensions when younger. I am very impressed with modern common rail diesel engines, the Golf pulls like a train from low revs and is very frugal, so gas station visits are minimised.

I have a car which resides mostly in the garage, a Beacham 3.8 Mk2 Jaguar, which is an amalgam of an XJR and an original Mk2 but goes, steers and stops much better than the original. They are built in New Zealand by Dr Greg Beacham, and despite hardly any variation from the original in looks, under the skin there are a lot of changes including an XJR 4-litre supercharged V8 and independent rear end. Air conditioning and electric seats plus most modern electrical gizmos are included. It would give a good account of itself against an M3, but with all those speed cameras…

As mentioned in a previous article, my father raced Jaguars quite successfully in the 1950s, and after he stopped he had a Jaguar competition department-modified Mk2 that I remember fondly. When I tried one I was disappointed in all but its looks, but the Beacham puts that right.

At university I had a motorbike, a Triumph Tiger Cub, because I couldn't afford a car, but then stopped biking until I was in my forties. Frank (Williams) was friendly with the Castigliano brothers, who owned Ducati and other Italian makes, and they generously gave me a Paso 750 in the late '80s – a good-looking bike, not very quick, but it makes a wonderful noise. I still have it.

I started riding with friends to at least one European GP a year, most often Magny-Cours, and have bought other bikes, although since 2002 I have used a BMW R1100S – a good all-round bike.

Last September I spent two weeks in India in Himachal Pradesh, the northern state mostly on the Himalayan slopes. I joined a party of about 30 other bikers looking for adventure on a yearly event called Enduro Himalayas (above). It is well organised, uses Indian-made bikes, but the design is the Royal Enfield. They faithfully encapsulate all the characteristics that resulted in the British motorbike industry being overcome by the Japanese in the '60s. The bikes are pretty idiosyncratic but are remarkably well suited to the conditions. We started from Shimla, covering 2000kms (1250 miles) along the Tibetan border, looping back around to Shimla on roads which varied greatly, some Tarmac but mostly dirt, with no barrier and often a vertical drop of hundreds of feet. Our highest point was 5000 metres at which I was pretty breathless, let alone the Bullet! I found it challenging physically but very rewarding.

Another 'gig' since becoming less 'on-line' with our F1 activities was the 2005 ARC, sailing across the Atlantic with friends. We had to return to the start in Las Palmas on the first night with a blown out sail, eventually leaving three days late after repairs. We took 16 days for our crossing, started last of 240 competitors, and came in 62nd overall on elapsed time, but saw only five other boats on the crossing. It was a reminder of just how big the oceans are.

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Rob Widdows

DISPATCHES



LAT

A TEST WITH TYRRELL

"THE FIRST CALL WAS MADE TO MY BROTHER JIM. HE WAS asked if I might be interested in driving or racing a single-seater. I'd driven a good race in an Ecurie Ecosse Cooper Monaco at Goodwood and the track manager Robin Mackay had called Ken Tyrrell to suggest he have a look at this guy. Anyway, my brother told Ken that yes, I might be interested, though at that time I was more focused on my shooting."

Yes, that's how it all began. That's how a young Scot called Jackie Stewart came to drive for the Tyrrell Racing Organisation on a winter's day in 1964. Now, 47 years later, I am sitting in the Jackie Stewart Pavilion at the Goodwood Revival and alongside me is the man himself, a guest of honour at the circuit where one of the most successful partnerships in motor racing was formed.

"Ken asked me to come down to Goodwood and I agreed, though at that time I hadn't thought of myself as a racing driver and certainly not in a single-seater," Stewart tells me. "My dream, if I had one, was to drive E-types or GTOs for John Coombs or Tommy Sopwith.

"Anyway, I knew who Ken Tyrrell was, because I read all the comics, but it was an amazing day – I mean John Cooper was there, so was Bruce McLaren, and he was there to set a time. I knew Goodwood having raced there for Ecurie Ecosse, so that was helpful. But I'd come from shooting, not motor racing, so I was a bit nervous about this little Formula 3 Cooper. I did five laps, Ken showed me the in-board and when I stopped he gave me a bit of a row, not the full froth job which came later, but apparently I'd been going too fast. He told me to go back out, take my time, get used to the car, and then Bruce went out to set a new time because I think I'd gone faster than him.

"The car felt wonderful, and compared to the cars I'd raced it was like a fighter compared to a jumbo jet. The precision, the lightness of it was wonderful, though there wasn't much power from the 1000cc engine. Anyway, I did some more laps and when I came in John Cooper – who'd gone to watch at Madgwick – came rushing down the pitlane and said to Ken: 'You've got to sign him, you have to sign him!' Apparently I'd gone faster than Bruce again, though I never knew that at the time.

"Ken was cool, very cool, and just said he thought we'd done enough laps, so it was all over quite early. But I could see they were excited. It was right here, you know," he laughs, gesturing out of the pavilion window. "Right here in this pitlane, though it was sheds with corrugated iron roofs then."

So what happened next? Was he really now the works driver for the Tyrrell team?

"Well, we went back to Ripley, had dinner with Ken and Norah and he said: 'We'd like you to drive for us and there's two ways we can do this. I give you £10,000 and I take 10 per cent of your earnings for the next five years. Or I give you £5 and 50 per cent of the prize and bonus money.' Well, I needed to think about that, talk to Helen. I was intoxicated by the thought of £10,000 – I mean, we probably had £50 between us at that time – but then I realised that if he was prepared to give me that kind of retainer there must be a lot more money in this sport than I'd thought.

"So I called him and said: 'Mr Tyrrell, I've decided to take the £5 and 50 per cent of the prize and bonus money.' He said: 'Fine, I'll see you at Snetterton for the next race.' That was it, we had a one-page contract, and I won the first race in horrendous rain at Snetterton, beating John Fenning who was the hot guy at the time. Better still, my winnings came to £168 that day. Then we went to Monaco and I won there too (above) and the first man to congratulate me was Fangio. I just could not believe it."

And you know what? Jackie Stewart and Ken Tyrrell never had another contract. Three world titles together, and they were still shaking hands on the deal.



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FROM COWBOY TO KING

THERE'S ONLY ONE MOTORCYCLE RACER WHO GETS CALLED 'King'. Not the sport's most successful racer Giacomo Agostini, nor its favourite darling Valentino Rossi. Motorcycling's only sovereign racer is King Kenny Roberts, the Californian cowboy who changed Grand Prix racing forever when he hit Europe in the late 1970s.

Roberts – who was a proper cowboy, training Tennessee Walkers – transformed road racing both on and off the track. He brought with him a new style of riding, straight from the dirt ovals of the United States where riders kicked their machines sideways and rode them like bucking broncos, digging steel shoes into the ground and churning up clouds of choking dust through the turns.

The Continentals never saw them coming. In an age when a new kind of horsepower – two-stroke power – was many years ahead of the available traction, the Europeans hadn't worked out that this was the way to ride a 500. They were still swooping neatly through the corners, wheels nicely in line, just as gentlemen Geoff Duke and John Surtees had done in the '50s.

There was nothing so well-mannered about Roberts' road-racing technique – he wrung his bike's neck and hung on like grim death, knee scuffing the Tarmac, rear tyre spinning and bouncing off the kerb. It may not have been pretty but it was the future. Roberts won the 500 crown at his first attempt in 1978, overcoming reigning champion Barry Sheene, and went on to make it a title hat-trick. After his revolution, 17 of the next 20 premier-class world titles were also won by former dirt-track racers.

Roberts' radical technique wasn't appreciated by everyone, of course, especially when it was under development in the mid-70s.

"Back home, the craziest road racer we had at the time was Art Baumann," he recalls. "I'd started sliding the bike around – I'd be in a foot and a half drift, my knee became like my steel shoe. Baumann came into the pits and said 'you're going to kill yourself, you're the craziest sonofabitch I've ever seen in my life and you're goin' to die!'. I thought I was in big trouble because if that guy says I'm crazy, I'm f****** dead. That's how it all started."

The dirt-track circuit where Roberts first learned his trade was a school of the hardest knocks – a redneck circus travelling from town to town, risking life and limb for a few hundred bucks a night. Yet it seemed a lot fairer to him than the Grand Prix scene. Not long after he arrived in Europe Roberts started agitating for a better deal. He wasn't happy that promoters were getting filthy rich while most of the riders were struggling to survive, both financially and physically, competing on lethal circuits for a pittance.

"The old promoters and the FIM (*Federation Internationale de Motocyclisme*) treated us like shit," he says. "It was just wrong, they had everybody by the balls, so I told Sheene and the guys we should organise our own international races."

Roberts' rival World Series – launched at the 1979 Silverstone GP when he had his unforgettable duel with Sheene – never came to fruition. "But we got close enough to scare them. After that it was like heaven, we turned it around from not being able to talk to the promoters about safety to being able to talk to them. They increased prize money by 300 per cent and everyone knew what they were paying, so you didn't have to play with the promoter's balls to get 500 bucks more. The whole mafia thing went away."

After retirement, King Kenny went into team management. His Marlboro-backed Yamaha squad was the first bike outfit to make serious use of data-logging and other groundbreaking technology and won a hat-trick of 500 titles with Wayne Rainey. Roberts always looked to Formula 1 for inspiration, so when he tired of running motorcycles made by someone else, he started building his own at a small factory in Britain's F1 belt. In 2003 he hired F1 genius John Barnard, in the hope that he might revolutionise motorcycle racing again. More of which at a later date...



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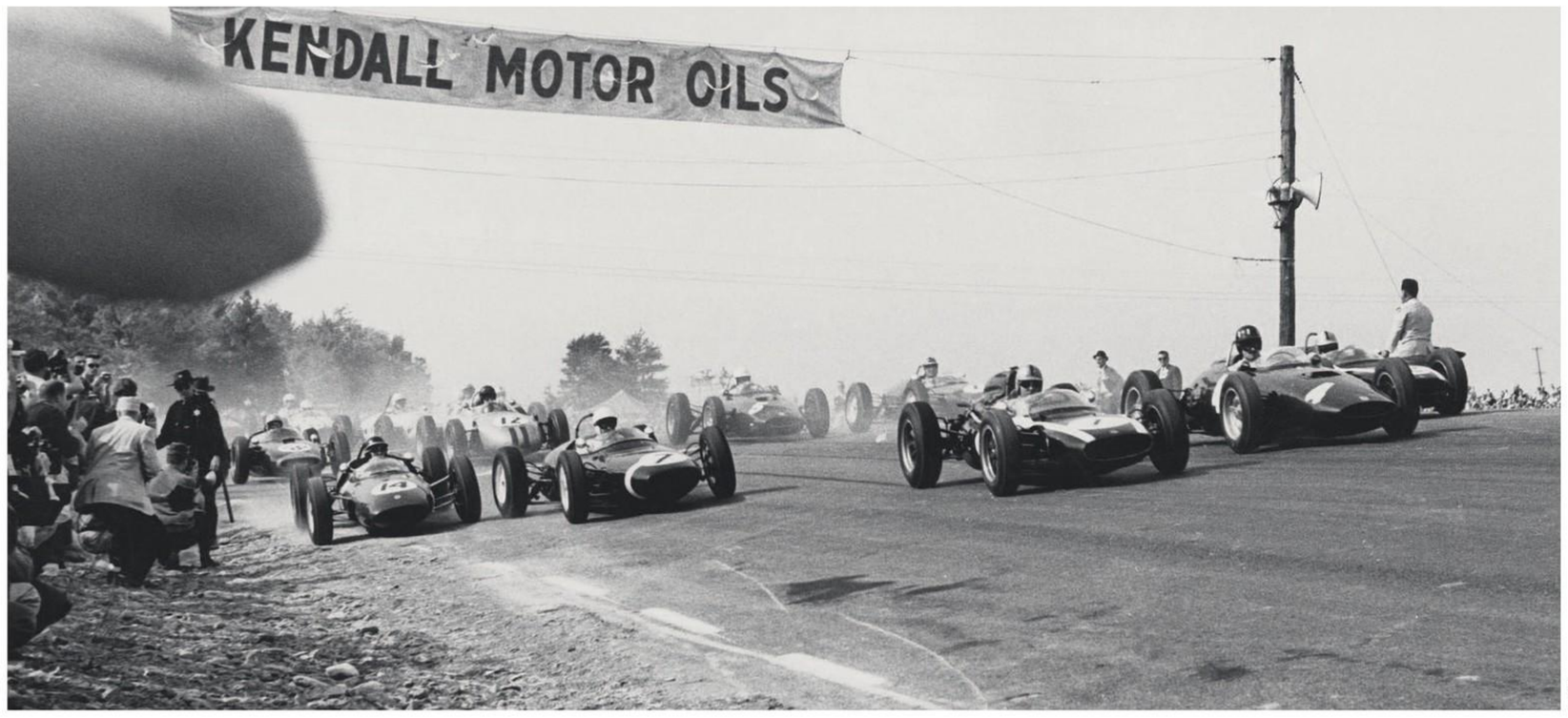
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THE US SCENE



LAT

THE GLEN'S GLORY YEARS

WATKINS GLEN IN THE FALL AMID AUTUMN LEAVES ablaze in red and yellow and the shriek of Formula 1 cars filling the air. For 20 years from 1961 (above) this was F1's memorable end-of-season scene. The Glen quickly established itself as one of the most popular venues on the F1 calendar. It was a race loved by everyone, and through those 20 years the rolling hills of upstate New York's Finger Lakes district were jammed with enthusiastic spectators. Looking back, the two decades at the Glen stand out as F1's heyday in North America.

On October 8 I returned to Watkins Glen to help celebrate the 50th anniversary of the first United States Grand Prix at the track. We gathered at the International Motor Racing Research Centre in downtown Watkins Glen, where Michael Argetsinger had invited Ferrari expert Michael Lynch and myself to talk about America's two World Champions. Lynch spoke about 1961 champion Phil Hill and I talked about 1978 winner Mario Andretti.

Michael is the son of Cameron Argetsinger who first brought motor sport to Watkins Glen in 1948, organising a race through the streets of the village and on the roads of the surrounding countryside. In 1956 the original 2.3-mile teardrop-shaped road circuit was opened high atop the hills south of town, and with Argetsinger's prodding F1 soon found a home at the Glen.

The story of the Glen's long run of US GPs is told in authoritative detail by Michael Argetsinger in his new book, *Formula One at Watkins Glen* – a must-read for any F1 fan (see review on p129).

Cameron Argetsinger had promoted a trio of Formule Libre races at the Glen from 1958-60. The first was won by Jo Bonnier in a Maserati 250F, beating the likes of Phil Hill and Dan Gurney in Ferrari sports racers, before Stirling Moss scored consecutive wins in an F1 Yeoman Credit Cooper and Rob Walker's F1 Lotus 18.

Thanks to Argetsinger's energetic support the race became the last round of the World Championship, and Innes Ireland came through to score a famous first F1 win for Team Lotus in 1961 after early leaders Moss and Jack Brabham dropped out. Then came the Jim Clark/Graham Hill era, with Clark winning in 1962, '66 and '67, and Hill taking three victories in a row from 1963-65.

During this time all the drivers and teams stayed at the Glen Motor Inn located on the shore of Seneca Lake just north of town. The Mexican GP was added to the F1 calender in 1964 followed by the Canadian GP at relatively nearby Mosport in '67. The arrival of these races outside Europe helped turn F1 into a true World Championship and resulted in the drivers and teams adopting the Glen Motor Inn as their home for two or three weeks each year.

By the mid-60s the US GP had become a roaring success and in 1966 the track paid $100,000 in prize money, making it the world's richest F1 race. In 1970 a decision was made to extend the circuit to 3.37 miles and the Watkins Glen Grand Prix Corporation resorted to floating a bond issue to pay for the work. Sadly, it was the beginning of the end, as Argetsinger resigned believing the debt incurred by the bond would bankrupt the track.

Press director Mal Currie was installed as the Glen's new boss but Argetsinger's fears soon proved true. The financial problems snowballed and in 1980 Bernie Ecclestone underwrote the cost of the race, but although still strong, the crowd was down. Thus ended the Glen's marvellous tenure as the home of the US GP. Long Beach, Dallas, Detroit, Phoenix and Indianapolis tried to fill the Glen's shoes but each failed in turn.

Today, the Glen is owned by NASCAR, and since 1986 the big event has been a Sprint Cup race. Gone are the days of F1, Can-Am, F5000 and World Championship sports car racing. But you can relive the track's halcyon years with a visit to the International Motor Racing Research Centre to enjoy its vast collection of books, magazines, racing art, posters and an array of film and video. It leaves you with the best kind of warm, fuzzy feeling.

Letters

A real road hog

Sir,

Very good story from Rob Widdows on the Porsche Pink Pig (November issue). I was impressed to learn too that Herr Bischof is so articulate in English – an improvement from just thumb up or down in 1969!

This particular 917 wasn't just a pig off the track, it was also a pig on the road. At Le Mans in 1971 only the quickest of the 917s could outpace a 512M [which Alain was driving] on the Hunaudières straight. The Pig was comfortably quicker by some 10 to 15mph but carried behind it a terrible vortex that in my case caused chronic instability as it went by. It was as if the bloody thing was trying to suck you off the road. Willi [Kauhsen] knew this and thought it was rather funny cutting in front immediately to cause extra grief. I told him after the race that I hadn't found that very amusing and in any case I thought only the Brits had that sort of humour!

He still laughs about it today. Not many people know this!

By the way, you did a very good job on the Bill Boddy Tribute Day at Brooklands. Glorious turnout for the great man, as he deserved.

Alain de Cadenet, Chelsea, London

The pros at Porsche

Sir,

Your piece featuring the Porsche 961 (November) brought back fond memories of the times that myself and Autoglass shared with the Group C team during our sponsorship of Derek Bell.

When Kees Nierop returned to the pits to face the 'headmaster' after the unfortunate change down, everybody made themselves scarce! We had just been watching the in-car footage, which was scary to say the least.

The atmosphere within the team was always one of total enthusiasm, and their attitude to us 'outsiders' was both friendly and accommodating. We were loaned a 956 body/floorpan unit for shows and charities etc, and Derek was always ready to appear for us if his schedule allowed.

In 1986, ourselves and Shell Oils provided the necessary for Derek and Hans-Joachim Stuck to complete enough races to win the World Championship, and the photograph of Derek, Hans, Shell Oils MD Dennis Keeping and myself taken on top of the Shell-Mex house to celebrate the moment is one I treasure, along with a large-scale model of the 956/962 they used that year.

Finally, a note on one of my favourite sports car drivers, Bob Wollek, an accomplished member of Porsche's Group C programme. I drove through Italy with him in a Mercedes Coupé 500 ahead of the 1000kms at Monza – very exciting. A charming man much missed and a driver whose talent was not always recognised.

Mike Cornwell, Woburn, Beds

Oi! Hippies! No!

Sir,

Another wonderful Goodwood Revival, but am I the only grumpy old man to be irritated by the increasing number of spectators turning up as hippies? Goodwood closed in 1966. The 'summer of love' was in 1967. There would never have been hippies at Goodwood in period.

Stephen Campbell, Gravesend, Kent

Alonso leads by example

Sir,

While Lewis Hamilton bites the McLaren hand that feeds him by criticising the equipment at his disposal, I see a great poetic justice being served.

In 2007, by a variety of means, Hamilton succeeded in marginalising his rival Alonso, effectively forcing him out of McLaren and into two 'wilderness years' at Renault. Fair enough, you might say, such moves are part of the game.

But now, remembering that the McLaren has generally been a quicker car than the Ferrari, let us compare the behaviours of both men – Alonso's dignified fixity of purpose, never criticising his team, against Hamilton's petulance off-track and increasing misjudgements on it. Clearly Formula 1 is a test of speed and character.

David Goddard, Hove, W Sussex

FOTA follies

Sir,

I see Bernie Ecclestone is saying, once again, that FOTA is unnecessary because he can exploit the financial opportunities available within F1.

Could it be that this has more to do with the fact that if the teams do not sign the new Concorde Agreement, then CVC and Ecclestone will have nothing to exploit?

Perhaps I am being cynical, or is there so much money sloshing around in F1 that the teams are unwilling to risk a split, however justified?

Del Bennett, Cheshunt, Herts

Nordschleife notes

Sir,

Thank you for the story on the Nürburgring (October), which brought back memories of the time I was fortunate to drive around the Nordschleife in 1966, when Chaparral won the 1000Kms. Your photo array tells quite a story. In addition, a few details should be mentioned.

When Juan Manuel Fangio set his record time, there were no red and white stripes at the approach, the apex and the exit of the turns as is the case now. The white line around the track was absent, with only grass and bushes lining the edges. The most important point is that Fangio's time was set on the whole track including the length of road from where the Nordschleife leaves the front straight, past the start/finish, down to the left kink, around the large radius right turn, and finally back up the hill behind the pits to the left turn onto the Nordschleife – about half to three-quarters of a mile added. Those narrow tyres should also be noted.

Jackie Stewart's sensational win in 1968 was aided by either Jackie or Ken Tyrrell remembering that rally teams had cut grooves in the centre of their tyres for a chain during snow and often ran grooved tyres in the rain. As can be seen in your photo, there are grooves on the Matra's tyres. The win was followed by tyre manufacturers making tyres with centre grooves, plus grooves flaring out to expel water from under the tread.

Richard Yagami, Ridgefield, Connecticut, USA

A pregnant pause at Spa

Sir,

I loved Nigel Roebuck's reflections on Spa and Monza (November). In 1972, while on holiday in the Ardennes, I wanted to do a lap of Spa to pay homage to my schoolboy hero, Archie Scott Brown. My wife was eight months pregnant and the idea did not appeal, but having extracted a promise that I would not exceed 30mph permission was granted! I therefore hold the record for the slowest-ever lap of the old track. From the perspective of 30mph the mind boggles at an average lap speed of 160mph.

By the way my daughter, born four weeks later, has inherited a speed gene…

John Hindle, Penshurst, Kent ›››

LETTERS TO THE EDITOR

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Letters

WB honoured

Sir,

Having attended the WB Tribute Day on October 1, I would like to thank the editor Damien Smith and deputy editor Gordon Cruickshank on behalf of the Sunbeam Talbot Darracq Register for helping to organise a most enjoyable and memorable day. It was good to see a large number of STD and other vintage cars in front of the Club House, and the perfect weather was an added bonus. Our members were delighted to attend and help honour the memory of Bill Boddy in this way.

As you know, Bill and his wife Winifred founded the Sunbeam Register in 1950, which two years later became the Sunbeam Talbot Darracq Register. We shall miss him as our president and I am sure he will be greatly missed by the motoring world in general.

Gill Brett, Secretary,
Sunbeam Talbot Darracq Register

The right crowd...

Sir,

Just a quick note to all at *Motor Sport* to say thank you for a wonderful day's entertainment at Brooklands for the WB Tribute Day.

The atmosphere, beautiful weather and historic setting made it a day to remember, and one of which WB would have been very proud. It was a fitting memorial to the great man.

I'm sure he would have heard the soundtrack of the Napier-Railton, ERA and assorted Bentleys, and even the Brooklands slogan of 'the right crowd and no crowding' seemed to be appropriate on the day.

Julian Nowell, Walton-on-Thames, Surrey

Audi's stars shine

Sir,

What a terrific evening you hosted at the Audi quattro rooms on October 8 – it exceeded all my expectations. Upon arrival my son and I were guided to a reception area which included five original Le Mans cars, two of which were the winning cars from 2008 and 2011, which meant a lot to us as longtime Audi fans.

While drooling over these beautiful works of art my son asked me to look around, and stood behind me was Allan McNish, a moment later Tom Kristensen, and then the star of the evening – engineer Howden Haynes and his colleague Leena Gade. Allan approached us, and what a smashing guy – he was genuinely interested in us and spent at least 15 minutes talking to my son about karting. We also spoke to Leena, about how she came to be in motor sport, and she gave my son some great career advice.

The film *Truth in 24* is terrific for Le Mans fans – a brilliant story of the 2008 battle between Peugeot and Audi which is as good as the Steve McQueen film, *Le Mans*.

Regrettably we could only stay for part of the Q&A session afterwards, although I hear that a *Motor Sport* podcast of this is available.

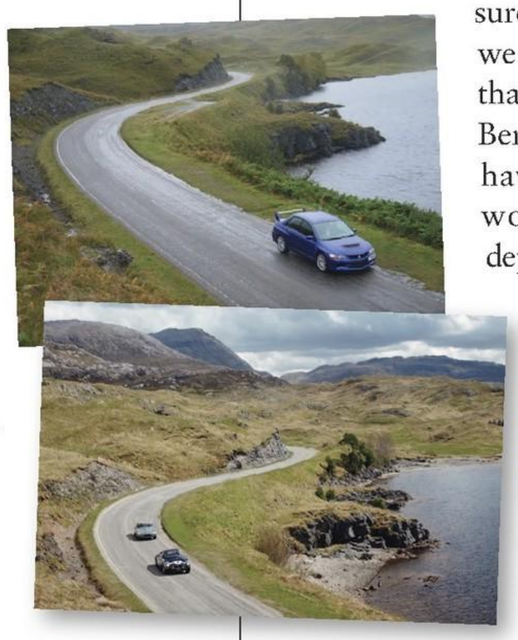
Damien Smith was a great host and interviewer, and the whole evening was very professionally conducted. I would like to thank everybody involved in organising the event; it was for us the chance of a lifetime which we will remember for years to come.

Bob and Mark Wyllie-Mackay,
Milton Keynes, Bucks

Following your lead

Sir,

After reading Gordon Cruickshank's wonderful article about Jaguar designer Ian Callum meeting up with two super '60s cars in the Scottish Highlands (September), we decided to take our Mitsubishi Evo 1X for one last outing before putting it away for the winter.



It was your photos that got us going, and I enclose one of our car resting in the same place as the picture on p56/57 of that issue (above).

We booked in at the Kylesku Hotel just below the bridge which has been used by three car manufacturers for photo shoots this year. Did you drive the section from Kylesku up to Rhiconich on the A894 and A838? Wow – 16 miles of absolute bliss!

Nicky Porter, Shildon, Co Durham

KEEP IN TOUCH

The *Motor Sport* website is fast becoming one of *the* places to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to www.motorsportmagazine.com and tell our writers exactly what you think! Also, don't forget that if you have any images which would be suitable for our You Were There feature in the magazine, please send them to the office (address on p44).

Boycott Bahrain

Sir,

With the recent imprisonment of 20 doctors and nurses in the Gulf Kingdom of Bahrain, the time has surely come for Formula 1 to do the right thing and refuse to stage a race there. The fact that highly educated people can be imprisoned for up to 15 years for coming to the aid of fellow human beings is a disgrace and a human rights violation of the most saddening kind. The continuing association of F1 with the current corrupt and abhorrent regimen is a disgrace.

Of course there are financial motives for the powers that be to continue to race there, but surely there comes a time when we must stand up and say as one that this is no longer acceptable. Bernie Ecclestone and the FIA have the power to refocus the world's attention on these deplorable events – wouldn't it be wonderful if just once they acted for the greater good. Failing this I implore people to boycott any televised part of next year's Bahrain GP. It's normally a crap race anyway...

Dr Oliver Hambidge, Royal North Shore Hospital, Sydney

151 back where it belongs

Sir,

I was pleased to see that the surviving Maserati 151 from the Briggs Cunningham 1962 two-car team is finally back on track rather than being stuck in a museum. At last it has an owner who is putting the car back to its original specification and, as seen at Goodwood, showing its potential, which I hope will only get better.

That's one heck of an engine in that car, and if only Maserati had been able to spend more time and money on the design I'm sure they would have had a winner at La Sarthe in '62. I've found a lot of information regarding the three cars that were built, and although the sister car 004 was destroyed in an accident in the States, the original 002 chassis built for Maserati France appeared in a much altered state at the 1965 Le Mans test day, but was sadly destroyed resulting in Lucky Casner's death and the end of the 151 coupés.

It will please me even more if the remains of 002, as being worked on by Steve Hart in Norfolk, finally appear in all their glory.

Duncan Harland, Dereham, Norfolk

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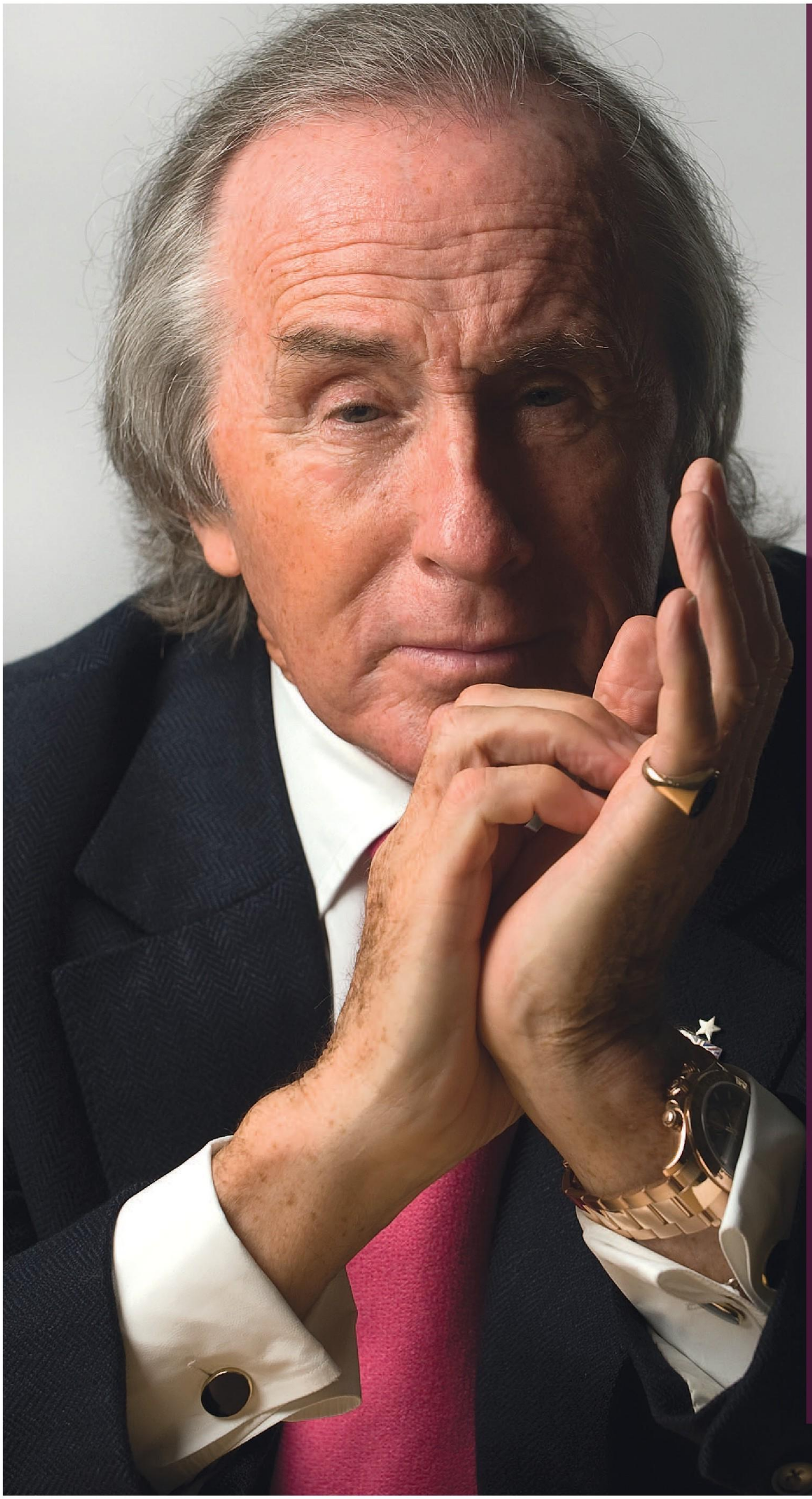
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SIR JACKIE STEWART

GUEST EDITOR SPECIAL

When *Motor Sport* asked me to become guest editor for an issue I was delighted to accept. To mark the occasion, we came up with some ideas that would allow me to talk about some of the people who have most influenced my life, both in and away from the cockpit. It's also an opportunity for me to give my perspective on the great drivers, both past and present. I hope you enjoy the pages that follow…

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p74 MY TOP FIVES: the best F1 stars of 2011 and the greatest drivers ever



Chairie Best

The greatest party that never happened...

"Imagine this: your greatest heroes and closest friends, both past and present, brought together around a dream dinner table letting the conversation – and stories – flow. Who would you choose? Well, for me, it's a guest list of some of the most wonderful people I've known – and one I'd like to have known..."





JUAN MANUEL FANGIO

Five-time champion, the ultimate driver and gentleman

HE WAS MY HERO. I SAW HIM RACING, and then I got to know him even though we never spoke the same language. Fangio carried the sport of motor racing well beyond his driving skills, with a dignity and style like no other.

His funeral was colossal, in a little town in the Pampas. The whole country was in mourning. I know that happened for Senna, but not in the manner it was for Fangio, so many years after his career – I mean, he didn't die as a racing driver like Senna, he was 84...

I've always said one of the most important things I've ever done is carry Fangio to his last resting place. When we carried the coffin into the town square from the museum, where he was lying in state, the whole place was packed. And when we came out there was absolute



LAT

silence. Then someone started to clap, and everybody in the place suddenly applauded. It was an amazing experience, everybody was affected by it because it was so spontaneous, there was no choreography involved.

It was quite a long way to the cemetery, where he was buried in a family tomb. We had to carry the coffin a minimum of 300 metres and it was not easy walking. I had forgotten it was their winter and I didn't bring a coat. Luckily it was a good day, but it was cold. Kids, everybody of all ages, just wanted to touch the coffin. And then there was his illegitimate son, beautifully dressed in a camel-hair coat – and the family wouldn't let him in the tomb. When everybody dispersed he was still there. I knew who he was because somebody had pointed him out. He was standing there alone – and I took him into the vault because the family had moved off.

Fangio, for me, was the ultimate driver. He didn't come to Europe until he was 39. And yet he accomplished everything that the sport should reflect: the way he was, his way of living… the way he drove racing cars. I saw him race at Silverstone and Aintree, where I attended practice but not the race in 1955, the year of Mercedes domination. In those days anybody could get in the paddock, and there he was as stylish as hell – with a coat over the shoulders, no arms through the sleeves!



PETER USTINOV

Actor, writer, satirist, gentleman – and friend

I GOT TO KNOW PETER VERY WELL because he was a great enthusiast of motor sport. When Helen and I went to live in Switzerland he lived in the next village. He came for dinner a lot, and the boys loved him.

He was the ultimate conversationalist. Peter was a very keen observer of the sport, did the gramophone record *The Grand Prix of Gibraltar*, spoke something like seven languages and was so modest. He was a great man.

Being an enthusiast of the sport, he would have been a reader of *Motor Sport*. He did an impression of me commentating in America! That was his party piece when he came to the house – and his dog impersonations were unbelievable. He could imitate a dog – any dog – immediately. And he could talk about any subject. He was such a learned man, and carried huge influence wherever he travelled.

In the world of dinner parties Peter Ustinov would have been in pole position – whether it was with royalty or whether it was with petrolheads. He never changed, whoever he was with.



LAT



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LAT



GEORGE HARRISON

So much more than just a Beatle...

ONE OF THE GREAT ENTHUSIASTS, ONE of the nicest men. He also had one of the biggest brains that I've had the pleasure of being around. People might say 'you can't be serious, he was just a singer in The Beatles'. But with his worldly knowledge and his beliefs, he was very articulate. He was a great one for colouring pictures of life. He could really graphically describe something, it was like you were seeing a picture in front of you that someone like me could understand, perhaps outside of my normal ability.

The times we had together were... fantastic. I took him up to Hamilton Island, which is one of the Whitsunday islands off the Great Barrier Reef. We'd just go and sit by the water and watch the huge tides they get there. And we'd sit for hours talking, often about things in which I wouldn't usually be interested with anybody else. He had a huge span of interest.



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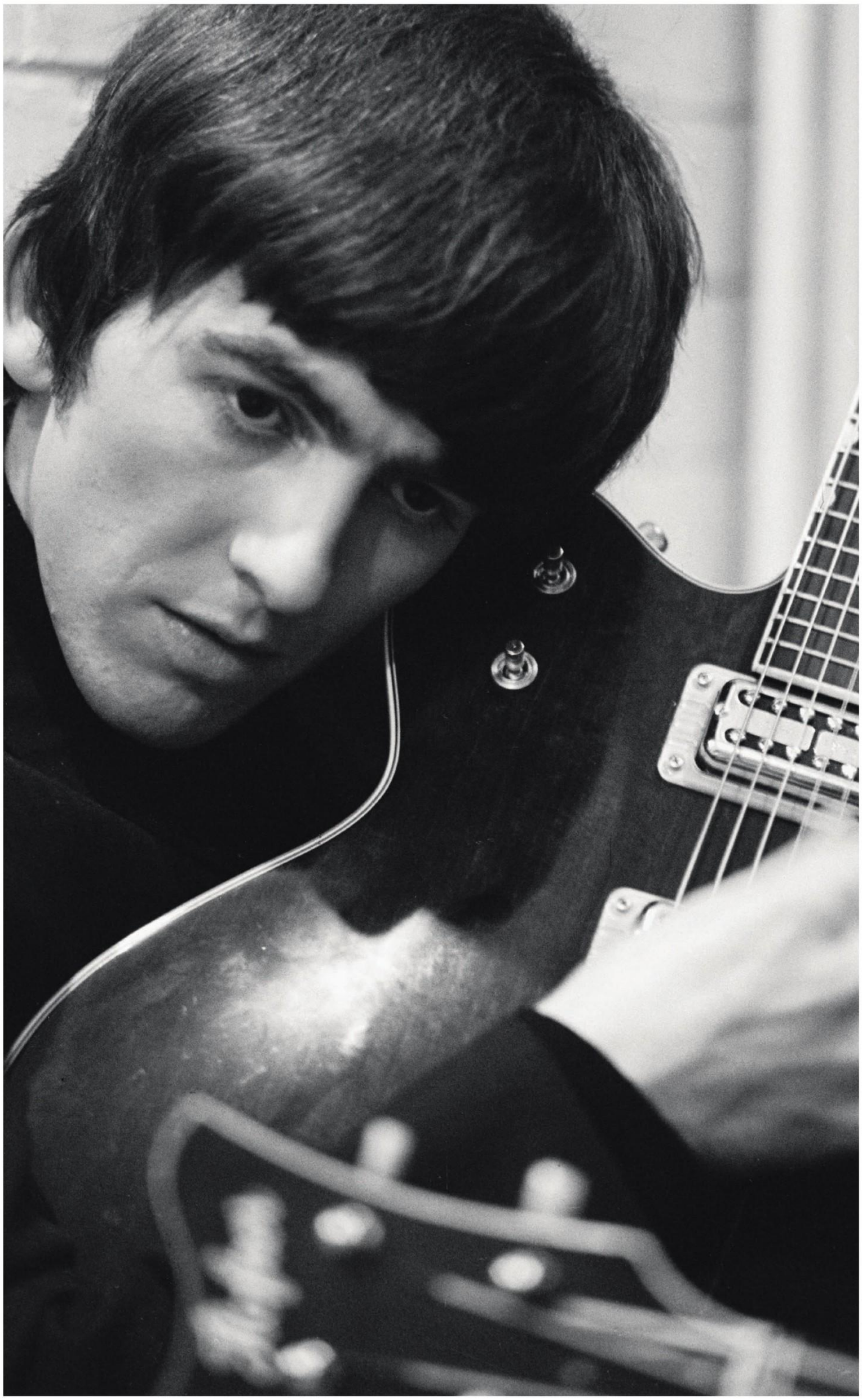
KEN TYRRELL

One of the most important people in my life

KEN WAS THE MOST DOWN TO EARTH person I have ever known: totally practical, not scholastic in any way. But probably one of the best motivators of people, and by that one of the great leaders in our little world of motor racing. And he knew he was in a little world, and that outside of that little world was not his. So he kept to what he knew.

You wouldn't get a lot of big conversation, although he would talk politics and of course cricket. I remember once at Brands Hatch, a circuit I hated because it was so bumpy and none of my cars ever worked there (the only one that ever did, for me, was the Ferrari P4 I drove in 1967 and that was purely down to Mauro Forghieri. Every other car, whether it was a Tyrrell, whether it was a March – God strewth – or a Matra, I never felt comfortable). On this occasion, I came round and was going on and on about this car, having only done a warm-up lap. Ken gave me one of his 'froth jobs'. He got hold of me and said 'you think you've got trouble! England are such-and-such all out!' What? What's that got to do with it?!

I'd describe Ken as a long-term man. Look how long people worked for him. He was so loyal to his people and despite keeping to what he knew, he loved conversation. So for him to be at dinner with Ustinov or David Niven, he would have loved that. He would have been in awe of them, but he would've wanted to participate – and he would have interrupted!



Bill Orchard/Rex Features

George was very religious, but he didn't go to church. But of course he went to India. And when he found somebody he liked he really embraced them. The great sitar player Ravi Shankar, for example, was almost a god to him.

His love of cars was deep. Jody Scheckter was a good friend, Emerson Fittipaldi was a good friend, Damon Hill he helped financially to get a drive. He was an incredibly loyal person. When he had that dreadful thing happen to him in 1999, when he was stabbed in his own home, he was so emotional and was very vulnerable. He phoned me and said he couldn't stay in the house, saying 'Jackie, you know all the hotels in London, I thought the Grosvenor House would be good because I've been there with you'. I told him 'you can't go there because that boxer who bit someone's ear [Mike Tyson] is living there and there's media around all the time. You can't go there,

"George's love of cars was deep. He helped Damon Hill to get a drive... But his driving was not great!"

George'. And he said, 'Oh, can I come to your house?' So he, Olivia and Dhani came to live with us for a little while. He was a gentle man and to be violated in that way was a terrible thing for him.

His driving was not great! We did the Gunnar Nilsson tribute with Fangio at Donington in 1979 and I've got a picture that he drew of us with two speech bubbles. He was driving Stirling's Rob Walker Lotus 18 and is ahead of me going down the Craner Curves. My bubble is saying, 'Jesus, I got him the drive and now he won't let me past!' He's saying, 'well, I've got Jackie Stewart behind me – and he can't pass!'

First and foremost he was a great friend, and I loved his music. I met him in 1966 at Monaco. The whole lot of them came. I got on really well with him, and with Ringo who is also a really nice man. Paul was very alive and physically active in his descriptions, and Lennon was obviously brilliant, but he was there but not really there, if you understand what I mean. But George was a big hard-core enthusiast.

George has a big place in our lives and not just mine and Helen's: he taught my son Paul to play the guitar... »»»



LAT



FRANCOIS CEVERT

The racing driver I was closest to

I WAS VERY CLOSE TO JIMMY CLARK, but it was different with François because he was my team-mate. At race times I was never with Jim, whereas with François we were almost living together, travelling together and racing together. So he was very close. And there was a great family factor because there was his brother Charles and his sister Jacqueline, who eventually married Jean-Pierre [Beltoise]. Everybody loved her, including Jimmy.

François was like a sponge. He just wanted to take in everything because he was coming in from Formula 2, he knew he didn't know much and he wasn't that quick to begin with. I think it was Zandvoort where I had him follow me round. Ken asked me to do it. I kept the pace



and got faster and faster, and he got faster and faster because he was staying with me. He found something like four seconds, and you've never seen such an effervescent face afterwards. He kept on learning, and he never stopped.

Sometimes he could have been quicker than me, but he wasn't quick all the time. Still, it would have been very easy to see him beating me several times in 1973, and had he done I wouldn't have minded at all, because I knew I wasn't going to be doing it any more. When he won the American GP in 1971 no one was more happy than I – well, maybe Ken.

He was with Brigitte Bardot for a time. Can you imagine? I remember him arriving at the Paris Motor Show and he had a long coat with a fur shawl collar, and he had Brigitte on his arm. What a winner! And he hadn't really hit the big time then. He was in F1 but he hadn't really hit the jackpot – then again, maybe he had! That would have been an interesting story for the dinner party…

> "I remember him arriving at the Paris Motor Show with Brigitte Bardot on his arm. What a winner!"

François (with Bernard Cahier, far left) had a genuine, spontaneous charm. A very good physique, he really trained hard. And he played the piano beautifully. He could play anything. When he had his accident with Jody Scheckter in Canada, he hurt his ankle. Helen and I were intending to go to Bermuda, and François came with us, but we went to Niagara Falls first and then went on to New York for one night. Helen and I went to see a guitar player, I think it was Santana, who was playing at the Plaza. François had something else to do…

I had been carrying him everywhere on my back, like a child, because of his leg. We had travelled down in a Galaxie that Ford had given us and he was on the back seat with his leg out.

In Bermuda we had a two-bedroom apartment and every night we'd go to the Ocean Reef Club, and he would play the piano. The place was full of very old people, pretty dead! But when he played the whole place lit up. His *pièce de résistance* was Beethoven's *Pathetique*. He wooed them all, and then would go into some ragtime thing. Remarkable.



Joe Partridge/Rex Features



MARK McCORMACK

IMG founder, my former manager and the inventor of modern sport

CERTAINLY THE MOST DYNAMIC MAN in sport. There was nobody who put sporting events together like Mark did. He simply owned golf, tennis and skiing because he picked up all the major players.

First off he signed Arnold Palmer, then Jack Nicklaus signed up with him and then Gary Player – the big three. In tennis he took on Rod Laver, and later Jimmy Connors and John McEnroe – and he made all of these people hugely rich. There used to be only the big tournaments, in Paris, Australia, Wimbledon and the US Open. But now there are tournaments all over the world making up a year-long season.

In skiing, he took on Jean-Claude Killy in 1968, the same year he took me on. That was the year Jean-Claude won three gold medals in the Olympics in Grenoble. Can you imagine today one man winning the Down Hill, the Giant Slalom and the Slalom? One of the great achievements in world sport. Then Mark began a World Championship of skiing and signed *all* the big guys.

He picked me up. It was expensive, but I'd read Arnold Palmer's book and I knew I needed someone of this quality, and it just so happened that we came together. The other twist was that Mark said, 'I'm going to give you someone to look after you. He'll be your bag man, he'll be whatever you need him to be.' And it was Martin Sorrell – his first ever job. We've stayed friends ever since.

It was Mark who found Tiger Woods as a kid. He represented Nick Faldo and Colin Montgomerie in the UK, he had Lee Trevino, Payne Stewart – everybody who was big he had, in almost every sport. He was the best-connected man, and was fastidious in everything he did.

His big thing was stealing hotel room keys. He had a wall with all the keys from every room he'd stayed in hanging from it. No use today – hotels don't have keys!

