MOTORSPORT

MEMORIES OF JIM CLARK; LUNCH WITH ALLAN McNISH; ROEBUCK'S BRITISH GP SPECIAL

JULY 2009 VOL.85 NO.7

THE ORIGINAL MOTOR RACING MAGAZINE

MOTORSPORT

SINCE 1924



BRITISH GP SPECIAL
ROEBUCK'S GREATEST SILVERSTONE MOMENTS

EXCLUSIVE

Jim Clark
Behind the legend by the woman who knew him best

LUNCH WITH ALLAN McNISH
The rise, fall – and rise of a British Le Mans hero

BY SIMON TAYLOR

BERNIE ECCLESTONE'S FORMULA 1 TREASURE...
No, not his bank balance – his incredible car collection

BY ROB WIDDOWS

GOODWOOD FESTIVAL OF SPEED
Lord March on what not to miss at the jewel of the summer season

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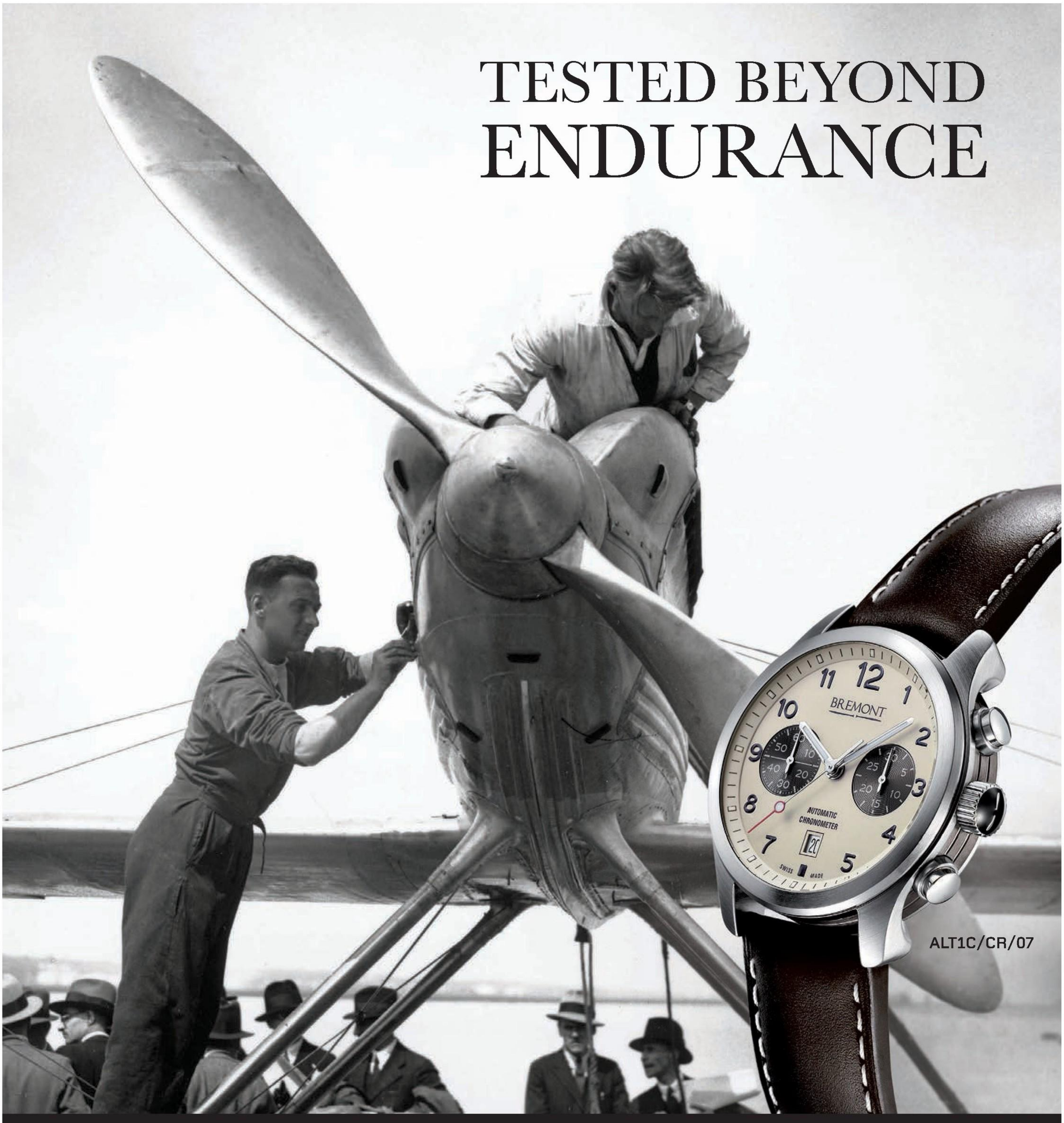
Bremont has also become the established 'Timing Partner' for such events as the Derby and the Goodwood Festival of Speed. In 2009, Bremont will be unveiling their latest creation, the Supermarine 500 (above right). Following on from the success that the Company has enjoyed with its aviation watches Nick and Giles English wanted to build an 'amphibious watch' that was both classical in its design and roots in aviation, but extremely effective as a diving watch.

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Contents

FAVOURITES

14 GRAND PRIX NEWS
The pros and cons of the budget cap

16 NIGEL ROEBUCK
The biggest crisis since 1981…

27 NEWS ROUND-UP
Le Mans rules row heats up

32 US SCENE
McLaren man's move to NASCAR

34 ROAD CARS
Why new Golf is a great everyday car

36 LETTERS
Former Webbair hostess spills the beans

101 HISTORIC NEWS
Leslie Marr Connaught back on track

109 AUCTIONS
Now includes auction house round-up

113 LOUISA SKIPPER'S DIARY
Gordon Spice book launch party

121 BOOK REVIEWS
Motorbike racing's biggest spy scandal

123 DESIRABLES
Includes a BMW 328-shaped desk!

125 YOU WERE THERE
To Brands Hatch for the '78 British GP

128 DOUG NYE
Taking a nostalgic trip to Reims

132 BILL BODDY
The Conan Doyles' racing antics

137 RACE RESULTS
F1, WRC, MotoGP and WTCC stats

140 PARTING SHOT
Midnight at the Reims 12 Hours…



Cover: Top Foto

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Contents

FEATURES

41 A PORTRAIT OF JIM CLARK
Sally Swart, Clark's girlfriend during the '60s, remembers the man behind the racing driver

48 FESTIVAL OF SPEED PREVIEW
Lord March picks his favourites from the cars that will grace Goodwood's hill this summer

56 ROEBUCK'S SILVERSTONE HIGHLIGHTS
Nigel recalls some of the best F1 action from the circuit as its prepares to host its final GP

64 FOUR-WHEEL DRIVE IN F1
Silverstone, '69: total traction is all the rage in F1, but teams are struggling to make it work...

72 THE ECCLESTONE COLLECTION
Bernie's prized F1 cars were on show at the Bahrain GP; *Motor Sport* joined the admirers

78 ROAD TEST: PORSCHE 911 GT3
Our man struggled to find fault with its predecessor – and this model's even better!

80 LUNCH WITH... ALLAN McNISH
As his F1 dream turned sour, the Scot turned to sports cars – and he's never looked back

90 PEUGEOT 905
The making of the car that took the French marque to victory – twice over – at Le Mans

96 FUTURE OF A1GP
The all-nations series rolled into Brands after a tough season, but still claims to be fighting fit

105 VSCC SILVERSTONE
Richard Attwood and John Harper were the big winners in the VSCC's race season opener

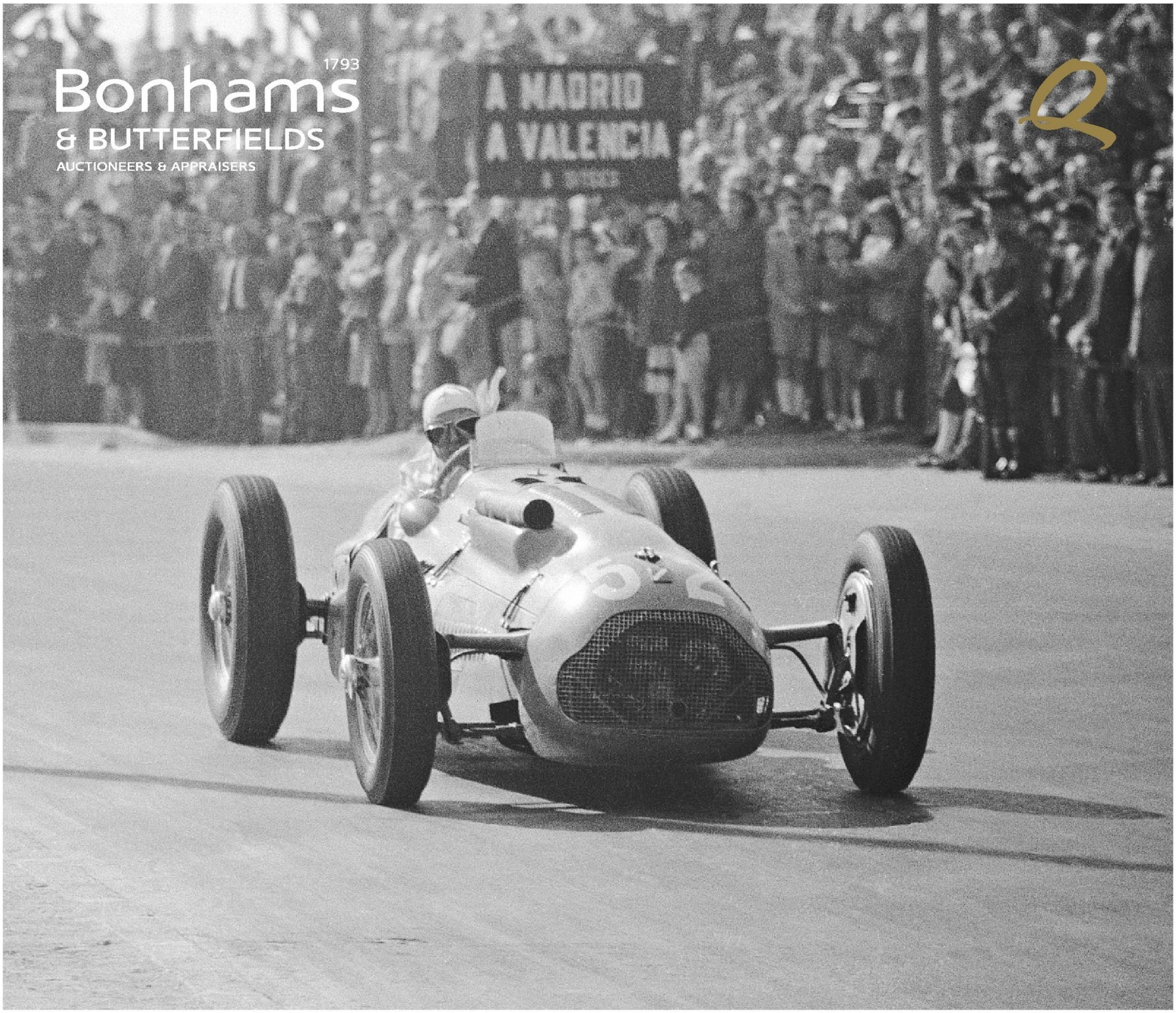
107 HSCC SILVERSTONE
F5000 might met F2 power at the International Trophy meeting; Sean Walker's March prevailed

114 CLASSIC RACING CARS – MUSTANG
This classic piece of Americana is a staple of British motor sport – and still has lots of muscle



Hands off – this Ferrari 312 belongs to Bernie! Read how part of his GP car collection went on show in Bahrain, p70

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The Ecurie Belgique
1948 Talbot-Lago Type 26C Monoplace
Chassis no. 110 006

1950 Spanish Grand Prix
driven by Grignard, finished 7th
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ING



One rule for them...

You'd almost think Max Mosley wants to drive the manufacturer teams out of Formula 1, wouldn't you? They're arrogant, selfish, faceless corporations with a simple agenda to sell more road cars, and they'll desert the sport without a backward glance at the very moment it needs them. We're better off without them, aren't we? As Brawn GP and Red Bull prove, we should go back to the days of the *garagistes*. Then Mosley could reform March, flog them the modern equivalent of a 761 and slash costs at a stroke. The FIA could even make a few bob on the side. Brilliant!

By the time you read this, Monaco will have been and gone, and more should be known about the shape of Grand Prix racing to come. Or maybe not, of course. Whatever the outcome, we hope a solution has been found that will ensure the continued participation of all the current teams while offering enough of an incentive for a few new ones to join in too.



The two-tier budget cap row has been alarming to watch, as a threat to the very fabric of F1 as we know it has spiralled into proportions comparable to the FISA/FOCA war of the early 1980s. But the most disturbing aspect, above ridiculous class rules and a startling level of control over the spending of private companies, has to be the disclosure that not only does Ferrari get more money from F1 than any other team, it has also enjoyed a veto over rule changes since 1998. Adrian Newey must have been interested to hear that. In '98 he came up with a pioneering energy recovery system for McLaren (see *Motor Sport*, September 2008), which was approved by the FIA, then mysteriously banned. He had his suspicions about what had happened – now he can be sure.

Ferrari's revelation of its 'special relationship' only caused a ripple of surprise in F1, which speaks volumes. That it should follow a World Motor Sport Council meeting where the budget cap was rubber-stamped, but which had been called for a hearing about a team bringing the sport into disrepute was faintly hysterical.

Quite how a non-commercial regulatory body can justify such a deal with one of its participants is hard to fathom. But that's also true of its decision to allow Bernie Ecclestone to sell F1 to a corporate bank for 100 years. But what am I thinking? This is the FIA – justification doesn't come into it.

The opportunity for *Motor Sport* to interview Sally Swart (née Stokes) for this issue was something we were all excited about. Here was the woman who was Jim Clark's girlfriend during the height of his fame, accepting a request to talk candidly about the man we all revere as (at least) the greatest racing driver of his generation. Mrs Swart has only rarely given interviews since Clark's death in April 1968, and yet it could be argued she knew him better than anyone during the height of his career. Would she offer a few nuggets about the brilliant Scot who never embraced his fame? Turn to page 41 to find out. I don't think you'll be disappointed.

But before you read it, I should offer a warning. She has a shock revelation about Clark's favourite film… It's a stark reminder that nobody – not even the great Jim Clark – is perfect!

Damien Smith, Editor

CONTRIBUTORS



Ian Wagstaff

After Dario Franchitti won the Indy 500, Ian couldn't resist a follow-up to his book *The British at Le Mans*. While researching *The British at Indianapolis*, he stayed with Ed and Sally Swart, and feels privileged to have met the lady who was girlfriend to the driver he regards as the greatest ever – Jim Clark. Clark won the first GP (1965) Ian saw as a schoolboy, standing between Copse and Maggots.



Christophe Wilmart

A freelance writer and columnist for the main French car magazines, Christophe Wilmart spends his time between his own press agency and Equipe-GTS, the historic sports car race series he created seven years ago. He lives in France but always enjoys his time in the UK. In fact Silverstone is his favourite track, and at home he regularly drives his Austin A30.



Paul Fearnley

An ex-editor of this magazine, Paul has long since exchanged the nine-to-five grind for the flexibility of the freelance life. Consequently he spends more time on his allotment than on his Mac. But he knew just which calls to make to get the inside story on Formula 1's 1969 four-wheel drive bubble, when maximum traction was briefly the sport's Holy Grail.



Rob Widdows

Although Rob lives within easy driving distance of Bernie Ecclestone's fabulous racing car collection, it took him six hours on a plane before he finally saw it. And that was in the Middle East. But another long air trip didn't happen – Rob had hoped to go to the Mexican A1GP race, but it was suddenly cancelled. Something to do with pigs, apparently. Luckily, Brands was still on.



Sutton

£40M BUDGET CAP SPLITS F1

Plans for a 'two-tier' rules system in Grand Prix racing from next season have been shelved – but only if the existing teams race under the cost cap championed by FIA president Max Mosley.

As *Motor Sport* closed for press just before the Monaco GP, however, FOTA had yet to reach an agreement with the FIA, and the teams were still exploring other options.

Mosley used the April 29 meeting of the World Motor Sport Council – convened to look into the Lewis Hamilton lying affair – to push through his controversial cost cap proposals. Since an initial announcement in March the headline figure has been increased from £30 million to £40m, while costs associated with engines, marketing and driver salaries have now been taken out of the equation.

In order to help fill the three proposed vacancies, new teams running to the cost cap are being offered a $10m payment from Bernie Ecclestone, along with travel benefits. But, crucially, they were also to be allowed to run an engine without the standard 18,000rpm limit, and with other performance breaks.

FOTA's opposition to the plans soon gathered momentum. In addition to the two-tier idea the teams were united in their condemnation of the way that the changes had been brought about, with Ferrari arguing that it had a veto on major decisions. After the Spanish GP both Ferrari and Renault issued statements confirming that they would not compete under a two-tier system in 2010. The Italian team subsequently launched an action in the French courts to block the changes.

Mosley claimed that it was the prospect of some existing teams taking advantage of the performance breaks that ultimately led him to drop the plans when he met the teams at Heathrow on May 14, on the condition that they either run to the £40m cap or came up with an acceptable alternative within a week.

The manufacturer teams face an enormous challenge in getting down to that figure, and hundreds of jobs would have to be cut. Flavio Briatore and Red Bull's Dietrich Mateschitz are also vehemently opposed to the concept of a detailed FIA audit of their businesses.

Entries for 2010 close on May 29. *Adam Cooper*

THE FIA'S VIEW ON COSTS

MAX MOSLEY: "We must get the costs down quickly, before we lose a lot of teams, before the big manufacturers pull out. And that's really our job to do that. It will be very difficult to improve on a budget cap, because it's something that everybody can understand, it's a level playing field, and the cleverest team is going to win. Because everybody has the same amount of money, it's just who can do the best job with that money. If they could think of something better, obviously we'd have to look at it. But I'm very sceptical."

TONY PURNELL (FIA CONSULTANT): "Our vision is a really healthy, completely sustainable environment for F1. It's become a cost centre. Let's make it a really flourishing business. What's the test for that? People queuing to get in, and when somebody wants out, they can sell their team for a good price."

THE TEAMS' VIEW ON COSTS

JOHN HOWETT (TOYOTA): "We have saved huge costs through FOTA's activities. We've saved 35-40 per cent already, and I believe the show is as good as it's ever been. It's not only about costs, it's about maintaining the value and reason for F1, and as a big corporation you need to have the right reason to be associated with the sport. We need to be sure and secure that this is the right environment to remain in."

NICK FRY (BRAWN): "The Brawn team from its own perspective is clearly in favour of a limited budget formula. Clearly we're not as big as the other teams now. We've got an adequate budget, but it's nothing like what it was last year. But we're balanced enough to understand that we've got to find a formula that works for everybody. We want to be racing against Ferrari and Mercedes and Toyota, and we need their support in F1."

FERRARI STATEMENT: "The same rules for all teams, stability of the regulations, the continuity of FOTA's endeavours to methodically and progressively reduce costs, and governance of F1 are the priorities for the future. If these indispensable principles are not respected, and if the regulations adopted for 2010 will not change, then Ferrari does not intend to enter its cars in the next F1 World Championship."



Anderson expects his F1 car to test as early as September

LAT

US GP team on schedule

US F1 TEAM LEADING LIGHT KEN Anderson insists that his project is on schedule, and that it is not being affected by the cost cap debate.

Anderson, who has put the team together with journalist and former Williams team manager Peter Windsor, met the FIA's Alan Donnelly at the Spanish GP to discuss progress. The team is being put together in Charlotte, the home of NASCAR, where Anderson runs the state-of-the-art Windshear wind tunnel facility. The intention is to also have a European base in Spain.

"This is something I've been working on for three or four years," the former Ligier and Onyx engineer told *Motor Sport*. "We're in the new building. We've got 15-20 people on the staff now, and each one has another three or four people that they can bring.

"The car is basically drawn. It's in CFD right now. The rules themselves are a little bit fuzzy in a couple of areas still, but we're locking down the chassis, engine, gearbox and suspension before we set off on some of the other things. We're in the design phase now, and about mid-June we'll start producing parts. We'll have the first car on the ground late September, early October."

IN BRIEF

■ BMW has delayed the introduction of its revised aero package – including a double diffuser – until the Turkish GP on June 7. The team has modified its KERS system to incorporate a new sidepod design.

■ British F3 team Litespeed has engaged former Renault, Toyota and Force India technical boss Mike Gascoyne as a consultant to its prospective F1 entry. The Norfolk-based team is run by ex-Lotus men Nino Judge and Steve Kenchington.

■ World Series by Renault contender Brendon Hartley has been nominated as Red Bull Racing's third driver, and may also be used by Scuderia Toro Rosso if required. For the opening races of the season the job was nominally given to the recently-retired David Coulthard, as New Zealander Hartley did not yet have a superlicence.



■ Ferrari has opened its first UK store on London's Regent Street with the help of Kimi Räikkönen and Dany Bahar, Ferrari senior vice-president. Studio Isoa Ghini designed the store which will sell a range of products. Räikkönen signed the shop counter before being given a tour of Ferraris on display in Conduit Street by Pink Floyd's Nick Mason.

■ A political row has broken out in France over plans to build an F1 circuit at Flins-Les-Mureaux, to the west of Paris. The project is backed by prime minister and sometime historic racer François Fillon, but he faces opposition from his own environment minister and the secretary of state for ecology, who claim the site is above a water table that serves the capital.

■ The Salzburg Rallye Club is producing an opera based on the life and career of Jochen Rindt. It will premiere at the Salzburgring circuit on July 30.

■ Digital technology has allowed Tag Heuer to create a two-part promotional film in which Lewis Hamilton's McLaren takes on Steve McQueen's Porsche 917K, thanks to inserting the World Champion into footage from the movie *Le Mans*. The film is on YouTube.



The last film about F1, 1977's *Bobby Deerfield*, was not a hit

MovieStore Collection Ltd

Ecclestone gives backing to new F1 'documentary'

FORMULA 1 BOSS BERNIE ECCLESTONE has revealed to *Motor Sport* that he is in talks with a movie studio about a big-screen film following the sport from its beginnings to the present day. "We've been talking to them for a long time about doing a film from the old days all the way through," said Ecclestone.

He says the film will be in the style of a documentary but that, "it will not effectively be a documentary", and he stresses that it will be for "the big screen".

F1 has had a chequered past with films. Probably the most famous Hollywood adaptation of the sport was *Grand Prix*, the 1966 film starring James Garner with cameo appearances from the top drivers of the day including Jackie Stewart and Graham Hill. Since then, the quality of F1's outings on the silver screen has slipped into reverse.

In 1977, the acclaimed director Sydney Pollack turned his attention to the sport and the result was *Bobby Deerfield*, a film about an emotionally distant driver. It had all the assets of a potential classic, with Pollack at the helm, Al Pacino in the lead role and Brabham providing Carlos Pace's car for the race scenes. However, as Ecclestone says, it failed, "because the American producers got hold of it. They wanted to turn it into a love story."

More recently, renowned racing fan Sylvester Stallone tried to get an F1 movie off the ground in the late 1990s. A full script was drawn up for the movie, which was centred around Ayrton Senna, but it soon hit the buffers. Reportedly the FIA wanted to check the script to ensure F1 wouldn't be portrayed in a sensational plot that was detrimental to its image. The final nail in the coffin was believed to be a dispute over the fee charged by F1. Stallone turned his attention to CART and instead made the lamentable 2001 movie *Driven*.

Ecclestone remained in touch with Stallone but confirmed that the actor is not involved with the latest project. "I haven't spoken to him lately," he said.

Christian Sylt and Caroline Reid

Troubled Donington is handed Grand Prix lifeline

Donington Park's plans to host the British Grand Prix have been given a double fillip. F1 supremo Bernie Ecclestone announced that he was willing to delay the first British GP at Donington by a year in the wake of Donington Ventures Leisure's well-publicised financial and planning problems. At the same time, a vital planning deadline has been extended until the end of June.

A deadline for the final piece of the planning permission needed for the track to run the Grand Prix had been at the end of March. That has now been extended until June 30.

That will give Donington boss Simon Gillett time to settle his financial dispute with track owner Tom Wheatcroft. The landowner has to sign the crucial section 106 agreement covering the transport plan and environmental issues as well as the leaseholder.

Gillett maintains that the Donington GP "is safe" and insists that he will not have to take advantage of Ecclestone's grace period.

Nigel Roebuck



REFLECTIONS

– Ferrari's starring role in FIA/FOTA rules row
– Did Jean Todt help to keep Mosley in power?
– The Old Man knew how to get his way in F1…
– Recalling Silverstone's earliest Grands Prix

"Wasn't that refreshing?" a colleague said as the post-race press conference in Barcelona concluded. "Three good blokes, no affectation, no PR bullshit…"

Everyone agreed. It hadn't been the greatest race (although pretty good by Barcelona standards), but most in the press room were pleased by the result, not least because everyone likes Jenson Button, Rubens Barrichello and Mark Webber. Brawn and Red Bull – the two leading teams in the 2009 World Championship thus far… Three months ago not too many would have bet that way.

By common consent the racing is much improved this year, and for that we have to thank the drastic rule changes, long overdue but no less welcome for that. I've got used to the look of the new cars now, and actually I rather like them, free as they are of most of the unsightly aero bits and pieces of the past.

On the track, then, all is well, as far as I'm concerned. It pleases me greatly that the status quo has been shaken up, that we have a different set of front-runners at last. The situation may not go on indefinitely, but for now let us savour it, and leave the spoiled brats to whinge in the wings.

Off the track, alas, it was a very different story in Barcelona. Even on race morning team principals were sitting in huddles, talking intensely. "See, that's not what they should be doing right now," remarked Jackie Stewart. "The race is two or three hours away, and that's what they should be thinking about. Instead of that, they're talking about the problems with the FIA. FOTA should have a CEO doing that on their behalf…"



LAT

Ah, the problems with the FIA. Max Mosley wants a budget cap for 2010, and most of the teams do not. Mosley also wants – or wanted – a two-tier rules system for next year, and *all* of the teams do not. Five of them – Ferrari, Renault, Toyota, Red Bull, Toro Rosso – said they would not enter for next year's World Championship unless these FIA innovations were rescinded. The closing date for registering intent to compete in the 2010 championship is May 29.

I think back now to a conversation with Bernie Ecclestone at Magny-Cours in 1995. Bernie was at his most forthright at the time, which is to say very forthright indeed.

"We're the best, right? Formula 1 is the best, and we don't need anything in it that isn't the best.



"People go on about only 20 cars in the race – so what? If I got someone who hadn't been to races to look at the grid today, they wouldn't know whether there were 16 or 25.

What I want to get away from is breeding people who shouldn't be in Formula 1. Frankly, at the moment there are people in it who shouldn't be in it.

"The size of the field doesn't bother me at all. It's much better for us to have a smaller, better quality grid, than have a lot of w******. We're in the quality business, not quantity."

So that was pretty unequivocal. Mind you, later in the interview he added this: "The world changes so fast these days, doesn't it? Any guy who starts talking about what's going to happen in four years' time is an idiot. A complete idiot. Long-term planning is a nonsense…"

Bernie, as we know, has always been a man to think on his feet, to adapt to changing circumstance. The size of the F1 field may not have bothered him at one time, but »»

Nigel Roebuck



LAT

Is Bernie growing tired of the FIA/FOTA war? He just wants a quality/quantity grid...

now it has become apparently crucial to attract new teams, to aim for 26 cars on the grid. Hence the sudden emphasis on budget caps, on 'funding' available to debutant teams, and so on.

Some say this new policy is a hedge against the manufacturers taking their leave of Formula 1 in this era of financial meltdown. If Honda found it an expense impossible to justify any more, why should not Renault or BMW or Toyota follow their lead? No one is selling cars, after all, and companies like this do not go racing for reasons of altruism.

Whatever else, Ecclestone plainly cannot afford to find himself suddenly left with only five or six teams, for all the contracts he has so assiduously negotiated – with circuits, with TV companies – are apparently predicated on a minimum number of participating cars.

I have no quarrel with anyone attempting to bring in new teams – so long, that is, as strict quality control is applied. As Bernie said, "F1 is the best, and we don't need anything in it that isn't the best". Anyone with memories of Andrea Moda would go along with that.

Getting across to the existing teams – or most of them, anyway – the appeal of budget caps has proved a tricky putt to sink. When FOTA was formed last year, its members were already aware of a need seriously to cut costs, and the credit crunch further amplified that. At a FOTA press conference in early March Luca di Montezemolo announced plans in this direction – and plans that had been unanimously agreed by the members. At the same time he stressed the need for the 'three corners of the triangle' – the FIA, FOM (Formula One Management – ie, Ecclestone and CVC), FOTA – to work together for the good of F1's future.

Before long, however, it became clear that the other 'corners' weren't much interested in that. As the lynchpins long ago of FOCA (Formula One Constructors Association), Messrs Ecclestone and Mosley were only too aware of the power created by unity, and they never hesitated to capitalise on it in their ceaseless battles with the governing body, then headed by Jean-Marie Balestre. Now, having changed sides, the last thing they wanted was a similar body standing up for its rights.

Therefore little or no interest was shown in FOTA's recommendations. Mosley was intent on initiating a budget cap, and that was the end of it. So many times we have heard Max speak of the need 'to save these people from themselves...'

Mysteriously, something the FIA president seems never to have grasped is that people do not care to be patronised. In Barcelona one team principal put it this way: "An F1 team is a business like any other, and none of us wants to go bust. Agreeing between ourselves, we've cut costs by 40 per cent this year, with further cuts planned for 2010. We're not idiots – we know what we can afford, and what we can't. And we resent an outside agency – which has no investment in any of our businesses – telling us how much we can spend.

"We all know about the financial situation. There have been massive redundancies across the world – when a company needs to cut costs, unfortunately it's unavoidable, and F1 has not been immune from that. But that's one thing. If this proposed budget cap were imposed, though, we'd all have to make large numbers of people redundant – and *unnecessarily*..."

And what about the 'auditing' proposed by the FIA? "Well, of course we don't like the idea of people from outside coming in to inspect our books – who would? For one thing, where would the information go? You'd have thought Max and Bernie would understand this. After all, when were FOM's books ever laid open for inspection? Or the FIA's, for that matter? Doesn't seem to be much evidence of 'budget caps' there..."

Seemed like a fair point.

In the Barcelona paddock I got the impression that FOTA's togetherness, in the face of concerted attempts to destabilise it, was holding up pretty well, particularly at the 'top end'. That said, it's not difficult to understand why a man like Frank Williams, for all his long-standing conviction that 'F1 is a meritocracy', would welcome a budget cap, for FW's team is not in bed with a major manufacturer. A few years ago,



when the now-defunct Grand Prix Manufacturers Association was planning a breakaway series, Frank was readily persuaded to stay on board with Ecclestone and the FIA: the GPMA, he said, had offered little to an 'independent' team such as his.

What killed the GPMA, though, wasn't Williams's renewed commitment to Ecclestone, but di Montezemolo's. For a long time Ferrari had appeared to be on board with the other manufacturers, but Bernie well knew that if he got Luca to defect all the others would ultimately follow. As he revealed earlier this year, he therefore offered Ferrari 80 million reasons why they should remain in the official FIA F1 World Championship, whereupon di Montezemolo's enthusiasm for the GPMA evaporated.

Clearly, by making public the extra monies going to Ferrari, Ecclestone was hoping to stir dissension in the ranks of FOTA, but as Toyota's John Howett said at the time, everyone had long known about Ferrari's 'special financial arrangements', even if they had hitherto not been officially acknowledged. It wasn't a problem. Ferrari was indeed a special case, a company – a brand – that brought more to the F1 party than any other, and everyone recognised that.

More recently, though, in a letter leaked to the press, it was revealed that since 1998 Ferrari had had the right of veto over technical regulations in F1 – and that had not been known to the other teams, let alone the outside world. Something of the kind might have been suspected, in light of certain outwardly inexplicable events, but it was not *known*.

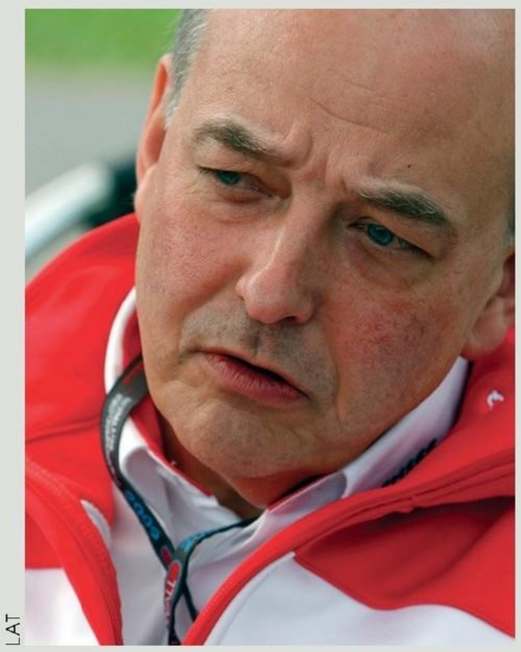
Again the clear purpose of the leak was to cause strife within FOTA, but if the hope had been to spawn condemnation of Ferrari it rather backfired on the FIA, for the principal response was, 'What the hell kind of governing body agrees to its rules being approved – or not – by one competitor?'

And you can go on from there. Was the right of veto on technical regulations sought by Ferrari? If so, why was it granted? Or, then again, was it perhaps *offered*?

A far more disturbing scenario, this, than any special financial arrangement.

If, within FOTA, some are in favour of a budget cap and some are not, there has been no disagreement whatever about the FIA's 'two-tier' proposal, under which those teams agreeing to a budget cap would be allowed to run their cars to looser – and faster – technical regulations, both mechanical and aerodynamic. Whatever else, all the teams maintained, that idea is *out*, and quite right, too: not only was the notion patently fatuous of running cars of differing specifications in a Grand Prix, it was also potentially dangerous.

In Barcelona a team principal – no pack drill, etc – told me that he had given a pair of his senior engineers the task of evaluating the performance difference between a 'standard rules car' in 2010 and a 'budget cap rules car'. Thistheyhadundertaken diligently, he said. And their estimate of the difference? "Three seconds a lap…"



LAT

It was… surprising, I thought, that such a nutty proposal should have come from an authority otherwise obsessed with safety. Then again, perhaps it was only ever a bargaining tool in the first place. Such things are not unknown, after all.

> "As the rules are, we cannot enter in 2010"
>
> JOHN HOWETT

John Howett, who did not come to the job of Toyota team president as a racing man, is so often a voice of calm common sense in a fevered paddock. Like many other team principals, at Barcelona he spoke of his concerns about not only the budget cap and the two-tier rules, but also the very way the FIA runs the sport.

"Under the rules as they are published, we cannot," Howett said, "submit an entry for the 2010 World Championship. Something will have to change significantly. There are concerns about the governance process within the sport; there are clearly prescribed areas of discussion within the sporting and technical rules, and we don't feel they are being complied with…"

That summed up the mood of the paddock. Not only were the forthcoming rules unacceptable, they had been arrived at unilaterally, with no consultation whatever with FOTA, the body whose members were being required to abide by them.

"What the hell *is* this budget cap, anyway?" another team principal said. "It started off at £30m, and then suddenly it went to £40m – plus the cost of drivers and hospitality, which takes us pretty much to… God knows what. Already it's more than doubled, so where will it finish up? Probably about where we'd agreed among ourselves we needed to be – so why do we need to have 'a cap' imposed at all?"

Urgency was in the air at Barcelona, and not surprisingly, for the FIA had decreed that all teams intending to enter for the 2010 World Championship must register between May 22-29. What reason could there truly be for such an early deadline, other than the governing body's desire to put pressure on their good friends at FOTA?

And so it was that Max Mosley, Bernie Ecclestone and the F1 team principals came together at a Heathrow hotel on Friday, May 15, in an attempt to thrash out some sort of agreement acceptable to all. Going in, there seemed to be intransigence on all sides – and not much changed thereafter.

When the meeting concluded, Mosley emerged to say that there had been 'friendly discussions', but nothing had been agreed. As it turned out, that wasn't strictly true, in the sense that common sense appeared to have prevailed on the question of »»

Nigel Roebuck



The ill-fated Alfonso de Portago and American Nelson in 1957 Mille Miglia. Right: 'call me *Ingegnere*!'

Rex Images

different rules for different competitors. Ecclestone – not Mosley – later declared that in 2010 everyone would run to the same regulations. "I thought the 'two-tier' rules thing was stupid," he said. "It was important to get rid of it."

If the FIA had been seen to 'give way' on that (which, given the absurdity of the idea, was surely always the plan), it was not prepared to back down on the matter of the budget cap – and that the teams were not prepared to accept, at least at the level currently proposed.

"In the end," said Max, "the teams have gone off to see if they can come up with something better than the cost cap…"

We had thought, though, that the 'cost cap' was not negotiable.

"We explained to them that we cannot put back the entry date, as this has all been published, and we cannot disadvantage the potential new teams who will come in. But we are prepared to listen to whatever they have to say.

"In the meantime, the rules are as published. We have explained that we want everyone to race under the same regulations – and that we would like all the teams to come in under the cost cap. I think some of the teams agree, and some don't, and they have gone away to discuss it…"

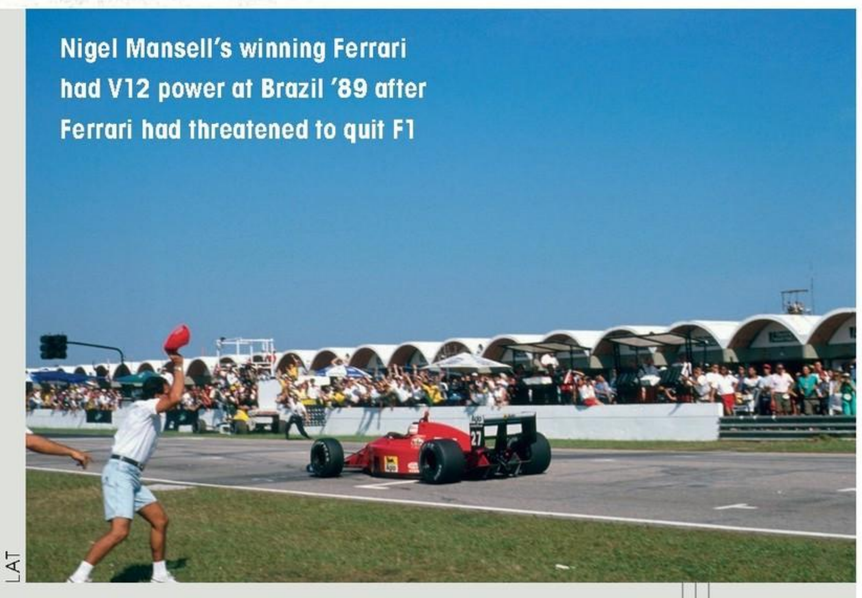
So they did, and when they came out of their meeting they were unwilling to say very much.

What did emerge at the meeting, though, was ample confirmation of Ferrari's long-standing 'special right' to veto technical regulations, for it transpired that the company had gone to the French courts in quest of an injunction against the FIA – on the grounds that the introduction of the 2010 rules was a breach of their veto agreement!

A ticklish situation, is it not? One thing, after all, for Ferrari to have such an agreement with the FIA – but quite another, when you think about it, when the chairman of Ferrari is also the chairman of FOTA, for it could be claimed that, in effect, FOTA theoretically now has a right of veto over technical regulations. If the 'agreement' with Ferrari is still in force, that is.

Whatever, as far as the FIA is concerned, it's suddenly the 'little teams' that apparently matter most of all, those with aspirations to come into Formula 1, who will receive helpful 'funding' to do so. And if Ferrari, Renault, Toyota, Red Bull and Toro Rosso withdraw, well, so be it. What was it Bernie said about preferring a small, high-quality grid?

I'm off to Monaco in a few days' time, where more 'meetings' are scheduled. It looks like being real fun.



Nigel Mansell's winning Ferrari had V12 power at Brazil '89 after Ferrari had threatened to quit F1

LAT

A day or two before leaving for Barcelona, as I walked down Regent Street I began to wonder if there had been an 'incident' of some kind, for there were barriers everywhere and a great mass of people hanging around, on the pavement and in the road. A lot of police were on hand, together with several 'security' types. Whatever was going on?

The opening of the Ferrari Store, that's what, and that was what I was there for. The side street beyond was closed to traffic, and all down it – parked across the road – were sumptuous Maranello products of all vintages, including Nick Mason's sublime GTO. Coping with the car's competition clutch in thick London traffic had not, Nick said, been a task he wished to undertake again any time soon.

Gaining access to the store, coping with all the security, was a little like a rehearsal for the Oscars. And although the place is sizeable, and over two floors, it soon got mighty crowded and hot. Eventually Kimi Räikkönen arrived to do the formal opening – he put on his best jeans for the occasion – and I wondered if Luca di Montezemolo might also make an appearance, for he was due in England that day, anyway, for a FOTA meeting at the Sofitel at Heathrow.

I was told, though, that no, Luca wouldn't be coming; there was too much to do in preparation for a very crucial meeting. "You know," someone murmured darkly, "if Max Mosley thinks he can bring down di Montezemolo like he brought down Ron Dennis, he is making a big mistake…"

That afternoon the FOTA members duly





TopFoto

had their meeting, and that afternoon, too, the tragic death was announced of Alexander Mosley. His father had arranged to take over the Friday press conference in Barcelona, in order to make a major speech about the state of play in F1, but now quite obviously his trip was cancelled.

Necessarily absent Mosley may have been in Spain, but still the paddock was in a state of ferment, and I was left in no doubts whatever that F1 had faced nothing like this since the FISA/FOCA war of 1980-81. This was of course amplified the following week by the lack of agreement at the meeting detailed earlier.

The irony is that Ferrari, who most would say have had 'an unusually good relationship' with Max-and-Bernie down the years, suddenly find themselves cast in the role of victim. Through the months of 'Spygate', which culminated in the $100m fine for McLaren, Ferrari people – notably Jean Todt, then the man at the helm – passed up no opportunity to heap praise on Mosley for his handling of the affair, but now there is an emphatic change of heart.

In Barcelona one of their number mournfully mused that they had missed their chance to bring Mosley down. At Montréal in June 2008 the teams signed a declaration insisting, in the wake of the *News of the World* scandal, that Max had to go. Ferrari alone declined, and thus unanimity was not achieved, and the matter went no further. This, apparently, was because 'someone' had his own agenda.

He surely can't have been talking about M Todt, who long entertained hopes of one day succeeding Mosley as FIA president – and now, released from all his Ferrari commitments, may still have aspirations in that direction.

Time was when Enzo Ferrari so frequently threatened to quit motor racing that folk ceased to take him seriously, although history shows that usually he got his way in the end. The Old Man, it seemed, was always at war with somebody or other, and in these situations his default position was imminent withdrawal from the sport. And although he has been gone these 20 years and more, inevitably the latest Ferrari threat to pull out, announced by di Montezemolo, has had a resonance of times gone by.

Back in 1957, for example, the Commendatore – by which title, incidentally, he hated to be addressed, much preferring '*Ingegnere*' – was under siege in his own land. In May, during the late stages of the Mille Miglia, Alfonso de Portago's car suffered a tyre failure which precipitated a catastrophic accident: not only the driver and his navigator perished, but also nine spectators, five of whom were children.

"It was," said the late Phil Hill, "one of those times when even the Vatican pitched in..."

In the press Ferrari was vilified as the creator of these machines of carnage, and there were widespread demands for motor racing to be banned. Eventually he was even charged with manslaughter, on the grounds that he had sanctioned the fitting of tyres (from the Belgian manufacturer, Englebert) not up to coping with the performance of his cars.

Four years on, Enzo was exonerated in the Mille Miglia tragedy, but for now he was mighty upset, and decided a gesture of some sort was required. Come August of 1957, therefore, he announced he would not be entering any cars for the Pescara Grand Prix.

Mike Hawthorn and Peter Collins thus missed the last true open road race to figure in the World Championship, but Luigi Musso – since the death of Eugenio Castellotti the only front-rank Italian driver – implored Ferrari to let him have a car for the race. The Old Man relented – but only so long as Musso entered the car in his own name, rather than that of the Scuderia.

Seven years on, and there was more dissension, this time with the Automobile Club d'Italia over the question of homologation for the 250LM GT car. On this occasion Ferrari – ever the pragmatist for all his flamboyant words and gestures – did not threaten to leave the sport entirely, for two races in the World Championship remained, and John Surtees was in with a shout at the title.

Instead Enzo declared that he was renouncing his Italian entrant's licence, and added that no cars bearing his name would ever race on home soil again. In so doing, he was leaving himself plenty of leeway, for the Italian Grand Prix had been run very recently, and ahead lay a whole winter during which the ACI could... reconsider.

In the meantime, the championship was to conclude with the US and Mexican Grands Prix, and the Old Man got his message across by having Luigi Chinetti, his American agent and long-time partner in crime, enter the cars of Surtees and Lorenzo Bandini under the banner of Chinetti's North American Racing Team, and painted appropriately in NART's white-and-blue colours.

When Jim Clark's Lotus gave up the ghost on the final lap in Mexico, Surtees clinched the 1964 title, but much kudos was lost in Italian racing circles – although not by Ferrari – by the absence of Racing Red. This, Franco Gozzi once told me, was a source of particular mischievous pleasure to the Old Man. Oh, and by the way, the homologation problems with the LM disappeared into the ether...

Fast forward to the mid-80s, by which time Ferrari was also in his mid-eighties, but no less feisty for that. Now his beef was two-fold, first with Bernie Ecclestone and the ever-increasing influence of the Formula One Constructors Association (to which Enzo contemptuously referred as '*garagistes*'), second with the FIA.

The governing body's great sin had been to propose for the forthcoming post-turbo F1 era a maximum number of cylinders which fell short of the 12 required by

Nigel Roebuck

the Old Man for what he traditionally regarded as a 'real racing engine'. His requests that the FIA reconsider went unheeded, just as FOCA's burgeoning power was going unchecked, and he felt the need to convey his dissatisfaction to one and all. This he did by announcing that Ferrari was going into Indycar racing.

Gustav Brunner was hired by Ferrari to design an Indycar, and this he did, but few believed it would ever come to be built. When photographs of the car were published in an Italian magazine it caused a sensation, and more soon followed, this time with Michele Alboreto pounding round Fiorano. If this were merely a stunt to get the FIA's attention, it was a mighty expensive one.

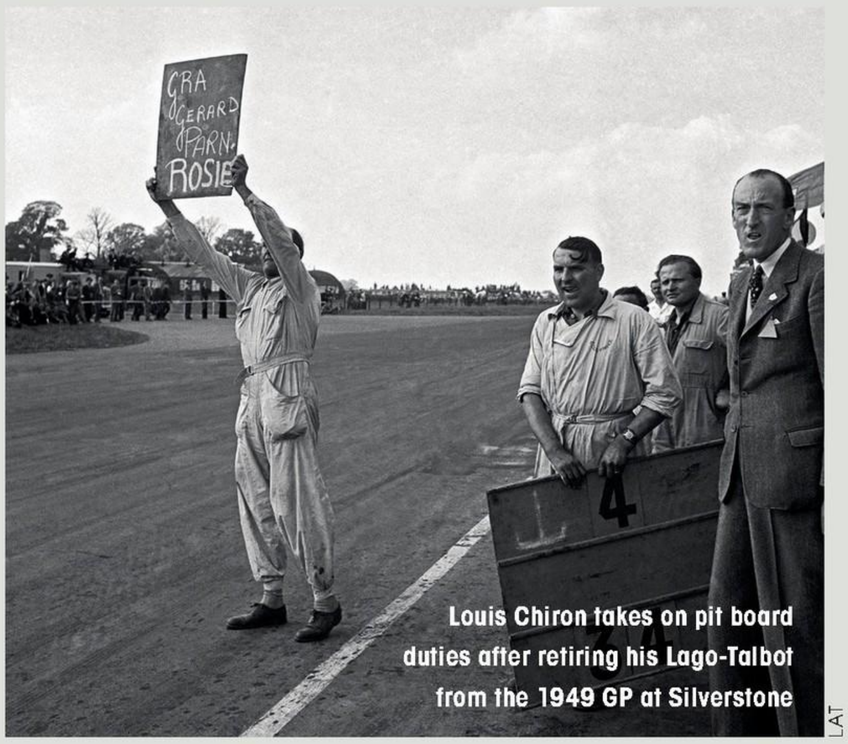
The plan had been for Truesports to run the car in the 1987 season, with Bobby Rahal at the wheel, but in fact Rahal was never even to sit in the Indy Ferrari, and the project was quietly dropped, for no reason that was announced at the time. In 1989, however, the turbocharged V8 engine – now rebadged as an Alfa Romeo – did surface in the CART series, in the back of Roberto Guerrero's March.

That same year the new, normally-aspirated Formula 1 got underway, and at the opening race, in Rio, the Ferraris of Gerhard Berger and Nigel Mansell were powered by... V12 engines. Now, who'd have thought it?

"We're delighted to be going to Silverstone – it has excellent facilities and a great heritage."

The words, sadly for British fans, are not from any of the powers-that-be in F1, but from Carmelo Ezpeleta, the boss of Dorna. Not even Bernie Ecclestone could suggest that Silverstone has other than a great heritage, but I guess he would take issue with Ezpeleta's assessment of its facilities, which may comfortably overwhelm those of a place like Interlagos, but hardly stand comparison with such as Shanghai and Sepang, where the state-of-the-art loos outnumber the spectators.

Only two circuits – Barcelona and Sepang – are visited by both the bikes and the cars in 2009, so Mr Ezpeleta's schedule is somewhat different from ours in F1. For one thing, 11 of the 17 races are in Europe; for another, two more are in the USA.



Louis Chiron takes on pit board duties after retiring his Lago-Talbot from the 1949 GP at Silverstone LAT

"Their lap completed, the King and Queen were then to meet the drivers"

The only race dropped from the MotoGP calendar this year is... Shanghai.

For 2010, as the bikes move from Donington to Silverstone, so the cars – theoretically, anyway – head in the opposite direction. As things stand, therefore, June 21 is to be the last time around for Grand Prix cars at Silverstone, and even as I write those words I have trouble believing them.

'A great heritage' the place unquestionably has, as Ezpeleta said. The first British GP at Silverstone – which resulted in a Maserati one-two for Villoresi and Ascari – was run 61 years ago, and 'Toulo' de Graffenried, also in a Maserati, won the 1949 race.

In 1950, however, the British GP took on a greater significance, for this was the year of the inception of the World Championship, and the race, also honoured as the Grand Prix d'Europe, was the first in which points (8-6-4-3-2-1) were awarded.

According to WB's report in *Motor Sport*, a crowd estimated at 150,000 was in attendance, and anyone with memories of getting into and out of Silverstone in the old days will shudder at the thought. Even then, however, before helicopters were ten-a-penny, there were ways around the traffic problem if you knew the right people. On race morning the four factory Alfa Romeo 158s were driven by mechanics from the team's base in Banbury to the circuit – and, what's more, given every assistance by police along the way. And if you *were* the right people, it was even more straightforward.

I have never been able to resist quirky items at auctions, and long ago acquired a sheaf of foolscap pages, headed, 'Confidential. Proposed time schedule and sequence of events for the Royal Visit, Grand Prix d'Europe, 13th May 1950'.

Reading through the document again, it is impossible not to be charmed. Their Majesties, plus entourage, were to journey to Brackley in the Royal Train, alighting at 1.45pm. From there – with the Chief Constable of Northamptonshire leading the way – a convoy of limousines were to proceed to the circuit, arriving at 2.05. Twenty minutes from Brackley to Silverstone on British Grand Prix day will likely stand as a record for all time.

Once at Silverstone, however, their pace was trimmed. 'It is hoped that Their Majesties will drive around the Race Track. The length of the Circuit is three miles. It is suggested that the Royal Car should travel at approximately 20 miles per hour. Owing to the size of the Race Track, this speed should not be found too fast.'

Their lap completed, the King and Queen were then to meet the drivers, during which time the Band of the Grenadier Guards would play 'suitable music'.

The fundamental point of the British Grand Prix – to finish it before anyone

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else – was the same then as now, but in other respects there has been the odd change here and there.

According to the race programme notes, for example, in 1950 the organisers were actively looking for ways to make the circuit *faster*. 'As set out now, the course measures 2 miles 1564 yards, and all artificial restrictions on speed' – in other words, chicanes – 'have been eliminated.

'Fastest swerve of all is Maggotts, where the aces may be observed in full flight, in that spectacular state of progress known as a "four wheel drift". The drift has to be smartly brought in hand to cope with the Becketts, and then it's wham through Chapel to Hangar Straight, fastest place of all.'

Attitudes, to our sport, and much else, were somewhat different in those days, as evidenced by the programme's listing, for the benefit of the spectators, some of the fundamentals of Grand Prix racing as it was in 1950.

'The Race Goes On. Motor racing must have its dangers, and though every precaution is taken; though the drivers competing today are the most skilful in the world, there may be accidents. It is a tradition of Grand Prix racing that whatever happens the race shall go on.

'Pass, Friend. The French were the pioneers of motor racing, and ever since it has been a tradition to use their rule-of-the-road. Therefore, overtaking drivers should pull over to the left-hand side of the road.

'Smoking Permitted. Grand Prix drivers do not normally have to undergo strict physical training. Moderation in eating, drinking and smoking is sufficient, for motor racing is a test of brain rather than brawn.'

Given the current uncertainty as to the path F1 will take in the coming years, much has been made of Ferrari's unwillingness to countenance a 'budget cap' imposed by the FIA. Max Mosley's immediate response was that 'F1 can survive without Ferrari', which Bernie Ecclestone countered with 'F1 *is* Ferrari'.

Newspapers have trumpeted that Ferrari is the only team to be have been involved in the World Championship from the very beginning, but in fact that is not strictly true, for Enzo's cars were not at Silverstone for the inaugural race, having been withdrawn following a disagreement over 'starting money'.



Drivers wore cotton shirts in 1950. Below: WB estimated a 150,000-strong crowd for the race

"You didn't *race* the Alfas, you just set off at the same time they did..."



LAT

Down the years this situation would occur not infrequently, but on this occasion Ferrari's absence was particularly regretted, for the inevitable consequence was that the Alfas would be completely unopposed. Juan Manuel Fangio, Giuseppe Farina and Luigi Fagioli were the regular team drivers, and, in honour of the occasion, a fourth car was entered for Reg Parnell, the leading Brit of the day.

Given that they faced a selection of elderly Maseratis, Talbots, Altas and ERAs, it was hardly a shock that the front row of the grid – four cars at Silverstone until 1969 – was entirely dark red, with Farina on pole.

A year earlier the fine British driver Bob Gerard had taken his ERA to second, behind de Graffenried's Maserati. "I got a lot of satisfaction out of that," he modestly told me, "but it rather flattered me – you've got to remember that Alfa weren't there in '49."

So how had it been to race against the Alfas? Gerard smiled: "Oh, you didn't *race* against them. You just set off for two or three hours at the same time they did..."

The only other events on the card that day were three races – two heats and a final – for 500cc F3 cars, and after whippersnappers Stirling Moss and Peter Collins had finished second and third to Wing-Commander F Aikens (complete with handlebar moustache), the 22 Grand Prix cars were wheeled to the grid, then situated between Abbey and Woodcote. Alongside the start-finish line was parked an elderly double-decker bus, in which sat the timekeepers.

The drivers, one or two in overalls, but most in cotton trousers and short-sleeved shirts, climbed aboard. It was not until 1952 that crash helmets became mandatory in Grand Prix racing, and while several of the British drivers already wore them, the continental preference remained for the time-honoured cloth helmet.

From the start the four Alfas disappeared into the distance. Parnell was not able to keep pace, and eventually Fagioli was also dropped, but Farina and Fangio ran in close company until lap 62, eight from the flag, when Juan Manuel came in with a broken oil pipe. Thus the imperious Farina won the first World Championship Grand Prix, in the process collecting prize money of £500, as detailed in the programme.

No, not much has changed.

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LE MANS PREVIEW



LAT

Petrol teams seek parity

TOP PETROL PROTOTYPE TEAMS WERE still lobbying for rule changes to bring them closer to the all-conquering turbodiesels in the Le Mans 24 Hours as *Motor Sport* closed for press.

Aston Martin Racing and the French ORECA squad were seeking larger diameter air restrictors to boost the power of all petrol LMP1s in time for the June 13/14 race. They say that penalties imposed on the diesels in May – a 30kg weight penalty and a slower refuelling rate – did not go far enough to create the level playing field promised by the race organiser last summer.

Prodrive boss David Richards said: "Parity is the Automobile Club de l'Ouest's declared intention, but right now there is a significant disparity that is not good for the sport.

"I understand why Audi and Peugeot are unhappy that there have been (rule) changes so late in the day. What I am saying is, don't penalise them, but help us. I would like it if the ACO were to say to the petrol teams, 'if you want a bigger (diameter) restrictor, then you can have one'."

A request by Richards and ORECA boss Hugues de Chaunac to talk to the ACO at the Spa Le Mans Series race in May was turned down.

"I'm not saying 'change this' or 'change that'," added Richards. "I'm saying, 'please consider the issue'. The danger is that if the ACO doesn't do anything, teams like AMR and ORECA may not be able to find the sponsorship (for 2010).



"Right now there is a significant disparity that is not good for the sport"

DAVID RICHARDS

"Our problem could soon become the ACO's problem. We need to make a decision on what we do next year in the next month. It is a relatively simple thing to address, even at this late stage."

Audi and Peugeot have both criticised the rule changes for diesels, which were made after the opening rounds of the LMS and the American Le Mans Series. Audi Sport boss Dr Wolfgang Ullrich described their late nature as "unacceptable".

A debate over the legality of the Audi R15 had yet to be settled as we closed for press. ACO director-general Remy Brouard said there was an ongoing dialogue between Audi and his organisation over two key aerodynamic areas on the German manufacturer's all-new 2009 Le Mans contender.

"There is a dialogue between us," said Brouard. "Modifications are being discussed which would be on the car in time for Le Mans."

Rivals have questioned the front splitter arrangement and an air exit in the engine cover of the R15.



LMP2

Team Goh, outright winner at Le Mans in 2004 with Audi, has to be considered the favourite for LMP2 honours. It returns to La Sarthe with more or less the same team as five years ago and the ex-van Merksteijn Porsche RS Spyder. It has the best car and arguably the best driver line-up in Seiji Ara, Keisuke Kunimoto and Sascha Maassen in the secondary prototype division. The only thing that counts against it is a lack of experience with the RS Spyder – it arrives at Le Mans with only five days' testing with the car.



GT1

The Corvette Racing GT1 programme will, barring an act of God, bow out with a class win. There's no real opposition to the two Pratt & Miller-run Chevrolet C6.Rs in the wake of 2007-08 winner Aston Martin Racing's move up to LMP1. That doesn't mean there won't be a GT1 battle. The two 'Vettes will be allowed to race each other and there's little to choose between their line-ups, even with two new additions. Marcel Fassler joins Oliver Gavin/Olivier Beretta, while Antonio García teams up with Jan Magnussen/Johnny O'Connell.



GT2

Porsche should have the car advantage after a very vigorous winter development programme with the 911 GT3-RSR, but Ferrari has weight in numbers. The works-assisted Felbermayr-Proton Porsche, in which Wolf Henzler is set to join Mark Lieb/Richard Lietz, will shoulder the German marque's hopes. There are at least four Ferrari 430 GTs – the lead Risi car, the British JMW entry, Scuderia Italia's solo effort and the AF Corse car – that have line-ups capable of winning. The same can't be said about the other three Porsches.

The Motor Sport Month



AMR has expanded its line-up for the 24 Hours with ex-F1 talent

LAT

Stars join Aston attack

FORMER GRAND PRIX DRIVERS JOS Verstappen and Anthony Davidson will drive for Aston Martin Racing in this year's Le Mans 24 Hours.

Verstappen, Davidson and the rising British sports car driver Stuart Hall are the final signings by the Prodrive-run AMR team for its three-car squad of Lola-Aston Martin LMP1 coupés. They join a line-up that includes Tomas Enge, Stefan Mucke and Darren Turner.

Verstappen, who won the LMP2 class at Le Mans last year with the Van Merksteijn Porsche team, said: "I'm excited to be joining Aston Martin Racing for such a legendary event. I said to myself that I would only do Le Mans if it was with a professional team at the very top level and in AMR I have certainly found that. I'm sure this is going to be a fantastic and memorable experience."

Davidson, who raced at Le Mans in a Prodrive Ferrari in 2003, said: "I know the team and its capabilities extremely well from the past, and I'm convinced that there is nobody better prepared to tackle all the challenges which Le Mans will present us. I'm aiming for us to be the quickest petrol car there and hopefully we can get in among the diesels as well."

Davidson and Hall tested for AMR at the new Algarve Motor Park in Portugal last month. Verstappen was due to get his first taste of the Lola-Aston at Monza at the end of May.

AMR had yet to announce the final driver combinations at press time.

New charity race launched

A NEW RACING EVENT CALLED 'THE Circuit' has been launched in aid of the NSPCC's Child's Voice Appeal by Pink Floyd drummer and motor racing fan Nick Mason and ex-F1 driver Mark Blundell.

'The Circuit', which will take place at Palmer Sport's Bedford Autodrome on September 17, will give members of the public the chance to drive six high-performance cars including the Formula Jaguar, Porsche 911 JP3, Palmer Jaguar JP1, Renault Clio Cup racer, Caterham 7 Superlight and the Jaguar XKR. Participants will be split into teams of 20 with a professional driver and a celebrity from the world of sport or entertainment as captains.

Jeremy Clarkson will host a lunch and auction at the event, which has a £2000 entry fee in a bid to raise £100,000 for charity. For details call 020 7825 2608.



LAT

Portugal gets first RoC regional final

PORTUGAL IS TO STAGE THE FIRST RACE OF Champions Regional Final at the home of FC Porto. With an increasing number of countries wanting to enter the Nations Cup in Beijing, organisers of the event have decided to hold regional finals. The first of these, for southern Europe, will pit Spain, Portugal, Italy and Monaco against each other on June 6/7.

An asphalt course will be built inside the Estádio do Dragão where drivers such as Carlos Sainz, Dani Sordo, Jamie Alguersuari, Gigi Galli and Emanuele Pirro will compete. As well as the Nations Cup there will be an RoC Legends contest featuring Johnny Herbert, Heinz-Harald Frentzen, Mick Doohan and Andy Priaulx.

"We chose Portugal for the first Regional Final because of the enormous passion for motor sport here," said Fredrik Johnsson, president of IMP.

FIA unveils 'world engine' plan

A PROPOSAL FOR A 'WORLD ENGINE' to be used across a range of categories has been put forward by the FIA.

Motor sport's governing body has distributed a working document to manufacturers, promoting the idea of a base powerplant that could be used in everything from Formula 3 and touring cars, though to sports cars and F1. The engine would be based on a straight four that would be normally-aspirated in the lower formulas and turbocharged where more power is needed.

The idea has its roots in the round-table discussions set up to establish a new engine formula for the IRL IndyCar Series. At the same time, the FIA says it recognised a growing unsuitability of production engines traditionally used in F3 and touring cars for motor sport.

IN BRIEF

■ Russia will host a round of the WTCC in 2010. An agreement is in place between the Russian motor sport federation and the series organiser for an event in August at a new street circuit in either Togliatti or Moscow.

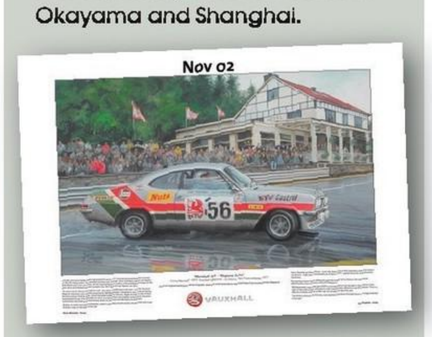


■ Construction work on the new Enzo Ferrari Museum has started. The original building where Enzo was born in 1898 is going to be fully restored and integrated into the new building, which will be completed in 2011. The start of the work was marked by Enzo's son Piero, the mayor of Modena Giorgio Pighi and Mauro Tedeschini, president of the Enzo Ferrari Birthplace Foundation.

■ Tom Kristensen will step down from Audi's DTM squad after this season. The eight-time Le Mans winner, who won the Hockenheim season opener in May, will focus on sports cars from 2010.

■ Tim Mayer, son of the late Teddy who ran McLaren in the '70s, has left his positions with the ALMS and its sanctioning body, IMSA.

■ A grid of 31 cars has been announced for the Asian Le Mans Series which is being launched this winter. Eight LMP1 prototypes, including a Pescarolo-run Peugeot, are due to race in the two-weekend, four-event series at Okayama and Shanghai.



■ **Chris Mann is offering *Motor Sport*** readers the chance to buy a Jim Dugdale print of the late Gerry Marshall. Each print was signed by Marshall, and Dugdale and former Dealer Team Vauxhall boss Bill Blydenstein's signatures also appear. They cost £30 plus £6.50 p&p (UK). For details call the office on 020 7349 8490. All proceeds will go to the charity BEN.

■ Works Aston Martin driver Darren Turner completed his first London Marathon on April 27. He finished in just over four hours and raised almost £7000 for the Motor Neurone Disease Association.

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Obituaries

Tony Marsh



LAT

FEW DRIVERS HAVE SUCCEEDED IN as many avenues of motor sport as Tony Marsh, who has died aged 77. He started in the early 1950s doing trials in the winter and hillclimbs in the summer, and won the British Hillclimb Championship three years running.

When he moved into circuit racing he continued with the other disciplines too. No other driver has ever competed in a World Championship Grand Prix, starting from the same grid as Fangio, Moss, Hawthorn and Collins; and won the British Formula 2 Championship; and collected the British Hillclimb Championship; and very nearly took the British Trials Championship – all in the same season. That was Marsh's tally in 1957. As a privateer he raced bob-tail Cooper sports car, F2 Cooper, Cooper Monaco, F1 Lotus 18 and F1 BRM, earning a lot of success in British events, but also taking in non-championship F1 races on the continent. One of his best drives brought third place in the 1961 Brussels GP, behind the works Coopers of Jack Brabham and Bruce McLaren.

On his only visit to Le Mans, in a Team Elite Lotus with John Wagstaff, he won the Index of Energy, and he did three German GPs at the Nürburgring, finishing each time. He won three more British Hillclimb Championships in the 1960s, developing his own Marsh Special with V8 Oldsmobile power and ingenious self-built four-wheel-drive transmission. Then, despite a heart attack at the age of 41, he turned his attention to sailing, shooting, flying and ski-bobbing – he was chairman of the Skibob Association – but nearing 60 he returned to hillclimbs. Even last season he was competing at the top level in a Gould-Cosworth GR55 single-seater. This quiet, modest man's competition career spanned 58 years. *Simon Taylor*

Joe Tandy



Jakob Ebrey

JOE TANDY, THE FORMULA FORD AND F3 team owner, has died in a car crash near his home in Bedfordshire.

Tandy started his professional career as a technician at Palmer Sport before progressing to chief mechanic. Having won the Ministox World Championship he moved up to single-seaters in the 2005 European Formula Palmer Audi Championship, which he won at his first attempt.

In 2006 he started Joe Tandy Racing and by '07 it had three cars in the British Formula Ford series, which finished on the podium 26 times and won 14 races. In 2008 and '09 the team moved into F3 as well as continuing its success in FFord.

Tandy's BMW collided with a lorry on May 13 and he was pronounced dead at the scene.

Electric bike wins favour



A NEW ELECTRIC BIKE has been built to prove alternative power can still offer two-wheeled speed and enjoyment.

The TTX01, the prototype for the TTXGP alternative-power race to be held at the Isle of Man, was tested at Zolder in May by Team BMW Motorrad rider Werner Daemen and veteran car and bike racer Didier de Radigues. "There aren't so many differences between a normal bike and an electric bike," said Daemen. "There's no engine braking but the rest is almost the same, apart from the noise – that's the biggest difference of course."

BRDC Silver Star

POINTS AS AT MAY 13, 2009

1. MATT NEAL BTCC 75pts



2. COLIN TURKINGTON BTCC 69pts
After two weekends and six races for BTCC competitors, the table looks almost like a grid for the touring car series, especially since there are no BRDC members in the British F3 series at the moment. Turkington has had a good season so far, winning one of the three races at Thruxton. He's also been crowned BTCC Independent Drivers' Champion for the past two years.

3. AARON SCOTT BRITISH GT 50pts

4. JASON PLATO BTCC 44pts

5. STEPHEN JELLEY BTCC 34pts



6. MARTIN SHORT BRITISH GT 32pts
The 50-year-old has been there and raced it all. He competed in the BRSCC Kit Car Championship back in 1987 and has progressed to British GTs via Le Mans and TVR Tuscans. Driving a Mosler MT900 with Gregor Fisken this year, the Libyan-born driver has notched up a win and a third place in the second round of the series at Spa-Francorchamps.

7. MAT JACKSON BTCC 25pts

8. JAMES THOMPSON BTCC 16pts

9. GORDON SHEDDEN BTCC 14pts

10. DAN EAVES BTCC 11pts

BRDC Gold Star

POINTS AS AT MAY 13, 2009



1. ADAM CARROLL A1GP 174pts
After a stellar performance in the last round of the A1GP Championship at Brands Hatch, where the Irishman notched up pole position and two race wins, he has a strong lead. However, there are no more A1GP races until the autumn – all being well. What's more, it's unclear what Carroll will do during the summer months and whether he'll be racing at all.



2. JENSON BUTTON FORMULA 1 124pts
If he carries on like he is at the moment, Button will run away with the Gold Star *and* the Formula 1 World Championship. Providing he wins two more Grands Prix and Carroll doesn't score again this season, Jenson will progress to the top of the table. The Brawn GP driver has won a Gold Star once before, back in 2004.

3. JOHNNY HERBERT SPEEDCAR 104pts

4. ROB HUFF WTCC 61pts

5. ANDY PRIAULX WTCC 56pts



6. RICHARD WESTBROOK PORSCHE SC/FIA GT 47pts
A new entry in the charts is Westbrook on the strength of two wins – one in the Porsche Supercup and one in the FIA GT GT2 class at Silverstone. He also finished third in the Supercup round at Bahrain. Westbrook moved from single-seaters to the Porsche Supercup in 2002 and has been with the one-make series ever since.



7. MARK WEBBER F1 44pts
Some think he'll struggle to match Vettel this season, but he has of late been showing just why he's rated so highly. Third place in Spain means he's now in the top 10. Incidentally, the last Aussie to win a Gold Star was Alan Jones in 1981.

8=. DAVID BRABHAM ALMS 37pts

8=. DARIO FRANCHITTI GRAND-AM/IRL 37pts

10. RYAN BRISCOE GRAND-AM/IRL 35pts

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Gordon Kirby



LAT

THE US SCENE

TAKING STOCK AFTER F1

Steve Hallam spent a total of 27 years in Formula 1 – 10 years with Lotus and 17 with McLaren. He engineered Nigel Mansell, Ayrton Senna and Nelson Piquet at Lotus, and ran Gerhard Berger, Senna, Michael Andretti and Mika Häkkinen's cars at McLaren before becoming director of race operations. But Hallam decided last year would be his final season with the team. He determined to take on an entirely new challenge and has moved to Charlotte, North Carolina to work as director of competition for Michael Waltrip's three-car Toyota NASCAR team.

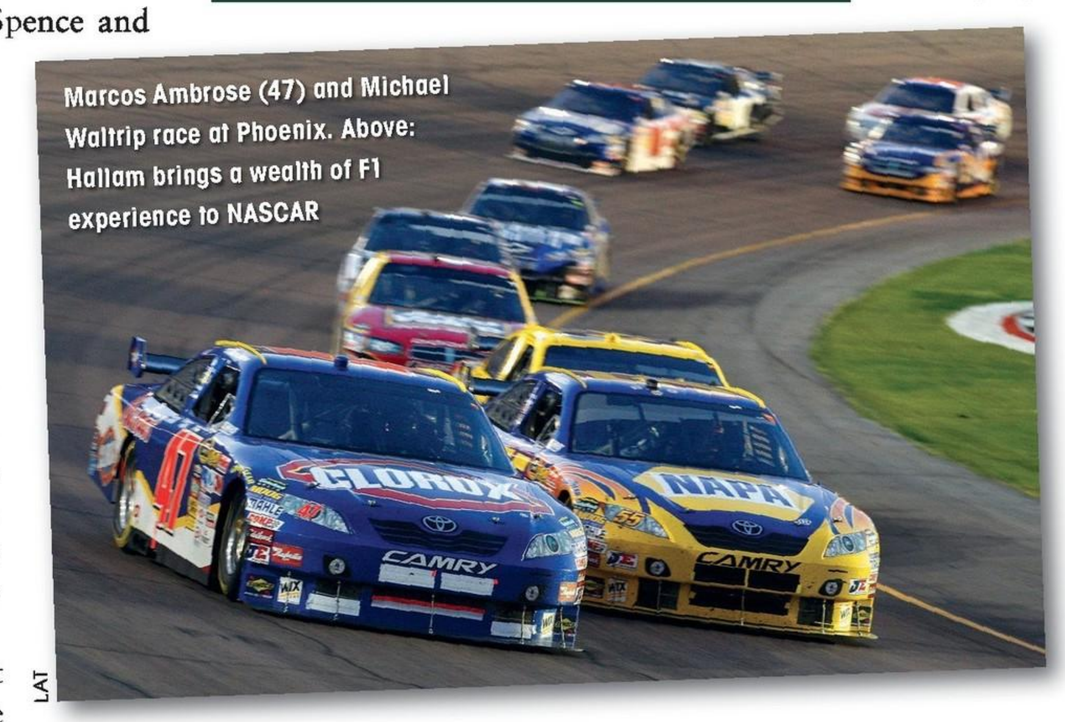
The catalyst in attracting Hallam to NASCAR was Scotsman Pete Spence, who is technical director of Toyota Racing Development (TRD) in California. Spence worked with Hallam back in '93 when he was in charge of Cosworth's F1 engine programme. He went on to oversee the company's CART engine programme, then joined Toyota and is now TRD's chief engine man on its NASCAR effort.

Through his connections with Spence and TRD, Hallam joined Waltrip's team near the end of last year.

"I don't profess to fully understand this style of racing yet, but I've often reflected since I've been here that if the F1 guys came and looked at what's going on and appreciated the actual energy of the racing, they would enjoy it," says Hallam. "But you need to do at least a couple of races to start to understand how and why it works. Just to take a single race snapshot is not enough because it is remarkably deep in its complexity."

Hallam has quickly learned that every oval track is different. "People in Europe tend to say, 'Oh, it's oval racing. All they do is turn left.' Well, they need to come and try it. It's not that simple, I can tell you."

The high-banked (36 degrees) half-mile Bristol oval in north-eastern Tennessee has seriously impressed Hallam. "Daytona and Las Vegas were quite impressive but the race that really caught my eye was Bristol," he recounts. "It was unbelievable! People in Europe have no idea that there are tracks like Bristol which will seat 160,000 people in an arena in the Appalachian Mountains. The place was just heaving, it was absolutely remarkable. People in Europe have no idea how good it can be. It was really very special to go and race there."



Marcos Ambrose (47) and Michael Waltrip race at Phoenix. Above: Hallam brings a wealth of F1 experience to NASCAR

LAT

Bristol was followed by Martinsville, another half-mile oval but with only 12-degree banking. Hallam describes the track as being, "like two dragstrips connected by two hairpin bends". Brake wear is a serious issue, requiring customised carbon front brake ducts. "Dealing with this track it really felt like you were going to Montréal or Monza," adds Hallam.

Next came the high-banked 1.5-mile Texas superspeedway, "Which is shatteringly quick! These cars hit 210mph going into turn one at Texas and the load on the tyres is phenomenal. The drivers get out of their cars after qualifying and they're shaking. They are truly brave men."

Waltrip's three Toyotas are driven by the boss himself, Aussie Marcos Ambrose, who's in his first Cup season, and David Reutimann, the son of legendary east coast short track racer 'Buzzie' Reutimann. "David is very strong everywhere at the moment," says Hallam. "He's quite a shy and self-deprecating person, but he's shown great fortitude and strength. Marcos has been a revelation this year. He has matured and is running very strongly in the races."

Hallam has wilfully fostered a much closer working relationship between Waltrip's drivers and crews. "We treat our three cars as one team and people here weren't quite sure how it was going to work, but that really has matured over the first part of this year. The drivers talk together in our debriefs and the crew chiefs debate their set-ups together. If one car is struggling, everyone works to get all three cars to deliver. We haven't yet done that. We can get two up there but we haven't got all three up there yet."

Top NASCAR drivers like Jeff Gordon and Jimmie Johnson work with their crew chiefs to get their cars handling best for conditions at the end of the race when it counts. "The drivers who are thinking are aware of what's happening and of where they need to be in the last phase of the race," says Hallam. "Pacing yourself and planning for that final phase, knowing what to do and when the crew chief has to have the car ready for the driver to deliver, knowing the driver can do it if you've got him positioned right and the car is correct – it's a fascinating part of this style of racing. There's still a lot for me to understand about how the crew chiefs adjust the car relative to the changing track conditions during a race."

Crashing cars on ovals is a fact of life. On big tracks or little tracks, you're surrounded by walls with 42 other cars. It's a very crowded environment and accidents are often multi-car wrecks. "I would love some of the very good mechanics I worked with in Formula 1 to see what the NASCAR mechanics do to these cars to keep them alive," says Hallam. "What these boys do is phenomenal. It is a bit brutal and sometimes it's a bit unsubtle. But it's like warfare out there. It's 'needs must' because points are awarded all the way down the field and you need to keep your car alive.

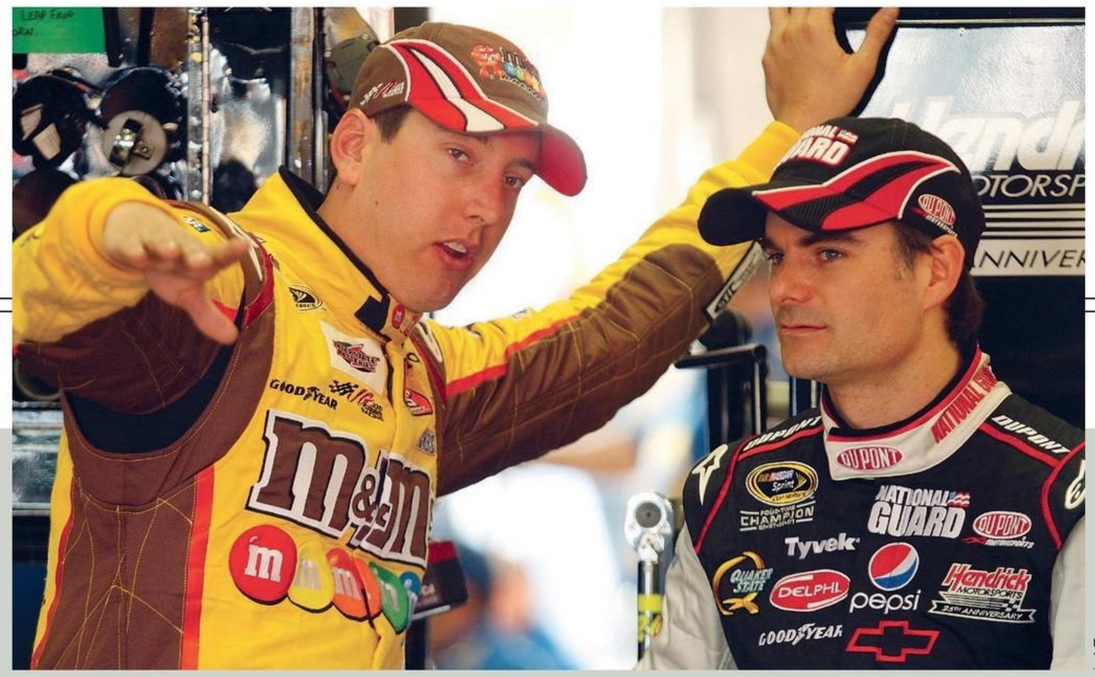
"It's not like in F1 where if you drop out of the top eight you don't score any points, or if you go a lap or two laps down you're never going to score any points. In this series you get your car back out there. You repair it. If they have to, they'll drag the car back into the garage and weld something up, cut some bits in and patch it in some way. They have to do it now and quickly, and you better stand back!"

Then there's the logistics of running 36 races with a dozen or more cars for each driver. "In some instances the transporters are here [at the team's base] for only a few hours between events while they unload the previous race's equipment and reload with the next race's equipment," explains Hallam. "Sometimes they don't come back and we send additional transporters out with cars. The California-Vegas exchange, for example: the trucks went from California to Vegas and other trucks supplied the race cars for Vegas directly.

"Most teams own several aircraft that they move everyone around in. The pitcrews are flown in and out for each race. Without that you would grind everybody into the ground. If the teams had to fly commercially it would take so much time out of the day just to get to the track."

Hallam is a little frustrated with watching F1 from afar this year as McLaren struggles both technically and politically. He recounts a recent e-mail exchange with long-time McLaren colleague Tyler Alexander, another veteran who quit the team at the end of last season.

"I said to Tyler, 'Do you think we could have done anything to help if we had been there this year?' And he said, 'No. There are larger forces at work there.' An element of me wishes I was there to help but there's a larger part that says, 'My God! I'm better off here.' I'm now only an F1 spectator. My life is part of this relentless schedule of NASCAR and I am thoroughly enjoying it." Ⓜ



LAT

GORDON: BUSCH COULD BE THE BEST

Many NASCAR pundits picked Kyle Busch to win this year's Sprint Cup title. Busch won eight races in 2008 and has won in all three NASCAR divisions this year, but has yet to show, at the time of writing, the consistency of Jeff Gordon and Jimmie Johnson. Gordon rates Busch highly, but thinks he still has rough edges that need smoothing.

"Kyle is one of the most talented, if not the most talented driver I've ever seen," said Gordon (above right with Busch). "But that doesn't make him the best driver I've seen. Sometimes his strengths are his weaknesses and many of us have the same thing. I like to see a guy who's got a lot of talent, who's got that winning ability, but is also able to control his emotions.

"Where Kyle is getting much better is he's more mature and on an even keel, and if he can control those things that's what's going to impress me more than even his talent. We've seen him cut his own tyre because he got mad at a guy and drove into him. Those are the types of things that are holding him back from being one of the best ever. But you go wheel-to-wheel with this guy and he's amazing. He does things that will absolutely boggle your mind.

"With experience you realise there are moments when you need to be aggressive and moments when you need to be patient, and you have to pick and choose those moments. I see Kyle picking them a little better now. That happens to a lot of us when you're young. If Kyle learns those lessons, he's going to be amazing."

BROOKS AND GURNEY COME TO DINNER

One of the highlights of this year's 35th Long Beach Grand Prix weekend was the Road Racing Drivers' Club's dinner with Dan Gurney. A full house of 250 guests turned out to honour Dan, and RRDC president Bobby Rahal confirmed the club's long-term commitment to Team USA, the scholarship programme set up by British journalist Jeremy Shaw for promising American open-wheel racers. The proceeds from the dinner will go to support Team USA, and Rahal hopes the annual event will provide not only an enjoyable evening in Long Beach, but also help to build support for Shaw's project.



Jutta Fausel

There were surprise guests at the dinner too, in the shape of Tony Brooks and his wife Pina. English gent Brooks was Dan's team-mate at Ferrari in 1959 in both F1 and sports cars, and after dinner Murray Smith conducted a short chat about those days, first with Dan and then with Brooks (below). Among the star-studded assembly of racing folk were former RRDC president Brian Redman, Tony Adamowicz, John Morton, Danny Sullivan, Dario and Marino Franchitti, David Brabham and Alex Gurney, plus former F1 mechanic and current Indy Lights boss Roger Bailey, and the ALMS/IMSA bosses Don Panoz and Scott Atherton.

Parnelli Jones, Bob Bondurant and Linda Vaughan sat at my table, while Chip Ganassi and his dad Floyd were nearby. Derek Hill and his mother Alma were also there. Derek is developing a documentary about his late father, and Alma and he are working with Doug Nye on the official Phil Hill biography. Written by our prolifically informed man, the book will be published in 2011 to commemorate the 50th anniversary of Phil's World Championship.

Andrew Frankel



ROAD CARS

VW GOLF IS STILL ABOVE PAR

Like almost all of us, I know someone who has just lost their job to this hideous recession. Twenty years service, a new BMW 5-series company car every other year and the right to sleep peacefully extinguished in one awkward conversation with a thin-lipped, sharp-suited, gimlet-eyed manager from the top floor.

The redundancy, however, was good, which is why an only middle-aged Lotus Elise now lurks in his garage. But he knows his chances of finding a new job at his age in the financial services industry will not be the matter of a moment. In the meantime he needs a car in which to get around and, if employment proves impossible, to be his companion for perhaps very many years as he sets up shop on his own. After 10 brand new cars in two decades he feels unsuited to the second-hand market, so he asked me what he should get. I said a Golf.

He did ring back both to apologise for being so rude and to explain that Golfs were what his girlfriends' mothers used to drive in his courting days. He did not, does not and, I strongly suspect, will never see himself as a Golf kind of guy.

But he should drive one. For over 30 years, the Golf has maintained consistently high standards better than any car I can think of, with the possible exception of my chum's fleet of BMW 5-series. I'm not talking about GTIs which have lurched from great to ghastly and all the way back to really rather good in this time, but the kind bought by most people in general, and the mothers of former squeezes in particular.

I've just driven one for no reason other than it was the first of the sixth generation I had encountered and my knowledge of the more important cars on the market, and therefore my ability to do my job, was incomplete without it. But despite the fact that this is the fifth generation of Golf I have assessed professionally and the undeniable truth that VW has always pursued a highly conservative and evolutionary approach with its most precious product, it left me in almost as much awe as the new Porsche 911GT3 you'll read about elsewhere on these pages.

It was not the most humble Golf you can buy, but a mid-range model with a lightly turbocharged 1.4-litre petrol engine developing 122bhp, the theory being that this way you can achieve the power output of a normally aspirated 1.6-litre motor with superior torque and power delivery characteristics as well as better economy and emissions. And so it proved: its performance was nothing special, but the smoothness and sophistication with which it was supplied clearly was.

But that was just one quite small contributing factor that makes me consider it one of the most accomplished cars at any price point in the market. What is most remarkable about this small, innocuous car is the astonishing calibre of engineering that has been visited upon every area of endeavour.

The driving environment, both in its arrangement and the quality of its fittings, would not disgrace the interior of a car costing £10,000 more. Indeed there are VWs you can buy that do cost £10,000 more than this whose cabins are very little better.

More impressive still is its mechanical refinement at speed. The engine is all but inaudible at a steady motorway cruise and not for the usual reason that it's been drowned out by the din from the tyres and the wind. Although it can be quite vocal if you floor the accelerator, on part-throttle its smoothness and lack of drama are an example to all others in its class.

But what struck me most was its ride comfort. I've spent the last year using a Mercedes-Benz CLS as everyday transport and there is no doubt in my mind that this shopping car rides better than that luxury coupé, despite costing around one third of the price. Nor does this reflect badly on the CLS which, by most normal




Golf's interior is as good as those you'd find in much more pricey cars

standards, rides more than well enough.

Another surprise lay in the fact that this degree of suspension suppleness has not been achieved at the price of soggy handling. It may not feel quite as incisive as the perennial standard setter in this field, Ford's ever-excellent Focus, but it's not far behind.

Finally it still has what all Golfs have had for the last 35 years, namely a standard of construction quite beyond anything else in the class. You can buy one for £13,500 and I would be very surprised if it didn't still feel tight and together a decade and 100,000 fault-free miles later.

When I think of all the mediocre cars with which it has to compete – the Peugeot 308, Renault Mégane and Vauxhall Astra to name just three of the more obvious under-achievers in the class – the Golf appears as even more **outstanding value than ever.**



It is practical, frugal, clean and sensible cars like this that you'd hope the Government's scrappage scheme would support, but as we are now used to seeing, they have launched another empty vessel. As you read this, the scheme will have been running for some time and doubtless those companies making the very cheapest budget transport will be delighted by the short-term sales hike it will bring. But by being so mean with the sums involved, by ignoring the fact that scoring a two grand discount off most new cars is already as quick and easy as blinking, by making the purchase apply only to brand new cars (rather than year-old ones as they do in Germany) and the sale only to cars that are 10 years or older, the scheme will create, at the very best, a short, sharp spike in sales of niche products rather than something of real and lasting use. More people buy cars in the Golf/Focus class than any other and I suspect that to the vast majority of them, the value of the scheme will be worthless. Ⓜ



TIMING ALL WRONG FOR NEW AUDI

I should be more ashamed at having enjoyed a few days at the wheel of one of the most unforgivable cars on sale. This 6-litre, 500bhp Audi Q7 V12 TDI that, with just a few extras, costs £104,000 as tested is the kind of car that should probably come with a lifetime supply of brown paper bags with eyehole perforations.

I was kicking pointlessly large and profligate SUVs long before it became fashionable to do so, but I'd challenge anyone to feel the effect 737lb ft of torque has even on a 2.6-tonne car and not at least smirk. It is also astonishingly quick, as one chap in a Porsche Boxster who sniffed at its exhausts found out. Served him right for wearing his baseball cap backwards.

My real problem was what to do with it. I couldn't take it on the school run for fear that Range Rover-toting parents might think I was trying to take Jonesmanship to a new level, nor could I take it to work because someone might think I owned it. So I took it to Silverstone where I was due to do some pre-season testing. It's probably the only place such a car is guaranteed a warm reception. As one fellow old car racer put it, "now that's what I call a tow car".



ABARTH – KEEN BUT LACKING CONTROL

I wonder what Carlo Abarth would have made of the most recent Fiat 500 to bear his name? I loved the looks and the power of the 160bhp £16,105 Esseesse version I tried and most of all I appreciated the fact that all the Fiat badges have been deleted, just as Ferrari did with the original 246GT Dino.

When you first drive it, you can't help but fall for its relentlessly enthusiastic approach to the open road. It's as fast as it looks and delivers its performance in the frenetic manner you might expect or even hope for from a car wearing the scorpion badge.

After a while, however, I did start to tire of it. Like too many hotted-up versions of cooking cars, it feels oversprung and under-damped. It corners flat and fast but show it an undulating B-road and the resulting bounce and pitch reveals only limited body control which, while never even disconcerting let alone dangerous, can frustrate your attempts to enjoy this otherwise largely delightful car to the full.

But perhaps the bigger shame is that Ford has no plans to do to the Ka what Fiat has done to this 500, despite the fact that both are structurally identical. A normal Ka is less attractive but far better to drive than a standard 500, and a Ka with Abarth running gear but Ford tuning might be better even than my current favourite pocket rocket, the RenaultSport Twingo.

Letters

Hostess with the most stress!

Sir,

Doug Nye's piece in the May issue brought back some vivid and often happy memories. I worked for John Webb during 1961, basically running his Webbair operation. As such, I usually flew on the planes as the official Webbair hostie, and I was the unfortunate young woman nominally in charge for the notorious flight to Syracuse for the Grand Prix, to which Doug refers. He is quite right: Innes Ireland organised the passengers to form a group and run from one end of the plane to the other, jumping up and down each time the group assembled. He does not write that the unknowing pilot, working overtime at the trim controls, was in fact Jack Brabham.



The teams and hangers-on had lots of fun in other ways. In the small aircraft, such as the Heron and **Dove, the wing** spar created a hurdle in mid-aisle, which I had to walk over. This walk became a climb when they put baggage all over it. Reprimands did little good, but one way to calm the lads down and get them seated was to grant them a kiss and a cuddle (see John Surtees above!). Once peace was regained I would arrange a competition to occupy their active minds and bodies. They were each handed a car kit to build and see who could do so fastest. The über-competitive Stirling Moss usually won, as he did in so many races.

There are many other stories, such as when the pilot did a U-turn at Tours and all the booze spilled out of the locker. And how you could see cows in the meadows near Le Mans through the gaps round the doors of the DC3. But I never heard it called "Webbscare", perhaps through selective deafness. We were all fearless in those early days of the '60s. But then they all went off and got their own aircraft.

Norma Henderson, Church Point, Sydney, Australia

Debate rolls on

Sir,

John Roberts (Letters, June) wonders if Jenks got the idea for his famous Mille Miglia map roller from the Royal Aircraft Establishment's wartime 'Dam Buster' system.

To be fair, I don't think that Jenkinson ever claimed to have invented the map-roller, and I seem to recall reading somewhere that John Fitch (a fellow member of the Mercedes-Benz squad) had previously used a similar device.

More importantly, a proprietary model was already on the market and had been promoted to the specialist press. A description and illustration of the 'Hamilton Route-Finder' appeared in *Autosport* in December 1953. Did *Motor Sport* also receive a sample for evaluation?

Anyway, regardless of its precise origin, the map roller was far from novel, and most rally navigators must surely have been aware of the concept by 1955.

David Landers, Morpeth, Northumberland

Winding back history

Sir,

Following John Roberts's suggestion regarding the origins of the roller map used by Moss and Jenks on the Mille Miglia, I feel I can add to this debate.

As Mr Roberts said, a large part of their 1955 success has always been attributed to the famous 'roller map' in which Jenks kept pace notes for the entire course. They completed two recces to develop their pace notes and Jenks later reported in *Motor Sport*: "By now our details of the route were perfected and I wrote them all down on a special sheet of paper 18 feet in length. Moss had an alloy case made, on the map roller system, and for our final practice I employed this machine."

It's interesting that Jenks refers to 'the map roller system' as though it was a well-known tool. It therefore wasn't too much of a surprise when I saw a piece in *The Times* entitled "Early sat-nav". It featured a roller map named 'the Plus Four Wristlet Route Indicator' and, as the name suggests, it is a 'worn on the wrist' roller map system. What surprised me was the date – 1927!

So, it wasn't a new idea in 1955, nor in '43 as suggested by Mr Roberts. Jenks also mentioned discussions in 1954 at Monza with John Fitch, who gave him the idea of making the second person in the car less of a co-driver or mechanic and more of a navigator. Fitch was offered a drive in the 1955 Mille Miglia but only(!) in a gull-wing 300SL GT class car as opposed to the outright racing 300SLR. When Moss was offered the 300SLR drive he called Jenks to ask if he would join him. Jenks was encouraged by Fitch to, "Join him and take our system with you". And so, it seems, it may not have been Jenks's brainchild at all. It might not have been Fitch's either, but between them they came up with a system for beating the Italians on home soil.

I was lucky enough to be able to ask Moss about it and he said he thought the idea probably did come from Fitch. Later, at your own 1000th issue birthday party, I again discussed this matter briefly with Stirling where he confirmed that it wasn't a new idea in 1955 – but its application to road racing was certainly innovative.

Mike Stripe, Club Secretary, VSCC

Diesel origins

Sir,

I read about the Audi Le Mans project with interest (June), but it's wrong to suggest that the diesel formula at Le Mans was down to Audi.

In 2004 I worked with Taurus Sport who entered a Lola B2K Caterpillar diesel at Le Mans. The engine was a VW Toureg V10 twin-turbo but Caterpillar sponsored the development. The car first ran at Monza in the '04 1000Kms. Interest from Audi was immediately obvious with lots of questions asked. At the Le Mans test weekend our Lola-Caterpillar was apparently the fastest car through the speed trap at 292kph, compared with the fastest Audi at 288kph.

We made the race along with our conventional Judd-powered car, but retired while running 12th. We locked the garage and went for a rest and food; when we returned we found Audi engineers had gained access and were taking photographs of the engine layout and fuel system. I am not suggesting any wrong-doing; maybe they just wanted a look behind our backs.

From conception to race was under five months of very hard work by 10 very dedicated people who ran two cars. I think our entire budget was less than Audi's food budget.

This makes our Lola the first modern diesel car to race at Le Mans, as well as the first diesel of this type to use biofuel. But it does seem that if you are big enough you can rewrite history to suit your own needs. At the races we received a lot of flack, but in the end the diesel revolution was started by Taurus in 2004 and not by Audi.

David J Coles, Melksham, Wiltshire

LETTERS TO THE EDITOR

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How to show off without showing?

Letters

Delight over D-type

Sir,

In my small collection of 1/43 scale models of cars which have played a significant part in my life is a white Jaguar D-type. No, I have never owned, driven or even been a passenger in one, and probably never will be. However, to quote Nigel Roebuck (June issue), "Some – a very few – moments in your life are crystallised for ever and one came my way now." For him, it was Behra in a Ferrari at Aintree. For me, it was a white Jaguar D-type at Snetterton.

On my first-ever visit to a racing circuit at the impressionable age of 12, the first car to go past as my father and I got to the spectator viewing area opposite the pits was the Murkett Brothers-owned car driven by Henry Taylor. Instantly I became a Jaguar fan. But even more significant was the sound produced by that lovely straight-six engine, and I became a life-long devotee of the wonderful music produced by (most) sporting six-cylinder engines.

Like most of your readers, I drool over the beautiful cars being offered for sale in the magazine. Sadly I shall never own one, but I am thankful that there are people out there who will buy them – and race them again. So, imagine my surprise and delight on reaching p161 and the Duncan Hamilton advert – for the car shown is that very same white D-type. It may have become famous in the hands of my hero Jim Clark, but it will always remain crystallised in my memory as the Murkett Brothers car.

A big thank you to all at *Motor Sport* for once again, in both words and photos, bringing back such happy memories of an era when motor sport was more sport than business.

Mike Dodman, Bromsgrove, Worcs.

Darker plans at work?

Sir,

To most of us who have been forced to witness the dismal and increasingly transparent stratagems of Bernie Ecclestone over the years, it should have been clear there was never going to be a British Grand Prix after 2009, at Donington or anywhere else, since he has long seemed set on taking the race abroad and awarding it to the highest bidder.

Simon Gillett's proposals for Donington appeared flimsy from the outset, and they are now falling apart so farcically that I wonder if he's been in the pay of Bernie from the outset.

Just wondering…

David Goddard, Hove, Sussex

I'm backing Button

Since I have been criticised on the Letters page in the past for allegedly 'knocking' any British driver who becomes successful, I thought I should set the record straight by congratulating Jenson Button on his success so far this year – success that is well deserved after some difficult and frustrating seasons. These he handled in a patient and dignified manner, without the whingeing and prima donna behaviour which we have come to expect from some British drivers of the last couple of decades.

As Nigel Roebuck has commented, it is a shame that Button and Brawn's achievements have been overshadowed by the diffuser controversy. It is difficult to see why Ross Brawn has been criticised for an ingenious and effective interpretation of the rules when, in the past, Colin Chapman was hailed as a genius for doing exactly the same. Is it because Ross still suffers from his past association with Michael Schumacher and Ferrari?

Anyway, Ross has now been vindicated and I for one look forward to more successes for Brawn and Jenson, not forgetting Rubens.

John Fyfe, Edinburgh

Right make, wrong model

Sir,

In Jim Howard's *You Were There* pictures in May, there are a couple of errors. The '250F' is in fact an A6GCM Maserati, with live rear axle located by twin trailing arms and trailing quarter-elliptic leaf springs. The 250F was introduced in 1954 with a de Dion rear and a spaceframe. It was designed for the new 2.5-litre F1, whereas the former ran in the 2-litre F2 formula used in the championship in 1952 and '53.

Picture eight is not Stirling's Cooper-Norton but the Cooper-Alta, designed by John Cooper, technical editor of *Autocar* (not the John Cooper of Cooper Cars), and built by Ray Martin, also responsible for the original Kieft produced for Stirling in 1952.

John Barrass, Irchester, Northants

Notes on John Taylor

Sir,

I have been doing research for a written work on the life and times of John Taylor, who perished in the 1966 German Grand Prix at the 'Ring. Precious little has been written about the Leicestershire driver who scored his only World Championship point at the 1966 French GP at Reims. I'm looking to hear from anyone who knew John or raced with him, and I'm especially keen to hear from anyone who may have photographs of him during the 1960s, both in the domestic racing scene and abroad. I'm working with John's widow to produce a history of his racing life. I can be contacted at: ady.stimpson@hotmail.co.uk

Ady Stimpson, Bestwood, Notts

Tradition and technology

When John Harvey Jones visited the Morgan factory, he watched a man using a pair of tin snips and said Morgan would not survive unless they adopted more modern methods: "They would grow their own trees if they could."

Guy Loveridge (Diary, June) perpetuates the myth that Morgan rejected JHJ's advice and stayed with their traditional methods. Probably best then to ignore the machine-cut body panels and suction-formed wings. Oh, and the CAD-designed aluminium chassis of the Aero 8.

Perhaps the smartest move was to publicly reject Harvey Jones' ideas, while quietly getting on with it. It is both encouraging and disappointing to see that Morgan is the last surviving wholly British-owned car maker. It is probably fair to say that Harvey Jones never anticipated that.

On the subject of survivors, congratulations on your increasing readership, of which I am playing a small part. I was an eager reader in the early 1970s but had only read an occasional copy since then. That changed when I picked up an issue two years ago for some on-flight reading. I read every page and have not missed an issue since. Excellent writing from Messrs Nye, Roebuck and Taylor, and it is always a pleasure to read WB. You have proved that nostalgia is better than it used to be.

Douglas Kent, Stanley, Perthshire

Jenson over Lewis

Sir,

I had to contact you to tell you how much I agree with the letter from Stanley Sweet in the June issue. Lewis's monkey statement still angers me. I did enjoy the Lazarus editorial; I have been a fan of Jenson for many years and now he has the car and backing to be a great champion. Who is the saddest person in the Grand Prix paddock? It's Lewis's father – no TV reporters want to talk to him this year.

Jim McCleary, Kilmarnock, Ayrshire

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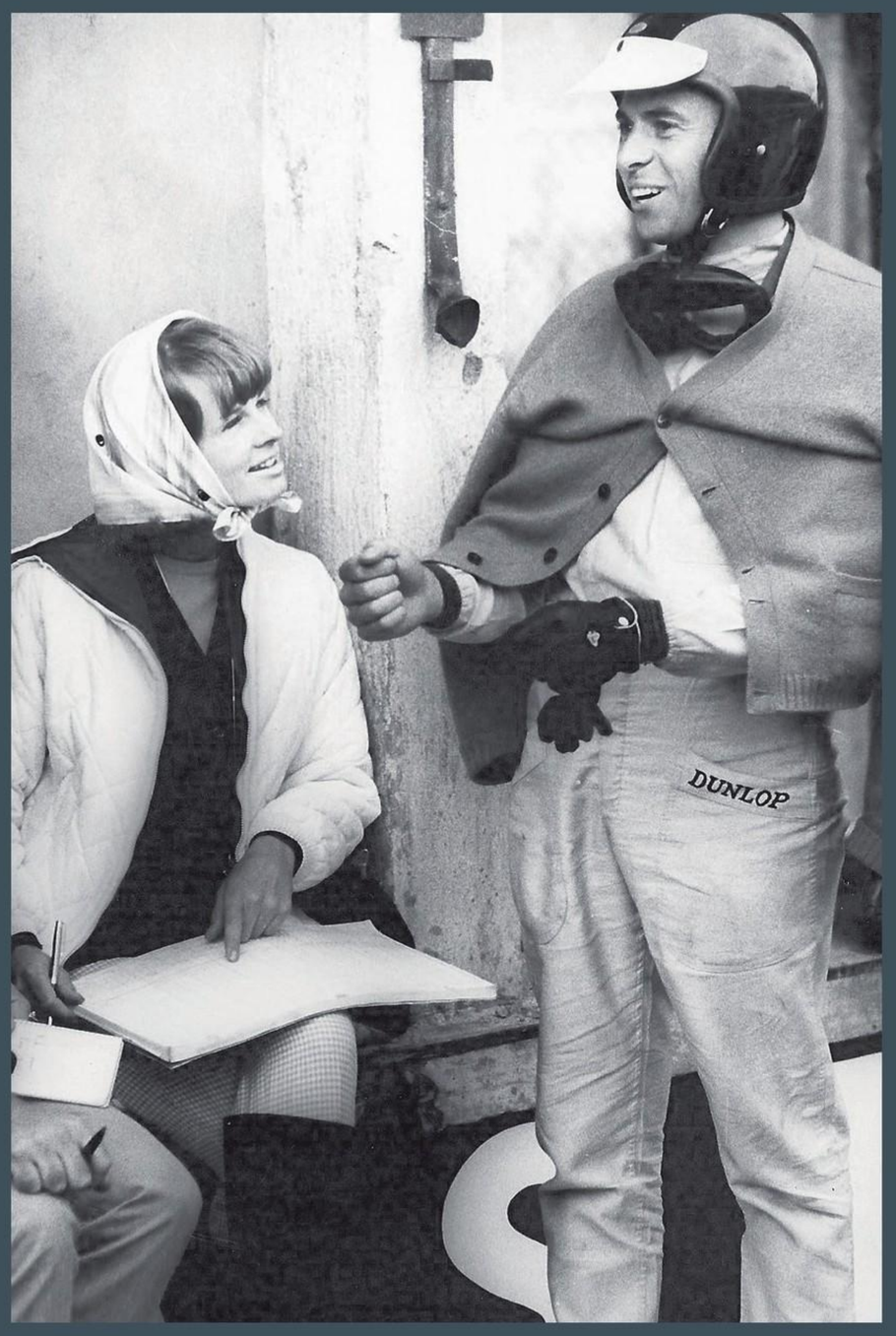
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“I only have golden memories of Jimmy”

Sally Swart, Jim Clark’s girlfriend during the peak years of his Grand Prix career, recalls her time with the quiet Scot

BY IAN WAGSTAFF

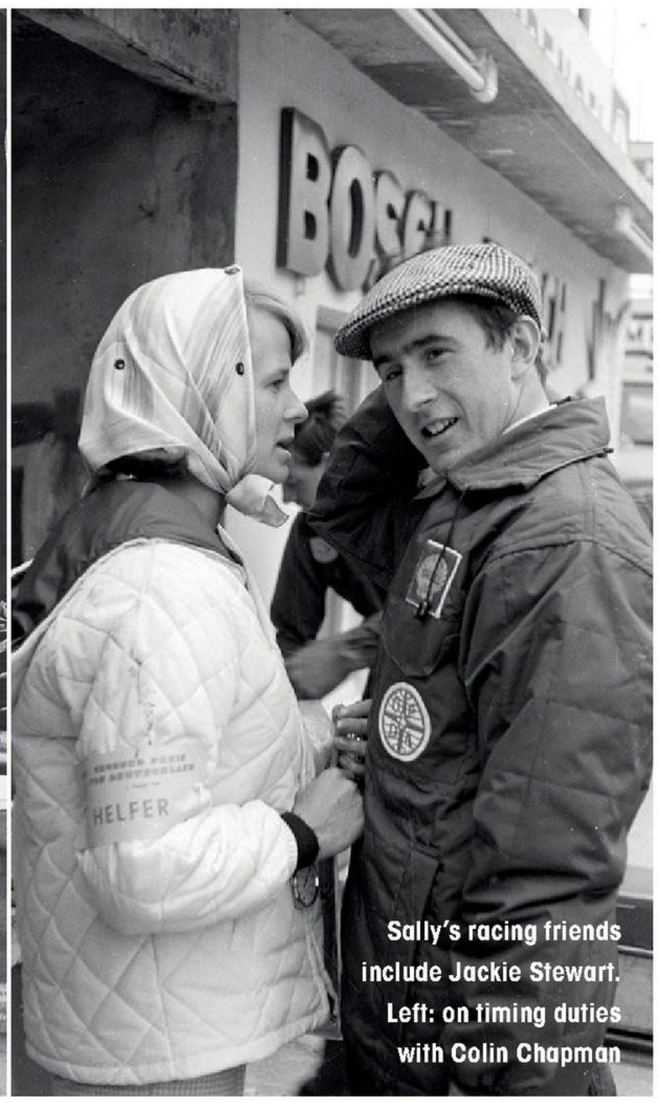
A couple of evenings before this year's Long Beach Grand Prix the phone rang in the Rolling Hills, California home of Ed and Sally Swart. On the other end of the line was Dario Franchitti, inviting the couple to be his guests at the race.

There is no doubt that Franchitti, who was to win that weekend, has a sense of heritage. At the victor's press conference following the 2007 Indianapolis 500 the emphasis was on the fact that just two Scots had come first at the Brickyard; Dario was in august company, the other being the man who many argue to have been the greatest racing driver of all time, Jim Clark.

At the Road Racing Drivers' Club dinner – held in honour of Dan Gurney – that took place the night prior to his phone call, Franchitti had made a point of seeking out Sally Swart, whom he had not seen since the Jim Clark Reunion in Scotland in 1993. The reason he was so eager to remake her acquaintance was that between 1963 and '66, among the highlight years of Clark's career, Sally Stokes as she was then was the twice World Champion's steady girlfriend.

In the late 1950s Sally had been part of a circle who founded the Midland Racing Partnership – with drivers such as John Rhodes, Richard Attwood and David Hobbs. On a visit to Mallory Park, the group had been impressed "that five of the seven races were won by this obscure farmer from Scotland who jumped into every car you could imagine, including a Lister-Jaguar".





Sally's racing friends include Jackie Stewart. Left: on timing duties with Colin Chapman

Jutta Fausel Ward

> "Colin gave me a lap chart and set me to work. It distracted me from worrying about Jimmy"
>
> SALLY SWART

Sally, a young photographic model with a passion for horses and theology, moved to London in 1961, maintaining her friends in motor sport who by now included John and Gunilla Whitmore. In the summer of '63, having been sunbathing in Hyde Park, she walked to the Whitmore's flat in Balfour Place, just off Park Lane, to keep a lunch date with Gunilla. "I think I was looking rather scruffy. To my horror, Jimmy walked in." By now the "obscure farmer" was on his way to his first World Championship and, although they had not met before, Sally was well aware of who he was. "Gunilla said she had an appointment and rushed off, leaving us alone. I should have known that this had been plotted, but I was so naïve it was years before I discovered it had been a set-up."

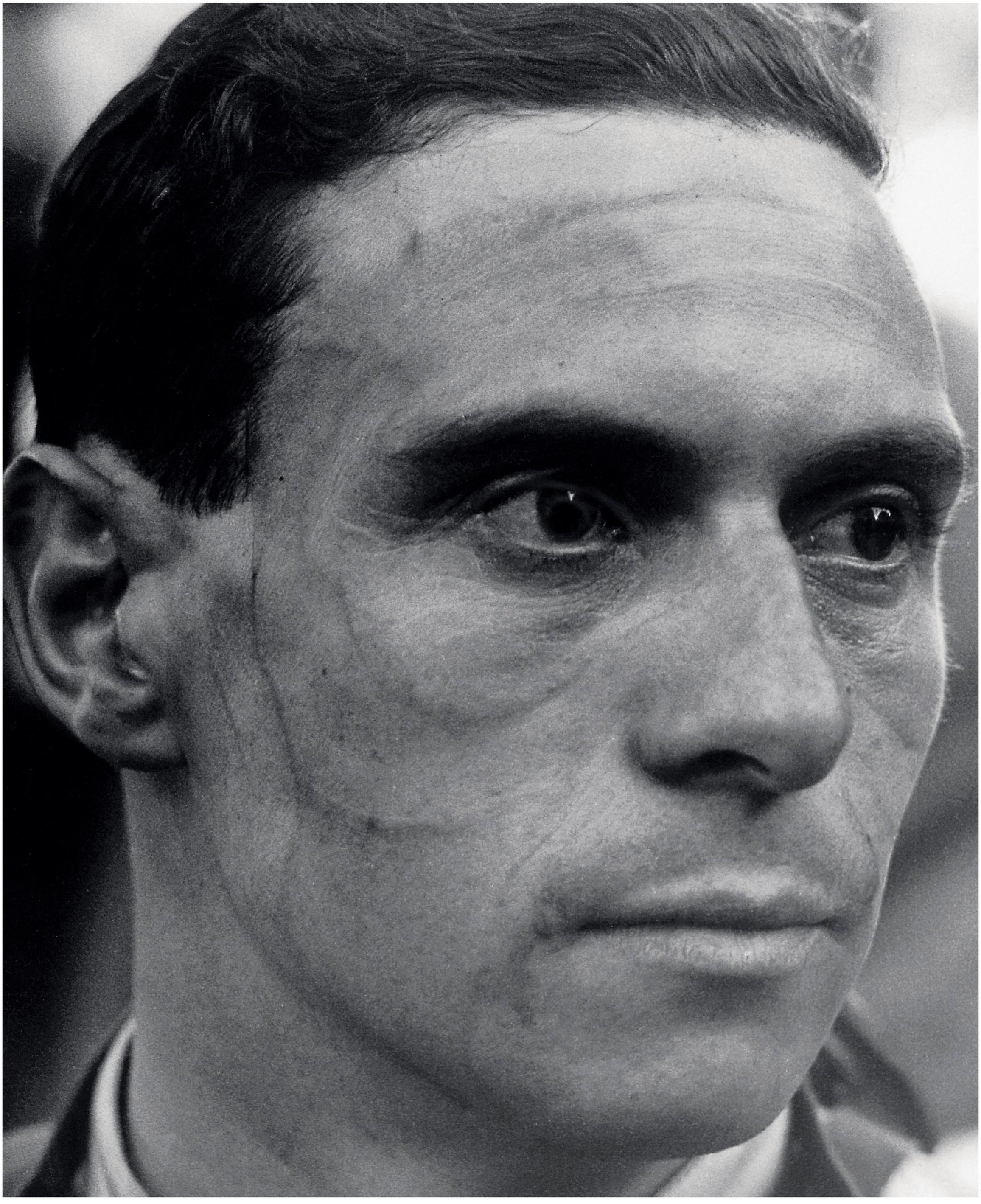
The result was an invitation to the opening night of the film *Cleopatra*. "We had a good time travelling to the theatre on the tube, all in evening dresses and black tie, with a few friends including Stirling and Elaine Moss.

"Quite soon after I went to Brands Hatch with Jimmy." (Sally remembers he was always "Jim" to his family but usually "Jimmy" to his friends.) Clark was driving a Ford Galaxie with a bench seat. "He slipped on the seat going through Paddock Bend. He said he was all over the place trying to hang on to the steering wheel." Sally recalls another saloon car memory from the following year. The area behind the pits at Brands was then just a grass field. Clark got into trouble exiting Druids and ended up reversing at speed across the grass and right into the pits. "If you can't win, at least be spectacular," he told Sally.

Soon she had been initiated into the Women's Motor Racing Associates' Club and the Dog House Club, and started carrying out timing duties for Clark. "Colin [Chapman, founder of Lotus] gave me a lap chart and a stopwatch and set me to work. It helped distract me from worrying about Jimmy. At first I had just a notebook; a proper timing sheet came later." The pits were a completely different world from today. At one race Sally was sporting the new fashion of stick-on fingernails. "During frantic lap charting, one of these flipped off. I dashed under the counter to retrieve it much to the amusement of the Lotus mechanics. At this point Colin came in, observing 'Hello, hello... she loses her nail and the whole of the Lotus pit shuts down.'"

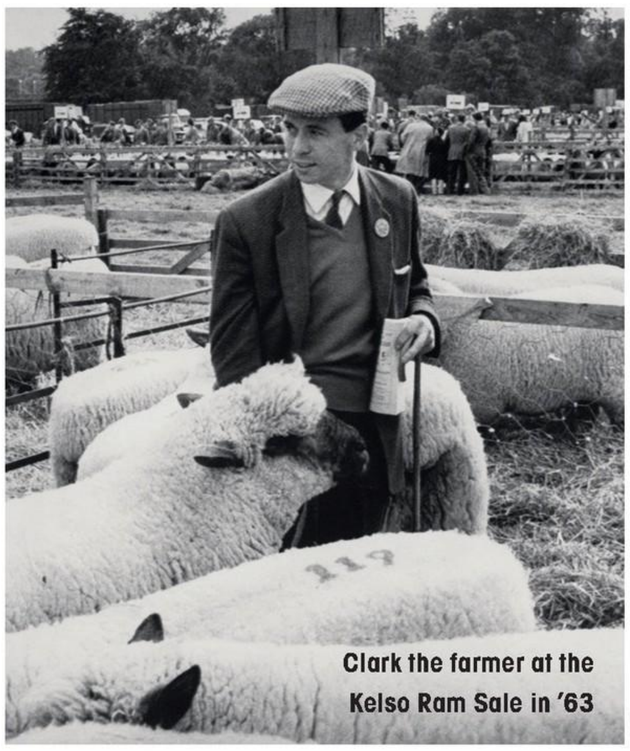
In 1965 Clark notified Team Lotus competitions manager Andrew Ferguson that Sally would accompany him to all of his races. That meant not only the Grands Prix but also Formula 2 events and the Indianapolis 500, which the Scot was to win at last. The year before, Clark had come back laughing from the Speedway. He had asked for a boiled egg at the Holiday Inn but was told that he couldn't have one because the egg-boiling machine had broken down. "He was amused and frustrated by the fact that they could not just put an egg into boiling water and time it."

Sally did not attend the whole month of May. "Jimmy used to say that it was horrendous, »»



quite boring, but very necessary because he had to set up for the 500." She recalls Clark telling her how much he liked the actual race at Indy, "because when I am in the lead, I have dollar signs flashing before my eyes". Being paid for leading a lap was new to him and, as Sally states with an infectious chuckle, "being a Scot he liked to line his pockets". Other than this, they never spoke about money. However, she does recall one rainy day at Snetterton shortly after he had won at Indy. Walter Hayes, at that stage Ford UK's PR chief, was "wringing his hands and saying, 'It's absolutely ridiculous how little we are paying this guy.' I merely replied 'Oh really!'"

On the day of the 500 Sally and Colin Chapman's wife, Hazel, joined Bobby Johns' family in the grandstands (Johns had driven the second factory Lotus the previous year). Women were not allowed in the pits or garages then. Lotus chief mechanic Dave Lazenby reckoned that Sally and Hazel ought to be "like the rest of the girls" and hang by their fingernails on the fencing round Victory Lane.



Clark the farmer at the Kelso Ram Sale in '63

LAT

"Jimmy, I know, was very impressed with Mario's talent. He thought him very promising"



He and Sally were not often pictured together

Graham Gauld

"When the cars came down the straightaway for the first time, Bobby's sister started crying and I almost joined her," says Sally. "I had never thought to fear like that before.

"The Indycars had big, fat fuel fillers which we were not used to – remember we didn't have fuel stops in Formula 1 then. Colin being Colin redesigned the fuel feed from the Esso tank to improve fuel flow. To disguise this he wrapped the fuel hose in tiger stripes. Officials challenged him but he replied with Esso's advertising slogan of the time, 'I've put a tiger in my tank' and he got away with it."

Sally can't remember how she and Hazel made their way across the track after the race, but they were eventually allowed into Victory Lane. At the subsequent post-race dinner and festivities, Sally and Jimmy could tell that there was a "little gap in the enthusiasm". Sally has her suspicions: "I didn't know the half of what had gone on but they had almost tried to prevent Jimmy from winning. Jim had known that and already warned me, 'They're not too enthusiastic that I'm here.' That was rather sad; it dampened the activities for us. However, I do know that he was welcomed in later years with more enthusiasm." Even today, Sally believes that Parnelli Jones – now a friend and very close neighbour of the Swarts – should have been black-flagged by the USAC officials for shedding oil in 1963 and that Clark should have been given the win that year.

"After the race, I had my picture taken with Mario [Andretti], the Rookie of the Year and such a nice young man. Jimmy, I know, was very impressed with Mario's talent. He thought him very promising."

The next month Sally, Clark and Mike Spence flew in Chapman's plane from Luton to the French Grand Prix at Clermont-Ferrand. "There seemed to be quite a bit of activity at the airport. We had forgotten that the Paris Air Show was on at that time. The French Government had flown Yuri Gagarin [the first man to travel in space] down from Le Bourget to show off a new plane. There was a civic reception for him. We crept in at the back but it was known from our flight plan who we were. It was only a few weeks after Jimmy's Indy victory and we were invited into the party and plied with champagne.