Not many people know that Mark was a wonderful table tennis player. You'd go to his house and he'd say to the kids, do you want to play table tennis? I thought I was quite good at Ping-Pong – until I played him.

Mark created professional sport as it is today, and he created the agent in the fullest sense. He wrote the book. »»»

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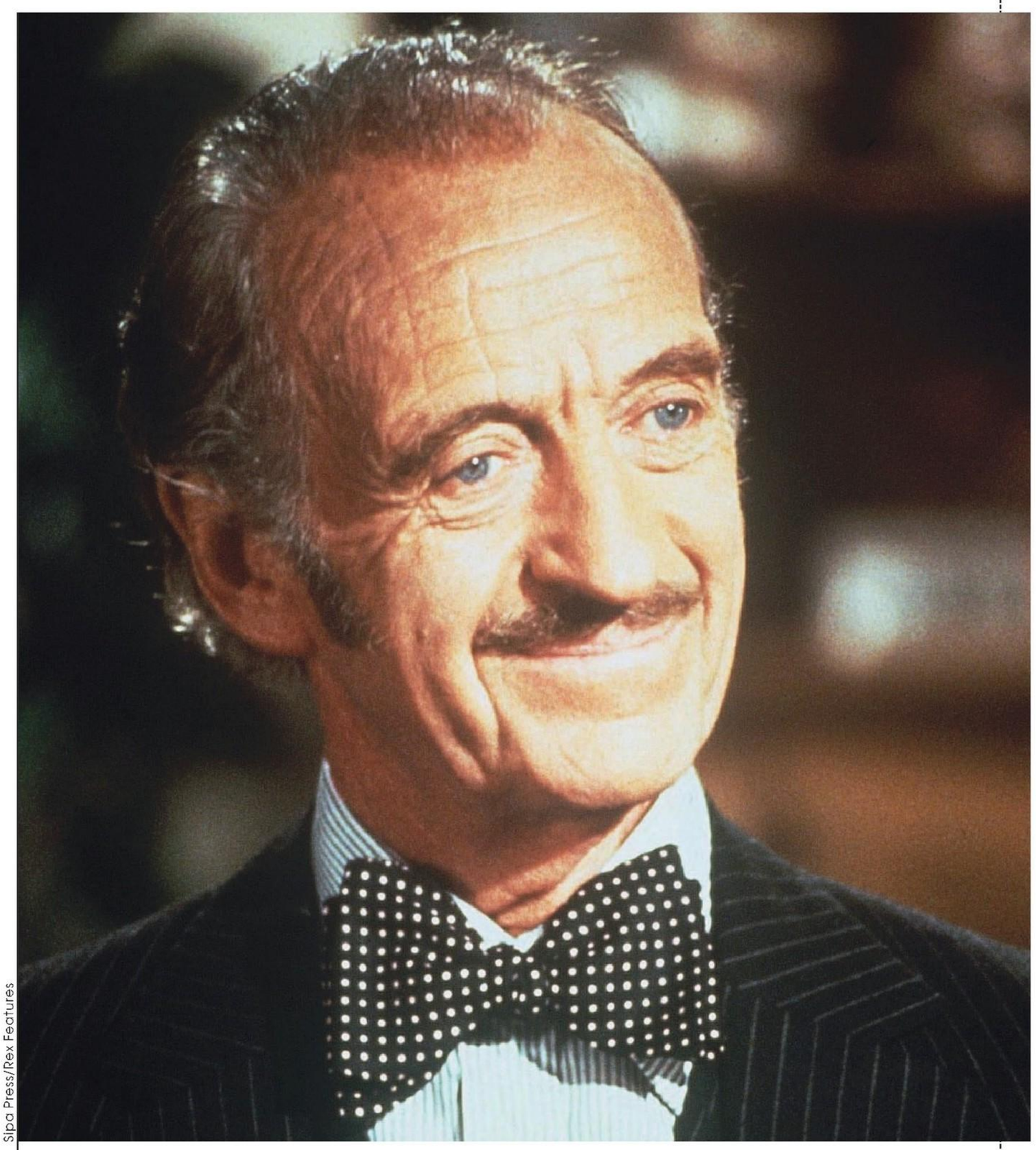
KING HUSSEIN OF JORDAN

A royal confidante – and petrolhead!

HE HAD THE BIGGEST BRAINS OF ANY man I've known. He was one of the two people in my life I've used for counsel when I've had serious doubts over aspects of my professional and sporting life. And he was always available: I find the more successful in business a person becomes, the easier they are to reach.

King Hussein loved motor sport and actually he was a very talented driver. There was a hillclimb course in Jordan and he held the track record. He also had a love of flying, both fixed wing and helicopters.

This enormously worldly man had such charm, the best-mannered man I've ever met and he was an excellent conversationalist. He would have been a perfect guest at such a dinner party.



Sipa Press/Rex Features



Sipa Press/Rex Features



DAVID NIVEN

Not to be confused with Graham Hill!

A GREAT RACONTEUR, AND AN attractive man in every respect. He never acted in his life! It was like Sean Connery: in every role he played, it was he. The voice never changed, the act never changed.

David was a wonderful charmer with the girls. I heard a line from him and I still use it to this day! An attractive girl with everything in the right places would come in and he'd say, 'how did an ugly girl like you get into a place like this?' If they were models, they didn't know what to say. They didn't know whether to be insulted or see it as a joke, but he'd suddenly get around them! Helen was always called ugly – 'hello ugly'! He'd do it in an airport, and everyone would turn and there would be David, immaculately dressed…

He had a house just outside Gstaad and what I think was the most beautiful house in Cap Ferrat. We used to go there for dinner and he always had good dinner guests. Not because they were famous, but because they were interesting.

Just the most wonderful man.



LAT



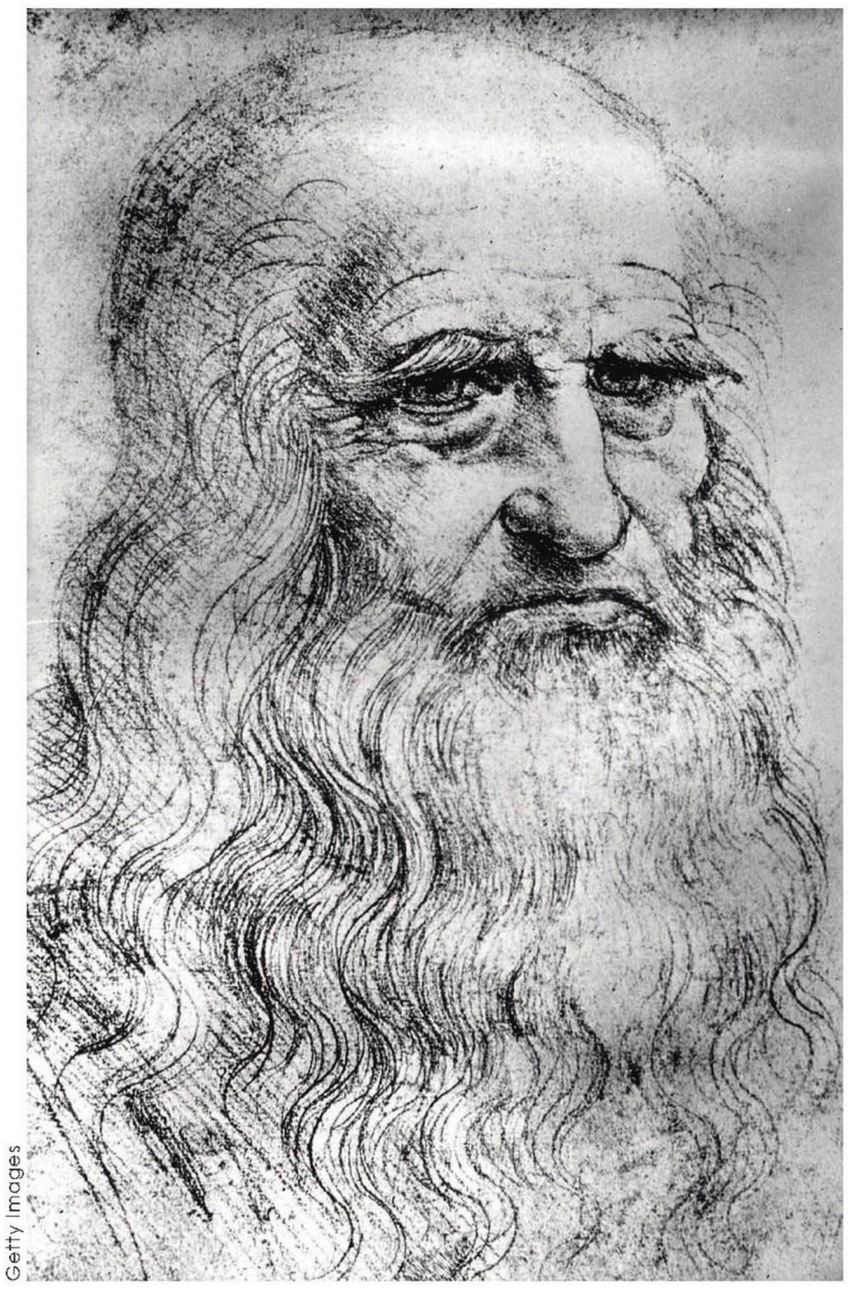
LEONARDO DA VINCI

The Jim Clark of art, science and mathematics...

A DYSLEXIC. I USE IT ALL THE TIME! Einstein was one too, but I thought he might be a bit heavy for the dinner party!

Leonardo da Vinci I'm sure would have had a lot to offer. Peter could have spoken to him fluently, and he could have drawn things on the tablecloth. And as the dinner party would be in our home, we'd save the tablecloth...

Da Vinci was one of the great creative men in the world. But wait – I've just had a thought. The only thing I haven't got on my guest list is a woman. Maybe I'd have Princess Grace, or even the Queen... But I'll stick to who I've got. Leonardo da Vinci, in this company, would add something extra.



Getty Images



JIM CLARK

Two-time World Champion, Indy winner – and so much more...

I'D HAVE HIM HERE BECAUSE HE was one of my best friends. Jimmy would have been shy at the dinner party, but he would have been a good listener, and he would have enjoyed being in that company.

He would have loosened up with Peter and David. You would have had to put him between those two to get the best out of him. Ken would have loved him of course, and so would George. That's a big part of it – they would have loved Jimmy to be there. Just imagine the conversations they would have had...

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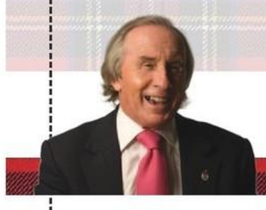
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"It was a partnership that would be impossible today"

Ken Tyrrell was much more than just my team boss – he was a lifelong friend too, and one whom I never tire of talking about, as I recently told Nigel Roebuck

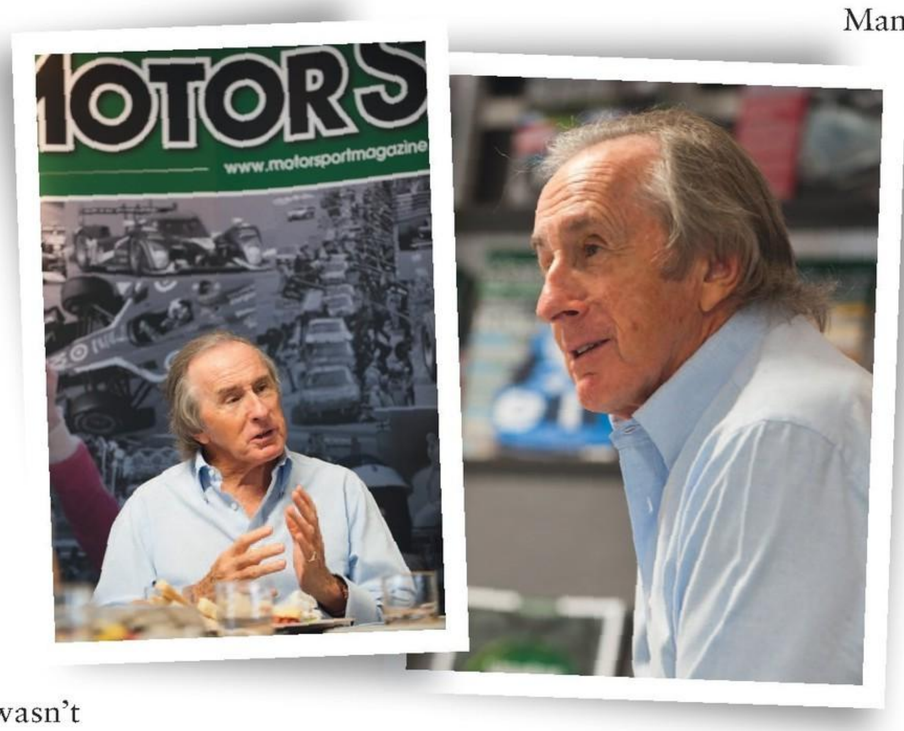
When we speak of legendary partnerships in motor racing, perhaps the one that would spring first to most minds is that of Colin Chapman and Jim Clark: throughout his eight-year Formula 1 career Jimmy never raced other than a Lotus, after all, and one can scarcely imagine him in anything else. He and Chapman communicated in a way that was almost telepathic, and beyond that was a friendship Colin rarely enjoyed with those who drove for him.

Friendship was even more at the heart of it in the case of Ken Tyrrell and Jackie Stewart. It was Ken who brought Jackie into the big time, and ultimately they went on to win three World Championships.

"No question about it," Stewart says, "Ken was the most influential man in my motor racing life – and the best leader of a racing team that I ever came across. He was always absolutely his own man, never in any way diverted from his mission, and his leadership wasn't directed only towards the drivers: everyone in the team respected him, and to the highest level. I liked the way Ken did things – it suited me."

They met first in the early 1960s, but Stewart doubts that Tyrrell would have had any memory of it. "I wasn't in the sport then – I was the brother of Jimmy Stewart, and that was the only connection with racing I had – but I was friendly with Bob McIntyre, and I went with him when he had a test with Ken at Goodwood. To be honest, I didn't even know Ken Tyrrell's name at that stage. Bob drove the car, but he didn't like the sensation of sliding – he wasn't used to it on a bike, after all – and nothing came of it."

By 1964 Jackie had begun to make a name in racing, and now he met Tyrrell again. "This was Goodwood again and he'd invited me to have a test in his Formula 3 Cooper. Bruce McLaren was there – twice he went out to set a time in the car, and both times I managed to beat it. John Cooper was watching at Madgwick and afterwards – in my hearing – he said to Ken, 'You've got to sign him!' It was one of the great moments of my life…"



In Tyrrell's Cooper, Stewart dominated the F3 season to a point that he was invited to join the BRM team for 1965. In his first season there he won a Grand Prix (at Monza), and in his second was victorious at Monaco. The '67 season, though, was pretty barren and Jackie began to look elsewhere.

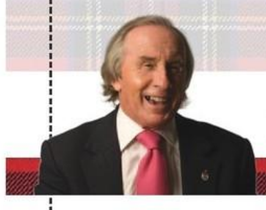
"All the Lotus mechanics were nervous about the fragility of Chapman's cars – that was one of the reasons I didn't drive for him. I could have stayed with BRM, but my best option was to go to Ferrari. I shook hands with the Old Man, and I was very enthusiastic about the idea of driving with Chris Amon in '68.

"Then Ferrari did a double-cross on me, as I saw it – I was in Maranello on the Wednesday and on the Friday at Enna Franco Lini, the team manager, offered Jacky Ickx the drive 'if he took it that weekend'! I wasn't against Jacky at all – he had nothing to do with it – but when I heard about it I told them to forget it. To do that was a big deal…"

It was indeed, for no other alternative to BRM appeared obviously available. Tyrrell, for whom Stewart had continued to drive in Formula 2, had a plan to progress to F1, using a Matra chassis and a Cosworth engine. But a plan is all it was at that stage, and when the two men discussed a possible deal Jackie suggested that Ken couldn't afford him.

What sort of a retainer did he have in mind? The same as Ferrari had offered, Stewart said: twenty thousand pounds. Tyrrell got the money from Walter Hayes of Ford – and suddenly the game was afoot. For the remainder of his F1 career Jackie, using Matra, March and ➤➤➤

All images LAT



finally Tyrrell chassis, drove only for Ken – and, what's more, without a contract.

Given that Stewart is known for his zeal in wishing to have everything just so, clearly this was a very special relationship. "Ken was as modest as the day is long," he says. "He couldn't understand why I went to drive for him when I could have gone to Ferrari, but my trust in them was gone, and that was the thing about Ken Tyrrell – I trusted him implicitly. I had a contract in 1964, the first year, but we never had another one after that.

"My actual 'retainer' in '64 – to make it legal – was £5! Actually he offered me an alternative of £10,000 in return for 10 per cent of my future earnings, but I had enough savvy to go for the £5…"

By the time of the F1 agreement Stewart was being managed by IMG, Mark McCormack's organisation, and there must have been some disquiet, I suggested, about the lack of a formal contract with Tyrrell.

"Yes, sure, but I told them that was the way it was – I think if I'd asked Ken for a contract it might have blemished the relationship. If I'd had a letter of agreement and given it to McCormack, he – like any good manager – would have said, 'You've got to include this and that and the next thing'. And if I'd done that Ken would have said, 'That means you don't trust me…'

"He was an honest man, and the people who worked for him were fiercely loyal to him. He was opinionated – quite socialist in his attitudes in some ways – and he treated those who worked for him very well. For example, every member of his team had private health care if required – and a pension.

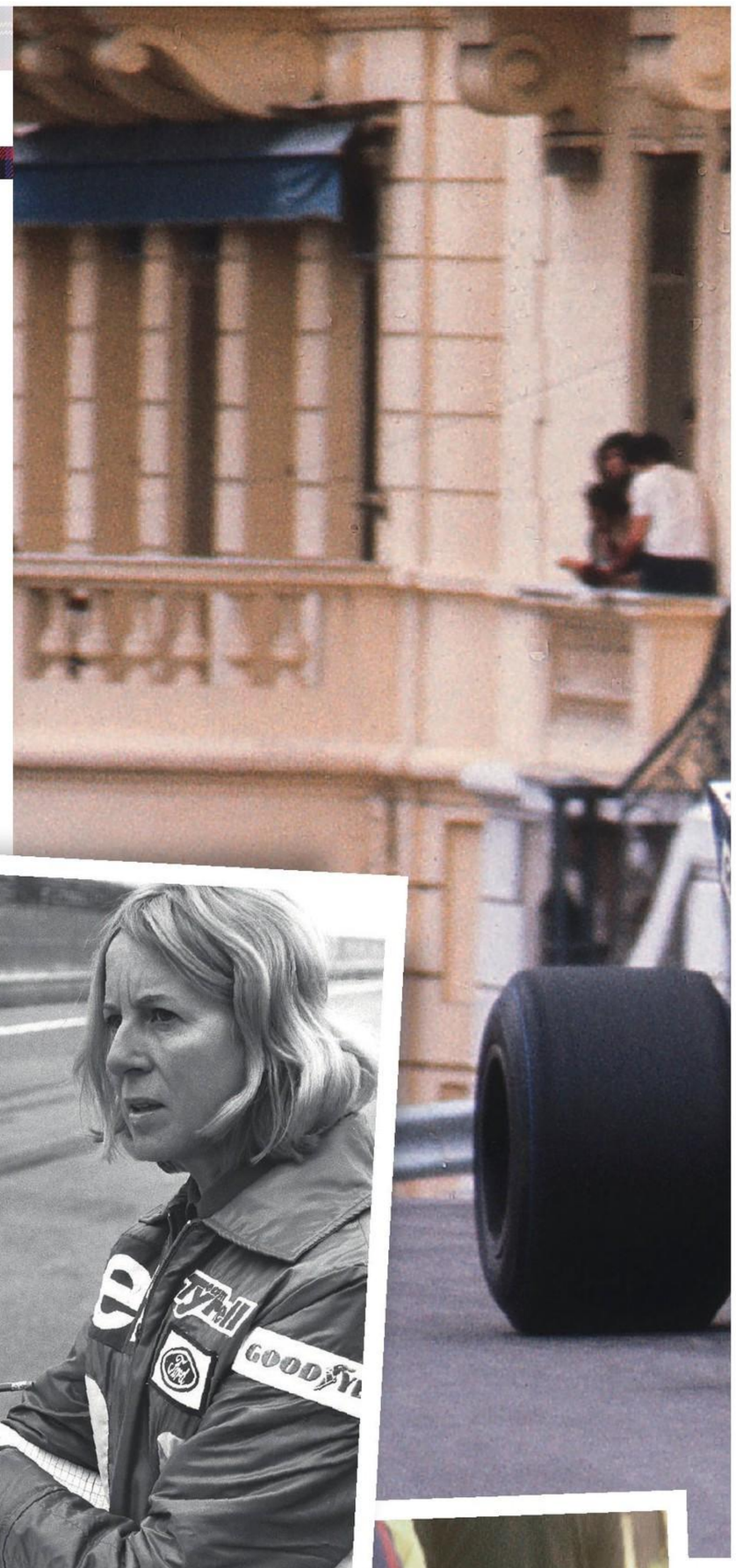
"Ken was an extraordinary motivator – and he had a great ability to choose the right people. Other Tyrrell drivers, like Jean Alesi, always spoke of the 'family' atmosphere in the team, and it was true – in that respect it was like no other and Ken's wife, Norah, played a big part in that. Teams were generally much smaller then than now, of course, and Tyrrell was smaller than most…"

The Stewart years at Tyrrell were of course the team's great years. Others – Scheckter, Depailler, Alboreto – would win Grands Prix for Ken after Jackie's retirement, but there was never the hint of another World Championship to go with those of 1969, '71 and '73.

For the first couple of years in F1 the team ran Cosworth-powered Matras, while the French company's far less successful works cars were powered by its own V12 engine. By the end of 1969 Matra wanted Stewart, the new World Champion, henceforth to race a V12 car, and Tyrrell would have been involved in that, but both Ken and Jackie were adamant about sticking with the DFV and so the association ended. For 1970 Tyrrell had no alternative but to buy cars from the fledgling March company, and the 701 was so awful that a decision was swiftly taken for Tyrrell to become a constructor in its own right.

In absolute secrecy the project got underway and by the autumn, remarkably, the car was ready to race. It was the same with the P34 a few years later: I can still hear the collective gasp in the room when the wraps came off revealing this F1 car with *six wheels*…

"Ken," says Stewart, "was never 'yesterday's man' – there was no looking back on great happenings or anything like that. The only time he ever complimented me after a race was at Monaco in '71, when I won the race having done the whole of it with front brakes only. He said, 'I just want you to know that was a great drive' – I nearly fell over!







Determined drive to victory at Monaco '71 drew rare praise from Ken. Left: Norah Tyrrell helped give the team a 'family' feel. Below: '71 title was first won by Jackie in a Tyrrell-built car

"There's a scene in *Weekend of a Champion*, the Roman Polanski movie made at that race, from just after the finish: one of my mechanics, Roger Hill, is there with a bottle of Coca-Cola for me, and Ken's in the background, packing things away. The race was just over – and as far as Ken was concerned it was already yesterday. He didn't come to the podium with the rest of the team – it was a matter of, 'Right, what's the next race?'

"Ken had his small coterie of friends – and they always remained his friends, as loyal to him as he was to them. Take someone like Frank Faulkner: he was one of the world's leading authorities on paediatrics. Frank loved racing, but there wasn't really a lot he could offer the team – although he gave a lot of help to Danny Sullivan, who eventually drove for Ken. He was always at a race when he could be, though, and Ken respected him and thought the world of him. When he wasn't well – towards the end of his life – Ken and Norah went to San Francisco to see him, and so did I.

"Frank was exactly the sort of person to become a friend of Ken's. All the people you met with Ken were quality people – but not grand people, because he wasn't into grand people and felt uncomfortable with them. It would never have occurred to him to stay in the Hotel de Paris in Monte Carlo – he always used the same little hotel in Roquebrune. 'Why would I want to stay anywhere else?' he'd say.

"In general, Ken's hotel choices were *awful*! In the early days we'd go to the most unspeakable places – I remember [my wife] Helen and me being in this place in Rouen, with rats in the room and a bare bulb hanging from the ceiling… Hotels were chosen because they were cheap!

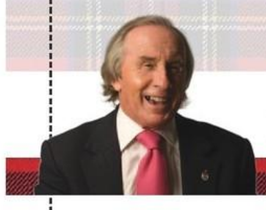
"And think of the way Ken dressed. Always in a collar and tie – never in a 'race' outfit. He wasn't 'social' – never had parties at home or anything like that – but he was an entirely genuine man. When people die, and things move on, it's very easy to sort of over-romance relationships, but there was no time in my professional career with Ken when I felt angry or upset or felt I was being taken advantage of."

> "If I'd asked Ken for a contract it might have blemished the relationship"

No arguments, then? "Oh Christ, sometimes we had huge arguments – *huge* arguments! Ken was very opinionated: he'd phone up to discuss something we were going to do and sometimes, if he didn't agree with you, it was a real 'froth job'! But sometimes, too, he would change his mind – he was never afraid to do that."

And then he would say, 'Sorry, I was wrong?' "No, no, there was never a 'sorry' – just a sort of gruff, 'Well, OK, we'll do that then…'"

Some of their arguments stemmed from ›››



Ken's belief that Jackie was taking too much on, that ultimately this was bound to affect his performance in the car. This was not the era in which a top driver confined himself to F1.

"I remember when François Cevert joined the team, and the role Ken played in getting me together with him, helping him – initially that was almost entirely down to Ken, not me. I liked François immediately, but at first I thought, 'I'm not a nanny' – I was busy trying to win myself!

"I was pretty stretched out in 1971. It was the year I got the mononucleosis, the year I made 43 trips to America – crossed the Atlantic 86 times! Ken knew that wasn't good for me – on the other hand, in those days, if you were trying to make money…

"My retainer with Ken was £20,000 – that was what we agreed when I went there and I don't think it ever changed! Of course the *total* money changed, because we began to get more benefits from outside – performance bonuses if you won a race and that sort of thing. It came from the Elfs, the Dunlops, then the Goodyears – but it still wasn't a huge amount of money, so I was doing Can-Am with Carl Haas which paid pretty well, and driving Capris for Ford Germany occasionally, and Alan Mann's cars – that was how you made money. By 1970 I was earning a million, but it certainly wasn't all from Formula 1."

If Tyrrell might have preferred Stewart not to drive for anyone else, he recognised that he wasn't in a position to impose it. "He didn't like it, no – and he was right! As I say, that was when I got the mononucleosis, and again, if you look at the Polanski film on Monaco '71 you can see that I was *stuffed*! I was very fatigued – but the adrenalin kicked in when it had to…"

There were other things, too. Stewart, after all, was involved in *everything*, not least the safety crusade which occupied much of his time.

"Certainly there were times when Ken thought I was taking on too much – he was sure it must have been disrupting me. 'How can you be arguing with the CSI [then the sport's governing body] about some safety thing 10 minutes before qualifying,' he'd say, 'and then go out and deliver?' He thought I was taking too much out of myself doing that – but at the same time, of course, he was there when all these accidents were happening…

"I was doing all sorts of things at that time – for example, after Piers Courage's accident at Zandvoort I arranged the transportation of his body back to the UK, because I knew how to do it as it had happened so many times before. Most airlines wouldn't take a coffin in a passenger plane. People nowadays have no idea what it was like then – we were losing so many people, and of course we were driving so many different types of car, not just F1."

As Stewart says, Tyrrell was indeed 'there when all these things were happening'. In the course of their six seasons of working together, the lives were lost of Clark, Spence, Scarfiotti, Schlesser, Mitter, McLaren, Courage, Rindt, Rodríguez, Siffert, Bonnier, Williamson and Cevert – not all of them in F1, it's true, but as Jackie says, 'we were all driving so many different types of car'.

Only once did Tyrrell have to *order* Stewart to get into a car. "At the Nürburgring in '68 the weather was so awful on race morning that they gave us an extra session, and Ken thought I should go out. I said, 'I really don't want to – the rain's so heavy, the visibility's bad, there are rivers all over the track…' He said, 'Yes, but you'll never know where the rivers are if you don't go out – you need to do it.' It was the only time I ever remember Ken saying, 'Jackie, I'm the boss, and this is very important, for you and the team.' I never thought of not driving in the *race* – I just didn't want to do this extra session. I thought, 'I know the 'Ring – this just seems an unnecessary risk.' But Ken said what he said, and I went out – I think I just did one flying lap.

"On the one hand, Ken was right – I did see rivers I never knew were there – but on the other he was wrong, because in the race the rivers were in different places from lap to lap as the drains got plugged up."

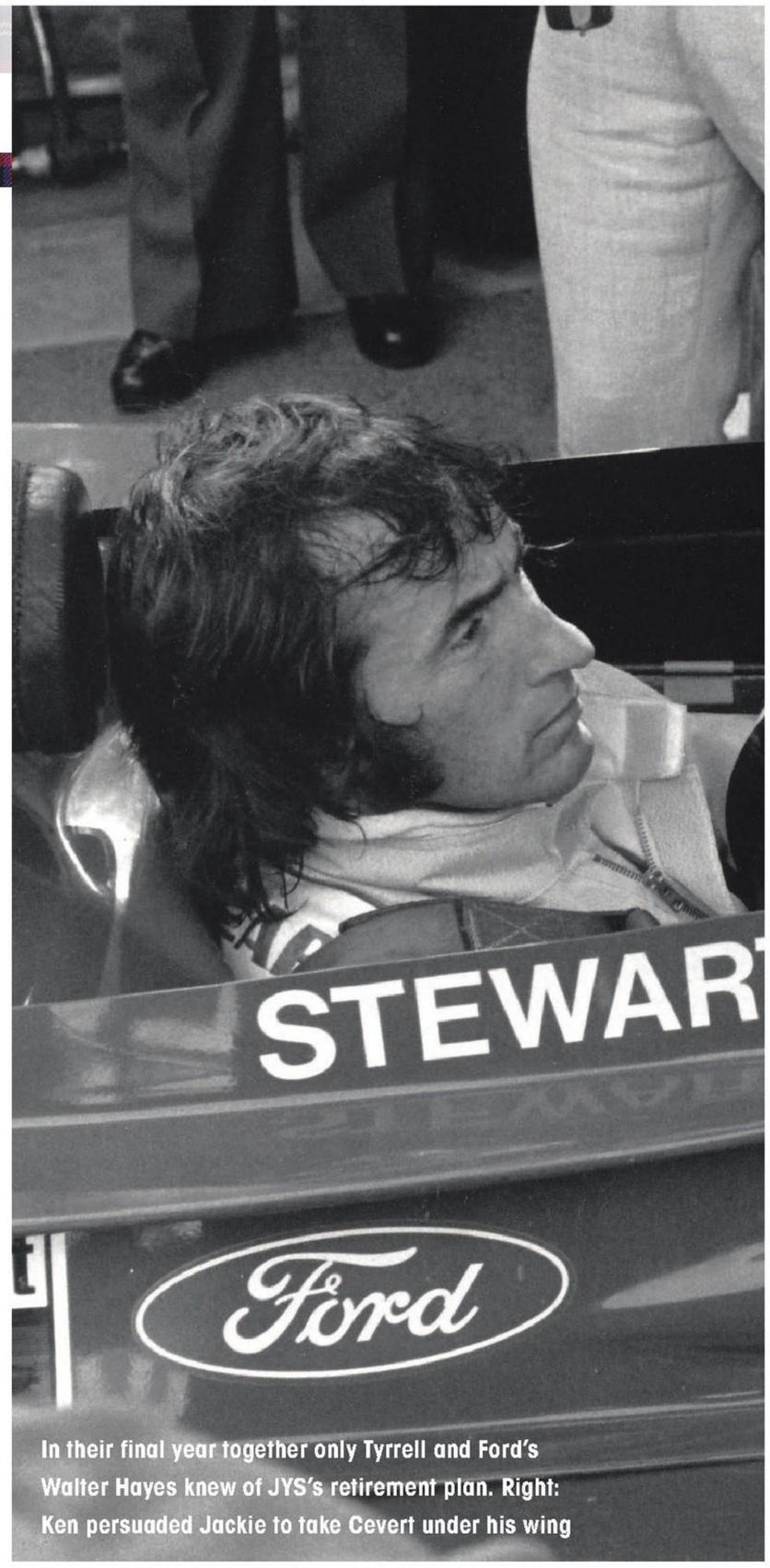
In more extreme circumstances, according to Stewart, Tyrrell would always remain pragmatic in the face of deep shock. How, I wondered, had he been on the Saturday afternoon at Monza in 1970, when Jochen Rindt was killed during final qualifying and the session was afterwards resumed?

"No nonsense. He said, 'Listen, you've got to get in the car again', and I knew he was right. I was very upset because I'd been with Jochen – he hadn't had the Last Rites at that point, but I knew he was dead. There was a lot of turmoil because [his wife] Nina was there with him eventually, and Helen. It wasn't a nice thing.

"Practice restarted and Ken said, 'Look, there's only 15 minutes left – we've got to get a time.' I got in and set the fastest lap I had ever done round Monza. I always talk about 'mind management' and that was a good example of it, because I was crying once I was in the car, and then I straightened myself out during the warm-up lap, did my time on the next lap, and then started crying again when I came in.

"Ken was very strong – I never saw him emotionally upset. He was always very clinical in situations like that, which was surprising because he could be such a compassionate man. He isolated himself on those occasions – even when François died. I never saw him shed a tear and that weekend, more than any other, would have been the one that really hurt him, because François was driving a Tyrrell when it happened. He was very affected by it all, but he never broke down."

> "Ken was very strong – I never saw him emotionally upset"



In their final year together only Tyrrell and Ford's Walter Hayes knew of JYS's retirement plan. Right: Ken persuaded Jackie to take Cevert under his wing

Watkins Glen in 1973 was always going to be Stewart's last race. Some months earlier he had resolved to retire at season's end, but confided only in Tyrrell and Ford's Walter Hayes. Helen should not know, Jackie concluded, because he wanted to spare her the ordeal of mentally counting down the races through the year.



better than you? And next year's Tyrrell's going to be awful good…'

"Anyway, we got to the Glen, and Ken was the only person there who knew this was my last race. On the Friday he said, 'Jackie, you know what would be a really nice thing to do? If the two of you are running 1-2 at the end, it would be nice to let François past and win…'

"I said, 'Ken, this is my last Grand Prix – that's a lot to ask…' He said, 'Yeah – but, you know, you'll look like a king if you do that.' I said, 'Yes, but if I do it the wrong way, it'll look like I'm *letting* him win…' It didn't really bother me but I said, 'Let's leave it 'til Sunday – let's see how we go in qualifying because we may not be that fast and it might be a situation that won't occur…'

"That was typical Ken, really. He thought it would be the correct thing for me to do – and that doing it would make me look great. He knew very well what it meant to me – but that was the way he thought."

Then, late in the Saturday morning session, Cevert crashed at the ultra-fast uphill Esses. It was an accident of extraordinary violence, and could have had but one outcome. "Chris [Amon] was also driving a Tyrrell that weekend, and he stopped at the scene. So did Jody, and then so did I. It was truly shocking – fortunately Ken never did see it. »»»



"At Mosport, two weeks before the Glen, François was involved in a shunt with Jody [Scheckter] and got a bit knocked about. Helen and I were going to have a break in Bermuda – I thought it would be a good idea to have some time on our own because she was suffering a lot because of everything that had happened. [My son] Paul had asked me, 'When are you going to die?'

"In Canada, after his accident, we said to François, 'Look, why don't you come with us?' He said, 'No, no, it's your time' and so on but we insisted – and we had a fantastic time, but during that week he kept saying to Helen, 'Is Jackie going to retire or not?' And Helen, of course, did not know. He'd been asking me, too, and I kept saying, 'I haven't made up my mind.' I mean, if I didn't tell Helen, I couldn't tell him…

"François had kept telling me he was getting offers from Ferrari and so on, and I said, 'Well, that's good – but you don't have to decide until the season's over. I think you should stay with Ken.' He said, 'Well, Ferrari are saying if I don't sign they'll get someone else…' I said, 'Who are they going to get who's



Watkins Glen '73 brought a sad end to Stewart and Tyrrell's racing partnership – but their friendship continued

"At first he wouldn't believe that François was dead. 'How d'you know?' he said to me. I said, 'Ken, I was *there*…' 'Yes – but how d'you know? Have you got proof?' I said, 'Look, I know he's dead…'

"That was very Ken. Until the official statement was issued, nothing was certain. He was terribly shocked – but he was not emotional. He had to phone the family in France, of course, and then we sat in the little team caravan and discussed the decision that had to be made.

"I wasn't against doing the race – quite honestly, when you get into a race something like that disappears until it's over, at which point it comes rushing back. But when Ken said, 'What are we going to do?', I said, 'I really think we should withdraw in respect to François'. It was the right thing to do."

Before this was announced, however, Stewart and Amon went out again in the afternoon session. "Ken didn't want me to do that actually, but I said, 'Listen, we've got to go out – the boys think it's something to do with them…' They believed it must have been a mechanical failure, because they didn't think François could have made a mistake at the place where it happened. I thought I knew what had happened, but they were so distressed I felt I had to go out – even though I knew I was never going to race again."

Once out of the car, Jackie told Helen that was it, he was now a retired racing driver. "How she coped with that much emotion in one day I'll never know – having to clear up François's room and everything. Horrible…"

Thus, in the most tumultuous circumstances imaginable, the partnership between Ken Tyrrell and Jackie Stewart came to an end. The two men would remain the closest of friends, however, to the end of Tyrrell's life in 2001.

Forty years ago an F1 team was a much smaller, much more intimate organisation than anyone would recognise today. In 1971, the year of Stewart's second World Championship, Tyrrell had a total of 27 employees. And even at the end, when Ken sold out to BAR in 1998, there were no more than 120.

While demonstrably the best driver ever to work with Tyrrell, Stewart was much more than that. "I went all over the world for Ken – I did the deal with Goodyear, for example, and without that money it would have been very difficult for the team.

"I was at Goodyear talking to Larry Truesdale, the competitions manager, and he said he didn't have the budget to give us what we needed. Fortunately the company chairman, Chuck Pilliod, walked into his office. He said, 'Hi Jackie – didn't know you were here. How's it going?' I said, 'Well, not well – we'd like to do a deal with Goodyear, but Larry can't do it and I'm going to have to go to Firestone…' He said, 'Well, why don't you come and have lunch with the board?'

"I was always involved in these sorts of deals – it really was a partnership between us in a way that would be impossible these days, I suppose.

"When Ken sold the company he hated it – he absolutely *hated* it. I remember him coming to the Canadian Grand Prix one year after he'd sold the company – he and Norah were in the Paddock Club – and he didn't enjoy it at all. 'It's awful being here – and not being part of it,' he said. Ken absolutely lived for motor racing.

"It was Bernie [Ecclestone] who did the deal for the sale of Tyrrell to BAR, but Ken was very embittered that he had to sell. Towards the end of the team's life, when they'd moved into the new factory, Ken was struggling financially and he needed the money that was his – and that Bernie held, for more than a year. Ken was livid about that, and also embittered by certain other things that had happened with Bernie and Max [Mosley] down the years. Shortly before he died, he asked me to organise his memorial service, and he told me he didn't want either of them to be there – he was *vehement* about it, and if it had come to it I would have told them.

"Towards the end, when I used to go and see Ken, I'd lie on the bed next to him, because he couldn't hear all that well by then. To cheer him up I told him I was going to spread the news that I'd been in bed with Ken Tyrrell, and he'd get very wound up – 'Oh no, you mustn't do that!'

"It was an extremely close relationship between Ken and Norah and Helen and me, and I'm still in touch with a lot of Ken's friends. It upsets me still that he never got so much as an OBE – if ever in my life I've met a patriot it was he, and something like that would have meant so much more to him than to most people. Such a wonderful man, wasn't he?"

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The mechanics of Jackie's racing

"They were the men who put me on the race track, and on whom I depended every time. Rob Widdows spoke to the Tyrrell faithful about our happy days racing together"

Sir Jackie Stewart always cared for his race mechanics, being the first to acknowledge that his life quite literally depended upon them. Out of this relationship with his own crew came the Grand Prix Mechanics Trust (see p72), which has looked after the welfare of mechanics right across the sport since 1987. Jackie remains the founder and chairman of the trust to this day.

For this special issue of *Motor Sport*, edited by JYS himself, I have spoken to four of the men who looked after his cars at the height of his success with the Tyrrell Racing Organisation. We will meet Neil Davis, Roger Hill, Roy Topp and Roland Law who, in their different ways, made sure that their man was both safe and competitive.

Back in the late 1960s and through the '70s, race mechanics were overworked and underpaid. They would not say as much, but it's true. It was a different world, and so was life on the road compared to the modus operandi of 21st-century mechanics. They may still sometimes be overworked but they are far better rewarded. Gone are the relentless all-nighters, the endless trucking across Europe and the gritty conditions that faced mechanics at the vast majority of circuits.

One thing they had in common with today's crews is the time spent away from home. In fact it is worse now, with 20 races in almost as many countries around the globe in a season that stretches from March to November. Today, of course, Jackie's mechanics are retired and enjoying time with their families, getting to know their gardens in a way they probably never imagined. But their memories are as sharp as ever. You don't forget working for a World Champion racing driver.



Roland Law, who worked with Sir Jackie at Tyrrell from 1970 to '73, has – like all good mechanics – a nice sense of humour. Sometimes they needed it:

"If Jackie came in and said the car was perfect, Ken [Tyrrell] would say: 'Well, you're not driving it hard enough then.' Ken was known for his 'froth jobs' and I remember many of them with Jackie. We were testing a new car in France, with the inboard front brakes, and Jackie wanted to drive it. But François [Cevert] had the car first for the test and Ken told Jackie: 'No, you're not driving it.' That got a bit frothy. But Jackie was no bother to me whatsoever, always the perfect gentleman.

"I was in charge of the spare car, the truck and all the parts. Jackie knew more about the

The men behind Tyrrell 001 (l-r): Roy Topp, Terry Richards, Roger Hill, Derek Gardner, Jackie Stewart, Ken Tyrrell, Roland Law, Ken Sykes, John Bullock and Keith Boshier. Below: team finished 1-2 at the 'Ring in '73



car than anyone – if something was going wrong he'd come straight in, talk to Ken, describe exactly what he wanted and then we'd set about putting it right for him. He would never drive the car to or over the absolute limit. I remember in Canada, at Mosport, the tyres were rippling going through the fast corner towards the pits and the car was being shaken to bits by the vibration. After four laps he'd thought about the problem, found a way round it and just drove around it for the rest of the race.

"He had so many great races, but Monaco stands out for me. Anyone who can go round there really quickly can really drive, and at Monaco he was perfect. And, you know, the car always came back in very good order – unless he shunted, which was not very often. People say he was neat and tidy as a driver, and that's absolutely right. So smooth and easy on the car."

New Zealander Roger Hill, who still lives in East Horsley just down the road from the old Tyrrell base at Ockham, Surrey, joined the team in 1968, became chief mechanic and stayed for 30 years:

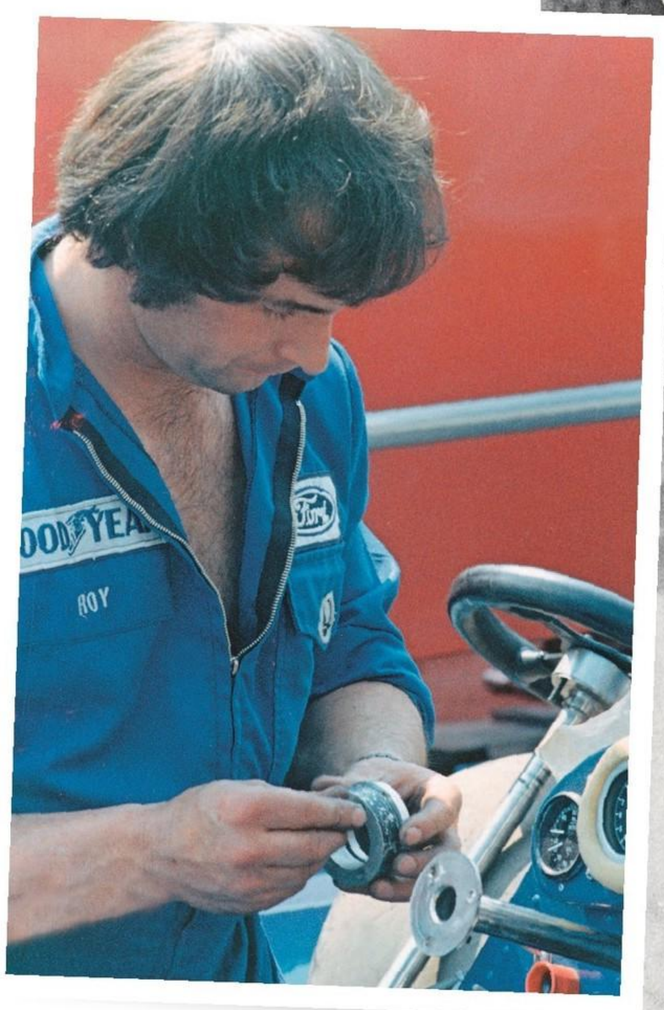
"I guess I was in awe of Jackie at first, but it was a great little team, we all pulled on the same piece of string and Ken was tough but fair. It was a family. I never saw Jackie throw his helmet

around, never saw him lose his temper, even when things weren't going well. He and Ken had some battles, but almost always away from us, and usually when Jackie wanted something he would go through Ken.

"He expected things to be right, but that's how it should be, and it was our job to get it right. The car had to be reliable, we had good engines and we did a hell of a lot of testing in those days – testing before just about every race. Jackie was so consistent – lap after lap after lap he would do the same times whereas lots of other drivers, well, their lap times varied. It's no good being quick some of the time – Jackie was quick all the time, and he only went to the edge when it was really necessary to do so.

"Jackie was so good mechanically, always warmed the car up properly, never destroyed the gear ratios, the dogs were always perfect. It was part of his job not to abuse the car and he just knew, just felt when it was the right moment to change gear. I remember once he came in and said: 'There's a strange tingling noise that wasn't there last time out.' We couldn't make sense of it, but he'd heard this noise and then we found that one of the hose clips holding a heat-reflector plate next to the exhaust had broken and was flapping around. We replaced the clip and next time in Jackie said: 'You've fixed it – that funny noise has gone.' Well, we assumed it must have been the bloody hose clip he'd heard – that's how he was. I mean, he'd notice if one of the two valve springs had broken, it was usually the inner one, and he would sense it. That's how much attention he was paying to what he was doing.