"We saw somebody whisper in Gagarin's ear and he jumped up. It appeared he knew exactly who Jimmy was and that he had just won at Indy. He gave him a hug and a kiss – very unusual in those days – and I shook his hand. He seemed thrilled to meet Jimmy."





Polishing the silverware in 1963 – his first World Championship season and the year he met Sally

LAT

There was more to come that day. To Chapman's annoyance, Ferguson had booked the group into "some fancy hotel up the mountain" and not their usual abode for Clermont-Ferrand. Sally recalls that the Lotus boss was "driving way too fast" in their hired Peugeot. ("Colin was a wild driver, Jimmy wasn't. He just drove normally in town but up in Scotland he used to accelerate a bit and enjoy himself.") Sally was in the middle of the front bench seat with Clark at her side and Spence in the back.

"Colin launched into a right-hand bend, didn't make it and ended up in a shallow ditch. I went through the windscreen and Colin broke his thumb on the steering wheel. Jimmy climbed out of the door, sat down on the grass and promptly fainted. I pushed his head between his knees. He came to, complaining that I was bleeding all over his new suit." The men wanted to pull the Peugeot out of the ditch and requested Sally to sit at the controls. It was dark and the headlights had gone. Suddenly they saw that the car was on the edge of a cliff and screamed at her to "hit the brakes".

"We never did find that fancy hotel and instead went back to where we usually stayed. Bleeding, I was hidden from the press, but it was not good for a model to have a scar on her lip. In the middle of the night Colin and I crept out to the hospital and my wound was stitched up. I had my scarf pulled over my face during the race – which Jimmy won."

At the end of the 1965 season Clark made his usual trip Down Under for the Tasman Championship. Sally, along with Bette Hill and Helen Stewart, joined their men for the Australian leg of the series. However, during the time of the earlier New Zealand races, Warwick Banks had introduced Sally to one of his fellow saloon car racers, the talented Dutch Abarth driver Ed Swart. She recalls that her relationship with Clark "lightened up" following their return from Australia. As the Scot's career became increasingly »»

professional and he took tax exile in Paris, so Sally started to spend more time in Swart's company. She and Clark were to remain firm friends, however, even after her marriage to the Dutchman.

"Jimmy's driving skill was a God-given talent. Heavily talented artists tend not to be well-rounded and I think he was probably like that. I realised he wasn't going to change. He also didn't want to get married until he stopped racing and I realised he was not about to change that. Why should he?

"His mastery in a car made him a true artist. When he got out of one he almost became a different person. I once asked him how he made up his mind to turn the first corner and he laughed, 'that's automatic'. But he did take time to make decisions. He would have trouble deciding where to eat. It became a bit of a joke, but good for me as we usually ended up dining at my favourite restaurants.

"Jimmy was easy-going but quiet and introverted. I liked to think of him as a 'dour' Scot although that is probably the wrong word. He seemed very aware of what his family would think of his actions and whether his father would approve. I respected that. He always wanted to behave honourably. For example, he didn't really like having his picture taken with me for fear that the press would misuse it. I had trouble with that as it was hurtful to me, but I tried to understand his reasoning.

"He liked to keep things low-key and didn't make a fuss about himself. He was uneasy giving interviews and had great trouble in public speaking." Prior to a dinner, Clark would ask Sally if she had a joke he could tell. She still has the copy of a BARC dinner programme that Clark annotated with reminders for his speech. Over time, Sally noticed an improvement in this: "I saw him become more relaxed."

Normally Clark wouldn't show any form of emotion. It was probably a family trait. Even at his funeral one of its members told Sally that she must not cry. "You had to be very 'cool' in his company. I would have never dreamt of rushing up and giving him a kiss after he had won a race. I don't think he would have liked that, although I never discussed it with him." Sally does recall, however, that his favourite film was *The Sound of Music*. "I didn't think somebody like him would appreciate a film like that. It showed another side to his character; he did have a softer side. We even shed a tear when the nuns were singing about 'Maria'!

"He was a very good letter writer and that was something I really appreciated – one was written on the back of a South African Airlines menu 'somewhere over Mauritius', he said. He learnt that from his family. I still get great letters from his sister Betty, while his father was still writing to me when he was in his eighties." Sally had started travelling to Scotland to meet Clark's family early in their relationship. She has remained close friends with many of its members. Betty is godmother to the Swarts' daughter Sharon and has often visited the couple. Even after Clark's death Sally took her children to visit his parents every year.



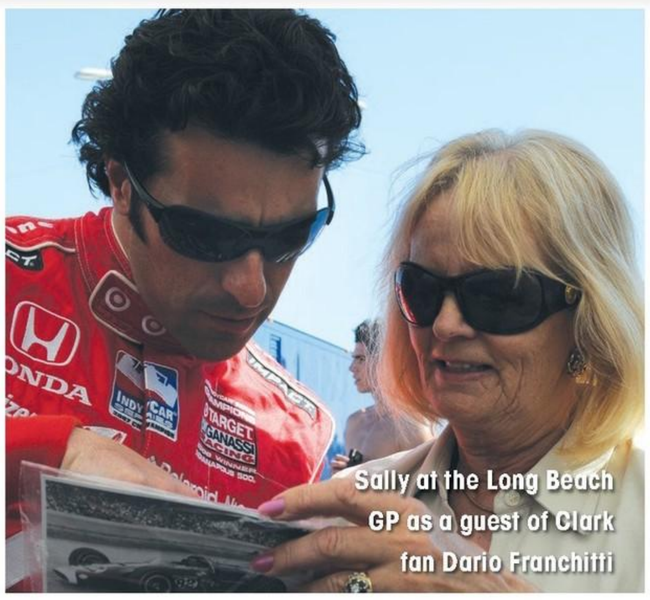
Jim and Sally at the '65 BARC dinner, where Clark received a Gold Star. Below: Sally's invitation is signed by Hill, Chapman and Olympic long jump gold medallist Mary Rand



For many of Jim Clark's fans, the first they heard of his death was over the Tannoy at the 1968 BOAC 500. Sally is acutely aware that he should have been at Brands Hatch himself that day, driving a Ford F3L. Over a lunch, entrant Alan Mann had even thanked Chapman for letting Clark drive the endurance car, only to find later that the Lotus boss had then entered him for an F2 race at Hockenheim. Sally – who had been told by Clark over the phone that he would be in Germany – was at Zandvoort as husband Ed was entered in his first race of the season at the wheel of an Abarth sports car.

Sally was on her own, sitting in their car in the pits and thinking that she ought to start work on her timekeeping duties when she heard a newsflash on the radio. Her knowledge of the Dutch language was, at that stage, in its infancy. Clark's name was mentioned coupled with the word *overleden*. Worried, she rushed to her father-in-law who went white and confirmed it meant Clark had been killed. The next day she was on a plane for Scotland.

Shortly after Ed and Sally moved to California in 1980 they attended a beach party where one of the guests told them that the day after Clark's death he had been driving along the 405 freeway. The announcer on the radio suggested that all those listening who were mourning the death of "the great racing driver Jim Clark" should turn on their headlights. He said the whole of the 405 lit up. "I told Mum and Dad Clark about that and they were deeply moved. I only have golden memories of Jimmy in every shape and form. I really treasure the memories of our times together and consider it a privilege to have known him."



Sally at the Long Beach GP as a guest of Clark fan Dario Franchitti

Ian Wagstaff

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Fixed Head Coupe
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1960 Jaguar XK150 3.8 Litre Fixed Head Coupe
1962 Cadillac Eldorado Biarritz Convertible
1963 Jaguar Mk II 3.8 Litre
1965 Jaguar S-Type 3.8 Litre
1968 Mercedes-Benz 250 SL
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2009 GOODWOOD FESTIVAL OF SPEED

A personal guide BY THE EARL OF MARCH

As you read this, there are five weeks to go until the 2009 Festival of Speed. It seems only last week that we did the last one. But it always seems to feel like that as we move relentlessly through the years, especially now that we have the Revival in September as well. Hard work for everyone.

But it's all worth it when the first day of the Festival dawns. I'm up and about early, making sure everything is exactly as it should be, and looking after my guests. We always have drivers staying in Goodwood House and this year I'm particularly looking forward to seeing Dan and Evi Gurney back again. They came a few years ago and we've been trying to get them back ever since. Partly because we like them so much, and partly because the fans love to see Dan in his Eagle or on his Alligator motorcycle. He's a hero.

What else am I looking forward to in July? Well, everything really, apart from the late nights and early mornings. Most of my time is spent with the drivers, motorcycle riders and the sponsors. None of it could happen without our sponsors and, despite this appalling global slowdown, they have remained enormously loyal to Goodwood. Like all good companies, they are being more careful, but our two motor sport events are a bit different from anything else and I think they like that about us.

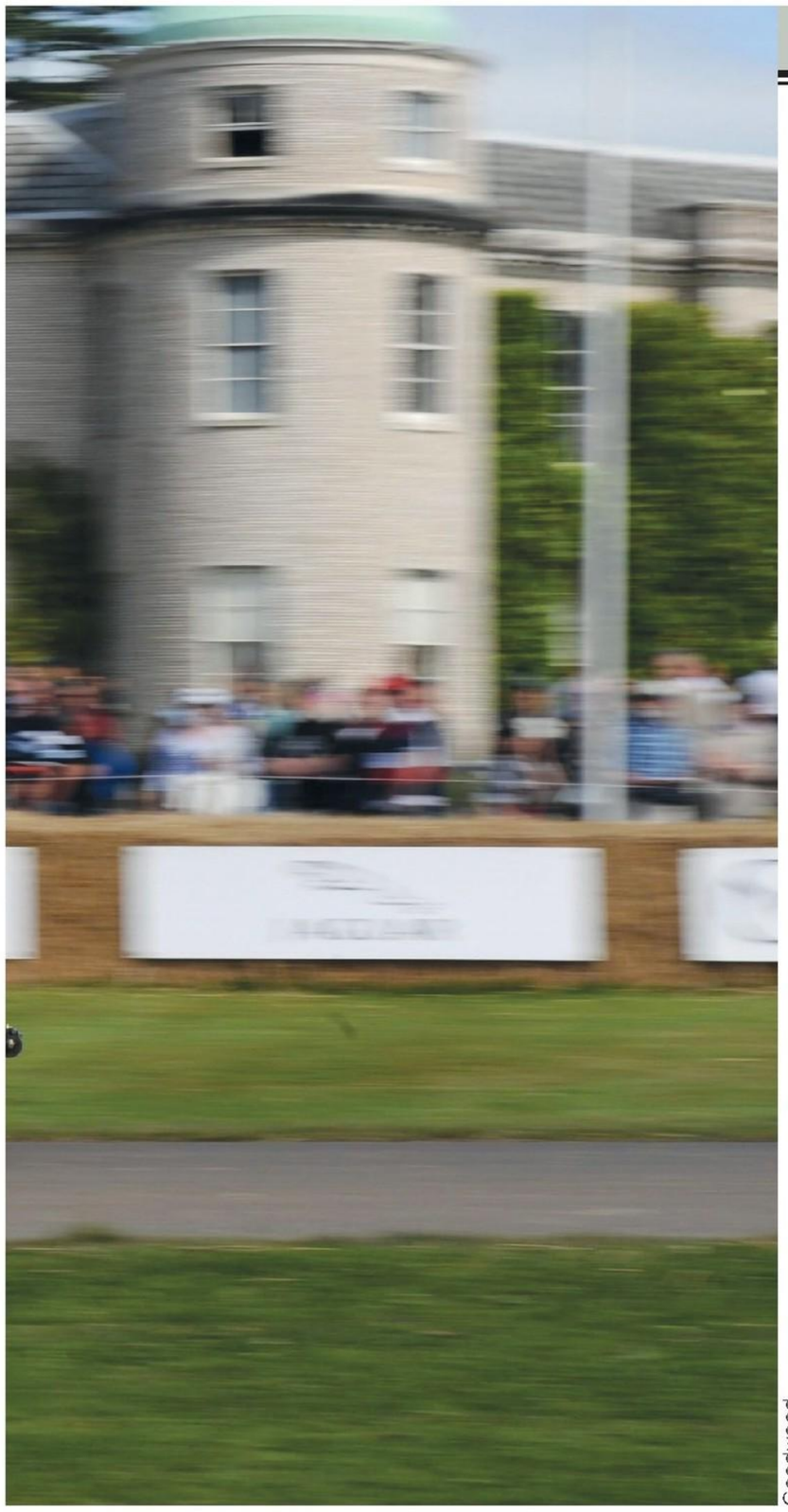

PA/Chrisison

These are the cars, and a motorcycle, that I am most looking forward to seeing at this year's Festival of Speed. I list them in no particular order!

I'm excited about our tribute to Frank Williams. We are celebrating the history of his Grand Prix team this year and it will be a great attraction for the British fans. Frank is a long-time supporter of the Festival, always sending his cars, and this summer he will be here with us to see a great collection of the F1 cars that have brought him so many accolades.

I can't wait to see the reaction to our central display outside the front of Goodwood House. I don't want to give away too much because I think the element of surprise is important when people first walk into the park and see what we've created. This year the sculpture will celebrate Audi's centenary and I can tell you that Audi has really pushed the boat out with this one. If they win Le Mans again this year, they've promised to bring the R15 for a blast up Goodwood hill. You'll just have to wait and see what we've created for them in the park, and I feel sure you won't be disappointed. The idea is to try and go one better every year.

The Forest Rally Stage is one of my favourite parts of the Festival. It's become so popular and you can see why when you get up to the top of the hill and see all these amazing cars sliding, jumping, popping and banging their way between the trees. Just like a rally, it's either a mudbath or a dust bowl. But these guys never complain, they just get on with it, and I think the rally stage gets better all the time. I will



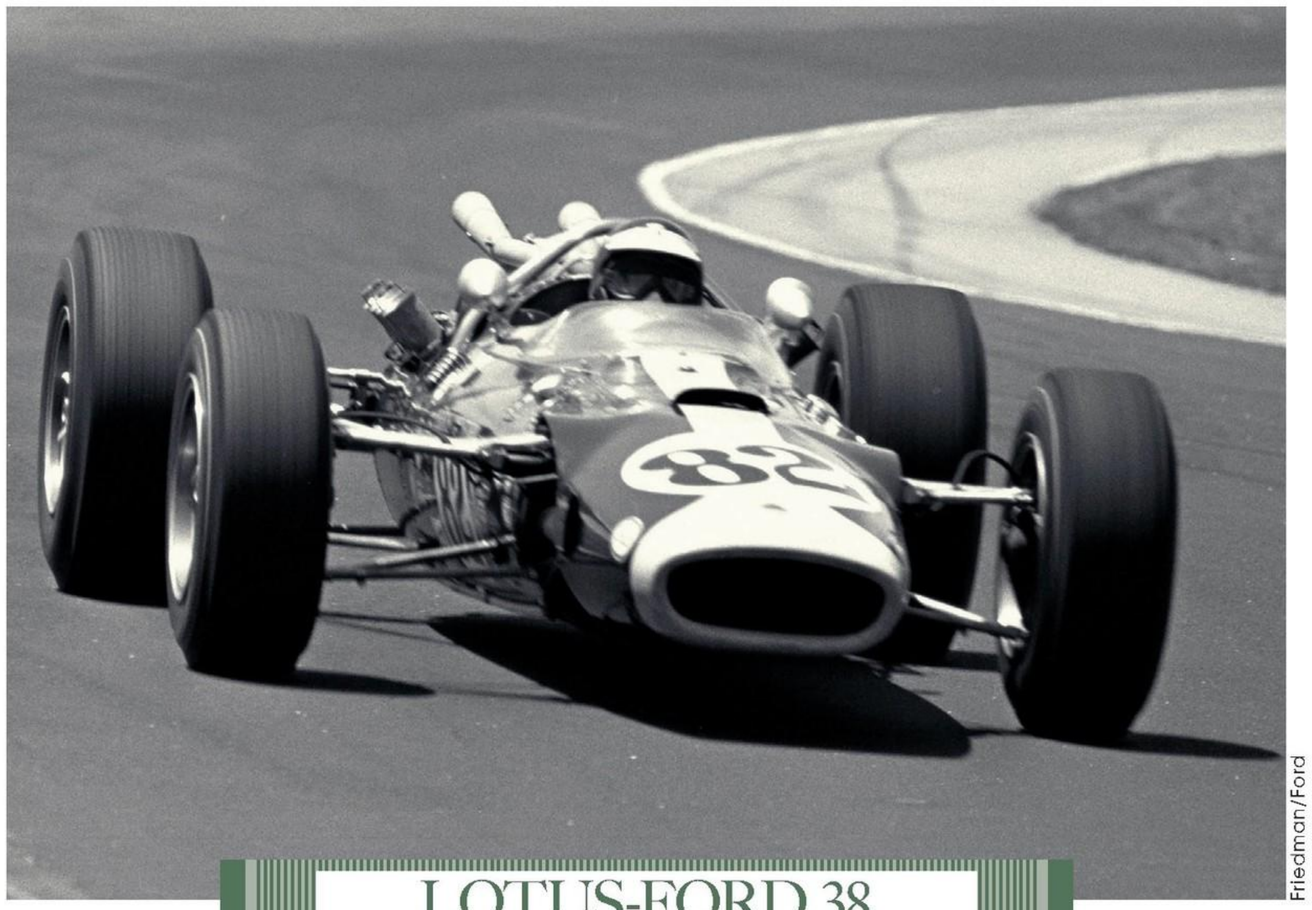
Goodwood

certainly be making the trip to the woods.

Motorcycles are a passion of mine and I still dash about on one when I can. I do like the bikers, or motorcyclists as John Surtees tells me I must call them – they're such a fun bunch of people and this year I'm really looking forward to seeing Mick Doohan again. What a great guy, and what a rider. The Superbikes will be back too and I know the crowd loves to see them do their wheelies up the hill. Good stuff.

Of course I love seeing – and hearing – the modern Grand Prix cars. I never get bored of the sheer speed and the noise as they scream away from the startline and launch themselves up the avenue of lime trees to the first corner. Most of the teams will be coming this summer including, we hope, Hamilton and Button. Whatever else may be going on in the sport, the fans like Lewis and Jenson, and they both work hard for their home crowd. So yes, I look forward to the F1 cars and I'm so impressed by the technology and the presentation – and I do like the fact that they allow the fans to get so close to the cars in the paddock. The Ferrari mechanics always let children sit in the cars, and that's very special.

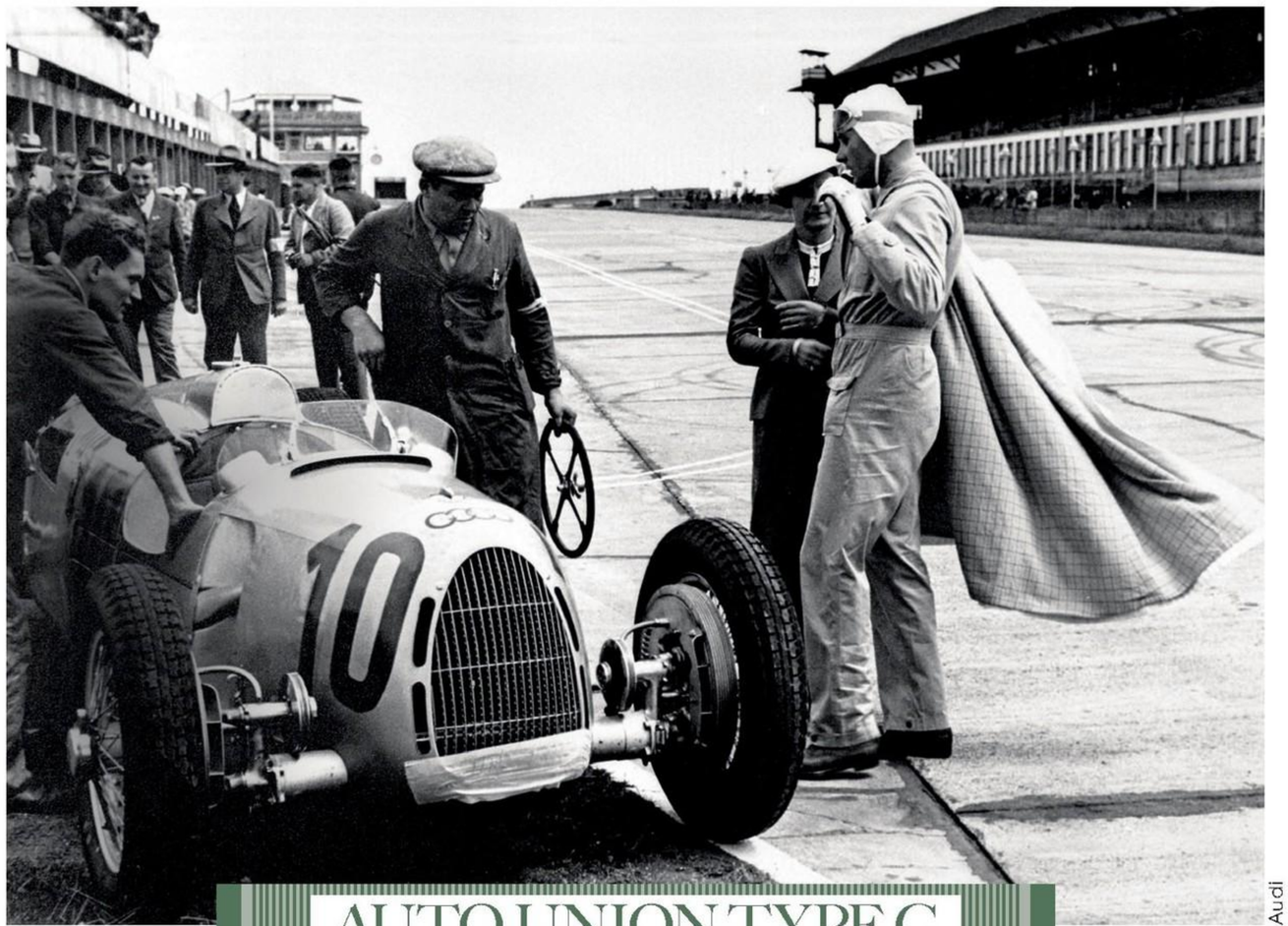
So, we are looking forward to seeing you all at Goodwood House on July 3-5. I hope you have a great time.



Friedman/Ford

LOTUS-FORD 38

"This is the car in which Jim Clark won the Indianapolis 500 in 1965. It was parked after the race and has not moved a wheel since, and this will be its first appearance outside the United States. The car belongs to the Henry Ford Museum and there is a plan for its complete restoration, possibly at Classic Team Lotus. If the restoration does go ahead, then this famous Lotus could be a runner on the hill next year. It's fantastic to have the car here this year anyway. Look out for it in the Iconic Indycars Class."



Audi

AUTO UNION TYPE C

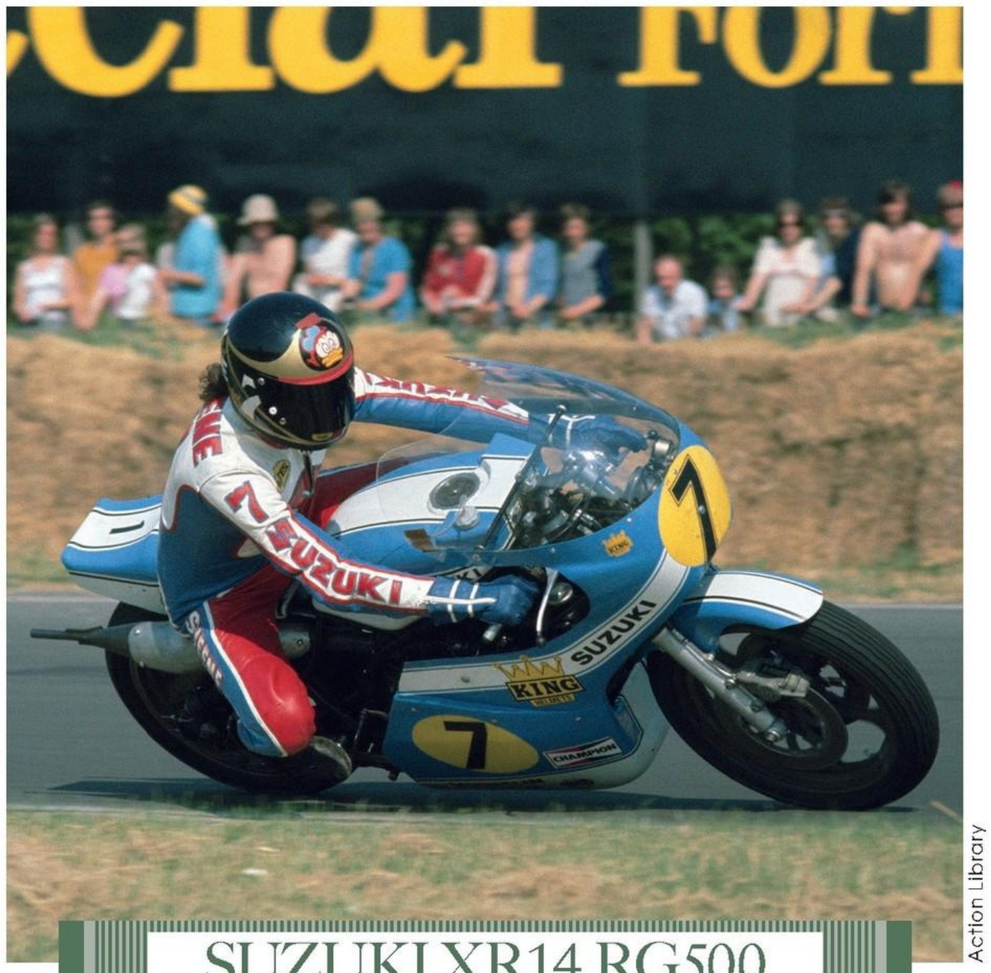
"Jacky Ickx will be driving the Type C from 1936, which is one of 12 cars in an absolutely sensational collection of Silver Arrows machines at this year's Festival. We think we may achieve a world record for getting all these cars in one place at one time, and the Type C, owned by Audi Tradition, can be seen in the 75 Years of Silver Arrows class. A truly fantastic group of Grand Prix cars."



Williams

WILLIAMS-FORD FW08

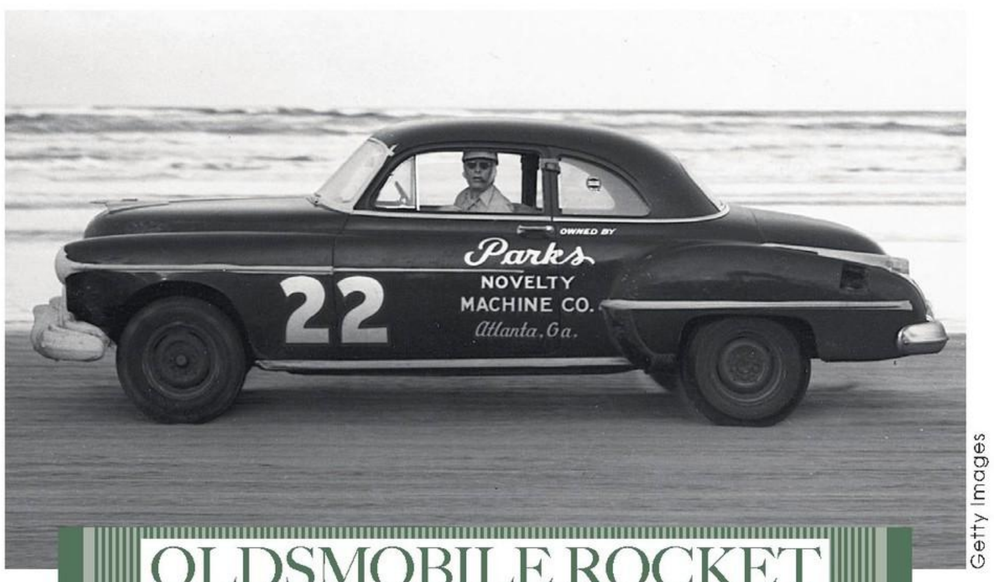
The FW08 is one of many cars gathered together to celebrate 40 years of the Williams F1 team. This is the car in which Keke Rosberg won the World Championship in 1982, and I am still hoping that we can persuade Keke to make his first visit to the Festival this year to support our tribute to Williams. Both Frank Williams and Patrick Head will be with us, as well as many of their drivers including Alan Jones, Jacques Laffite, Damon Hill and David Coulthard. You can see FW08 in the 40 Years of Williams in F1 Class.



Action Library

SUZUKI XR14 RG500

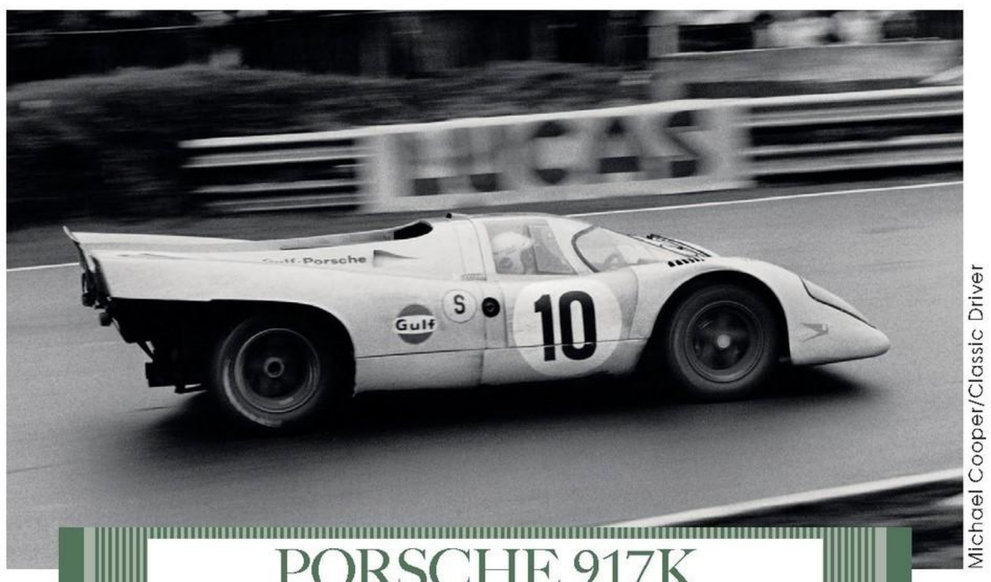
The RG500 is the motorcycle I've chosen this year because it was raced, in 1975, by Barry Sheene (above) who played such an important – and dramatic – part in the early Goodwood Revival events. Barry became a great friend and we miss him so much at the Revival, especially as he gave Wayne Gardner such a good run for his money. I could just as easily have chosen the MV Augusta which will be ridden by John Surtees, who is a patron of the Festival. It's a great year for bikes, with Mick Doohan appearing and a terrific collection of machinery. You can see the Suzuki and the MV in the 60 Years of Motorcycle Grands Prix Class.



Getty Images

OLDSMOBILE ROCKET

This is my favourite car in the 50 Years of the Daytona International Speedway Class because the Rocket raced in 1949, when the races were held on the beach, and in 1959 when the event moved to the newly-built Speedway. I adore these big, old American racing cars and this year I went to the Daytona 500, where I had a wonderful time. They really know how to entertain the spectators, and I always enjoy going racing in the USA.



Michael Cooper/Classic Driver

PORSCHE 917K

This Porsche is a favourite because it's just such a breathtaking racing car, and I will be driving one on the hill at the Festival which is a great privilege. This 917K is in the famous Gulf livery and I can think of no more iconic racing car to be invited to drive. Perhaps I should ask Jackie Oliver for a few tips before setting forth in a 917. This will be one of 11 examples in the 40 Years of the Porsche 917 Class. Should be a truly spectacular display.



LAT

McLAREN-HONDA MP4/4

The MP4/4 in which the great Ayrton Senna won the 1988 World Championship is one of the most successful Grand Prix cars of all time. McLaren won 15 out of the 16 races in that season and this car has been specially prepared at Woking for this year's Festival of Speed. The MP4/4 will be driven by Lewis Hamilton, who worshipped Senna when he was a small boy. You can see Lewis in the McLaren in the Evolution of the F1 Car Class.



LAT

FERRARI 312

"This super-rare 1967 Ferrari is surely one of the iconic F1 cars of the decade. This one was raced by Chris Amon (above), and it's one of my favourites because I just love the shape of these cars. You can see what is possibly one of the best-looking Ferraris ever in the Classic Grand Prix Cars Class."



LAT

BUGATTI TYPE 59

"The Type 59 was the car owned by King Leopold in 1933 and it is now brought to Goodwood by French owner Hubert Fabri. This is a very, very rare car and is in wonderfully original condition. One of the important survivors of the era of 1930s Grand Prix 'Titans', and one of the rarest, the Bugatti can be seen in the 100 Years of Bugatti Class at the Festival."

TIMETABLE

FRIDAY JULY 3

0630hrs Car park open
0845hrs Track opens – action on the hill
0900hrs Forest Rally Stage opens
1300hrs Forest Rally Stage closes
1325hrs Morning runs finish
1325hrs Supercars and Wacky Races on the hill
1400hrs Forest Rally Stage opens
1400hrs Afternoon runs begin
1700hrs Forest Rally Stage closes
1805hrs Afternoon runs finish
1830hrs Hillclimb closes

SATURDAY JULY 4

0630hrs Car park open
0845hrs Track opens – action on the hill
0900hrs Forest Rally Stage opens
1300hrs Forest Rally Stage closes
1330hrs Morning runs finish
1330hrs Supercars and Wacky Races on the hill
1400hrs Forest Rally Stage opens
1405hrs Afternoon runs begin
1700hrs Forest Rally Stage closes
1825hrs Afternoon runs finish
1840hrs Hillclimb closes

SUNDAY JULY 5

0630hrs Car park open
0845hrs Track opens – action on the hill
0900hrs Forest Rally Stage opens
1300hrs Forest Rally Stage closes
1330hrs Morning runs finish
1330hrs Supercars and Wacky Races on the hill
1355hrs Air Display (TBC)
1400hrs Forest Rally Stage opens
1405hrs Afternoon runs begin
1700hrs Forest Rally Stage closes
1825hrs Afternoon runs finish
1840hrs Hillclimb closes
1850hrs Prize-giving

** Please note that the organisers reserve the right to amend or cancel the programme in part or in full without prior notice.*

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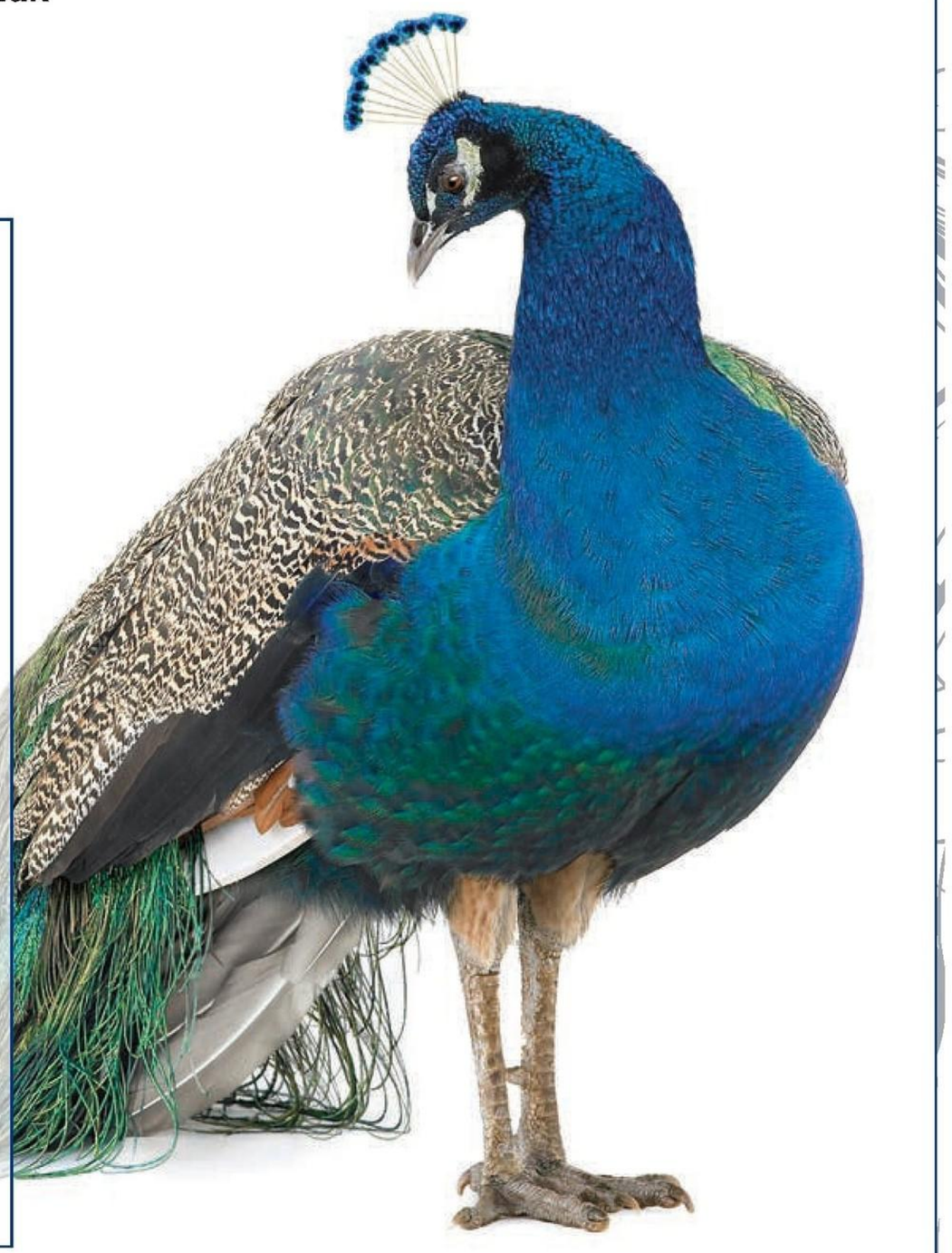
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Michael Cooper/Classic Driver

ASTON MARTIN DBR1

"This DBR1 completes my top 10 because it's just such a beautiful car, with those timeless lines and lovely shapes. And because this car won not only Le Mans with Roy Salvadori in 1959, but also the Tourist Trophy at Goodwood when my Grandfather was the driving force and inspiration behind the motor circuit. This is truly one of the all-time great historic sports cars. You can see the DBR1 in the Legends of Le Mans Class."

TWENTY STARS TO LOOK OUT FOR



RAUNO AALTONEN
MONTE CARLO & RAC RALLY WINNER



DAN GURNEY
TEAM OWNER, RACER & INVENTOR



EDDIE IRVINE
GRAND PRIX WINNER & LE MANS DRIVER



BRIAN REDMAN
TWO-TIME SEBRING 12HR WINNER & EX-F1 DRIVER



STIG BLOMQVIST
1984 WORLD RALLY CHAMPION



LEWIS HAMILTON
CURRENT FORMULA 1 WORLD CHAMPION



ALAN JONES
1980 FORMULA 1 WORLD CHAMPION



JOHNNY RUTHERFORD
THREE-TIME INDY 500 & NASCAR RACE WINNER



JENSON BUTTON
MULTIPLE GRAND PRIX WINNER



DAMON HILL
1996 FORMULA 1 WORLD CHAMPION



SÉBASTIEN LOEB
FIVE-TIME WORLD RALLY CHAMPION



AL UNSER SR
FOUR-TIME INDY 500 WINNER



DAVID COULTHARD
MULTIPLE GP WINNER & CURRENT BBC PUNDIT



PADDY HOPKIRK
WINNER OF THE 1964 MONTE CARLO RALLY



ALLAN McNISH
DOUBLE LE MANS WINNER & FORMER F1 DRIVER



RUSTY WALLACE
FORMER NASCAR & IROC CHAMPION



MICK DOOHAN
FIVE-TIME WORLD MOTORCYCLE CHAMPION



JACKY ICKX
SIX-TIME LE MANS WINNER & FORMER F1 DRIVER



PHIL READ
SEVEN-TIME WORLD MOTORCYCLE CHAMPION



FRANK WILLIAMS
F1 TEAM OWNER & CONSTRUCTOR



Roebuck's greatest Silverstone moments

As the British circuit prepares to host possibly its final Grand Prix, our editor-in-chief recalls some of its best F1 races

Say what you will about Tony Blair, it was during his watch that the Silverstone area finally acquired a road system vaguely capable of dealing with a British Grand Prix crowd, and I, for one, have been profoundly grateful. It may not be fun, getting from the press car park to the M40, but latterly it has been possible to get back to Surrey before Sunday turns into Monday.

When it has come to putting up a few quid to subsidise the British GP, however, neither Mr Blair nor his successor has exhibited notable enthusiasm, and this has been a source of great disappointment to Bernie Ecclestone. Hence I wonder what thoughts will be in my head as I crawl along the A43 on the evening of Sunday, June 21: as things stand, I will have watched Formula 1 at Silverstone for the last time.

While I would never claim it to be by any means my favourite race circuit, still Silverstone has been a constant thread through my life, and countless fellow enthusiasts will feel the same. The place abounds with memories for all of us. Here are some of mine.



All images LAT



1965

A DATE TO REMEMBER...

IN 1965, WHEN I WAS JUST OUT OF SCHOOL, I BORROWED MY MOTHER'S MG 1100 (having recently trashed my Mini), picked up my girlfriend in Sheffield, and on the Friday evening set off south to Northamptonshire. Britain's motorway network was by no means as comprehensive then as now, and it seemed to take a long time. There was no alternative but to sleep in the car. The next day, there we were, at the British Grand Prix. I paid 50 shillings (£2.50) for an 'All-In' ticket (covering car and all occupants), five more (25p) for a couple of programmes, and a further quid for two paddock passes. In we went – and there, walking towards us, was Lorenzo Bandini. Amazing now to remember that's how it was in those days. Within an hour I guess we'd seen every F1 driver, and Jim Clark's signature was on my programme. I have it still.

Jimmy's Lotus 33 was on pole that Saturday afternoon, joined on the front row by the BRMs of Graham Hill and Jackie Stewart and the Honda of Richie Ginther. We watched from Woodcote.

As expected, Clark built up a lead over Hill and the Ferrari of John Surtees, but the race ignited in the last 15 of the 80 laps, for Jimmy's oil pressure was falling, and Graham, notwithstanding failing brakes, began to catch him.

I can still remember the commentator's extremely English voice: "So now we've got Jim Clark in a car that won't go being chased by Graham Hill in a car that won't stop!" Every time the Lotus went by, it sounded more sick, and Jimmy was plainly coasting through Woodcote, trying to save the Climax V8. What had been a 35-second lead was down to five at the start of the last lap, but although Graham set a new lap record he was still three seconds back at the flag – which the Lotus had passed with a dead engine.

Jimmy popped a sweater on over his overalls, then clambered on to a decorated trailer, which a tractor pulled round on a lap of honour. The shyest of heroes, a man who never understood why the rest were so slow.

It took *forever* to get out of Silverstone that evening, and I got lost somewhere near Cannock. We stopped for a meal, and by the time I dropped Judy off it was coming light on Sunday morning. Half an hour later I momentarily dozed off, and knocked down 30 feet of dry stone wall. Now we were a one-car family, and Ma was less than thrilled. Memories of Silverstone, as I say.





1969
RINDT vs STEWART

BY 1969 THE COSWORTH DFV – £7500, DELIVERED to your door – powered 13 of the 17 starters in the British Grand Prix, and anyone present will likely tell you they never saw a greater race.

Jackie Stewart, in the Tyrrell-run Matra MS80, was on a roll that summer, and had already won four Grands Prix by the time the clans gathered at Silverstone. In contrast, his major rival, Jochen Rindt, had not a point on the board. The Lotus 49, now in its third season, never held together.

On the first morning the car wasn't even *there*. When Rindt arrived, there was no sign of the Gold Leaf Team Lotus transporter, and in those days there were no 'unofficial' sessions: all were timed, and all counted. It was hardly surprising that Jochen was livid. I well remember his expression as he stood, in civvies, watching the rest go out.

In the meantime his team-mate Graham Hill made other arrangements, for if Lotus had two drivers and no cars, Brabham's problem was the other way round. A couple of BT26s were on hand, but Jack himself had broken an ankle in a testing shunt, and Jacky Ickx was late in arriving. Ron Tauranac asked Hill to stand in, and he was happy to oblige. And they say things have changed.

In final qualifying, on Friday afternoon, Stewart crashed at Woodcote – hard. He was out of the cockpit in a trice, but the Matra was wrecked, and Jackie had to take over Jean-Pierre Beltoise's car for the balance of the weekend. Out he rushed once more, but by now pole position had gone to Rindt.

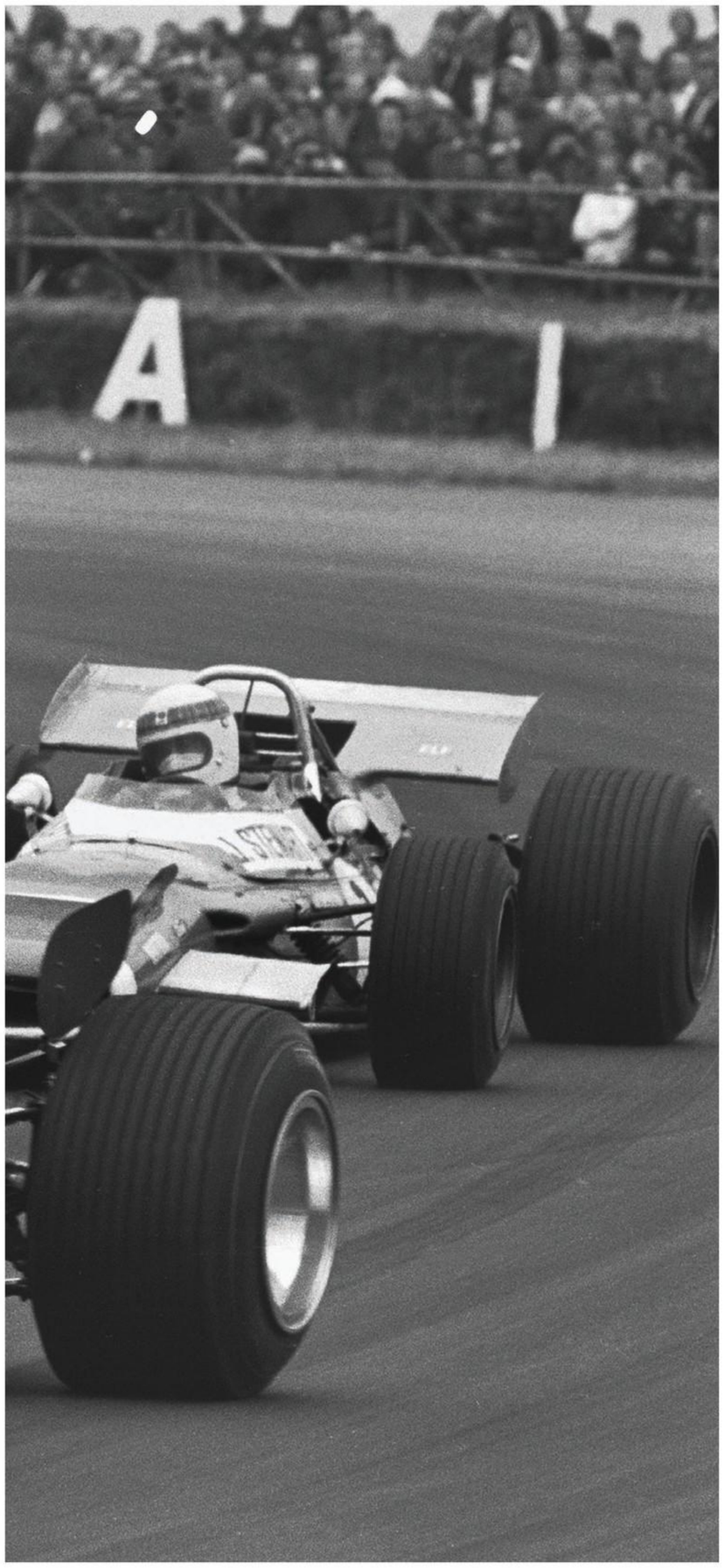
Jochen, by now in his Lotus 49B, was delighted. Through the two-hour session, there was a bonus of £100 for the fastest man in each 30-minute segment. JYS took three of the four, Rindt the last. Ah, what a man would do for a hundred quid back in '69. There was, for that matter, only a thousand for the race winner. We knew about those things at one time.

Hulme's McLaren joined Rindt and Stewart on the front row, but after Copse he never saw them again. After one lap Jochen led narrowly from Jackie, with Denny already more than three seconds adrift.

There was a fine scrap for fourth place involving Chris Amon, Pedro Rodríguez, Bruce McLaren, Piers Courage, Jo Siffert, Ickx and G Hill. Quite a cast list, but all were playing bit parts. The single point of focus was Stewart and Rindt, with Jochen's car marginally better on top speed, Jackie's a shade superior under braking and through the turns. Rindt led for five laps, then Stewart for 10.

On lap 16 Jochen again led Jackie, but now it seemed a little more settled, for he stayed in front – over the line, anyway – for the next 45 laps.

If, however, you were out on the circuit – I watched at Stowe – there was a little more to it than that. Quite often the Matra was ahead when they came past me, only to be repassed on the run down to Woodcote, in those days a flat-out right-hander, of course, unsullied by chicanes. JYS, who counts this as the most enjoyable race of his life, estimates that the lead changed hands more than 30 times.





1973

SURTEES ON THE WARPATH

THE 1973 BRITISH GRAND PRIX WAS ACTUALLY A HIGHLY MEMORABLE RACE, for bad reasons as well as good. At the end of the opening lap Jody Scheckter, in only his fourth F1 race, overtook McLaren team-mate Hulme into Woodcote: it looked chancey, and so it was. Halfway through the 160mph corner Scheckter's M23 snapped out of control, triggering a shunt which put out nine of the 28 starters, but somehow injured only one, Andrea de Adamich, who suffered a broken leg.

The race was stopped for some considerable time, and there were those in the paddock who would happily have lynched Scheckter. Jody, who ironically became the most conservative and safety-conscious of drivers, was blindingly quick at the start of his F1 career, but hadn't yet understood that you don't win a race on the first lap. The three-car Surtees team was wiped out, and when I spoke to John that afternoon he was finding it quite difficult to say anything good about this South African upstart.

Actually, what I remember most clearly about that day was a moment on the opening lap. By now I was working in F1, had a track pass, and was watching at Becketts. Into sight they came, with Peterson's black Lotus 72 in the lead – but as they got to me Stewart's Tyrrell slipped past in a move that might have been choreographed. It was literally as if Ronnie had braked for the corner, and Jackie had not.

Had it not been for Scheckter's antics, I suspect JYS might have been gone for the afternoon, but when the race was restarted his cover was blown, and Peterson was not to be caught napping a second time. For all that, the Tyrrell clung to the faster Lotus, and a few laps in Jackie made his move at Stowe – and spun off into the deep infield corn. A gearbox glitch had caused second to be selected, rather than fourth.

A few laps later the Tyrrell retired, but we were then treated to a magnificent scrap between Peterson, the McLarens of Hulme and Peter Revson, and the Hesketh-entered March of one J Hunt. Victory ultimately went to Revson, and at the flag the quartet was covered by three seconds. Sadly, this would be the last British Grand Prix with Silverstone in unadulterated form; by 1975 a chicane had been inserted before Woodcote.

Who knows how the battle might have ended had it gone to the flag, but on lap 62 everything changed. Stewart has a Michael Turner painting of himself passing Rindt, at the same time urgently pointing to Jochen's rear wing, for the left endplate was chafing the tyre. Into the pits he came, and the mechanics tore off the offending piece with their bare hands. He went back out, still second, but now half a minute behind.

Nor was that the end of it. Six laps from the end, Rindt crawled in again, engine dead. The Lotus, incredibly, was out of fuel. A few gallons were sloshed in and once more he returned to the race, now fourth, and totally dispirited.

Most of the spectators around me had been rooting for Jochen all afternoon, keen to see him win a Grand Prix at last, to see someone, in this Matra summer, beat JYS. On the slowing down lap there was an eruption of applause when he went by.

If the MS80 was Stewart's favourite car, perhaps 1969, when he won his first World Championship, was his favourite season. It was, he says, "The height of all the good times. After the year before, when we'd had so many deaths, '69 was a relatively clean year. In 1970, though, it all started again, and by '73 I was going off the whole idea…"



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1979
ARRIVAL OF THE TARMAC ACCOUNTANTS

IN 1979 THERE WAS ON-COURSE betting for, I think, the first time, and when I looked in on Ladbrokes before practice began, Clay Regazzoni was being offered at highly generous odds. He was, after all, driving for Frank, and by that point in the season a Williams FW07 was becoming the thing to have. I put a tenner on Gianclaudio, and advised him so. He promised to do his best, and qualified fourth. I had my hopes.

By the end of the first lap Regazzoni was third, behind team-mate Alan Jones and the Renault of Jean-Pierre Jabouille. As usual the turbocharged Renault accounted for itself (engine) after only a few laps, but AJ looked unstoppable until lap 38 when his water pump failed – at which point Clay took over, typically setting the fastest lap as he did so.

What made that day so memorable was not the race itself, but the aftermath, for this was the first Grand Prix victory for a Williams, and there is no team more loved in the press room.

Thirty years ago we didn't have post-race press conferences (or, for that matter, releases), but sometimes there would be an informal ceremony, and they had one at Silverstone, in a marquee near the paddock. The atmosphere was unusually emotional, for Frank had become a winner at last, and everyone wanted to share his joy.

After a few minutes, his driver came in, dabbing at his face with a towel, for the afternoon was hot. On the podium, in deference to the team's Saudi-Arabian sponsors, he had toasted his win with orange juice; now he looked ready for a swig of the scotch that his boss – an avowed teetotaller – was politely sipping. Someone had even given FW a lit cigar, and he gamely tried a puff or two. Regazzoni shook Williams's hand. "Bravo, Frank," he quietly said.

That was the essential class of the man. It was very much an Indian Summer for Clay, that season of 1979, and he had won a Grand Prix for the first time in three years. Uppermost in his mind, though, was that this was Williams's day.

We couldn't remember greater delight at a Grand Prix victory, and we told Frank so. "Thank you," he kept murmuring. "Thank you so much…" It was all he could do to speak.

So elated was I that I went off to the press room to start writing, never giving a thought to Ladbrokes. Countless years on I wrote of it shortly before the British GP, and to my astonishment the company got in touch, graciously offering me a 'free' wager, which I was pleased to accept. Yes, I lost.



1987
MANSELL'S DUMMY

BY THE TIME OF THE 1987 RACE WILLIAMS VICTORIES HAD LONG SINCE CEASED TO BE a novelty, and the turbocharged Honda-powered FW11Bs of Nelson Piquet and Nigel Mansell had the front row to themselves, a clear second faster than anyone else. Team-mates they were, these two; friends they were emphatically not.

I watched that particular race from the BBC commentary booth, in company with Murray Walker, James Hunt – and, for much of the race, Greg Norman, a great Mansell fan. Given that Nigel turned in one of his epic drives that afternoon, the volume and heat generated by Walker and Norman may be imagined. When all was done, I walked back to the paddock with James. "On balance," he said, "I think what I need is a stiff drink and a lie down in the shade…"

It had indeed been a hell of a race. At the start Piquet and Mansell got too much wheelspin, and Prost vaulted past both to lead into Copse, but such was the Honda power advantage that Alain was back to third by the time they reached Stowe. By the end of the second lap he was three seconds back. It was like Stewart and Rindt all over again: strictly a private affair, with no one else involved. Piquet continued to lead, but on lap 12 Mansell radioed in to report a severe vibration, occasioned by the loss of a front wheel balance weight. This meant a tyre stop – in those days by no means automatic – and he made it on lap 35, without losing second place.

Piquet was 28 seconds ahead now, with 29 laps to go, so the maths were straightforward. On his fresh tyres, Nigel immediately cut loose, setting new fastest laps, but Nelson seemed able to respond, to have everything under control.

Finally, with 15 or so laps to go, his Goodyears began to go away – and Mansell's demonic charge continued: 10 laps to the flag, and he was seven seconds back. By lap 63, with two to go, he was on to Piquet's tail, and knew he had to go for it now, before momentum was lost, before his rival had time to settle to the situation. Into Stowe he sold Piquet a perfect dummy, jinking left – and then, with Nelson coming across to block, right.

It was like sleight of hand, and there was not a thing Piquet could do. Mansell went on to win by a couple of seconds, and if ever I saw a victory come from adrenalin and inspiration this was it. Murray, meantime, had all but lost the gift of speech.

In a way, what says most about the Williams superiority that day was that third place went to Ayrton Senna's Lotus, also Honda-powered. And lapped.



2003
BARRICHELLO'S FINEST HOUR

IN RECENT TIMES THE SILVERSTONE RACE MOST indelibly stamped in my mind is the 2003 GP, when the track was invaded by Neil Horan, described inimitably by Flavio Briatore as 'the lunatic in the skirts'.

Twelve laps into the race the kilted former priest got over the spectator fence and took to the track, brandishing a banner bearing the message, 'Read the Bible. The Bible is always right.' In the following days a friend of his revealed that Father Horan 'firmly believes in his own interpretation of the Bible'. It was perhaps this which had led him to forecast the end of the world in 2000 – and to run towards F1 cars on the Hangar Straight. On balance it seemed safer to stick with a more traditional reading of the Good Book.

For a few horrifying seconds anything seemed possible as drivers swerved to miss him, and only when an intrepid marshal dragged him away could everyone breathe easily. One thing to play Russian Roulette; to risk the lives of others was contemptible.

Once potential disaster had been averted, normal service was resumed in the press room. Following news that the priest would likely be done for 'aggravated trespass', a colleague murmured that perhaps he might also be charged with 'causing a motor race'. It ranks very high in the list of things I wish I had said.

Undeniably the incident changed the complexion of the race, for, as the safety car came out, so all the front-runners pitted, and in the resulting crush some benefited, and others did not. The two big losers were Juan Pablo Montoya and Michael Schumacher.

Afterwards Mark Blundell commented that in one day he had seen more passing than in the previous five years, and he was probably on the mark. For one thing, Silverstone provides opportunities for passing, into Stowe, into Abbey, even – if you're very brave and committed – into Copse and Bridge. For another, because of the curious circumstances, many drivers found themselves in the position of *having* to pass.

If several impressed with their assertive moves – Räikkönen, Montoya, Coulthard, Alonso, Schumacher – one man stood clear of the rest. At the top of his form, in a car perfectly honed to his taste, Rubens Barrichello had the measure of everyone, and his controlled aggression, as he *twice* took his Ferrari past Räikkönen's McLaren, was something to savour. It was a mesmeric drive, and Barrichello had utterly shaded Schumacher, in both qualifying and race.