"Did Jackie retire too soon? No. In those terrible days, if you did 100 races you were lucky. And Jackie must have thought about it, he was smart enough to know that, and the time was right. Don't forget that in the years which followed Jackie did a huge amount for the safety of the sport – seat belts, medical facilities, track safety. Sometimes he doesn't get the recognition he deserves for all that. The tragedy of that last race at Watkins Glen was that François could have been World Champion.





Roger Hill (left) fuels François Cevert's car prior to the 1972 Belgian Grand Prix. Left: Roy Topp works on Tyrrell 005 in '73



Ken's men recharge their batteries. They include Roland Law (second from top left) and Topp (far right)

He'd learnt a lot from Jackie, and towards the end I think maybe he could have beaten him.

"But the thing about winning is that you don't talk about it, you have to get out there and do it, and with Jackie we had some truly great wins – Monaco, the Nürburgring, those kind of races. It was the best job I ever had."

Roy Topp was another of Jackie's right-hand men, a stalwart of the Tyrrell team who joined as a welder. Roy recently restored the cars now owned by American John Delane, a historic racer who has worked to keep the Tyrrell name alive into the 21st century:

"I never saw Jackie flustered – if the car wasn't doing exactly as he wanted, he would aim all that at Ken who passed it on to us. And anyway he could drive around most things. Our job was to give him a safe, reliable car. He did the rest. He liked a neutral set-up, though he'd slide the back out if he had to. His style was so smooth and he wanted a car that he didn't have to throw around. This was very different from someone like Ronnie Peterson, or later Jody Scheckter – they would throw the car all over the place. But Jackie was good on the car, smooth under braking and he looked after the tyres.

"And remember, the tyres had to do the whole race, you started on a full tank of fuel and the cars were heavier. So it was all down to the driver to look after the car and Jackie could do that better than anyone else out there. He was always concerned about safety and he relied on us to build him a safe car. Reliability and safety go together – if you have a reliable car then it's more likely to be a safe car. And he appreciated that. When François was killed at Watkins Glen Jackie went straight back out in the next session. It was his way of saying: 'Look, it wasn't the car, I have faith in the car.'

"Jackie was always concerned about safety and he relied on us to build him a safe car"

"In terms of the great moments, well, there were so many. But the Nürburgring when we came first and second with Jackie and François, that was special. I was doing the watches for Jackie, with Ken on my shoulder, and he came round so far in front it was just unbelievable, and the next car round was François. It was such a long lap that you were never sure if they would come round, and you dare not miss them because you had one chance of hanging the board out over the fence at the back of the pits. Then they were gone again.

"That was a great race for us. Jackie won by 30 seconds from François, who was over half a minute ahead of Clay Regazzoni. A 1-2 like that was always the most satisfying result we could have." ➤➤➤

Neil Davis, a Tyrrell man from 1960 to '98 when the team was sold to BAR, knew JYS from the day he tested for Ken at Goodwood in 1964:

"Jackie is just a lovely man – kind, caring and I can't think of one bad thing about him. As a driver he was always in control of his emotions, in control of what he said to people. He was firm, he knew what he wanted – and he got it – but he was never aggressive or horrible in the way he went about it.

"You know, I don't think Jackie has ever really been properly appreciated – I mean people talk about Senna, Fangio, people like that, but they don't talk about Jackie Stewart. I've never understood that – he won over 25 per cent of his races and we all knew that if we gave him the right equipment he would win the race for us, and that was a good feeling. We would work day and night for Jackie, work our socks off for the man, but then he did things for us. At Monaco he would take us all out for dinner, and that was special. He wrapped the team around him, looked after his guys, and it was like a family with Uncle Ken and Auntie Norah. And when François came in, Jackie took him under his wing.

"He and Ken would have heated arguments, 'froth jobs' as we called them, but once it was said it was finished, on to the next thing. It was a special outfit, but I don't think the team ever fully recovered from François' death and Jackie's retirement. The momentum was somehow lost after that.

"I do have one standout memory. Jackie took us round the Nordschleife in a Volkswagen Beetle and I will never forget that. It was just unbelievable what the man could do with a motor car, he was such a smooth driver. We were stamping our feet on the floor, putting the brakes on, while he was still accelerating... It was just an incredibly enjoyable experience. I felt very privileged to work for people like Jackie and Ken.

"The thing about Jackie was that you wanted to achieve things for him – he was always very calculating, knew exactly what he wanted from you and the car, and if you gave him that you just knew he would go out there and win. I never wanted to work for any other team."

You cannot help but notice that JYS mechanics wear very nice watches on their wrists. Gold Rolexes, actually. Presents from the man whose racing cars they so lovingly prepared. But for these men, it is the memories that are the true treasures.



Neil Davis, left, with fellow Tyrrell men Les Sheppard and Rex Hart. Below: Roger Hill and Davis (left) at an early test of the Matra F1 car, with JYS on board





INSIGHT

SUPPORT SYSTEM

F1 mechanics who fall on hard times can rely on a trust set up by JYS for help

The Grand Prix Mechanics Trust (GPMT) was founded by Jackie Stewart in 1987 and is a charitable body that cares for Formula 1 mechanics around the world. Its mission is 'to put lives back on track', and this it has achieved for a great many men who, for a variety of reasons, have found themselves in hardship after a life on the road looking after F1 drivers and their cars.

Aside from the help it gives to mechanics, both past and present, the trust is also a great way to keep in touch with old friends. Regular reunions are held, attended by hundreds of the skilled and dedicated men upon whom racing drivers have always depended not only for speed and reliability but also their safety.

Much of the GPMT's work involves either medical assistance or financial help for those who have fallen on hard times after, or during, their work in the pitlane. A typical example is former Tyrrell mechanic Neil Davis (see main feature) who was diagnosed with myeloma, a weakness in the upper body. Neil needed a special chair and an electric bed, both of which were provided by the trust. "They do an important job," he says, "and they have helped a great many people in worse circumstances than myself."

Former Pacific F1 team refueller Paul Summerfield was badly knocked about when his car left the pits before the fuel hose was properly detached. A broken leg refused to heal properly, compromising Paul's daily life. The trust stepped in, paying his medical costs and sending him to the Willi Dungl clinic in Austria where he made a full recovery and got his life back on track.

These examples and many more are typical of the work done by the GPMT. The trustees include Patrick Head, Martin Brundle, Norbert Haug, David Coulthard, Professor Sid Watkins and former mechanics Dave Ryan and Jo Ramirez – all men who owe a great deal to the mechanics of Grand Prix racing.



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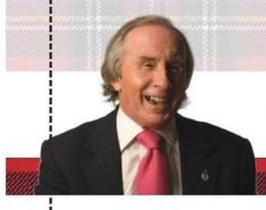


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SIR JACKIE STEWART

GUEST EDITOR SPECIAL

The guest editor's TOP FIVES

"I'm often asked for my opinions on modern F1, in which I'm still deeply involved. The greatest drivers question is a popular one, too. So here, for the record, are my verdicts on the stars of 2011 and my biggest heroes of the past"

TOP FIVE OF F1 2011

We are currently in a golden era of Formula 1 with five World Champions on the grid. Sebastian Vettel might have run away with this year's title, but the level of competition throughout the field has been excellent. A list of the top drivers for the current season is always a personal one. However, this year five drivers have stood out from the rest for me. Here they are.

1 SEBASTIAN VETTEL

I think Vettel is the most mature 24-year-old driver that's ever been in Formula 1. To have achieved what he did last year and this, at 23 and 24 years of age, is incredible.

Last year he made that big mistake in Turkey when he tried to get past [Red Bull team-mate] Mark Webber. His head jumped out of gear in that race. The overtake was going to be achievable, but it didn't have to be there and then. He made quite a few mistakes in 2010, but to have suddenly matured as he has in one year and driven with such mind management is impressive.

This year his pace has been amazing, but I wouldn't have allowed anybody to get that close to me in Canada or Singapore – like Jenson Button did. Especially when he had such a commanding lead a few laps before.

I mentioned it to [Red Bull team principal] Christian Horner at the airport when we were leaving Singapore, and he gave me the impression that there was more to it than that. Apparently there were a couple of issues with the car that stopped him from keeping the gap to 10 seconds.

Vettel's my number one this season because of the maturity he's shown, the manner in which he has dealt with it all, and his dignity and style.

I do think he needs to broaden his vision, though. He's got a wonderful opportunity as a brand ambassador for Infiniti – he could do a Jackie Stewart with them and be there for 40 years. When we were at Stewart Grand Prix every driver was sent to a tailor so that they would look the part. He needs to start dressing the part, even if that may be in conflict with the casual feel of Red Bull. Fangio did it better than anyone else. I made a living out of doing that.

However, that aside, Vettel has done one hell of a job as a driver.





2 FERNANDO ALONSO

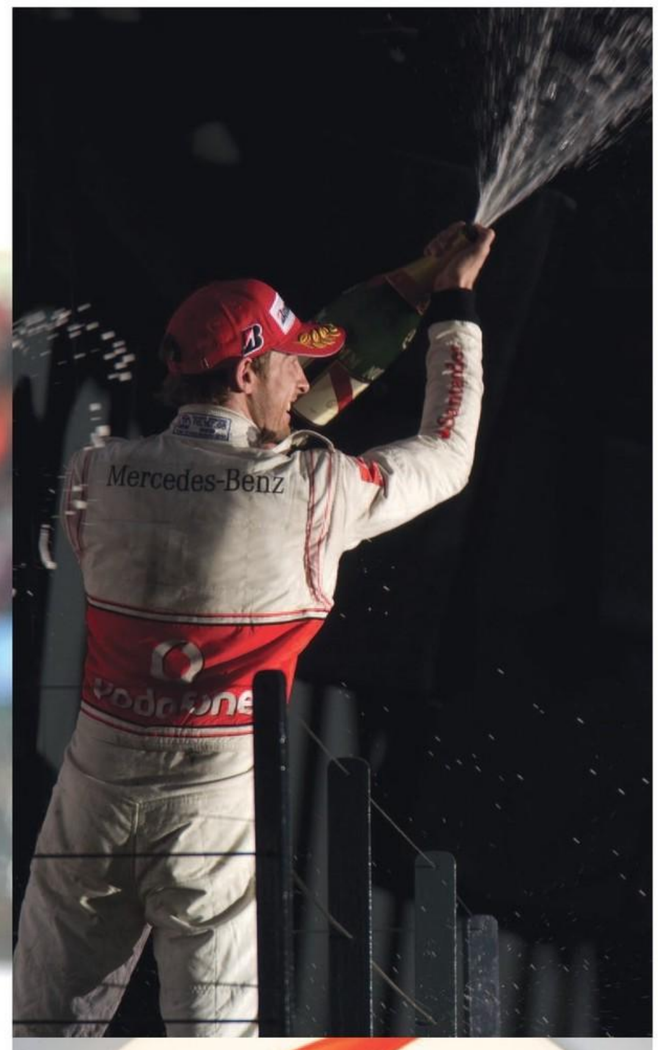
Alonso has got the best tool kit on the grid with regards to his knowledge and being able to do what he's done at Ferrari. Ferrari is not as competitive as they should be this year, and therefore he's had to hold them up.

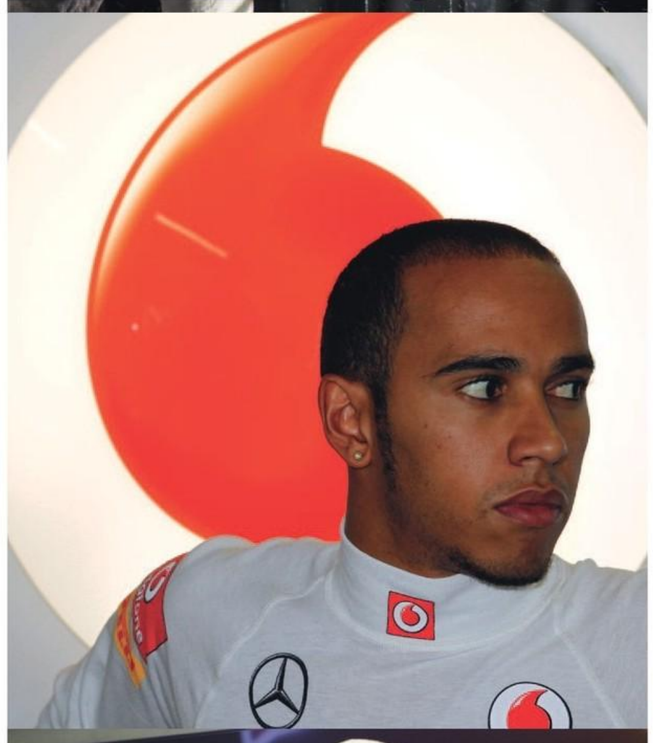
Felipe Massa's done well from time to time, but that's because he's had to try and keep up with Alonso. Fernando has brought that speed on. I have a high respect for his driving skills.

3 JENSON BUTTON

Jenson is the neatest of drivers. He's got less steering angle going into and out of corners than any other driver. His driving style is also very smooth. When you watch the on-board footage you're seeing a man driving well within the capacity of the car and not stretching the elastic. He's much like Prost or Fangio in that respect. To be a really great driver, you've got to do that.

Button has a great many other skills, too. Sometimes I've questioned whether he's got the absolute speed, and you need that to get the job done, to complete the overall package. But the skills that he does have are so good that when they work, like they did in Australia last year and in Montréal in June… Well, races like that were really beautifully driven. Jenson won them both brilliantly.







All images LAT

4 LEWIS HAMILTON

I put Lewis in fourth before I went to Singapore, but it could have been Webber here.

Hamilton came into F1 with the best team and car in the world, and he very nearly won the championship. Nobody's ever done that; you don't usually get into the best team like that. Alonso went to Minardi and Ayrton Senna went to Toleman, for example. Lewis was hugely privileged and the next year he did win the championship. I don't think he drove as well then as in 2007, incidentally.

Since then I don't know what's happened to his driving. He's still got the speed, but I cannot understand why he makes mistakes so often. None of the great drivers had collisions. The only two people now who have been doing that regularly are Michael Schumacher and Lewis. You can't have that many collisions and be right.

Lewis nearly had an accident going out to qualify in Singapore! I could *not* believe that. There's no manager, no coach, nobody saying 'what *are* you doing?' And nobody on the horn saying 'for God's sake get your head together'.

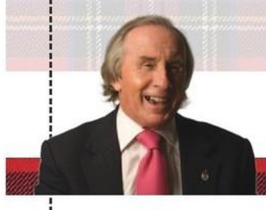
Making a decision like that in qualifying is beyond my comprehension as a racing driver. Even as a young driver I wouldn't have done that. I would've been frightened to damage the car! It would have been against my reputation, and for him to say 'if I've got to change my way of driving I'm going to retire', well, it's ridiculous. Everybody has to learn, to develop, to finesse and polish their skill. At the moment there are too many occasions when that's not happening.

I've put Hamilton in fourth because of his speed and there was a time when I admired his skills of overtaking. But the attempted pass he made in last year's Italian Grand Prix, going into the second chicane with Massa… Even a blind man wouldn't have gone there.

How can somebody that good make such blatant errors of judgement or believe that everybody is going to move out of their way? Michael thought that on a regular basis and he had a belief that he could bully somebody into moving over, but it's just not true.

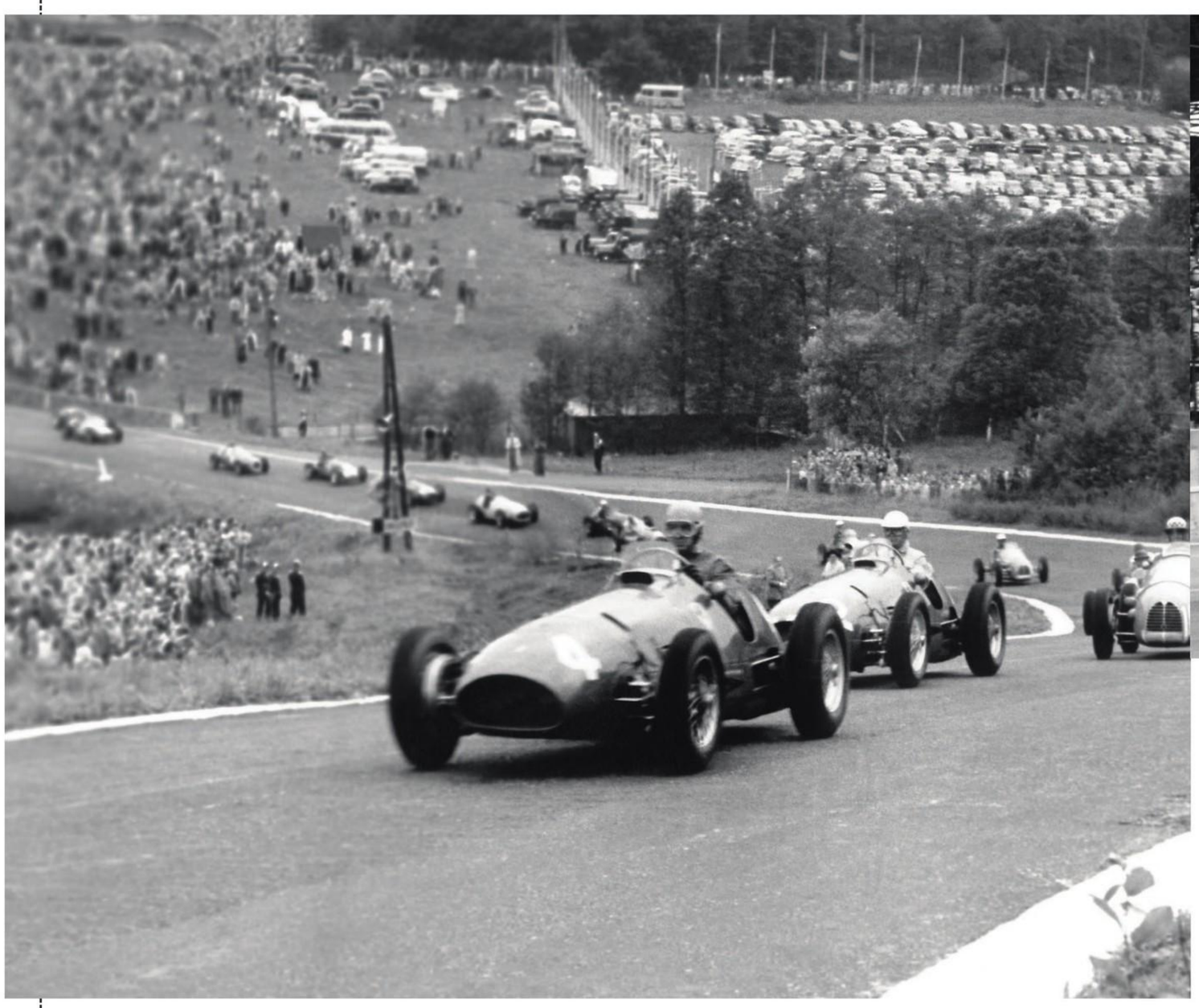
5 MARK WEBBER

As I said, I could have put Mark in Lewis's fourth place this season. I think Webber is actually a cleaner driver. Whatever's happening at the starts, I do not know. I don't know whether it's him or if it's a systems problem. It happens every time. He gets the revs right and then you hear them dip. I thought it sounded like a systems failure to me, but I can't believe that happens every time. ›››



SIR JACKIE STEWART

GUEST EDITOR SPECIAL

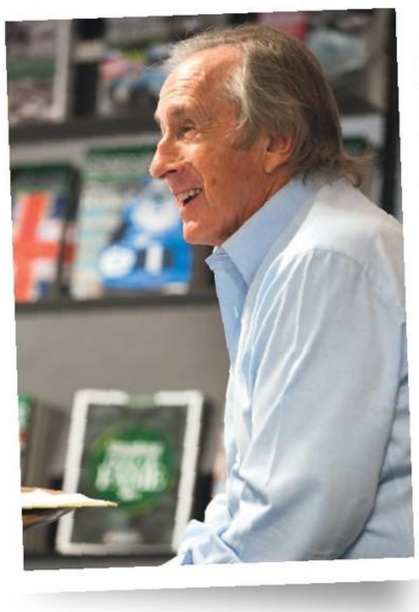




TOP FIVE OF ALL TIME

In my top five drivers of all time I don't have Ayrton Senna and I don't have Michael Schumacher. I'm sure everyone will ask 'how can you not have a man with 91 Grand Prix victories in your top five?'

Well, I don't think he was ever a *great* driver. He was very good at putting together the right people to find a winning combination. And that combination was a product that was almost unbeatable. But sheer driving skill? He's not up there with the likes of Fangio for me.



With my dyslexia I can't remember huge amounts of history, but I do when it comes to motor racing. I get disappointed when I hear about modern racing drivers not having any interest in the past. The one thing about history, and the one thing about knowing a bit of it, is that you learn from it.

I think if you're going to be a racing driver, there should be something in the contract that has you go back and see what other people have done in the same window of time as you are expected to deliver in. You'll see how Ascari won all those races in one year, how Fangio coped with coming to Europe at 39 years of age, and then having the savvy to step from one car to another.

Things like that are lost by a lot of people and it's a shame because it's their sport now. It would be nice for them to have some knowledge about what has gone before.

Picking your top five drivers of all time is never going to be easy, but with my knowledge of the history of the sport, here's who I have chosen. They are listed in no particular order because I don't believe there's any point in rating drivers of different eras against each other.

ALBERTO ASCARI

He only won 13 Grands Prix, but then he only competed in 32, and when you consider that he won every Grand Prix from the Belgian GP on June 22 1952 to the same race the following year on June 21, that's pretty impressive!

He looked the part as well, even if his crash helmet was somewhat unattractive! Jenks used to say that Ascari was actually quicker than Fangio. I mean, put him where you want, but he did all those races without losing a Grand Prix. He had complete command.

JIM CLARK

Jimmy was the best example of how you should drive a race car. If I was any good it was because I understood Jimmy on and off the track.

We shared a flat in Balfour Place, London, owned by John Whitmore. We called it the Scottish Embassy. We had a bedroom each, but Jimmy had the bigger room because he was busier than I was! Helen and I stayed there a lot with Jimmy and a variety of young ladies…

He was such a clean driver. He never went off the road and when you raced against him – and I did *race* against him in F2 – you always knew where he was going to be. He was never where he shouldn't be and he never tried to block you. Nobody did in those days really – it was only the guys who didn't look in their mirrors.

Jimmy was the cleanest, tidiest, most gentlemanly driver. He had the same kind of dignity as Fangio, but Fangio had more charm to the outsider. Jimmy had charm, but he was so shy and almost introverted.

For me, Jim Clark is still a legend.







All images LAT

ALAIN PROST

Prost was one of the best drivers I never raced against. When he was in F1 it was the beginning of the on-board camera, and he was so good to watch, he was just such a clean driver. He really was the Professor.

At that time he was the best, better than Senna I think. He used the car less than Senna, he never over-drove and he made unbelievably few mistakes. That was the way to do it.

JUAN MANUEL FANGIO

Fangio usually had a one-year contract, but he knew his prowess, he had confidence and he drove in a manner that was full of style. There's that wonderful video of him driving the Maserati 250F around Modena and he just looked so in command.

When I was a wee boy and went to Silverstone in 1954 he looked in total control all the time, even if he was hitting the corner-marker barrels with his streamlined Mercedes! He was my hero of all the drivers. The manner and style in which he drove and the speed were all so good. He had what it took.

If Fangio went to Maserati it was because Maserati had a good car. I understand Enzo Ferrari didn't like him because he left Ferrari. He couldn't accept it – I mean, who would leave Ferrari? Who would have the balls to leave Ferrari? Well, he had because he knew Maserati had a better car, and he was right.

When the Mercedes came along he saw the logic in that move, too. He stayed with the team and became president of Mercedes Argentina. For me, he was the greatest driver of all time.

STIRLING MOSS

Stirling was my hero. I've said it before, but Stirling walked like a racing driver should, talked like a racing driver should and looked like a racing driver should. He was boisterous, he liked the girls and he wasn't shy about it. Most importantly, he drove effortlessly.

If he lost adhesion it was in unison, he was so neat and tidy. There's that video of him at Monaco going through the Station Hairpin, as it was then, and the thing would get out of shape but only for a short period, because he knew he couldn't keep it out before he changed direction. He knew what he had to do in a completely natural way.

I think Stirling's only fault was that he should have driven better cars for better teams. It's a weakness he never overcame. I understand he used to get a kick out of beating the factory teams when he was driving Coopers and Lotus 18s. That's fine, you can do that. He should have known he was good enough to drive for the top teams, though.

When Stirling went to Mercedes he did the right thing, but he should have driven a works Ferrari or Maserati properly long before 1955. Then again, those drives weren't offered, which is why the family bought a 250F for him for '54.

To be running around in HWMs, Connaughts, Cooper-Altas... It's very British, but he was such an important driver that he should have won more Grands Prix. Sixteen wins is not that many. It was at the time because there were only so many Grands Prix. But it wasn't that – it was the fact that he would've had access to any team he wanted to drive for, and would have brought even more prestige to the nation, if you like.

The phrase 'Who do you think you are? Stirling Moss?' is still here, and I like that. He's still the same old Stirling!

Private View

A 'You Were There' special

It's clear from these shots why our contributor fell in love with motor sport at Mont Tremblant

Canadian Jim Blattman's love of all things automotive began when, as a 16-year-old, he persuaded his father to take him to the 1966 Player's 200, the Can-Am season opener, at Le Circuit Mont Tremblant. Montréal native Jim was hooked, and there followed a spell as navigator for a friend aboard an MGB Roadster in several local rallies.

The following year Jim saw his first Grand Prix at Mosport and also met aspiring racer Randy Fraser, who needed some help at meetings with his Triumph Spitfire. "Thus began my racing 'career'," says Jim.

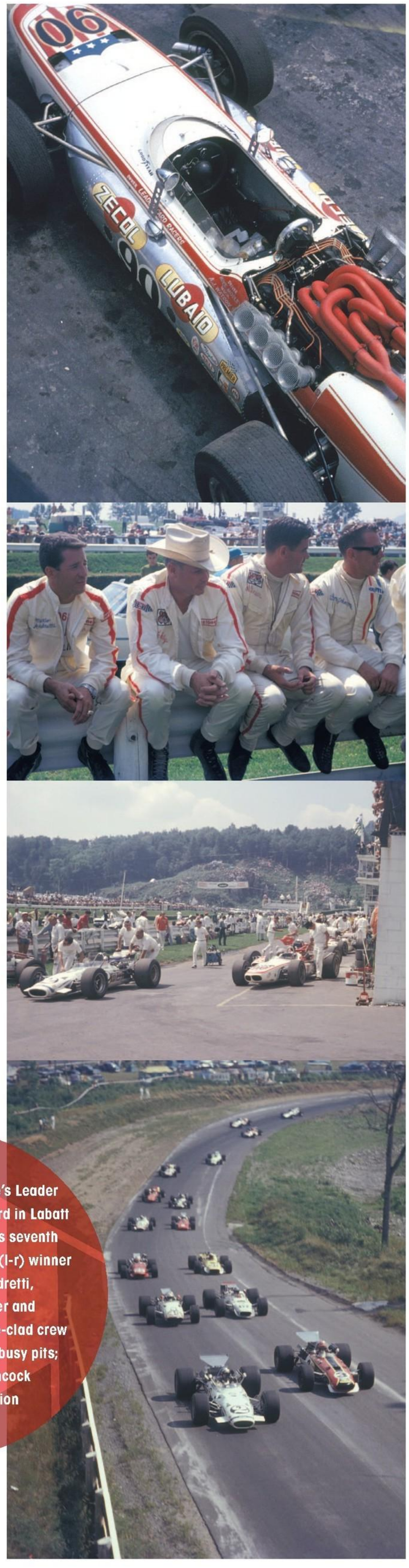
The Spitfire was campaigned in the Quebec-Ontario sports car series with some success and in 1969 Randy raced a Merlyn MkII Formula Ford in the regional series. "At our first race – a Can-Am weekend – Teddy Mayer sent two McLaren mechanics to set up our suspension as a return for a favour we had done," says Jim. "The car handled as if on rails…"

In 1970 Randy bought a new Brabham BT29 to race in the SCCA Continental Series and appointed Jim as crew chief ("I was the sole employee!"). They hit the road, travelling for 59 hours non-stop to the first round at Riverside in California, only for a blown oil seal to end their race after just four laps.

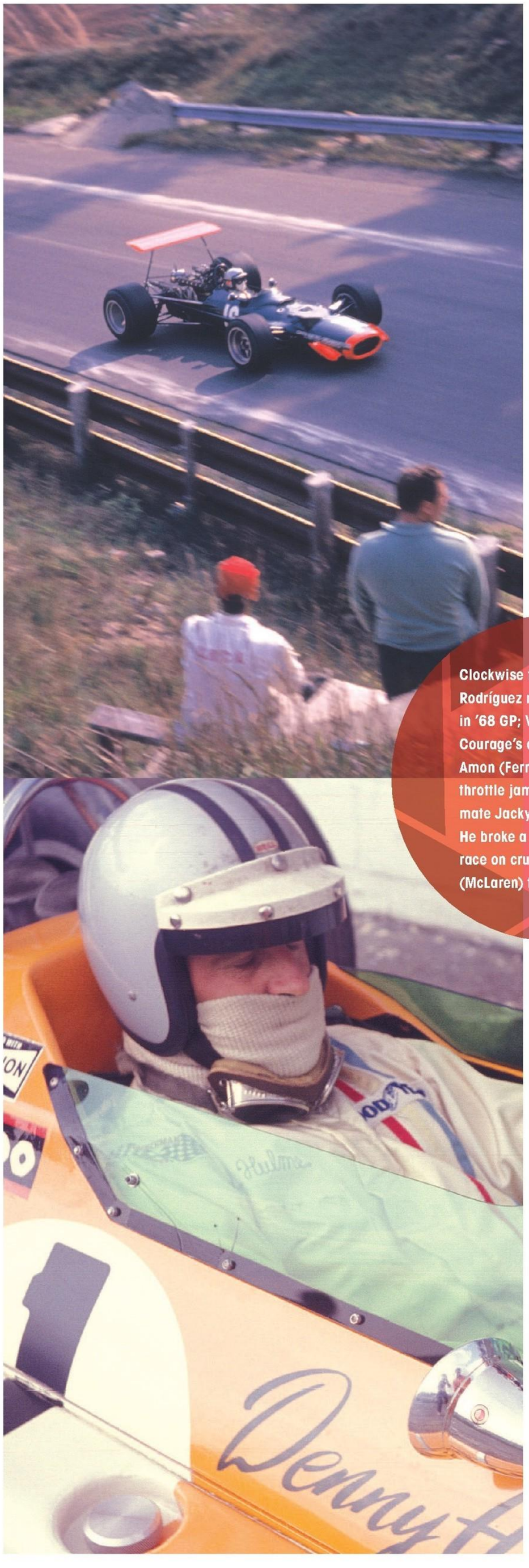
Afterwards Jim returned to Montréal, to a banking career and family life, but besides his mechanical skills he proved a handy photographer – as these shots from the 1967 USAC Labatt Indy race and 1968 Canadian GP, both at Mont Tremblant, demonstrate.

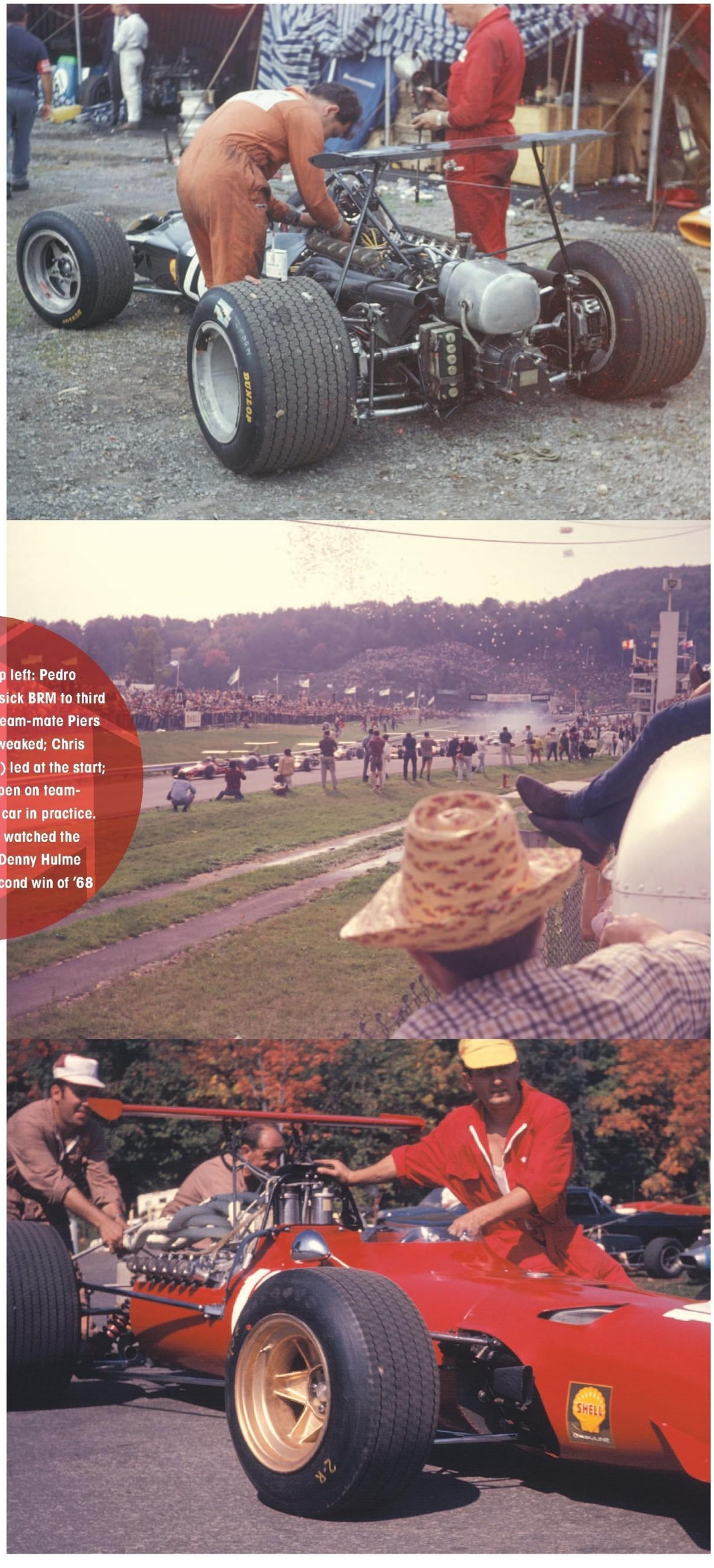
"These slides (and many others) have been sitting in an old box in the basement and I finally got around to sorting and digitalizing the contents," says Jim, who took the photos using an "ancient" Canon 35mm.

These days Jim is enjoying retirement in Ottawa, but in his spare time he teaches performance driving at the Calabogie Motorsports Park and still follows Formula 1 as well as the British Touring Car Championship. Ⓜ



From top: Jim Hurtubise's Leader Card Racers Watson-Ford in Labatt Indy race. Hurtubise was seventh in second of two heats; (l-r) winner of both heats, Mario Andretti, with Lloyd Ruby, Al Unser and Gordon Johncock; white-clad crew members ready cars in busy pits; Jim McElreath and Johncock head two-by-two formation





Clockwise from top left: Pedro Rodríguez nursed sick BRM to third in '68 GP; V12 in team-mate Piers Courage's car is tweaked; Chris Amon (Ferrari 312) led at the start; throttle jammed open on team-mate Jacky Ickx's car in practice. He broke a leg but watched the race on crutches; Denny Hulme (McLaren) took second win of '68

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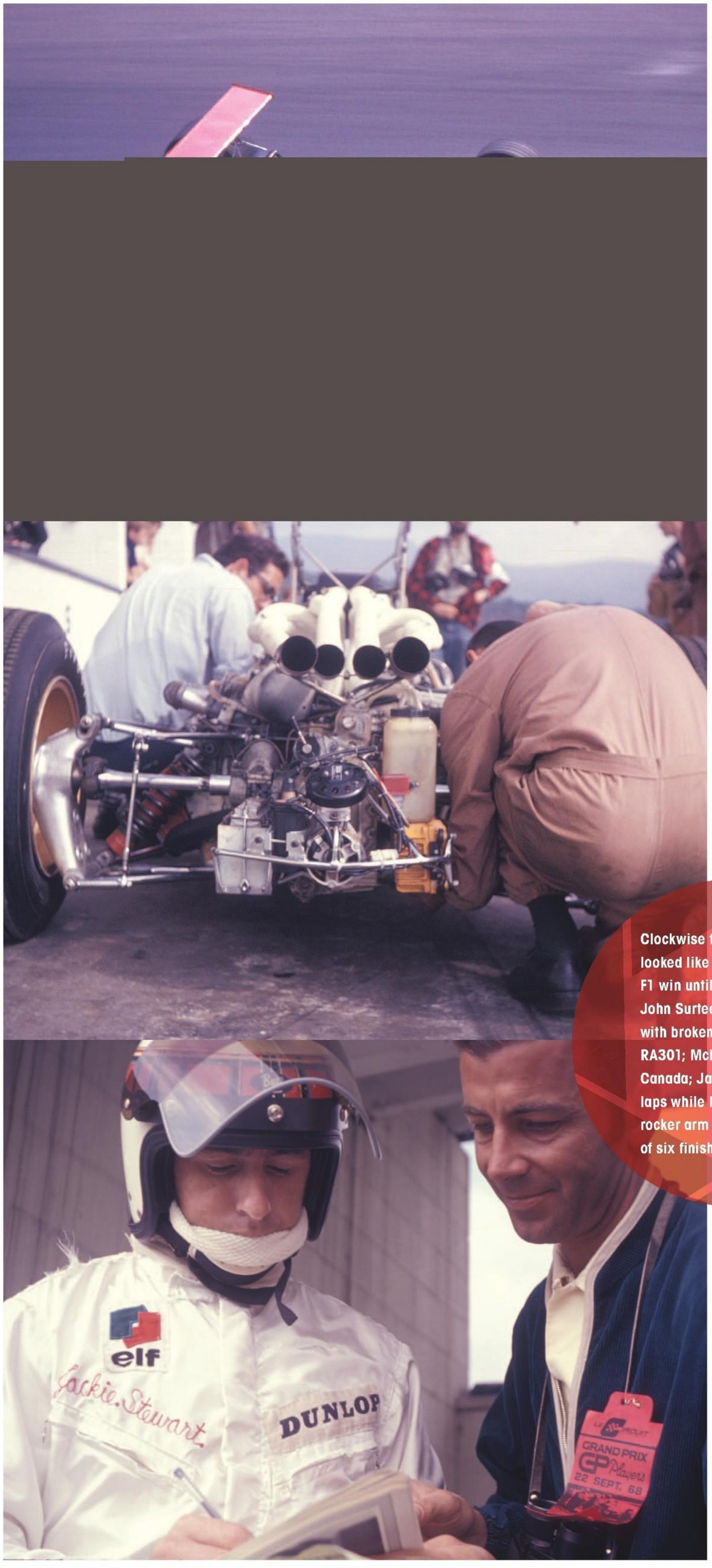
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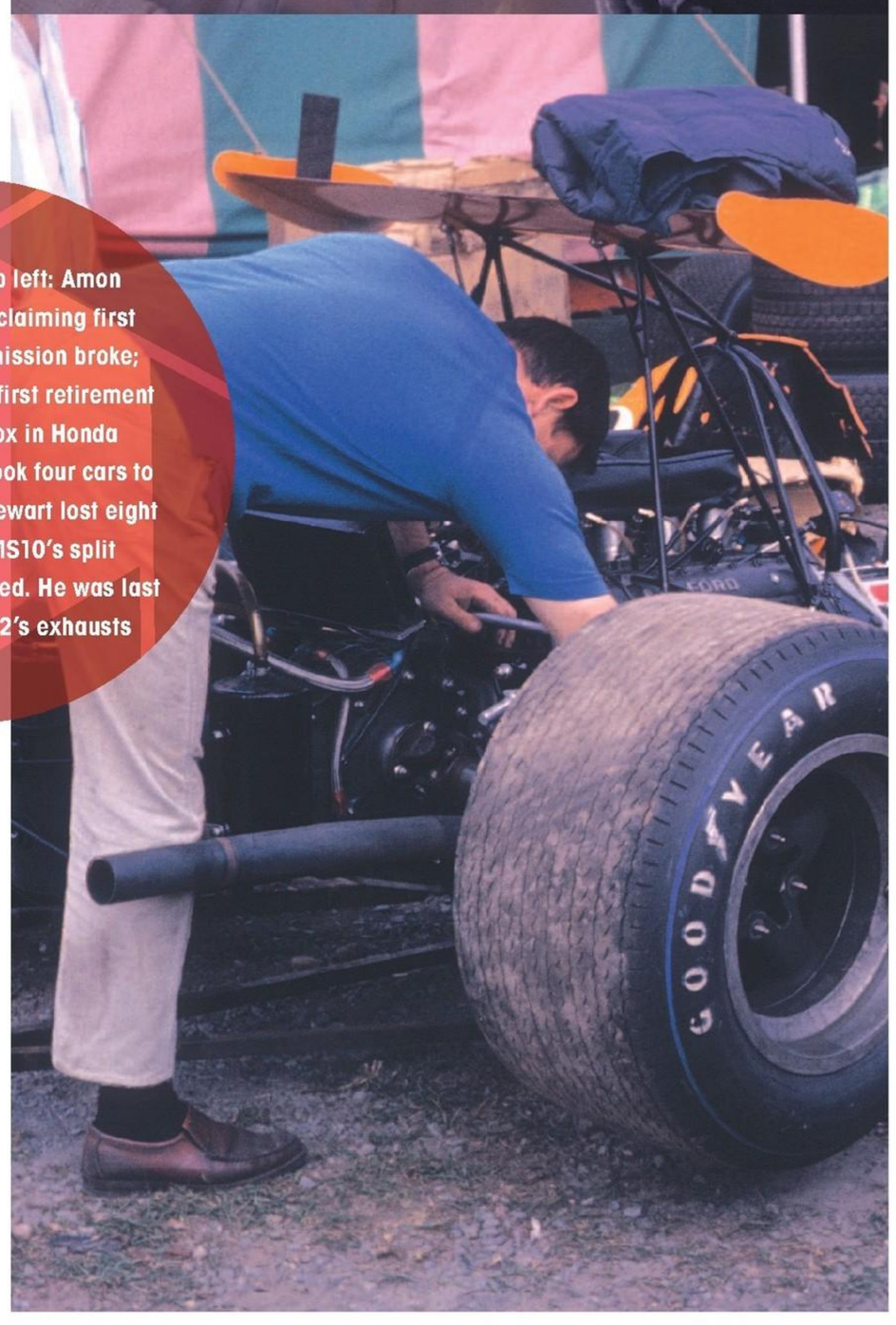
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Clockwise from top left: Amon looked like finally claiming first F1 win until transmission broke; John Surtees was first retirement with broken gearbox in Honda RA301; McLaren took four cars to Canada; Jackie Stewart lost eight laps while Matra MS10's split rocker arm was fixed. He was last of six finishers; 312's exhausts

Above: Stewart and Hulme pose for keen snappers. Jackie's Matra had its wing mounted direct onto the uprights, while team-mate Johnny Servoz-Gavin's was fixed to the chassis. Below: Courage's race didn't last much longer than his pursuer Surtees' – his BRM completed just 22 laps before its gearbox jammed in neutral

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Wing men Ben Bowlby and Duncan Dayton

Delta Wing takes flight

A prototype of the radical would-be Indycar and 2012 Le Mans racer will soon take to the track. Its creator explains how it could revolutionise motor sport and the automotive world beyond

BY GORDON KIRBY



Track testing of the revolutionary Delta Wing begins in December, with a plan to race the car at Le Mans next year and, if testing goes well, to debut it at the Sebring 12 Hours in March. Originally conceived as a 2012 Indycar, the Delta Wing was rejected by that series' 'Iconic' committee last July in favour of a new Dallara chassis. But the radical new car was quickly embraced by the American Le Mans Series and Le Mans organiser the ACO, and an announcement was made at La Sarthe in June that the Delta Wing will race in next year's 24 Hours as an additional 56th entry.

The ACO has created an extra grid slot for technologically innovative machines to compete outside the conventional classes, and the Delta Wing is the first such car to benefit. "We have to applaud the ACO for having the foresight to create this opportunity for an entry like ours," says Delta Wing designer Ben Bowlby. "We believe this is a true automotive innovation which could be the catalyst for changing the way people look at not only racing car design, but automotive design as a whole."

The prototype Delta Wing was built during the summer at Dan Gurney's All American Racers in Santa Ana, California and will be run by Duncan Dayton's ALMS championship-winning Highcroft Racing team. American Le Mans Series founder Dan Panoz is a consultant to the combine, which calls itself 'The Project 56 Group', and ultimately Panoz is expected to build the first run of production Delta Wings at his facility outside Atlanta, Georgia. AAR founder Dan Gurney was the first man Bowlby asked to work on the prototype and it didn't take long for the legendary racer and his son Justin, AAR's CEO, to agree.

"After looking at the project and the technical aspects of the car, Justin and I didn't hesitate for a moment," says Gurney. "I have a lot of curiosity and when I first discussed this car with Ben I listened closely and tried to shoot holes in what he was saying, but found I wasn't able to. I believe the targets and predictions are valid. The people here at AAR are all excited about it. I think it will appeal to a lot of people globally."

The Delta Wing is unlike any racing car we've seen. To many, it looks more like a Land Speed Record car, with the front wheels placed together within a long, narrow nose and a complete absence of wings. It generates downforce entirely from its underwing, which is controlled by a Gurney Flap, and has an aeroplane-like vertical stabiliser.

Bowlby's aim was to design a car that will make the same lap times as a contemporary Formula 1, Indycar or Le Mans prototype but with half the horsepower, half the weight, half the drag and half the fuel consumption. The Delta Wing weighs 475kg, will run on specially designed Michelin tyres and will be powered by a 1.6-litre, four-cylinder turbo engine.

Bowlby's career began while at college in the UK. In 1985 he built a motorcycle-powered 'special saloon' with an aluminium monocoque and composite body. While studying for his engineering degree he then built and raced his own Bowlby clubman's car. After graduation he was hired by Lola Cars where he became chief designer in 1997, before moving to Chip Ganassi Racing in 2003 where as technical director he worked on its three-pronged NASCAR, Indycar and Grand-Am campaigns.

To properly explore and define the parameters for the Delta Wing, Bowlby tried to reach as wide a pool of information and resources as possible. "We talked with many engineers in IndyCar and elsewhere," he says. "We discussed our ideas, got input and looked at the different areas of opportunity. It was really about, 'If we threw the rule book away, what could we do?' We met with [General Motors' safety expert] Dr John Melvin and talked about if we had a clean sheet of paper what would we do with the positioning of the driver? We took in many different sources of information to pull this thing together."