Rubens has always adored Silverstone, and cannot believe this year may be its last as a Grand Prix venue. As Eddie Cheever said last year when I told him, "My God! That's like the Pope not going to Mass…"

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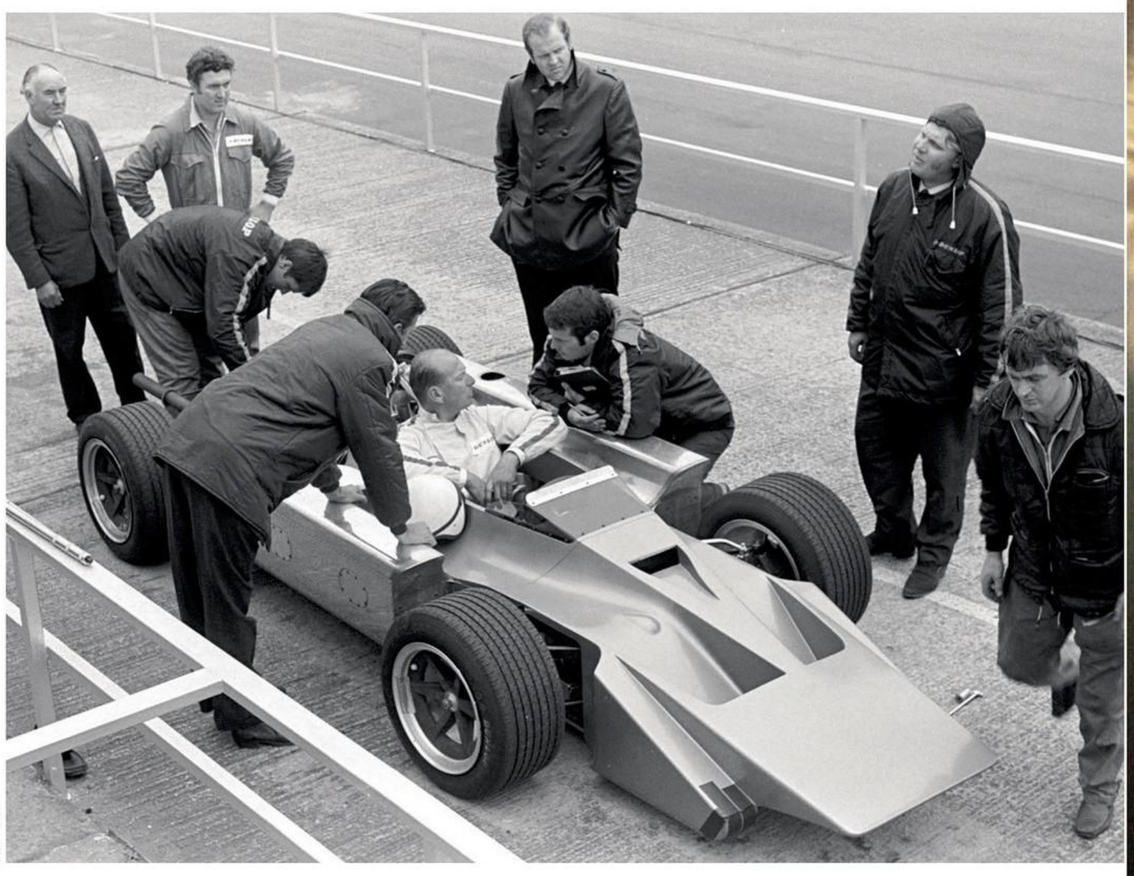
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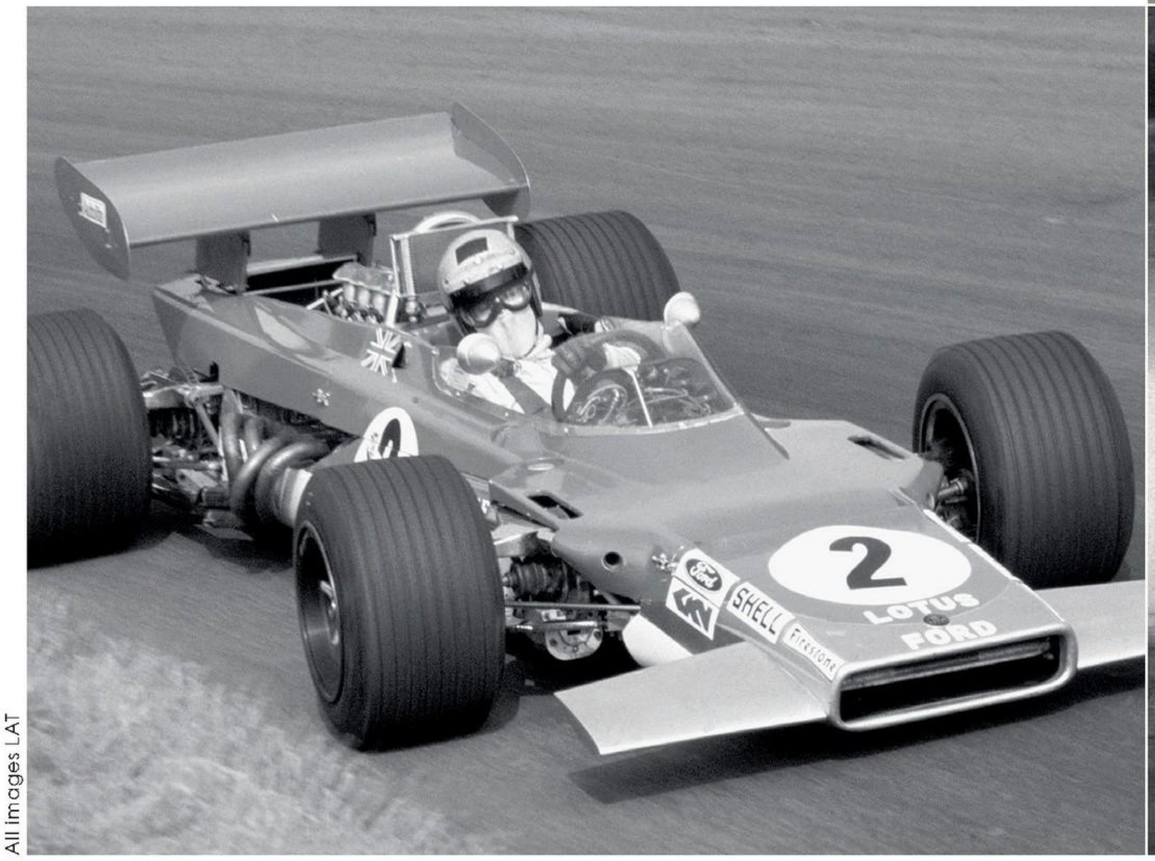
Sutton

TRACTION REPLAY

In 1969 four-wheel drive was supposed to be the next big thing in F1. But the theory proved hard to put into practice

BY PAUL FEARNLEY







Clockwise from main: JYS in MS84 at Silverstone '69; McLaren tests M9A at Goodwood that July; Rindt in winged Lotus 63 at '69 Oulton Park Gold Cup; Mike Costin in Cosworth 4WD, talking to Robin Herd

All images LAT



Silverstone shimmered under a mid-July sun, yet Formula 1's new era had not dawned brightly: Gold Leaf Lotus – we can leave out the Team bit for now – arrived late, after Thursday's first practice; the Cosworth, purest/purist 4WD of them all, was absent too (indeed never would arrive); McLaren's new four-wheel drive arrived on a trailer behind a Transit, and eponymous team boss Bruce, already concerned for its future, wasn't even going to drive his 'baby' – Derek Bell, on loan from Ferrari, was.

Ken Tyrrell's Matra International was an oasis of calm, Jackie Stewart, its runaway championship leader, expertly mind-managing rear- and 4WD. Not hepped up on unreasonable demands or expectations, the delineation was clear: pole and victory in the conventional MS80; more miles under MS84's total-traction wheels. The latter was at best a handy Plan B in case of rain. "I'd always thought there should be a 'wet car' in the truck, a car designed and set up for those conditions," says Stewart. "MS84 could have been that car."

Ken and Jackie, simpatico not aggro, had as usual all bases covered – until JYS's MS80 slapped into the sleepers during Friday's final practice. Prior to this shunt – loose kerbing at Woodcote had sliced his right-rear – Stewart had been sufficiently confident of winning the third £100 (awarded for the fastest lap in each quarter of this two-hour session) to again sample MS84. He was mighty in it, too, opposite-locking to 1min 23.4sec. Fine – except he'd already been clocked at 20.6 in his MS80.

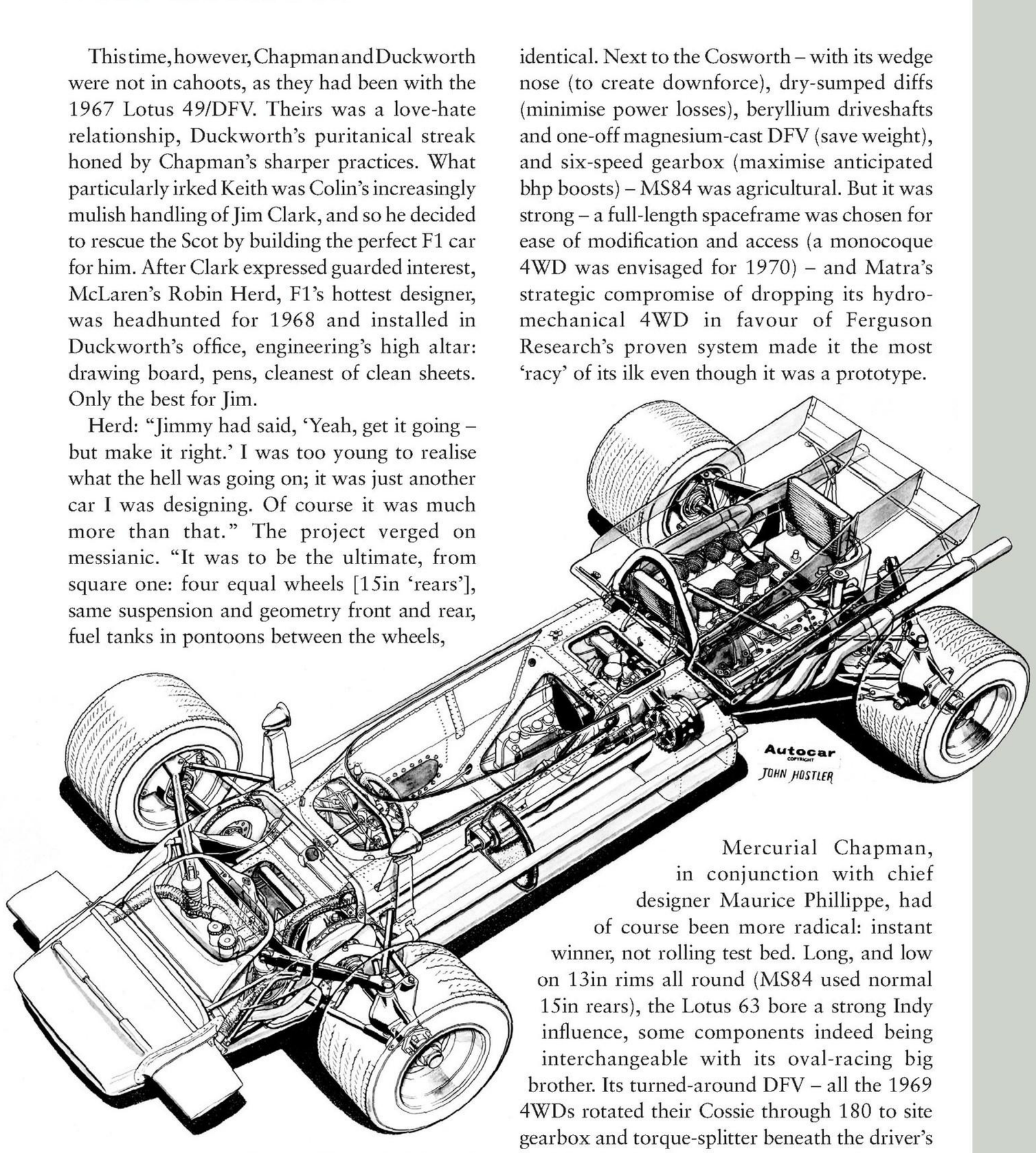
"That oversteer was induced," says Stewart. "It was possible to adjust its torque front to rear, but MS84's balance was never quite right – it had that habit of understeer. You were driving around problems, which is something you don't want to be doing. I felt comfortable in the car, it gave you confidence at times, but it was never fast enough."

Four-wheel drive was losing its (theoretical) grip on Formula 1.

Lotus boss Colin Chapman had been considering total-traction in F1 since BRM dyno-hinted at 600bhp for its 3-litre H16 of 1966. His subsequent experiences at Indy – including a 1968 near miss for Joe Leonard in a Lotus 56 turbine – convinced him four-wheel drive was F1's next big thing. It wasn't just Chapman who thought so; Cosworth's Keith Duckworth was persuaded, too. And where the two biggest brains in the business go, others follow. »»

This time, however, Chapman and Duckworth were not in cahoots, as they had been with the 1967 Lotus 49/DFV. Theirs was a love-hate relationship, Duckworth's puritanical streak honed by Chapman's sharper practices. What particularly irked Keith was Colin's increasingly mulish handling of Jim Clark, and so he decided to rescue the Scot by building the perfect F1 car for him. After Clark expressed guarded interest, McLaren's Robin Herd, F1's hottest designer, was headhunted for 1968 and installed in Duckworth's office, engineering's high altar: drawing board, pens, cleanest of clean sheets. Only the best for Jim.

Herd: "Jimmy had said, 'Yeah, get it going – but make it right.' I was too young to realise what the hell was going on; it was just another car I was designing. Of course it was much more than that." The project verged on messianic. "It was to be the ultimate, from square one: four equal wheels [15in 'rears'], same suspension and geometry front and rear, fuel tanks in pontoons between the wheels,



Technical drawing of McLaren M9A shows centre differential beside gearbox and front prop shaft to left of cockpit

50/50 splits... Keith and Mike [Costin] had big inputs, but they left the basic concept to me. It was a full-on programme, to begin with."

By July 1969, though, Jim had been snatched away; Jackie was the best now. Scottish, honourable and quick, he was in most other ways the polar opposite of his late friend. For instance, he knew Lotus made the quickest cars, but his mind was made up: didn't trust 'em, wouldn't drive 'em. He wanted a car he could stretch without it snapping, and Matra's meticulous rocket science was just his ticket. The French firm was in the business of not making mistakes, which is why designer Bernard Boyer's first 4WD machine was relatively conservative.

From a distance MS84 looked like MS80, their suspension layouts and bodywork almost identical. Next to the Cosworth – with its wedge nose (to create downforce), dry-sumped diffs (minimise power losses), beryllium driveshafts and one-off magnesium-cast DFV (save weight), and six-speed gearbox (maximise anticipated bhp boosts) – MS84 was agricultural. But it was strong – a full-length spaceframe was chosen for ease of modification and access (a monocoque 4WD was envisaged for 1970) – and Matra's strategic compromise of dropping its hydro-mechanical 4WD in favour of Ferguson Research's proven system made it the most 'racy' of its ilk even though it was a prototype.

Mercurial Chapman, in conjunction with chief designer Maurice Phillippe, had of course been more radical: instant winner, not rolling test bed. Long, and low on 13in rims all round (MS84 used normal 15in rears), the Lotus 63 bore a strong Indy influence, some components indeed being interchangeable with its oval-racing big brother. Its turned-around DFV – all the 1969 4WDs rotated their Cossie through 180 to site gearbox and torque-splitter beneath the driver's reclining back – sat almost amidships in a full-length bathtub monocoque. Power was split fore and aft along its left flank (Matra and Cosworth channelled theirs down the right) by a ZF centre diff to ZF diffs front and rear. Clever design and detail abounded, yet star driver Jochen Rindt wanted no part of it. Lotus's mechanics had worked their tripe out to ready two 63s (and two conventional 49Bs) for the Dutch GP, but the opinionated Austrian, who had detested his 4WD Lotus Indy experience, who had written a public letter in opposition to his boss against F1's high-flying, hub-mounted wings after his and team-mate Graham Hill's fearsome copycat crashes at the Spanish GP, refused even to sit in his 63. Hill was more amenable, but reverted to a 49B for a race won by Stewart, back in his MS80.

Chapman was infuriated by his drivers' inflexibility. Hadn't Rindt expressed an interest in a 4WD future when he'd signed? »»

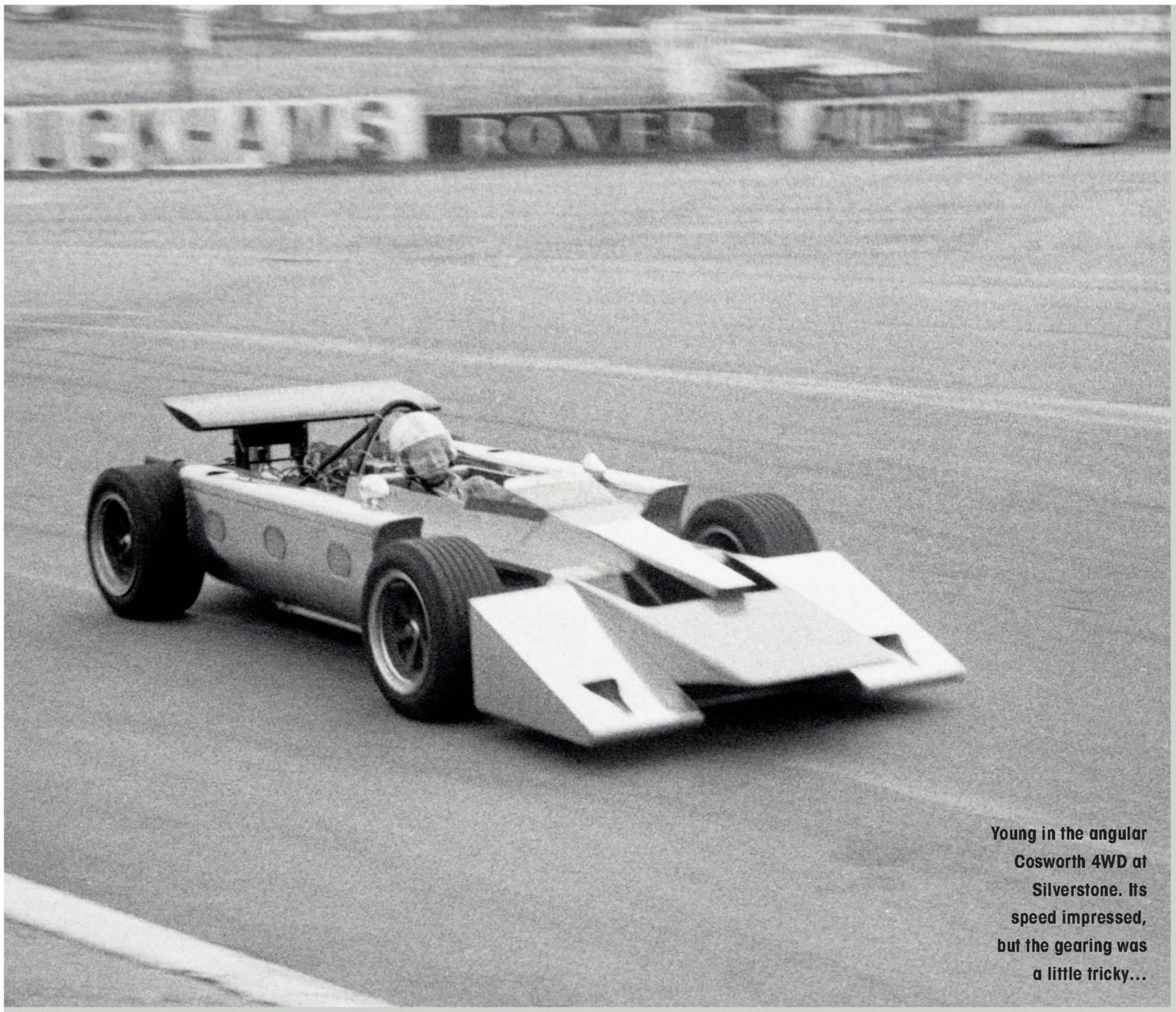


INSIGHT

'IT WAS LIKE TRYING TO REIN IN A RUNAWAY HORSE'

A chance to test drive the Cosworth 4WD at Silverstone proved challenging – and sticks in the memory almost 40 years on

BY EOIN YOUNG



Young in the angular Cosworth 4WD at Silverstone. Its speed impressed, but the gearing was a little tricky...

FORTY YEARS ON, THE memory grows no fonder. Mike Costin, now aged 80, grimaces as he remembers the Cosworth four-wheel-drive car built to capitalise on the engineering expertise of himself and Keith Duckworth, who had created the DFV, and Robin Herd, who had designed winning cars for McLaren. It seemed a combination destined to succeed. It failed. As did other four-wheel-drive cars built by Matra, McLaren and Lotus. It turned out to be complication for complication's sake.

Costin was on holiday in New Zealand this year and we lunched at the Brewers Arms in Christchurch. The least successful Cosworth racing project was recalled, mainly because Mike and I had both driven the car, Mike during first tests and me after Tom Wheatcroft had bought the project for his museum as an instant piece of unfortunate history.

"I suppose we built the car to see the result... and the result was terrible!" The car looked terrible too, all squared tanks and sharp angles.

The Cosworth 4WD never appeared at a race. Costin remembers that they sold the unloved experiment less its engine to Wheatcroft for £4000, but he doesn't remember that part of the sale was a second chassis minus engine and transmission which was eventually sold to Peter Briggs for his splendid museum at York in Western Australia.

That summer afternoon in 1971, Wheatcroft had brought the Cosworth to Silverstone to be tried on the Club circuit by hillclimber Roy Lane and Dick Scammell, late of Lotus. And yours truly. I've never figured out why I was the only motoring writer ever to drive the car.

The new Cosworth looked way-out: its *Star Wars* styling used parallel monocoque pontoons between the road wheels, connected through a stressed floor pan and box-like structures formed out of magnesium castings front and rear. Both of these features appeared on Herd's March 701 design the following year, when he had aerofoil tanks out between the wheels and cast magnesium bulkheads in the normal single-seater monocoque.

> "We built the car to see the result, which was terrible!"

The Cosworth-Ford DFV V8 engine formed the major structural component, stiffening up the rear bay of the car, and turned back to front. Drive was taken to a Duckworth-designed gearbox – a six-speed when everyone else was using five. This box was the most difficult thing to master when driving the car.

To clear the driveline the driving position was slightly offset, the front propshaft running though the right side of the cockpit in a protective tube. What struck me most when climbing in over the high pontoon tanks was the width of the cockpit – it seemed almost Can-Am sports car size!

The gearlever was on the right side of the cockpit, hanging sideways in its six-speed gate. I had to lift up a little locking device to get first gear while several puffing volunteers pushed the car until I dropped the clutch and the engine fired. The throttle pedal was incredibly stiff! Keep it under nine, Dick had counselled, but I doubted I had the strength in my ankle to prod the pedal that far. As a precaution against getting my footwork scrambled, I had left my right shoe back in the paddock, and was driving in stockinged foot.

Until the engine was running at reasonable revs the mechanical fuel pump had to be aided by an electric pump operated by a spring-loaded switch on the dash. This had been taped down to keep it on, but unbeknown to this budding GP ace (who was still marvelling at the size of those 15-inch wheels all round) the tape had come unstuck and the electric pump was off.

That's why, about 75 yards off the end of the pit ramp as I jabbed for second gear, everything went silent and I coasted to a puzzled halt. When the mechanic arrived he asked why I hadn't prodded the starter. I had to confess that I didn't know it had a starter! The button was down beside my left thigh and it fired the engine into instant life as the mechanic grumbled back to the pits.

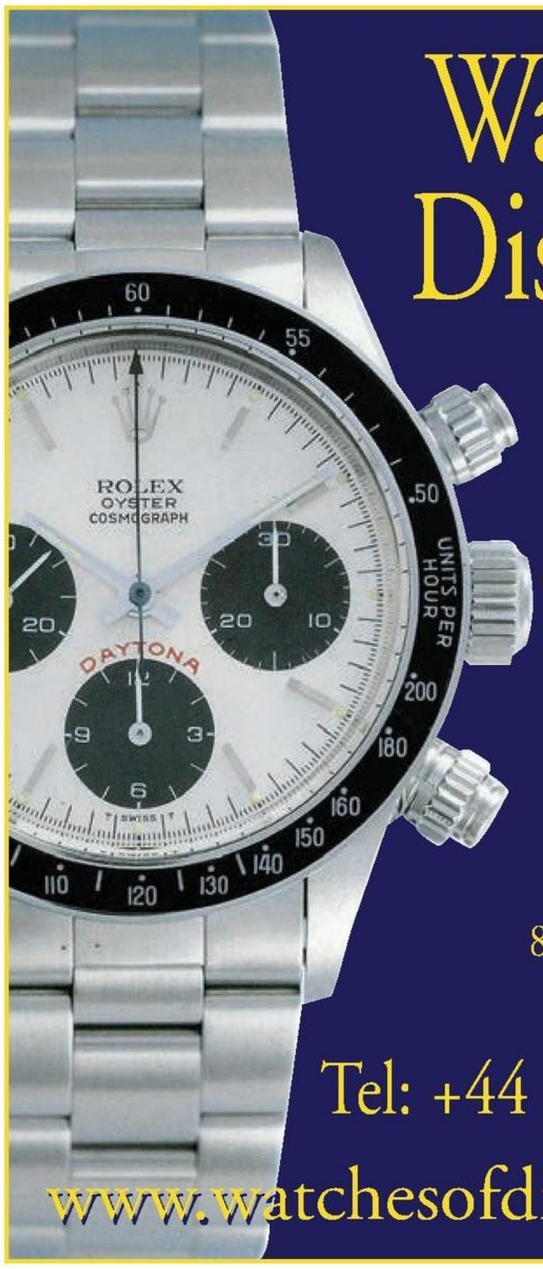
It took me six or seven laps to begin to hazard a guess at which gear I was in, or which gear I was groping for. This and the fact that the electric pump kept switching itself off when the tape unstuck, causing the engine to cut and splutter, meant I was in something of a dither in the corners. But when the engine had staggered up to 7000 on the jumpy tacho, I was 'All Systems Go' on the straights. Boy, did that Ford ever prod itself into life over seven grand!

When you were going so fast that the wind was gluing your helmet to the roll bar, you hazarded a change of gear, and the thing just seemed to accelerate that much harder again – unbelievable! I suppose I managed a clean run up through the gears and down again just once in 20 laps. It was like picking up four aces at poker. The chances of doing it again were remote, and the feeling of smug pride was unreal.

By that time I was starting, due to increased bravery, to hound the Cossie through the corners and began to get the message about the difficulty of driving the car. The front wheels would drag the car through and you were really hanging on. It was like trying to rein back a runaway horse and keep the cart on the road at the same time.

I figured I'd been a roaring success in the Cosworth because I'd gone fast enough to impress myself and still managed to keep it on the road. And the rev counter needle pointing to nine-nine? Well, um, I didn't mean to run it that high – it happened when I changed up in one of my demon straight-line runs and dropped down a gear instead...

Looking back on that afternoon nearly 40 years on, I try and summon a pang of regret that the Cosworth was the only Grand Prix car I ever drove, but then I settle for the satisfaction of being the only journalist ever to drive the fascinating failure that was the chunky Cosworth racer.



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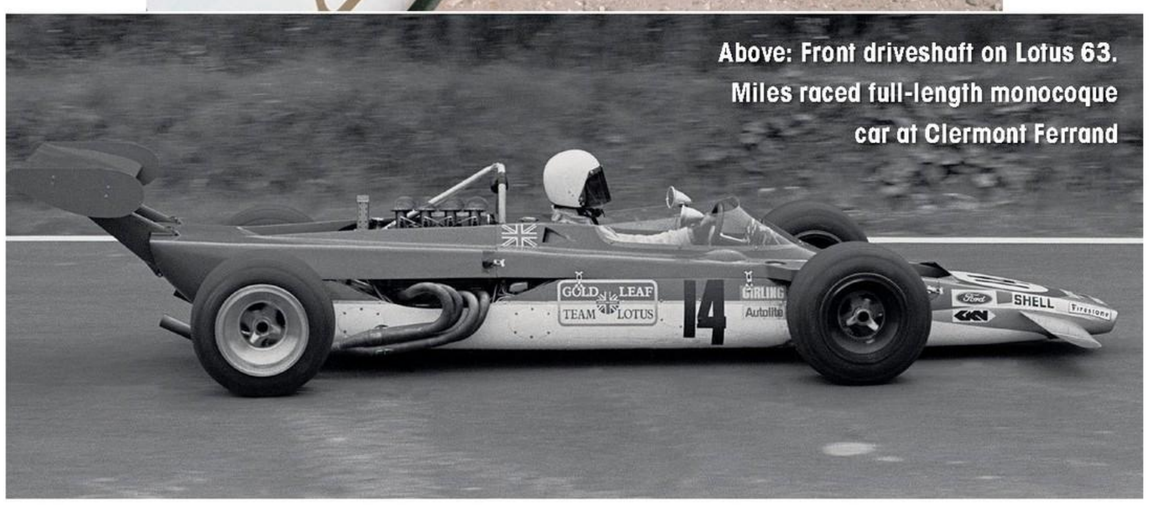
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Yes, but racing drivers live in the present. Rindt's Zandvoort pole, in a 49B now wearing a smaller, lower, body-mounted rear wing, was almost five seconds quicker than the 63's best. A no-brainer.

For the French GP at Clermont-Ferrand, therefore, Chapman pulled out something else radical from under his flat cap: John Miles. This bespectacled, bookish – brainy – Englishman had won F3 races for Lotus, but had only a couple of F2 starts to his name. He'd sampled the 63 at Hethel, managed a few laps in it at Snetterton, and found it "kind of spooky". One view was that 4WD required drivers with an open mind, unencumbered by prejudicial experience. Others felt Miles was a sacrificial lamb, Chapman's 'Eff you!' to Rindt. Throughout practice Miles battled with bugbear understeer around this twisting, plunging track, only to retire at the end of the first lap with mechanical-fuel pump failure.

Miles retained his 63 seat at Silverstone, where Chapman was again in radical mood: he announced that he'd sold two 49Bs from under his works drivers. Trenchant Rindt still had one, but Hill would have to race a 63. This clumsy man-management backfired. Mutiny was in the air, World Champion Hill sampled a Brabham, and Chapman had to go, flat cap in hand, to retrieve a 49B from privateer Jo Bonnier. The atmosphere was poisonous.





Above: Front driveshaft on Lotus 63. Miles raced full-length monocoque car at Clermont Ferrand

Duckworth, a man unsuited to such a Machiavellian role, had already crossed 'F1 team boss' off his to do list on April 7, 1968: Clark's death. From then on the Cosworth was a design exercise, pure and complicated. He refused to call a halt, but the project's momentum waned and it would be a year before Costin shook down the car. A (tentative) entry for Silverstone was then made, and Duckworth asked Brian Redman to test the car. Brian duly arrived at Silverstone, but the car did not. Its transporter had crashed.

Redman never would drive the Cosworth. He was too busy winning at Watkins Glen for Porsche, so Trevor Taylor, Clark's early-1960s Lotus team-mate, was drafted. Unofficial stopwatches had him swiftly down in the 1min 25-27sec bracket at Silverstone, but the car, despite its long gestation, still wasn't ready and its entry was withdrawn. A demo at Mallory Park in August would be its only official public outing.

"Cosworth were the best in the business," says Herd, "but they had their problems [in a racing sense]. This was a racing car designed by engine designers. An intellectual exercise. Engine designers can't afford to get things wrong, so there is a necessary precision. Chassis designers, meanwhile, cut all sorts of corners to get next year's car ready.

"We had some overheating issues, but the big problem, as it was for everyone attempting four-wheel drive, was the cam-and-pawl front diff.

> "I never got close to the track's edge; I felt I could be on the grass at any moment"
>
> DEREK BELL

Bruce McLaren described it best when he said it was like trying to sign your autograph while somebody kept jogging your elbow. The locking action of the LSD fed up through the steering.

"With modern technology, viscous couplings, etc, it could easily be made to work in F1. We weren't far away, though. Jackie Stewart was there one day and we asked him to give it a go. He did his usual trick: on the pace straight away, good feedback: 'There are a few things to do, but basically it's there.'

"We should have tried it with a rear wing to balance it, because that wedge shape pressed the nose down pretty well. As it was we were just trying to make it work. We never did set it up."

By autumn Herd was setting up March instead – but not before the disenchanted Rindt had asked Robin to build an F1 car for him.

Lotus was shambolic at Silverstone: Rindt missed Friday's first session, too, because a rogue rivet had chafed a bag tank, and Hill's returned 49B had a wheel bearing fail. Miles, wisely, had waited patiently while frazzled mechanics changed another fuel pump, an engine-out job, and then, despite having had no Thursday running, settled into a rhythm on Friday to work down to 1min 25.1sec, good enough for 14th on the grid.

Bell's similar role, he'd managed a 26.1 in the unsorted M9A on Thursday, was compromised by unreliability, too. A transmission failure – that "farmyard smell" was hydrogen sulphide emitted by overheating oil breaking down inside a gearbox tucked away rather than slung out back – cost him the whole of Friday.

McLaren's monocoque was the shortest 4WD (11ft 10in) and the only one to retain its DFV as a fully stressed item. Designed by Jo Marquart, it ran on 13in rims (15s were an option) and achieved a 50/50 weight distribution by pushing its driver forward, like the Lotus 63. Although broadly based on Ferguson's system, the Hewland pinions in its gearbox were the drivetrain's only outsourced items. Such ambition had spread this team even more thinly than Lotus, but Bruce was more pragmatic than Chapman and kept knocking back M9A's debut date. Until now.

"I don't remember the car fondly, but I appreciated the opportunity to drive for McLaren," says Bell. "What I remember most was the understeer. It wasn't terminal, but it was always there, and there was nothing you could do about it. It wasn't adjustable on the throttle like a two-wheel-drive car; lift off momentarily and it just carried on along the same line, only slower.

"Bruce and Denny [Hulme] were busy trying to win in their regular cars and were clearly hoping I'd turn up and get on with it. I remember them debating whether to run with a rear wing or not. I was hoping they wouldn't because then I could have tried one. The theoretical precision, faster turn-in and higher top speed of a [wing-less] all-wheel-drive car just wasn't there. You had two front-to-rear ratios – torque and braking – and when you approached a corner, braked and changed down, they seemed to confuse the chassis. It wandered around. I never got closer than 2ft to the track's edge because I felt I could be on the grass at any moment." »»

The 63 had sprouted a rear wing in France. Now so had MS84. Jean-Pierre Beltoise still wasn't a fan, but he was stuck with it because Stewart had seconded the Frenchman's MS80 to (re-)qualify second – and win the race. Beltoise had recorded a 22.1 in his MS80; the best he could manage in MS84 was a 31.2, 3sec slower than Bonnier, whose learning process in Hill's rejected 63 was curtailed by yet another fuel pump failure. Beltoise likened the MS84 experience to driving "a very powerful Mini", which was bad news for his weakened arm, legacy of a 1964 crash at Reims: "The MS84 was impossible for me. Its steering was way too heavy. Two hundred per cent heavier."

Thus the 4WDs occupied the last four places on the grid. The impressive Miles managed a 23.2 (on Lotus's watches) during morning warm-up, a time that would have lifted him above three conventional cars on the grid, including Hill's 49B, but the writing was on the wall.

Bell made a good start to lead the 4WD pack and Vic Elford's privateer McLaren M7A. 'Quick Vic' repassed him on lap two, however, and Miles, who had moved ahead of Beltoise, also overtook Bell on lap four, and began to haul in Jackie Oliver's BRM P133. He passed it on lap nine.

"The 63 was a little better than it has been made out to be," says Miles. "It was basically a stable understeerer and so was at home on fast, sweeping corners. It handled like an early Audi Quattro: once you were committed to a line, that was it. You had to be very precise."

Miles's praiseworthy effort was, however, completely overshadowed by the Homeric lead struggle between Stewart and Rindt. They doubled Beltoise on lap 16 (of 84) and would have swiftly overhauled Bell and Bonnier too, had they not already retired, Derek with suspension failure on lap five, Jo in a puff of engine smoke on lap six.

Miles, who staved off the leaders until quarter-distance, and who had been without a clutch for most of that time, was now experiencing increasing trouble with the gear linkage. He pitted on lap 55 and, after a stop that cost him several laps, re-emerged with only third gear. He finished 10th, nine laps in arrears; Beltoise was ninth, six laps down. Oh dear. Wall. Writing.

Bell: "After the race Bruce said to me, 'It's not going to work, is it?' I could have reassured him, but in my heart of hearts I couldn't." Derek's simple "No" sufficed. M9A never raced again.

Lotus, though, had one more ace to play: Mario Andretti. The American had shone in a 4WD Lotus 64 turbo during Indy practice – until it stuck him in the wall – and was keen to drive a 63. He did so at the Nürburgring, his first visit to the track. Two camshaft breakages ruined his practice/familiarisation, and running on full tanks he bottomed out at Wippermann on lap one and wiped off the left-hand wheels.





M9A chassis was designed by Jo Marquart (taking notes from McLaren). Car was retired after Bell's race at Silverstone (below)

"In difficult conditions you need even more command over your vehicle; 4WD allowed us less"

SIR JACKIE STEWART

Undaunted, he had another go at Watkins Glen, when, lo and behold, it rained during Friday's practice. (There had been a flood of wet GPs in 1968, but '69 had remained stubbornly dry bar a squall in Holland.) This surely was 4WD's F1 moment. Stewart and Andretti, the best from either side of the Atlantic, boldly ventured out – and sank: JYS was more than two seconds quicker in his MS80; Mario couldn't get within two seconds of Hill's 49B best.

"I was surprised," says Stewart. "But in very difficult conditions you need even more command over your vehicle. In the wet the driver is even more the captain of his ship. And those 4WDs, with the technology we had, allowed us less command. With a racing car you need an invitation not a challenge, and the MS84 made it too hard to be consistently on the limit."

Miles wasn't surprised: "I'd driven the 63 in the wet at Snetterton. It was awful. As soon as you opened the throttle it spun. Plus there was so much inertia in the transmission that lifting the throttle provided only a delayed effect. That long wheelbase was ponderous, slow to react, too. You were a passenger. Chapman's attempt to make it more like a rear-wheel-drive car by increasing the rear axle's load didn't make sense on a car with tyres close to equal size front and rear."

By Watkins Glen the 63 was up to 82 per cent rear torque. Johnny Servoz-Gavin had brought MS84 home sixth in Canada – 4WD's only World Championship point – but he finished six laps down, knackered and unimpressed. At the season-ending Mexican GP he ran the car with its front diff disconnected.

Four-wheel drive had been overtaken by other technologies. Wings, though severely pruned after the Barcelona fly-bys, remained surprisingly effective. Tyres, too, were making huge strides because Firestone (Lotus), Dunlop (Matra) and Goodyear (McLaren) were slugging it out: tread widths had increased by 60 per cent since 1965; aspect ratios and pressures had all but halved; inner tubes were a thing of the past; futuristic complex synthetic rubber provided softer compounds.

In contrast total-traction's extra weight — MS84 and M9A were approximately 100lb heavier than their 2WD cousins — its power losses through a complex drivetrain, its lack of mid-corner adjustability and the extra man- and spending power required to design, build and run it added up to a big, fat negative. A talent like Stewart's could drag it up a row, but that still left it back in the pack.

"We'd all been excited about its potential," says Stewart, "and there was no doubt it was the right thing to do, explore an opportunity that might have allowed us at least a season with the Unfair Advantage, especially in the wet, but it just turned out not to be."

Even Chapman saw the light(ness), made his peace with Rindt and moved on to smaller and better things.

Four-wheel drive's moment had gone. Long gone. But it's not impossible to imagine Clark winning at a rain-soaked Rouen or 'Ring in a sorted Cosworth… in 1968.

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JEWELS IN BERNIE'S CROWN

When part of Bernie Ecclestone's prized racing car collection went on show in Bahrain it attracted royalty, rock stars and, of course, a few well-known drivers

BY ROB WIDDOWS



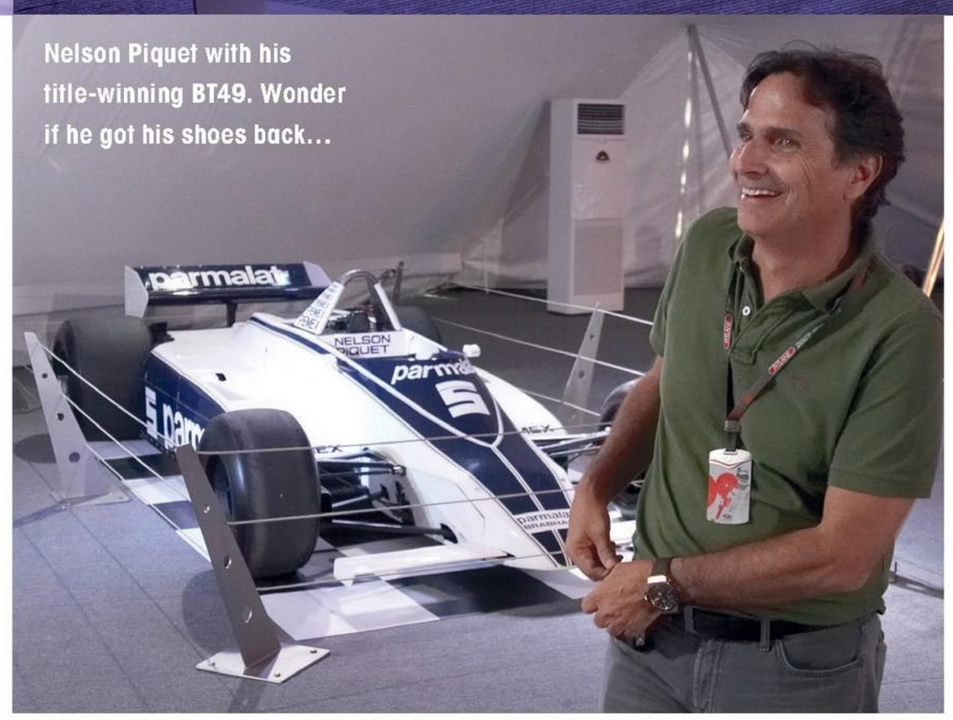
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Bernie's favourite, the Brabham BT46B 'fan car'. Left: Ecclestone with the Crown Prince of Bahrain



Nelson Piquet with his title-winning BT49. Wonder if he got his shoes back...

Everybody knows that Bernie Ecclestone has a sensational collection of racing cars. But only the chosen few have ever seen them.

All that changed in April when the secret treasure was transported from its hiding place in Kent to the desert of Bahrain. Many people said this would never happen, that the cars would never again see the light of day. But happen it did. And in some style.

The chosen cars, illustrating the history of Grand Prix racing from 1937 to 1987, were presented as jewels – glinting under spotlights in a dimly lit canvas pavilion. Clean, sharp, and not a grain of sand in sight. Mr Ecclestone was impressed.

"This looks good," he says, visibly moved by the spectacle. "They've done a very good job. I like the way they've done it. Couldn't be better." Brief as ever, but effusive from a man who is both demanding and hard to please. He would return many times during the Grand Prix weekend, often with one of his VIP guests, and was clearly happy with this first public showing of so many of his cars. Bernie has allowed them out before, just one or two at a time, but it was his friendship with the Crown Prince of Bahrain that persuaded him to put more on display this time.

"We've never displayed this many cars and will probably never do so again," says Robert Dean, curator of the Ecclestone Collection. "This was a special favour for the Crown Prince, who is a passionate enthusiast. They wanted 12 cars, but I suggested to Mr Ecclestone that we send 24 so that we could tell a historical story from 1937 (with the Mercedes-Benz W125) through to the Brabham-BMW BT56, which raced at the end of the turbo era in 1987. Then there's something from every decade in between, from a Maserati 4CLT to a Ferrari 'Super Squalo', to James Hunt's McLaren M23, to the Brabham BT46B, the famous 'fan car'. It was a huge undertaking, and we simply couldn't have done it without CARS UK who shipped them out from England and back again unscathed, Ghada Alansari from the Bahrain circuit who designed the display, and Doug Nye and David Weguelin who created the films that cover all the highlights of the decades and bring the story to life. I just hope Bernie is pleased and that lots of people come to enjoy the cars over the weekend." He need not have worried. On either count.

The Crown Prince hatched his plan to display the cars back in January when he dispatched his Bahrain International Circuit CEO Martin Whitaker to the Autosport International show in Birmingham for a clandestine meeting with Dean. They met twice more, to hammer out the detail, at the secret location where the collection of 80 cars is kept in a pristinely clean and climatically controlled environment, and where the security makes the recipe for Coca Cola appear unprotected.

They came away with a plot to put to the Crown Prince, who then asked his friend Bernie to sanction this first public appearance. In early March CARS UK loaded the treasure into containers and, after a month at sea, they arrived in the port of Manama, where Dean and Alansari began the task of presenting these priceless machines at their glorious best. When the cars were given a gentle shakedown on the Sakhir circuit in the days before the Grand Prix, Ferrari mechanics came rushing out of their garages to watch the red cars. There was much *'bravo'* and *'bellissima'* as Dean rumbled past in the priceless Ferrari 375. Shame the Brabham mechanics were no longer there... Well, apart from Charlie Whiting and Herbie Blash, who are now fully occupied away from the pitlane.

As the collection was revealed to the masses on GP weekend, the response was unequivocally enthusiastic. Outside in the searing desert sunshine there were queues to get in, visitors from abroad discovering how a pizza must feel in an oven. The ever-efficient organisers had wisely decided to limit numbers around the cars so that everyone could get a proper eyeful. Other exhibitors of priceless objects, please take note.

"I was just blown away by it," says Martin Brundle, taking time out to wallow in a bit of history. "The quality and the pedigree are just stunning, and I've never seen a lot of the older cars before. Of course, I knew Bernie had a »»

big collection, but I hadn't realised there was this kind of rarity. Some of them are so beautiful – they were designed with creativity rather than produced from lots of data. They have an artistic flow to them. I like the 1970s and '80s cars with their big fat tyres, which I always think makes them look like real racing cars. I look at the ones from my era and think, how did we do that? They were so dangerous and the cockpits so open. I remember my Tyrrell – the bodywork wasn't even as high as my shoulders. I went round the show with David Coulthard and we were thinking, why did they design those bits like that, and what were they thinking with that bit? But there were no computers then. It's a great display, fantastic."



INSIGHT

CARS ON DISPLAY

1937 MERCEDES-BENZ W125
1937 AUTO UNION C-TYPE V16
1938 TALBOT LAGO T26C
1948 MASERATI 4CLT
1948 THINWALL SPECIAL
1951 FERRARI 375
1952 BRM V16
1954 CONNAUGHT B1
1954 MASERATI 250F (EX-MUSSO)
1955 FERRARI 'SUPER SQUALO'
1955 LANCIA D50
1957 LANCIA FERRARI D50A
1958 VANWALL
1960 FERRARI 246 DINO
1964 FERRARI 1512
1966 FERRARI 312F1
1974 BRABHAM BT44B
1976 McLAREN M23 8/2 (EX-HUNT)
1977 FERRARI T2 (EX-REUTEMANN)
1978 BRABHAM BT46B 'FAN CAR'
1980 BRABHAM BT49
1981 BRABHAM BT50
1983 BRABHAM BT52
1987 BRABHAM BT56

The show was opened by the Crown Prince and the king of F1, both looking cool and crisp, the prince in his white robes and Bernie in his usual white shirt. Ecclestone never spends much time in one place, but he seemed relaxed and cheerful among the cars he collects because he loves them. Yes, they are an investment, but underneath the tough exterior motor racing runs in his blood, pumps his heart. Ecclestone was a successful motorcycle racer, a man who raced a Cooper-Norton, who tried to qualify a Connaught in Monaco. He didn't make the grid in Monte Carlo but he went on to manage Stuart Lewis-Evans, Carlos Pace and Jochen Rindt before establishing himself as the most influential figure in the often controversial commercialisation of Grand Prix racing.

"This is very special," he says, walking among the cars and the flashbulbs. "It means a lot. My favourite car here? The fan car, yes, the fan car. But I like the 1950s cars, the front-engined era, and the Brabhams." He walks on, surrounded by curious onlookers and a scrum of photographers. They get to the Brabhams (Bernie has 35 in all) and Nelson Piquet asks if he can sit in one of the cars, producing a camera to record the moment. You'd think he might have had enough of this but he's like a boy with a new toy. "Yes, OK," says Ecclestone and the Brazilian removes his shoes before sliding down into the cockpit of BT50. "Idiot," murmurs Bernie. "Why isn't he sitting in BT49? He won the championship for us in that." Cameras go mad. Bernie picks up Nelson's shoes and hides them. Just like the old days at Brabham.

Over the course of the weekend thousands of people, young and old, saw 24 racing cars they had never seen before and may never see again. Bahrain does not have a history of motor sport, but the Crown Prince is a huge fan, and his people were grateful for this unique opportunity. Among the crowds there were legends, Gods even. Eric Clapton, a loyal Ferrari fan, spent time gazing at the seven cars chosen to represent Maranello. "I have cars," he remarks, "but I could never do anything like this. It's unbelievable."

The collection is always changing. Some are sold, some are bought, but the focus is on 1950s front-engined cars and the Brabhams. "I suggested to him that he could have the greatest collection in the world," says Dean. "But the cars we need are now also the most expensive. I know where they are and what we need for the perfect set. Mr Ecclestone works far in advance, always thinking in the future, and sometimes you wonder why he does things. Then the plan becomes clear and everyone else is left behind. He's very clever like that." Meanwhile, in the desert, we had a glimpse of what the man has managed to squirrel away so far.

You might have expected Niki Lauda, here on commentary duty, to have visited the tent. But he was on crutches ("Dog attacked me. Will be OK in two weeks.") and couldn't negotiate the steps and tunnels from the infield paddock. But he'd heard plenty about this unprecedented breakout of Bernie's cars from captivity.

"So, the fan car is in pole position at the entrance, very topical, no?" he grins. "Bernie would like this. It's his humour I think, with all the diffuser business... But seriously, that was the best car I ever drove. Fantastic. The first time I tried it at Brands Hatch it had terrible oversteer and understeer, and I said to Gordon Murray, what is this shitbox? But then they warmed it up in the garage and I could see it going up and down, sucking itself nearer the ground. I went out again, got it hot, and the grip was just fantastic. So much grip, everywhere flat. At Anderstorp they wanted to fill it with fuel for qualifying. I said, are you mad? But I did it anyway and when Pironi's oil cooler broke there was oil everywhere and the fan car just felt like a train on rails. Incredible. Of course, Bernie wanted it heavy so we didn't qualify too high in case they tried to ban it before the race. They never did ban it, you know, they just changed the rules. It was a great car, very clever." The spectacular BT46B certainly attracted the crowds in 2009, just as it did three decades ago.

On the Sunday morning, something extraordinary happened. A BRM V16 came down the pit access road, the unmistakable engine noise bringing people running from all directions. Driven by Nick Mason (yes, even the drummers got a look in) and lovingly coaxed into action by Dean, this notably recalcitrant monster was due to take part in a parade of three cars from the collection. In the crowd Robert Plant covered his ears. You'd think he'd be used to a few decibels after all those years out front with Led Zeppelin. So now we had legends and royalty everywhere, from rock to racing to the ruler of the Kingdom himself. Sadly, in the only disappointment of the weekend, the cars never ran. Scheduling problems, said a man in uniform. "Very sad," said Dean, who had the cars warmed up and ready to burble, or roar, around the track.

The 2009 Bahrain GP was full of surprises. Ecclestone, much in evidence all weekend, appeared on the grid to witness a Bulgarian man hold his breath for more than 20 minutes while immersed in a tank of water suspended from the back of a JCB . This feat established a new world record, not only for the Bulgarian, but for Ecclestone who has, apparently, never before stood in one place for this amount of time. This is the thing about the Bahrain race – it's one big party with a Grand Prix on the Sunday afternoon. The grandstands are never full because the customers are somewhere else, enjoying the music, the magicians, the bungee jumping, the shops and the myriad other theatrics that make up this intoxicating blend of racing cars and Middle eastern culture.

The Bahrainis call the Sakhir circuit the 'Home of Motor Sport in the Middle East'. This is 'where the heart is', they are fond of telling you. In November we go to Abu Dhabi, just across the Gulf of Arabia, for the season finale. They are going to have to go some to beat the Bahrainis when it comes to staging a Grand Prix, even if they do have a harbour-side circuit they call the 'new Monte Carlo'... Er, I don't think so.

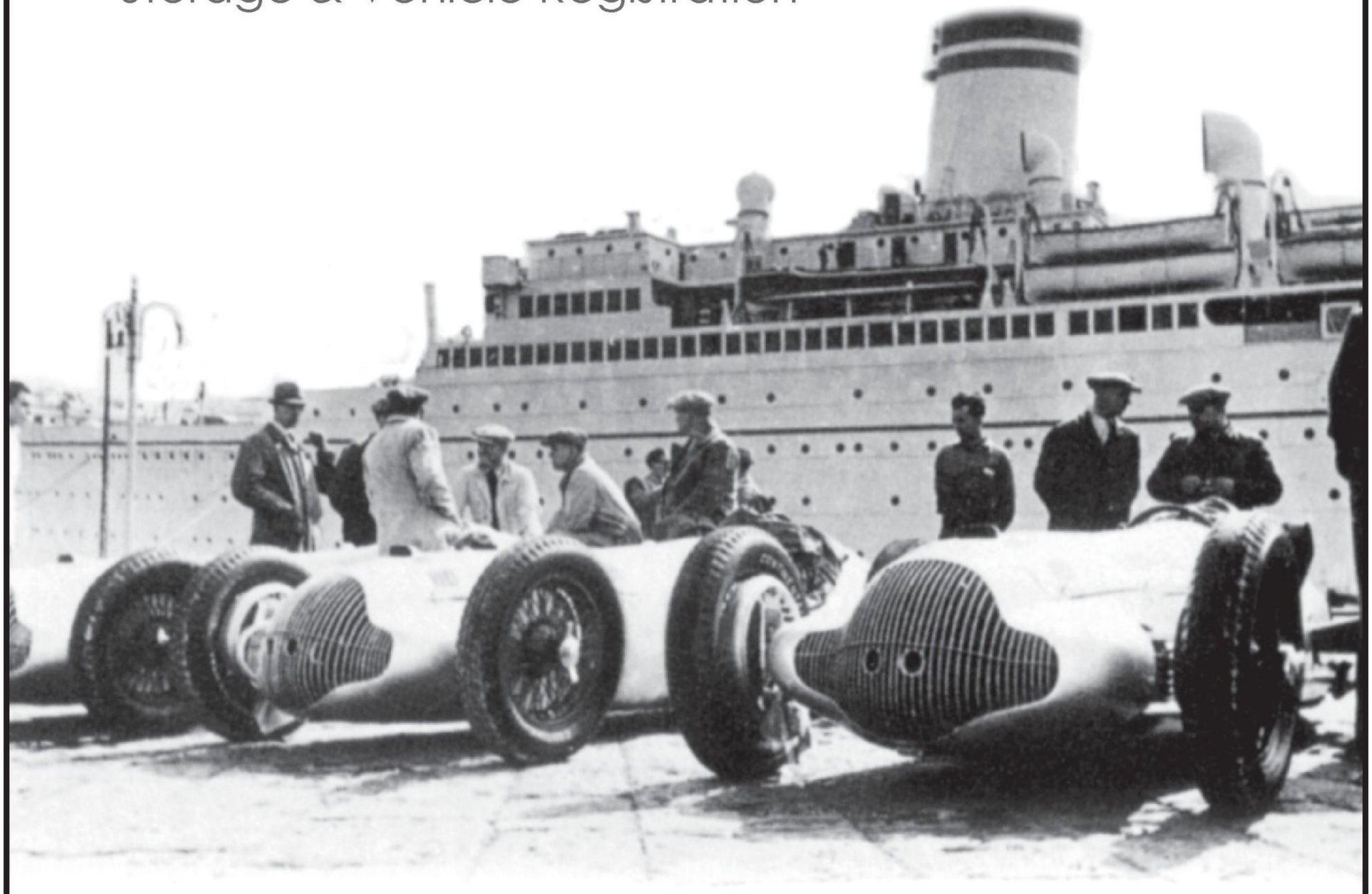
What you may never see again, in Abu Dhabi or anywhere else on the planet, is a collection of Bernie Ecclestone's racing cars. Ⓜ

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IT'S THE LITTLE THINGS THAT COUNT

Visually the latest 911 GT3 is similar to its predecessor, but a host of subtle changes make for a superior car

BY ANDREW FRANKEL

Some insight into the minds of those who created this new Porsche 911 GT3 was revealed by an entirely innocent question asked at a recent round table discussion in Stuttgart with Andreas Preuninger, the man responsible for its ultra-high performance road cars. The questioner asked why Porsche's new seven-speed PDK paddle-shift transmission would not be available even as an option on the GT3, and we all nodded sagely and waited for Preuninger to explain that PDK was developed in conjunction with the all-new direct-injection engine recently introduced into the 997, while the GT3 engine, being a motor sports product, was based on the original GT1 race engine and therefore incompatible with PDK. But that's not what he said. He said: "First, PDK adds 30kg; second, PDK cars do not have a clutch. And if you want to do really big drifts, sometimes you need a clutch."

Following the act of the last GT3 must have been a hellishly difficult brief. I spend my life questioning cars. I'm paid to be cynical, difficult to please, to sniff out marketing bullshit and to find faults however small and wherever they may lie. And reading what I wrote about the last GT3, my only serious complaint was the gearbox which, it turned out, was a bad example and not representative of customer cars. It was the only sports car on sale I'd have been seriously inclined to spend my own money on, were it not for a job that ensures I would hardly ever have used it.

And when you first see it, you might well conclude that Preuninger and his colleagues had decided there was no point in changing a winning formula. After all, they sold 5200 of the old GT3 or, as he puts it, "slightly more than double what we had dreamt of being the maximum possible". Visually there's very little difference: there are new vents at the front and back, a new front spoiler and a different rear wing, but it appears to be all cosmetic. Just don't suggest that to Preuninger. In fact those oh-so-subtle changes to the bodywork have increased downforce at maximum speed by a factor of five. "Find some quiet autobahn and try a really fast lane change at 250km/h and you'll really feel it then." So I did. And I did.

In fact everything related to the performance of this car is different to the previous GT3. The engine now displaces 3.8 litres rather than 3.6, gives 435bhp instead of 415 and will rev to 8500rpm rather than 8400. Mid-range torque rises too, by 18lb ft to 317lb ft.

The suspension receives stiffer front springs but softer anti-roll bars (identical to those used on the now discontinued GT2), the front brakes increase in diameter from 350 to 380mm, while even the tyres, visually identical to the previous generation, are of a different compound and construction to counter claims that the old car was perhaps too exciting in very wet conditions.

But you have to look for little wires attached to the engine mounts to reveal just how hard Porsche has thought about this car. For around



£1000, you can equip your GT3 with active engine mounts containing fluid whose viscosity changes when introduced to an electrical current. So when you're travelling slowly the engine is allowed to move about by up to 2cm, improving refinement and, more importantly, traction out of slow corners. But if you're travelling fast on a track, this movement is restricted to less than 2mm, to stop the engine wandering around the engine bay just when you need its mass to be as stable as possible. Without the active mounts, movement can be up to 1.6cm.

The result is a car that over a single lap of the old Nürburgring will put a quarter of a mile between it and an old GT3. Moreover, Porsche says Walter Röhrl has lapped the track in under 7min 40sec. Porsche has its own Ferrari Scuderia and despite the Ferrari's extra 75bhp, bigger brakes and a paddle-shift transmission that will save at least 1.5sec every 10 shifts over the manual GT3, Preuninger says Röhrl has so far failed to get it around the Nordschleife in less than 7min 45sec.

Of course those five seconds saved may have no meaning beyond bar room bragging rights, but they do at least belong to a car costing £81,914, or less than half what Ferrari will charge you for its Scuderia.

The GT3 first shows its skills on the fast moving but heavily populated autobahn leading from its Zuffenhausen home towards the Swabian Alps and the roads where Preuninger and his chums sign off such cars. It rides beautifully, cruise control engaged in the slow but steady traffic, engine no more than a pleasant background hum. Then the derestriction sign appears, the road clears, and a couple of blipped downshifts later it's accruing speed at a preposterous rate for a car with a normally-aspirated engine displacing less than four litres. In seconds 300km/h has been acquired, and only then does its acceleration suddenly slow dramatically. Preuninger says it will do 312km/h or 193mph, a velocity he rightly dismisses with a shrug as 'just a number'. But howling up through the gears towards it, waiting in each one for the 8500rpm change-up light, is a treat as rare as it is special. A GT2 is faster and more powerful by far than this, but is also less immediate, intimate and exciting.

In the mountains you'll get the most of the Michelin Cup tyres only when they are really hot, though they're progressive enough even when cool. A Pirelli alternative will be available later in the year with a deeper tread pattern that's reckoned by Porsche to be slightly slower but a better all-rounder, with a particular advantage in the wet.

But what you notice most is not its raw grip, but the willingness of the GT3 to bend itself to your will. This is not a car that simply goes where you point it: it will understeer and oversteer like all proper 911s always have, but the scope it provides for you to control these forces is wider than any other 911 I've known.

PORSCHE 911 GT3

ENGINE: 3797cc, fuel injected, six cylinders
POWER/TORQUE: 435bhp at 7600rpm, 317lb ft at 6250rpm
GEARBOX: six-speed manual
TYRES: F: 235/35 ZR 19; R: 305/30 ZR 19
FUEL/CO_2: 18.7mpg, 298g/km
ACCELERATION: 0-62mph in 4.1sec
SUSPENSION: F: McPherson design, longitudinal arms, spring struts, cylindrical springs with concentric dampers, fully controlled single-sleeve gas-pressure damper units; R: multi-arm configuration, cylindrical coil springs, concentric dampers, fully controlled single-sleeve gas-pressure damper units
BRAKES: F: 380mm cross-drilled, ventilated discs; R: 350mm cross-drilled, ventilated discs
PRICE: £81,914
TOP SPEED: 193mph

Though it will perform to visual extremes, greater enjoyment is derived from feeling the effects of minute adjustments to wheel or throttle, the kind whose input and effect would be noticed only by the most observant of passengers. In short it is the most precise, lucid and satisfying Porsche of the modern era.

The only question left is for how long. Preuninger's next project is the RS version of this car and we'll see it later this year. I never quite saw the point of the last RS which was no more powerful than the GT3 but a lot wider and more expensive. It is something that has also been communicated with some force by its customers. "And we listen to our customers," says Preuninger with equal force. So it can be taken as a given that the new RS will be much more extreme even than the last one: more powerful, more focused and, I'd be happy to bet, substantially lighter too. How extreme? Preuninger's smile is that of someone who knows something you don't. "Believe me, Andrew, this is not a kindergarten car any more." I'll leave you to mull over that one yourself.





James Mitchell

Lunch with...

ALLAN McNISH



At 18 McNish was hailed as the next Jackie Stewart; by 24 his single-seater career was in the doldrums. But the little Scot never gives up, and now a third Le Mans win beckons

BY SIMON TAYLOR

When Allan McNish was a wee pre-teen kart racer, his father gave him a piece of advice he's never forgotten. "Dad said, 'It's not the good shots that make the good golfers. It's the good recoveries. If you can get out of the bunker without losing too much, you're the good guy.' More than once my motor racing career has been in the bunker, and I've had to get it out. It's about determination, stubbornness, stupidity maybe, and talent too, I suppose. But most of all it's about hard work. Too many people put too much emphasis on the other things, but hard work is what it's really about."

As a teenager, Allan was hailed by many as the next Jackie Stewart. His diminutive figure scythed through karting and the single-seater formulae, and when he was 19 Ron Dennis decided he was the young man that McLaren needed to follow the Senna/Prost generation. So Ron signed him, Lewis-like, on a long contract. Then the career strategy went awry. In the end Allan didn't start his first Grand Prix until he was 32 years old, and his only Formula 1 season produced *nul points*. Now, in his 40th year, he is one of the fastest, and best paid, sports car racers in the world. This month he tackles his 11th Le Mans and, even in the lottery that is the world's cruellest, most unpredictable race, he has to start as favourite.

A mark of Allan's success is that he now lives, with his wife Kelly and their two small children, in the F1 drivers' dormitory town of Monte Carlo. No F1 star would offer to play taxi driver, but when I invite myself to lunch he drives his Audi Q5 to Nice Airport to meet me. His apartment in Fontvielle overlooks the harbour, and just round the corner is the Hotel Columbus, owned by fellow Scot David Coulthard. That's where we lunch, on the terrace overlooking the blue Mediterranean. Mixing his jet-set life with his humble roots, Allan orders *crevettes au guacamole*, followed by fish and chips in newspaper – but the Columbus style dictates that it's served on a copy of the *FT*. He drinks only water, of course, but later as we wander along the harbour he treats himself to an ice cream cornet.

Both sides of Allan's family were farming people in the Scottish borders, but his father started a garage in Dumfries called Crossflags, now a BMW dealership. Allan owes his life on four wheels to his small stature. "My parents were motorcycle enthusiasts, and as a young kid I started doing junior motocross on a 50cc bike. When I was 11 I wanted to move up to the next class, the 80cc machines, but I couldn't reach the footrests, let alone the ground. I'm 5ft 4in now, and I was definitely minuscule then. So I had to switch to karts." Over the next six years he won six Scottish titles and three British titles. "We'd pack up the van on Friday night, drive down to Clay Pigeon in Somerset one weekend, up to Golspie in the north-east of Scotland the next. I'd be in the back doing my homework or sleeping, but it was a big commitment for my parents.

"I loved karting, it was pure and I was good at it, and I never had any desire to race cars. When my 17th birthday came I didn't even take my driving test straight away. But Hugh McCaig of Ecurie Ecosse had given me some help – he'd revived the EE thing of encouraging young Scottish drivers, and I was proud to have the badge on my kart leathers – and it was Hugh who suggested I should go Formula Ford. My dad bought a Van Diemen and we had help from Hugh and also from Duckhams, and in 1987 I was second in the Dunlop Star of Tomorrow, third in the Townsend Thoresen and fifth in the FF Festival. But I didn't enjoy Formula Ford at all. I was fast – I put it on pole for my first race – but I was probably a bit too furious. The trouble was, an FF car didn't seem to me to have any feeling, any grip. It didn't compare to what I'd been doing for the previous six years. I'd have been quite happy to pack it all in and go back to karting. But Marlboro wanted me for their young driver development scheme, and got me a test in an FF2000 car. Wings and slicks: suddenly that felt more like what I'd been used to. I thought, this is real, not lurching around on road tyres with a last corner do-or-die manoeuvre down the inside.



"So for 1988 I did Formula Vauxhall Lotus with Dragon Motorsport, and my team-mate was Mika Häkkinen. That year I learned how to drive a racing car. Mika and I did 20 races in the UK and Europe: I won the British Championship and Mika won the European. At the end of the season I got the Cellnet Award, precursor of the BRDC/McLaren/*Autosport* programme. In 1989 I was in Formula 3 with West Surrey Racing. F3 was a big educator for me. Until then I'd been doing everything on seat-of-the-pants intuition, through my hands and my feet and my bum, but [West Surrey boss] Dick Bennetts showed me there's more to being a fast driver than that. You have to sink yourself into the technicalities of it, you have to knuckle down and understand what's really going on."

Allan's West Surrey Ralt-Mugen Honda fought a season-long battle with David Brabham's Bowman Racing Ralt-Speiss VW, against a background of protests and counter-protests about engine legality on both cars. In October Allan was crowned British F3 Champion in the final round at Thruxton. Four months later, in an RAC court, he lost his title in favour of Brabham. "The race that was under protest was in July, and it wasn't resolved until the following February. Brabs deserved to win the title – he had one more win than me – but 20 years later I still can't forget that, during the hearing, the appeal chairman fell asleep. They had to open the windows to revive him. I was 19 years old, learning how professional motor racing was run, and I didn't expect that."

> "McLaren had a structure, Benetton had a freshness"

During that F3 season Allan was summoned to the McLaren factory to meet Ron Dennis. "Two weeks later I'd signed a three-year contract. In November I found myself in Estoril sitting in an F1 McLaren, with Ayrton Senna in the same pit garage. We'd gone out to dinner the night before, and I found him approachable: a bit distant perhaps, he didn't smile much, but if you asked him a question he answered it straight and honest. My first impression of an F1 car was that everything worked so well. Light steering, smooth clutch, gearlever clicked in nicely, everything so precise, not built to a budget like an F3 car. The bizarre thing was that for the first couple of laps, coming out of the hairpins, I was thinking, 'The power's rubbish.' Then I realised I'd got it in fourth gear, because the gate was very narrow and I wasn't getting it into second. Once I managed that and booted it, it was like Warp Factor 4 compared to my 185bhp F3 car.

"My McLaren contract was for testing, and with Ayrton and Gerhard [Berger] in the team I never expected a race seat, although in 1991 Gerhard had shingles before the Monaco Grand Prix and I was asked to hold myself ready. But Gerhard got better again. I was flying back and forth to Japan doing all the running on the V12 Honda engine, plane to Narita, bus into central Tokyo, bullet train to Suzuka. A little lad from Dumfries, doing that every month. And at the same time I was racing in Formula 3000 with the DAMS Lola team."

It was in the opening F3000 round at Donington in 1990 that Allan had a dreadful accident. Having started from the pitlane, he was rapidly making up places when he caught Emanuele Naspetti on the straight. Naspetti moved across as he drew alongside, and the DAMS Lola was launched into a series of barrel rolls, disintegrating along and over the concrete retaining wall. The engine and rear suspension ended up among a group of spectators, and one man was killed and three injured. The front of the car, with the unconscious McNish still strapped into it, landed far below the track at the entrance to a vehicle tunnel. Allan was not badly hurt, but was deeply shocked and upset, and a commonly held view is that this accident irrevocably damaged his, until then, soaring single-seater career. However, in the next round at Silverstone he took pole, won the race and set a new F3000 lap record. So did the Donington crash affect him?

"Yes. An experience like that has to affect you. I was interviewed by the police because of the fatality, and it was all over the papers and on TV. I thought it only right that I should go to the dead man's funeral: I spoke to his widow and she was very nice to me, told me I wasn't to blame and wished me well with my racing. But it was very difficult to come to terms with it all. Actually I had quite a good season in 1990. I won a couple of rounds, but I had some reliability problems and Eddie Irvine beat me to third in the series by one point. It was 1991 when it really went wrong. With the change to radial tyres, the Reynard became the car to have and the Lola was a disaster. Lola didn't know how to deal with it, they lost their way with the car. It was a relief after a crappy weekend in F3000 to get back into the F1 McLaren and go testing.

"I did three years with McLaren, and then I was signed as test driver by Benetton for 1993. I learned more in one year at Benetton than I did in three at McLaren. McLaren was a big animal. You'd suggest an idea, it would be churned around in the system, and eventually something would emerge that might or might not resemble your idea. Benetton was much smaller. If you suggested something they'd say, 'Great, let's try it tomorrow.' It was a different approach: McLaren had a structure, Benetton had a freshness. One evening I went to see Ross Brawn about a thought I'd had. He sat with me for an hour while we talked it through. It was probably of minimal importance for him, but he »»»







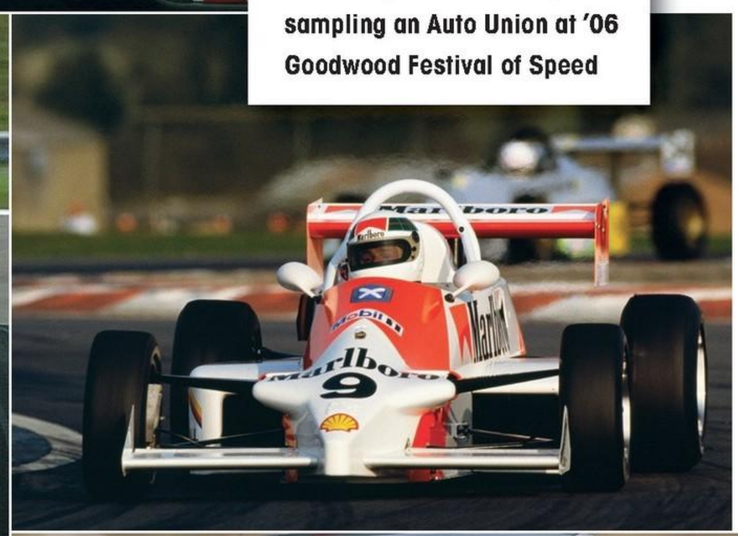
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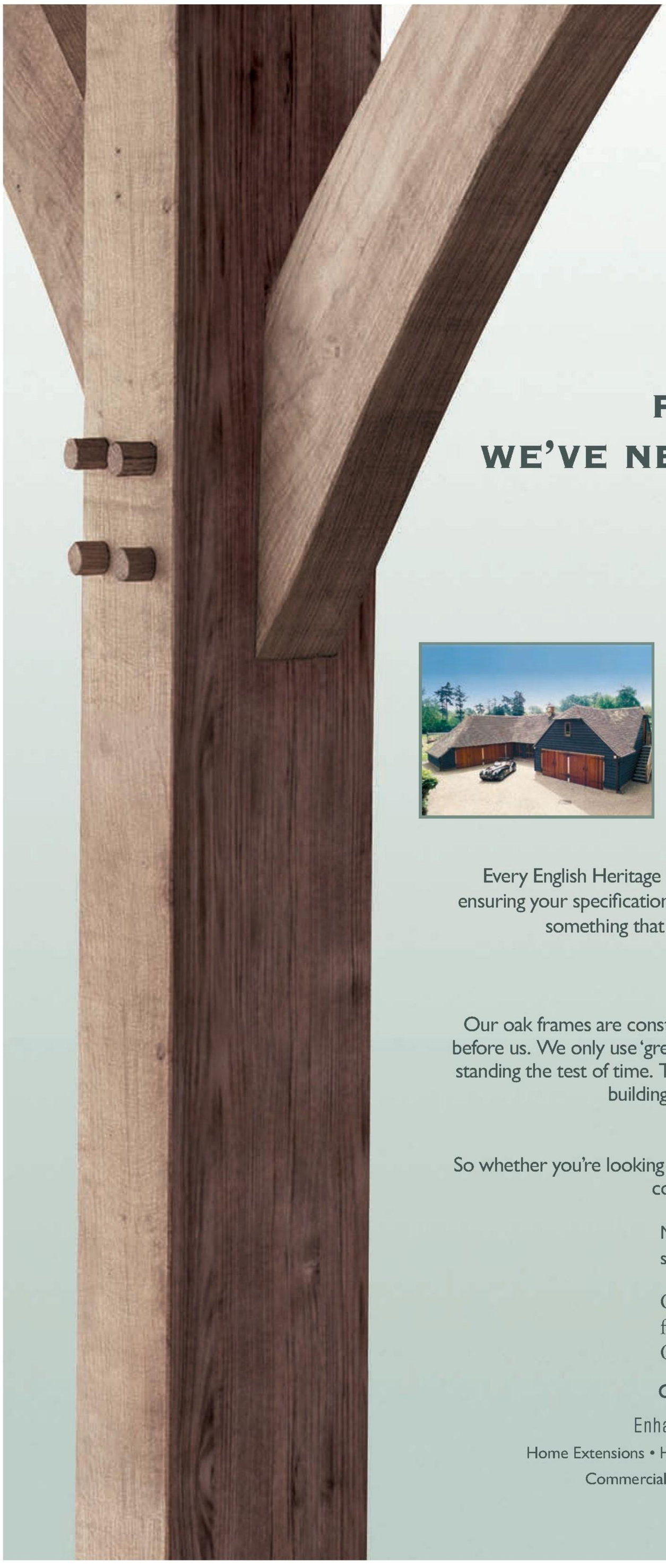


Clockwise from above: first Le Mans win in 1998, on Porsche's 50th anniversary; Audi has been at the forefront of diesel technology, with McNish on board; "learning how to drive a racing car" in 1988 Formula Vauxhall-Lotus; dirty tactics in the DTM didn't sit well with Allan in '05; struggling to make an impression in the Toyota TF102 at the 2002 Hungarian GP; fighting back to an F3000 win at Silverstone 1990 after devastating Donington crash; driving a Ferrari 333SP at 2000 Daytona 24 Hours; sampling an Auto Union at '06 Goodwood Festival of Speed









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gave me the time because there was just a possibility my thought might help the car go quicker. Ross is a great people manager, and Pat Symonds is one of the best instinctive brains I've worked with in racing. He's not like the younger generation of engineers: he can look beyond his computer to see what's really happening.

"At Benetton, of course, I was testing alongside Michael Schumacher, but we already knew each other. In 1985, at the World Karting Championships at Le Mans, I was 15, he was 16, and we both ended up on the podium, him second, me third. In the 1986 World Championships in Gothenburg it was the same again, him second, me third. To me he's never changed in all time I've known him, always easy to work with, always friendly.

"While I was at McLaren I tried to carry on in F3000. Marlboro shut down their Young Driver programme and switched all their money to F1, but Mike Earle put a deal together for 1992 with a Reynard-Mugen. Mike believed in me: he said, 'A driver doesn't go to bed fast and wake up the next morning slow.' But I was laid low for months with a viral infection. It screwed my year and, although I managed one or two reasonable results, the money ran out. In 1993 I did no racing at all, just days and days of Benetton testing. F1 was developing a lot of stuff then: active ride, four-wheel steer, traction control, electronic gearchange. The cockpits were full of knobs and switches. It was a totally different environment to today, because there wasn't so much data capture: the driver really had to be able to talk to the engineers about what the car was doing. But I wasn't racing. I realised I was missing out badly, and for 1994 I tried very hard to get another F3000 seat. I did a deal with Dennis Nursey of Middlebridge, but he turned out not to have the cash he said he had. That left me with nothing."

So, having been hailed as a future World Champion at 18, did he think his career was finished at 24? "I hoped not, but I couldn't see a way forward. I never opened up to the idea of anything outside single-seaters. Sports car racing never entered my head. I thought Le Mans was a race where they drove around at 80 per cent, and not what an aspiring driver should be doing. I'd never been there, of course: you don't need to go somewhere to make a stupid judgement about it. Also I didn't have a manager, which hadn't mattered when everything was going well, but it meant I had to fight my own battles. These days Julian Jakobi at CSS looks after me. But Jackie Stewart gave me good advice, and in '95 I got back into F3000 with Paul Stewart."

That was another tale of disappointment and bad luck. "In terms of pace we were fine, we had a couple of poles and a couple of podiums, but in terms of results it wasn't what was needed. I decided to try America, and in October I had a Champ Car test with PacWest, along with JJ Lehto and Mark Blundell. It went very well. The deal was meant to be – quickest guy gets the job. I was fastest in every configuration. But Mark had just come out of McLaren, and I think the Mercedes engine connection helped him. In February I learned he had the seat, and I'd run out of options. I'm stubborn, I don't give up easily, but I needed to find a new direction."

It arrived from an unexpected quarter. With nothing to race, Allan spent 1996 going to Grands Prix in the humble role of race spotter for Bernie Ecclestone's FOCA TV operation. Then he was offered the guest car for the 15-lap Porsche Supercup round at the British Grand Prix. "That ended with four thick black lines into the gravel at Abbey on the last lap, but it was fun. Porsche were looking for new drivers for 1997, and Reinhold Joest told [Porsche head of racing] Herbert Ampferer that they should give me a try. When I turned up at Porsche, it was the first time for ages I felt I was actually being appreciated for me, for who I was.

"My first taste of Le Mans came at the Test Weekend in May. It was effectively pre-qualifying, so no time to learn the circuit, you just had to slap on the quallies and go for it. Stéphane Ortelli was my team-mate, but his friend Sebastian Enjolras was killed that morning in his WR-Peugeot, so I had to do the time. I thought the place was nothing special, except that it was so bloody fast. First time out you were truckin' on down into the first chicane on the Mulsanne at well over 220mph, faster than any F1 car I'd driven. That first-generation GT1 had lots of power but felt quite heavy and cumbersome.



"That Le Mans win gave me back my confidence"

"Back there for the race in June, first practice on Wednesday evening with the grandstands already filling up and all that history oozing out of the place, that was when I found myself thinking, 'This isn't just another race, this is an Event.' The race itself was an anti-climax – after 24 minutes damper failure put me off the road in the Porsche Curves – and it didn't really make me want to continue with sports car racing. But Porsche ran me in Austria and Japan, and then sent me to the USA to partner Andy Pilgrim, who was fighting for the US GT championship with Andy Wallace in the Panoz. We won at Las Vegas, Pikes Peak and Sebring to give Pilgrim the title, job done, and then they put me in the works GT1 for the final FIA round at Laguna Seca."

The Mercedes CLKs had dominated the FIA series that year, but from fourth on the grid McNish led the race from lap one until the first stops. "We had a pitstop mess-up, they couldn't get a wheel off, and in the end Ralf Kelleners and I finished third. But it was Porsche's best result against the Mercs all year. That day at Laguna Seca was a turning point, it changed my opinion of sports car racing."

In 1998, after second overall in the Daytona 24 Hours and first in GT1, came Allan's second Le Mans. Consistently quick in the rain, he and co-drivers Ortelli and Laurent Aïello took the lead from the Toyotas during the night, then had a problem at dawn and lost 20 minutes. But in a brilliant recovery they put pressure on the leading Toyota until, with little more than an hour to go, it broke, and they scored a resounding victory.

"My overwhelming feeling after winning Le Mans was one of relief. That weekend it was 50 years since Porsche was founded, and all the Porsche top brass and their guests flew into Le Mans on the Sunday morning, from Dr Wiedeking downwards. So there was serious pressure. I stood on the podium in front of all those cheering people and I felt, it's over, it's done. But after a few days I began to realise what it meant. That win gave me back my confidence after years of making calls and being told, 'Sorry, he's in a meeting.' Some people had been in a meeting for six or seven years. Suddenly they were phoning me. Engineers would come over when I got out of the car to hear my comments as I took my helmet off, instead of noticing me 20 minutes later and saying, 'By the way, how's the car?' It reaffirmed that inner self-belief that, despite everything, I'd never quite lost.

"At the end of 1998 Wiedeking announced he was cancelling the GT1 programme. But a week later I was summoned back to Weissach and told there was a secret new car on the drawing board, and Bob Wollek and I were going to develop it to race in 2000. They gave me a three-year contract to the end of 2001, with leave to race in 1999 for any team I wanted. So I did Daytona in a Ferrari, finished second again, and for Le Mans I went to Toyota. We were fighting for the lead during the night when [co-driver Thierry] Boutsen was taken out by a back-marker. But then, at the end of '99, »»

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Porsche canned the new car too. I'd only driven it once, and I know it could have won Le Mans. It's still at the factory, under a dust sheet. So for 2000 I joined Audi."

At Le Mans, with Ortelli and Aïello in the Audi R8, Allan took pole and was the early leader, but after a gearbox change during the night they finished second in an Audi 1-2-3. He did the American Le Mans Series too, taking the title with six wins. But now everything changed again. "Toyota decided to go F1, testing in 2001 and racing from '02, and they wanted Mika Salo and me. I still felt single-seaters were unfinished business, so I jumped at it. I knew Mika from FF and F3, and he was a good team-mate. He'd already done six seasons in F1, and he showed me how to survive in that environment.

"Toyota's budget was big, but they severely underestimated just how difficult it would be to design, build and develop an F1 car from a standing start. From 300 people as a sports car operation it mushroomed to over 1000, with a lot of growing pains. Ove Andersson had been running the show as he wanted, but now Japan wanted more involvement, and he was dealing more with politics than with race cars. The design team wanted one thing, the race team wanted another, and it got to its worst point when they appointed an acting technical director who spoke very little apart from Japanese.

"But there was a lot of potential, and at first there were promising signs. In Malaysia, effectively my first race because of the Melbourne first-corner shunt, I was 19th on the grid after a driveshaft broke in qualifying. I'd climbed up to sixth when I came in for my second stop – but Mika had a problem and dived into the pits just ahead of me. They thought he was me, fuelled him and put my tyres on him. Then they turned round and you could see the astonishment in their eyes when they realised I was there. They took off my old tyres, had no fresh tyres ready, so put my old ones back on and sent me out again. I finished seventh – and, of course, points only went down to sixth in those days. Thereafter we went backwards. Everybody else kept on developing, as they do in F1, and we couldn't keep up. At the end of the season they fired Mika and me, and brought in Cristiano da Matta and Olivier Panis."

Allan didn't even get to do the last race of the season at Suzuka, because he had a huge accident in qualifying. "That long fast left, 130R, was so nearly flat, just a dab of left-foot braking, so I thought, 'Sod it, it's flat.' It's 185mph there, and it's got a wee bump in the middle. It was all going well until the bump. Then it jumped onto the kerb and I went in backwards. It was a biggie. Sid Watkins had a look at me and told me I wouldn't be racing tomorrow, and that was the end of my F1 career. Except that in 2003 Friday morning testing came in, and Renault signed me to do that at each Grand Prix.

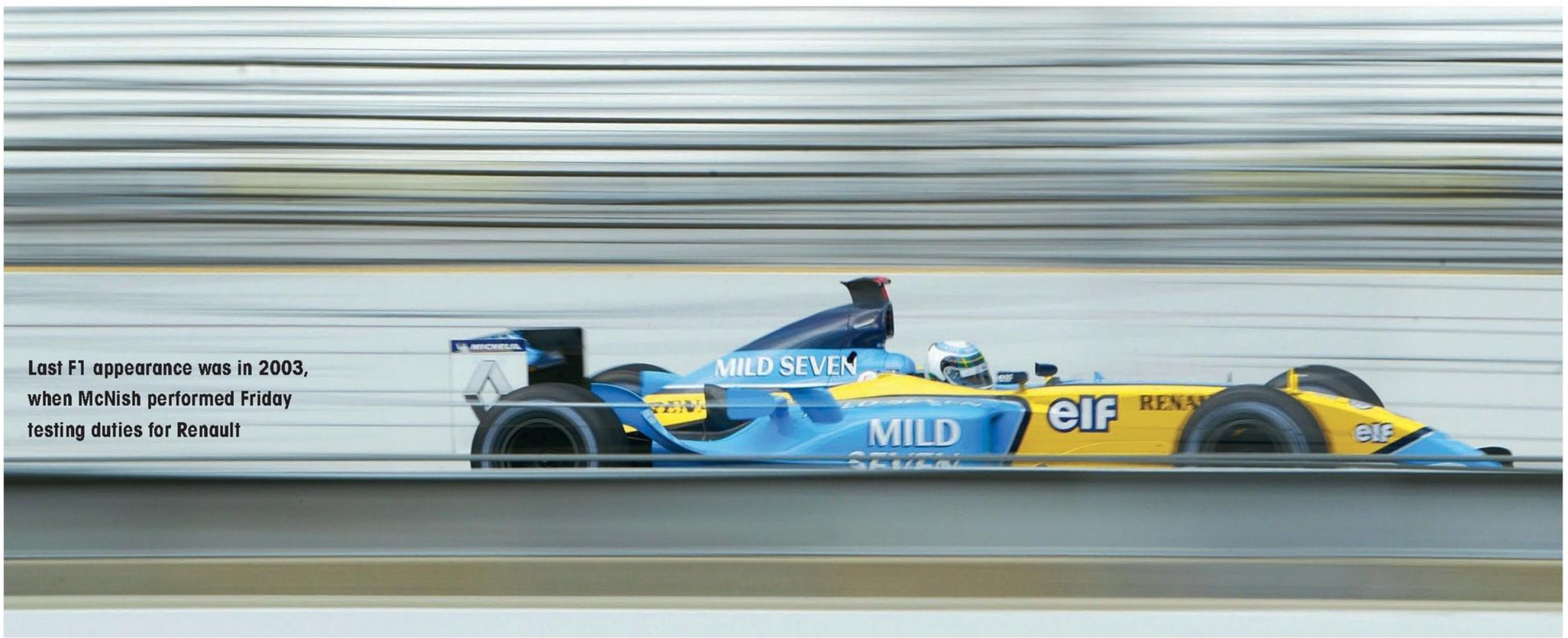
"At the end of 2002, at Toyota's instigation, I'd had an IRL test at Fontana with Penske. I didn't like it much. Everybody is hung up on those average speeds of 220mph, and it is bloody fast, no question, but actually it's rather boring. The cars have a lot of grip in relation to their power, and a lot of drag, so you just hang on at the bottom of the oval. It's like driving an indoor kart, but at 220mph. Plus Penske had Gil [de Ferran] and Hélio [Castroneves] on long-term contracts, so what was on offer was a ride in one of the lesser Toyota-powered teams. Those places can be a bit dangerous if you're not with one of the front-running outfits. So it was back to sports car racing, and Audi."

This is Allan's sixth consecutive season with Audi. His record has been extraordinary: a shoal of victories in long-distance races from the Nürburgring to Lime Rock, from Silverstone to St Petersburg. He's won the Sebring 12 Hours four times in six years, and a particular favourite is the 1000-mile Petit Le Mans at Road Atlanta, with three wins on the trot. He has won two more ALMS titles, chalking up 17 wins in two seasons. But, inevitably, Le Mans was to prove more elusive.

"In 2004, in the second hour, I was coming through the Porsche Curves – fifth gear, very little braking – and there was a puff of smoke from a GT3 Porsche in front of me. It was oil, and I just skated straight off into the barriers. JJ Lehto in another of the Audis followed me in. When I hit the tyre wall I banged my head from side to side on the cockpit and I was knocked out, but they dragged the car out and somehow I drove it back to the pits. Then I woke up in the medical centre. In an hour they'd got it race-worthy – a perfect example of teamwork under pressure – and Pierre [Kaffer] and Frank [Biela] got it home in fifth place.

"In 2005 the R10 diesel was waiting in the wings, and Audi's only full programme was DTM. I did that for a year, the only time I've raced a touring car – except it isn't really a touring car, it's a serious bit of 500bhp kit. They're pretty good to drive, too. But to get past someone in DTM the done thing is to drive into him, which isn't my way at all. If you've got the speed or the skill to get by, fine, but driving into another car deliberately, I've never done that, not even in karting, and I've won plenty of races without it. So DTM wasn't really for me. Le Mans 2005 was in a Champion Audi with Emanuele Pirro and Biela, and we were third. Then for 2006 we had the R10.

"Its first race was Sebring, and I was with Tom [Kristensen] and Dindo [Capello]. We had some problems, because the car was very new, but we had pole, we set fastest lap, and we won by four laps. I didn't really appreciate until later that this first diesel race victory was a historic moment. All that year people would come up and say, 'What d'you run this on? It can't actually be diesel, what is it, really?' They wouldn't believe it because it was fast, it was quiet, it wasn't smoky. We run second-gen bio-diesel now, with no loss of performance. Some of it is made up of waste product, including woodchip apparently. You could say we run on recycled Ikea wardrobes."

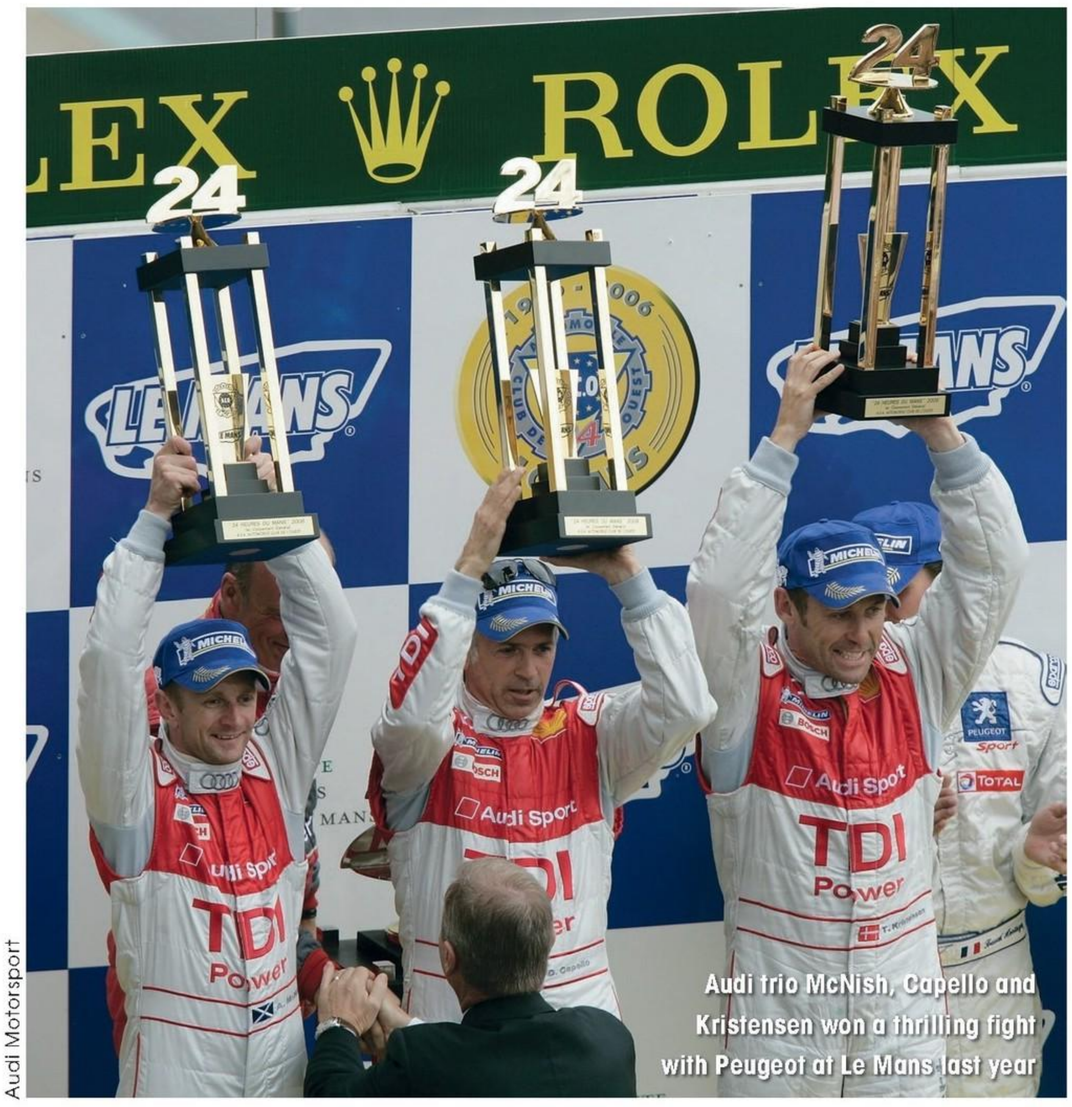


Last F1 appearance was in 2003, when McNish performed Friday testing duties for Renault

LAT

At Le Mans in 2006, after a tangle with another car and a long stop to change a turbo, the McNish R10 was third. And 2007 brought cruel disappointment: in the 17th hour, with the race comfortably under control, Capello crashed heavily when a wheel came off.

But finally, last year, it went Allan's way. Audi's race-long battle with the Peugeots was a thriller, the French cars showing a clear edge in the dry, but when the rain came the old firm of McNish, Kristensen and Capello fought back. The result was in doubt right until the end but, 10 years after his first Le Mans victory, Allan had at last scored his second.



Audi Motorsport

Audi trio McNish, Capello and Kristensen won a thrilling fight with Peugeot at Le Mans last year

So to Le Mans 2009. It's an indication of how seriously Audi takes the 24 Hours that Allan has done only one race so far this year, Sebring, which for both Audi and Peugeot was effectively a test session for the French race. Audi ran its all-new V10 R15, lighter and more nimble, the culmination of two years' work, but the redeveloped Peugeot 908 was faster too. It was close: McNish had to turn in a devastating final stint to accommodate a late-race fuel stop. After 12 hours' on-the-limit racing, R15 beat 908 by just 22 seconds.

How does Allan prepare for the physical demands of Le Mans? "At Audi we do quadruple stints – that's up to three and a half hours in the car at one sitting. We've found that's the fastest way to do our race. Today's cars pull *g*-forces that are very similar to those in a Formula 1 car, but we're doing it for double the length of a Grand Prix. And you're hustling a heavier car, you're throwing 900kgs around, with big front tyres. They have power steering, of course, just as F1 cars do, but modern Le Mans cars are still very physical. Your body has to be very fit – so gym, weights, running, cycling, I do that all year – but the level of concentration over long periods demands real mental fitness too. That's the hard part, having the mental energy to cope with being in the car, in the heat, bright sun, low sun, rain, darkness, early morning fog. And also the business of just being there in that unreal place, that noisy bubble, from 7am on Saturday to 5pm on Sunday. It drains it out of you. It's almost like doing an entire F1 season in one weekend.

"The conditions and the track surface change constantly, and with 48 cars on the track at once you can get wildly differing grip levels during one stint, quite apart from changes in the weather and temperature. Traffic, and speed differentials, that's a major factor. Some drivers are better at traffic than others. I happen to like it, because getting through traffic well can give you an advantage, and I find I can build up the fractions there. You have to be able to do the same lap times in the dark as you do in the day, because almost a third of the race is run in the dark. In fact, you should be faster in the dark, because it's cooler, so you can use a softer compound tyre, and the air is slightly denser so the engines give a bit more power. My 2007 lap record was set at 1.30 in the morning.

"This year I'm with Tom and Dindo again. We're pretty much an item now. Obviously our focus is on Peugeot, who are clearly out to win. But the diesels are carrying more penalties now – they've given us a 30kgs weight increase, plus a restrictor in fuel hose size – so the petrol cars are definitely in play this year. I wouldn't be surprised to see an Aston Martin qualify on the front row. And Pescarolo, ORECA, you have to watch them all. The competitive level of the race means we have to push everything to the last degree. The cars can take it now. They're designed and tested to do more than 24 hours on the limit, bashing over every kerb, using the brakes and transmissions and revs to the maximum. We have simulation programmes at the factory, we run the engine and gearbox on a transient dyno so it goes up and down the rev range with all the transmission loads and gearbox changes, all the torsional loads it will go through. The car is put on a shaker rig to simulate all the bumps over 24 hours and work out the best damper ratios. But simulations behind closed doors don't do the whole job. Some things you can only learn in real life – if a mechanic can't locate a wheel nut correctly when it's very hot, or a driver gets cramp in his left calf after three hours because the heel rest is not in the right place, even though in the factory it was perfect. So we do endurance tests at full race speeds at several circuits – Ricard, Jerez, Magny-Cours, and we stayed out at Sebring after the 12 Hours.

"Audi take about 120 people to Le Mans. We have a big soundproofed cabin behind the pits with beds, showers and all that. When I get out of the car after a stint I get a drink from the doctor– some sort of isotonic brew – and talk to the engineers. Then there's usually some TV and media stuff to do, if we're going well, anyway. I have a shower, give my overalls to the person who looks after the laundry, and go and see the physio. If it's during the day I'll try to follow what's happening in the race, if it's night I try to sleep. I never used to be able to, but I've got so much faith in Tom and Dindo now, which makes it easier. I'll be back in the pit one hour before my next stint is due, and have a session with the engineers to be clear on our objectives for the next stage of the race. I eat to keep my energy levels up: some drivers like pasta, but I prefer soup, which is light and easy to digest, or a banana. And I'm constantly making sure I have enough fluid on board for the next stint. I like to have a cup of tea – it gets cold hanging around the pits in the middle of the night."

And when it's all over? "Just fatigue. Your battery is completely empty. Every time I come back from Le Mans I have a bug, a cold, 'flu, it takes that much out of you. You've lived there for a week, but it's been the focus of your life for a whole year. You just don't want to see the place any more. You just want to crawl home and recharge. Mind you, if you've won it's a hell of a lot easier to get out of bed on Monday morning."

Le Mans has always been about shifting fortunes and unforeseen disappointments. Even Audi's relentless preparation cannot make this unpredictable race predictable. But whatever happens on the second weekend of June, many of us hope the little lad from Dumfries will wake up on Monday morning with a smile on his face. After the ups and downs of his switchback career, he surely merits a third victory at Le Mans.

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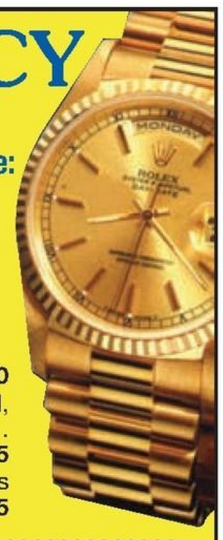
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Carbon pawprint

Cutting-edge materials and advanced technology allowed the Peugeot lion to leave its mark on the biggest endurance prize of all – Le Mans

BY CHRISTOPHE WILMART

In 1988 Jean Todt was a happy man. As head of Peugeot Talbot Sport, he had seen a Peugeot hammer the competition in the Paris-Dakar rally. He dreamed of Formula 1, but knew he had to find an intermediate stage which would be acceptable to Peugeot's management. That stage was to be endurance racing, with the 905 as the spearhead and the Le Mans 24 Hours as the target.



Announced in a fanfare in November 1988, Peugeot's entry into the World Sportscar Championship caused a stir in the sport. "We had developed a V10 ready for the Procar silhouette championship that Bernie Ecclestone wanted to launch," says André de Cortanze, who was technical director of Peugeot Talbot Sport (PTS). "The series never happened, but we had the power unit."

The 80-degree V10, with four overhead cams and 40 valves, had been produced by engineer Jean-Pierre Boudy, who had also been responsible for Renault's F1 V6 turbo engine and the Peugeot 205 and 405 T16 units. He worked with chassis engineer Tom Wright under de Cortanze, who was dealing with political currents at the helm of PTS. "We had no experience of Le Mans, but Gérard Welter, Peugeot's styling director, had been the creator of the WM marque." That team had entered 14 Le Mans, failing more often than finishing, with a best placing of fourth in 1980 for Guy Fréquelin and Roger Dorchy. "In view of his experience, they put Welter in charge of the body shape," says de Cortanze. "The result was an elegant shape which was completely ineffective. We had been working on the chassis while learning to handle this new material carbon fibre. It was at this time that we began working with the aeronautical engineers at Dassault. ›››





All images Bernard Canonne

The team in charge of the Rafale fighter introduced us to designing with computers, and their enthusiasm was infectious.

"With their help we produced the first carbon monocoque, which was very rigid but too heavy – more than 105kg. But the second was almost perfect: it weighed 80kg, just about what I was looking for."

Of course, it was nothing new to see a spin-off from aeronautical technology to automotive. Matra had demonstrated that with its monocoques and prototypes, but the combination of the carbon fibre technology and computer-aided design was new. The only difficulty de Cortanze faced was that for marketing reasons PTS wanted the front of the car to resemble at least to some degree the Peugeot 405, which would clash with the aerodynamic requirements.

"I quickly realised we weren't going to get far down that route, and soon we had to rework the 905 to produce an Evolution 1. At the same time Jean-Pierre Jabouille took charge of developing the first version." The best was yet to come.

"When I joined the 905 project in 1990 the car was already built, and my job as a driver was to develop it ready for competition," explains Jabouille. "Our principal concern was that Keke Rosberg, who had joined the team at the same time as me, was very hard on the front tyres, as he was in F1. Although that was great for qualifying times, it used up the fronts which meant more pitstops."

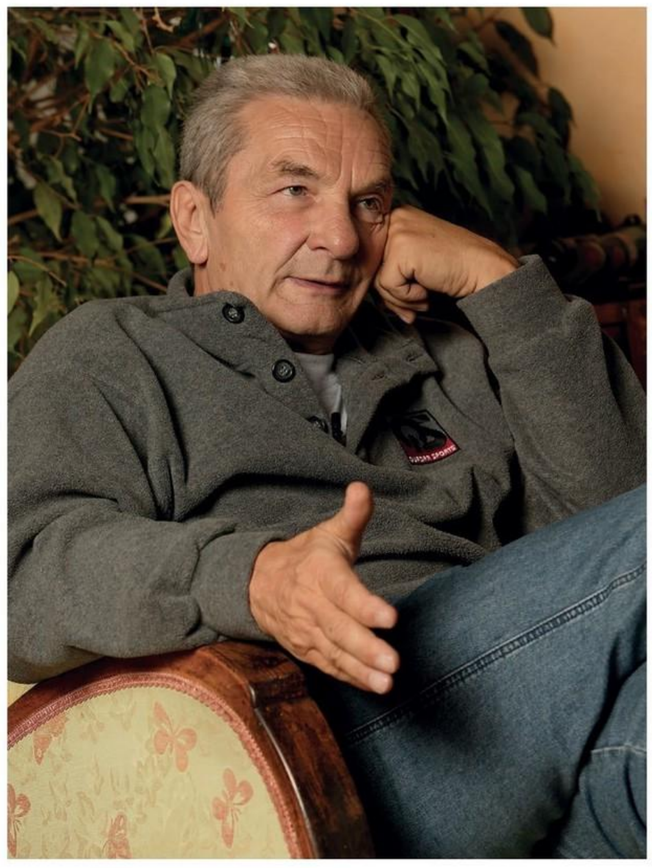
Peugeot's opposition consisted of Jaguar's XJR-11 and 12, and by the end of the 1990 season the Mercedes C9. Such was the atmosphere of nervousness about the Peugeot that the English and German teams tested in total secrecy.

"Keke was very quick, but lacked a bit of consistency for endurance racing. A real F1 driver, in fact!" smiles Jabouille. "The 905 had the great fault of being very unbalanced in the first version. When it was right at the front the back went wrong and vice versa. It seriously lacked consistency. Which is to say that the 1991 season was looking tough for us."

At Montréal in September the car was sidelined by fuel-feed problems, and in Mexico a month later it could only manage 13th place. But for '91 things were about to change.

The WSC regulations had been altered again, and Todt decided to strengthen the team by entering two cars. FISA had decided that the series would now be open to two types of car: C1 (3.5-litre non-turbos, 759kg minimum weight) and a C2 category which would accept the old Group C cars ballasted and running to a fuel consumption limit. The Jaguar XJR-12 and Mercedes C11 attracted weight penalties which took them past 1000kg, and the same applied to the Porsche 962C in Le Mans spec. Only Mazda's 787B escaped restriction, continuing to run at 830kg.

While the new regulations favoured C1 cars, including the 905, races were limited to 430km with a maximum of three pitstops. FISA also stretched things by reserving the top 10 grid positions for C1 cars, which also had unrestricted fuel flow during pitstops, unlike in C2. Although the aim was to attract new manufacturers, it backfired when the Americans and Japanese decided they did not like the new playing field. It's worth adding that FISA imposed a $250,000 fine for every race missed – yet you could not confirm your entry until the end of January. The result was a moribund 1991 championship; the first two races were cancelled, and it was a depleted field which assembled at the first event, in Suzuka. In the absence of Nissan and Toyota a mere 17 cars formed up. Nevertheless Philippe Alliot and Mauro Baldi scored Peugeot's first win ahead of a Mercedes and a Kremer Porsche CK6.



"We were lucky at Suzuka," says Jabouille, "but the lack of stability was a worry. And the new Jaguar XJR-14's top speed was some 20kph faster than us at the Japanese track, so it was no surprise when they won at Monza and Silverstone." Jaguar scored a one-two finish in Italy and a one-three in England, with Karl Wendlinger and Michael Schumacher slipping their C291 into second. At Le Mans Baldi, Alliot and Jabouille used chassis 1.4 while Rosberg, Yannick Dalmas and Pierre-Henri Raphanel ran new chassis 1.5. Frustratingly, both cars failed to finish, while Mazda achieved the first victory at La Sarthe for a Wankel engine. But the Peugeot lion was sharpening its claws.

> "The first carbon monocoque was very rigid but heavy; the second was almost perfect"
>
> ANDRÉ DE CORTANZE

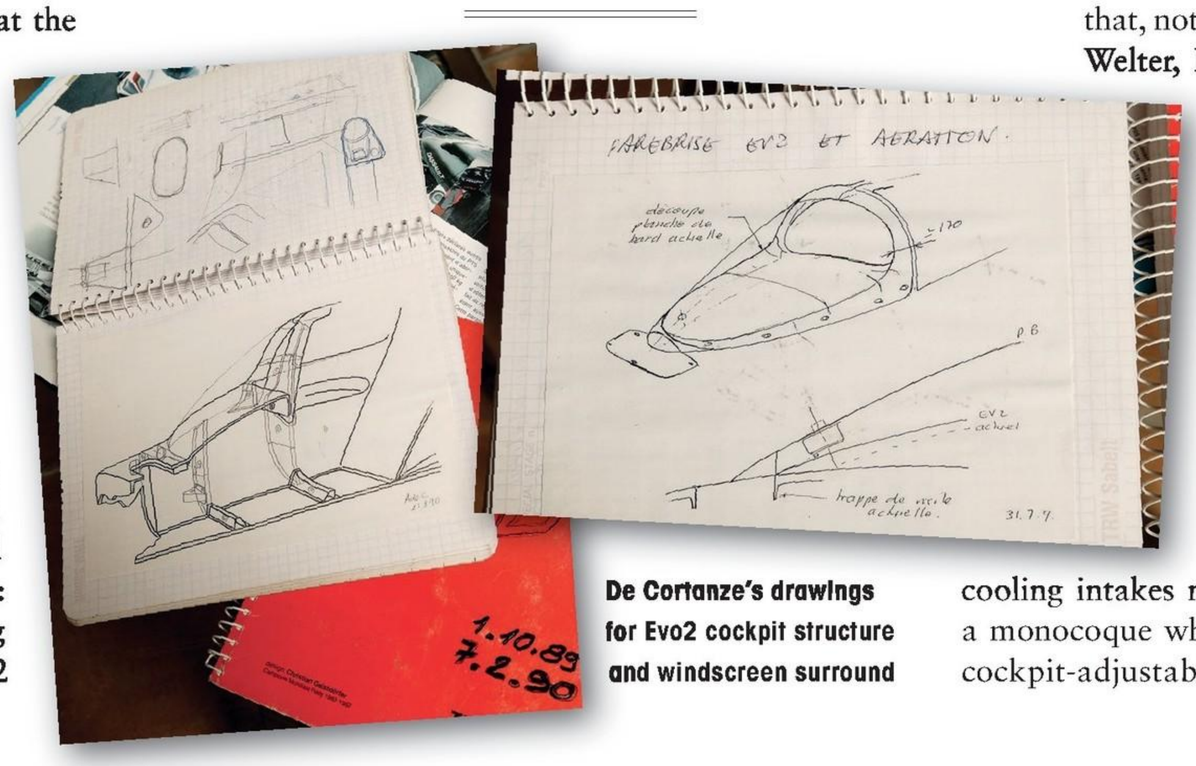
Eight weeks after the Le Mans setback, Peugeot brought its Evo1A to the Nürburgring.

"After Suzuka I persuaded Jean Todt to rework the aerodynamics, which Robert Choulet tackled under the eye of de Cortanze," says Jabouille.

"Evo 1, the first 905, wasn't so good," de Cortanze reflects. "The aero concept was developed at La Garenne-Colombes under Gérard Welter. I was never keen on the first car, especially its blunt front, which I thought made it risky to drive as well as penalising the cooling. In fact I was only involved in the structure of the car, the parts that weren't painted white. The result was that, not carrying as much authority as Welter, I had to accept a car which didn't satisfy me at all."

Now he went back to the drawing board with Choulet and produced a better-balanced car. More grip, better cooling, higher top speed. After some tweaking the results began to come.

"The Evo1A was virtually a new car," says de Cortanze. "New double rear aerofoil, a front aerofoil for sprint races, cooling intakes moved to beside the cockpit, a monocoque which was also the bodywork, cockpit-adjustable suspension..." After ➤➤➤



De Cortanze's drawings for Evo2 cockpit structure and windscreen surround

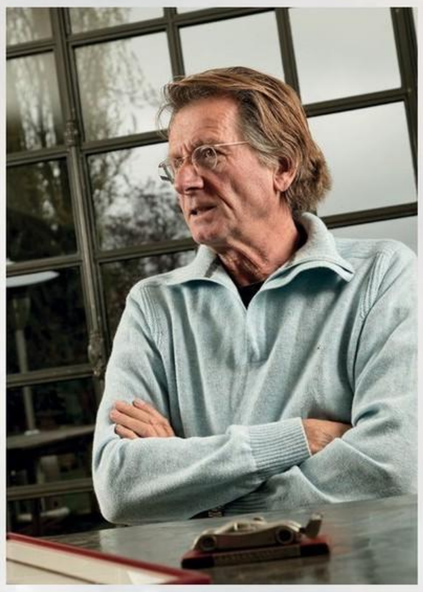
Chassis 1.4 has been restored by the people at FH Electronics and was tested at Paul Ricard (above and below) by Eric Hélary, who won for Peugeot at Le Mans in 1993

this the 905 was unbeatable: apart from the first race of 1992, at Monza (where Derek Warwick and Dalmas were 'only' second), Peugeot ruled, including at Le Mans. The Sochaux marque carried off the WSC championship, a title the FIA rushed to bury after the last round, at Magny-Cours, where just eight cars appeared.

The 905s contested only Le Mans in '93, where Geoff Brabham, Christophe Bouchut and Eric Hélary took a victory to close the chapter on Peugeot's endurance efforts and on Group C, apart from those recruited to run in IMSA-GT in the USA before that category folded in 1998.

Despite Peugeot's success in sports cars the marque refused to move into F1 as Todt wanted. Consequently he joined Ferrari and oversaw its rise to great things. The 905s were retired to Peugeot's collection, and that page was turned.

As part of its expansion the Peugeot museum has decided to sell one of its 905s, one of the duplicates in its collection, to release funds for other acquisitions. The car pictured here, chassis 1.4, achieved the first victory for the marque. It will be auctioned on June 14 by Artcurial, the day Le Mans finishes, but to ensure that the new owner can run it Peugeot decided to have the car completely restored. This was carried out by FH Electronics, and 905 1.4 is now even smarter than when it left the workshops of Peugeot Sport in 1991, says its former driver Alliot. The reconstruction has been so thorough that it goes to the sale with a new FIA homologation certificate, meaning the new owner can race it the moment the hammer falls.



"Keke lacked consistency for enduro racing. A real F1 driver!"

JEAN-PIERRE JABOUILLE

Before that, test sessions at Paul Ricard and then Mas du Clos revealed its potential in the hands of Hélary, winner of the 1993 Le Mans in a 905. "The car is in exceptional condition," he told us from Paul Ricard. "I don't think it looked this good before. It's still fantastic to drive, flexible and powerful despite its age. I can judge its potential as before leaving Peugeot Sport I was involved in some of the development work on the 908. That obviously has more performance, but the 905 has no need to be ashamed of its performance, especially for a car conceived 20 years ago."

You can judge for yourself, as there should be a film of 905 chassis 1.4 in action on the Artcurial website by the time you read this.

To view the Peugeot 905 film, log on to www.artcurial.com/en

INSIGHT

HISTORY REPEATING?

Not yet. Peugeot's 908 HDi has failed to win Le Mans – so far

Peugeot's return to the Le Mans 24 Hours was the news every sports car fan had been waiting for. Audi, for so long the dominant force at La Sarthe, would come up against a manufacturer that knew how to win – and how to spend to win – The Big One.

The marque announced its 2007 return with a diesel-powered prototype at Le Mans two years earlier. Peugeot's continuing world rally programme meant that work didn't start on the car that became the 908 in earnest until January 2006.

That's when designer Paolo Cantone, one of André de Cortanze's understudies on the 905, rejoined Peugeot. The first engine, a 5.5-litre V12 developed with Mecachrome, was shown off at Le Mans in '06, the year that Audi claimed a first-time-out Le Mans victory with its new R10 turbodiesel.

Peugeot arrived back at Le Mans "with humbleness and modesty", according to company president Frédéric Saint-Geours. Beating Audi was not on its agenda until the second year of the programme, he stressed.

The 908 HDi could not race at Audi's speed in 2007. Twelve months later, however, the car was fastest – by some margin.

Peugeot didn't win Le Mans last year for a variety of reasons, all of which had something to do with the rain that arrived at half distance. Overheating, traction control issues and the phenomenal performance from the winning Audi crew led by Allan McNish all played their part.

It was clear by last June that Audi had a new car on the way. Which explains the words of Peugeot team manager Serge Saulnier after the race: "To win in the future may not be so easy." *Gary Watkins*



Secrets: when we posed the 905 with this year's 908 during testing, Peugeot asked us not to show the new car's front splitter before Le Mans…

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THE WORLD CUP

Cancelled races, recession, swine flu... all have affected A1GP, the unique World

The Irish commentator was beside himself with excitement, almost choking on a surge of national pride. The Irish racing driver, arms aloft, was shouting with joy as he crossed the line. He'd worked hard for this. A frenzy of Irish flags flew in the wind. An Irishman had won the Grand Prix of Ireland at Brands Hatch.

Sorry, we all got a bit carried away there. What in fact happened was that Adam Carroll had utterly dominated the final round of the 2008/09 A1GP championship, winning both races from pole position and silencing those who doubted he could rise to the big occasion. Adam Carroll was in clover.

"Perfect," he grins, "a perfect weekend. This is the best team on the face of the earth."

One man's misfortune is another man's opportunity. And so it was that an outbreak of swine flu in Mexico handed the season finale to Brands Hatch. That is sometimes how the world works and motor racing is full of surprises, as the travelling circus that is the World Cup of Motor Sport has discovered.

When the teams from all nations rolled into the Kent countryside at the end of last month they were somewhat taken aback to be facing the final round of the championship. But increasing concerns over a flu pandemic spreading from Mexico meant that A1GP would close its season where it all began in the autumn of 2005, when Nelson Piquet Jr won both the inaugural races. How times change.

You take what life throws at you, bat the balls you are bowled, so the drivers knuckled down one last time to settle the scores. This particularly affected the teams from Switzerland, Ireland



and Portugal, who came to the final races separated by just six points and all with a chance of taking the World Cup home that weekend. This would be the first time in the series' brief history that the A1GP champion would be crowned at the last race of a season. The fluffy white clouds in the blue sky over Brands had their silver lining.

Intriguingly, none of the title contenders could get the job done in the opening Sprint race. Without going into all the complications of the A1GP scoring system (there isn't space here), it would be necessary for all three to fight it out in the Feature race that followed the Sprint event. Down to the wire then, with A1GP set to deliver on its promises.

"We have created a lot of excitement in Ireland," says Mark Gallagher of Team Ireland, "and we would not have found the support to do this in GP2. Our backers like the fact that we are representing their nation around the world. This is a series where talent can flourish and it's very competitive. If Adam wins this, we can market him to Formula 1 and the IRL, and in both cases they are well aware of what we've achieved. A1GP is good for us, the cars are a bit like the F1 cars of old, and drivers can go upwards and onwards from here. Importantly, our results have been good for motor sport back in Ireland where there is now a renewed interest after some lean years."

A1GP seems always to be going down to the wire, either on the cusp of something glorious or on the edge of some kind of crisis. Last year the series ditched its Zytek-engined Lolas and started again with a clean sheet, this time in partnership with Ferrari. Yes, Ferrari, the most famous name in motor racing and hitherto not known for doing deals outside Grand Prix »»

KEEPS TURNING

Cup of Motor Sport. But none of this, it seems, will halt its progress **BY ROB WIDDOWS**





THE BEARING OF CHAMPIONS

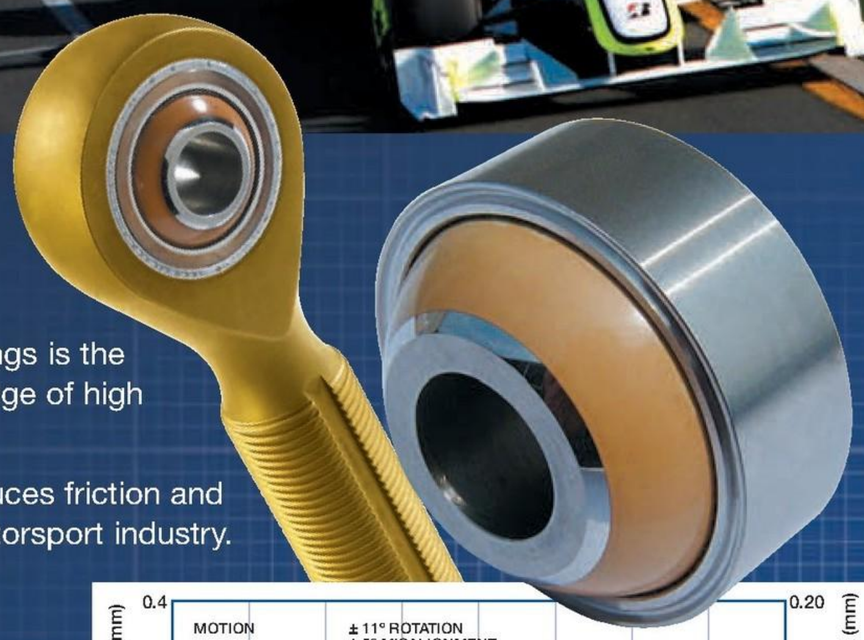
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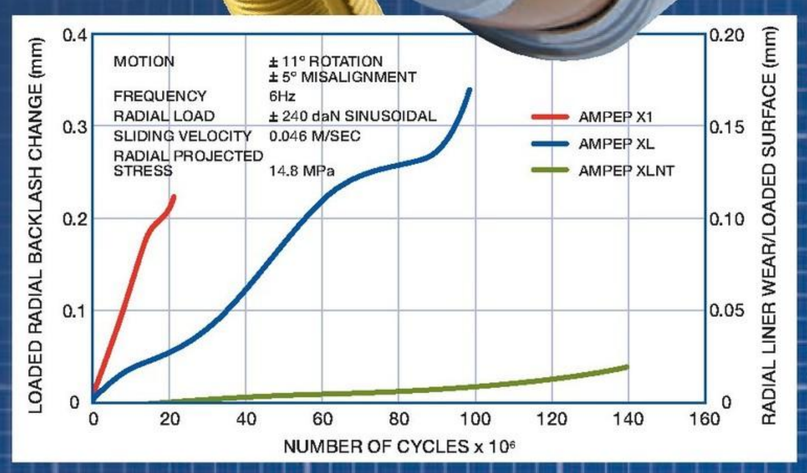
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racing. The wholesale changes have not been without their problems.