The Delta Wing's aim was to rewrite the rules and efficiency standards for motor racing in the 21st century. "We tried to make a car that had clean lines and was appealing to the eye," says Bowlby. "But this wasn't a styling exercise. To use a well-worn phrase, form follows function. Nothing on this car is there to look cool. It's about creating the most efficient, best-handling racing machine we could come up with."

Bowlby and his team of engineers had not intended to come up with such a radical design. "We didn't set out to create a car with a narrow front track, wide rear track and 72.5 per cent rear weight distribution," he says. "We set out to produce a modern, efficient, relevant, hi-tech and low-cost racing car that had the latest in safety and accident prevention built into it as well as longevity, recyclability and modern materials. Our goal was to integrate all of these aspects into the car.

"The car's shape came from realising that if we truly wanted to make a real improvement in efficiency, with a halving of the fuel burn, then we needed to reduce the drag dramatically. We had to halve it in gross terms and we actually went a little further. In order to get our power-to-weight ratio we had to halve the weight





Highcroft plans to race the car at Sebring. Above: guess the tyre supplier...

because we were going to have half the power. We realised that we had to enclose the wheels to reduce the aerodynamic drag of the exposed rotating wheels."

One of the goals was to produce a car that is more capable of running in close quarters with and able to pass other cars. "We had to get rid of the front wings because they were far too sensitive in terms of angle of attack and interaction with the underbody," says Bowlby. "That interaction between the wings and the underbody is a big part of the reason why it's so hard to overtake when you're in the turbulence from cars in front and behind."

The first trick was to substantially reduce the Delta Wing's overall drag coefficient. "The wheels currently account for 54 per cent of the drag of a car at Indianapolis," explains Bowlby. "That led to the Delta Wing concept where we had a narrow front track and wide rear track. We did some simulation experiments and to our great surprise the vehicle dynamics were incredible."

The more Bowlby and his team looked at the concept the more they realised it would not only accelerate much quicker but would also be more stable under braking. This is the opposite of what conventional wisdom might suggest, but such lessons were learned by aircraft manufacturers more than half a century ago during World War II.

"We discovered that if we had the weight more rearwards," explains Bowlby, "then in a straightline competition we could out-accelerate the current Indycar because more of our weight is on the two rear tyres which are powered. That gives us greater acceleration capabilities. Under braking we found we had created a unique condition – in racing car terms – where more than 50 per cent of the braking came from behind the centre of gravity. Normally, that amount of braking comes from in front of the centre of gravity, and that's an unstable condition where you have to be terribly careful not to lock the rear brakes."

Another key component in Bowlby's thinking was to link the Delta Wing's basic parameters to the automobile industry's ever-increasing search for more efficient engines and overall designs. "We identified trends in the automotive industry and global social trends towards higher efficiency and reduced waste," he says. "This is where racing is relevant in producing the more efficient cars that the automotive manufacturers are committed to."

The most common question about the Delta Wing is how will it turn effectively without suffering from serious understeer? But Bowlby points out: "By having the weight rearwards we've unloaded demand on the front tyres. They only have to manage a very small percentage of the mass of the vehicle and have a large leverage on the centre of gravity."

Bowlby says the Delta Wing will generate most of its downforce through the underbody. "Downforce is created by a simple shape underneath the car. It's a venturi that creates low pressure pretty much under the car's centre of gravity. It is not sensitive to ride height changes or pitch angle, so you've got a consistent downforce area."

Without the need for a rear wing to generate downforce or provide aerodynamic balance, the Delta Wing uses a vertical tail fin to aid directional stability. "With the weight rearwards we wanted a high degree of yaw stability to increase the envelope a driver can explore in the middle of a turn, so we moved the lateral centre of pressure back to give ourselves an appropriate stability margin, known in the aircraft world as a 'static margin'. That means that when the car is in yaw you don't have a destabilising moment, or torque, that tries to create more oversteer.

"It's like the feathers on a dart. You have to put lateral force components far more rearwards on the bodywork than we have. In gross terms the aero balance puts around 77 per cent on the rear of the car. We'll use the mechanical solution of the torque vectoring or torque steer of the diff to alter the balance, which will be completely unaffected by the proximity of another car.



Wooden mock-up and driver cell during construction at AAR

"It's a departure from the traditional race car development path"

"The electronic differential is an exciting area. Rather than being a passive device that's inconsistent and temperamental, it becomes your ally. It's a balance-adjusting, driver-adjustable tuning device."

Bowlby says improved safety is a keystone of the Delta Wing, thanks to its revolutionary aerodynamic parameters and lighter weight. "One of the nice things about a light car is you don't have as much energy to absorb."

The driver is located 20 inches further back and sits in a more upright position than in any recent F1 or Indycar. "The driver's spine is closer to being vertical. This is important for surviving heavy front or rear impacts without putting too much strain on the spine and neck and causing basal skull fractures."

To further improve driver safety, the team has incorporated a new and much more crushable polypropylene composite material called Tegris into the chassis, which Bowlby says is less likely to rupture than conventional carbon fibre. "Tegris is a fully recyclable, low-cost material with high stiffness, extraordinary strength-to-weight ratio and enormous energy-absorbing properties."

Duncan Dayton, whose Highcroft team won the ALMS in 2009-10, believes the Delta Wing has the potential to be one of the most significant developments in motor racing in 50 years. "It's such an interesting departure from the traditional race car development path and is highly relevant to the future. The world is focusing on efficiency and green technologies in an attempt to achieve sustainability, and this project will help promote that cause throughout the automotive industry."

Dayton admits it will be difficult to get the Delta Wing built, tested and ready to race in under a year. "We're hoping to race the car at Sebring but the timeline is very short. The car probably won't hit the track until December. We've pencilled in 22 test days before Le Mans. That's an appropriate number, but obviously a lot of things can get in the way of doing that. But that's what we're shooting for; it would be great to get a good run in competition before we have to take it to Le Mans."

ALMS boss Scott Atherton says he would like to see the Delta Wing race regularly in next year's series following its Le Mans debut. "I think there will be a lot of interest in watching how something so radical can work so well," he says. "Next year is the 80th running of the Le Mans 24 Hours and there's no question in my mind that if the Delta Wing is there it will be the story of the race." And the beginning of a revolutionary motor racing adventure.

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Lunch with...
HANS STUCK



As the son of a pre-war Auto Union ace, racing was in his blood. Today, 'Junior' is a cult hero in his own right

BY SIMON TAYLOR



It's intriguing how often sons of racing drivers become racers themselves. In Formula 1 Nico carries on the work of Keke, as did Jacques for Gilles – although so far only Damon and Graham have achieved a World Champion son of a World Champion father. Sometimes grandsons follow to make a third generation, or brothers and cousins. The remarkable Andretti and Unser dynasties spring to mind.

In the campsites around the Nürburgring Nordschleife, they'll tell you about *Die Stuckrennfahrerdynastie*. Hans Stuck von Villiez drove for Auto Union in the 1930s, winning Grands Prix and dominating mountain hillclimbs. Including the interruption of World War II, his racing career lasted 39 years. His son, Hans-Joachim Stuck, beat even that. When he hung up his helmet this year his cockpit time, covering F1, endurance racing, GTs and touring cars, had spanned 43 seasons. Now his two sons, Johannes and Ferdinand, are busy GT racers in Europe.

Hans-Joachim is known to the German-speaking world as Strietzel, an untranslatable nickname referring to a type of local honey-cake. At his christening an aunt exclaimed that the plump new baby looked just like a Strietzel. The plumpness left him early on – he became and still is a tall, rangy individual who often had difficulty fitting his height into tight cockpits. But the name remained. Although he has a place in Florida, where a close neighbour is former team-mate Derek Bell, his main residence is in Austria. It's a breathtaking mountain-top house he had built 10 years ago close to some of the Tirol's most fashionable ski resorts, made almost entirely of wood harvested from Porsche-owned forests in southern Germany. A central staircase curves around an immense tree trunk that supports the whole house, and panoramic windows on all sides reveal jagged peaks that march from horizon to horizon. That's where he welcomes me, once I have received the slightly grudging approval of his enormous Rottweiler/German Shepherd cross. He shows me historic photographs and trophies from his father's racing days, including a tiny working musical box in delicately worked filigree silver, part of the spoils of victory in the 1934 Swiss GP. The basement garage cut into the mountainside contains great cars from his own career, from his first BMW 700. Then we bump down the mountain in his runabout for the rough local roads, a Land Rover Defender.

Lunch is in a village *gasthof* where his banter with the owner shows they are old friends. He takes only a small plate of thinly-sliced raw steak and apple juice. His conversation is machine-gun rapid, punctuated by uproarious laughter and realistic car noises as he reloads



James Mitchell

with the next anecdote. Even in the already straight-faced world of 1970s F1, with Stuck a practical joke was never far away. His fellow German Rolf Stommelen was, says Hans, rather serious. "On a race weekend while he was having dinner, a group of us stripped his hotel room. Took out all the furniture, the bed, even the light bulbs, rolled up the carpet. Hid it all away. When he and his lady go up to bed they open the door: only bare floorboards." Snorts of laughter between gulps of apple juice.

In the 1920s the young Hans Senior had a farm south of Munich. The farm's milk was sent into the city every day by train, but Hans realised profits would be better if he delivered it himself. "He got an ancient Dürkopp and drove it like a maniac to Munich every morning. His friends teased him about his old car, so he bet them he could drive up a steep local mountain pass, »»»

backwards, faster than they could in their cars, forwards. He switched the gearbox around so he had one forward gear and four reverse gears, and he won the bet. So he got the taste for car sport, and he started to do hillclimbs seriously."

Noting his success, Austro-Daimler put him in a works car. For them he won a string of hillclimbs and championship titles, and embarked on a circuit career. Then Austro-Daimler pulled out, so Hans bought an SSKL Mercedes, hurling the big car up the hills he now knew intimately and becoming 1932 Alpine Champion. He also shipped it to South America and won the Brazilian Hillclimb title.

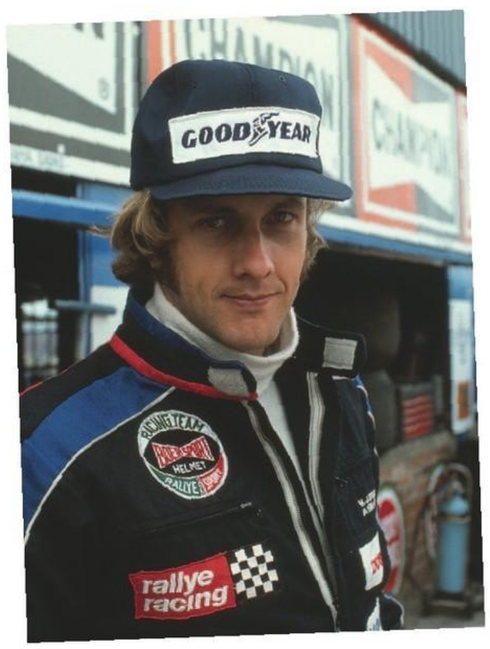
Stuck had got to know Austro-Daimler and Mercedes designer Ferdinand Porsche, and when Adolf Hitler came to power in 1933 Dr Porsche was ordered to outline his plans for a world-beating Grand Prix car – a rear-engined, 4.4-litre supercharged V16. Stuck was present at the meeting, and was the first to test the new P-Wagen. In March 1934 he set world speed records at AVUS, and in July at the Nürburgring he scored Auto Union's first major victory in the German GP. The next day he was obliged to drive the winning car on the public roads from Berlin to the Auto Union factory at Zwickau: schools were closed and thousands lined the route to cheer him. He went on to win the Swiss and Czechoslovakian GPs, and would have been European Drivers' Champion had such a thing existed. He also powered the difficult V16 monster, with its rear swing-axles, up the steep, narrow passes of his beloved hillclimbs, winning another Mountain Championship.

The funds set aside by the Third Reich for motor sport domination were split between Auto Union and Mercedes-Benz. According to the late Chris Nixon's superbly-researched work *Racing the Silver Arrows*, Alfred Neubauer of Mercedes offered to double Stuck's retainer if he would swap teams. Stuck talked the proposal over with his friend Rudi Caracciola, who as the star of Mercedes not surprisingly persuaded Hans to stay put. But, while Stuck was the only one of Auto Union's 16 drivers to remain with the team throughout their six seasons' racing, he would never again experience the same level of success. He won the 1935 Italian GP at Monza, was second in the German GP to Nuvolari, and led at AVUS until a rear tyre exploded at 180mph. In 1936 he had big accidents at Pescara and at Monza, and in 1937 his best finish was second to Hermann Lang at Spa. In hillclimbs he continued to dominate, but at the end of 1937, by which time the brilliant Bernd Rosemeyer was Auto Union's new star, he was fired.

Stuck's own explanation for this was that he allowed Rosemeyer to see his contract. Rosemeyer felt he was being underpaid, and asked Stuck's advice. Each Auto Union contract contained a clause forbidding the signatories from discussing it with anyone else, but Stuck, sympathising with young Bernd's plight, told him he was going out for a walk, and hinted where in the house his contract could be found. A few days later Auto Union finance director Dr Bruhn told Stuck that Rosemeyer had asked for more money, and he knew why. Stuck's contract was terminated.

A few weeks later Rosemeyer was dead, killed in a 270mph record attempt on the Frankfurt-Darmstadt autobahn, and soon Stuck was back in the team. He was third in the German GP, and was lying second to Nuvolari at Monza when his engine failed. And he was European Mountain Champion again. But there were no more race wins up to the outbreak of war.

When peace returned Stuck raced an 1100cc Cisitalia, and built the AFM F2 car with Alex von Falkenhausen, working in the garage of Stuck's house in Garmisch. He was third in the 1950 Solitude GP, but once again there was more success on the hills. He raced a Porsche Spyder in South America, winning on the new Interlagos track, and in '57 he started a relationship with BMW. He took class wins in its elegant but heavy sports car, the 507, and in the little 700 coupé he claimed the German Hillclimb title at the age of 60.



In 1948 Hans had married his third wife, Christa-Maria. Their son Hans-Joachim was born in 1951. "I wouldn't have been interested in cars without my father. When I was a toddler I would hang around the garage while my dad and von Falkenhausen worked on the AFM. One day they couldn't find the small spanner they needed to adjust the valvegear. They searched high and low, but in the end they put the bonnet back on, started the car up – and *Wheee!* this little spanner shot out of the exhaust pipe. I was in a world of my own, and I'd pushed the spanner into the exhaust, thinking I was helping to prepare the car. When I went with him to his races and hillclimbs, I got the smell, I got the infection, and from then on my only target was to be a racing driver.

"My father taught in the race driving school at the Nürburgring, and I was just nine years old when he first let me drive a couple of full laps in one of the school cars, seat right forward, sitting on a cushion. After that I did a lot of laps. Another instructor was the BMW tuner Hans-Peter Koepchen. When I was 18 he said to my father, 'I've watched your lad. I want to put him in for a race.' My father was worried, he knew a racing driver's life can be very hard with injuries and money, but it was too late already. There was a 300km single-driver race on the Nordschleife, and I did it in a Koepchen 2002, no seat belts, no overalls, just shirt and jeans and open-face helmet. I already knew the track, every kilometre. But each time I went over a big jump the throttle cable came undone. I had to keep stopping to reconnect it, but I still finished third in class. Then Koepchen put me in the Nürburgring 24 Hours with Clemens Schickentanz. We won it outright. It was so different in 1970: no catering, no motorhomes, nowhere to change or shower, no girls to massage you. The state of the art then was sitting on a camp chair in the old pits for 24 hours, eating chips and drinking Coke."

> "I was nine when I first drove at the Nürburgring"

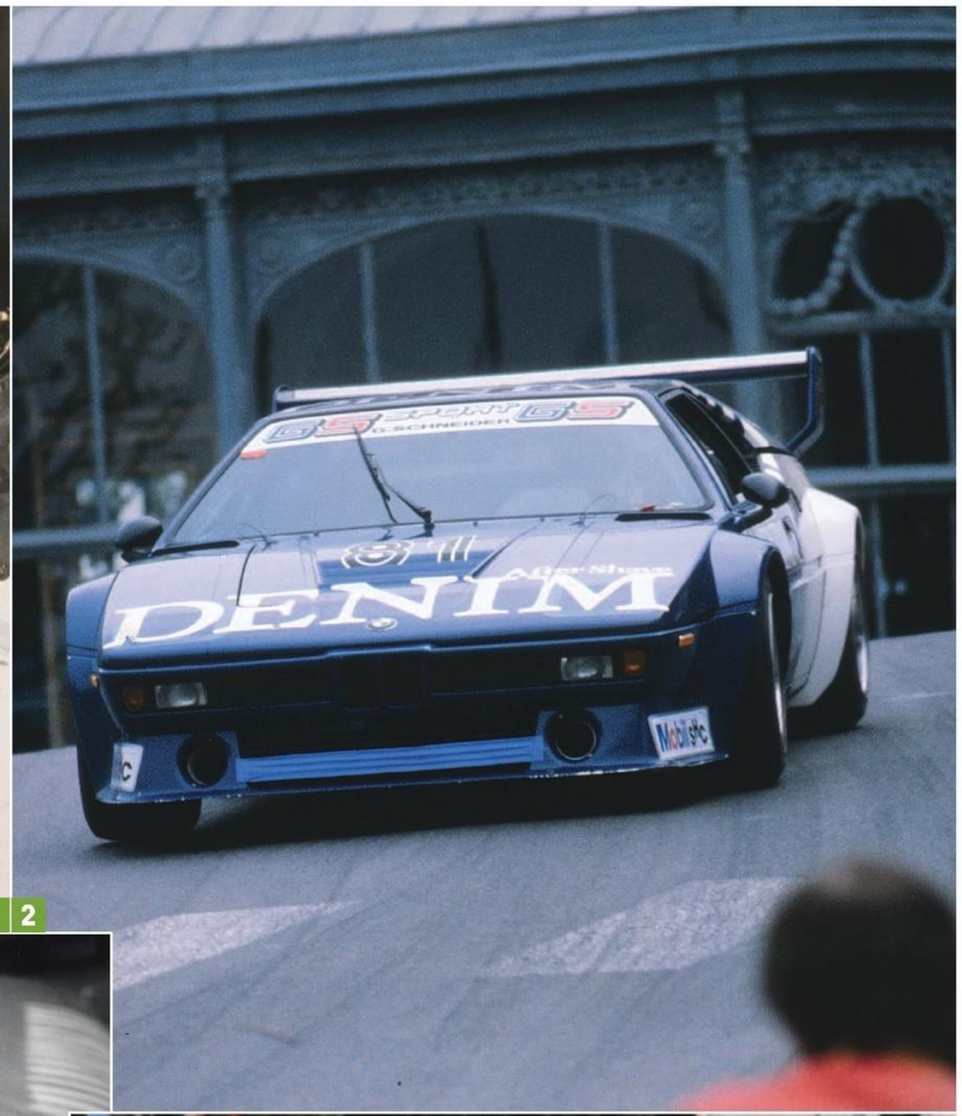
Hans also sampled the hillclimbs at which his father had excelled. "They were fun weekends. When you stand around for 15 hours and do five minutes of racing, there is plenty of time for funny stuff. And it's good training, because in a race, if you make a small mistake, you can recover. In a hillclimb, if you make the smallest error you can never get the time back. You have to be very precise, starting on cold tyres, trying to memorise the track. Some drivers would sneak out in their road cars on Thursday and Friday to do extra practice. They'd paint black bars on the white reflector posts by the road, braking points, two stripes for second gear, three for third. So when it got dark we'd go out with white and black paint and change them all, removing some stripes, adding others."

More and better touring car drives began to come his way. In 1971 he scored wins in BMW 2800, Simca 1100 and Opel Commodore. He nearly had a second win in the Nürburgring 24 Hours, starting from pole and holding a big lead until, with an hour left, the engine blew. For 1972 Jochen Neerpasch, Ford of Germany's racing boss, signed him to drive the works 2600RS Capris. He and Jochen Mass won the Spa 24 Hours, and three more wins at the Nürburgring and a string of other victories earned him, at 21, the title of German Champion.

"For 1973 Neerpasch left Ford to go to BMW, and he wanted to take me with him. »»»



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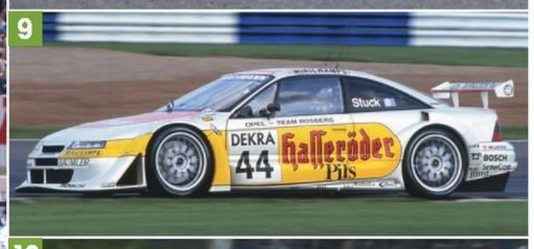
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[1] March co-founder Max Mosley talks to his driver in 1975, his second season in Formula 1. [2] BMW M1 Procar series was Stuck's favourite. [3] Chris Amon shared BMW 3.0 CSL at Le Mans in 1973. [4] Hans Stuck Sr, Auto Union GP driver and king of the long mountain climbs. [5] An unhappy season with ATS was Stuck's last in Formula 1. [6] & [7] Back-to-back Le Mans wins with Derek Bell (pictured) and Al Holbert were highlights in works Porsche 962s. [8] German GP at Hockenheim, the first of two podiums for Brabham in 1977. [9] Hi-tech Opel racer in 1996 International Touring Car series. [10] Final race: 2011 Nürburgring 24Hrs, sharing Lamborghini with his two sons, gave Hans an emotional racing farewell.

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He was one of the first to focus on how cockpit concentration is allied to physical fitness, and in January he summoned all the team drivers to fitness training in Switzerland – gym, cross-country skiing, weightlifting. Some of us weren't too sure about this stuff. Chris Amon was in the team, and he was anything but fit. We had to report to the factory in Munich and pick up brand-new BMW road cars, then drive to the hotel in St Moritz. Of course it developed into a flat-out race on those twisty mountain roads: eight cars started and only five arrived. Neerpasch was furious. I did the season with the CSL coupé, usually with Chris in the longer races. We won the Nürburgring Six Hours, but we had bad luck everywhere else. At Kyalami Jacky Ickx and I were leading the class, and a front wheel fell off. I came into the pits on three wheels and a brake disc, *Screeech!* They rebuilt the front corner, and we finished the race.



"I'd had my first single-seater race at Hockenheim in 1970, in an F3 Eifelland March, and I didn't enjoy it. I didn't fit in the car, and I got caught in somebody else's accident." A car spun mid-pack and several others piled in. Hans' March flew, landed on its nose between a post and a startled photographer, and caught fire. In 1971 he had a single F2 ride in an Eifelland Brabham at the 'Ring, but was taken off by Vittorio Brambilla. But in '73, with March now using the BMW engine in F2, Neerpasch organised with Max Mosley half a dozen rides for Hans. He didn't finish in any of them, but he ran near the front often enough, particularly at the 'Ring in the wet, to show he was comfortable in a single-seater now. "I stuck up above the rollover bar, I had trouble fitting my knees under the dash, and I had to cut the toes off my boots to work the pedals. Otherwise I was OK."



This led to a works March F2 drive for 1974. Then, days before the first F1 round in Argentina, Jean-Pierre Jarier walked away from his March seat and signed for Shadow. Overnight Hans was summoned to Buenos Aires to squeeze into the March 741. "I had never even sat in an F1 car before. My first try was in official Friday practice. I was going through a fast fourth-gear right-hander thinking, this is pretty good, and *Eeeeowww!* Niki Lauda's Ferrari came past on the outside. I was 10 seconds off the pace. So I went to see Carlos Reutemann. It was his home circuit, so I thought he was a good guy to ask. 'Excuse me, my name is Hans Stuck, and I am new to F1. Can you please tell me how to drive round this circuit?' We did 10 or 12 laps in his road car and he gave me a lot of good advice, which was very nice of him. On Saturday my times were much better, and in the race I was running 11th when the transmission broke."

At Kyalami Hans qualified seventh and finished fifth, and a month later he was fourth at Jarama, making his mark in what was at best a midfield car. In F2 he won four rounds and had three more podiums, but was pipped to the title by consistent team-mate Patrick Depailler. He was also scoring more wins in BMW's touring cars. In all, he did 31 events that season.

"For 1975 Teddy Mayer approached Jochen Neerpasch, who was pretty much acting as my manager now, to see if I could drive for McLaren in F1. But Jochen wasn't keen, because BMW were going to race touring cars in America, and he persuaded me that would be better: maybe I was wrong, but I have no regrets. I had a great time in the US, and my team-mate was often Ronnie Peterson.

"Ronnie and I got on so well. Our relationship was just perfect. But I knew if I could beat Ronnie's times I could ask Neerpasch for more money. So we just tore the cars up, like throwing bread to the birds. At Brands Hatch we shared a 320 turbo. After a couple of laps it started to rain and I lost it, chucked the car over the guard rail and into the woods. It was wrecked, bodywork gone, parts hanging off. I walked back to the pits and told Ronnie, and we jumped into our

road cars and drove away, Ronnie to his place in Maidenhead and me to Heathrow to catch an early flight home. Monday morning Neerpasch's secretary called: 'Mr Stuck, please come to the office at once.' I was living in Munich then, so I got there in 10 minutes. Jochen was sitting there, face as long as a metre. 'Where were you yesterday? They stopped the race because of the rain, we got the car back, there was only bodywork damage, we fixed that in minutes. We put the car back on the grid for the restart, and we had no drivers. You're lucky that both of you had left, because if it had been one of you he would have been fired. You're both fined 10,000 marks for leaving the circuit without permission.' I got straight on the phone to Ronnie. 'Listen, you won't believe this. This is the best story of all!'"

Hans continued to drive for March in F1 when his BMW schedule allowed. He qualified seventh at the Nürburgring, ahead of reigning champion Emerson Fittipaldi and eventual winner Reutemann, only for his engine to fail on lap three. Two weeks later, in the chaotic rain-sodden Austrian GP, he qualified fourth and ran near the front until he slid off into the fences. He did a full F1 season for March in 1976, finishing fourth at Interlagos and at Monaco. But the race he remembers most fondly that year is Watkins Glen. "I qualified sixth, but had a clutch problem at the start and got away almost last. At the end of lap one I was 23rd. By half-distance I was fifth, and that's where I finished, with Lauda's Ferrari and Mass' McLaren about five seconds in front of me."

In March the following year Brabham's Carlos Pace died in a light plane crash. "At once a lot of talk, who will be John Watson's team-mate? The flat-12 Brabham-Alfa looked like a winner, and the next race at Long Beach was less than two weeks away. Then Bernie [Ecclestone] calls me in. 'Do you want to drive for me?' Of course I say 'Yes'. 'How much do you want?' I say, 'Last year with Max I earned $80,000. I'm not a rich man, and I need to take care of my mum.' [Hans Stuck Sr had died, aged 78, a few weeks before.] At that moment the phone rings on Bernie's desk and he picks it up. 'Ah, Arturo. *Si*, *si*. How much? Thirty? OK, I'll get back to you. *Ciao*, Arturo.' Then he says, 'That was Merzario. He will race for me for $30,000, plus some money for the points. You want it, or not?' 'I'll do it,' I say. I sign the contract for $30,000, and five days later I'm in a Brabham-Alfa at Long Beach.

"The next month, after qualifying at Monaco, we're having dinner, all in a good mood because Wattie's on pole and I'm fifth on the grid, four-fifths of a second slower. And Bernie says, 'Now we're friends, I'll tell you something. In my office when we were talking about money, it wasn't Merzario on the phone. It was my secretary in the next room, I told her to call me.' That's Bernie.

"I always got along with him extremely well. When you work for Bernie he is very demanding, which is good for me: I'm always better when I'm put under pressure. That season there were some problems with the car and the engine, but I finished ahead of Watson in the championship. I was on the podium at Hockenheim and Zeltweg, and in the points at Jarama and Zolder and Silverstone. Then at Watkins Glen I qualified on the front row. Before the race Bernie said to me, 'Next year Lauda comes to us from Ferrari, and Parmalat are our new sponsors. Parmalat only want winners. You win this race, and you'll stay with me.' John Watson had only won one Grand Prix then, and Bernie had to choose between us for 1978.

"It was raining hard when the race started. I out-accelerated James Hunt's McLaren, which was on pole, and pulled out a good lead. I felt very comfortable. Then on the third lap the clutch cable broke. But it wasn't a problem because gearchanges were easy without the clutch if you got the revs right. Then the rain stopped, the track started to dry, and I began to think I'd have to stop for slicks. How could I get out of the pits without a clutch? While I was trying to work that out I slid off the road and into the barriers. *Babaaam*. That was that. For 1978 Brabham had Lauda and Watson.

"So I went to Shadow. Not a great season, I only scored points at Brands Hatch, but my team-mate was Clay Regazzoni. A fabulous guy, good driver, very fast, we had some great fights. He had the right mentality, and we both liked to have fun. When he arrived at a circuit for a Grand Prix, his first question was never, 'Where is the car?' It was always, 'Where are the girls?'

"For 1979 I joined ATS, Günther Schmidt's team. It all seemed good: me as sole driver, spare car, lots of testing, good money. The car wasn't so bad, but Schmidt always wanted to control everything. He had a problem with himself, a terrible temper, he was always angry. Once he didn't like the new front wing the guys had fitted. He told them to take it off, and then he jumped up and down on it in the pitlane to destroy it. He'd made his money out of ATS wheels for road cars, and at Monaco he said, 'Now we must race on ATS wheels.' We thought he must know what he was doing, because he was a wheel manufacturer. After 30 laps I was up to eighth ahead of the Brabhams of Piquet and Watson, and along the waterfront a wheel broke, flew in the air, bounced off a lamp post, and *Kersplosh!* into the water by Schmidt's yacht, in front of all his guests.

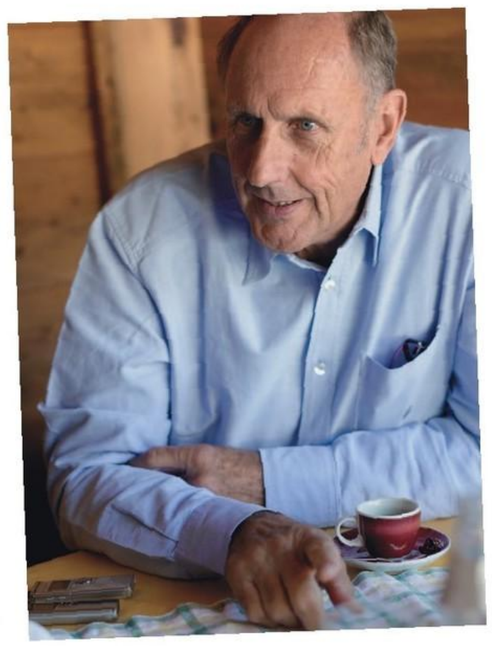
"In the last race of the season, at Watkins Glen, I came through from 14th on the grid to finish fifth. Those two championship points were the first ATS had ever scored, and it got Schmidt into FOCA, which was worth a lot of money to him in transport to the races and so on. But he didn't say, 'Good job, Hans.' He was angry: 'Why didn't you finish fourth?'

"ATS was the end of F1 for me. I knew I could get good drives in sports and touring cars, earn a good living, have more fun. I did Le Mans 18 times, the Daytona 24 Hours 16 times, all the other long-distance races. In 1985 I joined Porsche." Hans drove the immortal 956/962 Porsches at Le Mans seven years running, winning two years on the trot and scoring a second, two thirds, a fourth and a seventh, a superb record. On six of those seven occasions he drove with Derek Bell, and Al Holbert joined them for their back-to-back victories in 1986-87. "Whenever Derek was in our car I never had to worry for a single second. Fast, reliable, he didn't break anything, and very good at adapting if anything was going wrong. Holbert was brilliant too. Two more favourite co-drivers were Thierry Boutsen and Danny Sullivan. I was third again at Le Mans in '94, and second in '96, both times with Thierry. He is quite serious, quite Belgian, and I am not so serious, but our sizes in the cockpit were the same, and he was very fast. Danny was with us in '94, a lovely guy. Who doesn't like Danny? We used to call him 'spin and win'.

"When I joined Porsche Professor Bott, head of development, said: 'Mass is living in South Africa, Bell is in England, Ickx is somewhere, but you live two hours from Stuttgart. We need you to be on call for development testing.' I did more kilometres at the Porsche test track at Weissach than anyone, setting up the works cars, setting up customer cars. Norbert Singer was one of the few guys I ever worked with who would build a new car and it would come to the track already very nearly 100 per cent. I learned so much in my years with Porsche. At the races Peter Falk was the perfect strategist, and my engineers were great: Walter Näher and Roland Kussmaul, who was also a very good rally driver. But the first GT1 was a terrible car, because it was almost a normal 911 with a 962 back end bolted on. It never felt in one piece, it was like somebody was sitting in the back and steering, although at Le Mans in 1996 Thierry, Bob Wollek and I brought it home second overall, first in class. The later GT1 was much better, but it was a heavy mother to drive. »»»

> "Ronnie Peterson and I just tore the cars up, like throwing bread to the birds"

"I did a lot of racing in the States. In 1988 Audi sent me over there with the big four-door 200 turbo saloon, massive horsepower and four-wheel drive. With the centre differential we could change the percentage of power front to rear, adapting between street circuits and ovals. We could go from 50/50 to 20/80, which was almost like a nicely balanced rear-wheel-drive car. It was totally cool. In 1990 Audi did DTM, and against Mercedes and BMW I thought we had no chance, but we still won the title because there was so much engineering in the car. Then there was the ITC in 1995, when I drove for Opel. Those cars were incredibly complex: cooling shutters that closed to increase straightline speed, moving weight ballast under braking, self-adjusting rollbars, paddle gears developed by Williams, and you could pre-programme it all to each circuit. Going testing we had an engineer from Cosworth for the engine, another from Williams for the transmission, somebody from Bosch for the ABS braking. At the end of a race you had so much data you couldn't analyse it all, but when it went right it was amazing. Like on the street circuit at Helsinki, narrow and twisty between concrete walls. I won both heats."



Hans' favourite series of all was the wild BMW M1 Procar programme that supported Grands Prix in 1980/81. "The best ever, nothing has ever compared with it. A whole field of identical BMW M1 coupés mainly driven by F1 guys, with big prize money so everyone really went for it: the close racing, the noise – open-exhaust straight-sixes, *Mmmmm!* – it was usually better than the Grand Prix. Neerpasch organised it, he spent a ton of money on it. The five fastest F1 guys from Friday qualifying were put in the works cars to compete with privateers: I was always in a privateer car because at ATS I never qualified in the top five. They were put at the front of the grid, so I could never start above P6. But I won at Monaco, Zandvoort and Monza, and I won the privateer section both years. The second season I was in the Project 4 car run by Ron Dennis. He was my mechanic – 'Hey, Ron, hurry up, take the front rollbar down a couple of notches' – but he prefers to forget those days now.

"I raced a special spaceframe M1 with Nelson Piquet in the '81 Nürburgring 1000Kms, and we were leading when it was stopped by poor Herbie Müller's fatal accident. I had my worst accident in that car, in the Kyalami Nine Hours. During the night something broke and I hit the wall at 250kph (155mph). The car broke in half, I was sitting with the steering wheel in my hands and the front of the car was somewhere else. Since that crash I have a false nose."

The stories of 43 years' racing continue to pour out, always with guffaws and sound effects. Victory in the Nürburgring 24 Hours again, this time with a BMW 320 diesel: "Four-hour stints between refuelling stops, *chugchug*. That's how we won it." Winning the German truck championship: "So much fun. Just the tractor unit, very short wheelbase, 1500 horsepower, constant oversteer, smoking tyres. They weigh 5.5 tonnes, and you sit up high over the front wheels, so it's hard to feel what you're doing. The speed limiter is set to 160kph (99mph). Five or six trucks all flat out down the straight inches apart, *Rrrrrrrr!*, swapping paint, and it's all about who's going to brake last."

And the abortive Grand Prix Masters series of 2005/6: "I hadn't driven a single-seater for 15 years, but I loved it. Big tyres, big wings, paddle shift, and all my old friends – Emerson, Merzario, Danner, Lafitte. At Kyalami 16 guys all changing in the same room, going bowling the night before, a pit walk for the crowds and us all signing autographs. This is what F1 should be like. Drivers together, friendly, and for the public. And close racing. Not DRS and flaps and closed motorhomes and all this shit. I shared a pit with Nigel, he was great with the public, then as soon as we started practice he was just like the old Nigel, moaning all the time. Then the race started, and *Wheeeoww!* he was off. His battle with Emerson was brilliant, he beat him by 0.4sec."

> "As the race ended, everybody was crying"

In 2007 Hans was hired by VW as Motorsport Ambassador, covering all the Group's brands from Skoda to Lamborghini. "In 2009 I did the Langstreckenmeisterschaft at the Nürburgring, a 10-round series on the old Nordschleife, races of four hours, six hours, 1000kms, and the 24 Hours. Eleven classes, everything from Golfs and Fiestas up to full-race Porsches, 250 cars on the track at once, a real demolition derby. And huge crowds camping all round the track, lots of beer. I came into the Schwedenkreuz in an Audi R8 on a dry track and went into a curtain of heavy rain. I hit the guard rail backwards at 225kph (140mph). They stopped the race because of the weather, so I got second place. It was a big impact, and two weeks later I didn't feel well. I got on my motorbike and rode 50kms to the hospital. They gave me a CT scan and said I had a blood clot on the brain and I was probably half an hour away from falling over dead. I was there 11 days, longest I have stayed in a hospital. They made two big holes in my skull, and they fixed it. That's why, look, I have this big dent in my head. But I am not George Clooney, so it doesn't worry me.

"But I don't do historic racing. In 1993 I raced the 1973 Mark Donohue Can-Am turbo Porsche 917/30 at Laguna Seca. I love the Laguna track, and I loved that fantastic huge Porsche, so much power, but massive throttle lag. You put your foot down, you count, you keep counting – suddenly *Beeeoowahhhh!* But after that I made a decision. You drive an old car, tube frame, feet out in front, modern rubber giving more forces on the chassis, who knows if everything is still right. And some people in historics now are really crazy guys. I demonstrate, like Goodwood Festival, but I don't race, like Goodwood Revival. If you race at all you have to race hard.

"When I drove my father's Auto Union at AVUS it was amazing. All so heavy, brakes, steering, gearbox. Sitting far forward, close to the wheel, zero ergonomics. How did they do it for a four-hour GP at the 'Ring? I took it up to 145mph, and then I was scared, I didn't want to go faster. He did 200mph around the AVUS banking, and no crash helmet.

"Since I was nine years old, I have probably driven more laps of the Nordschleife than almost anyone else on earth. When I am bored, like when I was lying in the CT machine having my head scanned, I just drive laps of the 'Ring in my head, every gearchange, every apex. My first race was there, so this year I decided the 24 Hours should be my final race. I did it in a Lamborghini with my two sons Johannes and Ferdinand. Our target was just to finish, not to win, because we were against some big teams. At the end of the race I did the last stint. Ferdinand brought the car in, and as I got in I thought, 'after 43 years, this is the last time you ever race a car'. The commentator must have been talking about it, because as I drove round I could see banners and signs everywhere in the crowd, 'Goodbye Strietzel', and 'Thank You Hanschen'. As the race ended I was crying tears, my sons too, everybody was crying. I was able to end my time as a racing driver on my most beloved track with my two beloved sons.

"I still do some taxi-driving: round the 'Ring in an R8 race car with passengers paying big money for charity, classic rallies like the Mille Miglia. But no racing now, and no regrets. For 43 years the stopwatch ruled my life. Now I only use a stopwatch to boil an egg."

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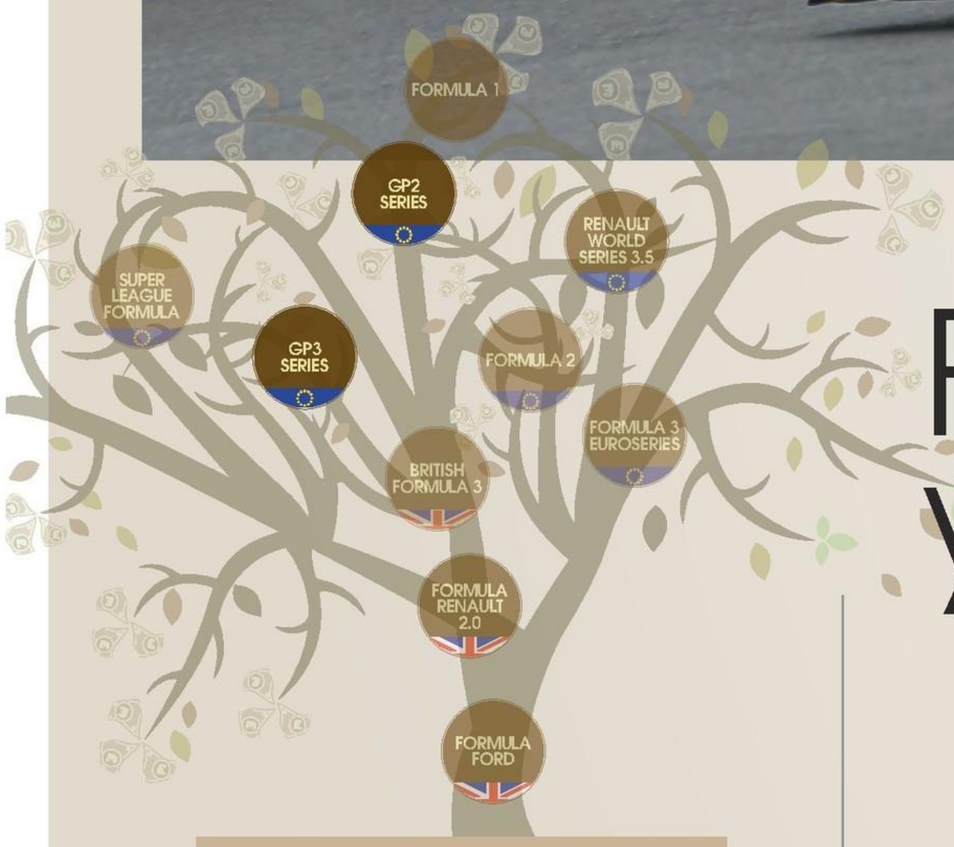
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Feeder series for your F1 appetite

A seat in GP2 or GP3 is the closest you can get to F1 without actually being on the GP grid. But it can also be a case of so near and yet so far...

BY ED FOSTER

This is the final part of our series on motor racing's Money Tree and the road to the top echelon of the sport. With both the GP2 and GP3 series running as support races to Formula 1, a seat in either means that you're competing in front of the right people. Success is guaranteed to get you noticed by potential F1 employers.

GP2 is considered the official F1 feeder series, with 18 graduates making the F1 grid in its seven-year history, while GP3 – which has just finished its second year – is fast becoming a worthy rival to Formula 3.

Even if you make the GP2 or GP3 grids, however, the Formula 1 dream is far from automatic. Looking at the history of GP2, series graduates only have a one in nine chance of getting an F1 race seat. Even at these heady heights on the Money Tree the odds are stacked against you and the competition is greater than ever.



Christian Vietoris leads the GP2 pack into turn one at Spa, a race he went on to win and in which series frontrunner Romain Grosjean was third

All images LAT

THE HISTORY

If you follow the trail of motor racing breadcrumbs, the seeds of the GP2 Series were sown back in 1948 when Formula 2 first appeared.

Fast-forward 36 years and the F2 championship was dominated by works entries and had escalated in cost so much that Bernie Ecclestone set up F3000 for the 1985 season. It would use the 3-litre Cosworth DFV, of which Bernie had bought a large number the previous year after the rise of the turbos in F1 made the venerable engine redundant.

Due to spiralling costs the series went 'one-make' in 1996. However, despite some drivers – such as Nick Heidfeld – being promoted to Formula 1, F3000 failed to take off. Was it down to the ambiguous name, the processional races or the jump in performance to F1? No doubt a combination of all three and more.

Alongside Flavio Briatore and series organiser Bruno Michel, Ecclestone once again stepped in to revamp the F1 feeder series for the 2005 season. GP2 would use Dallara chassis rather than Lola, while the overall performance of the car would be much closer to F1, partly thanks to more power from the Zytek engines. These have now been replaced by Mecachrome power units.

In the summer of 2007 the GP2 Asia Series was announced, which would run over the winter months. F1 would hold its first night race the following year in Singapore, adding to the races in Sepang and Bahrain, and GP2 organiser Michel was keen to have a series taking in some of these fixtures at little extra cost. The new championship held two rounds in Dubai and further meetings at Sental, Sepang and Bahrain. It was announced this year, however, that this sister series would stop after the 2010/11 season.

In comparison to GP2, the lower GP3 category is still quite new, having only started in 2010. Michel was keen to provide a clear step up to GP2 and despite the existence of Formula 3, Formula Renault 2.0 and Formula 2 it can so far be considered a success, with full grids and 2010 champion Esteban Gutiérrez progressing to GP2 as planned. Although the other single-seater categories that sit alongside GP3 on the Money Tree have a history of success, GP3 is owned by the same company as GP2 – which is itself part of Formula One Management. Parts of it are overseen by the FIA and it runs on F1 weekends, so don't expect this series to fade away any time soon.

THE PROS AND CONS GP2

+ GP2 is recognised as the official Formula 1 feeder series, and even if the strike rate of making it to F1 is one in nine, that means 18 drivers have still progressed from its ranks in seven years. Not bad when you consider how few seats become available in F1.

+ You are racing against the world's best young drivers. You may have avoided certain racers on the way up, but you're likely to meet them in GP2.

+ You race under the spotlight of the F1 teams, and with mandatory pitstops, Pirelli tyres and high-performance cars, GP2 offers a very good learning experience.

– It is extremely expensive. The cost of a season of GP2 is £1.3-1.7 million and the demands of such a budget has derailed many a promising career.

– There are other ways to reach Formula 1. Double World Champion Sebastian Vettel is one example, having raced in Formula Renault 3.5 before moving to F1, while other recent F1 rookies Jaime Alguersuari, Daniel Ricciardo and Paul di Resta also missed GP2.

– Even if you win the title it doesn't guarantee you an F1 career. Nico Hulkenberg was 2009 champion and is currently sitting on the sidelines after failing to bring enough money to Williams to retain his drive.





ONES TO WATCH

ROMAIN GROSJEAN (GP2)

He was Fernando Alonso's Renault team-mate in the second part of 2009 after Nelson Piquet was 'moved on', but with a best finish of 13th Grosjean was dropped in favour of Vitaly Petrov for 2010. Two years in GT1, winning the 2010 Auto GP Series and GP2 in 2011 has convinced some that he deserves another F1 chance. Grosjean has been one of many Renault test drivers this year and team principal Eric Boullier has some tough decisions to make for 2012 with Bruno Senna, Petrov, Grosjean and possibly Robert Kubica as race contenders.

VALTTERI BOTTAS (GP3)

After a sluggish start to the year, Bottas won four of the last seven races to clinch the 2011 GP3 title ahead of Brit James Calado. The Finn also has two Masters of F3 victories under his belt and won the 2008 Formula Renault 2.0 Eurocup and North European Cup. Results are important, of course, but crucially he has been a Williams F1 test driver for the past two years. With so few seats opening up in F1 a good relationship with a team is vital. If he can stamp his authority on GP2 in 2012/13 he'll be an interesting prospect for F1 teams.

THE PROS AND CONS GP3

+ As with GP2 you are competing on F1 weekends and in front of the right people. Not only that, but you have plenty of opportunities to build relationships with F1 and GP2 teams.

+ Everyone is in the same car. If you've got the talent, you should be able to showcase it.

– A season of GP3 is roughly the same price as a year of British F3 – between £500-650,000. But in F3 you get more track time and it is a proven series with various engines available and two different chassis constructors.

– Like modern Formula 2, GP3 needs to prove itself. If GP3 winners don't go on to succeed in GP2 and then F1, questions will be asked.

VIEW FROM THE INSIDE

"I didn't think of returning to GP2 after racing in Formula 1 as a backwards step," says Romain Grosjean. "The first mission I had was to bring the DAMS team back to the top, while the second was a personal challenge – I really wanted to win the GP2 title."

The Frenchman finished fourth in GP2 in 2008-09 and might have won it that second year if not for a move to F1 halfway through the season.

"There are no clear rules on how to get to F1 and you can make a good case for many championships, but GP2 is clearly a very good school," he says. "You have to learn about tyre degradation and the F1 tracks. Also you are racing in front of the team managers and thanks to all that GP2 is a very good way to get to F1.

"Money is an issue in motor racing, but GP2 cars are efficient and technically advanced. Most of the teams are trying to keep the budgets down, but the running costs of a car are what they are."

So will Grosjean be on the F1 grid next year? "Let's just say that I have done what I can by winning both the GP2 Series and Asia series. I'm working hard on getting a seat in F1 for next year. I think that my results, and the way that I brought DAMS back to the top, prove that I deserve a real chance in Formula 1."



Race two winner Antonio Felix da Costa leads GP3 rival Valtteri Bottas at Monza

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The flame still burns...

Ten years ago the late Richard Burns became England's only World Rally Champion. He's not forgotten, as our very personal road trip showed

BY ANTHONY PEACOCK

Burns and Reid on the way to WRC title glory on Rally GB '01. Right: Robert Reid revisits the scene of their Cardiff celebrations

LAT





In many ways, it feels like more than just 10 years have passed since Richard Burns won the 2001 World Rally Championship – the helmet he wore looks impossibly fragile, for instance, while his old overalls appear to offer the fire protection of a kimono. It certainly feels like more than six years since he was taken from us by a brain tumour.

Richard's co-driver Robert Reid, now vice-president of the World Rallies Commission, says it feels like a different lifetime. Yet the euphoric images of Richard spraying champagne in Cardiff after he became England's only World Rally Champion remain frozen in time, as permanent as his simple gravestone at the church in Checkendon, the village near Reading where he grew up.

Because what we will remember is exactly what is written on Richard's gravestone: 'Always and forever, a gentle man and a brave champion'.

To celebrate Richard's achievements, a decade on from his greatest triumph, we took a road trip together with Reid to see the people and the places that meant most to 'RB'. There was only one vehicle to do it in: the limited edition Subaru Impreza RB320, built by Prodrive as a tribute to their late World Champion in 2007. Chassis 001 (of 320) belongs to Alex Burns, Richard's dad, and has covered fewer than 6000 miles since it left the factory four years ago.

8am: NEAR WANTAGE, OXFORDSHIRE

A farm track leads to an unprepossessing barn, although the impressive barrage of security equipment provides the first hint that there may be something more to it. Once the clattering metal door rolls open, what's inside is enough to take your breath away. All of Richard's most famous cars are here, sleeping under dust sheets.

There's the Peugeot 205 – essentially a glorified road car – that he used to win the 1990 Peugeot Challenge, the Peugeot 309 he drove on the RAC Rally (as it was still then known), and the Subaru Legacy with which he won the British Championship. Then of course there's the iconic blue title-winning Impreza WRC, looking exactly as it did when it rolled off the finish ramp in Cardiff, and a Peugeot 206 WRC: Richard's final rally car, which he drove until his career was cut short at the end of 2003.

Facing them are his road cars. There's an Impreza RB5, the first limited edition RB Subaru, introduced in 1999 to celebrate his return to the team with competition number five. Richard had chassis 001 (of 444), mothballed at zero miles. There's also a Mitsubishi Lancer Evo 5, a Peugeot 206 GTI and his favourite car of all: a 1969 6.5-litre V8 Chevrolet Camaro, imported from the States. Naturally, it's not quite standard. Richard took the car to Prodrive shortly after he bought it, from where it emerged sporting a big red button on the central console. The purpose of this button is to lock the front wheels but free up the rears, enabling tyre-smoking burnouts to be effected. Even after Richard became ill, his friends used to take him out in it – and it never failed to put a smile on his face.

Perhaps even more remarkable than the garage, though, is a room to the side of it. Here, all of Richard's trophies, overalls and helmets are perfectly preserved, with the African dust still clinging to his Safari boots. Most poignant of all is a Subaru holdall, which still looks conspicuously new. Inside is Richard's team kit for the 2004 season, neatly wrapped up in plastic packets, which was delivered at the end of '03 but which he never got to wear.

9.30am: CHECKENDON, OXFORDSHIRE

For a cosmopolitan champion, enjoying life in London and Barcelona ("he was very… European" was how Burns's friend and mentor David Williams put it) Richard's background seems surprisingly rustic. Bumping down the long track towards his dad's farmhouse ("I've been driven down here at some truly terrifying speeds," Reid recalls) we eventually get to the farm. But the cowsheds have long since been replaced by something more useful: workshops.

Alex, Richard's dad, is waiting to show us round. "The funny thing was, I never really got the car bug until Richard got into it," he explains. "Then I became slightly infected."

Make that an epidemic. There are three large workshops in the gardens where Richard's first rally cars were built, and which now house Alex's diverse collection of Peugeots and Talbots, in various states of restoration.

You could wander round it for hours. True to his meticulous nature, Burns stuck all his old rally plates on the wall, where he would record the overall and class result in felt-tip pen. Richard also insisted on fabricating mudflaps to his perfect design. But it didn't always go to plan. "This is a room I mostly associate with Stanley knives, plastic and blood," says Reid.

Stuck in the back of the garage is a tired-looking Subaru Legacy estate. "That was my old company car," says Alex, with a grin. "When I got home from work on a Friday we used to load it up with rally car spares and it became our chase car. Then on Sunday I'd clean it out and go off to work on Monday…"

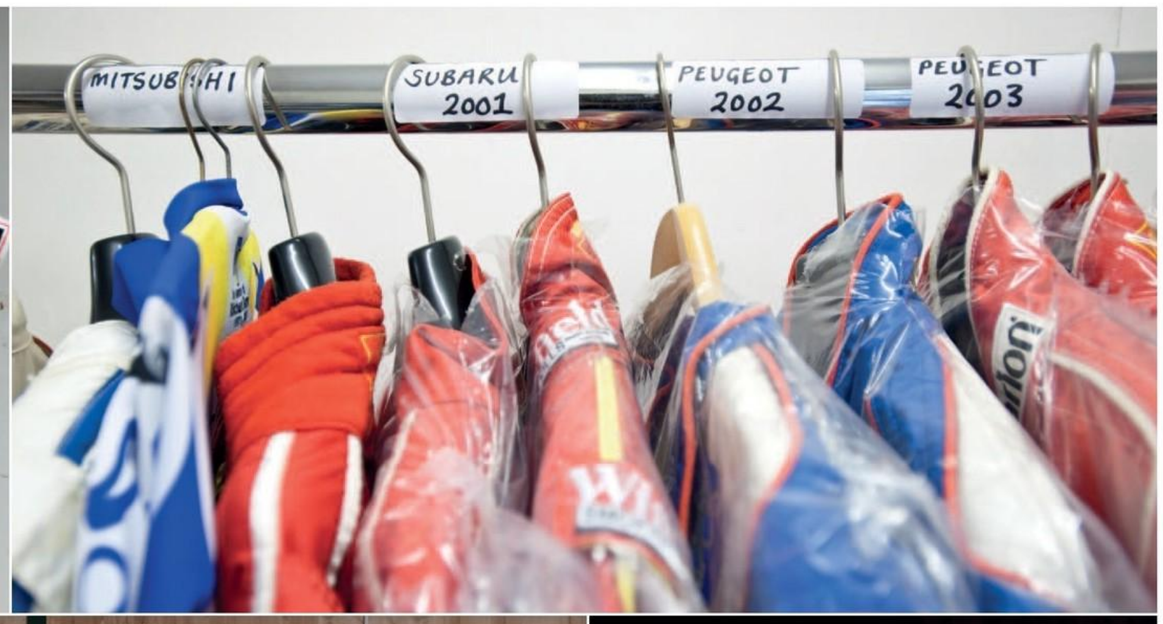
Overlooking the garages of course, at the back of the house, was Richard's bedroom.

10.30am: DAVID WILLIAMS'S OFFICES, IPSDEN, OXFORDSHIRE

A converted barn opposite a small airfield was an unlikely venue for a plan to be hatched that ultimately led to the World Championship. But David Williams's studio (his company ➤➤➤



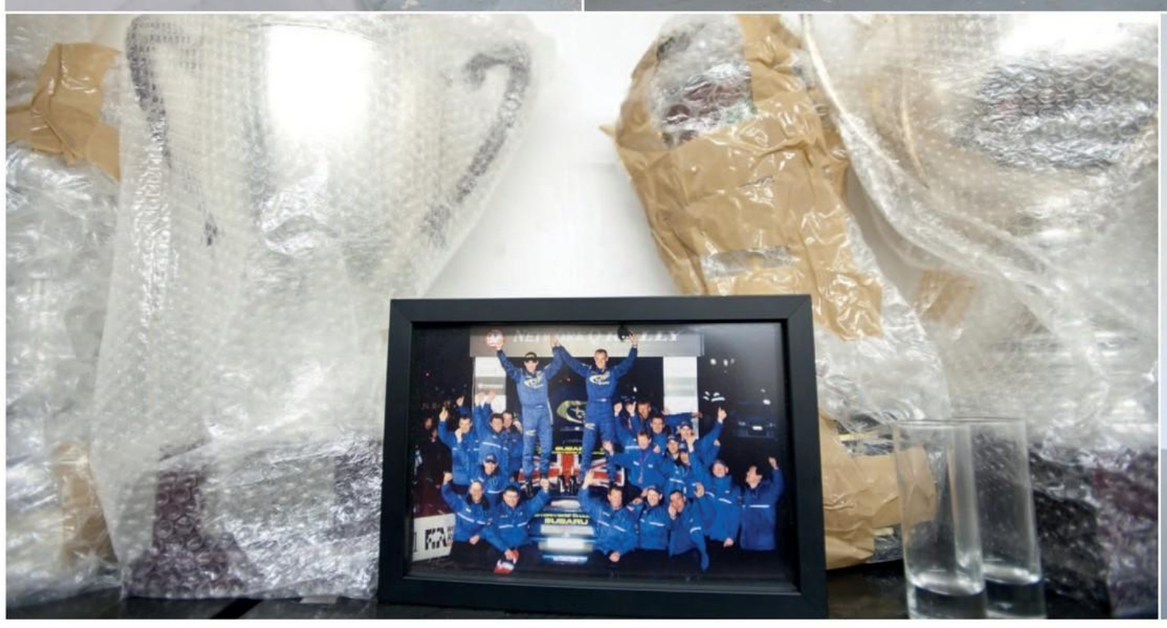






Specially-adapted Chevrolet and title-winning Subaru, left, are both in Burns's car collection







Mentor Williams taught Burns how to crash… Left: trophies are among carefully preserved items

designs stands for exhibitions), and specifically his glass table, was where the Burns council of war regularly met. When he turned professional, Richard was managed by Mike Greasley and then Julian Jakobi's CSS outfit, but David – the man who started him off in rallying – was the person he always turned to for advice.

"I rallied for fun myself; it was clear from the beginning that my enthusiasm far outweighed my talent," says David. "But that's not always a bad thing. Early on, when Richard first started rallying with the Peugeot 205, I thought he was driving it too delicately, like an old woman. So I said to him at a test: 'You co-drive, I'll show you how it's done.' And of course I rolled the car into a ball. But it still drove. Then I said to Richard: 'Of course I'll sort all this out. But for now just do what you want with the car. Find the limit. Go over rocks, stones, roll it – it doesn't matter.' Richard spent the rest of the day driving it on the ragged edge, wearing goggles because the windscreen had shattered. He won his next rally. That day, I think he learned not to be afraid of damaging the car."

Ipsden was also where Richard's famous silver and orange helmet was designed, based on the colours of Mario Andretti.

11.30am: NEAR STOKE ROW, OXFORDSHIRE

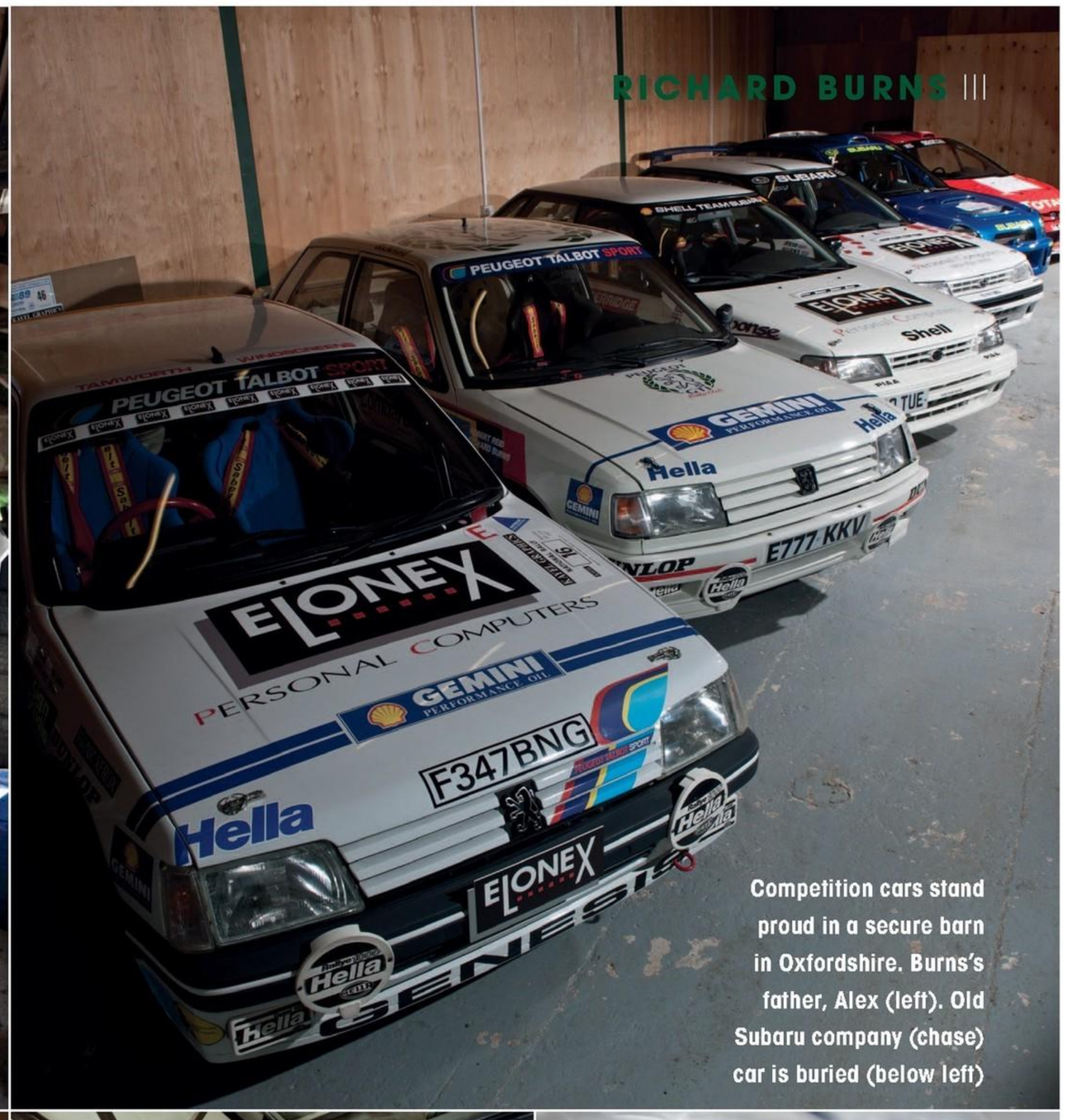
In the heart of Oxfordshire there are some phenomenal driving roads: this is just one that Richard used to try out his cars on, often with volunteers stationed next to humpbacked bridges and blind corners to check that nothing was coming. Richard would drive around alone or with friends, such as touring car star Jason Plato. "We used to be thick as thieves back when Richard's world rally career was taking off and I was coming up through touring cars," recalls Plato. "We had a lot of fun; stupid stuff: young guys having a laugh. There was a lot of messing about with cars and motorbikes: I used to have a Ducati 916, which I parked in my kitchen because it looked cool. Richard would come round and often start the bastard up. I had to get the kitchen redecorated before I sold the place. Then there was the time when I had an orange bazooka: a bazooka that fires oranges. We used to go out at night to set the thing off. Oh man… there was one night when we took the back out of a wooden bus shelter in the middle of the countryside. And there's a huge old metal road sign near Thrupp, near where I lived, that's still got a huge dent in it now. Made by an orange. So I just remember that time with Richard as a great party. And Richard himself as an awesome driver."

These were the roads he learned to drive on.





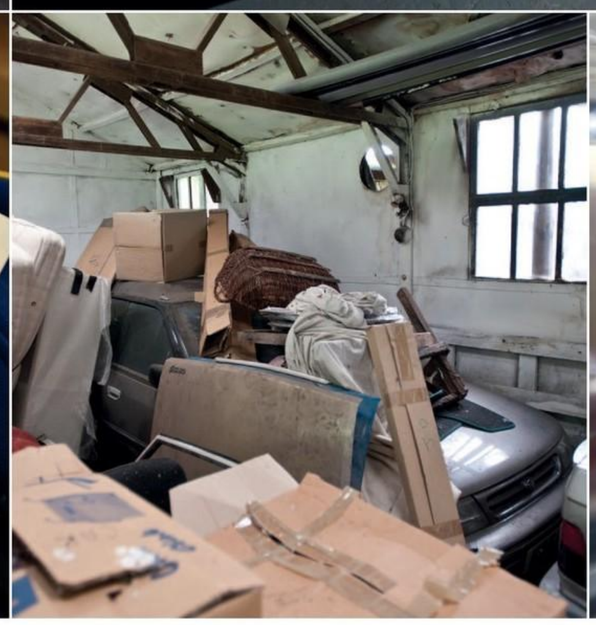




Competition cars stand proud in a secure barn in Oxfordshire. Burns's father, Alex (left). Old Subaru company (chase) car is buried (below left)



Plastic-wrapped Subaru kit, ready for 2004 season, is a sad reminder of Burns's fate





Stuart Collins

12.30pm: KIDLINGTON, OXFORDSHIRE

Kidlington is a suburb to the north of Oxford, perhaps best known in popular culture as the location of Inspector Morse's police station. But for Richard it was all about Cots Green, a farmyard converted into 10 properties. He lived in two of the houses: number five, which he shared with his friend the rally photographer Colin McMaster from 1997 to '98, and number 10, which he bought at the end of '98 before eventually adopting non-dom status and moving to Andorra. Richard enjoyed some very happy times during his Kidlington period, with the possible exception of the occasion when his new Mitsubishi Lancer Evo 4 was liberated from outside number five…

The sight of the future World Rally Champion wearing an antiquated motorcycle helmet while being beaten around the head with a frying pan must have been a memorable one, but it was in Kidlington that the game of 'kop the wok' was invented. Unsurprisingly it was a drinking game, where the loser had to don the helmet and take his punishment.

As McMaster remembers: "These were some of the best years of our lives. After we first moved in there was quite a raucous house-warming. I had to take the call from the letting agent threatening eviction, but we all got on well in the end.

"In the later years one of the neighbours had to suddenly go to Budapest in tragic circumstances and Richard was asked to help out with the school run. In order to lighten the mood, he picked the little girl up from school in a different car every day: ranging from the Camaro, to a Mitsubishi Lancer Evo, to a Porsche 911 GT3."

1.30pm: PRODRIVE, BANBURY, OXFORDSHIRE

What everybody forgets about Burns's championship-winning drive on the 2001 Rally Great Britain was that he was locked in an intense legal dispute with Prodrive at the time. He had already signed for Peugeot in '02, but Prodrive was contesting his right to leave as there was a clause keeping him with Subaru if he won the title. The 2001 Rally GB was a tough and tense event, fraught with little problems – Richard's car refused to fire up out of parc fermé on the final day, for example – and there was an uncertain feeling about what was going to happen next. When Burns first tested the Peugeot 206 WRC, he enlisted McMaster to come with him and provide a photographic record, as he wasn't sure if he'd ever be driving it again. So as Richard was ›››













Burns (carefully) honed his driving technique along Oxfordshire's leafy lanes. Right: Prodrive tech boss Lapworth

winning the title on Rally GB, David Lapworth – Prodrive's technical director – remembers thinking: "I wasn't quite sure if we should be celebrating or not. It was a surreal feeling: here we were having a party together on Sunday, and then seeing each other in court on Monday."

The biggest testimony to Burns as a driver though is the fact that less than two years later, and despite the acrimony, Subaru asked him back. "As a judge of pace, Richard was second to none," points out Lapworth. "He knew exactly what he had to do to win a rally, or how to claim the maximum number of points if he couldn't. You always got the feeling that he was managing the level of risk he was taking."

So fluid was Richard's approach – or maybe so flamboyant was Colin McRae's, the inevitable comparison – that it's easy to forget just how fast he was. In 1999 and 2000 Burns set more fastest stage times than anybody else. "The funny thing was that he never really aimed to set all those fastest times," adds Reid. "It was just a by-product."

Chances are that Burns would have brought the number one back to Subaru in 2004 (incredibly, he only lost the lead of the '03 title race just before Rally GB, when he was already very ill). His team-mate for the following season would have been Petter Solberg, who went on to win five rallies (one more than eventual champion Sébastien Loeb) and finish second in the title race. Richard could well have ended '04 as a three-time champion. But we'll never know.

4pm: MARGAM PARK, NEATH, WALES

They were the longest 18 miles of Richard's and Robert's life, down the muddy hillsides of Margam Park in South Wales for the final stage of Rally Great Britain. In the end they finished third: just one place higher than they needed to in order to clinch the world title. The subsequent scenes have been written into television history: Burns telling Reid: "You're the best in the world!" and then the explosion of emotion as the drizzle fell relentlessly, while Richard hugged Zoe Keen – the love of his life – David Williams and dad Alex.

"It's funny how the memory plays tricks on you," says Reid. "Looking back on it now, I remember it being a fairly straightforward end to a fairly straightforward event. But that wasn't the case at all."

Four drivers had gone into the title-decider with a chance of the championship, and McRae was leading until he crashed out spectacularly on stage four, the first proper test. That left Burns with 13 more stages to hold his nerve, often under trying circumstances.



A delighted Burns and dad Alex after '01 title win. Above left: journey was recreated in RB's limited edition Impreza

LAT

"We did two stages in the dark the following night with no map light," recalls Reid. "It was just a cock-up: I reached up to switch the map light on and nothing happened. You can imagine how we felt then. I tie-wrapped a mini Maglite torch to my thumb and read two stages like that."

Anything could have gone wrong at any point; somehow Burns and Reid held it together.

6.30pm: CARDIFF, WALES

This is where the journey ended, outside City Hall in Cardiff. Or was it where it began? Burns made the mistake of wearing a grey T-shirt when he hit the town in Cardiff to celebrate winning his title. It wasn't long before he was assaulted by his fellow competitors with marker pens, all of whom were anxious to pen their own personal 'tributes' to Richard. That T-shirt became one of his most treasured possessions, but when it was displayed recently at the Goodwood Festival of Speed only one side could be exhibited – Goodwood is, after all, a family show…

"It was at a nightclub in Cardiff; all of a sudden people descended on us and started to write stuff on his T-shirt with marker pens," remembers Zoe. "The whole evening was just surreal. I remember walking down the street after we had dinner and people were saying 'well done Richard' but it was all quite hard to take in. It was a massive relief, that's for sure, and I felt so, so happy for him. He'd done it. He'd achieved his dream. He'd had some rough times in the past but even if he never won the title again, nobody was ever going to take that away from him."

And they never will. Burns remains England's first and only World Rally Champion.



INSIGHT

A LASTING LEGACY

The Richard Burns Foundation works in his honour to help other victims of brain illness and injury

The Richard Burns Foundation was created after Richard's death to help those suffering from brain illness and injury, together with the people who care for them.

It was something that Burns was thinking about a lot before he died. "He used to say to me, 'It's OK for me because I've got the best possible treatment and people to look after me,'" recalls former girlfriend Zoe Scott (née Keen). "'But what about the people who don't have money and whose family still have to go to work every day? What do they do? I don't know how they cope…'"

The disease that claimed Burns was an Astrocytoma: a virulent type of brain tumour that people tend to succumb to in months. The fact that Richard survived for more than two years with it (he died four years to the day after he claimed his world title) is a testament to his strength and courage.

The foundation also supports charities that fund research into brain illness and injury, such as the Brain and Spine Foundation, which is presided over by Richard's eminent neurosurgeon, Dr Peter Hamlyn.

The patrons and trustees of the Richard Burns Foundation include David Williams, Robert Reid and Zoe Scott, as well as some of Richard's fiercest rally rivals such as Marcus Grönholm and Markko Märtin – who was with Burns when he was taken ill in his Porsche while driving to the 2003 Rally GB on the M4, close to Cardiff.

The foundation is present at a number of high-profile motor sport events throughout the year, both at home and abroad. More than £40,000 was raised at the Goodwood Festival of Speed (above), and an annual charity auction held at the Catalunya Rally is always attended by the sport's top stars. For more on the foundation and to donate visit: www.richardburnsfoundation.com

‘More animal than machine’



Taming Ducati’s monstrous 1198SP is impossible. Our advice? Don’t fight it. Just go with the cacophonous torrent...

BY MAT OXLEY





Mitch Pashavair

Like Lord Byron, Ducati's 1198SP is mad, bad and dangerous to know. It will have you doing things – not only willingly but eagerly – that you know you really shouldn't. The 1198SP is the wildest product of the renowned Bologna factory and has a domineering character that growls at you to get the hell out of town and head for the hills.

This is a machine that is lumpy and grumpy below 4000rpm and would rather not bother with sixth gear until you are a good 10mph the other side of the motorway speed limit. Yes, the 1198SP is what you might call uncompromising.

And therein, of course, lies its beauty. The world is full of easy-going motorcycles that will do pretty much whatever you want them to do – commute, tour, race down back roads – without a word of protest, but here is a motorcycle that knows exactly what it wants to do and has its way of making you go along with it.

The SP is built purely for performance, nothing else. It is a hotter version of the standard 1198 and the base model for Ducatis competing in the World Superbike championship (WSB), the race series for tuned-up production bikes, motorcycle racing's version of touring cars.

World Superbike helped save Ducati from collapse. A renowned marque in the 1950s, '60s and '70s, the marque almost succumbed to increasingly impressive competition from Japan during the '80s, when it fell into state ownership. The Italian government decreed that Ducati should stop making motorcycles and start doing something useful, like producing diesel truck engines. Two things saved Ducati from that demise: a completely new eight-valve desmodromic 851cc v-twin and a race series that allowed Ducati to show off that mad thing of an engine.

The 851 beat Japan's fastest superbikes to win the very first WSB race at Donington Park in 1988, and from that day on the once threatened marque had a future. The 1198 can trace its lineage directly back to the first 851 ridden by errant Italian Marco Lucchinelli. The 851 begat the 888, winner of Ducati's first WSB crown in 1990, which was followed by the 916, 996, 998, 999, 1098 and 1198 (and next year the 1199). Ducati has enjoyed a blessed renaissance via WSB, along the way winning more than 300 races and 14 world titles, including this year's crown with 1198 rider Carlos Checa.

It is hard to argue with results like that: if the bike doesn't work for you, then surely there's something wrong with you, not with the bike. That was my thinking on meeting the 1198, which made quite a first impression.

My mistake was travelling to the pick-up point aboard a perfectly civilised Japanese motorcycle. Parking the Honda and riding away on the blood-red Duke was one hell of a shock. Thumb the starter button and the big v-twin explodes into life, throbbing and shuddering like a monster awoken from deep slumber. The cacophony of engine, induction and exhaust noise is the kind of racket with which Lawrence of Arabia would have been familiar on his beloved Brough Superior.

Like an ancient motorcycle, the Ducati seems more animal than machine, with two pistons for a wild beating heart. Modern motorcycles aren't meant to be like this, they are meant to be quiet and well mannered, which is why during my three weeks with the bike two people asked me if there wasn't something wrong with it.

At the very beginning the deafening racket is slightly intimidating, but then you get used to it, and then you fall in love with it. The 1198 is uncivilised and proud of it, and its animal magic is in fact one of its great attractions. Once you get beyond the low-rpm lumpiness and gear-train snatch the 1198 finds its legs and pounds out its power in hammer blows that are wondrous to the ear.

Ducati power isn't creamy smooth four-cylinder power, it's big and bold v-twin power, adored by real motorcyclists the world over (many of whom suggest, possibly quite rightly, that two cylinders is the correct number for a motorcycle). The 1198SP isn't an iron fist in a silk glove, like most Japanese superbikes – it's an iron fist in a chainmail glove. Open the throttle and it leaps forward, with a growl and then a bark, sucking the world towards you like a video game, though quite often all you see is the sky. All that v-twin torque lifts the front wheel in the first few gears even when you're not really trying. The engine is motorcycling's version of a turbo diesel – there's so much mid-range that you never need chase the red line. If you do use all the 170 horses at your disposal, 0-60mph happens in 3.2 seconds and the 1198 won't stop accelerating until it nudges 180mph.

"It throbs and shudders like a monster awoken from slumber"

There's an irony in the way the 1198 makes its power, however. It feels bold, brutal even, but v-twins have something very important over their four-cylinder rivals. On a motorcycle it's not so much the quantity of power that counts, not even the quantity of torque, but the quality and character of torque. V-twins lay down their performance in a better way than fours. They are more friendly, not only to the rider but also to the rear tyre, allowing the bike to find traction where fours can struggle, which is why Ducati has enjoyed so much race track success. Ten years ago Honda proved the point by building its own v-twin and winning two WSB titles. But twins are not the Japanese way, so more recently the Japanese have timed their fours to fire like twins.



Checa, an affable 39-year-old Spaniard who has ridden v-twins, conventional fours and so-called big-bang fours, is well placed to pass judgement.

"My 1198 makes maybe 15 per cent less power than the four-cylinder bikes, but with a v-twin you have power everywhere and it is linear power so it's easier to control," says Checa, who knows how to ride – he twice beat the legendary Mick Doohan on 500 two-strokes during the 1990s. "When Yamaha changed its four-cylinder MotoGP bike to fire like a v-twin – two cylinders together and then the next two together – it made a big difference, the power felt much smoother, so it was easier to control. The Ducati has the same very good throttle connection, so you can really feel the power and the grip. When I raced Honda's [non-big-bang] four-cylinder CBR1000 it was OK on fast tracks with lots of grip, but otherwise you could not manage the power in the turns."

Like every other Ducati street-bike engine, the 1198 engine is a 90 degree v-twin with the rear cylinder standing up and the front cylinder lying down, pointing towards the front wheel axle. Its great-grandfather, the 851, was designed by Massimo Bordi, understudy to Fabio Taglioni, the engineer who designed the first desmodromic Ducatis in the 1950s. Bordi took Taglioni's perfectly refined desmo system and (with a little help from Cosworth) developed an over-square, four-valve desmo engine that made Ducati what it is today. The latest incarnation of the Desmoquattro measures a very over-square 107 x 67.9mm, compared to the 851's 92 x 64mm.



Ducati hasn't seen fit to equip the 1198 with a range of engine maps – perhaps that would be too wimpy on such a beast – but there is traction control with eight different settings, the mildest of which can be triggered by greedy throttle use in the dry. There is also a quick-shifter – which does away with the need to dab the clutch and feather the throttle on high-rpm upshifts – and a data-acquisition system, both aimed firmly at those taking their bikes to the race track.

Like any configuration, Ducati's 90-degree v-twin has pros and cons. The upside is perfect balance, so the engine's purring vibrations (beneath its beastly bellowing) make it friendlier on long rides than any four. The downside is an engine that's longer than most, which makes Ducati's chassis engineers work hard to build a motorcycle that doesn't steer like a supertanker.

Their answer is a minimal tubular steel trellis frame that's been a company trademark since the 1980s. The engine plays its part as a stressed member of the chassis, which saves crucial inches by hanging the swinging arm and suspension off the rear of the crankcases. The 1198 features a single-sided swingarm design originally developed on the Elf endurance racers of the early 1980s to save vital time in pitstops; now its main function is simply to look beautiful.

The 1198 is a big motorcycle, covered in a lot of red paint. It's the kind of machine that runs a shiver down your spine as you lift the garage door. And it's the kind of machine that demands to be ridden with gusto.

Despite the efforts of Ducati's chassis designers the 1198 isn't the world's most agile superbike, but it knows how to get a move on through the turns if you put in the physical effort. Like any race bike, the chassis works better the more you push on. Use a firm hand and commit yourself and the 1198 rewards with its stunningly good front end (with the ubiquitous Öhlins forks) and a rock-steady rear that encourages you to get on the throttle early, if only for the delight of hearing the engine boom and feeling the front end getting pleasantly lightheaded.

This is where the Lord Byron problem raises its ugly head. The combination of an engine that fires you down the road like a bullet from a gun and a chassis that urges you to shoot first and ask questions later is a dangerous one. I found myself in several situations where I felt obliged to apologise (telepathically) to my fellow road users for my misdemeanours.

The 1198 always knows how to make you do what it wants to do. It hates hanging around in town so much that it has its own special way of getting its own back on riders who parade around at slow speed, hoping for an admiring look or two. On a hot day those twin under-seat pipes will roast the rider's rump a perfect shade of medium-rare. In other words, don't dawdle, get a move on.

The more you ride the 1198 the more the method in its madness begins to make sense, never mind how ridiculously uncompromising it might be. The under-seat backside cooker is just one of the detail issues that initially annoy and then gradually fade from your consciousness; another is the mirrors which are pretty much useless. Bit by bit, you accept these trivial failings and realise that there are more important things to worry about when riding a motorcycle.

I suppose I've known that ever since I first rode a Ducati – a beautiful air-cooled two-valves-per-cylinder 900SS – back in 1981. At that time the bikes were revered by a small and committed cognoscente, most motorcyclists believing the Italians had had their day in the sun, that Japan was the future. The Ducatisti certainly worshipped their metal – *Private Eye*'s Pseud's Corner had one enthusiast declaring: 'Ducati, Ducati, Ducati – the name alone is my mantra!'.

That 900SS had neither choke nor electric start, so starting was a ritual: tickle the carbs, find compression with the kick-start and swing your leg, with exactly the correct throttle opening. Get it wrong and you'd be limping for days. It began to dawn on me why Ducati owners were religious in their devotion. There was (and still is) a certain allure to riding a motorcycle that wasn't designed to be moron-proof.

Back in the early 1980s the Japanese were starting to make (moron-proof) bikes that didn't only go well in a straight line. Production racing, where once Ducatis, Moto Guzzis and Laverdas had ruled, was now dominated by Honda CB900s and Suzuki GS1000s. Some diehards hung onto their Ducatis, determined they »»»

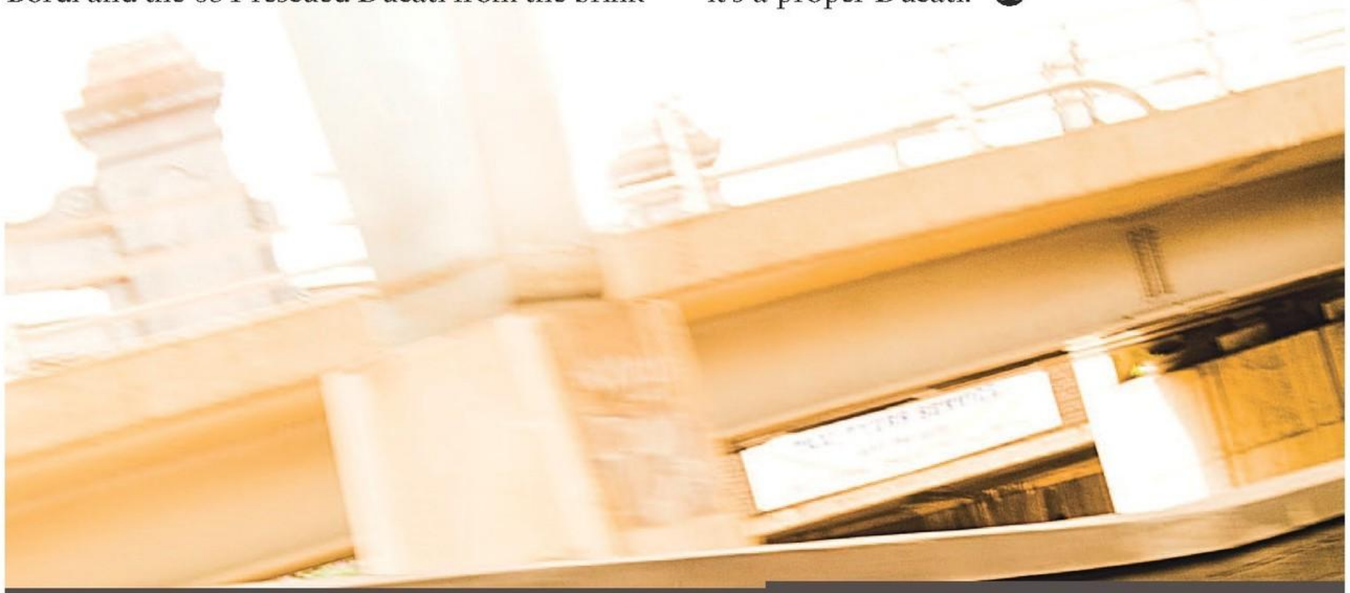
could still make up in the corners what they lost on the straights. In fact they were onto a loser from the start. Dead-engine starts were easy for Japanese bikes: take first gear, hit the starter, dump the clutch and go. Nothing so simple for the Ducatisti. Not only did the 900SS lack an electric starter, it couldn't be started in gear.

Thus the faithful few had to perform a bizarre dance as the Union Flag fell, which went a bit like this: while holding both handlebars, leap into the air, raising and bending both legs on the upward movement. On the downward move, operate the kick-start with the right foot and as soon as the engine fires immediately pull in the clutch lever and flick the gear shifter into first with the left foot. It was a very tricky manoeuvre, and even when it went well, the rest of the grid was already on its way. I became fascinated watching these diehard maniacs gallantly attempting to resist the march of progress.



In the end, they turned out not to be maniacs. Bordi and the 851 rescued Ducati from the brink and the marque is now the coolest bike brand of all. Dozens of celebrities ride Ducatis, all of them no doubt hoping that the motorcycle's coolness will rub off on them, but there's only one Ducati fan really worthy of note. Ayrton Senna loved his Ducatis – he owned an 851 and a Monster (which briefly features in the film, *Senna*). Ducati knew him well and after his death created a special Senna 916.

The Monster was Ducati's first successful attempt at expanding its customer base beyond narrow-focused sports bikes. Now it also builds sensible and upright motorcycles like the Multistrada and poseur tools like the Diavel cruiser. The 1198SP is an old-school Duke. It is angry, it is fussy and it doesn't suffer fools or novices. It is a motorcycle for the committed speed freak, for the rider who can happily live with its moods and its foibles in the knowledge that when the time and place are right, it will blow you away with its uncompromising performance. In other words, it's a proper Ducati. Ⓜ



FACTFILE

ENGINE: 1198cc, 90 degree v-twin, four valves per cylinder, desmodromic valves
TOP SPEED: 180mph
PRICE: £17,995
POWER: 170bhp at 9750rpm
FRAME: tubular steel trellis
www.ducatiuk.com



Don Morley

INSIGHT

ITALY'S VICTORY V

Bikes were a way out of the war – but one genius made it a path to glory

Until a USAF bombing raid flattened its factory in 1944 Ducati had manufactured electronic goods, but after the war the Ducati brothers thought they might do better by building cheap, utilitarian motorcycles.

Ducati's first bike, *Il Cucciolo* (the Puppy) was certainly utilitarian. A bicycle with a tiny engine attached (above), it was almost identical in concept to the Putt Putt that Honda was building at the same time. It didn't take very long for Ducati to take its little puppy racing and the company has been chasing race track glory ever since.

The most important date in Ducati's history came in 1954 when the company signed a young engineer called Fabio Taglioni. He would design the first Ducati with desmodromic valve gear, eschewing the need for valve springs which were a constant hindrance in the search for revs and power.

Taglioni is rightly seen as a genius. His first desmo, a 125 single, would have taken the 125 world title at its first attempt in 1958 if his lead rider hadn't crashed in a crucial race.

Ducati's modern era started in 1972 when Paul Smart won the Imola 200 on Taglioni's desmo v-twin 750 Super Sport. Since then Ducati has been a desmo v-twin firm. Mike Hailwood was the next to cement the legend when he won the 1978 F1 TT on a 900SS.

Over the years Ducati has been perilously close to bankruptcy, always saved from the abyss at the last moment. The company has been in better health in recent decades, becoming the ruling force in World Superbike, taking titles with Britons Carl Fogarty and Neil Hodgson among many others.

Most impressive was its 2003 move into MotoGP, when it beat the might of Honda and Yamaha with its new four-cylinder Desmosedici, designed by Ducati's current genius Filippo Preziosi. Four years later Casey Stoner secured the MotoGP crown. Preziosi currently has his work cut out trying to get Valentino Rossi competitive on the bike. Ducati's reputation – undeniable for so long – is once again at stake.

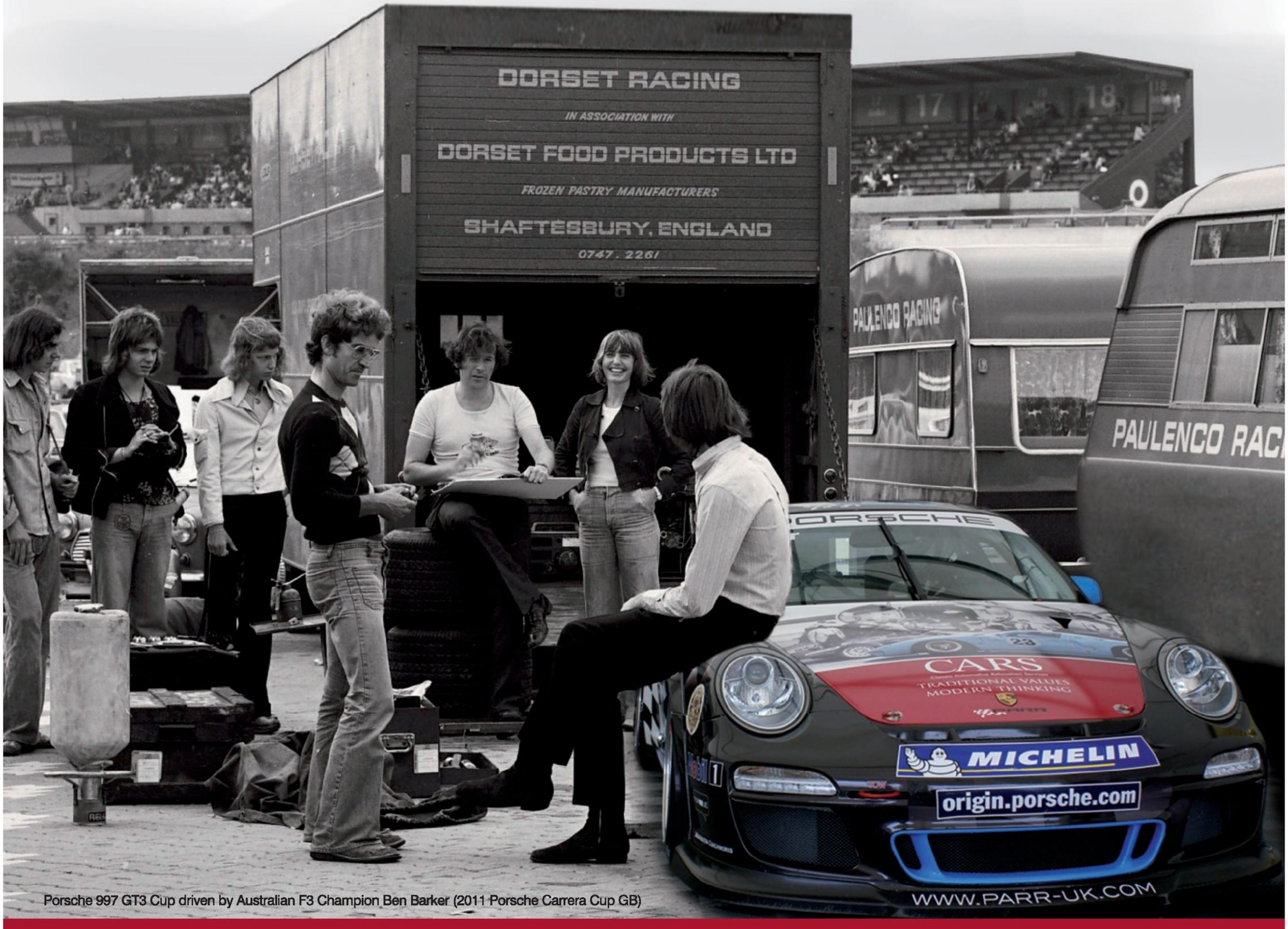
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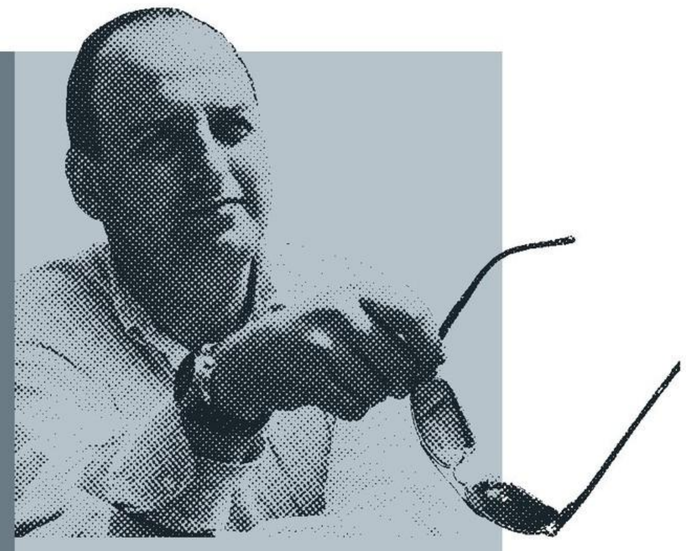


Porsche 997 GT3 Cup driven by Australian F3 Champion Ben Barker (2011 Porsche Carrera Cup GB)

CARS |

Tel: +44 (0)1284 850950
Email: info@carseurope.net
Website: www.carseurope.net

Road cars



by Andrew Frankel

With the predictability of leaves falling in autumn, no sooner has the Government announced that it is consulting on the wisdom of raising the motorway speed limit to 80mph than the self-styled road safety charity BRAKE responds with full fury, its chief executive Mary Williams saying the move "will achieve nothing other than carnage".