The 'new era' is not universally popular with the engineers and mechanics, these guys always a good sounding board on the state of play. The cars are difficult to work on, they say, not easy to repair in a hurry and therefore not ideally suited to a one-make series. Many in the pitlane doubt the durability of the new cars, predicting the chassis may struggle to last for three seasons. To balance that, of course, it must be argued that a racing car is not built for longevity. Budgets are tight, however, and ease of maintenance and durability may prove to be crucial to the series.

"It's not been perfect," says Tony Teixeira, chairman of A1GP. "We had to cancel the first race at Mugello, all the cars were not built in time for Zandvoort and RAB Capital stopped their sponsorship. It's been a tough year but we picked up the pieces, brushed ourselves down and made it through. I must be honest, it's been very hard going and nearly all our backers have been unable to fulfil their commitments. The minute you mention motor racing to a financial institution, they show you the door, so we've had to get clever with our finances and work 10 times harder for our money than we did a year ago. Like the Honda team in F1, we decided back in January that we'd forget about this season and work flat out to prepare for our fifth season. All that matters to me is that we give our fans what they pay for, give our TV stations what they pay for, and then we knuckle down to make sure next season is the best ever.

"We've extended our partnership with Ferrari through to 2017 and we have the finance to see us through another season. The world has changed, our lives have changed, but I gave Ferrari a commitment that I would uphold their brand and this I have done. In the future we will do a better job, more effectively leveraging our relationship with Ferrari, and they will lend us the experience and expertise they have gained over 60 years. Times are tough for them too, as car manufacturers, so it's up to us to maximise their exposure globally and this we will do in our fifth season. We have 22 Ferraris on the grid – F1 has two. So, that's what you're going to see next year, our events getting bigger and better."

Teixeira was very happy with the headlines when Grand Prix driver Vitantonio Liuzzi decided that being a test driver at Force India in a season when testing is banned wasn't doing much for his mileage in a racing car. Both he and Vijay Mallya agreed that he should race elsewhere while remaining on standby as reserve driver for the Indian F1 team. So he came to Team Italy in time for the A1GP round in Portugal, where he was spectacularly quick in qualifying, if a little off the pace in the race. Coming to Brands Hatch, the talented and likeable Liuzzi was the centre of attention and determined to display his pedigree. Mind you, Teixeira would much prefer these moves to be the other way round, A1GP feeding drivers into Grand Prix racing and being considered, along with GP2, to be a credible preparation for the big time. Liuzzi was just happy to be racing.





Adam Carroll wins the Sprint race at Brands and (above) shares the spoils with Team Ireland boss Mark Gallagher

> "F1 is still 15 times more expensive than A1GP – our teams have been doing a season for $5m"
>
> TONY TEIXEIRA

"I wanted to get back to racing, to feel the adrenaline and excitement of a race weekend again," he says. "Racing is what I want to be doing and we started well enough in Portugal. But I'd only been on the A1GP simulator in Modena and had very little time in the car. It's a good series and I'm just grateful to Force India for letting me have this chance to race. It's nice to be in England and this is a very challenging track. The cars are good to drive. Maybe they need some more power – then they would be really nice. But I am looking forward to next year and I'm confident I will have a seat in Formula 1." Things did not go well for the Italian at Brands, however. Plagued by locking brakes and a lack of balance, Liuzzi failed to make any impression and scored just two points from two races.

Judging by the crowd reaction at Brands, the new-look A1GP has been well received. The noise from the Ferrari V8 engines is strangely muted but that, apparently, is to be addressed before the start of next season. It is, after all, a road car engine. Against all odds, and despite the ravages of the worst recession in almost a century, the World Cup of Motor Sport has survived.

"Look at what's been happening in Formula 1," Teixeira smiles. "The cost cutting has come too late and the budget caps they talk about do not include drivers' salaries and marketing costs. It's still 15 times more expensive than A1GP – our teams have been doing a season for five million dollars – and next year I reckon we can do 12 races for eight million. OK, they have two-car teams and they do 17 races, but F1 is said to be 2.6 billion dollars in debt to the banks whereas we don't owe a cent to the banks, not a cent. They've still got to cut their deck. We are on the way up, they are on the way down, and somewhere we will meet. That time will come in the next five years or so. But we will keep away from anything that is F1, we don't belong at their circuits – they're too big and cold. We want a party atmosphere, the world coming together for the World Cup, like one big family.

"We're not here to compete with F1, we're not here to take their fans away. I have a good relationship with Bernie [Ecclestone], I think we like each other. I don't do anything without asking his opinion or his advice. Does he like me? Yes, I think we're friends. Does he love me? I think he likes to keep his enemies very close."

The big question now, in the euphoria of the Irish victory, is whether or not Adam Carroll is finally on his way to Grand Prix racing. That would be a defining moment, not only for the Irishman, but also for the credibility of the A1GP series. Ⓜ

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Marr Connaught revived

Paul Lawrence

THE CONNAUGHT WHICH Leslie Marr drove in Grands Prix in 1952-53 finally returned to racing in the VSCC meeting at Silverstone when new owner Grant Clearwater concluded a 10-year journey to return the car to the track.

UK-based Kiwi Clearwater unearthed the car in New Zealand before buying it. "We purchased the car in 2001 and it's been a long process to get to this stage," he said. "When I found out about it, it took me three years to buy the car. It was in Auckland, still with the family of the owner from the 1950s. It was sitting there as it had crashed at Dunedin in 1962. The body had been removed because it was later raced as a sports car with another body on it. The original body was standing beside it, waiting for me to come along!"

Clearwater had the car restored in New Zealand by Brian Taylor and Les Marshall. "We tried it out there a couple of times and then brought it to the UK," he said. However, the car will soon return to New Zealand for good.

"We'd like to go to Goodwood and hopefully we'll also do the Silverstone Classic with the car this year and then it's going back to New Zealand, probably for keeps. It's for me to use over there and no one else is allowed to drive it!"

Clearwater took the car to East Anglia recently for Marr to see it again. After Marr raced it in 1953, it went to South Africa for a while before ending up in New Zealand.

Stacey's Lotus restored after 40 years

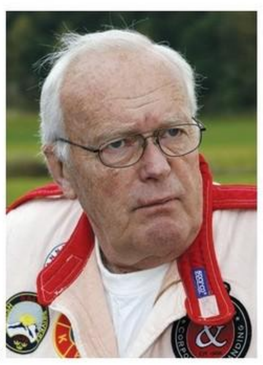
THE LOTUS 11 OWNED AND DRIVEN BY Grand Prix racer Alan Stacey in 1957 returned to the track after 40 years in a lock-up garage when new owner Malcolm Ricketts tested it at Silverstone.

"This is a bit of Lotus history that's been hidden away since the mid-60s," said Ricketts, who spent four years acquiring the car and then having it restored to exact period specification.

Stacey raced it as part of the works team in 1957 and won the Madgwick Trophy at Goodwood. After passing through other hands, it was converted into a strange GT car in 1963, but was not seen again in public until April.



Murray Walker will celebrate 60 years of commentating at Silverstone during this July's Silverstone Classic. Murray's first commentary for the BBC was at the 1949 British GP and, to mark his involvement in the Classic, he took members of the press for a ride around the track on a Route Master bus during the media day, with Jackie Oliver riding shotgun.



LAT

Waldegård to defend Safari

FORMER WORLD RALLY CHAMPION BJÖRN WALDEGÅRD will head the entry list for the fourth East African Safari Classic Rally when the 2600-mile event starts in Mombasa on November 22.

The five-times winner of the original Safari rally and winner of the last classic Safari in 2007 will drive a Porsche 911 prepared by the Tuthill team in Banbury. His rivals will include Frédéric Dor, who finished second in '07.

The world's other marathon gravel rally will run again in 2010 following confirmation that the New Zealand Silver Fern will be held from November 6-13. It will cover over 600 miles of special stages on the South Island, starting from Christchurch.

IN BRIEF

■ The Aintree Circuit Club, which has been in continuous operation since 1954, is being re-launched at a meeting on June 9 at 7.30pm in The Aintree Suite at The Park Hotel, Liverpool. Club president Graham Hughes is keen to bring racing back to the circuit where the British GP was staged in the 1950s and '60s. "We want to build up our membership and bring back test sessions on the Club Circuit," he said. "Demonstrations and even the re-introduction of racing is a possibility."

■ The Masters Racing Festival at Donington Park went ahead as scheduled after the circuit's track licence was renewed at the eleventh hour. During the event, the new Post-78 Ground Effects GP series got off to a shaky start, with three cars sharing races with the Grand Prix Masters cars.

■ The Lotus 21 used by South African Neville Lederle to score a World Championship point on his debut in the 1962 South African GP will be raced this year by Formula Junior driver Alex Morton. The 1500cc car, thought to be one of just three 21s running in Europe, will take part in HGPCA events.

■ A Buick-engined Cooper T61 raced by Bruce McLaren and Jack Brabham is back in the UK after over 40 years in the USA. Stephen Curtis owns the 1961 car which has never raced here, although Philip Walker first brought it back to the UK. Curtis hopes to run it at Goodwood in September.

■ Motor Racing Legends has added two extra races for 1950s sports cars to its 2009 schedule. The races for cars from the BRDC Historic Sports series and the Woodcote Trophy will be held at Dijon on June 21 and the new Algarve circuit on October 18.

■ The ex-Alan Jones Williams FW06/2 will be raced by Irvine Laidlaw in Grand Prix Masters this season. The Saudia-liveried car has had a full rebuild at the hands of Simon Hadfield having been recently owned by Abba Kogan.

■ The V8 Buick-engined Cooper T45 used by David Harrison in hillclimbs from 1961-65 has been bought by Barry Wood and is set to race this year. The 1958 chassis is thought to have lain unused since the mid-60s. Wood plans to run it in the HGPCA following a total restoration by Ian Nuthall.



Moss will run his Osca at July's Silverstone Classic after the Legends race

Moss to race Osca in Le Mans Legends

THREE MONTHS AHEAD OF his 80th birthday, Sir Stirling Moss will return to Le Mans in mid-June to race his Osca FS 372 in the Le Mans Legends race that supports the 24-hour marathon.

The Legends race will run 46 years to the day from when Moss and Peter Walker finished second in the 1953 24 Hours in their C-type Jaguar. This time, Moss will race the Osca that he bought two years ago and has since had restored by Hall and Hall. The 1959 car is powered by a 1500cc four-cylinder engine.

The Le Mans Legends race, which will run for cars from 1949-65, will be held on Saturday morning before the build up to the 24 Hours begins. The heavily over-subscribed entry includes Ludovic Caron's Shelby Daytona Cobra, Justin Law's Lister-Jaguar GT Prototype and Gary Pearson's Jaguar D-type.

Moss is also set to race the Osca at the Silverstone Classic, but quashed suggestions that he may also take part in the Edwardian race on the same programme. "Someone did suggest it, but those cars are even older than me," said Moss. "I've got enough trouble racing the Osca, so I don't think that is going to happen."

Moss tested the Osca recently during the press and test day for the Silverstone Classic, but progress was badly comprised by having to share the track with 1980s Group C sports cars. "You can't mix cars like this," he said. "It doesn't work."


Paul Lawrence



Rare Bandini and Bond FJs hit the track

TWO RARE FORMULA JUNIOR racing cars have been back on track this season, including a 1960 front-engined Bandini. The car (left, above) is one of only six remaining examples of the nine built in period by Ilario Bandini. It has been restored by British racer Tony Pearson.

"His creations are some of the most beautiful cars you will ever see," said Pearson at Cadwell Park as he gave the car its first race for at least 30 years.

Meanwhile, the rare front-wheel-drive Bond (left, below) will be raced by Andrew Tart this season after a complete rebuild. His team now hopes to complete the second chassis, which was built in period but never used.

Hill Lotus crashed at Silverstone

THE EX-GRAHAM HILL LOTUS 49-R3, normally on show at the National Motor Museum, was damaged during the press day for the Silverstone Classic.

Museum manager Doug Hill was driving the 1967 car during a session dedicated to media passenger rides when he lost control at Woodcote and clattered the pitwall. Though Hill escaped unharmed, two corners of the car were damaged and model experts suggested that such an impact could have resulted in damage to the tub.

It is not the first time the car has been damaged while in the care of the museum, as it was previously crashed in the grounds of Beaulieu.

Cunningham in dream GpC run

FORMER SINGLE-SEATER ACE Neil Cunningham will achieve a lifetime ambition at Monza in early June when he races a Group C sports car for the first time.

Although he has driven nearly 90 racing cars, Cunningham only recently tested a Group C car when he drove Bryan Wingfield Racing's Ford C100. The run in the 3.9-litre Ford DFL machine went well and he is now set to race the car at Monza, the Silverstone Classic and the Nürburgring this summer.

"I've wanted to drive one of these Le Mans giants for so long, and I've been handed a golden opportunity by Bryan," said the ex-pat Aussie.

HISTORIC RACING DIARY

JUNE 5-7 MONZA (I)
Coppa Intereuropa race meeting.
www.monzanet.it

JUNE 6/7 CHATSWORTH
The Rally Show. Admission £24.
www.therallyshow.org

JUNE 13 LE MANS (F)
Le Mans Legends race.
www.motorracinglegends.com

JUNE 13 OULTON PARK
Classic Sports Car Club race meeting. Admission £12.
www.motorsportvision.co.uk

JUNE 13/14 CASTLE COMBE
The Wiltshire track's Classic Festival. Admission £15.
www.castlecombecircuit.co.uk

JUNE 19/20 YPRES (B)
Historic Rally. *www.ypresrally.com*

JUNE 19-21 SILVERSTONE
Historic sports car race at the British Grand Prix. Admission from £49 (Friday). *www.hscc.org.uk*

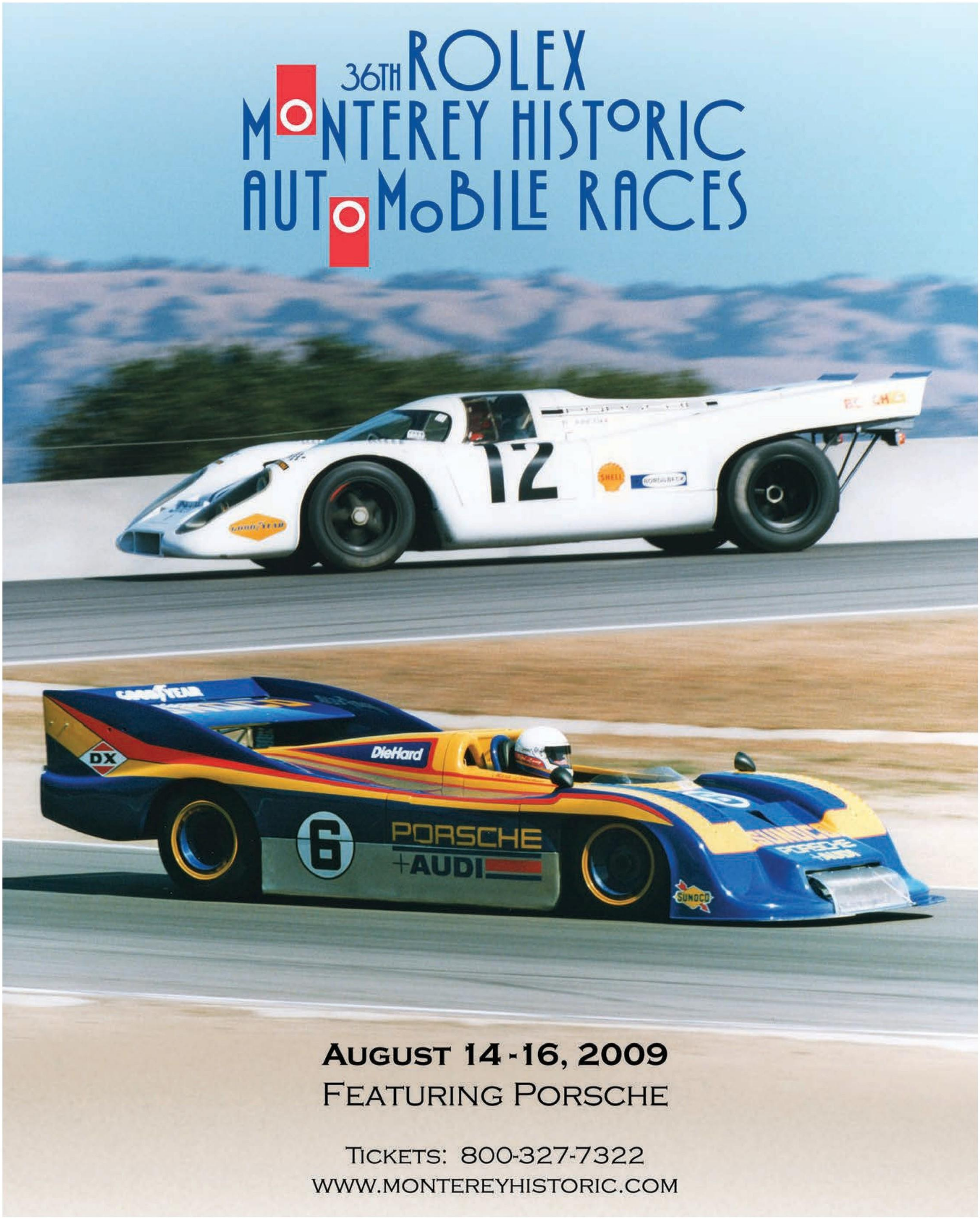
JUNE 20 CADWELL PARK
VSCC race meeting. Admission £16.
www.vscc.co.uk

JUNE 20-26 EASTERN EUROPE
Classic Marathon
www.classicrally.org.uk

JUNE 20/21 DIJON (F)
The Grand Prix de l'Age d'Or race meeting.
www.circuit-dijon-prenois.com

JUNE 20/21 MID-WALES
Round five of the British Historic Rally Championship.
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Jim Houlgrave

A spring in its step

The VSCC has a more structured race programme in this, its 75th season, leading to bumper grids for its well-attended Spring Start meeting at Silverstone

BY PAUL LAWRENCE

In one of the Vintage Sports-Car Club's best season openers for some time, veterans Richard Attwood and John Harper were the big winners during the Spring Start meeting at Silverstone.

The VSCC's move to bring more structure to its racing programme proved an instant hit, with big grids across the day. Importantly, the higher profile trophy races, which have suffered modest support recently, featured bumper fields. With a crowd of 6000, it was the perfect start to the racing element of the club's 75th anniversary season, and it was 60 years, almost to the day, since the VSCC's first Silverstone race meeting.

Attwood hopped aboard the Aston Martin DBR4 of Hubert Fabri for the Rothschild and Lindsay Memorial Trophy race, going head to head with the ERAs of Mark Gillies (R3A) and Mac Hulbert (R4D). Twenty years of Grand Prix car development did not make this a walk in the park for Attwood, however, who ran a measured pace in the early laps. Once into his stride, the 69-year-old moved ahead of the ERAs, though the hard-charging Gillies held on bravely to finish within a quarter of a second of the Aston.

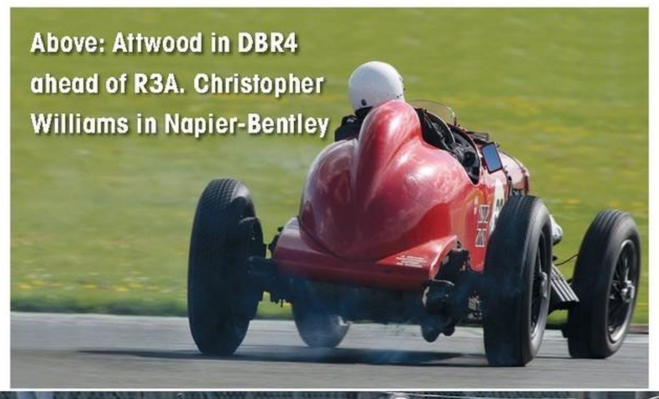
The HGPCA season opened with a 12-lapper for Pre-66 cars and it was Mark Piercy who grabbed the early lead. However, Harper was soon menacing the Cooper T53 with his Brabham BT4 and there was an air of inevitability about the way that the later car edged ahead. Piercy then spun, which took the pressure off Harper.

In Harper's wake was a fine tussle for second place as the Cooper trio of John Clark, Nick Wigley and Rod Jolley went at it hammer and tongs. That was how they finished, although the recovering Piercy tigered back to fourth at Jolley's expense.

On a day when entry levels exceeded the club's expectations, the 46-strong field for the 1950s sports car race was a tremendous response and a second race was added to allow a split in the entry with the quicker cars out first.

Julian Majzub could have won in the thundering Sadler, but a ride through the Brooklands gravel trap delayed him sufficiently for the race to become a cat-and-mouse affair between aviator Tony Bianchi (Farrallac Allard) and Ewan McIntyre (Lotus 15). V8 power won the day, but it was close. John Clark had a rather easier win in the second race aboard his Cooper Bobtail.

Other notable wins went to Sam Stretton (Alta) in the Fox and Nichol Trophy race and Geraint Owen (Bugatti T35B) in the GP Itala and Lanchester Trophies race.



Above: Attwood in DBR4 ahead of R3A. Christopher Williams in Napier-Bentley



Paul Grant gets it wrong in Bugatti T37



Julian Majzub (33) leads first 1950s sports car race



Geraint Owen in victorious Bugatti T35B



Wigley, Clark, Jolley and Piercy fight it out in HGPCA opener

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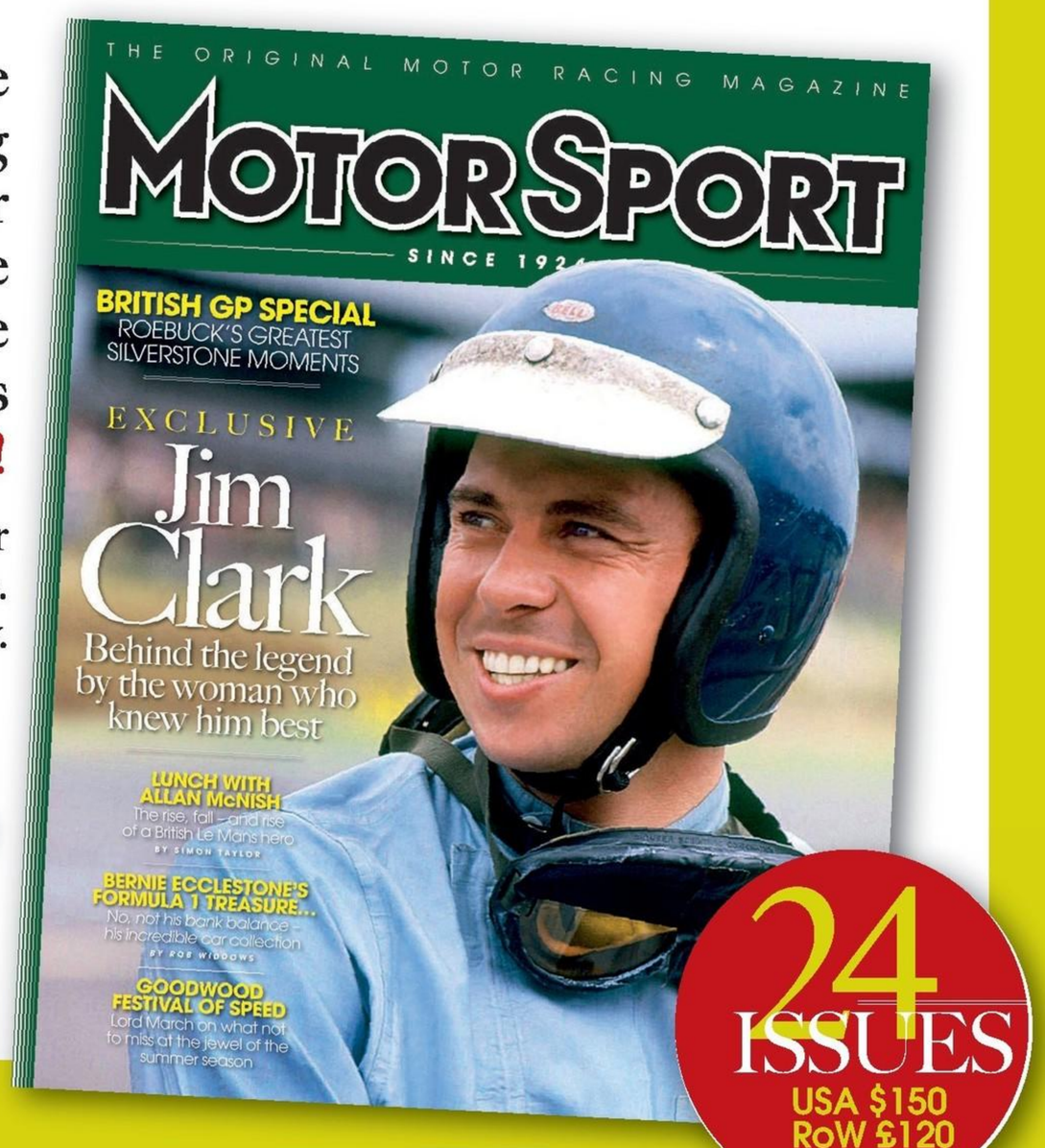
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Paul Lawrence

Sean Walker's March 782 F2 leads F5000 Lolas of Frank Lyons (6) and Richard Piper

Walker marches to victory

Sean Walker overcame more powerful F5000 machinery in his March F2 to score a pair of wins in the HSCC opener at Silverstone

BY PAUL LAWRENCE

In a fitting salute to his late father Ian, who died over the winter, Sean Walker was the star of the weekend in the opening rounds of the new Historic Formula 5000/Formula 2 Championship during the HSCC's International Trophy meeting at Silverstone.

The famous team manager of the 1950s and '60s would have approved of the way in which his son pitched his F2 March 782 against the F5000 leviathans to take a pair of wins. Then, to cap a busy weekend, Walker also raced his Lotus Elan 26R to a class victory in the Guards Trophy, having recently bought back the recreation of the famous 'gold bug' from his father's era.

Several Formula 5000 cars were on the high seas returning from the Australian Grand Prix support race, but there was still a decent turnout to kick off the 40th anniversary of the category's UK debut. But none of them could match the pace of Walker's ex-Jarier 782, with the distinctive BMW M12 engine note tracking its progress on the flat-out charge from Becketts to Abbey.

"I always thought I'd get blitzed by at least one of the F5000s at the start," admitted Walker. Sure enough, a restarted first race meant he had three shots at beating the big bangers to Copse, but each time he was outgunned and had to fight back. An inspired Neil Glover was the best of the F5000s in his Lola T330, but he accepted defeat with good grace.

The best race of the weekend was the hour-long Guards Trophy contest, with the Chevrons of Andy Newall and Will Schryver going head to head with the Crosslé 9S of John Shipman. Newall's B8 led at the end of every lap, but would sometimes drop to third place twice within a single lap. With the Newall car handled by B8 novice Ross Warburton in the second half it dropped away, so it was left to Michael Schryver in his B6 and Mark Hales in a Crosslé to settle the matter. Hales finally got the nod, but a bare tenth of a second decided the result.

Graeme Dodd bagged a commanding win in the BRDC Historic Sports Cars event, relieved that his Cooper Monaco ran the hour despite a late-race misfire. A detached fan belt on Jon Minshaw's Jaguar E-type left the GT and Sports Car Cup race to the similar car of John Clark and Jeremy Welch. Ⓜ



Dan Cox was a race winner in his Lotus Cortina



Stephen Gibson's Lister Knobbly and Peter Horsman's Lotus 17 do battle



John Shipman's Crosslé heads Chevron chargers

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1971 Mercedes-Benz SSKL Recreation



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1934 Riley MPH



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RM sold the 1956 Ferrari 250 GT Berlinetta (Tour de France) for £2.4m

Around the houses

NEWS FROM ALL THE MAIN AUCTION HOUSES AROUND THE WORLD



– RM AUCTIONS –

At its 2009 Ferrari sale at Maranello (above), RM managed to sell 75 per cent of the cars at auction, totalling an impressive £18.5 million. The star lot was the 1957 250 Testa Rossa that became the most expensive car ever to be sold at auction when a phone bidder bought it for £7.9m. Many of the other cars, however, failed to sell. But the auction house is expecting strong after-sales, which will include the 1967 330 P4 that reached a bid of £6.4m on the day. Other competition cars that didn't find a new home included the ex-Sir Stirling Moss 1956 Maserati 250F, a 1957 Maserati 250S and a 1964 Ferrari 250GT Berlinetta Lusso Competizione.

An unprecedented collection of 52 Ford and Mercury 'woodies' is being sold at Monterey on August 13-15. This selection of cars from the Nick Alexander Collection have all been restored, and various Ford Super Deluxe Sportsmans may fetch up to £180,000 each.

Two Chrysler Airflows – a 1934 Coupé and a 1935 Sedan – are coming up for sale at the Vintage Motor Cars of Meadow Brook event on August 1. Type 'Chrysler Airflow Endurance' into YouTube and you'll see how futuristic these cars were back in the '30s.

– BONHAMS –

In its Aston Martin sale on May 9, Bonhams sold nearly £3m worth of automobilia. The cars also sold strongly, meaning that Bonhams has now sold over £20m worth of Astons and related automobilia in the last decade.

Bonhams and Butterfields has an interesting line-up of cars coming up for sale at The Greenwich Concours d'Elegance on June 7. They include a 1953 Siata 208S Barchetta (£460-490,000) and the 1952 Fitch-Whitmore Le Mans Special (£190-215,000) which John Fitch designed for the 24-hour race. The car never made it to La Sarthe when it became clear that it was better suited to American road-course racing. Other lots include a 1934 Bugatti Type 57 Stelvio Drophead Coupé (£260-330,000), a 1929 Alfa Romeo 6C 1750 SS (£590-620,000), and the 1922 GN 'Akela' 1100cc 200-Mile Race car (£55-70,000).

Sadly Hans-Joachim Stuck was ill on the day he was due to get behind the wheel of the 1939 D-type Auto Union at Reims. However, »»»

FORTHCOMING AUCTIONS

Our pick of the upcoming sales in Britain and abroad that you can't afford to miss

■ **JUNE 1 SHANNONS** Melbourne Winter Classic Auction, Melbourne, Australia *Tel: 0061 (0) 8 8114 6861*

■ **JUNE 4 BRITISH CAR AUCTIONS** Classic, Vintage and Collectors' Cars, Brooklands Museum, Surrey *Tel: 01252 877317*

■ **JUNE 7 BONHAMS AND BUTTERFIELDS** Collectors' Motor Cars and Automobilia, Connecticut, USA *Tel: 001 415 861 7500*

■ **JUNE 13 BONHAMS** Rolls-Royce, Bentley Motor Cars and Automobilia, R-REC Annual Rally, Northampton *Tel: 020 7447 7447*

■ **JUNE 15/16 BARONS** Jaguar Heritage, Classic and Collectors' Cars, Esher Hall, Surrey *Tel: 02380 668413*

■ **JUNE 24 BRIGHTWELLS** Classic Cars and Automobilia, Easters Court, Herefordshire *Tel: 01568 611122*

■ **JUNE 25 DORSET VINTAGE AND CLASSIC AUCTION** Classic Cars and related Automobilia, The Gartell Light Railway, Somerset *Tel: 01963 363353*

■ **JULY 3 BONHAMS** Important Collectors' Motor Cars and Automobilia, Goodwood Festival of Speed, Sussex *Tel: 020 7447 7447*

■ **JULY 18 COYS** Classic Collectors' Cars and Related Automobilia, Blenheim Palace *Tel: 020 8614 7888*

■ **JULY 25 BONHAMS** Collectors' Motor Cars featuring Jaguar and Related Automobilia, Silverstone Classic, Northamptonshire *Tel: 020 7447 7447*

■ **JULY 26 BONHAMS AND GOODMAN** Collectors' Motor Cars, Motorcycles and Automobilia, Sydney, Australia *Tel: 0061 (0) 2 9327 9900*

■ **JULY 27/28 BARONS** Classic Collectors and Historic Cars, Esher Hall, Surrey *Tel: 02380 668413*

■ **AUGUST 1 RM AUCTIONS** Vintage Motor Cars of Meadow Brook, Meadow Brook Hall, Michigan *Tel: 001 519 352 4575*

■ **AUGUST 7-9 COYS** Classic Collectors' Cars and Related Automobilia, Nürburgring, Germany *Tel: 020 8614 7888*

■ **AUGUST 14 BONHAMS AND BUTTERFIELDS** Exceptional Motor Cars and Automobilia, Quail Lodge, California, USA *Tel: 001 415 861 7500*

■ **AUGUST 14/15 RM AUCTIONS** Sports & Classics of Monterey, Portola Hotel and Monterey Conference Center, California *Tel: 001 519 352 4575*

Cars for Sale



Crosthwaite and Gardiner staff ran it on the historic track. The car is being sold on August 14 at Carmel and is expected to fetch £5.3m.

– BARRETT-JACKSON –

At its annual Palm Beach sale Barrett-Jackson sold more than £13m worth of machinery. The top seller was the 'Project American Heroes' 1969 Chevrolet Camaro RS/SS, which fetched £327,568 in aid of the Armed Forces Foundation.

– RUSSO AND STEELE –

The American auction house has announced the sale of the 1969 Jerry Peterson Trans-Am Chevrolet Camaro on August 13-15 at Monterey. The car is expected to fetch between £80-100,000.

– BRIGHTWELLS –

For its next classic auction on June 24, Brightwells has secured nine pre-war Rileys, including one of just 15 Riley MPHs. This car (£150-180,000) has been previously owned by Leslie Hawthorn (father of Mike), Ron Flockhart and Maranello Concessionaires founder Colonel Ronnie Hoare.

– COYS –

As *Motor Sport* closed for press, Coys was preparing to sell the Le Mans class-winning 1966 Porsche 906 Carrera 6 at its Brands Hatch sale. The car was expected to fetch £400,000 on May 23 alongside the ex-Mecom/Hall 1966 Lola T70 Spyder MkII (£225-250,000) and the 1988 Porsche Kremer 962 (£325-375,000) which finished ninth in that year's 24 Hours.

– ETUDE GASSER AUGHUY –

The elephant radiator mascot from the Bugatti Royale Coupé Napoléon, now in the Schumpf collection, is appearing at auction on July 5. The silver statue, designed by Rembrandt Bugatti, is expected to exceed £130,000.

Around the dealers

COMPETITION CARS CURRENTLY FOR SALE HERE AND ABROAD



1958 AUSTIN-HEALEY SPRITE WORKS SEBRING

Chassis 8145 was shipped straight to the US after completion for the 1959 Sebring 12 Hours. The car, number 53 for the event, led most of the race but encountered gearbox problems in its final pitstop, dropping it to second overall. It has been completely restored and has a full history file. POA

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LOTUS ELAN 26R

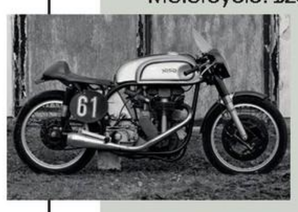
This car was originally bought and raced by Jackie Oliver. It is currently in race-ready condition and recently won its class in the 2008 Snetterton 3 Hours race. £150,000

www.taylorandcrawley.com
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AUCTION RESULTS

■ APRIL 26 BONHAMS

- 1954/57 Norton 500cc Manx Racing Motorcycle: £20,700



Ex-Reg Dearden c.1957 Norton 350cc Manx Racing Motorcycle: £17,825

- 1957/2004 Gilera 500cc Grand Prix recreation: £76,300
- Ex-Harry Langman Isle of Man TT works 1928 Scott 498cc: £20,700



■ APRIL 27 ARTCURIAL

Renault R8 Gordini (second in the 1969 Gordini Cup): £34,817

■ MAY 2 OLDTIMER GALERIE

- 1964 Ferrari 250 GT Lusso: £373,930
- 1970 Lancia Fulvia HF 1.6 Fanalone Group 4: £23,364
- 1999 Porsche 911 GT3 Cup: £26,280

■ MAY 9 BONHAMS – NEWPORT PAGNELL

- 1962 Aston Martin DB4 Convertible: £241,300
- 1965 Aston Martin DB5 4.2-litre saloon: £249,000
- 1964 Aston Martin DB5 4.2-litre saloon: £188,500



1961 Aston Martin DB4 Lightweight Competition saloon: £84,000

- 1963 Aston Martin DB4 Series V Vantage saloon: £122,500
- 1989 Aston Martin V8 Vantage Volante 'X Pack' Cabrio: £129,100
- 1963 Aston Martin DB5 MkI sports saloon: £131,300
- 1955 Aston Martin DB2/4 Mark I 3-litre drophead coupé: £100,500

■ MAY 9 BONHAMS – QUAIL LODGE, CALIFORNIA

- Ex-Derek Minter 1958 British 500cc championship-winning 1957 Manx Norton: £25,274

MAY 17 RM AUCTIONS (unofficial results)

- 1957 Ferrari 250 Testa Rossa: £7.9m
- 1956 Ferrari 250GT Berlinetta (Tour de France): £2.4m
- 1963 Ferrari 250GT Berlinetta Lusso: £388,620
- 1965 Ferrari 275 GTB/6C Competizione: £582,932
- 2008 Maserati MC12 Corsa: £680,170
- 1959 Ferrari 250GT California LWB: £1.87m
- 1949 Ferrari 166 Inter Coupé Touring: £228,149
- 1962 Ferrari 250 GT California SWB: unsold (£3.5m high bid)

FOR FULL AUCTION LISTINGS AND RESULTS VISIT www.motorsportmagazine.co.uk

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PEUGEOT 905 EV 1.4, 1991, winner at Suzuka in 1991 Alliod/Baldi

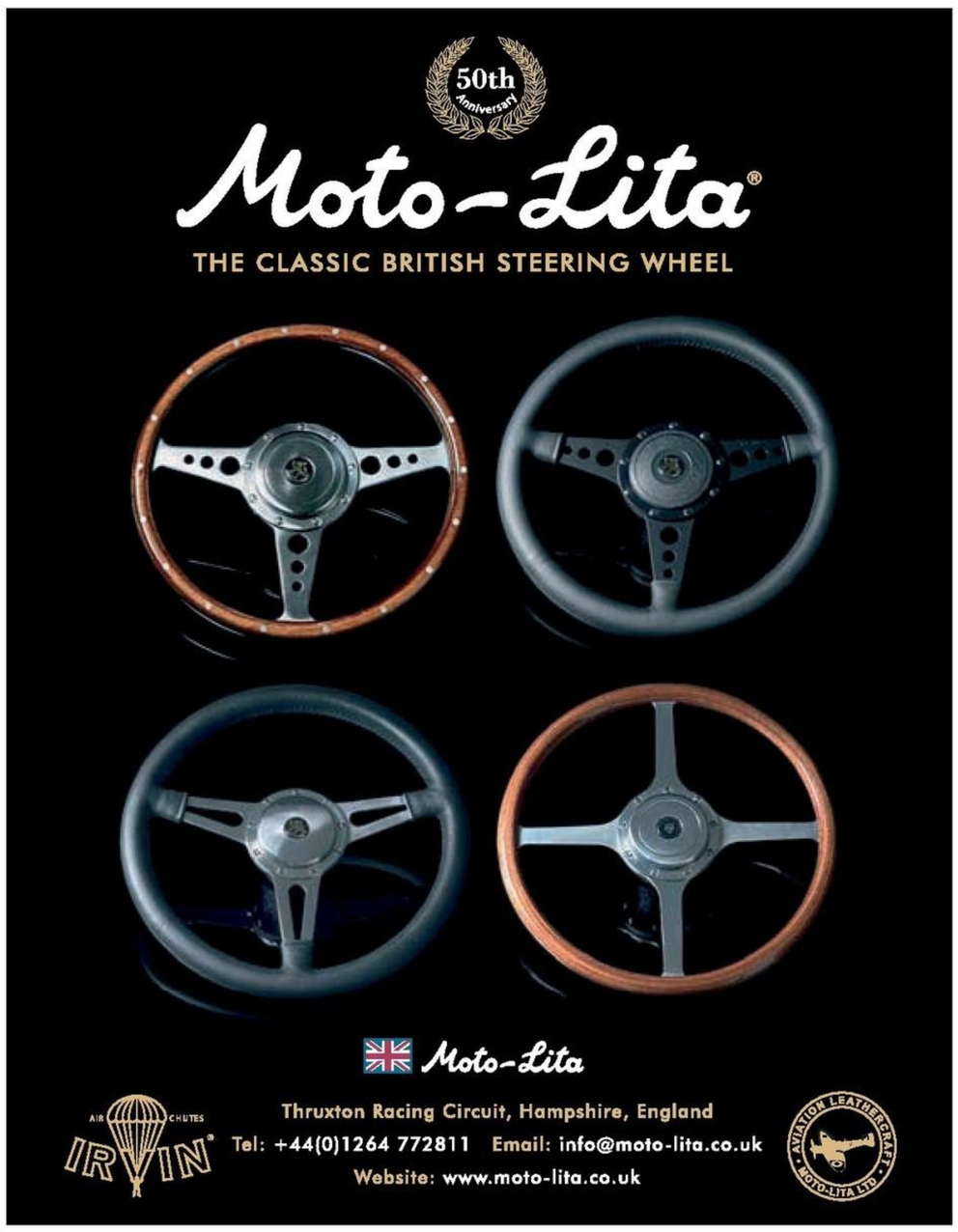
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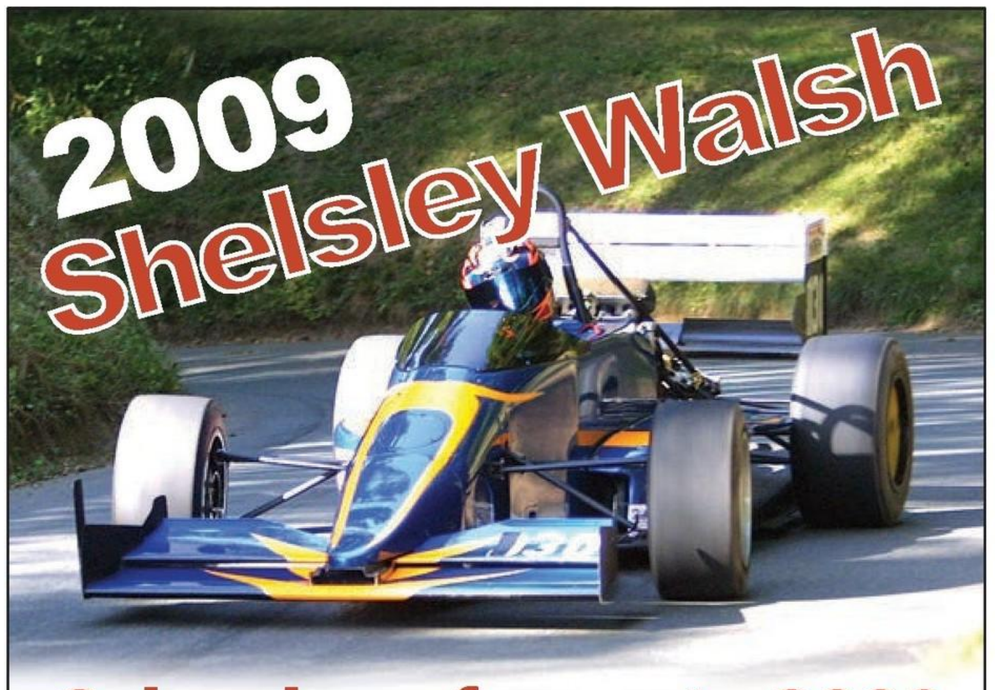
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Calendar of events 2009

May 3 & 4 Sun & Mon	Midland Hill Climb Championship Paul Matty Lotus, Richard Egger Insurance HSA Championship *Practice Sunday 09.30 – Event Monday 09.30*
May 30 & 31 Sat & Sun	**British Hill Climb Championship** Leaders, Midland and Ferrari Championships plus Shelsley Specials feature class *Practice Saturday 09.30 – Event Sunday 09.30*
July 4 Saturday	"Reg Phillips Trophy Meeting" Midland Speed Championship and Westfield Speed Series *Practice 09.30 – Event 14.00*
July 5 Sunday	The Vintage and Post-Vintage Thoroughbred Meeting *Practice 09.30 – Event 14.00*
July 18 Saturday	The Midsummer Meeting Luffield MG, and Porsche Championships plus Motorcycles *Practice 09.30 – Event 14.00*
July 19 Sunday	The Classic Meeting Pre 1980 inc The Bert Hadley Memorial Championship *Practice 09.30 – Event 14.00*
Aug 15 &16 Sat & Sun	**British Hill Climb Championship** Leaders, Midland and Paul Matty Lotus Championships plus special feature classes. *Practice Saturday 09.30 – Event Sunday 09.30*
Sept 19 Saturday	Midland Speed Championship, Motorcycles, Ginetta and Triumph classes *Practice 09.30 – Event 14.00*
Sept 20 Sunday	Richard Egger Insurance HSA Championship plus Austin Healey, Morgan and feature classes. *Practice 09.30 – Event 14.00*






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Vince Woodman, Gordon, Louisa, John Watson and Alec Poole



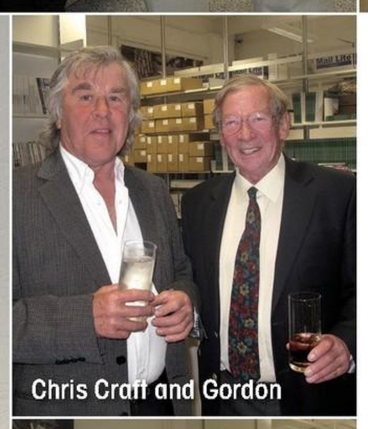
Gordon relaxes in time-honoured fashion with his wife Mandy



Annette and John Haynes



Editor Damien Smith with Gordon



Chris Craft and Gordon



Gordon and Carl McKellar



Nigel Roebuck and Louisa



John Watson chats to fellow guests



Gordon performs his party trick, using a Zimbabwean note

GORDON & CO SPICE UP BOOK LAUNCH

Motor Sport welcomed Gordon Spice and many of his friends to our Chelsea offices in May to celebrate the launch of the four-time Group C2 World Sports Car Champion's colourful autobiography.

Life of Spice, written in conjunction with Jeremy Walton and published by Haynes, is an entertaining tale of a long and varied racing career – plus a, ahem, spicy business and personal life.

Editor Damien Smith paid tribute to Gordon who entertained us with his famous party tricks, showing the strength of the Zimbabwean currency by using a five billion-dollar bill to break a pencil!

Grand Prix winner John Watson as well as touring car aces Alec Poole and Vince Woodman were among the guests.

Ford Mustang

Ford's Mustang, its fastest-selling car since the Model A, still leads the field in historic events around the world

BY RICHARD HESELTINE



Mustangs of Frank Gardner (inside) and Dennis Leech (166) sandwich Camaro of Brian Muir (163) in the *Evening News* Gp2 race at Brands in 1970. Gardner went on to win. Below right: Jerry Titus in his Shelby Mustang in 1967

The Mustang represented the high watermark of 1960s marketing brilliance. In hindsight it all seems so simple. All that Ford did was raid the corporate parts bin. That and throw in some smoke and mirrors along with a suitably suggestive equine name. With great artfulness, the Detroit giant pulled off the seemingly unthinkable: it produced a car that was genuinely hip but still attainable for those living in the real world. One that for a brief but glorious period ushered in the Pony Car wars and cleaned up in motor sport.

And we're not talking about just one discipline here. Quite aside from trackside triumphs in SCCA production classes and Trans-Am, variations on the theme took in everything from Pikes Peak to Bonneville via regional drag strips and backwater dirt ovals. Away from home, the 'stang also enjoyed a stellar – if short-lived – career as a saloon car racer at the height of Ford's Total Performance programme. It was just one weapon in the Blue Oval's arsenal, but it remains the most evocative.



Charlie Wooding

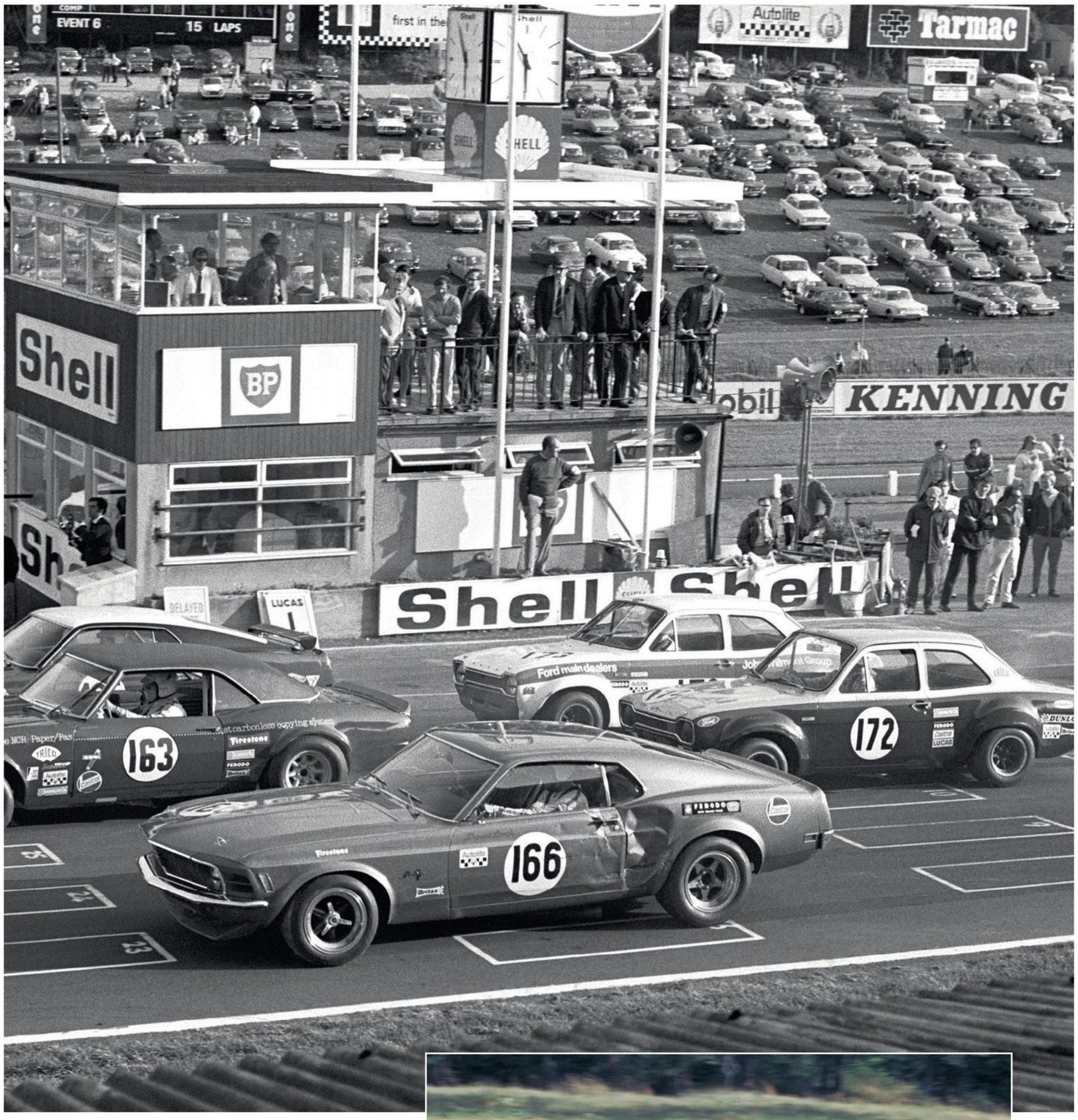
> "It is iconic and cheaper to run than the Falcon"
>
> PATRICK WATTS

It likely wouldn't have raced at international level – it likely wouldn't have existed – without Ford product manager Don Frey's initial concept and the iron will of Motor City legend, Lee Iacocca. It was the latter who persuaded the suits at Ford to look to the youth market rather than pushing ahead with a more utilitarian 'American Volkswagen' project. He pressed for an overtly sporting car, a raft of prototypes wowing punters from as early as 1961. What began as a small two-seater with a mid-mounted V4 powerplant had morphed into something entirely different by the time it was officially launched on April 17, 1964. You could argue that the definitive Mustang was essentially a humdrum Ford Falcon in a party frock, but lingerie would be closer.

It was an image builder, pure and simple. Though there was nothing remotely exotic about its make-up, you could order a Mustang in seemingly endless permutations of engine (from anaemic 2781cc straight-six to 4727cc 'hi-po' V8), interior trim and body style configurations. No two cars were ever truly alike, rave reviews appearing in more than 2500 media outlets within 24 hours of its unveiling. Product placement in that year's smash hit *Goldfinger* was just the first of countless celluloid appearances. This wasn't so much a car, it was an event. Hoping to shift 100,000 cars in the first year, Ford reached the one million mark in barely 18 months. Named after the WWII P51 Mustang aircraft, it became the fastest-selling model in the marque canon since the Model A.

What it needed, though, was some *cajones*, Carroll Shelby being tapped to produce the eponymous GT350 edition. Coupés were shipped to the Cobra creator's facility in California where they were comprehensively reworked. Power was raised to 306bhp (from an at best optimistic 271), front and rear suspension being rejigged and reinforced to reduce axle tramp and improve handling. In addition to the regular production edition, the Texan produced a batch of 'Competition Prepared' cars that had even more power and less weight, which in turn led to the 'R' edition, essentially an off-the-peg racer. This swiftly became the scourge of Chevrolet's Corvettes in the SCCA's B-production class, other variations of the go-faster striped Wimbledon White muscle car doing the rounds in Europe; everywhere from the European Mountain Championship (Peter Schetty) to Le Mans (Claude Dubois/Chris Tuerlinckx) via the Tulip Rally (John Kennerley/Digby Martland).

Yet the workhorse of Ford's European programme, if you could call it that, was the regular 'notchback' model. Having astounded the rallying fraternity by almost winning the 1964 Monte Carlo classic with the Falcon, Alan Mann Racing gave the unproven Mustang



LAT

its debut in Europe. Operating in secret out of a workshop borrowed from Roy Pierpoint, Mann tapped North Carolina's Holman Moody for its experience with the small-block bent eight while tending to chassis set-up. Mann himself tested a pre-production prototype – denuded of all identifying marks – and officially homologated the car in June of that year. Two months later, a brace of cars were entered in the Liège-Sofia-Liège rally. Both crashed out. A quartet was then prepared for September's Tour de France (one of the cars was a spare), the factory-sponsored equipe claiming the Touring category outright on the 10-day event.

After which the cars were parked behind Mann's Byfleet facility: there was no more use for them, at least as works entries. Always a canny operator, Mann astutely realised that the Mustang had no future in mainstream rallying – it was too big – but the model could prove even more effective in the British Saloon Car Championship than the lumbering Ford Galaxie. Others patently thought so too. Over the course of the 1965 season, Mustangs claimed six wins out of eight starts with Roy Pierpoint, Mike Salmon and Jack Brabham divvying up the spoils. The former claimed the drivers' title aboard an ex-Tour de France car in an incident-filled final round, Brabham coming unstuck following an RAC investigation (see *I Raced One*).

A move to less restrictive Group 5 regs (from Group 2) for the following year ensured that competition became ever more intense, Alan Mann concentrating instead on his ex-Monte Falcons. A smart move as they generally finished ahead of their sexier siblings. It was left to Jackie Oliver and DR Racing to evolve the most ➤➤➤



Friedman/Ford



LAT

"I RACED ONE"

ROY PIERPOINT

This amiable all-rounder won the 1965 British Saloon Car title with V8 power and still prefers the Mustang to other Detroit iron

"I got into Mustangs through Alan Mann. We ran a garage together selling all sorts of stuff before he went off to become a Ford agent. Anyway, the Mustang was a surprisingly nice car, much nicer than I had expected. It had no real vices other than it didn't stop very well, but you soon got used to that. There were a lot of good drivers out in Mustangs that year and Sir Gawaine Baillie, Mike Salmon and Jack Brabham pushed me hard, although Jack was penalised at the end of the season. Alan Brown ran his car and I seem to remember it was found to have illegal valve gear. I know it really upset Jack when he found out.

"I preferred the Mustang to the Falcons although under the Group 5 regs we developed the Falcons that much more. I certainly felt the Mustang was a better car than the Camaro, although the Bill Shaw Chevy I drove later on wasn't very well built so that may have clouded my view. As for my '65 championship-winning Mustang, that was comprehensively destroyed after we'd sold it. The owner had a heart attack on the way into Woodcote at Silverstone and demolished it. Anyone who says otherwise, or claims to own it… Well, I know the truth!"

effective Mustang under the new rules. Equipped with a GT40-spec engine fed by four twin-choke Webers, a Shelby quick rack and four-wheel Girling disc brake set-up, it took the fight to the Mann squad and claimed two wins at the end of 1966. However, it struggled to keep pace a year on, with Oliver tying with Bernard Unett for fourth place in the '67 points race. The Mustang's time was up, if only momentarily.

BSCC rules reverted back to Group 2 for 1970 following some applied pressure from manufacturers. Among the Mustang clique was Martin Thomas. "I purchased the ex-Oliver car from John Ewer," recalls the touring car regular. "It was still of the original rear leaf spring type so it was easy to convert the car to Group 2-spec. The Mustang was still homologated whereas the Falcon's homologation expired in 1969 under the rule where a car could race for up to four years after the cessation of manufacture. The Mustang was very good but not as light as the Falcon. Mine had GT40 wheels and some very clever modifications – crossover exhaust, rear diff cooler from air ducts fed from the vents behind the doors, shorter steering arms and so on. Years after I sold the car I bought it back from a scrap dealer minus engine and 'box and still have it to this day. The Chevrolet Camaro was a quicker car, though, and better homologated for the period. Remember you had Roger Penske running them [in Trans-Am] so we knew of all the developments."

Against the more youthful Camaro, the Mustang was always on to a loser in the long run. Former Alan Mann alumni Frank Gardner fended off the inevitable during the 1970 season in his beautifully-prepared ex-George Follmer 1969 model. He dominated the season, steering the Kar Kraft-built beast to eight wins from 11 races although he lost the overall title by four points to Sunbeam Imp man Bill McGovern. Dennis Leech fielded his own privateer Boss Mustang that same year. It ran at the front several times without ever actually winning, while future Lola saviour Martin Birrane's 7-litre car produced an alleged 520bhp but was hobbled by a woeful lack of reliability. In future seasons, the premier class would become a Camaro benefit.