To be fair, you can't expect a balanced response from such an organisation but it should learn that such intemperate language harms its cause more than it helps. I have often been struck by the likes of Trevor Phillips when he was at the Commission for Racial Equality, or Liberty's Shami Chakrabarti, that their more measured tones in no way dilute their message; on the contrary they make the unpersuaded far more inclined to listen to what they have to say. But if you instead adopt a hectoring, strident approach to get your message across, those who already agreed with you still will, while those you seek to persuade are far more likely to be turned off.

What interests me is what BRAKE thinks is a sensible speed to travel on a motorway. It's very good at coming up with statistics to show why raising the limit is akin to massed slaughter (one definition of 'carnage'), but rather coy about saying what it should be instead. So I asked, and was told it supported the current 70mph limit. Which prompts the question why it is against lowering the limit to, say, 60mph to prevent even more 'carnage'. The best it could come up with was that it was "very strongly opposed to increasing the speed limits on motorways".

What's most depressing about this is that the speed limit question should be so easy to answer. Should the motorway speed limit be 80mph? Of course, but only when conditions allow. In high winds and driving rain it might be that 50mph is the highest speed one might describe as 'safe'. But on a clear day in light traffic, why should a modern car not be able to travel at 80mph legally, even if you set aside the fact that it can do it with complete legal impunity right now?

When the 70mph limit was introduced 46 years ago, it had to be a blanket figure because the technology for it to be varied did not then exist. But now with our entire motorway network covered in communication boards, it is simple to use that resource to set speed limits that are temporary, local and reflect prevailing conditions, just as in Germany where such limits are enforced and observed. So you could have a default setting of 80mph, variable according to simple common sense from one junction to the next. It might then be that at certain times of the day or in certain weather conditions the speed limit across most of the country is actually lower than it is today.

But I think it will be a while before you hear the people from BRAKE say as much. It gives the impression of being still unable to grasp the basic fact that speed never killed anyone, only its inappropriate use. And to proceed from there to a position where it can communicate its views in the moderate terms likely to resonate with those who are concerned with road safety but also want or need to use their time as efficiently as possible seems a bit of a leap to me.

It's a shame, because BRAKE actually does lots of good work and if you surf around its website it has some interesting campaigns too. But until it learns to strike a more moderate tone, I expect that a lot of the good it could do will be left undone.



A fascinating dinner with Wolfgang Durheimer (above), the new head of Bentley. Previously head of engineering at Porsche, before that he'd worked on BMW's motorcycles and is an avid biker himself. He's pretty keen on racing too and, indeed, in charge of all the VW group's competition activities.

The conversation was wide-ranging. On the racing side, by the end of the year he will present to the VW supervisory board his strategy to return Bentley to the track. He won't say what those plans comprise, other than that they "will please and surprise you". The obvious direction is a sports car and Le Mans, but he's not ruling out anything from Formula 1 to NASCAR. Significantly he also said that however Bentley raced, it would be Bentley racing, not some other organisation related only by a commercial arrangement. Me? I think it will be Le Mans and a prototype with a proper factory team and customer cars besides, just as Porsche used to do.

Rather harder to swallow are his plans for a Bentley SUV which seems certain to happen on his watch. I find the idea hard to stomach and

fear that a huge, heavy and powerful Bentley offroader will be seen as unacceptably pointless and profligate in a way its saloon, coupé and convertible stablemates have so far avoided.

But of course that's a very UK-centric point of view. In fact domestic Bentley sales are dwarfed by those in the US, China and other emerging markets for whom this car is principally intended. And if it were to succeed and its profits are ploughed back into making what some might call proper Bentleys, then maybe it has a role after all.

Back on the subject of racing, Bentley blood still boils at suggestion that its 2003 Le Mans winner was 'an Audi with a roof' as it has often and lazily been described. Brian Gush was and is Bentley's powertrain, chassis and motorsports manager and steam still comes from his ears at the mention. "Fact is there was more British content in the Bentley than there was German content in the Audi," he fumes. "We said so at the time, but no one wanted to listen."

Let's hope Bentley gets proper credit for an innovation that looks likely to give the petrol engine yet another lease of life. Audi recently showed (and let me drive) an A8 with a new 4-litre V8 which can shut off half its cylinders when not needed, with massive benefits. When it arrives in the Bentley Continental GT next year, it will improve consumption and emissions by 40 per cent, with very little adverse affect on power to weight ratio. VW already has its own version for four-cylinder cars, and soon millions of cars all over the planet will feature the technology.

But here's the thing. Cylinder deactivation is not new, but everyone who's tried it in the past has given up on it. The guys who figured out how to make it viable were Bentley engineers in Crewe, and it appeared in the Bentley Mulsanne long before Audi got their hands on it. So when in a few years from now you take delivery of your new Polo or Golf and goggle at its incredible fuel consumption, just remember for a moment that without the Bentley Boys making it work in the vast and rather wonderful barge that is the Mulsanne, none of it would have been possible.

Finally, back to the proposed 80mph limit and Chris Huhne's unique take on it. He told the BBC that he "could foresee a situation where [the 80mph limit] would apply to electric vehicles, in which case there would be absolutely no extra carbon emissions". The only way that would be possible would be for no more energy to be used at 80mph than 70mph which does appear somewhat contrary to the laws of physics. How terrifying is it that it appears not to have occurred to Huhne that driving an EV at 80mph will exhaust its battery more quickly, requiring it to be replenished more often from the mains using energy generated at a probably coal-fuelled power station? That's Chris Huhne, the Energy Secretary. Words fail.

MY MOTORING MONTH



WHAT A DIFFERENCE A WEEKEND MAKES

THIS BEING THE ROAD CAR section of the magazine, I try hard to limit its racing car content even if I do fail sometimes. But what if you're racing a road car? Good enough for me.

Besides, there's an interesting point to be made. When Mazda asked me to team up with three other hacks for this year's Britcar 24-hour race at Silverstone I was a little hesitant. I'd done the race with them twice before, but in RX-8 coupés which had a bit of power. This time it was an MX-5 roadster with a total of 165bhp and very standard save having its interior stripped, safety gear added and some racing suspension, brakes and slicks. Then I saw the entry list – full-race Porsches, Ferraris, BMWs and an Aquila, which looked and went like an LMP car. Did I really want to race so badly I was happy to spend most of my stints scanning the mirror and diving out of the way of far faster opposition? Of course I did.

We qualified 49th out of 59 cars, which is 10 places higher than I'd anticipated, and duly set off on the long day's journey into night and day again.

I'd love to tell you the reason we finished 16th was our heroics at the helm, but in fact all we did was drive as fast as we could without making errors. Yes, 24 hours without even a spin is an achievement of sorts. But the result was down to two factors, neither to do with the drivers.

First, the way the car was prepped and run. You didn't need to do more than wander into the pitlane to know that Jota Sport were the best prepared, most professional team at the race and having watched them work for a weekend, it's hard to see how we could have been in better hands.

But the real relevance is the car itself. I find the fact that you can flog such a car twice round the clock, lose less than seven minutes in unscheduled pit time and find it feeling as good on the last lap as on the first quite thought-provoking.

The car completed 500 laps of the Silverstone GP circuit on a blazing autumn weekend, and it was perfect throughout, save one dodgy wheel bearing. But if you really want to know how understressed the engine is in normal use, consider the fact that it spent a day and a night absolutely on the limit of its ability yet its oil consumption from first to last was undetectable.

I should state also that a properly prepped MX-5 in race trim is genuinely hilarious to drive. It would corner as fast as almost anything out there and proved so stable in the quick corners you'd use the brakes as much to get the car turned in as to slow it down.

This was a great weekend's giant-killing which started by me being less than sure I wanted to get into the car and ended with me genuinely sorry to get out.



TESTING NORFOLK'S NEWEST TRACK

FOUND MYSELF TEARING ROUND the Lotus test track recently, for reasons that will become apparent in the New Year. But just to whet your appetite, it involved some black and gold livery and the inimitable scream of a Cosworth DFV.

I must have been here a dozen times or more over the years and have driven a vast array of Lotus product through its fiendish twists and turns. It was here I discovered just how good the original Elan was and how disappointing was the Europa by comparison. I've driven a couple of F1 cars here too, but the one I remember most fondly was Alex Zanardi's GT2 Esprit. It might still be the sweetest-handling modern sports car that I've so far driven.

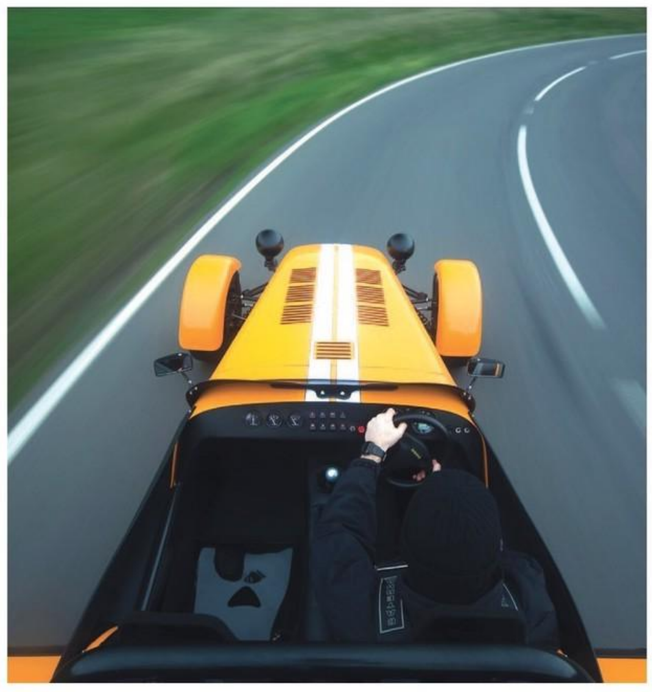
Anyway, the track is a rather different place these days. Regardless of what likelihood you place on the success or otherwise of Dani Bahar's Lotus project, you cannot accuse him of being all mouth and no action. The test track, while following roughly its previous outline, has been turned into a brand new FIA-specification facility, with a surface you could roll pastry on. For those of us who remain convinced the only reason Lotuses have the world's best blend of ride and handling is because they've been developed on the world's most poorly surfaced test track, these are worrying times. But a chance encounter with chassis guru Matt Becker in the local boozer has disabused me of this notion. Apparently up to 80 per cent of the chassis work is done on the public roads. And if you've spent much time driving around Norfolk of late, you'll know that Matt and his team still have all the awful surfaces they need right on their doorstep.

The circuit, by the way, is deliberately both technical and difficult. It has been designed with two main purposes in mind: to offer a real test to high-downforce racing cars and to throw road cars off balance. The theory is if it's quick and easy to drive here, it should be quick and easy to drive anywhere. Having now driven around it in a road car with no power or downforce and a race car with lots of both, I'd say it works.

CATERHAM SUPERSPORT

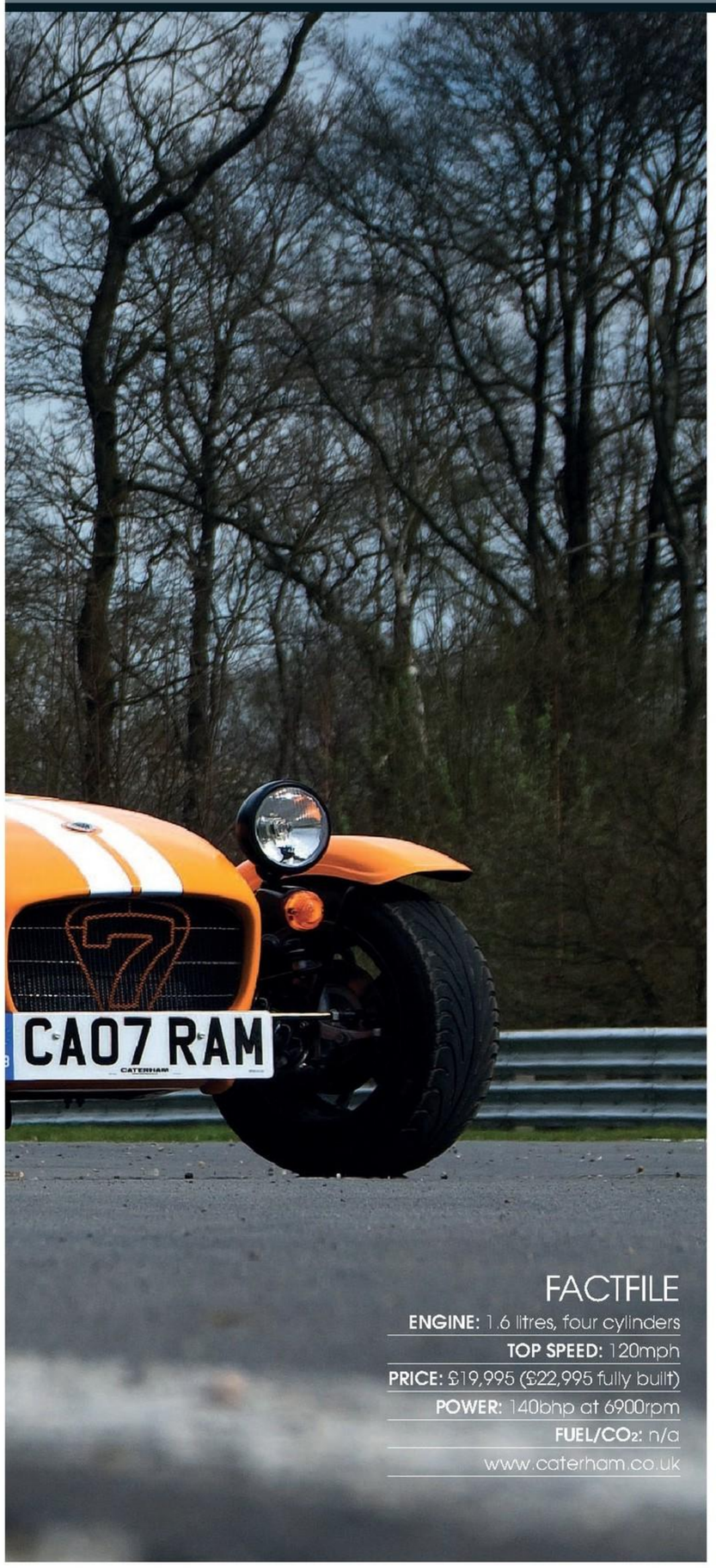
When I was a kid my favourite sports car wasn't a Ferrari, a Lamborghini or a Porsche. It was a Caterham. I was just seven when Colin Chapman sold the manufacturing rights for the Lotus Seven to one of his dealers, Graham Nearn of Caterham Cars, but as possibly the world's most avid consumer of motoring media even then, I knew this was the car for me.

A brief sojourn in the City at the end of Thatcher's bull market bought my first, a 1700 Super Sprint that I wrecked at the Goodwood chicane showing my friends in the pits how sideways I could go. More than I thought. I did



my first ever race in a K-series car, built another from scratch over the course of a weekend with some chums on *Autocar* and ran it as my company car for six months. Powered by a snorting 2-litre Vauxhall engine, it was the willingness of my then new girlfriend to spend 10 days touring France stuffed into its passenger seat that made me think she might make a good mother for my children. And she does.

My last I bought new. A 1.8-litre, 196bhp Superlight R with black paint and a yellow stripe, I used to drive it to the Nürburgring, thrash it senseless for two days and drive it home again, popping in at Spa for good measure. I can't remember why I sold it, but I can remember finding it in the paddock at Spa a year later and its owner suggesting I did a



FACTFILE

ENGINE: 1.6 litres, four cylinders
TOP SPEED: 120mph
PRICE: £19,995 (£22,995 fully built)
POWER: 140bhp at 6900rpm
FUEL/CO2: n/a
www.caterham.co.uk

couple of laps for old times sake. I wasn't halfway through Eau Rouge before I wished I hadn't. It was coruscatingly brilliant.

But even that was probably a dozen years ago, and while I've driven all the craziest Caterhams produced since – R500s and CSRs – I've never felt tempted into owning one again. There are so few places where you can exploit their performance properly and safely in public that they are effectively track cars, and with prices the far side of £40,000, damn expensive ones at that.

Now, however, I've driven a Caterham that's got my options box finger itching again. Called the Supersport, you might think it to be the most powerful and nutty yet; after all, it's the same name that Bugatti gives to its ultimate 1200bhp £2 million Veyron. But it's not, »»»



Rigid roof transforms 640D into a fine long-distance cruiser

BMW 640D

SADLY IT'S BEEN A WHILE since I last drove a really amazing BMW. Some have been better than others – the new One Series M Coupé for example – but this marque that you could once expect to lead all others has not been keeping up with its own historically stratospherically high standards. One example was the first of the new Six Series offerings to come my way – a convertible which I have to say left remarkably little impression on me.

So it is with something approaching bewilderment that I have pleasure in writing that its tin-topped coupé sister when fitted with a very special engine, is a brilliantly effective and likeable device.

The motor is a three-litre diesel from which BMW has extracted no fewer than 309bhp, surely the highest specific output of any diesel-powered car on sale? But that's not its secret: that lies in the fact that it can summon 464lb ft of torque at 1500rpm. That's more torque at fewer revs than the 5-litre V8 petrol in the flagship 650i can muster. Yet while the 650i does just 26.6mpg, the 640d is claimed to do 51.4mpg with correspondingly decimated CO_2 figures.

Unsurprisingly, in the real world you can't get 50mpg out of the 640d while driving anything close to normally, but 40mpg is easy – which for a car of this power, weighing almost 1900kg that will fire you to 62mph from rest in 5.5sec, is pretty incredible.

FACTFILE

ENGINE: 3.0 litres, six cylinders, twin turbocharged
TOP SPEED: 155mph (limited)
PRICE: £66,745
POWER: 309bhp at 5500rpm
FUEL/CO2: 51.4mpg, 145g/km
www.bmw.co.uk

This makes the 640d a hugely effective long-distance weapon. In the 600 miles it will put between fills, it will prove very comfortable, extremely quiet and sufficiently spacious even for small children to enjoy the rear seat experience.

The only disappointment is that it's not a bit more responsive to the steering. This is very much a touring car and if you try to hustle it, it responds with benign indifference. Used for its intended purpose, however, as an intercontinental cruise missile, it will prove very hard indeed to beat.





Small engine, narrow tyres: what can it possibly have to offer? Razor-sharp reactions and real-world usability...

for the Supersport has a small 1.6-litre motor providing a modest 140bhp.

But it also has an ultra-close-ratio gearbox, a limited slip differential, lightened flywheel, wide-track front suspension and a kerb weight of 520kg. And its greatest asset is a price tag of just £19,995. Okay, if you want one for this you'll have to build it yourself and it won't come with weather equipment or even any paint, but even if you allocate £25,000 for a factory built, properly equipped car in a colour scheme of your choice, that still stands in my book as exceptional value, particularly given the glacial depreciation rates enjoyed by most Caterhams.

I know we in the enthusiast press are fond of banging on about minimising mass but it's only when you get into a car weighing barely more than half a tonne – less than half the weight of something like a Ford Fiesta – that its importance becomes so clear. It is simply and physically impossible for a conventional performance car with, say, three times the weight and three times the power to respond quite so accurately and immediately to its driver's commands. Not even the cleverest designers in the world can engineer their way around inertia.

If you think your Porsche, Ferrari or even Lotus is responsive, this little slice of British brilliance will make you think again. Only then will you realise how long it takes for normal cars to respond to your commands and how approximate is that response. Despite the very great age of its original design, the Seven's capacity to make you rethink all you thought you knew about the way road cars handle remains undimmed. Even the very lightest Lotus Elise you can buy weighs more than half as much again.

But you've been able to say as much about certain Caterhams for many years. What made me feel the need to go into print about the Supersport was the frame of reference within which these abilities are provided.

Sadly, there is very little in the automotive world you can buy for £20-25,000 that will provide a unique driving experience for all the right reasons. But of those that do, this Caterham must be the king. It understands that all speed is relative and that after a certain point its pursuit becomes counter-productive, not to mention prejudicial to the licence and liberty.

So you have just 140bhp, which is still enough to cannon it past 60mph in under 5sec, something none of the Ferraris or Lamborghinis that plastered my bedroom walls when I was a child would have managed. For almost all people in almost all environments almost all of the time, it really is enough. The fact that it runs into an aerodynamic cliff at around 110mph is really neither here nor there: this is a road car to be enjoyed at road car speeds.

And to make sure you do, Caterham provides this Seven not just with its well tuned double-wishbone front suspension and well located De Dion rear axle, but 13in Avon tyres just 175mm wide. That is an absurdly small amount of rubber to put on the road, less than you'll find on entirely unsporting small family hatchbacks; but it is all the Seven needs.

It means the engine and the chassis are perfectly balanced. There's sufficient grip for the car never to feel overpowered, but whenever you feel the need to kick the back loose, there's always enough under your foot to do it. And because the car is so small, weighs so little, is so phenomenally well balanced and reacts so fast, you can drift it through a tight turn without ever troubling the white lines in the middle.

Too often people like me who love the idea of fast cars become enthused by a car's speed without tempering it by acknowledging that unless you go to considerable effort and expense (which usually means a track day), its potential performance will remain just that: an unrealised asset. If you owned a Supersport Caterham and were smart enough to add a small number of kilos by fitting it with full weather equipment so it could be used year round, so long as you lived somewhere reasonably quiet, you could count on enjoying all it had to offer every time you climbed aboard; what's more you could do so at speeds not likely to attract unwelcome attention from the law enforcement community.

If the true calculation of how much a car can be enjoyed is how much fun it is to drive multiplied by how often it can be driven that way, that ranks this new Supersport as one of the most fun cars of any kind or, indeed, price.



BENTLEY CONTINENTAL GTC

THERE IS A RULE WHICH says that no convertible can be as good as the coupé upon which it is based. And for obvious reasons too: chop the top off a monocoque and you'll add so much weight trying to recover some of the lost torsional rigidity you'll always end up with a car that's still nothing like as stiff as a coupé yet substantially heavier. But if there is an exception to this rule, the Bentley Continental GTC is it. It can't defy physics and is therefore heavier and squidgier than a GT, but on the road these apparent deficiencies melt away almost to nothing.

No doubt this is partly because the GTC is the stiffest four-seat convertible in the world and, when you start with a weight in excess of 2300kg, another 100kg or so really isn't going to make much difference. But there's more to it than this. Certain cars just suit one configuration over another: the best BMW M3s have always been the ultra-rare four-door cars, a Mercedes E-class never better than as an estate. And of all the cars in the Continental range, the convertible is simply the most convincing.

Its midlife update is a typically Bentley project: not content with the usual nip and tuck of body and interior, Bentley has provided a little more power, and trimmed off a little more weight. The torque split is now biased slightly rearward, and the suspension is completely rethought in spring, damper and roll-bar rate. And the gearshift time has been halved. A thorough job to put it mildly.

And this is how it feels when you drive it: it's not been transformed out of all recognition, but usefully and effectively honed in all important areas. It feels more nimble and a little quicker so it's better to drive, while its ride quality has taken a substantial step forward, so it is a superior cruiser too.

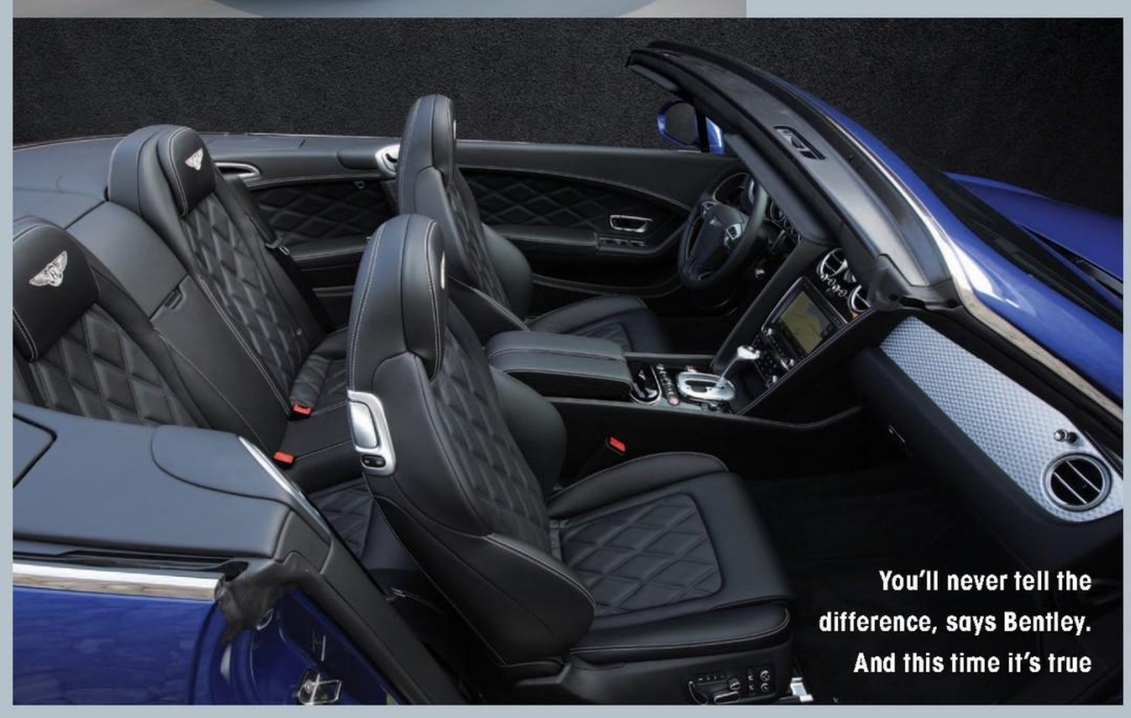
But I think the real reason this is preferable to a tin-topped Continental is that roof. Do not misunderstand me: I've always thought that very fast cars should be closed and very slow cars should be open, and, with a claimed top speed of 195mph and real top speed unquestionably in excess of 200mph, there is no question which category the GTC fits into. But while every car manufacturer who turns a coupé into a cabrio claims a blindfolded punter wouldn't tell the difference, with the GTC it's actually true – up until about 150mph at least.

Despite possessing two of my least favourite features of a high performance car – excess weight and a fabric roof – the Continental GTC is in short an excellent car and a fine Bentley.

FACTFILE

ENGINE: 6.0 litres, 12 cylinders, turbocharged
TOP SPEED: 195mph
PRICE: £149,350
POWER: 567bhp at 6000rpm
FUEL/CO_2: 17.1mpg, 384g/km
www.bentley.co.uk





You'll never tell the difference, says Bentley. And this time it's true



Over-ambitious name is worst flaw of Vauxhall's performance Corsa

VAUXHALL CORSA VXR NURBURGRING EDITION

DEPRESSING ISN'T IT, TO find the name of the world's greatest track appended to that of what is by some distance not the world's greatest hatch? What next? The Kia Picanto Nürburgring? The Tata Nano Nürburgring? And why have other circuits not been dragged into it? A yellow Ferrari Francorchamps might be quite nice to have tucked away somewhere.

I digress. Forget the word association game; fact is I'd not be gracing these pages with a Vauxhall Corsa if its only point of interest was an ill-judged addition to its name. In fact Vauxhall has given this Corsa a specification that should interest anyone with a penchant for hot hatchery. It starts with the 202bhp liberated from its 1600 engine, continues with some bespoke Bilstein suspension developed on a certain rather long German race track, collects a limited slip differential on the way and concludes with a new and powerful Brembo brake system. It certainly sounds very serious.

In fact it's rather funny. I've only driven one on a race track but was at first amused and then shortly after enthused by the thing. It feels properly quick, deploys its power effectively and grips keenly to any given corner.

So I should probably have left it at that. But the thing with driving small mass-produced hatches like this on race tracks is that the temptation to drive them not on the limit but some distance beyond is invariably overwhelming. For this I blame Barrie 'Whizzo' Williams for once showing me what happened if you turned into Silverstone's Stowe corner in a Renault Clio Williams without braking. Naturally the car started to spin but as soon as he had piled on all the opposite lock there was, he just nailed the throttle pedal to the floor, it snapped straight and off we went again.

Mete out such abuse to the Corsa and you'll soon find it lacks the finesse to cope. It gets ragged and twitchy, and while it's fun for a while, you soon learn it's better just to drive within itself.

Who should care that its composure falls apart under such provocation? Probably no one, but that's what you expose yourself to if you name your car after the world's greatest race track. The Corsa is undoubtedly the best VXR product I've tried, but those who pondered what moniker to apply are not the first to make the mistake of writing a cheque the car can't cash.

FACTFILE

ENGINE: 1.6-litre, four-cylinder, turbocharged
TOP SPEED: 143mph
PRICE: £22,295
POWER: 202bhp at 5750rpm
FUEL/CO_2: 37.2mpg, 178g/km
www.vauxhall.co.uk



AND THAT REMINDS ME...

Why a 24-hour race at Silverstone triggered thoughts of a great man

Turned up for my fourth Britcar 24-hour race at Silverstone with thoughts full of my third, four years ago, the car a GT3 Jaguar XKR and the result rendered irrelevant by a three-hour gearbox change during the night.

The reason it's so fresh in my mind has nothing to do with the car or the race, but the circumstances in which I got the drive. That week I'd been on the Tour Britannia and on the last night had bumped into Richard Lloyd. I used to borrow hot Golfs from him in his GTI Engineering days, and worked closely with him when he took Bentley back to Le Mans in 2001. But we'd not seen each other for five years, so we sat at the bar and drank much wine.

Tentatively I asked how the GT3 project was going, because the rumours had not been good. His usual frank self, he said he'd entered the car for the 24-hour race to get much needed development miles under his belt. "Come and see for yourself," he ventured. I declined, saying I didn't want to go to the race as a spectator. "No, I mean come and share the driving." So Richard rang the car's owner, Stuart Scott, who kindly said "fine". We finished the tour on Thursday, and I was qualifying by lunch on Friday. And, as ever with Richard, there was no paperwork, no conditions, nothing other than a handshake and the hope that I enjoyed myself. Which I did.

I never saw him again. I was in the Far East when I heard his plane had crashed claiming not only his life, but that of the pilot, a mechanic and the delightful David Leslie, with whom I'd shared a Mazda at the Silverstone 24 Hours the year before.

I wish I could find a photograph of Richard, taken that weekend I was parachuted into the Jaguar. It's just a snap, but from the blue jeans to the slight smile and the BRDC cap, it is pure Richard. I took it to serve as a reminder of a fun weekend; how sad that it's turned into a memory of a great man.

1988 JAGUAR XJR 9

One of the most recognisable and iconic racing cars of the 1980s, this Silk Cut Group C Jaguar XJR 9 was the sixth and final XJR 9 built by Tom Walkinshaw Racing. Chassis J12-C-688 was campaigned throughout the 1988 World Sportscar Championship, achieving a best result of 2nd overall at Spa in the hands of Jan Lammers and Martin Brundle. J12-C-688 contested a further four races in the 1989 season, most notably at Le Mans with drivers John Nielsen, Andy Wallace and Price Cobb.

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Sidetracked
WITH ED FOSTER



Ferrari 458 can be matched to your own car's spec. Below, the engine bay of the Mercedes W196





COTHAM, BRISTOL

ARE THESE CARS **FOR REAL?**

YOU KNOW YOU'RE DOING WELL IN THE 'REPLICA' CAR BUSINESS WHEN YOUR CLIENT LIST INCLUDES F1'S TOP THREE TEAMS

Whatever your views are on replicas, sometimes you just have to admire the accuracy of them. A recent visit to Amalgam was one such time.

The company was founded in Bristol in 1985, but it wasn't until 10 years later that managing director Sandy Copeman started producing replicas of race cars. "We were primarily making architectural models when we formed the company," he tells me in the soon-to-be new premises on the outskirts of Bristol. "We started doing models for Norman Foster, who at that time was still based in a relatively small office.

"Our business with him grew and soon we were making prototypes for Dyson and other companies like that. Then, in the mid-90s, we approached Jordan. I think that was down to the fact that we had a couple of guys working for us who were Formula 1 fanatics. I was keen as well and we just capitalised on the enthusiasm.

"We started with a copy of the Jordan 195 and then we made a reasonable number of copies of the 196. They were quite simple replicas in those days – they're a lot more complex now."



The model of Sir Stirling Moss' 1961 Tourist Trophy winner costs £4250





Word of Amalgam soon spread around the F1 paddock and by 2000 Williams and Ferrari were also on board. It's hard to picture Ferrari letting another company build authorised replicas, isn't it? Well, maybe I wasn't being quite clear. Amalgam makes 1:8 scale models of cars, not full-sized copies. Pretty impressive aren't they? So impressive in fact that various pictures of the models have been pinging around the *Motor Sport* e-mail system with the subject 'real car or model?'.

The company now makes models of modern road and race cars as well as historic racers, boats and it is even looking into making a series of Spitfires, Lancasters and Lightnings.

"One of the biggest hurdles with historic F1 cars is trying to track down all the data," Copeman admits. "We also need to really understand the history of what we're making and we need to know a fair bit about the technical side of things. We've got someone called Alfred Kist who's a full-on anorak and rivet counter so he helps us with that."

Amazingly the modern F1 teams that use Amalgam – including Red Bull, Ferrari and McLaren this year – actually send their CAD (Computer Aided Design) data as and when it is available. "We get all their data by the end of February, but what we get at that stage is the launch car," says Copeman. "However, data is fed through when there are developments throughout the season." There's clearly a high level of trust, but Ferrari is so impressed with Amalgam that when you buy a new car from the Italian manufacturer there is an option on the order form to have a model made of it. As you can imagine, business has been going well.

If Amalgam can't get CAD data it's a case of scanning the real car – a process that takes a "full day" – and then taking 7-800 images to make sure that the "details and feel" of it are correct. This lengthy process goes some way to explaining how some of the one-off models can cost up to £30,000.

Once all the data has been collected the job is far from over. Colin Graham, who does much of the repair work at Amalgam, gave me an idea of the size of the task that faces the modelling team: "If you take the 250 Testa Rossa as an example, you need to assemble 1300 parts, and it's only when we hire a lot of help that we can get more than 25 models out the door a month." The 1300 parts are all laid out on a huge tray-like drawer and there's even a full 1:8 scale chassis sitting among them. Surely you don't see that when the model's finished? "Well, you see parts of it and it's got to be correct," he points out.

"People who don't know that much about modelling find it amazing that they're all handmade. They tend to assume that a big machine churns them out," he adds. Sadly for Amalgam it's not that easy. "You have to make a mould for every single part. You make the original part in resin and then cover it in soft latex, which you use for the repetition. We get about 30 or 40 pulls out of each one and we always keep the original masters locked up in a suitcase. There really is no limit to what we can make. It just comes down to time and cost."

It becomes clear when Graham is taking me through the interior of the Ferrari 458 model that time is something a modeller needs a lot of. The detail is absolutely astonishing. "Over there we've used a rubberised paint so that it feels right while the carbon here is pad-printed... The carbon over there is done by decal which you float off in water, and then the stitching is a separate decal that you can bend into shape." Just as I am about to ask how Colin's eyes cope with the work, he says: "Working on an 1:8 scale model is a bit of a luxury – imagine working at 1:43 scale when the whole car ends up just four inches long. It's physically *very* difficult."

My time in the workshop ends with a look at the tools of the trade. Beside the scalpel – that acts as "an 11th finger" – there are tweezers and drill bits that go down to 0.3mm thick. "You only get to use those once," says Graham. The mind boggles. Much as it did when the office saw the pictures of these models for the first time. »»

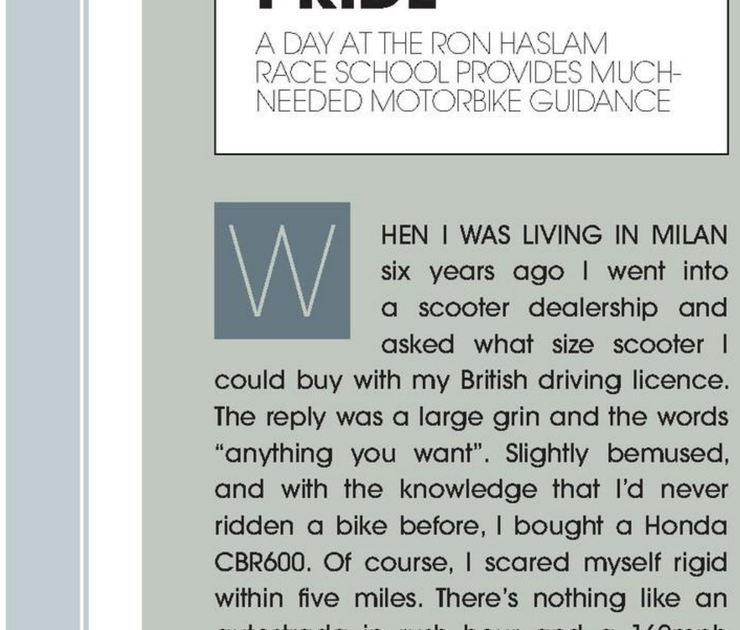
SILVERSTONE

RIDE YOUR BIKE WITH PRIDE

A DAY AT THE RON HASLAM RACE SCHOOL PROVIDES MUCH-NEEDED MOTORBIKE GUIDANCE

WHEN I WAS LIVING IN MILAN six years ago I went into a scooter dealership and asked what size scooter I could buy with my British driving licence. The reply was a large grin and the words "anything you want". Slightly bemused, and with the knowledge that I'd never ridden a bike before, I bought a Honda CBR600. Of course, I scared myself rigid within five miles. There's nothing like an autostrada in rush hour and a 160mph motorbike to dent your confidence.

When I came back to Britain I immediately took my test, but was still way over-powered. It was only the other day when I went to Silverstone for the Ron Haslam Race School that finally it all made sense.



There are 20 'school' days a year, and taking the average of 180 bikers on each, that means 3600 people a year experience some of the best one-to-one two-wheeled instruction anywhere in Europe. The race school is now in its 15th year and if you want to sort out your bike riding I cannot recommend it enough. Especially for those who began their biking careers on a 600cc Honda on a packed autostrada…



Hastily prepared 2010 Rallyfest attracted an impressive 10,000 fans

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LONDON

A TOUGHER KIND OF RALLY

WALES RALLY GB BOSSES ARE CHAMPIONING THE RETURN OF OLD-STYLE ENDURANCE EVENTS

IT IS NO SECRET THAT FIA PRESIDENT Jean Todt wants to reintroduce long-distance events to the World Rally Championship.

Whether you think it a good idea or not, the plan has been met with strong opposition from the teams. The proposed 350-mile, four-day 2012 Rally Argentina will be more expensive for the competitors, and to combat time restraints, the practice runs for each stage may be dropped from two to one. It's something that seven-time World Champion Sébastien Loeb isn't happy about.

However, longer rallies would certainly appeal to traditionalists and those that believe the sport should be a test of endurance.

Within a few days of writing a web feature on the topic I spoke to Andrew Coe (right), chief executive of Wales Rally GB organiser International Motor Sports. This year's British round of the WRC will run over four days rather than three, on November 10-13, and Coe explained why.

"After 10 years of the formulaic approach, the sport can and should take itself back to the people rather than expecting everyone to travel," he says. "The Tour de France is successful because you don't have to travel massive distances to go and see it. You can easily get two million spectators because it goes past everyone's front door. That's the model that we need to adopt.

"Up until recently there have been regulations in place that have made rally organisers adopt a central service park and then a clover leaf route. We're limited in terms of the fact that we are hosted by Wales, but we're starting on the north coast and making our way to the south coast. I think it's excited people and caught their imagination. There will be four days of rallying as opposed to three and we're taking in a lot of iconic forest stages that we haven't been able to use because of the central service area format. Names like Clocaenog, Great Orme and Gartheiniog are all back. It's hopefully going to breathe new life into Rally GB."



In order to combat the extra cost involved in running longer rallies, WRC Commission president Jarmo Mahonen has made it clear that there would only be a few longer events and that some of the European rounds would be dropped. Can Wales Rally GB justify the longer route to the teams already?

"You have to accept that without the oxygen of publicity any sport will suffer," says Coe. "As organisers it's our responsibility to try and engineer our event so that it will pull people in. There are a lot of other sports out there and we have to make rallying relevant not only to the hardened rally fan, but to the fans of the future and to families. It's a spectacular sport if you see it in the raw and it's perhaps more entertaining than many other versions of motor sport.

"You have to listen to the drivers and the teams, though, because they have a perspective and 90 per cent of the time it is correct. After all, this sport is their livelihood; they live and breathe this thing. But so do we as organisers."

The support for rallying is still there as long as you can put on a show that fans will understand. Last year Wales Rally GB organised a promotional event called Rallyfest and with only six weeks notice organisers managed to pull 14,000 people in to watch "Matthew Wilson messing around in a car park in Llandudno". If you can get fans close to the action then the interest is clearly there. As Coe says – it's a dramatic sport in the flesh.

But in the current economic climate what is the right solution? A WRC engine costs in the region of £120,000 which may seem a ridiculous figure, and indeed go some way to explaining the lack of competitive privateer teams. Yes, costs must be kept in check, but we should also be looking at ways to raise the profile of rallying. Expensive engines won't do that but longer rallies surely would.

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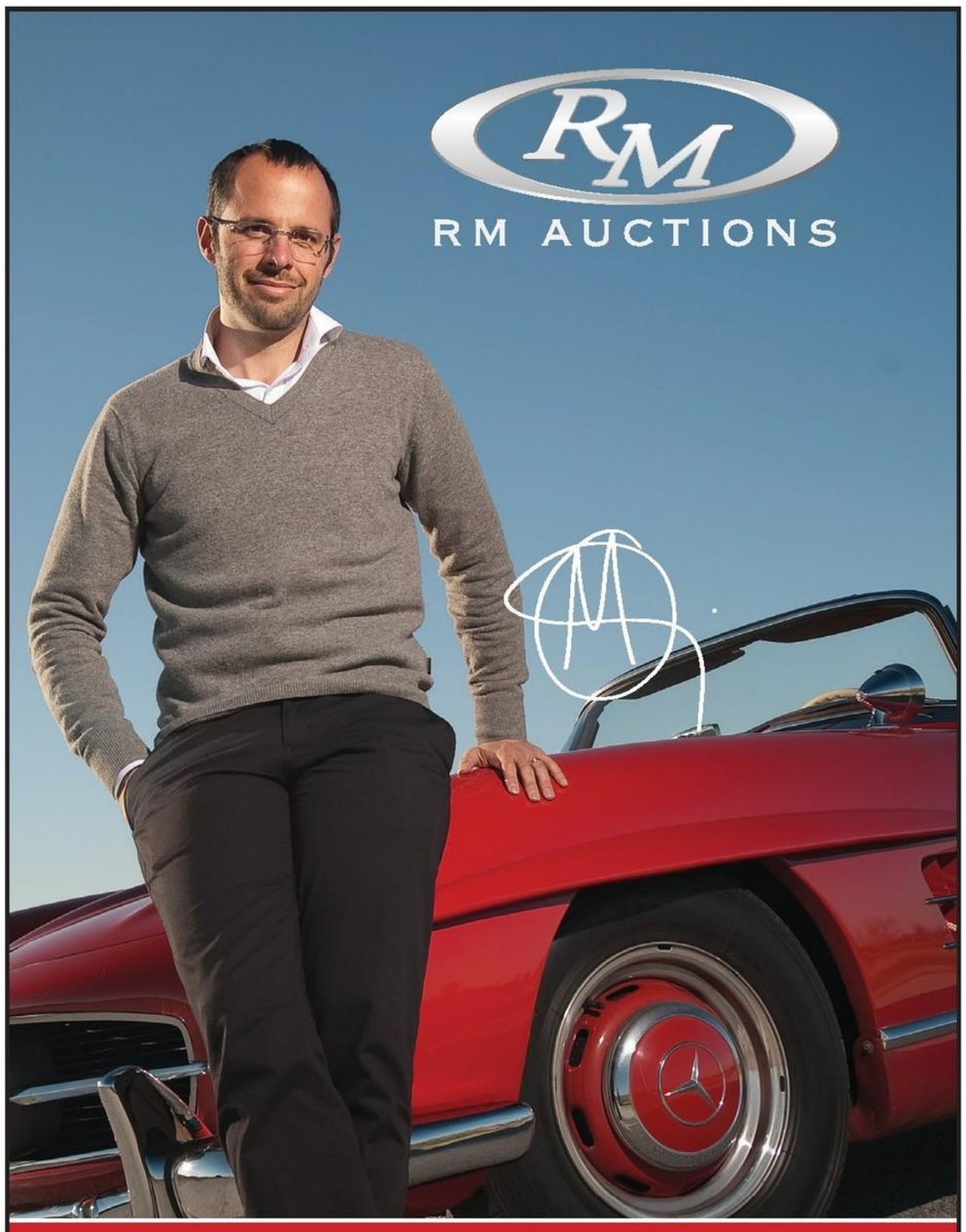
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Historic Scene
WITH GORDON CRUICKSHANK

Goodwood Revival was as exciting as ever – and for some entrants, a damn sight too exciting. Racing accidents will always happen, but there seems to be something about such a high-profile meeting which, like one too many pints, strips away inhibitions. In some races we saw driving more suitable for the Clio Cup than in a field so precious you could barely buy it with that Cambridge couple's Euromillions.

Not all these clashes or 'offs' were blameable – a race meeting without a bent panel would be a wondrous thing. But given Goodwood's unusual circumstances – limited run-offs and earth-covered tyre banks – and the lack of carbon-fibre safety cells or crumple zones in a 1950s or '60s racing car, the consequences can be significant.

Following some previous impacts, Goodwood introduced a driving standards official. For four years this has been Win Percy, touring car champion and Le Mans pilot, and after the meeting I spoke to him about his weekend. Naturally neither he nor Goodwood would comment on specific incidents or drivers, but I wanted to know where he draws a line, and how carefully he has to tread.

"It's the only old-style track we have left," Percy says. "It's fast and flowing, it tempts you into flirting with the verges, adding speed, putting a bit more steering in. I recognise the lure – I love the Revival, I did many of them and I miss it terribly." (Win was a popular driver here until the medical error that left him part-paralysed.) "But it's easy to forget that over the grass is not Tarmac run-off but an unyielding barrier. You get invited here either because you're a famous driver, you have a great car, or to put on a good display. It's an honour; you're not getting points. I have to make people realise that places don't count. But there are some die-hards you'll never get through to."

So what sort of weapon can he wield in the drivers' briefing? "No weapons, I just point out that there are drivers here who've had yellow cards, and others who aren't here at all. My message is, if there's any doubt when lapping or passing, which is when most incidents happen, think twice. The only thing at stake is the future of the meeting. The biggest stick I can wave is to say 'do you want it on your conscience that it was your actions that hurt somebody – or even ended Goodwood?'"



Win Percy (right) and Lord March keep mood light at drivers' briefing

LAT

THE REVIVAL'S RACING REFEREE

FORMER RACER WIN PERCY IS THE MAN LORD MARCH TRUSTS TO ENSURE GOODWOOD'S HISTORIC MEETING DOESN'T END IN TEARS

And what about after an incident? Some of these people are very big names. "I say exactly the same things to them as to the inexperienced guy who's invited for his car. Sometimes they come to me to explain an incident, but if comments have to be made, I face them. And some people say 'thanks for saying that'."

Percy has no direct power over drivers, as he points out. "I work for Lord March and Goodwood. I advise, I comment, I discuss with the Clerk of the Course, then I present my report. It's up to March's team what happens next."

We spoke in September, when Win had just finished that report. Was there an 'action list'? "Certain people are named. I'll present it to the team shortly, but I have no part in any further action." But as an invitation-only event, Goodwood has a unique deterrent available – the empty letter box come entry time.

Win deserves credit for handling this difficult and invisible post. There's no payment, no kudos, and he sits in front of TV monitors all weekend. "It's got to be that way. I have to see it for myself," he says. "I took it on when I decided not to renew my race licence, but I miss the fun of the meeting, the atmosphere. Every year I say I can't do it again – but I've already agreed for next time!"

We miss Win's cheerful face in the paddock, too. But for the Revival to survive, someone needs to be in that cabin. Thanks, Win.

DREAM GARAGE
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CKL's double-decker shop layout promotes employee interaction

BATTLE, EAST SUSSEX

HISTORIC RACING TECHNOPARK

"DREAM WORKSHOP" COULD FORM HUB FOR CLASSIC RACING COMPANIES

I FELT A BIT UNDERDRESSED WHEN I arrived at CKL's new Sussex base for its open day. Chris Keith-Lucas has been involved with Jaguars for ever, and the huge new premises was surrounded by Coventry metal, so I regretted going down there in my modern Jag instead of firing up the Mk2. Might have had Chris sort the speedo. And the clock, and that funny rattle...

Chris used to be part of Lynx, builders of replica C- and D-types, but latterly his company CKL has been restoring and race-prepping classic machinery. And prime Jaguars, too: one of the vast new buildings looked like an Ecurie Ecosse pit with three of the metallic blue racers in a row, not to mention the C/D cross E2A and the Salvadori Lightweight E of racer, collector and CKL co-director Stefan Ziegler. I also found Tony O'Keefe there, Jaguar Heritage curator, who told me that the company will fund the new E-type race series through next year, and that there are exciting plans for the firm's museum.

The main CKL shop is an impressive facility with separate bays for engine, body and suspension, but communal work benches to encourage staff interaction. "It's my dream workshop," says Chris, who hopes other firms offering appropriate services will gravitate to the capacious site to form a classic racing technopark.

Most of CKL's work now is race preparation, and the shop was packed with interesting stuff – Knobbly Listers, Ds and Es just back from Spa or Goodwood and needing refreshment – or straightening. I did a double-take seeing the apparently uninjured nose of 4WPD, even though we all saw Desiré Wilson smite the Goodwood tyres with the famous E-type. But when I turned round I saw the crumpled bonnet being carefully dismantled; it was the ready-painted spare I saw first. Meanwhile the hull was up on the ramp being checked for squarity. And here was something I thought I'd never see, since none of the unsuccessful 1952 examples remain – a long-nose C-type, recreated by CKL on a C chassis from photos.



Nearby was another rare sight – a MkIII GT40, the road-going version with luggage boot and raised headlamps. It spent 30 years in the NMM and has 6000 miles on it, but new owner Gary Bartlett intends to return it to proper original spec. "It's Ford's XKSS," he told me enthusiastically. He should know – he's had two SSs and currently races a D.



It was a pleasant day, but looking round the extensive premises I sense a message. Historic racing is shifting from a hobby to a serious sport with a significant annual turnover, and just as in F1, Britain is central. There's no shortage of participants, either. If you're a wealthy owner, a firm like CKL will manage everything from finding a car to filling your fuel tank on the Mille Miglia. I suggested to Chris that the word 'recession' wasn't high in his clients' phrase book. "Racing is a drug," he said happily. "People can't stop doing it even if they're down to the last penny."



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In the workshop

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DO YOU HAVE A SPECIALISATION?

Historic bodywork restoration and re-creation is our core business. We are fortunate enough also to have clients waiting to buy interesting projects, and people offer projects to us, so we have been able to act as a broker to clients too.

WHAT'S IN THE SHOP RIGHT NOW?

A fleet of Derby Bentleys including a VanVooren convertible and a Thrupp & Maberly Airflow saloon. We're constructing a complete new Aravis-style body on a Bugatti T57C, and new VanVooren saloon bodywork on a Bentley MkV to reproduce the one-off Corniche destroyed during WWII. We're building a new Playboy Roadster body on a Rolls-Royce Phantom 1, and there are two Aston Martins, a DB4 and special-bodied DB2, here for complete restoration

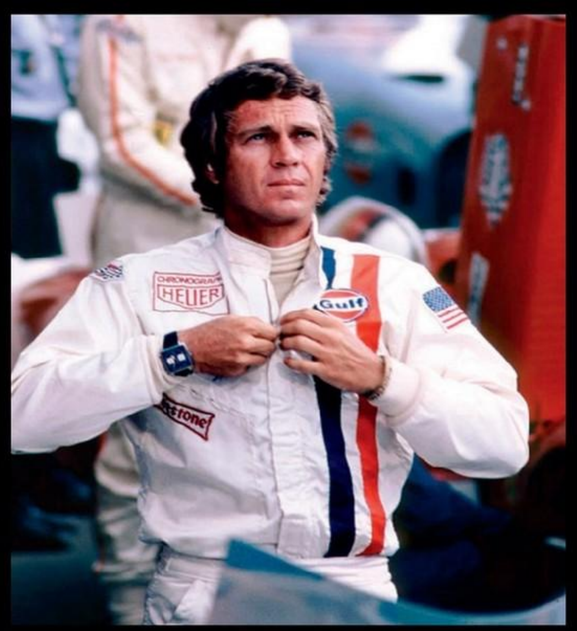
WHICH PROJECTS ARE YOU ESPECIALLY PROUD OF?

Building a complete new body for the Ferrari Sharknose replica (above), including tanks. Reproducing bodywork for an Alfa Romeo 2900 MM replica. Restoring Simon Taylor's Gurney Nutting Derby Bentley. Making the body for the new steam LSR car. And being chosen by Rolls-Royce Heritage Trust to re-create the Paulin body for the Bentley MkV Corniche.

GC was talking to Dugal Revie

COLLECTOR STUDIO MOTORSPORT GALLERY





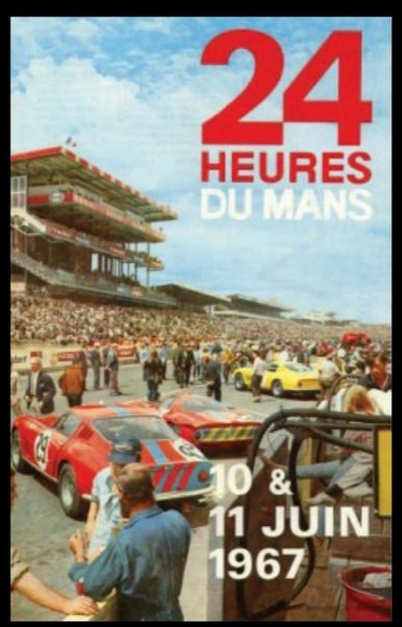
1971 Steve McQueen Le Mans suit
This is the original suit worn by Steve McQueen while filming the epic movie Le Mans in 1971. This 2 piece suit shows good signs of wear and is fully documented, having been donated by Solar Productions/ MGM to a British newspaper for a Le Mans themed contest in 1971. It was presented to the winner by none other than Richard Attwood, who not only won Le Mans, but also drove the Porsche 917K Gulf in the movie. A museum quality item with superb provenance, enquire for more details.



1933 Scuderia Ferrari Annual. super-rare yearbook documenting Alfa Romeo's triumphs 1930-1931-1932.



"Accidente" by de la Maria - An original giclee on canvas showing the Maserati 4CLT, Alfa Romeos, and Ferrari at Monaco. Edition of 100 (44x32") CAN$1995/£1250



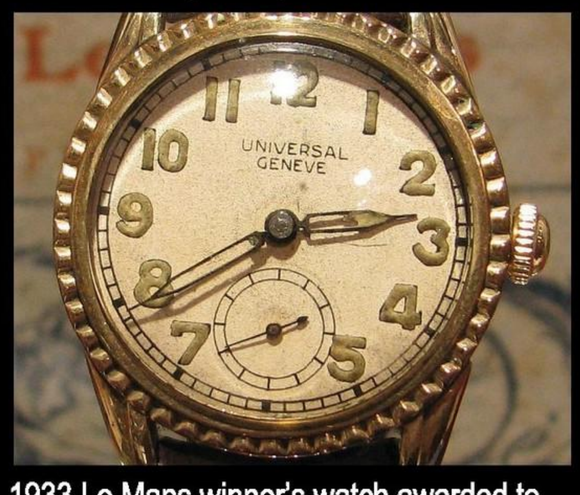
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Original brochures - showing are 250GT Cal Spyder, 250GT Boano & Lancia B24 Spider. Dozens of others are available.



1/8 (2 foot long) Ferrari 250 GTO with full engine detail and opening doors

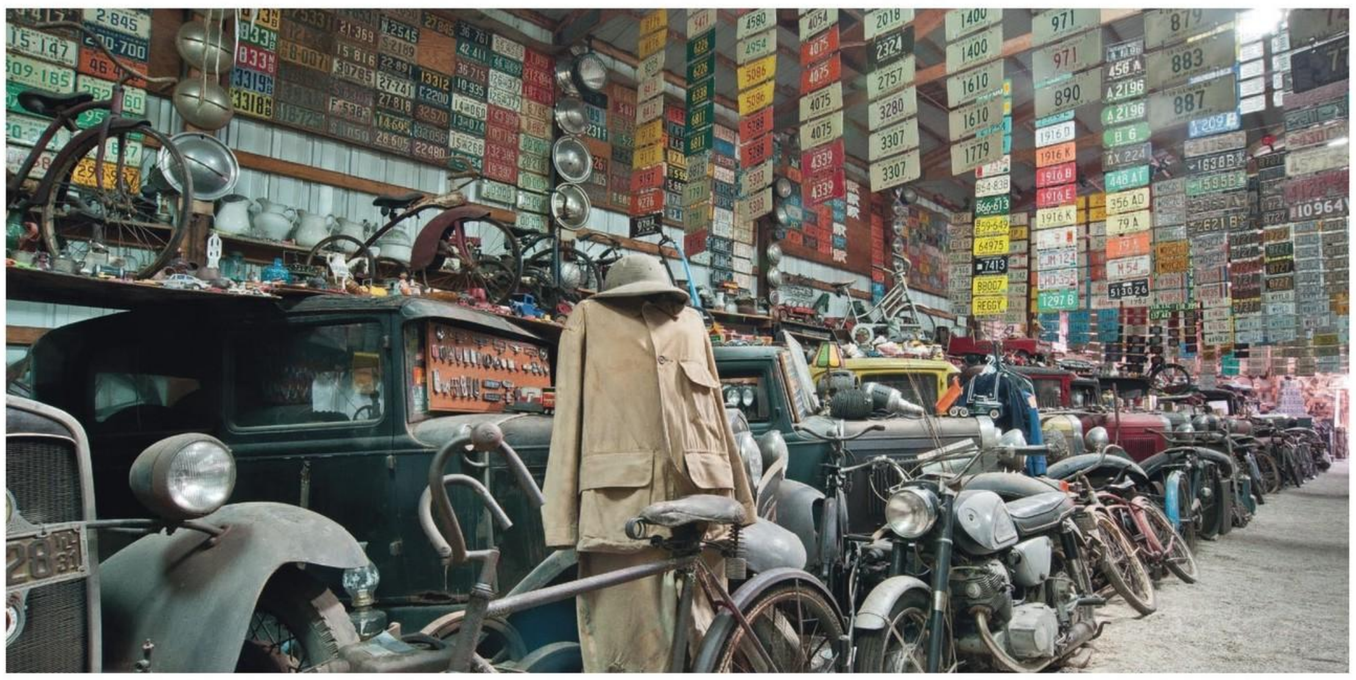


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Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– H&H SALES –

On September 21 H&H hosted a sale at the Imperial War Museum and sold various interesting lots. One of which was the ex-Hubert Patthey, Ecurie des Trois Chevrons 1956 AC Ace Bristol. Patthey entered the car in the laboriously-named Grand Prix Suisse de la Montagne Ollon-Villars Course International de Cote in 1956 soon after buying it and won the Group IV class.

One 'interesting' racer that didn't find a new home was the 1983 Rover Vitesse TWR touring car. This may have had something to do with the fact that the car is "widely thought to be either TWR 001 or TWR 002" because "plates for both are to be found on the chassis".

The talk of the day though was the 1929 Bentley 4½-litre 'Le Mans' that was supplied new to 'Bentley Boy' Captain Woolf Barnato. The car made up £528,000 worth of the £2.8m total for the sale.

It's been a busy few months for the Cheshire-based auction house as it has just announced that it has created H&H Classic Rallies "with a view to raising the bar for the organisation of classic rallies". The first event will be the 3000km Rally of Rajasthan in February 2012.

– SILVERSTONE AUCTIONS –

On November 4 Silverstone Auctions will host its third auction to date – The Walter Hayes Sale. Included in the car lots is a 2000 Lola B2K40 SRZ Sports Prototype (£95-110,000), the ex-Ex Gerry Marshall/Roger Payne 1979 Triumph Dolomite Sprint (£9-11,000), an ex-Johnny Herbert 1990 Reynard F3000 90D (£40-50,000) and a 2006 Crawford DP03 Grand-Am car (POA).

Other motor sport machines include the ex-Pedro de la Rosa 2000 Arrows A21 (£100-125,000), the unique 1963 Deep Sanderson DS 105 'Twinny' (POA) and the 1961 Morgan +4 that finished 13th overall in the 1962 Le Mans 24 Hours (£125-165,000). For people looking for a good entry-level rally car there is a rally-prepped 1977 Ford Escort that is expected to sell for £10-14,000.

– RM AUCTIONS –

Fresh off the back of RM's £37.8m haul at its Monterey sale on August 20, the company managed to net over £6m at its Hershey sale on October 6-7. Much of that was thanks to the world's oldest running motor car – the 1884 De Dion Bouton Et Trepardoux Dos-A-Dos steam runabout that went for double its estimate at £2.95m.

– AUCTIONS AMERICA –

The extensive Lee Roy Hartung Collection (above) will be sold at Auctions America's sale on November 3-5. The eclectic mix of machinery includes everything from a rare BMW Veritas convertible to porcelain signs, vintage toys, aircraft engines, automotive mascots and even typewriters.

– BARRETT-JACKSON –

The 2009 winner of the NHRA Las Vegas Nationals – the Don Prudhomme Racing 2009 US Smokeless Top Fuel Dragster – sold for £84,031 at Barrett-Jackson's Las Vegas sale on September 22-24.

– BONHAMS –

Neither the ex-Dieter Quester and Rolf Stommelen 1979 BMW M1 Procar nor the 1976 BMW 3-litre CSL 'Batmobile' that won its class in the 1976 Le Mans 24 Hours found new homes at Bonhams' sale on October 1.

However, a 1969 BMW 'Spicup' convertible coupé did sell for an impressive £401,903, a 1974 BMW 2002 rally car went for £19,090 and the ex-Keke Rosberg 1976 Toj-BMW Type 201 sold for £53,252.

Over in Fairfield, USA on September 20 Bonhams sold a 1938 Bugatti Type 57 Ventoux coupé for double its pre-sale estimate. Amazingly the car has only covered 22,000km since new. The car was re-commissioned by Bonhams and eventually sold for £213,630.

There will be a full review of RM Auctions' October 26 Battersea sale next month.

FORTHCOMING AUCTIONS

NOV 3-5 AUCTIONS AMERICA *The Lee Roy Hartung Collection*, Glenview, Illinois Tel: 001 954 566 2209

NOV 4 BONHAMS *Veteran Motor Cars*, New Bond Street, London Tel: 020 7468 5804

NOV 4 SILVERSTONE AUCTIONS *The Walter Hayes Sale*, Silverstone Circuit, Northamptonshire Tel: 01926 691141

NOV 12 BONHAMS CLASSIC CALIFORNIA *Collectors' Motorcycles, Motorcars, and Related Memorabilia*, Los Angeles, California Tel: 001 415 391 4000

NOV 16 BONHAMS *Collectors' Motor Cars, Motorcycles and Automobilia*, Yorkshire Event Centre, Harrogate Tel: 020 7468 5804

NOV 26 OLDTIMER GALERIE *100 Classic Cars and Motorcycles*, Toffen, Switzerland, Tel: 0041 31 819 61 61

NOV 30 BRIGHTWELLS *Classic Cars and Motorcycles*, Easters Court, Herefordshire Tel: 01568 611122

DEC 1 BONHAMS *Important Collectors' Motor Cars*, Motorcycles and Fine Automobilia, Mercedes-Benz World, Brooklands, Surrey Tel: 020 7468 5804

DEC 7 H&H SALES LTD *Classic Cars and Automobilia*, The Pavilion Gardens, Buxton, Derbyshire Tel: 08458 334455

DEC 7 COYS *True Greats*, Royal Horticultural Halls, London Tel: 020 8614 7888

DEC 8 DVCA *Classic Cars and Automobilia*, Gartell Light Railway, Yenston, Somerset, Tel: 01963 363353

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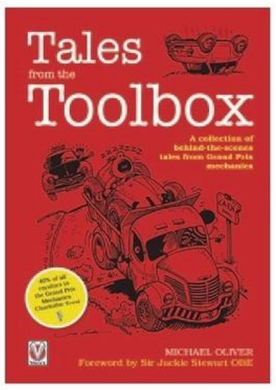
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Reviews





TALES FROM THE TOOLBOX

A COLLECTION OF BEHIND-THE-SCENES TALES FROM GRAND PRIX MECHANICS

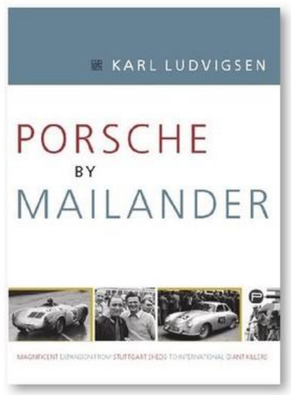
by Michael Oliver

What a little gem of a book. Mechanics are often described as 'unsung heroes'. Now, thanks to Michael Oliver, some of the balance has been redressed.

Oliver has tracked down dozens of spannermen who worked for the dominant British Formula 1 teams through the 1960s and '70s. The 11 chapters, with titles such as 'Anything to declare? Customs capers' and 'The all-nighter: par for the course', offer a stream of great anecdotes.

The hardships and mischief of life on the road, the adventures and mishaps, the devilish practical jokes… and the best and worst of Colin Chapman: if you want the truth, listen to the men who saw it all from the front line. Also includes personal photos from the mechanics' own scrapbooks. **DS**

Published by Veloce Publishing Ltd., ISBN 978 1 84584 199 7, £12.99



PORSCHE BY MAILANDER

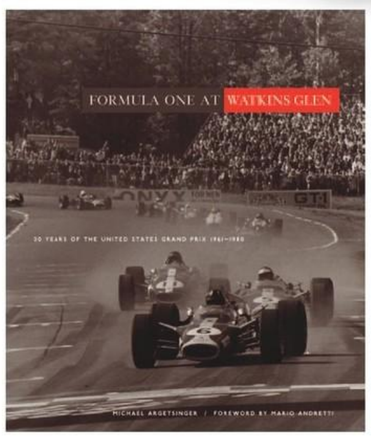
MAGNIFICENT EXPANSION FROM STUTTGART SHEDS TO INTERNATIONAL GIANT KILLERS

by Karl Ludvigsen

Before a career in the motor industry which saw him become the assistant to Giovanni Agnelli at Fiat, Rudy Mailander used his multi-lingual skills to report on and photograph racing and rallying through the early 1950s. His time behind the camera may have been short, but the quality of his images is impressive – which is why Ludvigsen purchased them as the core of his eponymous archive.

This is a hearty selection tracing Porsche's early years, and Ludvigsen annotates each photo with great knowledge. Mailander had an eye for the quirky – witness a large Alfred Neubauer climbing into a small 356 – as well as the broad view, as dramatic Nürburgring and snow-clad rally shots attest. If you love 356s, it's a feast. **GC**

Published by Dalton Watson Fine Books, ISBN 978 1 85443 244 5, $150



FORMULA ONE AT WATKINS GLEN

20 YEARS OF THE UNITED STATES GRAND PRIX 1961-1980

Michael Argetsinger

Editor-in-chief Nigel Roebuck has always had a soft spot for Watkins Glen. "For me," he wrote in the December 2010 issue of *Motor Sport* "it had a magical quality, and if ever Formula 1 had a spiritual home in the USA, this was surely it."

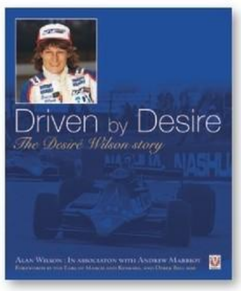
Nigel also talked a few months earlier about how F1 had always struggled in the USA, apart from when it was hosted by Watkins Glen. Scanning the pages of Argetsinger's work, it's not hard to see why this circuit gained such a reputation with drivers, teams and fans from all over the world.

Thanks to a successful few years of Formule Libre between 1958-60, Watkins Glen opened its gates to F1 for the first time in '61. Innes Ireland won that race, and not only was it the first victory for Team Lotus, it was the first of many Grands Prix at the demanding circuit in upstate New York.

Among others Jim Clark, Graham Hill, Sir Jackie Stewart, Ronnie Peterson, Niki Lauda and Gilles Villeneuve all won at the Glen, and this book takes you through all the races between 1961 and '80.

This isn't by any means a reference book and is filled with more images and lengthy captions than text. However, as an overview of this great track, and indeed a great era in F1, you won't find better. **EF**

Published by David Bull publishing, ISBN 978 1 935007 14 2, £29.99



DRIVEN BY DESIRE

THE DESIRÉ WILSON STORY

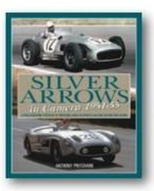
by Alan Wilson in association with Andrew Marriott

The 'Lioness from Africa' (as John Webb once famously dubbed her), started winning races when she was only five years old and has been beating the boys ever since.

Written from the perspective of her husband, this tells a personal story that spans a career of over 50 years.

All the traditional elements of any racing driver's story are here: money problems, indifferent team managers, awkward team-mates, bitter rivalries and even corrupt officials. It all helps to make this an entertaining read, if understandably a little one-sided at times. **DC**

Published by Veloce Publishing Ltd., ISBN 978 1 845843 89 2, £24.99



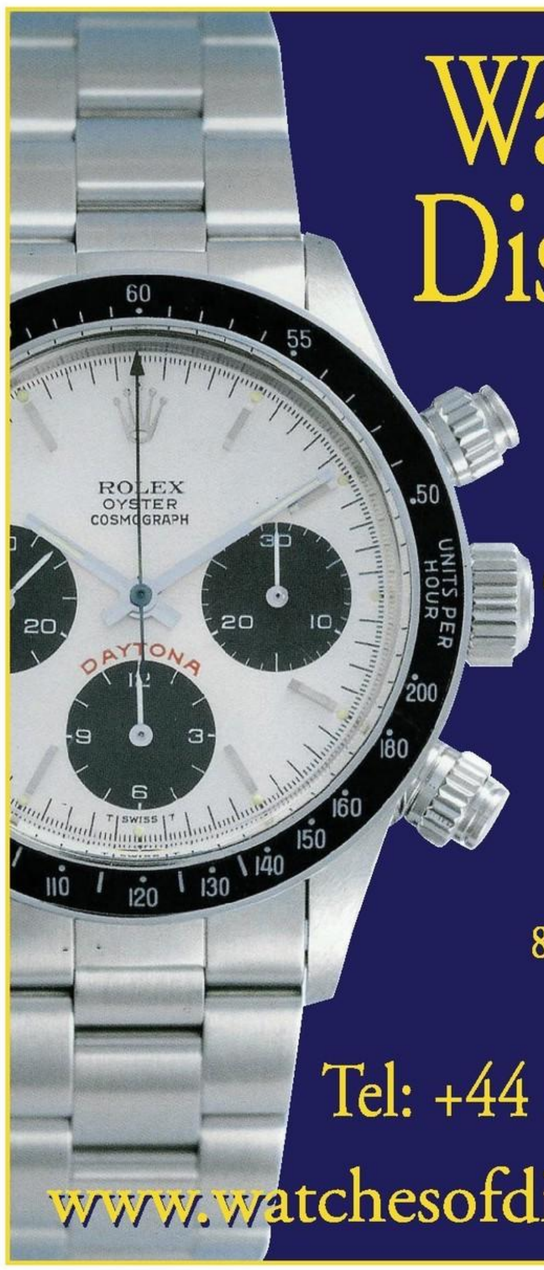
SILVER ARROWS IN CAMERA 1951-55 *Anthony Pritchard* Not to be confused with Paul Parker's 'In Camera' series. Combines detailed text with a wonderful section of colour images. Not cheap at £60, though. **Published by Haynes Publishing, ISBN 978 1 84425 943 4, £60**



THE BRITISH ARE COMING *Mike Varndell* A great collection of photos form the basis of this book, supported by first-hand accounts from Britain's record-breakers. Some poor editing aside, it will appeal to LSR fans. **Published by Transport Bookman Publications Ltd, ISBN 978 0 85184 076 5, £49.99**



TT: CLOSER TO THE EDGE *Directed by Richard de Aragues* DVD release of the fabulous documentary on the 2010 Isle of Man TT that had limited cinema distribution earlier this year. Guy Martin is our new hero. Highly recommended. **Available from www.hmv.com, £10.99**



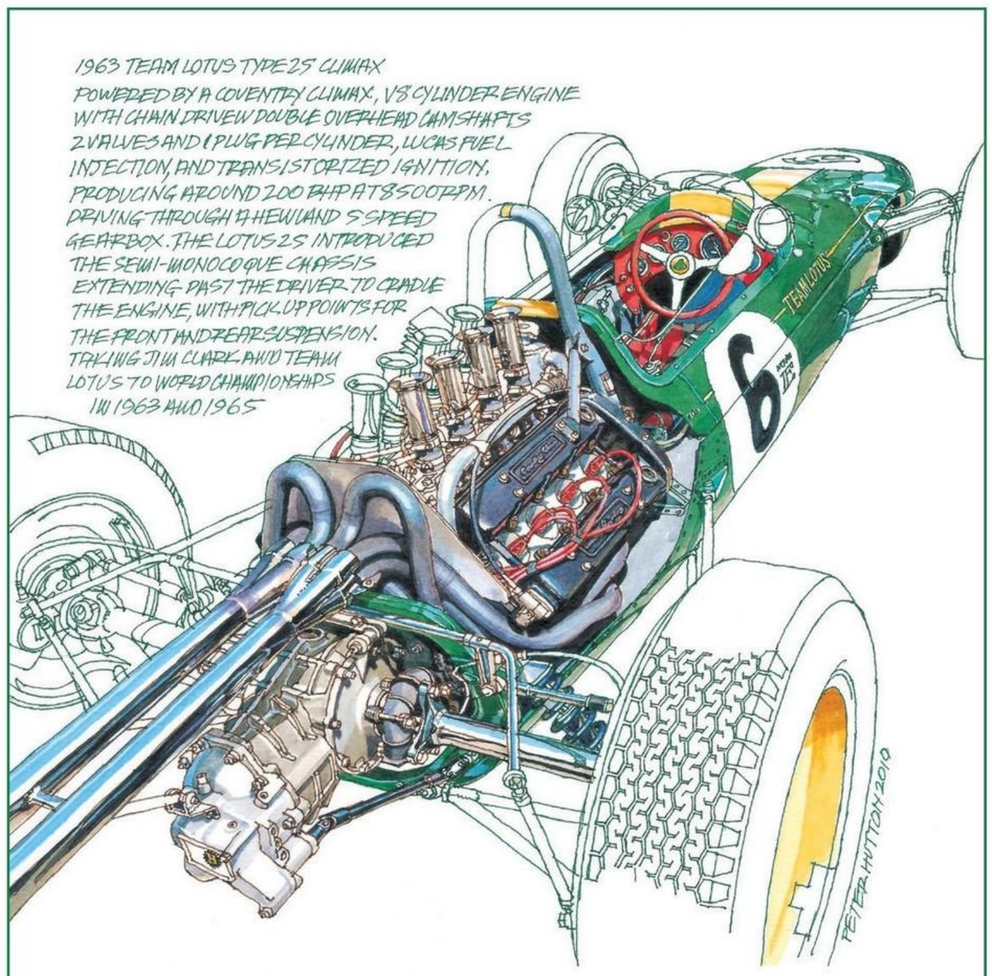
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1963 Team Lotus Type 25 Climax

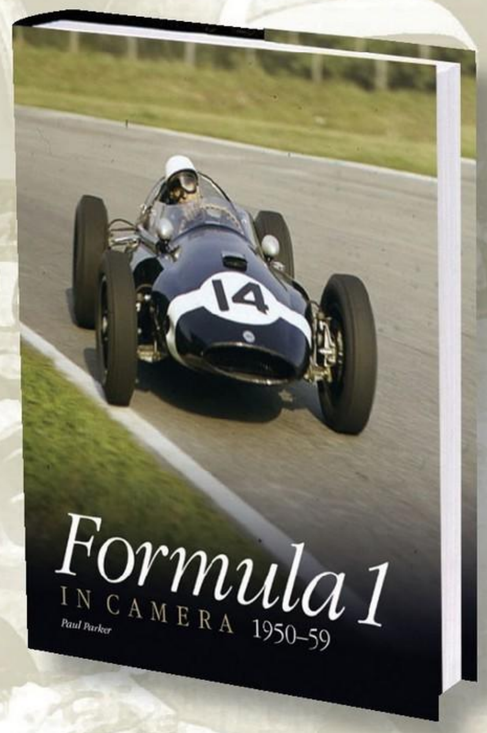
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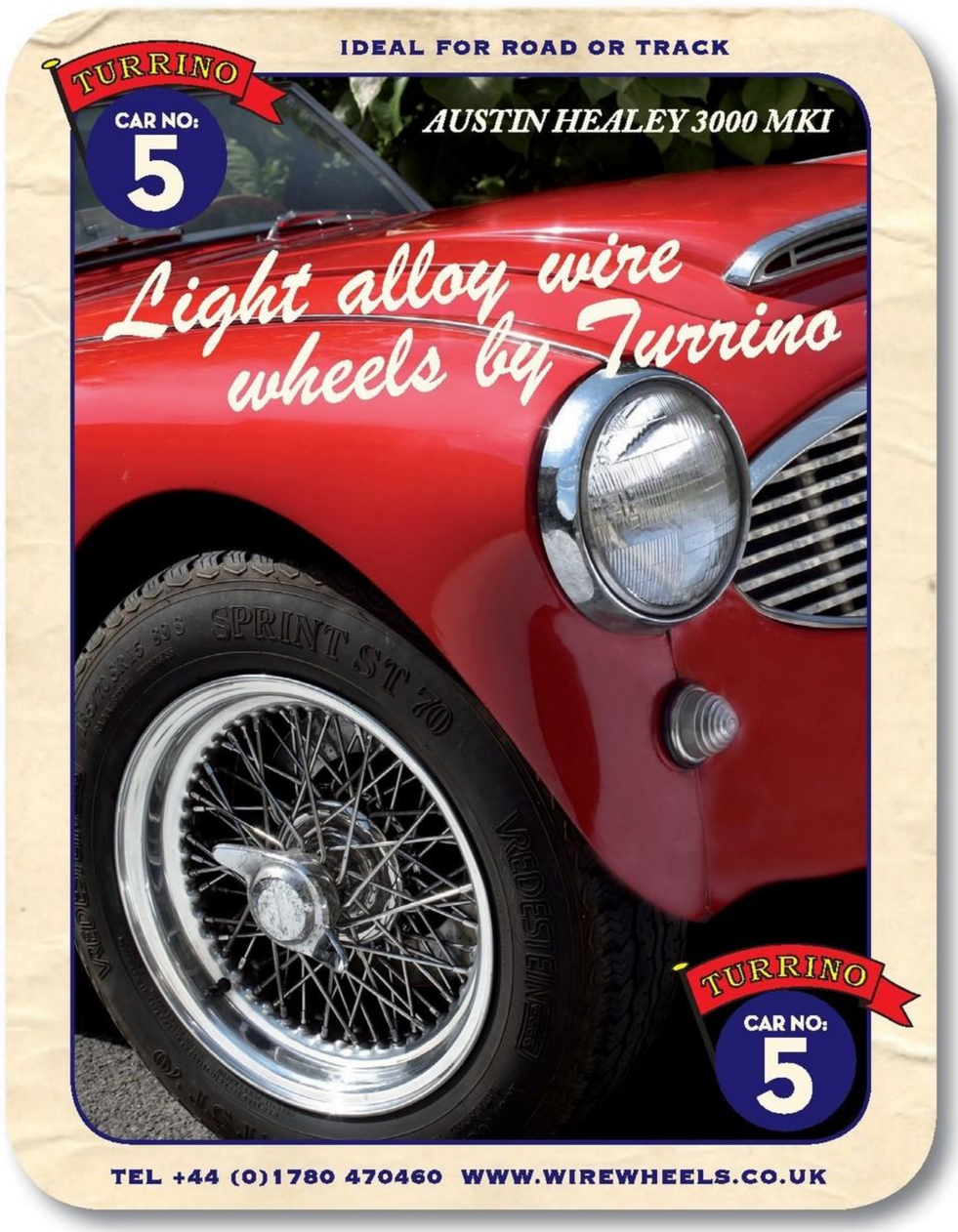


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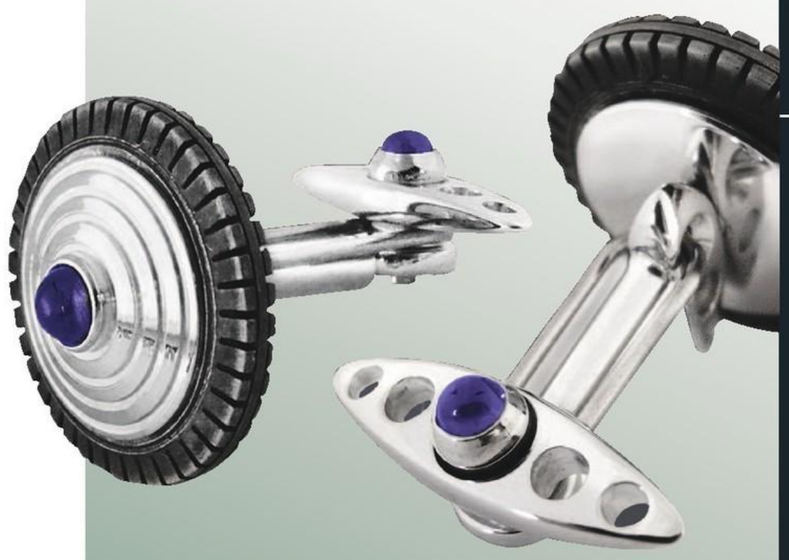
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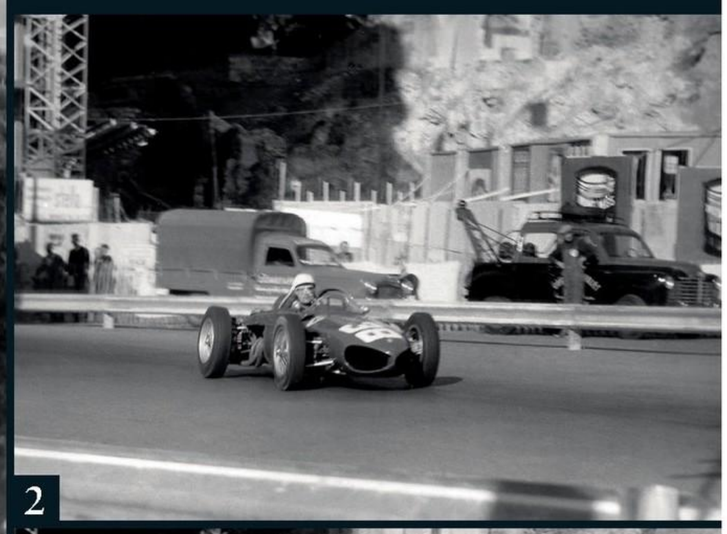


YOU WERE THERE

The 1961 Monaco Grand Prix was a classic, but none of the racers pictured here could get the better of 'Golden Boy' Moss



1



2



3

ROBIN POWELL

Isle of Wight man Mr Powell describes his trip to the 1961 Monaco GP as "one of the most exciting expeditions of my life". He travelled to the race with an old school friend and fellow Healey Silverstone owner, and asks if anyone knows the whereabouts of his car 'EFV 28'? {1} Graham Hill's BRM tracks Phil Hill's Ferrari 156 through the Gasworks Hairpin. Graham was out on lap 12 with a broken fuel pump drive. {2} Phil Hill's 'Sharknose' chased Stirling Moss's winning Lotus 18 for much of the race, before team-mate Richie Ginther relegated him to third. {3} Dan Gurney's Porsche 718 trailed Moss and the Ferraris in fifth. {4} Moss and Gurney exit Gasworks. Mr Powell was witnessing one of the great Grand Prix performances.



4

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A hobbling Tony Goodwin placed third in the 1966 Singapore GP aboard his F3 Lotus. Right: in his 'Broadway 90' special



THE FLYING DOCTOR ON TOUR

Privateer racer Dr Tony Goodwin didn't let RAF Service stand in the way of his racing exploits, as his new book recalls

Back in the late 1960s and early '70s, I found that race reporting was great – if immensely unprofitable – fun. It was wonderful to see real heroes in some of racing history's supreme cars doing battle round the Nürburgring, before it was – as Graham Hill succinctly put it – buggered up, Spa, Monza and of course the Piccolo Madonie.

Those great races included a colourful supporting cast of privateers, often racing on an absolute shoestring and leading a gipsy existence mapped-out by the racing calendar.

One of them was Dr Tony Goodwin, whose son Chris is so well-known today for his racing and test-driving exploits with McLaren F1, SLR and the present MP4-12C cars. Veteran journalist John Blunsden's MRP company is now publishing Goodwin Sr's autobiography, *Doctor on the Grid*, telling the story behind a lifelong motor racing obsession, involving over 460 races in 21 countries across four continents, and through six decades...

Tony's 'problem' had been seeded by his doctor father projecting on the surgery wall his pre-war home movies of the German cars in the Donington Grand Prix. As a medical student in 1955 Tony 'invested' his savings of £160 upon a Lotus 6 lookalike special, swallowing the vendor's description that it was 90 per cent complete, for which he should have read more like 45 per cent. It was finally completed as his 'Broadway 90' in which he made his competition debut at a Long Marston sprint in July 1956 – by which time the car had cost him £361 (plus £5 17s 6d for a suitably heroic Herbert Johnson crash helmet).

Tony progressed through the 1172 Formula into single-seaters, and of his big chance to test Bob Gibson-Jarvie's Vanwall-shaped Formula 2 Laystall at Silverstone in December 1960 writes: "I remember crawling on my hands and knees in the mud on the outside of Copse, having been thrown out. The car was the right way up but clearly a write-off. I had been saved by the skimpy roll-over bar inside the high tail section. Gibson-Jarvie said he had insured it on purpose just for the day... Anyway, he forgot to invite me to join his Formula 1 team of Lotus 18 Specials the following year, [instead choosing] Cliff Allison, Henry Taylor and Stirling Moss..."

He achieved real success with the 1172 Pegasus before graduating to a front-engined Formula Junior Lola, the only problem being that for 1964 FJ was being replaced by 1-litre Formula 3 and by common consent front-running cars had their engines in the other end.

By that time Tony had qualified as a doctor, and then joined the RAF, recalling "essential sword drill in a bleak hangar in Norfolk". A posting to Singapore saw him take the Lola, to be transported around primitive Malaysian race circuits in an RAF coach. With multiple cooling scoops opened in its bodywork, he faced the likes of Rodney Seow, Alan Bond, Steve Holland, Lee Han Seng and Singapore police inspector Albert Poon in the 1965 Malaysian GP, on the Old Thomson Road circuit. Against their Merlyn Mk7 and Lotus 23s, he found "my feet getting unbearably hot, my RAF plimsolls giving no protection from the proximity of the mighty 1650 engine. This encouraged me to hurry up and get it over

with…" and he finished third. With his feet badly blistered he pondered the wisdom of racing a five-and-a-half year old front-engined Formula car for two and a half hours in Malaysian midday sun, but had won a handsome trophy and a cheque for £140…

He went on to offset some of his racing expenditure by reporting Asian events for *Motoring News*, *The Motor* and some local Malay newspapers. He replaced the old Lola with a Lotus 20B, and at Macau tucked a half-frame camera into his overalls pocket and stopped out on the circuit during practice to photograph his opponents – thus not only driving in the race concerned but also supplying his magazines with both words and pictures.

By the end of 1966 Goodwin was back in Britain, and acquired an F3 Brabham for the following European season. He would race only once in England "as there was no money on offer", before he and mechanic friend John Wickham "packed our spare shirts and a hundred packs of Vesta curry… and made a dash for the midnight ferry".

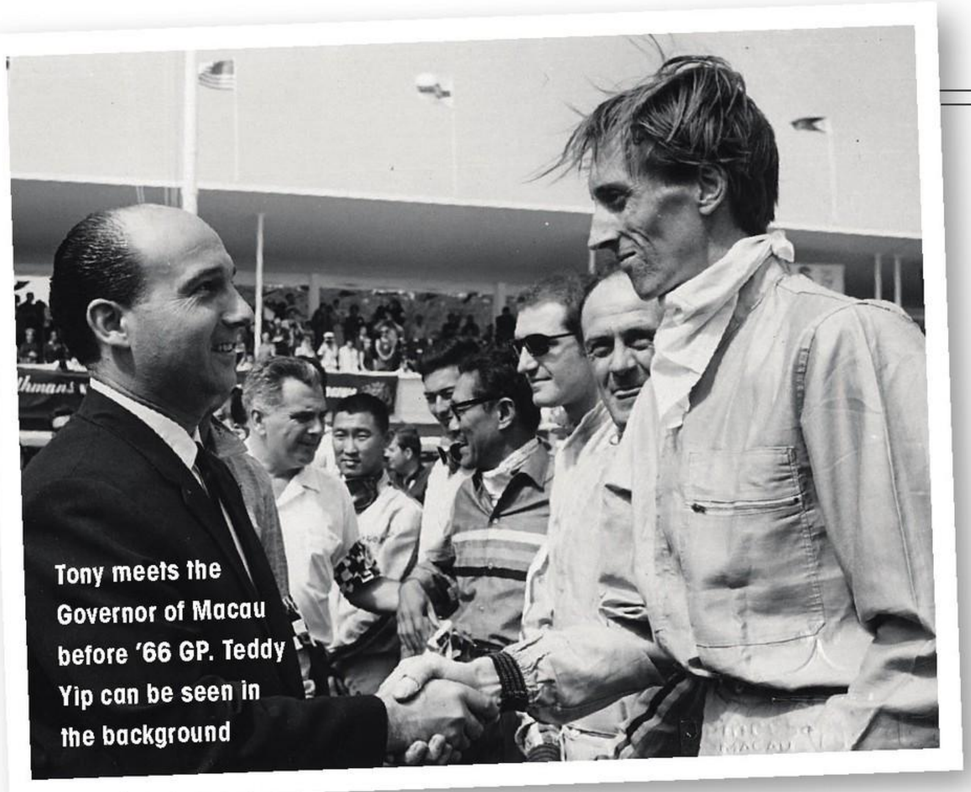
For £100 start money he arrived in Barcelona, "swept up in the atmosphere of a real Continental motor race", rustled up an extra £60 local "patronage" and finished 11th – to show £70 profit.

Soon after, en route to Denmark, the other end of the cue: "Just past De Panne we stopped by the roadside for a pee and a drunken Frenchman drove his Simca flat out into the back of the trailer. [It] was destroyed and the Brabham punted through the rear doors of the van… I could not believe it. The wretched Frenchman felt no pain…"

A friendly Ostend hotelier was prepared "to wait for better times for his money and kept us alive", while 'Wickers' borrowed a welding set from a local campsite to build a new trailer, a bigger job than repairing the Brabham. A frantic trip to race for good start money in Keimola, Finland, plus selling some bits and pieces restored finances… And so they moved on, racing at Chimay, Roskilde, the Djurslandring, Opatija in Yugoslavia, Reims, Zandvoort, then Vila Real in Portugal.