Which is appropriate considering the comprehensively bungled way Ford 'advanced' the brand over the course of the 1970s, the risible post-73 Mustang II being less of a car and more a cry for help. But then the original never went away, least of all in Blighty where a cabal of horse whisperers has ensured it's been a front-runner in historic tin-tops since the birth of the movement. Eligible for everything from the BTCC-supporting Heritage Historic Touring Car series to the HSCC's ByBox Historic Racing Saloon Car Championship, via all manner of stand-alone events, the Mustang's popularity shows little sign of waning in the near future.

One newcomer to the cause is former one-make king and BTCC folk hero Patrick Watts. After years spent flying the friendly skies aboard his rallying Sunbeam Tigers, the bespectacled ace is returning trackside in 2009 and will line up on the Masters Top Hat grid in his ex-Rupert Clevely car. Watts' last Mustang drive was back in 1997 aboard an altogether more contemporaneous Saleen FIA GT weapon. He's a Ford man at heart. "Having rallied the Tigers, I therefore knew the engine so it was either going to be a Mustang or a Falcon," admits the veteran charger. "The Mustang is iconic and looks better so... It's also comparatively cheaper to run as all bits are available off the shelf.

"The pre-66 series is less expensive to do as in that era they raced modified road cars that were essentially 90 per cent standard. It was only later that touring cars got more sophisticated and expensive to build. My car was built by Steve Warrier and John Freeman and was a class winner in the 2008 Spa 6 Hours. I won't have a lot of time to race this year, and will likely do only six events, but I've done a lot of sorting. I enjoy developing cars myself."

Building a competitive car from scratch could cost six figures. Taking the Watts approach and buying a race-prepared car and doing all your own fettling would likely work out a lot cheaper. And remember this isn't the most sophisticated car ever to venture trackside. It is, however, one of the most compelling, a staple of British motor sport swaddled in Americana. But then true charisma never fades.

ONE TO BUY

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OTHERS TO CONSIDER



FORD FALCON
US 'compact' had form in racing and rallying in period. Group 5 cars had up to 400bhp...



FORD GALAXIE
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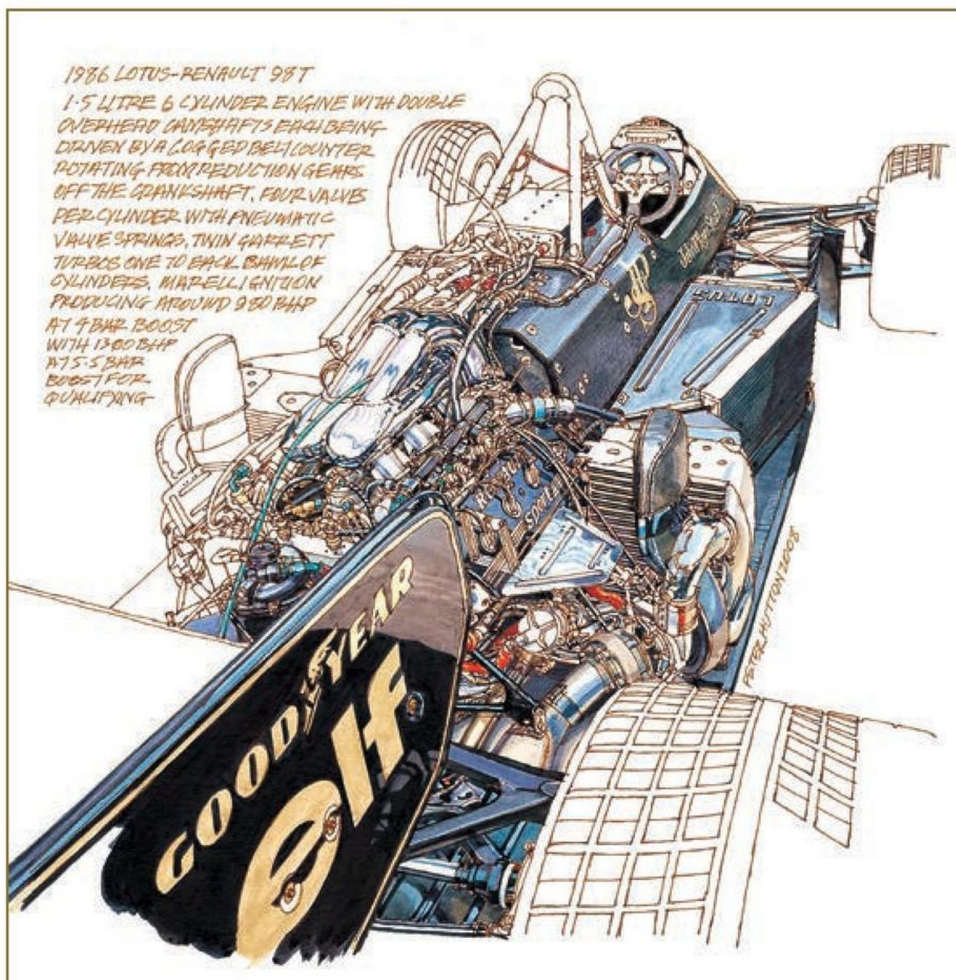
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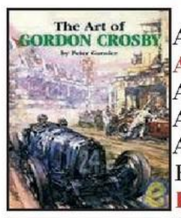
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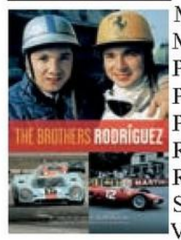
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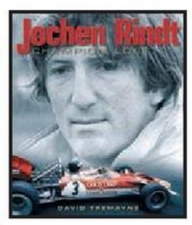
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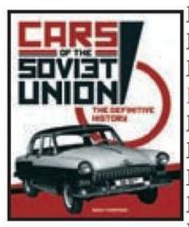
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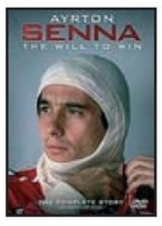
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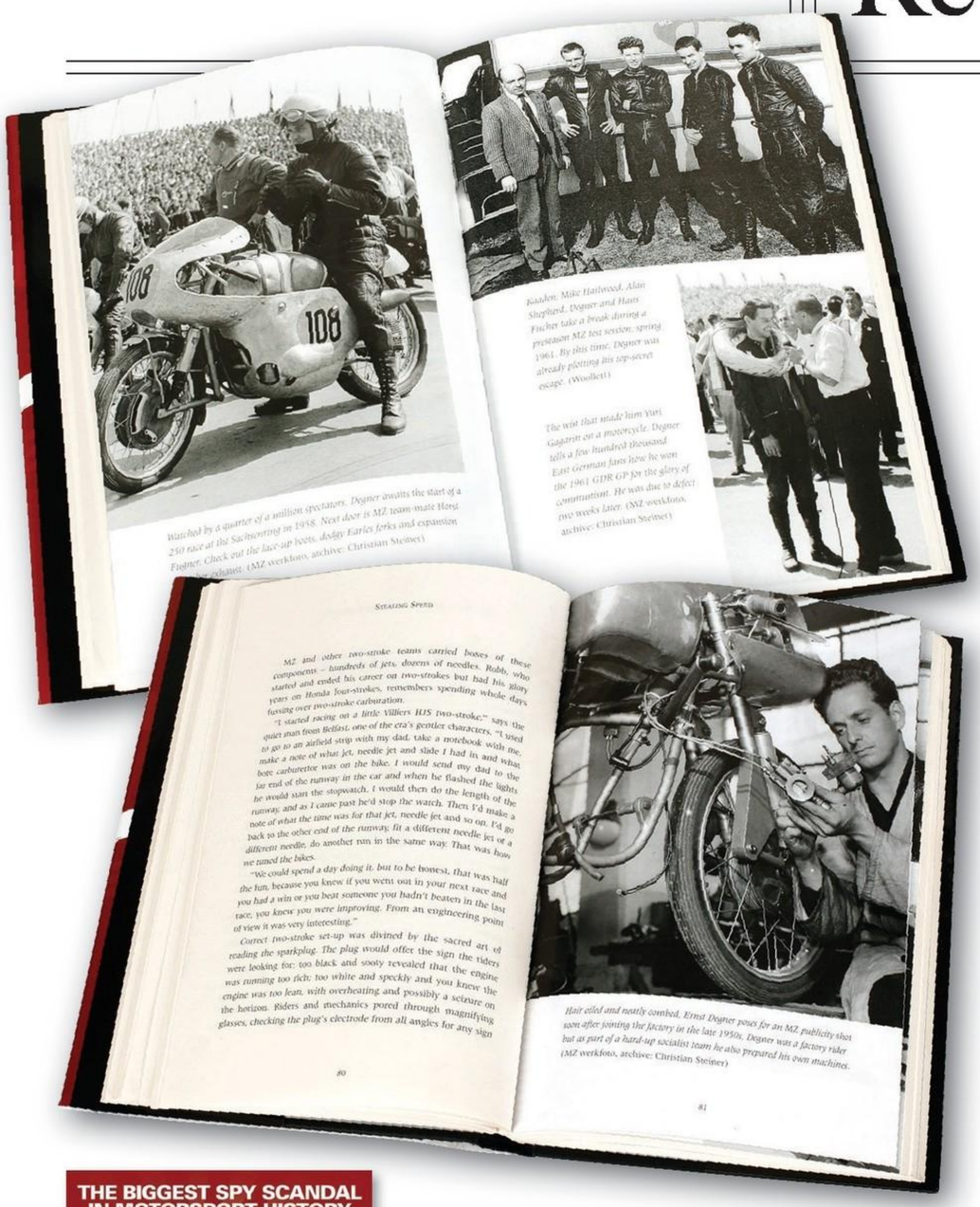
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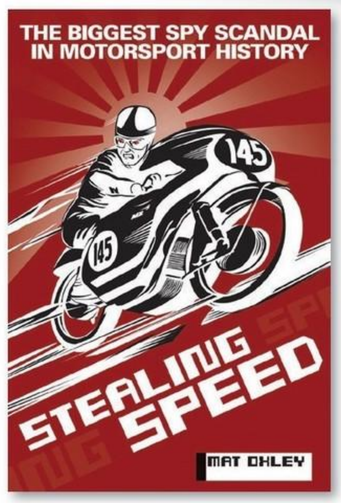
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STEALING SPEED

THE BIGGEST SPY SCANDAL IN MOTORSPORT HISTORY

MAT OXLEY

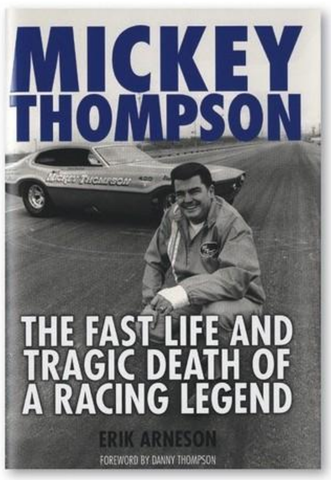
Stealing Speed is the terrific true story of how the infant Japanese motorcycle company Suzuki stole former Nazi rocket scientist Walter Kaaden's engine secrets from behind the Iron Curtain through MZ employee and star rider Ernst Degner.

This stolen technology not only helped Suzuki and Degner to win Grands Prix and World Championships, but paved the way for the Japanese domination of motorbike racing that we see today.

This was just the start of the story, though. Branded a traitor by the communists, Degner's treachery meant he constantly lived in fear of his life and could never return to his home in East Germany. Ultimately, Degner suffered terrible injuries in a racing accident and died in mysterious circumstances, a lonely and embittered man.

This fantastic adventure, researched and written by *Motor Sport* columnist Mat Oxley, mixes the 'Boys Own' stories of cold-war espionage with the era's death-defying motorcycle racing tales. An excellent book that can't fail to get the blood pumping. **DC**

Published by Haynes, ISBN 978 1 84425 689 1, £17.99



MICKEY THOMPSON

THE FAST LIFE AND TRAGIC DEATH OF A RACING LEGEND

ERIK ARNESON

Mickey Thompson was an all-American, larger-than-life character who lived for speed and the pursuit of the winning 'edge'. This book tells the story of his early days of illegal street racing, evading the authorities and racing for pink slips after WWII, through to his involvement in the birth of indoor stadium racing in the 1980s.

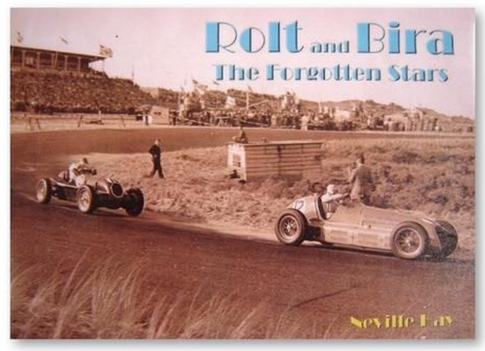
What he lacked in education he more than made up for in ingenuity. Thompson was constantly sketching ideas and plans that eventually took him to 406mph and a world land speed record in 1960.

Family members help make this a personal account of a rich and entertaining life. Thompson was far from being an angelic figure, however, and sometimes this book does gloss over his feisty nature.

Many famous names such as Mario Andretti, Dan Gurney and Parnelli Jones contribute stories to this rollercoaster ride of a life.

The headline-grabbing murder at his home in 1988 of Thompson and his wife Trudy, and subsequent long-running investigation into the unsolved crime, ensures his name will live on for a long while yet. **DC**

Published by MBI Publishing, ISBN 978 0 7603 3178 1, £15



ROLT AND BIRA

THE FORGOTTEN STARS

NEVILLE HAY

Rolt and Bira – not a pairing you would automatically think of, but that is today's subject. It's not that the decorated war hero and the Siamese prince were bosom friends, though both went to Eton and their careers roughly coincided. More that both had talents outside racing and, argues Hay, have not received the attention they deserved.

Hay has at various times spoken with many of the protagonists, including Rolt himself and Bira's wife Ceril. The result is a comprehensive retelling of the racing, though I'd have enjoyed more on the non-racing lives – Rolt's engineering activities and Bira's sailing, flying and sculpture, which feel tacked on at the end. But Hay is making a point about their racing skills, saying Rolt could have gone to one of the major teams if not for Hitler, while Ferrari briefly tried Bira.

Perhaps 'The Forgotten Stars' stretches it a little; both received coverage in their time for their racing, especially Rolt's Le Mans win, and Bira was often in the society papers. But post-war they were up against Fangio, Farina, Moss and Hawthorn. Who was going to make the headlines? Interesting subjects, but let down by a clumsy layout. **GC**

Published by Transport Bookman Publications Ltd, ISBN 978 0 85184 073 4, £29.99



PAY IT YOURSELF: THE STORY OF MG AT LE MANS 1959 TO 1961 George Dutton
This scrapbook-style book on the privately-entered MGAs at Le Mans includes many unseen photos and looks at the people behind the project. **Published by The MG Car Club North West Centre Limited, www.mgcc.co.uk, £25**



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"Hodge" This very thorough book may look like a home-made effort, but includes everything from results to special notes on particular chassis. **Published by Ebygum Productions, ISBN 978 0 956 1392 0 7, £21.95**



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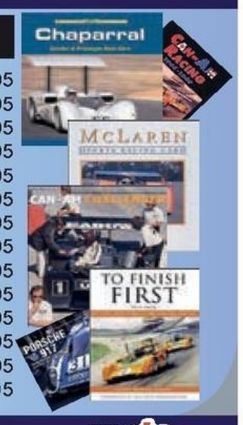


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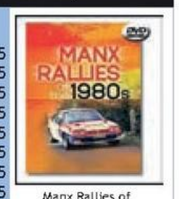
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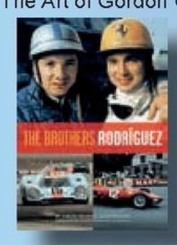
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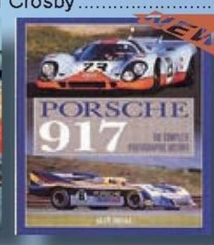


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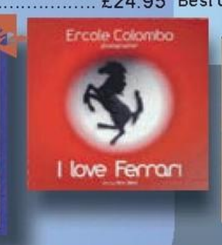
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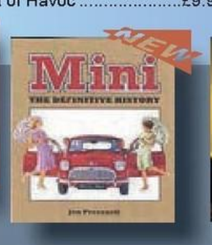
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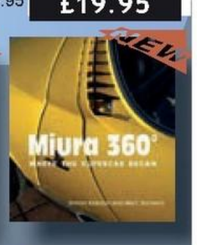
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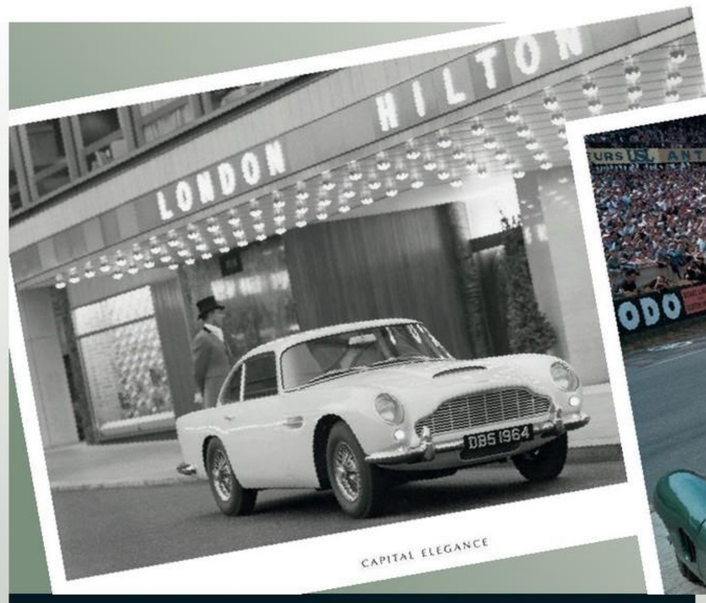
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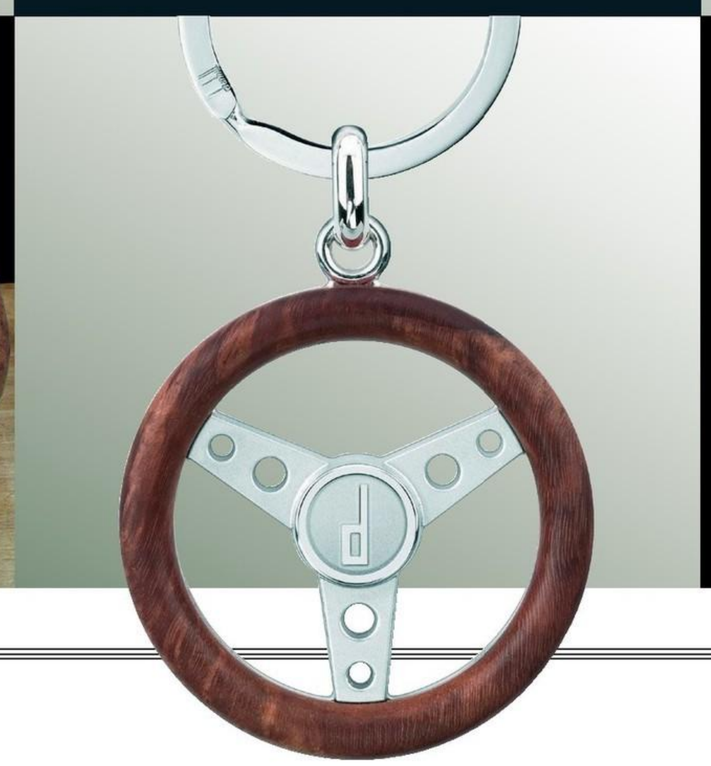
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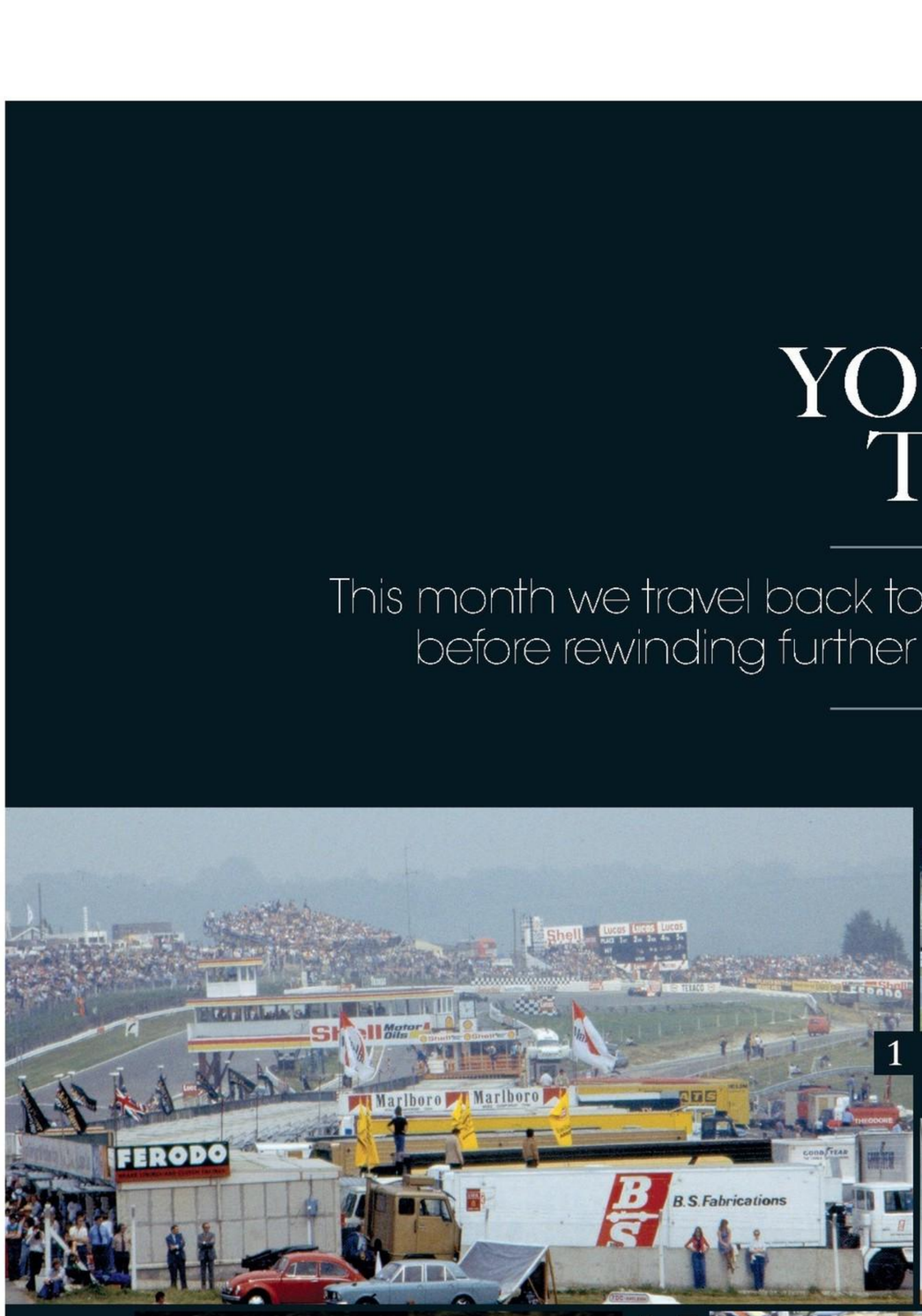


THE SUNDAY TIMES

For all you are.

YOU WERE THERE

This month we travel back to 1978 and the British GP at Brands Hatch, before rewinding further to an Easter Meeting at Goodwood



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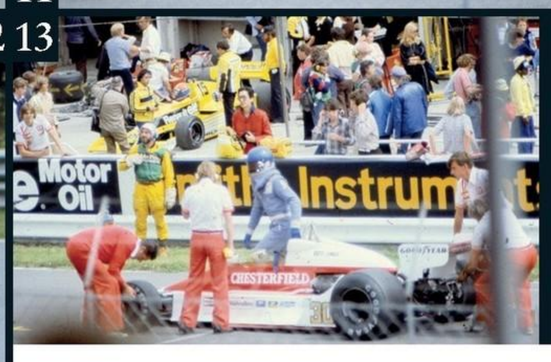


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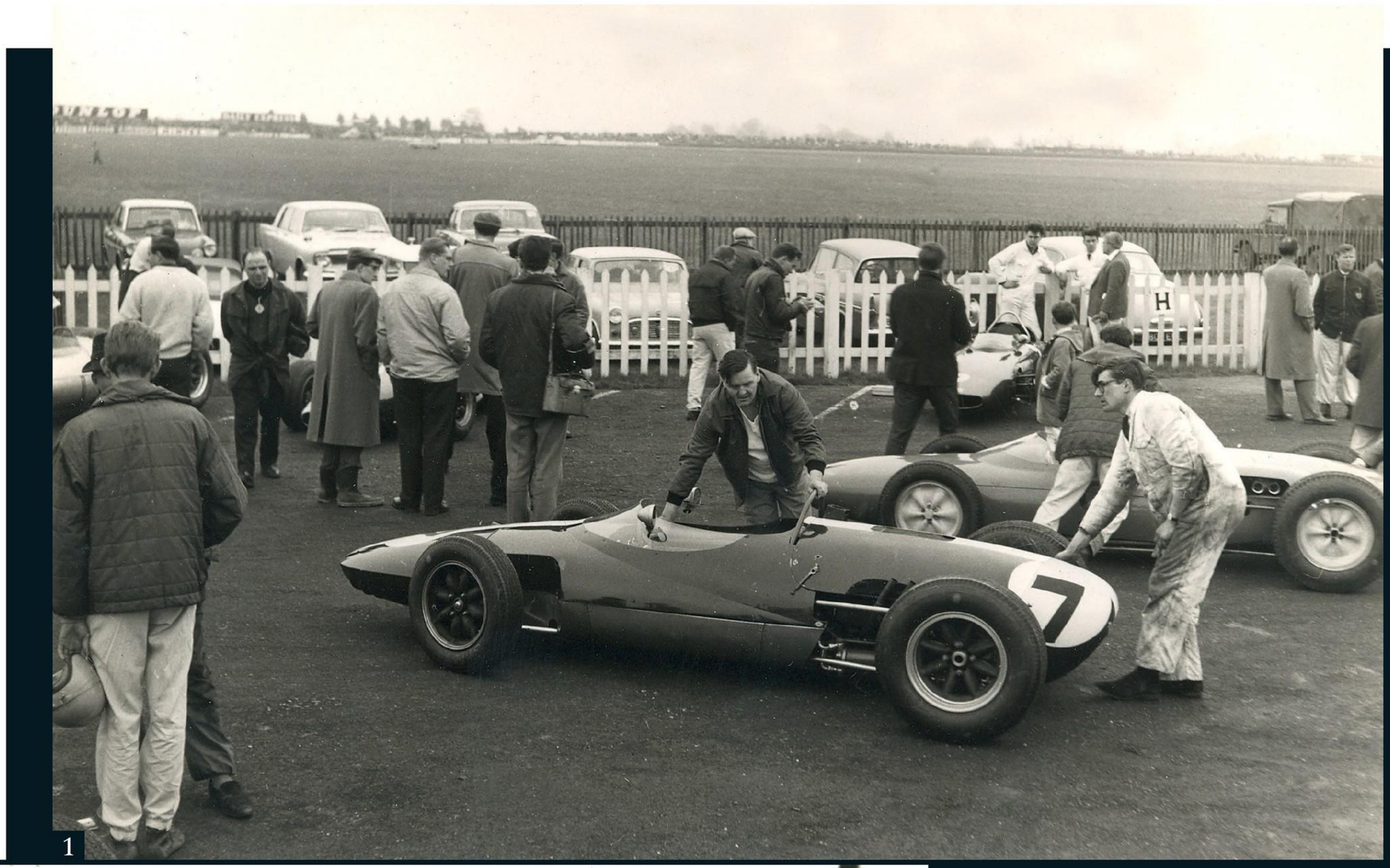
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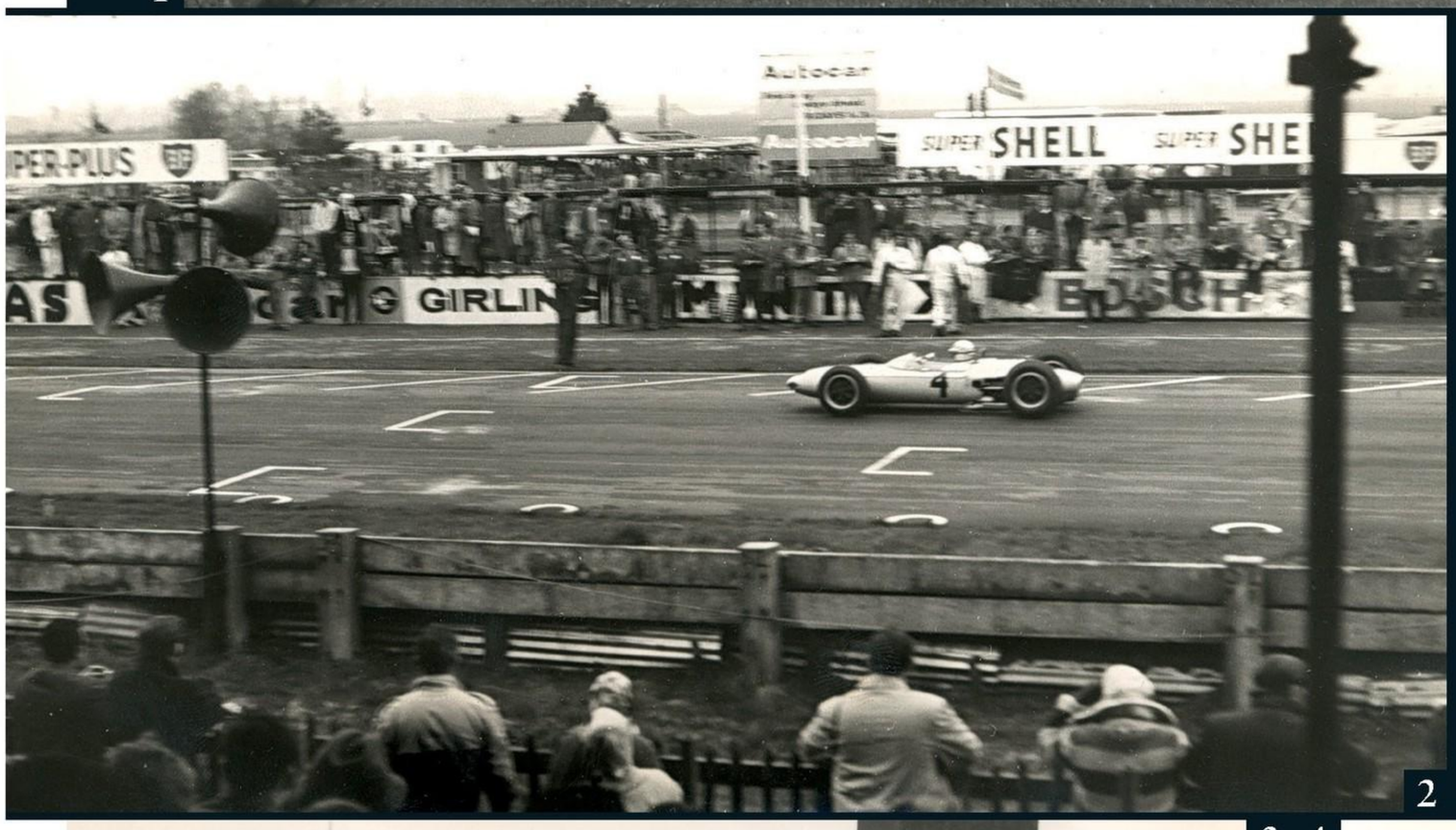

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DAVID CORBISHLEY

We've already featured some of New Jersey man David's photos in *You Were There*, but he sent so many great shots that we've selected some more, from the 1978 British GP at Brands Hatch. {1} View of pits and Paddock Hill Bend from Clearways. {2} Hunt's McLaren, Pironi's Tyrrell and Peterson's Lotus. {3} Tango and Corona were the drinks of choice. {4} Jody Scheckter qualified his Wolf third. {5} Lauda (Brabham) checks his mirror for Depailler (Tyrrell); Peterson follows on. {6} Giacomelli was in one of four McLaren M26s. {7} Helpful message from pitcrew to driver... {8} Regazzoni's Shadow retired with gearbox trouble. {9} Rebaque's Lotus and Lees's Ensign in the pits. {10} Fittipaldi in the Copersucar. {11} Brambilla's Surtees, almost ready to race. {12} Reutemann (11) won, but team-mate Villeneuve suffered a broken driveshaft. {13} Lunger's McLaren on the grid, as Jabouille's Renault (15) leaves the pits.



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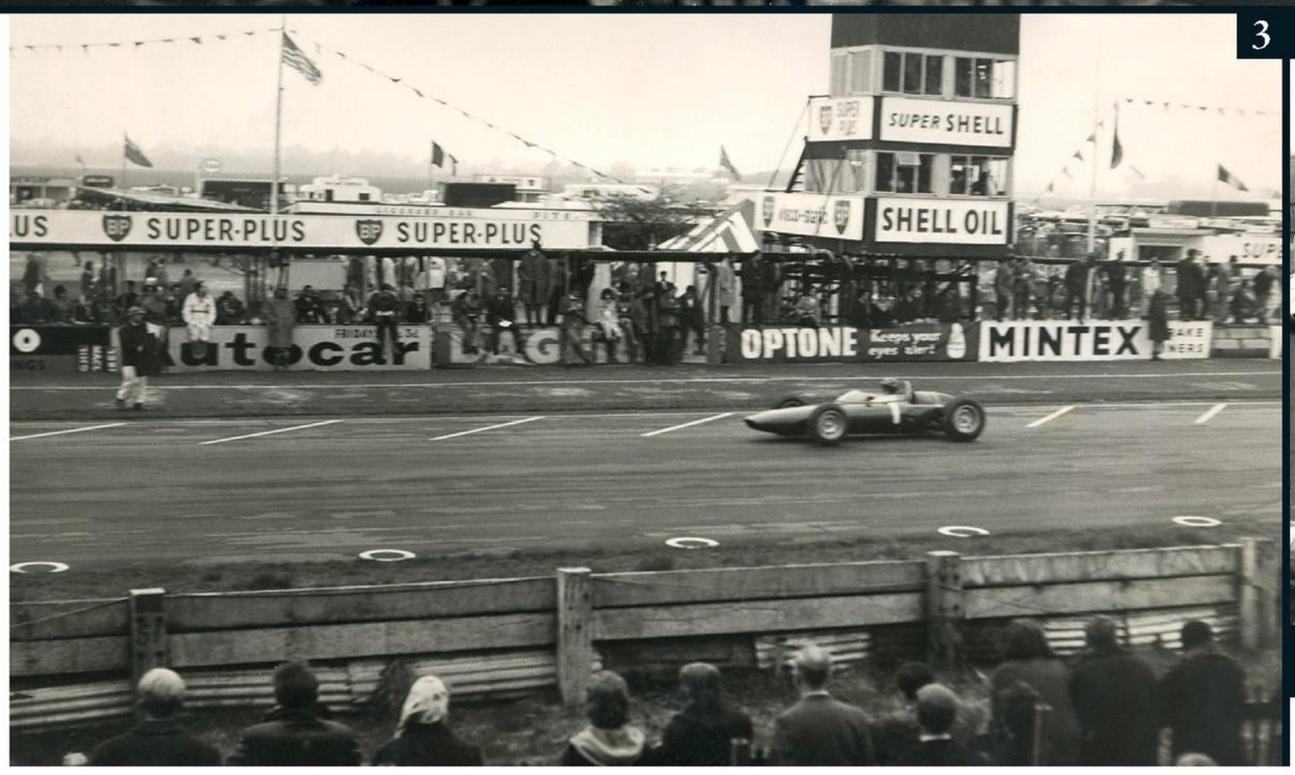


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HUGH PRICE

Le Mans finisher Hugh took these shots aged 15 on a trip with his father to the 1963 Goodwood Easter Meeting. "Those were my first days of going to races," he says. "I'm 60 now and still race in historics." {1} Rare Gilby-BRM is readied for Ian Raby in Goodwood International '100'. {2} Innes Ireland won the race in Lotus-BRM, while {3} Graham Hill had to be content with fastest lap in his BRM P578. {4} Innes Ireland and Jim Hall's Lotus-BRMs line up next to Chris Amon's Lola against the back fence, as drivers don helmets ready for the '100' race.

3



4



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Juan Manuel Fangio, Considered by many as the greatest F1 driver of all time - This holdall represents the Maserati 250F he drove on August 4, 1957 - German Grand Prix, Nürburgring. His last grand prix win. Rosso with giallo band and bianco 1



Morgan - Painting by Graham Turner www.studio88.co.uk



This holdall commemorates Morgan's 1st Le Mans win in class GT 1601 - 2000cc 1962 with the Morgan Plus Four, car number 29 driven by Chris J. Lawrence and Richard Shepherd - Barron they finished in 13th place overall. BRG - British racing green with cream handles, white roundel and black 29





Image: historiccarart.net

Paddy Hopkirk, became one of the fastest drivers in motorsport - This holdall represents the Mini Cooper S he drove winning the Rallye de Monte - Carlo 1964. Red with white rectangle and handles with black 37

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MADE IN ITALY

Doug Nye



Nuvolari's Auto Union sits ahead of Stuck's (also right) at Reims in '39. The Italian led the race until engine failure struck.

THE GHOSTS OF REIMS

An opportunity to run an Auto Union V12 at the French circuit triggered a nostalgia trip

I guess it happens to all enthusiasts. When you have a memory jam-packed with motor sporting stories, sights and sounds – both experienced first-hand and absorbed over years of reading and listening to our forebears – there are times when it doesn't take much to trigger a brainstorm of nostalgia, and sometimes déjà vu.

In early May, on the old start-finish straight of the slumbering Reims circuit in northern France, we ran the Auto Union V12 in which Hans Stuck had finished sixth – 70 years earlier – in the 1939 Grand Prix de l'ACF. That had been what the more recent media would have called 'A Joy Day' for the Auto Union team as two of Stuck's team-mates – Hermann Paul Müller and 'Schorsch' Meier – did a Brawn and dominated the result, first and second, in formation.

Auto Union's sworn enemy, Mercedes-Benz, had flunked out mechanically that day. For AU's Chemnitz-based Grand Prix team their victory was complete vindication after the horrible debut which their new 3-litre V12-engined cars had made in the Reims race the previous year. Then, running new V12s during practice, both Müller and Rudolf Hasse had crashed. Hasse escaped unhurt from his destroyed car but Müller was left unable to race, so Christian Kautz replaced him. Team director Dr Feureissen reluctantly decided to race two interim 1937-based open-wheeler cars with 3-litre engines.

And on the very first lap Hasse promptly spun his at Garenne corner and stalled. He manhandled it into a side road and restarted its engine by rolling downhill in reverse. But, intent upon keeping it running while struggling to re-latch its detachable steering wheel(!), he promptly rolled backwards into a ditch. On that same opening lap, stand-in Kautz had clouted a kerb and retired in the pits. Scratch both Auto Unions – and Mercedes' latest W154 cars finished 1-2-3.

The following year, 1939, saw fortunes reversed. Despite AU setting 'Schorsch' Meier's car alight while refuelling – which left him steering one-handed down the straights while holding his singed arm in the airstream to cool it – both their ex-motorcyclists, Müller and Meier, finished 1-2 and Stuck in 'our' car sixth. So what had happened to Mercedes-Benz? Caracciola had burst his car's fuel



tank by spinning into a house wall in Gueux village on the opening lap, and team-mates Lang and von Brauchitsch both suffered engine failures. Result – a stupendous day for the rear-engined Saxons.

So what were we doing there in 2009 with Stuck's old chassis, number '19' – as retrieved in the 1990s by Paul and Barbara Karassik from decades of Russian storage? The wonderfully cooperative local authorities had agreed to close the pit-straight road for five hours while we photographed and filmed the car, which is to be auctioned by Bonhams & Butterfields at Quail Lodge, California in August. Ian MacFarlane, Ian Harold and Malcolm Gerrish of restorers Crosthwaite & Gardiner were running the car, allegedly under my direction in the Neubauer/Feureissen role (joke).

Now this is where the memory brainstorm begins. At lunch. La Garenne restaurant beyond Thillois hairpin stands beside the former straight-on escape road there. And through the window I swore I saw Colin Chapman's smashed Vanwall careering past pluming steam from its burst

radiator after the practice incident in 1956 which ended his one-race career as a Formula 1 driver. Then up on the old pits roof I looked down upon the Auto Union just as my late photographer mate Geoff Goddard had photographed the Ferrari 375s and Alfettas there in 1951. And looking up-sun towards the brow where the Dunlop bridge used to stand on the approach to Gueux, there was Sommer's Maserati special silhouetted against the glare, as in 1933. In the old right-hander Gueux Curve – hmm – to the right is where 'Mac' Frazer died in the Lotus 11 in 1956. To the left is where Luigi Musso was killed in the Ferrari Dino 246 in 1958. Further on, this is the dished right-hander, impossibly narrow today, in which we have the slow-motion movie of Fangio drifting his Maserati 250F in 1957. Up there is where poor Pete Arundell's career was ruined by his F2 collision with Richie Ginther in 1964. And this must be where Jean-Pierre Beltoise only just escaped with his life in the Reims 12 Hours, to bounce back from terrible injuries to score Matra's first-ever F3 race win, come 1965…

> "It was here that Hawthorn won that sensational battle against Fangio's Maserati"

And so it goes on – all tumbling through what passes for a brain. Down at Thillois this is where Stirling Moss spun his pale green BRM in the 1959 Grand Prix, tried and failed to push-start it in the 110-degree heat, and flaked out semi-conscious right about here, on this very grass verge. And squint down the two-kilometre pit straight to picture Jack Brabham in his Cooper that day, punching out his aero screen to gasp fresh air and combat the super-heated cockpit. That was the day the sun melted the Tarmac and all the cars were shot-blasted by flying grit and asphalt. Jack's new young team-mate Bruce McLaren had his goggles smashed. He finished the race cockpit-roasted and semi-conscious, his goggles awash with a mix of foamed sweat and blood, "looking like pink champagne". That was the first F1 race his parents had attended. His mum was utterly horrified, asking "Is it always like this?" as her boy was lifted clear…

And of course it was here that Mike Hawthorn in his first season with Ferrari won that sensational battle against Fangio's Maserati to win the 1953 Grand Prix. He made only one mistake that weekend, leaving one of Reims organiser 'Toto' Roche's secretaries pregnant with his son…

So the boys primed No 19's four carburettors with petrol, Ian Harold thumbed the starter button, Ian Mac tweaked the throttles and BLAMM!!! – for the first time in 70 long years Reims-Gueux echoed to the rasp of the supercharged V12 Auto Union. The sun beat down… and all the real world's troubles were forgotten. And unlike Auto Union themselves, we didn't set the car on fire.





Stuck's Auto Union back at Reims. Above left: Malcolm Gerrish, Ian MacFarlane and Ian Harold ready the car for its runs

All images GP Library

'I want to drive Fangio's car!'

If ever anybody tells you that nothing about modern motor racing is "the way it used to be", ignore them. For manufacturers, the commercial imperatives of modern racing are no different from the way they were before WWI. Panhard, Peugeot, De Dion-Bouton, Mors and all those marques were just as keen to win on Sunday, sell on Monday, as notionally are Mercedes-Benz, Toyota, Renault – yes, and also Red Bull with its (to me) revolting gargle juice – today.

So, commercially-orientated publicity stunts are nothing new. They've included 1924 French GP winner Giuseppe Campari being presented with a 12ft Lyon sausage, and inflatable camels floating above the Spa pits in the '70s, promoting pioneering Camel cigarettes sponsorship for the Huron sports car which failed to qualify.

In 1949, there was an odd photo call at the Baths of Caracalla road circuit, before the 10th Rome GP. There'd been a lot of local hype about a kid named Claudio Giorgi, who had become quite a celebrity around the capital driving a beautifully-built 46cc monoposto 'racing car'. He had been lined up for a photo call between the visiting Automovil Club Argentino cars of then-new sensation Juan Manuel Fangio (a Maserati) and his team-mate Benedicto Campos (a similarly blue-and-yellow liveried Gordini).



Young Giorgi sulks after being told he can't swap his monoposto for Fangio's Maserati

But merely having his photo taken was not enough for little Claudio. Evidently he thought he was going to be allowed to drive Fangio's Maserati, and no doubt felt he would have shown the incomer a thing or two on his local track. But when he was told otherwise he burst into floods of tears! Fangio might not have had children, but he did his best to comfort Italy's budding champion, and that picture then became the story in the following morning's papers…

There have since been plenty of Italian drivers called Giorgi, but I don't know if any of them was the boy once comforted by The Maestro. When it comes to little-boy tantrums, has much changed in the frontline world of motor racing?

Doug Nye

Bentley's trick rev counter



Clement/Benjafield Bentley leads Brisson/Bloch Stutz at Le Mans in 1928. Below: the hard-to-please Birkin (left) with W O Bentley

Proper racing drivers are often characterised by psychologists as being 'high-attainment individuals'. That doesn't always make them likeable, truthful, straightforward or honest enough for Rover Scout status. Team managers over a century of motor sport have always had stories to tell which demonstrate the point. A friend of mine was walking through the paddock of 'a well-known circuit', 'somewhere in Britain' after a very capable driver notorious for his incessant whingeing had just won an important race there. He saw the joint chief of the winning team striding towards him, en route to the podium celebrations. "Well done!" he cried, "great drive, wasn't it!".

"Oh yes", came the instant response. "Great drive – but he's still a p**ck!" Which I guess said it all...

This was nothing new, of course, and back in the 1930s the Bentley team manager 'Bertie' Kensington-Moir told a lovely story about one of his more demanding Le Mans drivers. "W O Bentley and myself had to play a trick to keep him quiet. He was a chap who was never satisfied unless he had 300 revolutions per minute more from his engine than anyone else. After every practice run he kept on asking the other drivers how many revolutions they were getting on the straight... Knowing him, both WO and myself always tried to see that he got the right answer. But one of the other drivers thought he'd have a joke with him, and incidentally with us at the same time. It was Dr Benjafield, who'd won the race for us the previous year.

"When Benjy was asked, he said he was getting 3900rpm out of his engine – though I don't suppose he was really getting more than 3700 at the outside. That really caused it. I was told by our temperamental driver that his engine was dud, that the car wouldn't pull, etc, etc. And what was I going to do about it?

> "I was told by our temperamental driver that his engine was dud; what was I to do?"

"I knew perfectly well that the car was all right, as the lap times were, if anything, better than the other two cars of the team, but I knew it was no good saying so. I discussed it with WO again – gave Dr Benjafield 500 lines for being a naughty boy – and rang up the works. The night after, that slow car gave satisfaction. The driver was terribly pleased. His engine was doing 4100 revolutions... and getting quite difficult to hold. That's what he thought. He didn't know that a parcel had arrived for me by air from the Bentley works. I'd had it collected at Le Bourget and brought to Le Mans, and while he was having dinner... the special rev counter was fitted to the car; it registered 400 revolutions more than it should. The driver was completely satisfied. Drove like a hero, gave no trouble, and finished second..."

So, while Kensington-Moir took care not to name the driver, he littered his memoir with clues; Benjafield had won Le Mans with 'Sammy' Davis the year before – that would be 1927 – so we are talking about the 1928 race here. At which point the wheels come off Kensington-Moir's reminiscence, for while the butt of his story "finished second", in fact second place at Le Mans 1928 fell to the Edouard Brisson/Robert Bloch Stutz and not a Bentley at all. However, all along one might have suspected that the demanding Bentley driver never satisfied with second best was in fact Sir Henry 'Tim' Birkin. And sure enough the second Bentley home – actually in fifth place overall – was indeed the Birkin/Jean Chassagne 4½-litre team car. One always has to take these flip tales of derring-do with a proportionate pinch of salt, but this one seems close enough... Ⓜ

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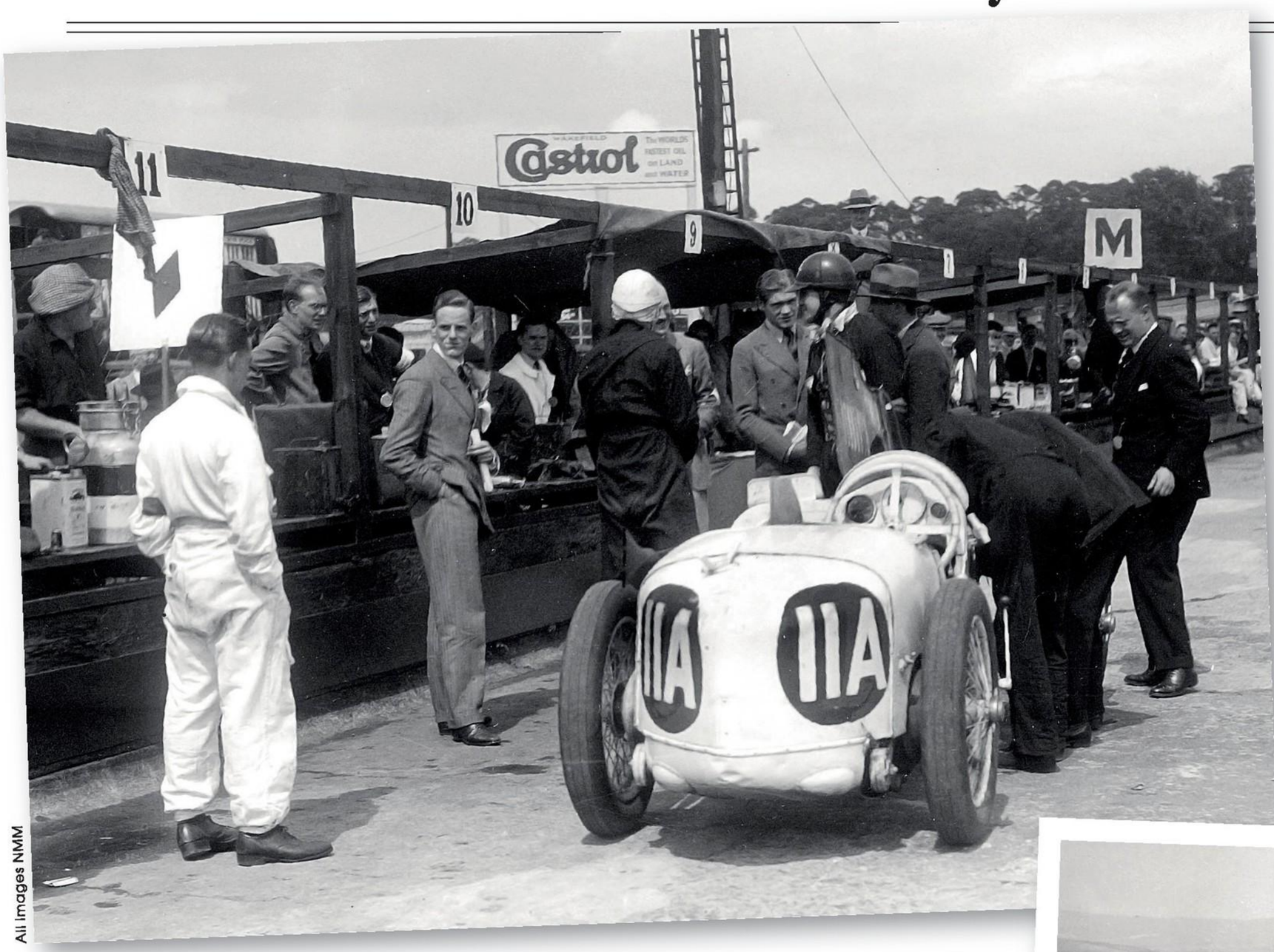
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CONAN DOYLES' MOTOR RACING

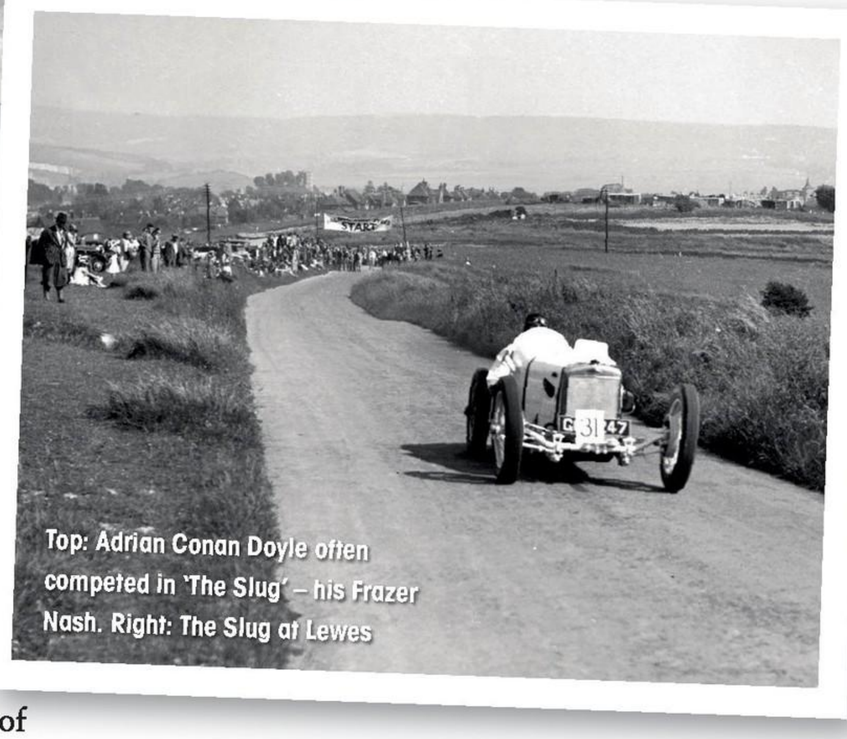
Not the famous author but his two sons. Both were keen drivers and competed in a variety of arenas in the 1930s

I think Sir Arthur Conan Doyle, who wrote the Sherlock Holmes stories, came only once to Brooklands, in conjunction with that author's tour of Europe, including Germany where they were asked to look out for anything military, it being in 1914.

Perhaps Brooklands was the finishing place as there was space for the cars and maybe lunch in the Clubhouse. I think Conan Doyle was a passenger in a large Benz tourer. But if the famous author never raced, his two sons Adrian and Denis did take up motor sport, and in rather a wild manner.

One of the Howey brothers who raced at Brooklands had bought the Count's Chitty-Bang-Bang I, just before Zborowski had been killed in 1924 in a works Mercedes at the Italian GP, and he took it on a Scottish tour from which it emerged in need of an overhaul. The Conan Doyle boys bought Chitty in 1930 and had it put in better running order. They then drove it in the 1931 Inter-Varsity speed trials at Branches Park during that February where Adrian was third in the 1½-litre class in the famous Frazer Nash 'The Slug' behind two other Frazer Nashes. The Conan Doyles represented Cambridge.

In 1930 Adrian made FTD at the popular Lewes speed trials, a slightly uphill ¼-mile course, organised by the Kent and Sussex LCC. He was again driving 'The Slug' which overturned after finishing the timed run, although Adrian was only slightly bruised.



Top: Adrian Conan Doyle often competed in 'The Slug' – his Frazer Nash. Right: The Slug at Lewes

At the May meeting, Denis also drove this car.

At the end of 1931 the Conan Doyles announced that they had formed a three-car team of Mercedes-Benz (presumably sports cars) to compete in the leading British and Continental races. The team manager was King Farlow. Nothing more was heard of this but in 1932 they drove a 36/220 Mercedes-Benz at Lewes, Reg No KP1813, a Kent number, whereas the Conan Doyle estate was in Sussex, so it was probably a used example. It won the unlimited sports car class for Denis (28.3sec).

Disaster came at the Inter-Varsity speed trials held by permission of Sir James Hill at his estate, Hexton Hall near Hitchin. In an Austro-Daimler Denis failed to stop as required and failed to take a bend which was not part of the course, and then stopped across the road. Not knowing this, Rothschild's 38/250 Mercedes-Benz was on its way to FTD. He too could not stop until beyond the finish; he avoided the Austro-Daimler but not an age-old box hedge. The CUAC banned the Conan Doyles from membership as a result.

Years later I was in the area with a friend and we decided to look at the course. We obtained permission and were halfway along it when the head gardener told us we were trespassing.



The brothers ran the ancient Chitty-Bang-Bang in sprints



1931: Adrian Conan Doyle digs up Skegness sand in Austro-Daimler

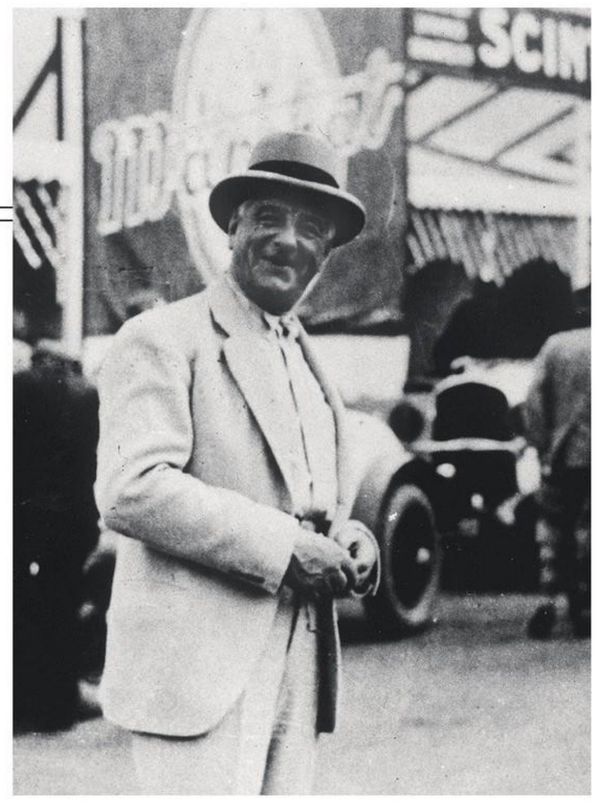
That awkwardness having been overcome, he told us proudly of the fine old box hedge he looked after and of how he never could eliminate a poor patch! It must have been as a result of that unfortunate accident.

In 1936 the two Conan Doyles competed at the Southport sand races with a stripped Mercedes-Benz SSK; **they were fastest** in the one-mile event for the big cars and Adrian finished fifth in the 50-mile Handicap race.

In the rain in the Irish Leinster road race Denis crashed in the Mercedes-Benz and Adrian abandoned his 1½-litre twin-camshaft Bugatti, running to the pits to check that his brother was alright. Serious misfiring of his Bugatti ruined Adrian's chances in the Autumn Southport '100', which ended the racing efforts of this sometimes wild pair.

"After the display Chitty-Bang-Bang was left derelict on the aerodrome"

In 1934 when I persuaded the proprietor of *Brooklands Track and Air* magazine to stage a small display of historic racing cars in the **Brooklands paddock, the Conan Doyles let me** borrow Chitty-Bang-Bang I, which Dick Nash kindly agreed to tow from London behind his Ford V8, with much tyre trouble on the giant car. The display also included Dick Nash's 1912 Lorraine-Dietrich, Shuttleworth's Paris-Madrid Dietrich and the 1903 Gordon Bennett Napier. After the display Chitty was left derelict on the aerodrome, the Conan Doyles hoping someone might buy the engine for a boat. They came to see the ancient giant in their sister's Austin 7, but eventually the one-time highly exciting Brooklands racing car was removed and finally broken up.