There, Tony was running sixth when one of his steering wheel spokes snapped, and the Brabham ended up bouncing along the top of a straw bale barrier. "I held on tight and shut my eyes. When I opened them again I thought I was blind until I pushed my goggles back in place and realised I was back on the track…" As the car's oil pumped away, he switched off and coasted for the finish line, only to stop short on the final climb. "Officials and spectators rushed out of the shops on one side to help me push the car, and from the other side to stop me. I took a breather while blows were exchanged, then summoned enough energy to push it myself across the line while the police were distracted… I was physically finished. The fire brigade hosed me down and I remember no more…"

In fact, Tony Goodwin's lovely autobiography recalls enough of his staggeringly full motor racing life to be not only entertaining but also record some crucial history. It's not flawless, but it is a real gem.



Tony meets the Governor of Macau before '66 GP. Teddy Yip can be seen in the background

Setting the record straight on blown-apart Indy Brabham

Regular readers might recall an item in the October issue about one of the Brabham BT25 Indycar's tubs having been blown apart due to an inadvertent spark while being verified by the USAC Tech Inspection team. Nick Goozee – a Brabham team mechanic at the time, and who was given the job of repairing the damaged monocoque – recalls it differently.

"Projects such as the BT25 were a 'wouldn't it be a good idea if…' scenario, begun at the last moment," he says. "There was none of the forward planning of today. An Indy project was effectively just something to occupy the troops over the winter months…

"The problem was there were very few troops back then, so the bulk of the BT25 was done by four of us, building two complete cars and three tubs after the end of the 1967 season and before everything was shipped sea freight to the States around March. And by the way, also build the Formula 1 cars which for '68 had the new four-cam Repco engine…

"The BT25 was the first monocoque-chassis Brabham. Unlike the later F1 BT33 its tub had a fully integrated tubular engine bay and front bulkhead, the two ends being joined by tubes around which the monocoque fuel cells and seating area were constructed. It was very heavy.



LAT

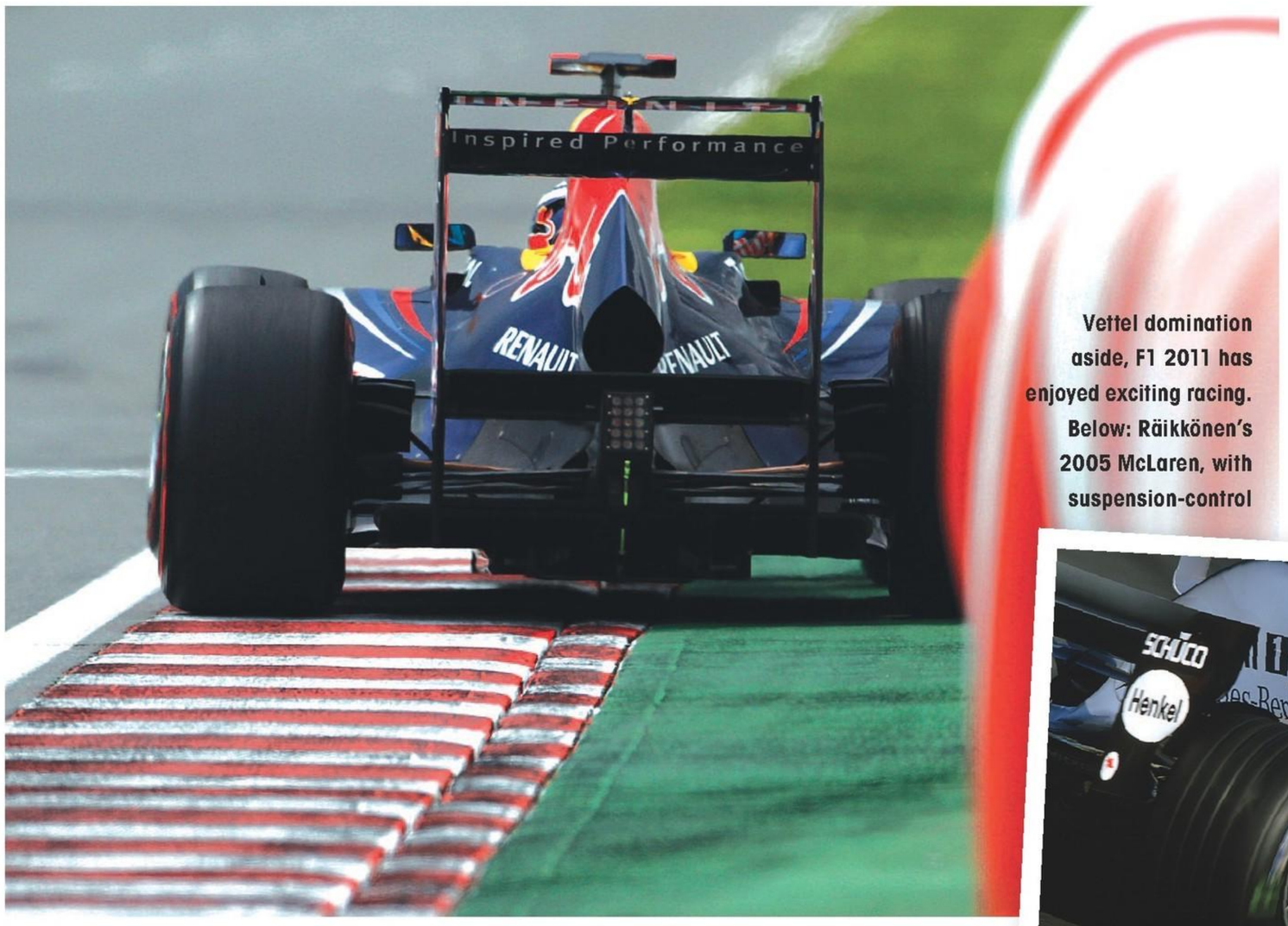
Peter Revson's Brabham BT25 leads Mario Andretti's Brawner Hawk III-Ford at Indy in '69

"I didn't go to Indy as I was with the F1 team, but I obviously heard the facts and ultimately repaired the damaged tub. The BT25's fuel filler, or vent (not the quick-fill filler which is further forward), was alongside the cockpit. Here fuel was put into the car under normal conditions, and one was cracked open while filling in a race to let the air out.

"The Repco engine had its distributor at the front, and for some reason the cap had been taken off and laid forward into the cockpit. The fuel vent had been left cracked open when everyone went home, and overnight fuel vapour had filled the cockpit. There was always a whiff of fuel in garages then, so for the mechanics to smell fuel would not be unusual when they came in the following morning.

"It was also first practice to remove the plugs and crank the motor over to raise oil pressure, and for some reason on this occasion the fact that a) the distributor cap was in the cockpit and b) the fuel system vent was cracked open wasn't noticed. There was only a low-level explosion, but by pressurising a large area of panelling the net result blew the seat-back panel from its rivets, and unstitched one side skin along part of the top fold and the arm cut-out panel. After Indy the tub returned to Byfleet, where I repaired it. Yes it was a stupid mistake, but low-level… with high-level embarrassment!"

Doug Nye



Vettel domination aside, F1 2011 has enjoyed exciting racing. Below: Räikkönen's 2005 McLaren, with suspension-control



Strict rules haven't spoilt all the technical fun in Formula 1

Overall, Sebastian Vettel's second consecutive World Championship-winning season was rather less predictable than its outcome might suggest. Most races were quite close and exciting. They were, as Mr Ecclestone sometimes puts it, "a good advertisement for Formula 1".

It's only to the old lags, I suppose, that so many aspects of modern F1 lack interest and charm, not least with more petty rules and regulations than a 1960s motor sport subversive will ever happily accept.

Fines, drive-throughs, grid penalties – many for little more than elbows-out proper racing – have served to emasculate what used to be a man's sport. Now enmeshed with more girly rules and regulations than an EU electro-plater, it's hardly surprising that some of us despair, or succumb to no more than resigned passing interest.

I still enjoy the technicalities of the cars and do not care one iota if Lewis and Felipe have just had another spat behind the bizjet shed. And while rules and regulations have closed off too many avenues of F1 development, those same restrictions have also driven ever-more ingenious ploys to gain advantage.

Recently a veteran F1 design engineer still in harness admitted to me that, "Of course there are a whole host of things we are no longer allowed to do. So basically current road cars are much more advanced than race cars…" Then he could have added "but there is an up side".

Imposed uniformity is now more stringent than at any time in Grand Prix history. Any old-time pretensions to an effective 'box-Formula' in which almost any technical ploy was allowable within a proscribed cuboid of airspace are long gone. Such relatively common road car features as four-wheel drive, anti-lock braking systems, an entire catalogue of alternative engine types, systems and configurations are all completely verboten. This regrettable situation is only understandable if you accept that without such restrictions modern F1 car development would have priced most manufacturers into withdrawal, performance would have outstripped all venues save perhaps the Bonneville Salt Flats, and *g*-induced loss of consciousness would have written off most of the trained apes rash enough to conduct such missiles.

But if you consider the technical innovations not banned by the present morass of petty regulation there's still a pretty impressive range in the F1 designers' locker.

Not in any particular order these include (deep breath): Kinetic Energy Recovery Systems (KERS), composite suspension members (wishbones, pushrods, track rods), mechanical power-assisted steering, suspension systems with roll and heave springing separated out, electro-hydraulic throttles, electro-hydraulic clutches, hand clutch systems, carbon-fibre clutches, electro-hydraulic differentials (which save messing around with Salisburys, ZFs, Torsen etc), even ultra-lightweight batteries.

And then we should add lightweight, ultra-stiff composite gearbox casings, the capability to make safe clutch-less – almost instantaneous – gear changes, exhaust-enhanced bodywork designs, high-pressure fuel systems, position-sensitive dampers, frequency sensitive dampers, dynamic brake balance, quick-shift brake balance systems, brake ducts doubling as aerodynamic and tyre performance enhancers, and of course movable rear wings (Drag Reduction System – DRS).

For the hard-worked human in the hot seat permitted advances have included those ungainly yet effective HANS devices, built-in driver's head protection buffers, monocoque crash and anti-penetration panels and the tethering wheel-retention systems.

In manufacturing terms, Computer Aided Design (CAD), Finite Element Analysis (FEA), Computational Fluid Dynamics (CFD) and the colossal evolution of assorted aerodynamic solutions to meet (to the best advantage) continuous regulation changes have resulted in some of the most exquisitely well-built racing machinery our world has ever seen.

And in structural terms metal-matrix composites, aluminium-lithium materials and very high-temperature composites are all at the cutting edge, together with stereo lithography component construction (oh, look it up on Wikipedia).

My interest in racing car technicalities lacks currency, but J-dampers or 'inerters' have been a little publicised success story since McLaren initially adopted Cambridge Professor Malcolm Smith's suspension-control concept in 2005 – when Kimi Räikkönen's Spanish GP-winning McLaren-Mercedes ran the system. Ferrari and Renault developed their own inerters, which later featured in the sad McLaren/Ferrari 'Spy-gate' affair.

Looking like a third shock absorber the inerter accepts suspension jounce loads at each end, which it converts into spinning-up a flywheel as an energy store device, like a spinning top. Its effect alters the suspension system's ride and stiffness qualities, enhances ultimate mechanical grip and can open different avenues of car set-up.

So while we can bemoan the diminution of 'our sport' with all these pettifogging regulations, we can also be happy with its increasing – though largely hidden – technical sophistication. Motor sport at every level has always been a matter of gamekeepers vs poachers. And neither faction can currently feel too smug about which one is really ahead of which…

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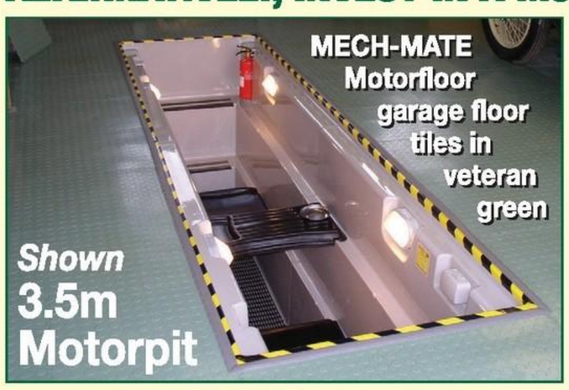
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French Grand Prix, Paul Ricard, July 1, 1973

Roughly half the grid turned out for this photo op, including (from left) George Follmer, Wilson and Emerson Fittipaldi, Carlos Reutemann, Denny Hulme, Jackie Oliver, race winner Ronnie Peterson, Arturo Merzario, Andrea de Adamich, Jody Scheckter, Jackie Stewart, François Cevert and Graham Hill.

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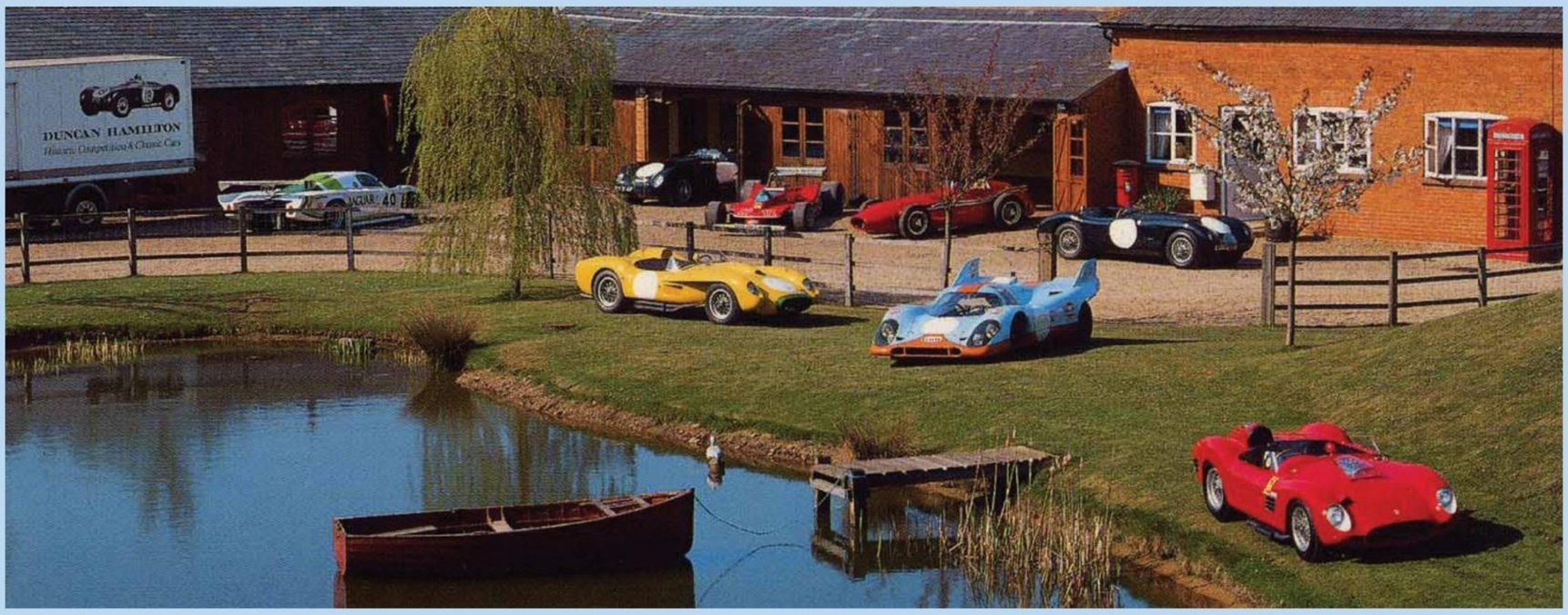
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PORSCHE 997 - TURBO / C4S / C2S / C2

2011 - 997 TURBO S COUPE PDK (GEN II) (BASALT BLACK)
1 OWNER. Black Leather Interior Sport Chrono Plus PDK 7 Speed Transmission (PCM/Voice Control/ TV Tuner/PSM/PASM/Touch Screen Sat Nav/Tel.Module) BOSE I-POD/USB PDK & Multi-Function Steering Wheel Sunroof Heated/Full Electric Seats Heated Steering Wheel Climate Control Xenon Headlights 19" Turbo II Alloys (OPC Service History)

2009/10 - 997 TURBO COUPE PDK (GEN II) (GT SILVER) 13,000 MILES.
1 OWNER. Black Leather/Grey/Silver Alcantara Interior Sport Chrono Plus (PCM/Voice Control/PSM/PASM/Touch Screen Sat Nav/Tel.Module) BOSE I-Pod PDK Paddle-Shift Steering Wheel Porsche Carbon Fibre Interior Pack/Race Seats Climate Control Xenon Headlights 19" RS Spyder Centre-Locking Alloys in Black (OPC Service History)

2008 - 997 TURBO COUPE MANUAL (BASALT BLACK) 20,000 MILES.
Black Leather Interior Red Seat Belts Sport Chrono(PCM/PSM/PASM/Sat Nav/Tel. Module) BOSE I-POD Short Shift Sports/Full Electric/Memory/Heated Seats Multifunction Steering Wheel Sunroof Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2007/8 - 997 TURBO COUPE TIPTRONIC (GT SILVER) 18,000 MILES.
Black Leather Interior Sport Chrono (PCM/PSM/PASM/Sat Nav/Tel. Module)
BOSE I-POD (PCCB) Full Electric/Heated Seats Sunroof Rear Wiper Climate Control
Xenon Headlights 19" Turbo Alloys (OPC Service History)

2006/07 - 997 TURBO COUPE MANUAL (ARCTIC SILVER) 4,000 MILES.
1 OWNER. Black Leather Interior Sport Chrono (PCM/PSM/PASM/Sat Nav/Tel. Module)
BOSE Full Electric/Heated Seats Cruise Control Sunroof Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2010 - 997 C4S CABRIOLET PDK (GEN II) (BASALT BLACK) 11,000 MILES.
Black Leather Interior Sport Chrono Plus PDK 7 Speed Double Clutch Transmission (PCM/Voice Control/PSM/PASM/Sat Nav-Touch Screen/Tel.Module) BOSE I-POD/USB Climate Control Xenon Headlights 19" Sport Design Alloys (OPC Service History)

2006 - 997 C4S COUPE TIPTRONIC (BASALT BLACK) 25,000 MILES.
Black Leather Interior (PCM/PSM/PASM/Sat Nav/Tel. Module) 6 CD Changer Multi-Function Steering Wheel Full Electric/Sports Seats Climate Control Xenon Headlights 19" Porsche Carrera S Alloys (OPC Service History)

2007/8 - 997 C2S COUPE TIPTRONIC (ARCTIC SILVER) 9,000 MILES.
1 OWNER. Black Leather Interior (PCM/PSM/PASM/Sat Nav/Tel. Module) BOSE Sport Steering Wheel Sports Seats Sports Exhaust (Switchable) Rear Park Assist
Rear Wiper Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2004/5 - 997 C2S COUPE MANUAL (GT SILVER) 24,000 MILES.
Black Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE CD Changer Sport Steering Wheel Sports Exhaust (Switchable) Alcantara Headlining Electric Seats Rear Park Assist
Climate Control Xenon Headlights 19" Carrera Alloys (OPC Service History)

2006 - 997 C2S CABRIOLET MANUAL (MIDNIGHT BLUE) 28,000 MILES.
Metropole Blue Leather/Blue Hood (PCM/PSM/Sat Nav/Tel.Module) BOSE 6 CD Changer
Sports Seats Rear Park Assist Climate Control Xenon Headlights 19" Carrera S Alloys
(OPC Service History)

2005/6 - 997 C2 CABRIOLET MANUAL (ARCTIC SILVER) 22,000 MILES.
Metropole Blue Leather Metropole Blue Hood Interior Sport Chrono Pack (PCM/PSM/ /Tel.Module)
BOSE Electric/Heated Seats Rear Park Assist Climate Control Xenon Headlights 19" Carrera S Alloys
(OPC Service History)

2005 - 997 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) 30,000 MILES.
Metropole Blue Leather Interior/Hood (PCM/PSM/PASM/Sat Nav/Tel.Module) BOSE 6CD Changer Multi-Function Steering Wheel Cruise Control Heated Seats Wind Deflector Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

PORSCHE 996 - GT3 / GT2 / TURBO / C4S / C2 / C4

2002 - 996 GT2 COUPE MANUAL (POLAR SILVER) 25,000 MILES.
Black Leather Interior (PCCB/Sat Nav) Aluminium Pack Bucket Sports Seats Recent Service & New Tyres Park Assistance Climate Control Xenon Headlights 18" GT2 Light Weight Alloy Wheels (OPC Service History)

2001/2 - 996 TURBO COUPE MANUAL (MERIDIEN SILVER) 44,000 MILES.
Mid Grey Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE Sunroof White Dials Computer Climate Control Xenon Headlights 18" Turbo Alloys (OPC Service History)

2005 - 996 C4S COUPE TIPTRONIC (MIDNIGHT BLUE) 48,000 MILES.
Metropole Blue Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE Switchable Sports Exhaust Aluminium Trim/Threshold-Plates Electric/Heated/ Memory Seats Climate Control Xenon Headlights 18" Porsche Techno Alloys (OPC Service History)

2002 - 996 TARGA TIPTRONIC (SEAL GREY) 74,000 MILES.
Black Leather Interior (PSM/Sat Nav/Tel.Module) BOSE Crested Headrests Full Carbon Pack Cruise Control Sports/Electric Seats Climate Control Xenon Headlights 18" GT3 Split-Rim Alloys (OPC Service History)

2002/3 - 996 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) 47,000 Miles.
Black Leather Interior (PSM/Sat Nav/Tel.Module) Kenwood Stereo With MP3 & DVD Player Stereo Pack Sports/Heated Seats Aluminum Pack Uprated Radio System & CD-Changer Climate Control 18" Turbo Alloys (OPC Service History)

2003 - 996 C2 COUPE TIPTRONIC (MIDNIGHT BLUE) 52,000 MILES.
Black Leather Interior (PCM/PSM) Heated Seats Rear Wiper Crested Headrests Climate Control Xenon Headlights 18" Carrera Alloys (OPC Service History)

2002/3 - 996 C2 COUPE MANUAL (ARCTIC SILVER) 46,000 MILES.
Black Leather Interior (PSM) Porsche Radio Heated Seats Rear Wiper Climate Control Xenon Headlights 18" Carrera Alloys (OPC Service History)

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1997 - 993 TURBO COUPE MANUAL (FOREST GREEN) 29,000 MILES.
Cashmere Leather Interior Full Carbon Fibre Pack Rear Roof Spoiler White Dials Electric Sunroof/Seats Sports Seats Rear Wiper Lightweight Pedals Stainless Steel Kick-Plates Turbo Red Calipers Climate Control 18" Split Rim Multi Spoke Alloys (OPC Service History)

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 MILES.
Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Uprated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1995 - 993 TURBO COUPE MANUAL (IRIS BLUE) 67,000 MILES.
Marble Grey Leather Interior Electric Sunroof/Seats Sports Seats Rear Roof Spoiler Electric Sunroof/Seats Sports Seats Rear Wiper Turbo Red Calipers Climate Control 18" Turbo Alloys (OPC & Specialist Service History)

1997 - 993 C2S COUPE TIPTRONIC (FOREST GREEN) 42,000 MILES.
(VARIORAM) Cashmere/Tan Leather Interior Rear Roof Spoiler With Integrated Break Light Sports Seats Electric Windows/Mirrors/Sunroof/Seats Full Climate Control 18" Turbo Alloys (OPC Service History & Specialist Service History)

1997 - 993 C2S COUPE MANAUL (ARCTIC SILVER) 70,000 MILES.
(VARIORAM) Black Leather Interior Uprated Stereo/CD Player Rear Roof Spoiler With Integrated Brake Light Electric Sunroof/Seats/Windows/Mirrors Sports Seats Full Climate Control 18" Turbo Alloy Wheels (OPC Service History & Specialist Service History)

1996 - 993 C2 TARGA TIPTRONIC (MIDNIGHT BLUE) 68,000 MILES.
(VARIORAM) Klassik Grey Leather Interior Uprated Blaupunkt DAB/CD Player Rear Windscreen Wiper Immobiliser Electric Targa-Top Roof Electric Windows/Mirrors Electric Seats Climate Control 17" Porsche Alloy Wheels (OPC Service History)

1995 - 993 C2 COUPE MANUAL (AERO-KIT) (MIDNIGHT BLUE) 58,000 MILES.
Marble Grey Leather Sports Seats Sunroof CD Radio Aero-Kit Onboard Computer Electric Windows/Mirrors/ Sunroof Sports Seats Rear Wiper Climate Control New 18" Porsche Turbo Alloy Wheels & Tyres (OPC Service History)

1995 - 993 C2 COUPE MANUAL (BLACK METALLIC) 66,000 MILES.
Black Leather Interior On Board Computer Electric Windows / Mirrors / Sunroof Climate Control 17" Carrera Alloy Wheels (OPC & Specialist Service History)

1995 - 993 C2 COUPE TIPTRONIC (SLATE GREY) 81,000 MILES.
Black Leather Interior On Board Computer Electric Windows/ Mirrors/Sunroof Climate Control 18" Porsche Turbo Alloy Wheels (OPC & Specialist Service History)

1994 - 993 C2 CABRIOLET TIPTRONIC (RIVIERA BLUE) 82,000 MILES.
Metropole Blue Leather Interior Electric Windows/Mirrors/Hood Turbo Rear Spoiler & RS Front Spoiler (Original Spoilers & Bumper Included Also Painted Riviera Blue) Climate Control 17" Porsche Carrera Alloy Wheels (OPC & Specialist Service History)

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2007/8 - 987 BOXSTER S MANUAL (METEOR GREY) 38,000 MILES.
Black/Grey Leather Interior (PSM/PASM) BOSE Sound System 6 CD Changer Heated/Sports Seats Crested Headrests Colour Crested Wheel Centres Part Electric Seats Rear Park Assist Climate Control Xenon Headlights 19" Carrera Alloys (OPC Service History)

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1998 - F550 MARANELLO COUPE MANUAL (SILVER) 53,000 MILES.
Navy Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

1973 - DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 MILES.
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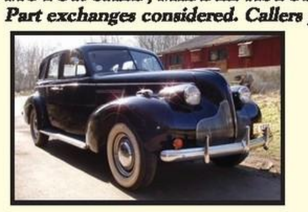
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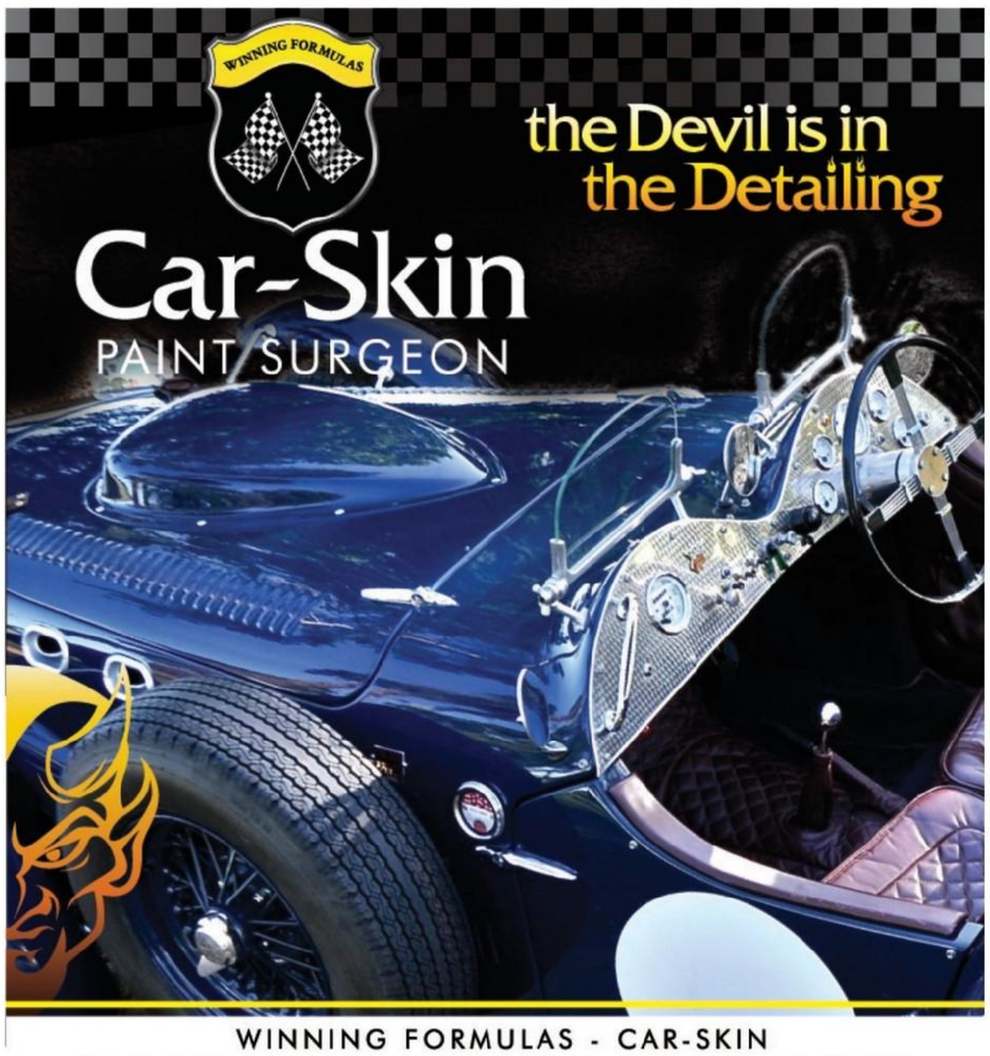
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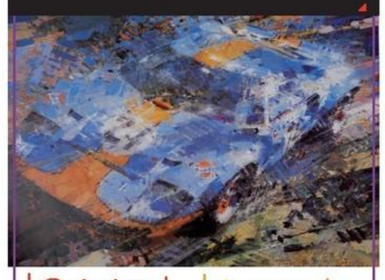
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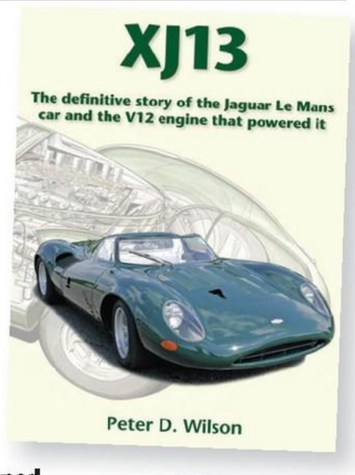
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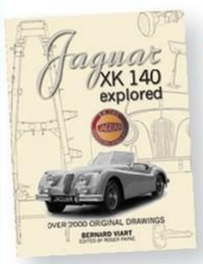
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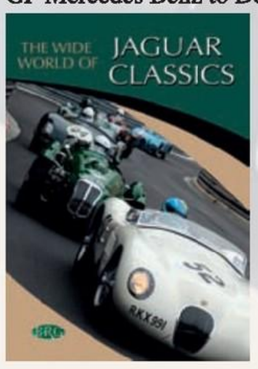
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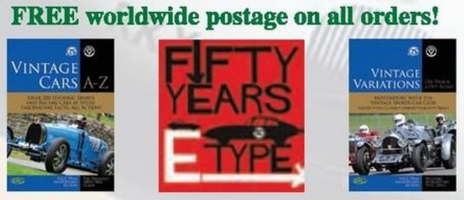
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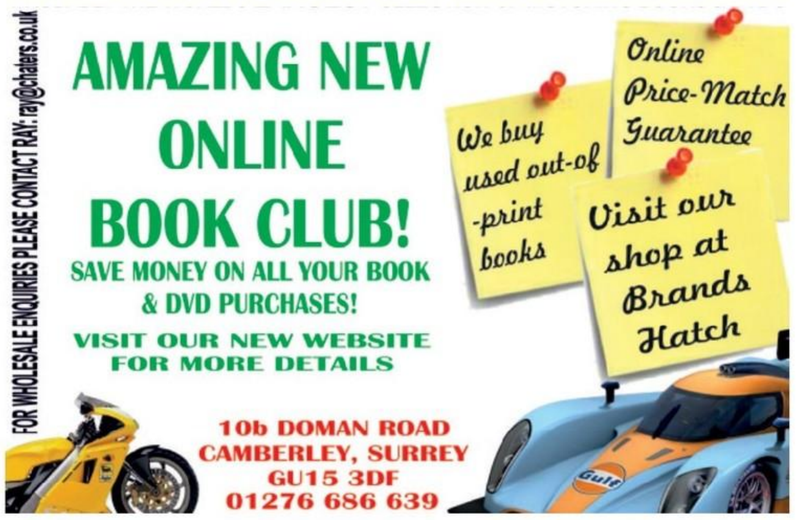
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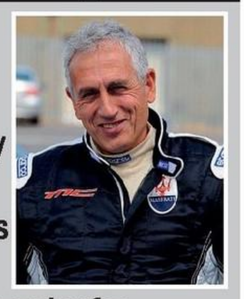
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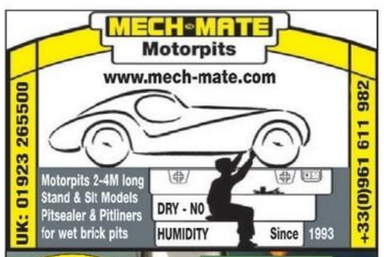
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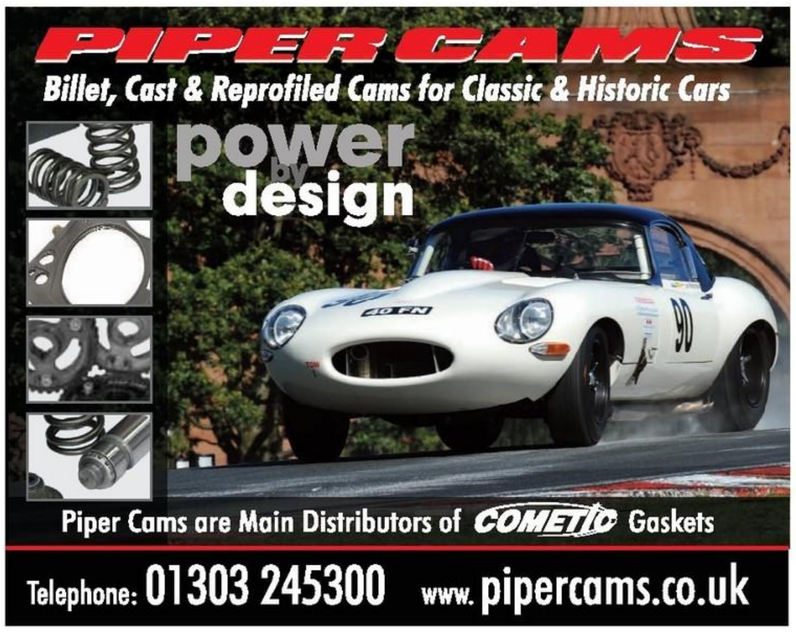
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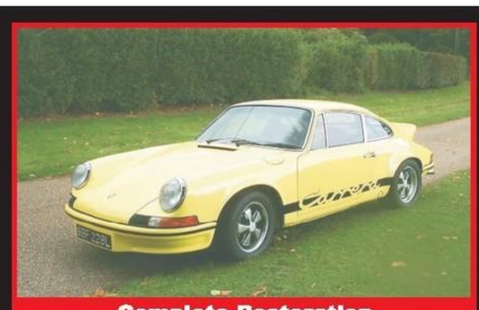
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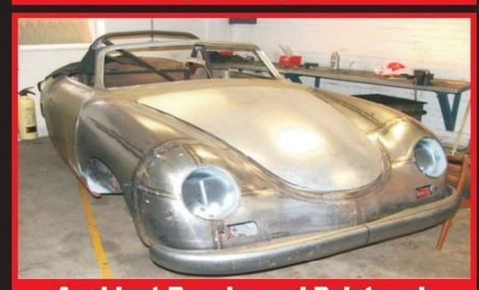

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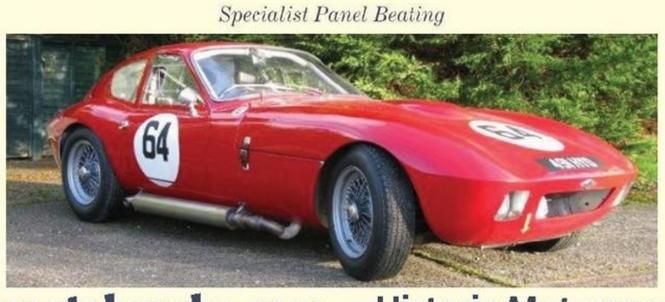
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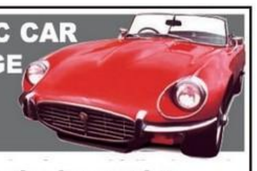
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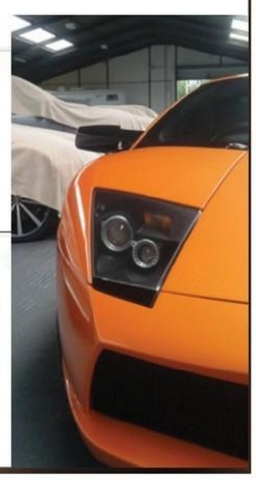
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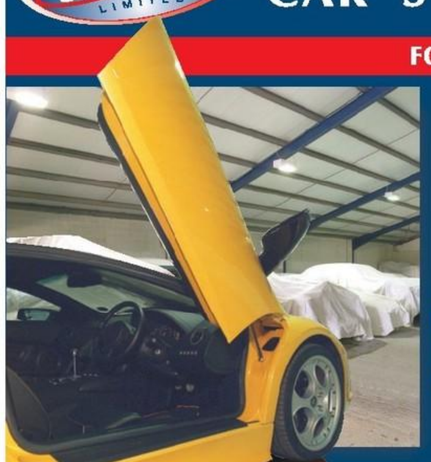
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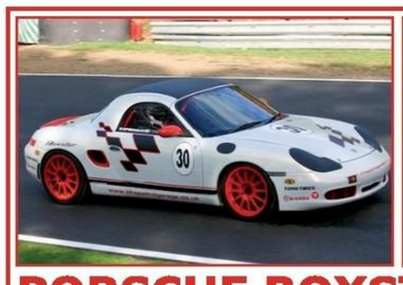
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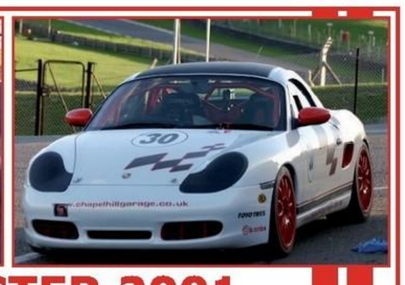
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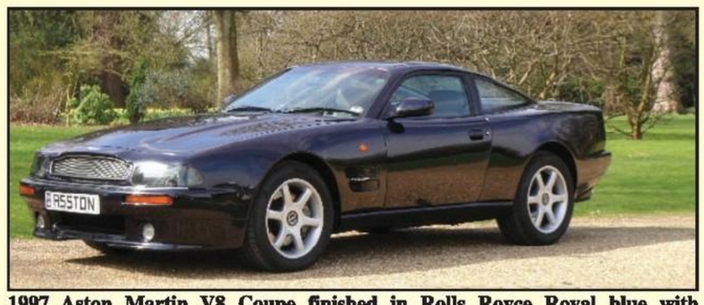
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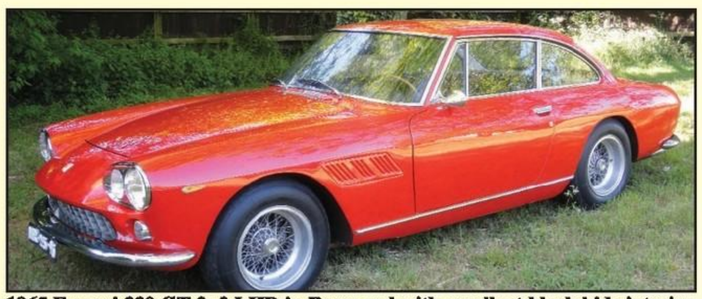
1998 Ferrari 550 Maranello finished in Grigio Titanio with contrasting Burgundy hide. A beautiful example with full service history including cam belt changes. 30,000 in total, very collectable and rising in value. Sensibly priced at £49,950



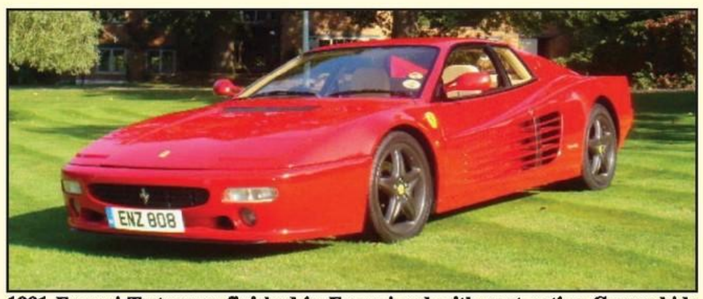
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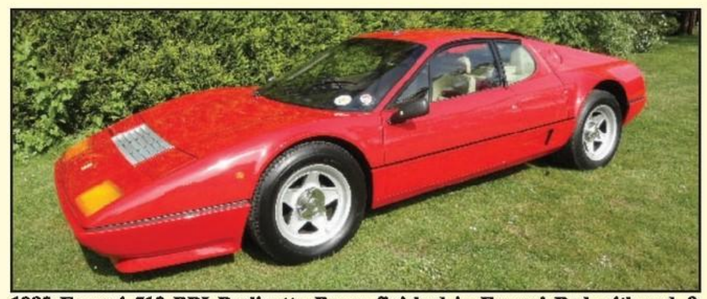
2001 (51) Ferrari 456M GTA finished in Grigio Titanio with contrasting Navy Blue hide interior. The car is in perfect condition and comes with a total Ferrari service history. Miles only £35,950



1965 Ferrari 330 GT 2+2 LHD in Rosso red with excellent black hide interior. This is a first series car but late in the production and fitted with a 5 speed ZF gearbox. The car has spent the last 10 years in a Portuguese museum and has recently been serviced by Bob Houghton. Will undoubtedly rise in value £89,950



1991 Ferrari Testarossa finished in Ferrari red with contrasting Crema hide interior. This is a very special car that has only covered 34,000 miles and is fitted with the later style 512TR nose cone and 355 alloys. Beautiful throughout and with a complete service history. Undoubtedly rising in value and a sound investment at ..... £45,000.



1983 Ferrari 512 BBI Berlinetta Boxer finished in Ferrari Red with red & Magnolia interior. 13,000 miles only from new and in beautiful condition throughout ..... £115,000. Will swap for similar Value Aston, Jaguar, AC.



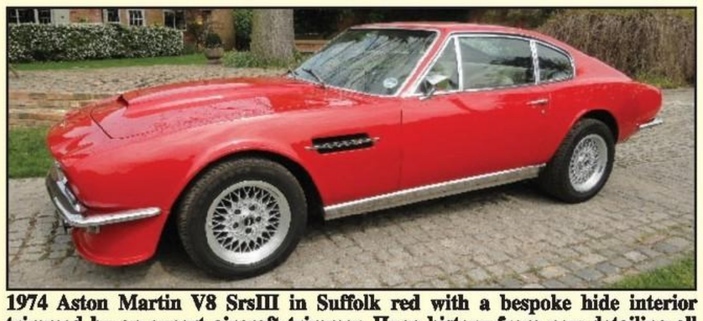
1999 Aston Martin DB7 Volante finished in Mendip Blue with contrasting Pacific Blue and Parchment hide interior. This car has covered only 55,000 miles and comes with full Aston service history. Fitted with air conditioning, electric heated seats and an electric mohair hood and in very nice condition £24,950



1999 Aston Martin DB7 Vantage finished in Solent silver with contrasting Navy blue hide interior. A beautiful example fitted with upgraded rear lamps, mesh grills and sports exhaust. 33,000 miles only with full AM service history and very sensibly priced at £26,950



1996 Aston Martin DB7 coupe finished in Lichfield black with contrasting Cream and black two tone hide interior. This is a very nice example of an early car and is fitted with all usual refinements; an inexpensive route into Aston ownership at £19,950



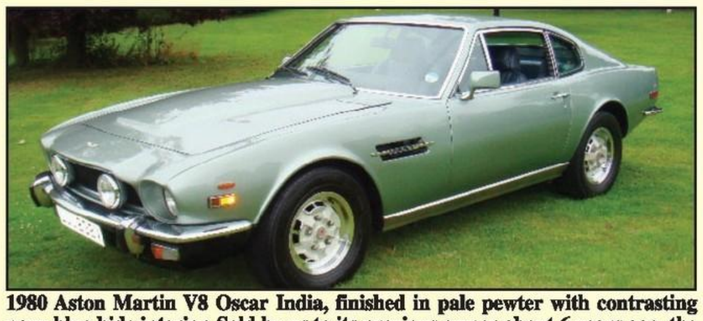
1974 Aston Martin V8 SrsIII in Suffolk red with a bespoke hide interior trimmed by an expert aircraft trimmer. Huge history from new detailing all upgrades and servicing; Vantage style spoiler and grill, BBS Alloys, Seriously good Value at £39,995



1969 Aston Martin DB6 Volante finished in Gunmetal with fern green hide interior and matching tonneau cover and a black mohair hood. This is a beautiful example expertly converted from a DB6 saloon and a much stronger car than the original. Well worth viewing and sensibly priced at ...£195,000



1984 Aston Martin V8 580 Vantage; a truly stunning low mileage example in perfect condition throughout.30,000 miles only with fully stamped original service book with accompanying documented history file; original hand book, upgrade to Ronal wheels; very collectable. £85,000



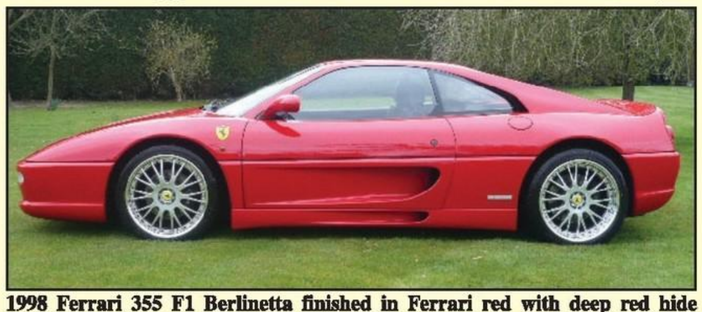
1980 Aston Martin V8 Oscar India, finished in pale pewter with contrasting navy blue hide interior. Sold by us to its previous owner about 6 years ago, the car has a perfect service history including recent front suspension rebuild. This car is in fine condition and drives exceptionally well. Undoubtedly rising in value and sensibly priced at £45,000



1958 Aston Martin DB MkIII finished in British Racing Green with black hide interior; this is a highly modified car with triple Webers, high lift camshafts and competition disc brakes and has a string of successes in AMOC events. Would make an ideal historic rally car £135,000



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