Long-service editorial records

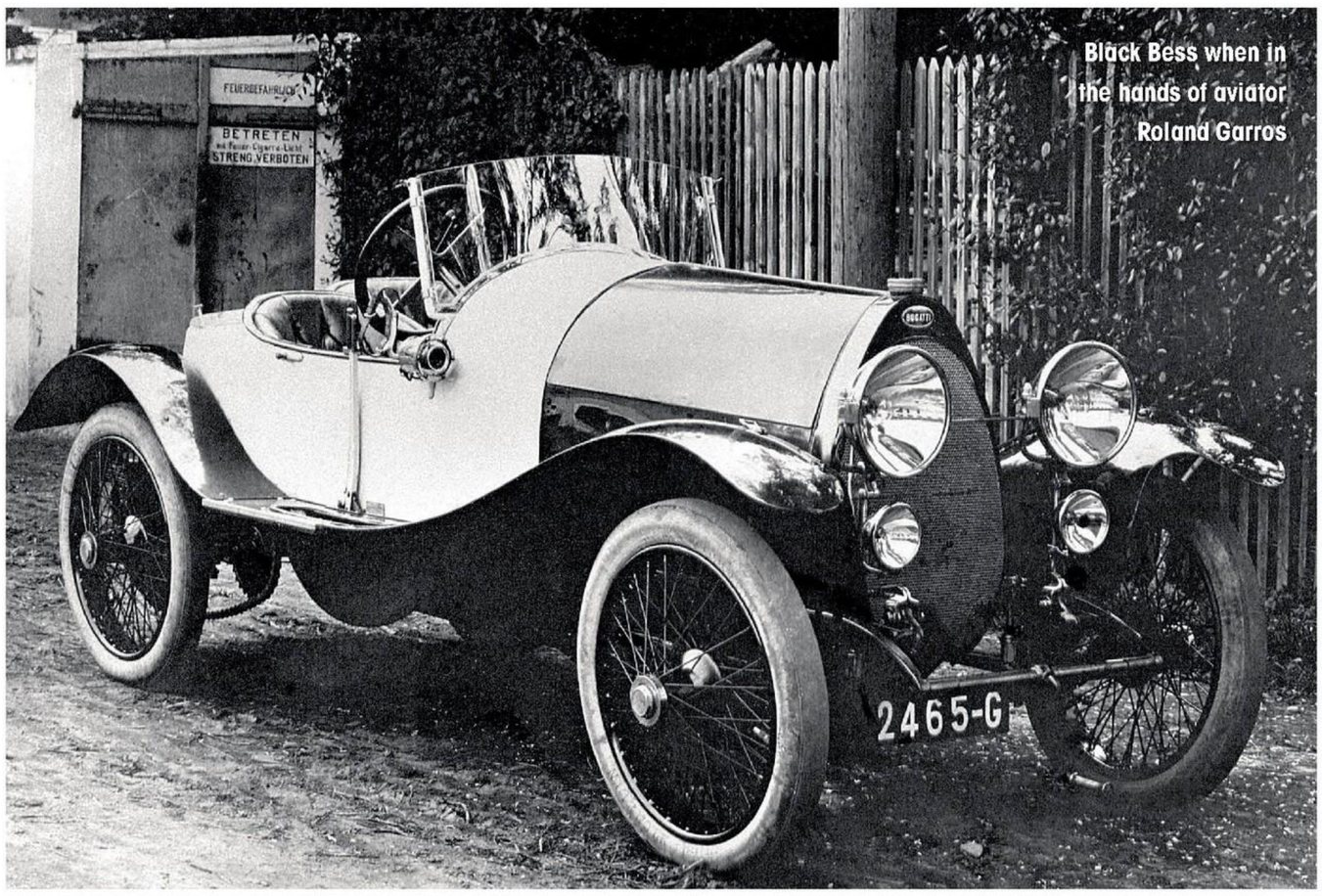
The other day when I was checking a fact in the 1980 Guinness Book of Car Facts and Feats I noted that the longest record of editorial service on a motoring paper was given as that of Charles Faroux (above), who joined the French *L'Auto* as Technical Editor in 1904 and was still serving at the time of his death in 1957, some 53 years later. I see that I was supposed to hold the British record for continuous editorship of *Motor Sport* having taken over its editorship at the outbreak of the Second World War.

In fact they had deprived me of a few years as I certainly became editor some years before WWII, otherwise why should I have persuaded the magazine's proprietor, who thought publication should stop due to the war, to continue with it, assuring him I could provide enough history even if, as he thought, the war might last 10 years? I did indeed manage to keep the magazine going without it missing a single issue throughout the war, despite having another job with the Ministry of Aircraft Production. I wrote to *Guinness Book of Records* correcting this, as after all their work is devoted to *records*, but had no reply.

Running *Motor Sport* was a wonderful experience, especially road-testing the many cars provided by manufacturers or agents, performance figures being initially obtained on Brooklands Track until it closed in 1939. As I have suggested before, any schoolboy who is a motoring enthusiast should endeavour to become a motoring writer. I kept a list of the cars I drove from 1936 to the mid-1970s, and these included 48 Austins, 17 BMWs, 22 Citroëns, 13 Daimlers, 94 Fords, 20 Hillmans, 27 Jaguars, 11 Lancias, 45 Morrises, 15 Peugeots, 38 Renaults, 30 Sunbeams, 15 Triumphs, 40 Vauxhalls and 10 Wolseleys. I know this may sound like bragging but the intention is to guide motor-mad schoolboys in the right direction.

The statistics are these: WB was effectively Editor from 1936-1991, which is 55 years. However, since then he has been Founder Editor, making his total editorial service 73 years. **GC**

Bill Boddy



Black Bess when in the hands of aviator Roland Garros

Bugatti Trust

Saving the 'Black Bess' Bugatti

In 1933 I heard that at McEvoy's works in Derby there was a mysterious Bugatti with chain final drive languishing there which they had no time to restore. To investigate I went in Mr J D Aylard's Type 40 Bugatti.

What we found was the 5-litre Edwardian 'Black Bess', a car I later discovered had been raced at Brooklands in 1925 by L H Preston, an Oxford undergraduate, when it lapped at 90.06mph, though by then 12 years old. It was afterwards owned by James Robinson Justice who took it to McEvoy's with gearbox problems, where we found it. Ettore Bugatti built only a dozen such cars, the first going to the famous pioneer aviator Roland Garros.

I could not afford to restore it but Col G M Giles of the Bugatti O C had a magnificent rebuild undertaken. He drove 'Black Bess' on the road and in competition events with great enjoyment. Peter Hampden then acquired it. Another owner was David Heimann, and I drove it up Kop Hill for a BBC film.

It was run very successfully in speed trials and hillclimbs by Miss Ivy Cummings long after Louis Coatalen, the Sunbeam designer, had owned it. More recently it was purchased by Evert Louwman for the Dutch National Motor Museum.

Rumblings

The Labour Government is proposing to reduce the speed limit from 60 to 50mph on many roads. I am aware that it believes that anyone doing around 100mph is the equivalent of someone carrying a knife or gun but under the right conditions such speeds can be perfectly safe. This reminds me of the day when an E-type Jaguar came to the *Motor Sport* offices for a test. Before I left, a colleague said, "Be careful. It's a 150mph car." But in pouring rain it proved quite docile and when the traffic lights by the Albert Hall went to red the brakes stopped the car effectively, whereas on my left a small Ford was rotating.

On derestricted roads the Jaguar's performance was most effective and appreciated. With a 50mph speed limit some of the pleasures of motoring will be decreased, so sales of good sports cars will probably diminish if and when the current global financial situation is resolved. And it should be remembered that free-flowing traffic is helped by a reasonable speed. Reducing the limit will oppose this.

The 750MC will hold its 47th National Austin Rally at Beaulieu on June 28, when over 200 A7s of all types will fill the fields outside the National Motor Museum. Details from the Club office on 01379 741641.

Having mentioned Model-T races at Brooklands last month, I would like to clarify that both such races were in 1912.

VSCC Ladies' Race continues a long tradition

The Vintage Sports-Car Club's 2009 fixture list includes race meetings at Oulton Park, Mallory Park and Donington circuits, with a ladies' race at the last named venue. This reminds me of how cautious the Brooklands authorities were over such a race, in spite of the sensible driving of the girls in other clubs' events. But by 1929 the BARC finally did provide such a race, albeit with more modest prize money than it offered for male drivers. It was won by Mrs Scott in a Delage.

A V Ebblewhite, who had a London musical instruments business, spent most of his time so very expertly handicapping all manner of contests, not only motor and aeroplane ones, and now the new races for the girls set him fresh calculations.

In 1932 the BARC held an all-girls handicap race. This was won by dirt-track racer Fay Taylour in a Talbot 105 ahead of Paddy Naish's supercharged Salmson. By 1933 the ladies were judged safe on the Mountain Circuit; a five-lap contest was won by Rita Don in Freddie Dixon's Riley.

In 1934 there was a Ladies' Handicap, won by Doreen Evans. Fay Taylour, in a borrowed Monza Alfa Romeo, finished in second place ahead of Mrs Elsie Wisdom in an Alpine Talbot. However, Fay did not stop after the end of the race, ignoring all flag signals either because she wanted to make sure she had won or in order to attract maximum press coverage. A marshal had to stand in front of her car to stop her. The BARC was not amused, excluding and fining her.



LAT

Elsie 'Bill' Wisdom was a regular and rapid competitor, as was Fay Taylour, right



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Race Results

FIA FORMULA 1 WORLD CHAMPIONSHIP

AUSTRALIA
MELBOURNE – MARCH 29

1	Jenson Button	*Brawn GP*
2	Rubens Barrichello	*Brawn GP*
3	Jarno Trulli	*Toyota*
4	Timo Glock	*Toyota*
5	Fernando Alonso	*Renault*
6	Nico Rosberg	*Williams*
7	Sebastien Buemi	*Toro Rosso*
8	Sébastien Bourdais	*Toro Rosso*

Fastest lap: *Nico Rosberg*
Pole: *Jenson Button*

MALAYSIA
KUALA LUMPUR – APRIL 5

1	Jenson Button	*Brawn GP*
2	Nick Heidfeld	*BMW Sauber*
3	Timo Glock	*Toyota*
4	Jarno Trulli	*Toyota*
5	Rubens Barrichello	*Brawn GP*
6	Mark Webber	*Red Bull*
7	Lewis Hamilton	*McLaren*
8	Nico Rosberg	*Williams*

Fastest lap: *Jenson Button*
Pole: *Jenson Button*

CHINA
SHANGHAI – APRIL 19

1	Sebastian Vettel	*Red Bull*
2	Mark Webber	*Red Bull*
3	Jenson Button	*Brawn GP*
4	Rubens Barrichello	*Brawn GP*
5	Heikki Kovalainen	*McLaren*
6	Lewis Hamilton	*McLaren*
7	Timo Glock	*Toyota*
8	Sebastien Buemi	*Toro Rosso*

Fastest lap: *Rubens Barrichello*
Pole: *Sebastian Vettel*

BAHRAIN
SAKHIR – APRIL 26

1	Jenson Button	*Brawn GP*
2	Sebastian Vettel	*Red Bull*
3	Jarno Trulli	*Toyota*
4	Lewis Hamilton	*McLaren*
5	Rubens Barrichello	*Brawn GP*
6	Kimi Räikkönen	*Ferrari*
7	Timo Glock	*Toyota*
8	Fernando Alonso	*Renault*

Fastest lap: *Jarno Trulli*
Pole: *Jarno Trulli*

SPAIN
CATALUNYA – MAY 10

1	Jenson Button	*Brawn GP*
2	Rubens Barrichello	*Brawn GP*
3	Mark Webber	*Red Bull*
4	Sebastian Vettel	*Red Bull*
5	Fernando Alonso	*Renault*
6	Felipe Massa	*Ferrari*
7	Nick Heidfeld	*BMW Sauber*
8	Nico Rosberg	*Williams*

Fastest lap: *Rubens Barrichello*
Pole: *Jenson Button*

MONACO
MONTE CARLO – MAY 24

1
2
3
4
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6
7
8

Fastest lap:
Pole:

TURKEY
ISTANBUL – JUNE 7

1
2
3
4
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6
7
8

Fastest lap:
Pole:

GREAT BRITAIN
SILVERSTONE – JUNE 21

1
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7
8

Fastest lap:
Pole:

GERMANY
NÜRBURGRING – JULY 12

1
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7
8

Fastest lap:
Pole:

HUNGARY
BUDAPEST – JULY 26

1
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8

Fastest lap:
Pole:

EUROPE
VALENCIA – AUGUST 23

1
2
3
4
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7
8

Fastest lap:
Pole:

BELGIUM
SPA – AUGUST 30

1
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3
4
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7
8

Fastest lap:
Pole:

ITALY
MONZA – SEPTEMBER 13

1
2
3
4
5
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7
8

Fastest lap:
Pole:

SINGAPORE
SINGAPORE – SEPTEMBER 27

1
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3
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7
8

Fastest lap:
Pole:

JAPAN
SUZUKA – OCTOBER 4

1
2
3
4
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8

Fastest lap:
Pole:

BRAZIL
SÃO PAULO – OCTOBER 18

1
2
3
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Fastest lap:
Pole:

ABU DHABI
YAS MARINA – NOVEMBER 1

1
2
3
4
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8

Fastest lap:
Pole:

DRIVER STANDINGS

1	Jenson Button	*41*
2	Rubens Barrichello	*27*
3	Sebastian Vettel	*23*
4	Mark Webber	*15.5*
5	Jarno Trulli	*14.5*
6	Timo Glock	*12*
7	Lewis Hamilton	*9*
8	Fernando Alonso	*9*
9	Nick Heidfeld	*6*
10	Nico Rosberg	*4.5*
11	Heikki Kovalainen	*4*
12	Felipe Massa	*3*
13	Kimi Räikkönen	*3*

MANUFACTURER STANDINGS

1	Brawn GP	*68*
2	Red Bull	*38.5*
3	Toyota	*26.5*
4	McLaren	*13*
5	Renault	*9*
6	BMW Sauber	*6*

FIA WORLD RALLY CHAMPIONSHIP

IRELAND
JANUARY 30-FEBRUARY 1

1	Sébastien Loeb	*Citroën*
2	Dani Sordo	*Citroën*
3	Mikko Hirvonen	*Ford*
4	Henning Solberg	*Ford*
5	Chris Atkinson	*Citroën*
6	Sébastien Ogier	*Citroën*

NORWAY
FEBRUARY 13-15

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Jari-Matti Latvala	*Ford*
4	Henning Solberg	*Ford*
5	Dani Sordo	*Citroën*
6	Petter Solberg	*Citroën*

CYPRUS
MARCH 13-15

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Petter Solberg	*Citroën*
4	Dani Sordo	*Citroën*
5	Matthew Wilson	*Ford*
6	Conrad Rautenbach	*Citroën*

PORTUGAL
APRIL 2-5

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Dani Sordo	*Citroën*
4	Petter Solberg	*Citroën*
5	Henning Solberg	*Ford*
6	Mads Østberg	*Subaru*

ARGENTINA
APRIL 24-26

1	Sébastien Loeb	*Citroën*
2	Dani Sordo	*Citroën*
3	Henning Solberg	*Ford*
4	Federico Villagra	*Ford*
5	Matthew Wilson	*Ford*
6	Jari-Matti Latvala	*Ford*

ITALY
MAY 22-24

1
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6

GREECE
JUNE 12-14

1
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6

POLAND
JUNE 26-28

1
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FINLAND
JULY 31-AUGUST 2

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6

AUSTRALIA
SEPTEMBER 4-6

1
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SPAIN
OCTOBER 2-4

1
2
3
4
5
6

GREAT BRITAIN
OCTOBER 23-25

1
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4
5
6

WRC DRIVER STANDINGS

1	Sébastien Loeb	*50*
2	Dani Sordo	*31*
3	Mikko Hirvonen	*30*
4	Henning Solberg	*20*
5	Petter Solberg	*14*

MANUFACTURER STANDINGS

1	Citroën Total WRT	*82*
2	BP-Ford WRT	*43*
3	Stobart Ford Rally	*37*

PWRC DRIVER STANDINGS

1	Armindo Araújo	*23*
2	Nasser Al-Attiyah	*21*
3	Patrik Sandell	*20*

JWRC DRIVER STANDINGS

1	Michal Kosciuszko	*28*
2	Aaron Burkart	*24*
3	Martin Prokop	*18*

Race Results

FIM MOTOGP CHAMPIONSHIP

QATAR
LOSAIL – APRIL 12

1	Casey Stoner	*Ducati*
2	Valentino Rossi	*Yamaha*
3	Jorge Lorenzo	*Yamaha*
4	Colin Edwards	*Yamaha*
5	Andrea Dovizioso	*Honda*
6	Alex De Angelis	*Honda*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

JAPAN
MOTEGI – APRIL 26

1	Jorge Lorenzo	*Yamaha*
2	Valentino Rossi	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Casey Stoner	*Ducati*
5	Andrea Dovizioso	*Honda*
6	Marco Melandri	*Kawasaki*

Fastest lap: *Jorge Lorenzo*
Pole: *Valentino Rossi*

SPAIN
JEREZ – MAY 3

1	Valentino Rossi	*Yamaha*
2	Dani Pedrosa	*Honda*
3	Casey Stoner	*Ducati*
4	Randy De Puniet	*Honda*
5	Marco Melandri	*Kawasaki*
6	Loris Capirossi	*Suzuki*

Fastest lap: *Valentino Rossi*
Pole: *Jorge Lorenzo*

FRANCE
LE MANS – MAY 17

1	Jorge Lorenzo	*Yamaha*
2	Marco Melandri	*Kawasaki*
3	Dani Pedrosa	*Honda*
4	Andrea Dovizioso	*Honda*
5	Casey Stoner	*Ducati*
6	Chris Vermeulen	*Suzuki*

Fastest lap: *Dani Pedrosa*
Pole: *Dani Pedrosa*

ITALY
MUGELLO – MAY 31

1
2
3
4
5
6

Fastest lap:
Pole:

SPAIN
CATALUNYA – JUN 14

1
2
3
4
5
6

Fastest lap:
Pole:

NETHERLANDS
ASSEN – JUNE 27

1
2
3
4
5
6

Fastest lap:
Pole:

UNITED STATES
LAGUNA SECA – JUL 5

1
2
3
4
5
6

Fastest lap:
Pole:

GERMANY
SACHSENRING – JUL 19

1
2
3
4
5
6

Fastest lap:
Pole:

GREAT BRITAIN
DONINGTON – JULY 26

1
2
3
4
5
6

Fastest lap:
Pole:

CZ REPUBLIC
BRNO – AUGUST 16

1
2
3
4
5
6

Fastest lap:
Pole:

UNITED STATES
INDIANAPOLIS – AUG 30

1
2
3
4
5
6

Fastest lap:
Pole:

SAN MARINO
MISANO – SEP 6

1
2
3
4
5
6

Fastest lap:
Pole:

HUNGARY
BALATONRING – SEP 20

1
2
3
4
5
6

Fastest lap:
Pole:

PORTUGAL
ESTORIL – OCT 4

1
2
3
4
5
6

Fastest lap:
Pole:

AUSTRALIA
PHILIP ISLAND – OCT 18

1
2
3
4
5
6

Fastest lap:
Pole:

MALAYSIA
SEPANG – OCTOBER 25

1
2
3
4
5
6

Fastest lap:
Pole:

CZ REPUBLIC
BRNO – NOVEMBER 8

1
2
3
4
5
6

Fastest lap:
Pole:

RIDER STANDINGS

1	Jorge Lorenzo	*66*
2	Valentino Rossi	*65*
3	Casey Stoner	*65*
4	Dani Pedrosa	*57*
5	Marco Melandri	*43*
6	Andrea Dovizioso	*43*
7	Colin Edwards	*35*
8	Chris Vermeulen	*31*
9	Loris Capirossi	*27*
10	Randy De Puniet	*26*

TEAM STANDINGS

1	Fiat Yamaha	*131*
2	Ducati Marlboro	*100*
3	San Carlo Honda	*74*
4	Repsol Honda	*58*
5	Monster Yamaha	*52*

FIA WORLD TOURING CAR CHAMPIONSHIP

BRAZIL
CURITIBA – MARCH 8

Race 1

1	Yvan Muller	*SEAT*
2	Jordi Gené	*SEAT*
3	Rickard Rydell	*SEAT*
4	Gabriele Tarquini	*SEAT*
5	Nicola Larini	*Chevrolet*
6	Augusto Farfus	*BMW*

Race 2

1	Gabriele Tarquini	*SEAT*
2	Rickard Rydell	*SEAT*
3	Jordi Gené	*SEAT*
4	Yvan Muller	*SEAT*
5	Jörg Müller	*BMW*
6	Augusto Farfus	*BMW*

MEXICO
PUEBLA – MARCH 22

Race 1

1	Rickard Rydell	*SEAT*
2	Augusto Farfus	*BMW*
3	Andy Priaulx	*BMW*
4	Yvan Muller	*SEAT*
5	Jörg Müller	*BMW*
6	Gabriele Tarquini	*SEAT*

Race 2

1	Yvan Muller	*SEAT*
2	Andy Priaulx	*BMW*
3	Rickard Rydell	*SEAT*
4	Augusto Farfus	*BMW*
5	Sergio Hernández	*BMW*
6	Alex Zanardi	*BMW*

MOROCCO
MARRAKECH – MAY 3

Race 1

1	Rob Huff	*Chevrolet*
2	Gabriele Tarquini	*SEAT*
3	Jordi Gené	*SEAT*
4	Yvan Muller	*SEAT*
5	Tiago Monteiro	*SEAT*
6	Nicola Larini	*Chevrolet*

Race 2

1	Nicola Larini	*Chevrolet*
2	Yvan Muller	*SEAT*
3	Rob Huff	*Chevrolet*
4	Jörg Müller	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Augusto Farfus	*BMW*

FRANCE
PAU – MAY 17

Race 1

1	Rob Huff	*Chevrolet*
2	Augusto Farfus	*BMW*
3	Jörg Müller	*BMW*
4	Andy Priaulx	*BMW*
5	Sergio Hernández	*BMW*
6	Félix Porteiro	*BMW*

Race 2

1	Alain Menu	*Chevrolet*
2	Augusto Farfus	*BMW*
3	Rob Huff	*Chevrolet*
4	Andy Priaulx	*BMW*
5	Alex Zanardi	*BMW*
6	Gabriele Tarquini	*SEAT*

SPAIN
VALENCIA – MAY 31

Race 1

1
2
3
4
5
6

Race 2

1
2
3
4
5
6

CZ REPUBLIC
BRNO – JUNE 21

Race 1

1
2
3
4
5
6

Race 2

1
2
3
4
5
6

PORTUGAL
PORTO – JULY 5

Race 1

1
2
3
4
5
6

Race 2

1
2
3
4
5
6

GREAT BRITAIN
BRANDS HATCH – JULY 19

Race 1

1
2
3
4
5
6

Race 2

1
2
3
4
5
6

GERMANY
OSCHERSLEBEN – SEP 6

Race 1

1
2
3
4
5
6

Race 2

1
2
3
4
5
6

ITALY
IMOLA – SEPTEMBER 20

Race 1

1
2
3
4
5
6

Race 2

1
2
3
4
5
6

JAPAN
OKAYAMA – NOV 1

Race 1

1
2
3
4
5
6

Race 2

1
2
3
4
5
6

MACAU
MACAU – NOV 22

Race 1

1
2
3
4
5
6

Race 2

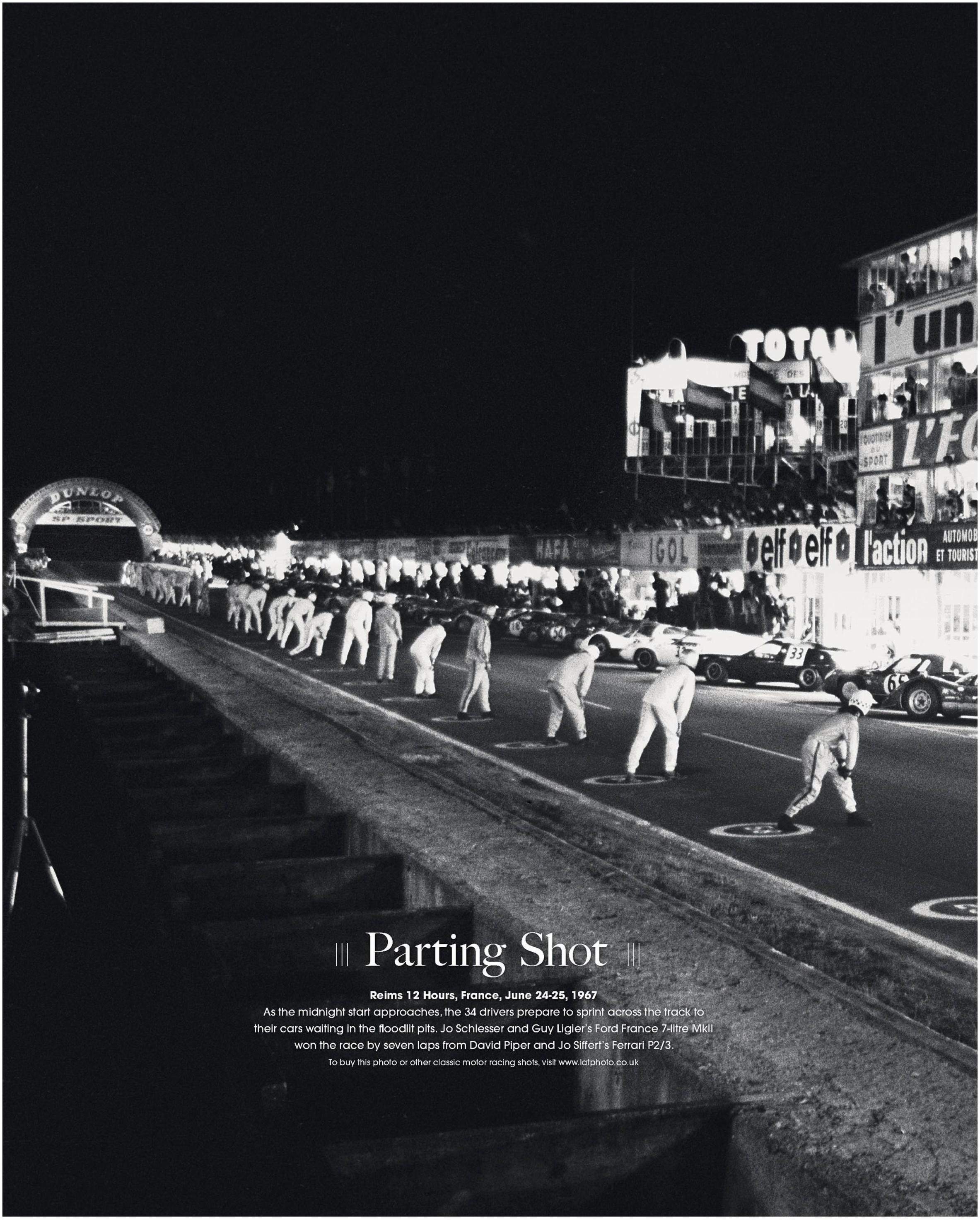
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DRIVER STANDINGS

1	Yvan Muller	*45*
2	Augusto Farfus	*39*
3	Gabriele Tarquini	*34*
4	Rob Huff	*32*
5	Rickard Rydell	*30*
6	Andy Priaulx	*26*
7	Jordi Gené	*24*
8	Jörg Müller	*20*
9	Nicola Larini	*14*
10	Alain Menu	*14*

MANUFACTURER STANDINGS

1	SEAT	*107*
2	BMW	*91*
3	Chevrolet	*82*
4	Lada	*29*



Parting Shot

Reims 12 Hours, France, June 24-25, 1967

As the midnight start approaches, the 34 drivers prepare to sprint across the track to their cars waiting in the floodlit pits. Jo Schlesser and Guy Ligier's Ford France 7-litre MkII won the race by seven laps from David Piper and Jo Siffert's Ferrari P2/3.

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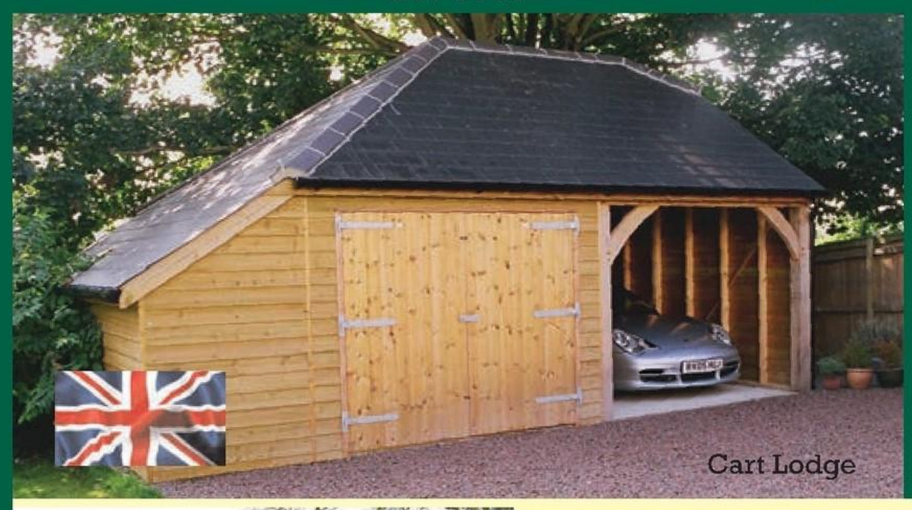
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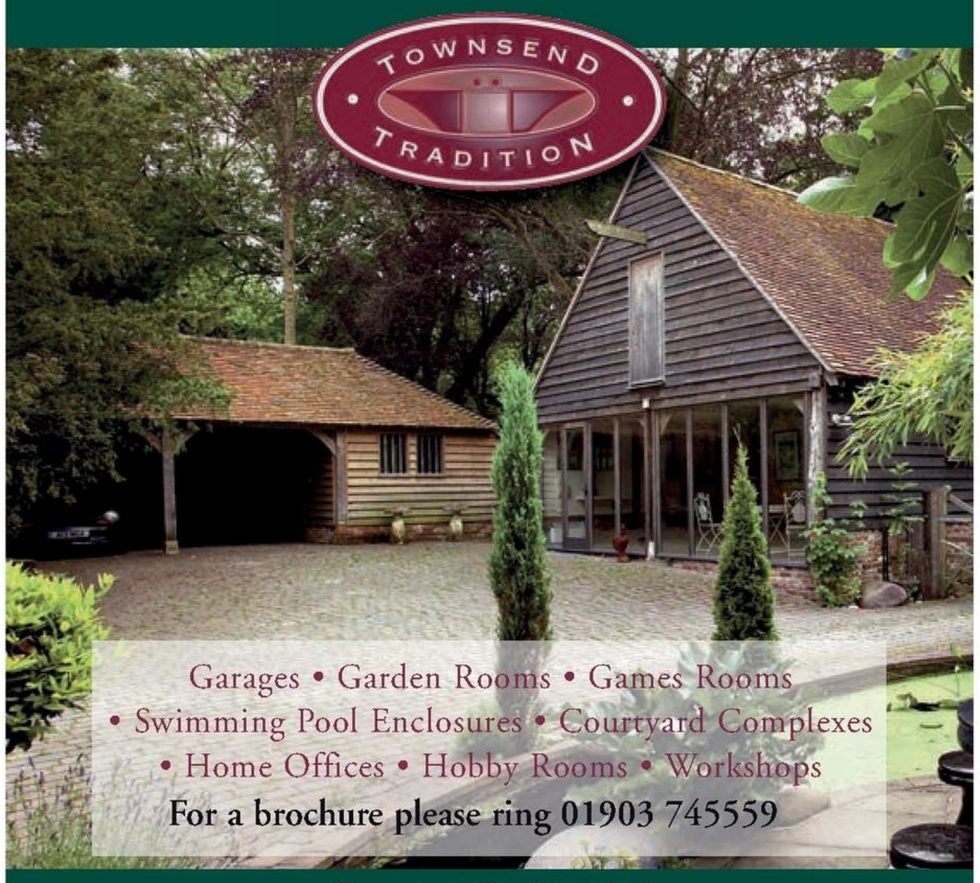
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Alfa Romeo Duetto Spider, 1967, Rosso Dino,/Black/Black top, Restored $29,950.00	Ferrari 365 GTC/4, 1972 Rosso Rubino/Tan, 34k miles from new, One of the Best!..... $140,000.00
Aston Martin V8 Vantage, 1978, Red/Natural, 5-speed, 1 of 23 rare Flip Tail models ..... $P.O.A.	Jaguar XK-140 Drophead, 1957, BRG/Green/Black top, 4-spd, restored $125,000.00
Aston Martin Lagonda, 1983, Storm Red/Magnolia, 28k miles, Extremely Nice & Proper $42,500.00	Jaguar E-type Series 1 Coupe, 1967, Blue/Tan, Restored, 4-speed, Superb throughout $99,000.00
Aston Martin V8 Vantage Volante, 1987, Red/Tan/Tan top, 36k miles, Auto $135,000.00	Jaguar E-type V-12 Coupe, 1973, BRG/Tan, 4-spd, Airconditioned, Fully Restored..... $39,500.00
Aston Martin Virage Widebody Volante, 1993, BRG/Tan/Green top, 5k miles, Auto..... $140,000.00	Maserati Quattroporte Series III, 1986, Black/Tan, 37k one-owner from new..... $25,500.00
Aston Martin DB9 Volante, 2008, Slate Blue/Sandstorm, 2k miles, F1 transmission..... $146,500.00	Porsche 911S Coupe, 1973, Silver/Black, 28k orig. miles, One of the Best in the World! ..$135,000.000
Bentley Continental, 1993, British Racing Green/Tan, 23k miles, 2-owners from new..... $52,500.00	Porsche 911 S Coupe, 1973, Silver/Black, Restored, Sunroof, 5-speed, Exceptional $59,000.00
Ferrari 275 GTB Short Nose, 1965, Red/Black, Older Rest./Serviced/Drives as it should ... $775,000.00	Porsche 930 Turbo Coupe, 1987, Rare Carmine Red, 49k miles, Fully Serviced..... $46,500.00
Ferrari 275 GTB, 1966, Silver, Long nose, 6-carb, torque tube, Original & unmolested $975,000.00	Porsche Carrera GT, 2005, Red/Dark Grey, 7k miles from new, Fully Serviced $325,000
Ferrari 330 GTC, 1967, China Red/Black, Restored, pwr window, a/c, Just serviced $215,000.00	Porsche 911 GT2 Turbo, 2008, Black/Black, 3k miles, 6-speed manual $186,500.00
Ferrari 365 GTB/4 Spyder, 1971, Red, Restored & Conversion by AutoSport Modena $395,000.00	Renault R5 Turbo 2, 1986, Blue, 28k km's from new, Tour de Corse wheels, Devil exhaust .. $59,500.00

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1962 Ferrari 250 SWB
Outside filler. Completely Restored, 1984. Outstanding throughout.



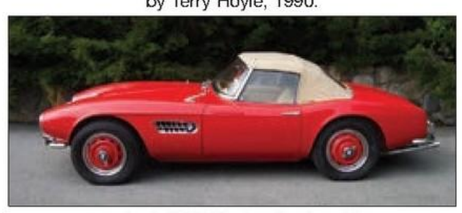
1967 Ferrari 275 GTB/4
Blue/Tan, two owners from new, books & tools, looks and drives as new. Perfect!



1962 Ferrari 400 SA Aerodynamica
Closed headlights, Overdrive. Restored by Terry Hoyle, 1990.



Ferrari 1958 250 GT Elena Coupe
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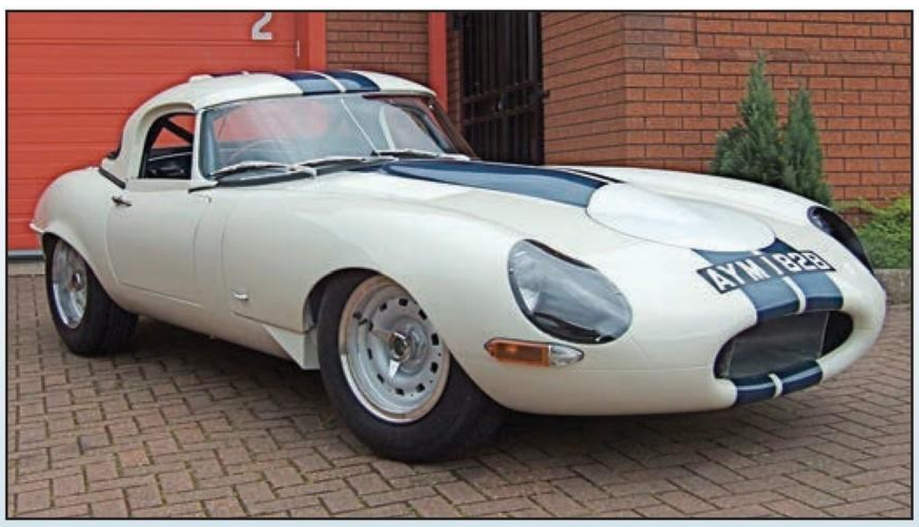
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Powered by a race prepared short stroke Chevy producing close to 700 BHP and mated to a Hewland NLT sequential gearbox.
ATL re-fuelling, 18" Image billet wheels with Dunlop slicks plus two further sets of wheels with tyres. Genuine Porsche 962C windscreen etc., the spec and parts are too long to list. This is a stunning car and ready to race or just simply the best and most admired trackday car.
Price is £75,000



Jaguar E Type Lightweight with FIA papers.

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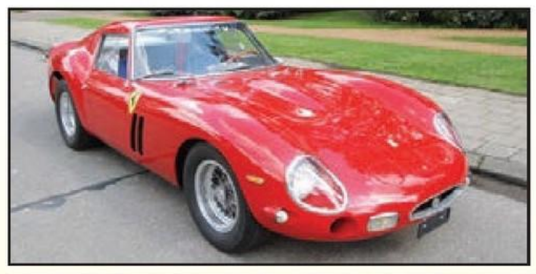
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Ferrari 250 GTO Recreation - 1962 – LHD. One of 10 Ferrari 250 GTO Recreation by Favre with authorization of Ferrari. Colour red with grey/blue. Built in the late 1980s using a 250 GT engine and GTO gearbox. Chassis nr. 3001, engine nr. 168. . . . . **Price: 275.000,00 Euro**



Aston Martin DB4 Vantage - LHD - 1962. Colour Dark Blue with red leather interior. Fortune spend on restoring this car. Chassis nr. DB4/981/R. Engine nr. 370/1072/SS. All matching numbers . . . . . **Price: 220.000,00 Euro**



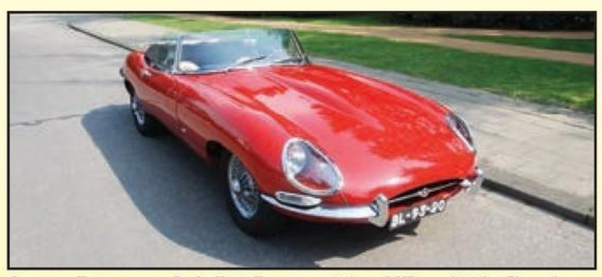
Mercedes 190 SL "Ponton" Softtop Roadster - 1957. Completely restored to concours condition in original colour combination, Strawberry red with beige interior. . . . . **Price: 90000,00 Euro**



Jensen interceptor III convertible - 1975 - LHD. Colour Burgundy red, Burgundy red conolly leather interior, black hood. Restored a few years ago, still in perfect condition. For sale for a fraction of the restoration costs. . . . . **Price: 68.000,00 Euro**



JAGUAR XK 150 roadster - LHD – 1958. Very nice car completely restored a few years ago and in very good condition. Colour Dark Blue with beige leather interior . . . . . **Price: 95000,00 Euro**



Jaguar E-type - S 1 flat floor - 3.8 - LHD - 1961. Chassis nr. 875117.Colour Carmen red with beige interior. Very nice car, all matching numbers. Engine just rebuild. . . . . **Price: 85.000,00 Euro**



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Documented history.
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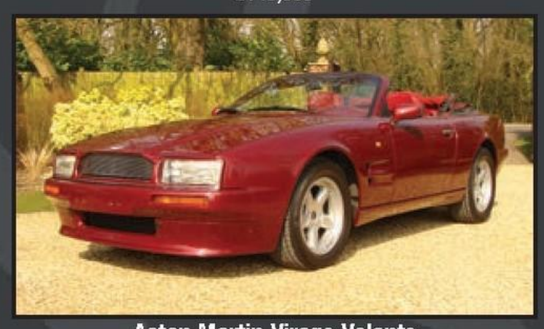
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1965	Jaguar MK II	Burgundy Metallic	41000 miles	RHD	£29,995
1984	Jaguar XJS V12 HE Coupe	Grey/Cream	18213 miles	RHD	£11,995
1965	*Lotus Elan 26ER Rep	Red	N/A	LHD	£99,995
1964	*Lotus Cortina "FIA" Mk 1	White	N/A	RHD	£59,995
1996	Maserati Quattroport	Blue Metallic	91000 kms	LHD	£8,495
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2005	Mercedes Sprinter Van 311 Cdi	White	51000 miles	RHD	£9,487
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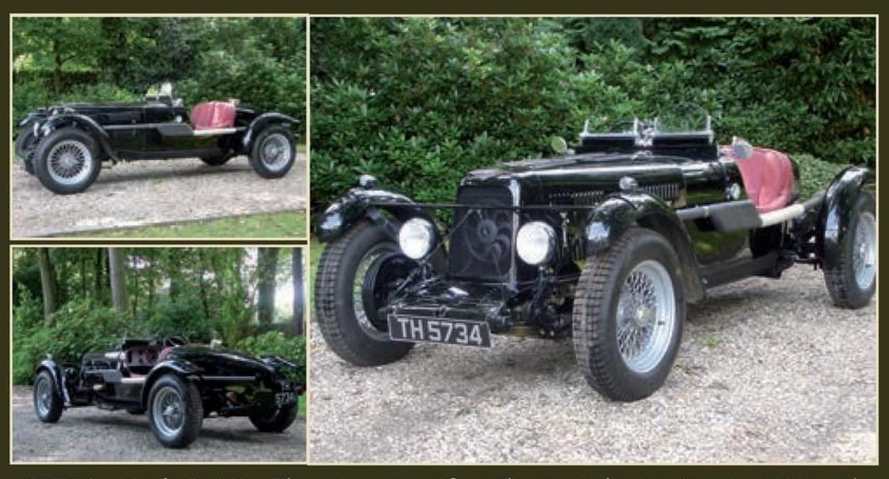
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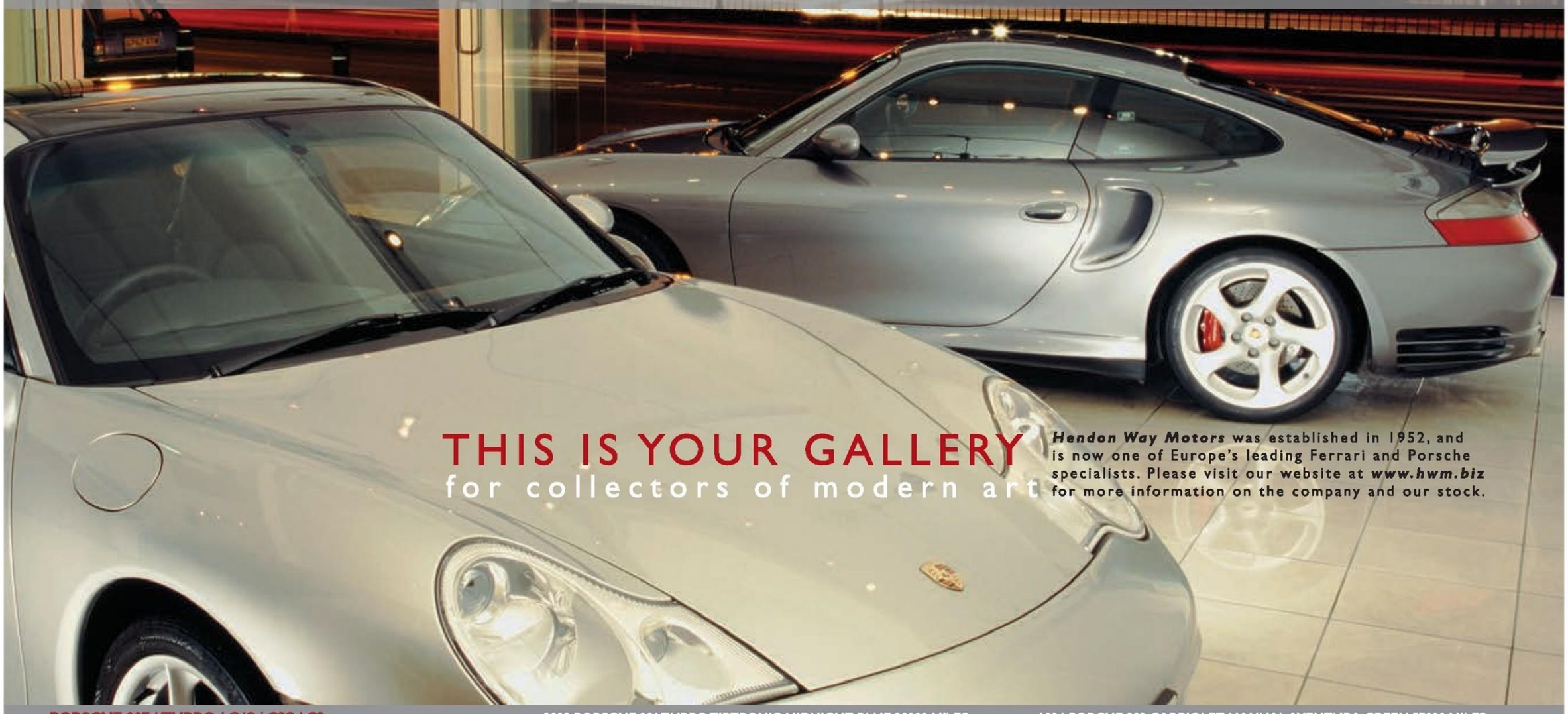
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•1968 McLaren M6B, fully documented and race ready
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•1972 March 721G F1, the ex-Niki Lauda car
•1972 BMW CSL, Group 2 Schnitzer car with FIA Heritage papers
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•1974 Alfa Romeo 33TT12, championship winner, race ready
•1976 TOJ F201, the ex-Keke Rosberg works Formula 2 car
•1977 Porsche 935, factory built, '79 Sebring winner
•1991 Benetton B191, Michael Schumachers first F1 car
•1991 Spice SE90, a race ready Group C1 car
•2000 Arrows A21 F1, ex-Pedro de la Rosa

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PORSCHE 997 / TURBO / C4S / C2S / C2

2007 PORSCHE 997 TURBO TIP GT SILVER 8000 MILES
Full Black leather interior, Porsche Stability Management System, Porsche Communication Module, Telephone module, Ceramic brakes, Cruise control, Electric memory seats, Chrono pack, White dials, Bose, Sports seats, Multi-function steering wheel, Bi-xenons, Sunroof, Park assist, Rear wiper. Full Porsche Service History

2006 PORSCHE 997 TURBO TIP ARCTIC SILVER 18000 MILES
Metropole Blue leather interior, Porsche Stability Management System, Porsche Communication Module, Electric heated memory seats, BOSE sound system, Park assist, Sunroof, 19" Alloy Wheels, Full Porsche Service History.

2007/57 PORSCHE 997 C4S COUPE MANUAL GT SILVER 1200 MILES
Full Black leather interior, Porsche Communication Module, Porsche Stability Management System, Cruise control, White dials, Chrono pack, BOSE sound system, CD Changer, Electric heated memory seats, Sunroof, Bi-xenon lights, Park assist, 19" Sport Design alloy wheels, Rear Wiper, Sports mode, Tracker, Full Porsche Service History

2007 PORSCHE 997 C4S (POWERKIT) MANUAL ARCTIC SILVER 19000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Sport Chrono pack, Sport shift, Power kit, 19" Sport design wheels, Electric heated memory seats, Embossed seats, White dials, Bi-xenon lights, Full Porsche Service History.

2006 PORSHCE 997 C4S MANUAL BASLAT BLACK 9,000 MILES
Full Black leather interior, Porsche Communication Module, Porsche Stability Management System, Chrono Pack, White dials, Multi-function steering wheel, Electric heated memory seats, CD Changer, Bi-Xenon lights, Park Assist, 19" GT3 alloy wheels, Full Porsche Service History

2008 PORSCHE 997 C2S MANUAL SLATE GREY 6,000 MILES
Full Black leather interior, Porsche Communication Module, Porsche Stability Management System, Cruise control, BOSE sound system, CD Changer, Electric heated memory seats, Sunroof, Bi-Xenon lights, Park Assist, 19" Sports Design alloy wheels, Tracker, Full Porsche Service History

2005 PORSCHE 997 C2S MANUAL SEAL GREY 33000 MILES
Full Black leather interior, Porsche Communication Module, Porsche Stability Management System, Cruise control, White dials, BOSE sound system, Sports exhaust Electric heated memory seats, Bi-xenon lights, Park assist, 19" Carrera S alloy wheels, Tracker, Full Porsche Service History

2005 PORSCHE 997 C2S MANUAL SEAL GREY 28000 MILES
Full Metropole Blue leather interior, Porsche Stability Management System, White dials, Bi-Xenon Lights, 19" alloy wheels, Full Porsche Service History

2005 PORSCHE 997 C2 MANUAL COUPE CARMEN RED 29000 MILES
Full dark grey leather interior, Manual, Porsche Communication Module, Porsche Stability Management System, Climate control, Computer, 19" Carrera S alloys with coloured centre crests, Rear wiper, Full Porsche Service History

PORSCHE 996 / GT3 / GT2 / TURBO / C4S / C2 / C4

2004 PORSCHE 996 GT2 MKII MANUAL GRAND PRIX WHITE 28000 MILES
Black Leather interior, Comfort model, Climate control, Porsche Communication Module, Electric heated seats, Full Porsche Service History

2004 PORSCHE 996 GT3 RS MANUAL WHITE 32000 MILES
Black alcantara finish, Satellite navigation, DVD, MP3, WMA Player, Dolby Digital Sound, Bluetooth, Climate Control, Cruise Control, Roll Cage, Red brake Calipers, Full Porsche Service History

2003 PORSCHE 996 GT3 BASALT BLCK MANUAL 49000 MILES
Black leather interior, Climate control, Comprehensive Porsche Service History with invoices, Trackstar, Red Calipers, Red Seat Belts.

2005 PORSCHE 996 TURBO S MANUAL BASALT BLACK 19000 MILES
Black leather interior, Porsche Stability Management System, Porsche Communication Module, Telephone module, Computer, Cruise control, Bose sound system, CD changer, Electric heated memory Seats, Sunroof, Xenon lights, Park assist, Yellow dials, Carbon Pack, Small Aluminum pack, 18" Alloy Wheels, Ceramic brakes, Yellow seat belts, Full Porsche Service History

2003 PORSCHE 996 TURBO TIPTRONIC BASALT BLACK 9000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Sports exhaust, Small aluminium pack, BOSE sound system, Electric heated memory seats, White dials, 18" Turbo alloy wheels. Full Porsche Service History.

2003 PORSCHE 996 TURBO TIPTRONIC MIDNIGHT BLUE 28000 MILES
Black leather interior, Porsche Stability Management System, Sunroof, Telephone module, Sports seats, Aluminium pack, Xenon lights, Turbo Aero Kit, Up rated CD Player, Full Porsche Service History

2001 PORSCHE 996 TURBO TIPTRONIC ARCTIC SILVER 35000 MILES
Grey leather Interior, Porsche Communication Module, Porsche Stability Management System, Park Assist, Cruise control. Recent double page review in classic car magazine, Full Porsche Service History

2004 PORSCHE 996 C4S COUPE MANUAL MIDNIGHT BLUE 34000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Electric heated memory seats, Switchable Sports Exhaust, White dials, BOSE sound system, Xenons, 18" Turbo alloy wheels, Full Porsche Service History,

1999 PORSCHE 996 C4 COUPE MANUAL ARCTIC SILVER 77,000 MILES
Arctic Silver coachwork, Full black leather interior, Porsche Stability Management System, Computer, Cruise control, Porsche sound pack, Sunroof, Sports heated seats, Litronic headlights, 18" GT3 alloys, CD Changer, Rear wiper, Full Porsche Service History

2002 PORSCHE 996 C2 COUPE MANUAL BASALT BLACK 34000 MILES
Manual, Black leather interior, Porsche Stability Management System (PSM), Computer, Heated seats, Oiginal Porsche Radio, Sunroof, Climate control, 18" Alloy wheels..

2002 PORSCHE 996 C4 TIPTRONIC ARCTIC SILVER 41,000 MILES
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, White dials, Aluminium pack, Electric heated memory seats, Sunroof, Xenon lights, Porsche Sound pack, 18" GT3 alloy wheels, Rear wiper, CD Changer

2003 PORSCHE 996 C2 CABRIOLET TIPTRONIC MERIDIEN SILVER 18,000 MILES
Full Metropole blue leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, Climate control, Full electric seats, CD Player, Porsche Sound pack, Park assist, 18" alloy wheels, Full Porsche Service History

2003 PORSCHE 996 C2 CABRIOLET MANUAL LAPIS BLUE
Full black leather interior, Satellite navigation, Porsche Stability Management System, Computer, Climate control, Full electric seats, CD Player, Porsche Sound pack, Park assist, 18" alloy wheels, Small aluminium pack, Full Porsche Service History

2002 PORSCHE 996 C2 CABRIOLET MANUAL LAPIS BLUE 50000 MILES
Full Black leather Interior, Porsche Stability Management System, 18" Alloy wheels, Porsche sound package, Full Porsche Service History

PORSCHE 993 / TURBO / C2S / C4S / C2 / C4 / TARGA

1998 PORSCHE 993 TURBO 4 S SPEC OCEAN BLUE 40000 MILES
Marble grey leather interior, Porsche Communication Module, Turbo S 430 BHP factory engine and coachwork upgrade, White dials, Sunroof, Full Porsche Service History.

1997 PORSCHE 993 TURBO 4 S SPEC PURPLE 39000 MILES
Marble Grey leather interior, Turbo S 430 BHP engine and coachwork factory upgrade, Computer, Climate control, CD Changer, Sunroof, Sports exhaust, 18" alloy wheels, Full Porsche Service History

1995 PORSCHE 993 TURBO 4 MIDNIGHT BLUE 42000 MILES
Marble Grey leather interior, Cruise control, White dials, Sunroof, Sport seats, Sports exhaust, Full Porsche Service History.

1997 PORSCHE 993 C2S COUPE MANUAL ARCTIC SILVER 60000 MILES
Black leather interior, Sport seats, Full Turbo Aero Kit, 18" Alloy wheels, Full Porsche Service History.

1995 PORSCHE 993 C2S COUPE MANUAL OCEAN BLUE 69000 MILES
Marble Grey leather, Climate control, Sports seats, Sports exhaust, Sony Stereo, Rear wiper, 17" Alloys, Sunroof, Full Porsche Service History

1995 PORSCHE 993 C2 COUPE MANUAL BLACK 82000 MILES
Black leather interior, Climate control, Electric sports Seats, Rear wiper, 17" Alloys, Sunroof, Full Porsche Service History

1995 PORSCHE 993 C2 COUPE TIP AVENTURA GREEN 69000 MILES
Beige Leather Interior, 17" Alloys Climate, Previously owned by Porsche Club member, the condition is immaculate, Full Porsche Service History

1995 PORSCHE 993 CABRIOLET TIP IRIS BLUE 81000 MILES
Black leather interior, Sports Seats, 17" Alloys Climate, Full Porsche Service History

1994 PORCHE 993 CABRIOLET MANUAL AVENTURA GREEN 57000 MILES
Marble grey leather interior, Wind deflector, Stereo, Heated mirrors, CD Changer, Full Porsche Service History

PORSCHE BOXSTER
Model Types 2.5 / 2.7 / 3.2 S

2007 PORSCHE 987 BOXSTER S MANUAL BASALT BLACK 14000 MILES
Black leather, Porsche Communication Module, Porsche Stability Management System, White dials, BOSE, Heated seats, Bi-xenon lights, Park Assist, 19" Carrera S alloy wheels, Full Porsche Service History

2002 PORSCHE 986 BOXSTER S MANUAL BASALT BLACK 24000 MILES
Red leather interior, Porsche Stability Management System, White dials, Carbon pack, Porsche sound pack, Sports exhaust, Bi-Xenon lights, Sports seats, 18" GT3 alloy wheels, Full Porsche Service History

CAYMAN

2006 PORSCHE CAYMAN S ARCTIC SILVER 10000 MILES
Grey Leather, Porsche Stability Management System, Porsche Communication Module, Cruise, White Dials, Chrono Ceramic Breaks, 19" Alloys, Full Porsche Service History

PORSCHE 968

1992 PORSCHE 968 CABRIOLET TIPTRONIC LIGHT METALLIC BLUE
Dark Leather Interior, Radio/CD Player.

FERRARI
Models from 1970 +

2007 FERRARI F430 SPIDER F1 SCUDERIA RED 3000 MILES
Chrono Carbon Fibre Electric Seats, Bluetooth, Xenon Shields.

2001/02 FERRARI 360 SPIDER F1 METALLIC DARK GREY 15000 MILES
Black Leather Sport Seats, Challenge Grill, 19" Alloy wheels, Xenon lights.

2002 FERRARI 360 MODENA METALLIC SILVER 12000 MILES
Black Leather, Sport Seats, Challenge Grill, 19" Alloy Wheels, Xenon lights.

1981 FERRARI 308 GTS RED 40000 MILES
Full Leather, Climate Fog Lights, First Class History, 3 Owners.

1972 FERRARI DINO 246GT WHITE 39000 MILES
Black Leather, Excellent Original Condition, 1 Original Owner, Concourse Winner.

1967 FERRARI 275 GTB/4 LHD LIGHT SILVER 65000 MILES
Black Leather, Full History, Original Tool Kit, Concourse Winner.

Other Models

2006/07 MINI COOPER S GP LIMITED EDITION DARK GREY 800 MILES
Full Specification.

2003 BMW 760 LI AUTO METTALLIC SILVER 59000 MILES
Metallic silver, Full black leather interior, Electric Glass Sunroof, BMW Widescreen Sat Nav., and TV, Xenon headlamps, Electric mirrors, Electric windows, Front armrest, Electrically, adjustable seats, Headlight washers, Park distance control, Rear armrest, Radio/CD, Multichanger, Traction control, 19"Alloys, Blue tooth phone kit, Adjustable steering, Column/wheel, Computer, Climate Control, Cruise control, DVD, Sunblind, Telephone, Rear Entertainment Package, Sport Steering Wheel, Double Glazed Windows, Elec Side And Rear Blinds, ISOFIX Child System, 2ed Cordlass Handset, Rear fridge, Full BMW Service History.

1991 AC COBRA LIGHTWEIGHT METALLIC BLACK 5000 MILES
Black Leather, 1 of 26, RHD, Lightweights.

1991 AC COBRA LIGHT WEIGHT SPEED YELLOW 9000 MILES
Black Leather, 1 of 26, RHD, Lightweight's, Ex- Rod Stewart.

1967 JAGUAR E-TYPE 4.2 SERIES 11/2 METALLIC SILVER 55000 MILES
Black Leather, Fully Restored To Concourse Condition, Works Factory Hardtop.

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JAGUAR XK 120 SE ROADSTER Chassis No S661006





Over the past five years, this car has successfully competed in a number of tours and rallies, including the Three Castles Welsh Classic Trial



Only the 6th Special Equipment car ever made, S661006 was exported to Nairobi, Kenya, in September 1952. This matching-numbers RHD car was subject to a full body-off restoration on its return to the UK in 1994. More recently, the car has been prepared for competitive road rallying by Guy Broad of Coventry: 9.5 inch diaphragm clutch, alternator, halogen headlights, electric fan and expansion tank, radial tyres, front disc brakes, new rear springs and Spax rear shocks. The engine, W 5790 8S, has been rebuilt and upgraded by Guy Broad to include hardened valve seats, bronze valve guides, and s/s exhaust valves, new front and rear crank oil seal assemblies, as well as a balanced crank, con rods, pistons and flywheel. The 2" sand-cast SUs have been rebuilt, and the car now has a 16" Motolita steering wheel and Brantz Tripmeter. Receipts totalling over £30k in last three years.
The car drives brilliantly, and the only reason for selling is that I am taking delivery of a new Broadsport XK 120. This is a private sale @ £65,000

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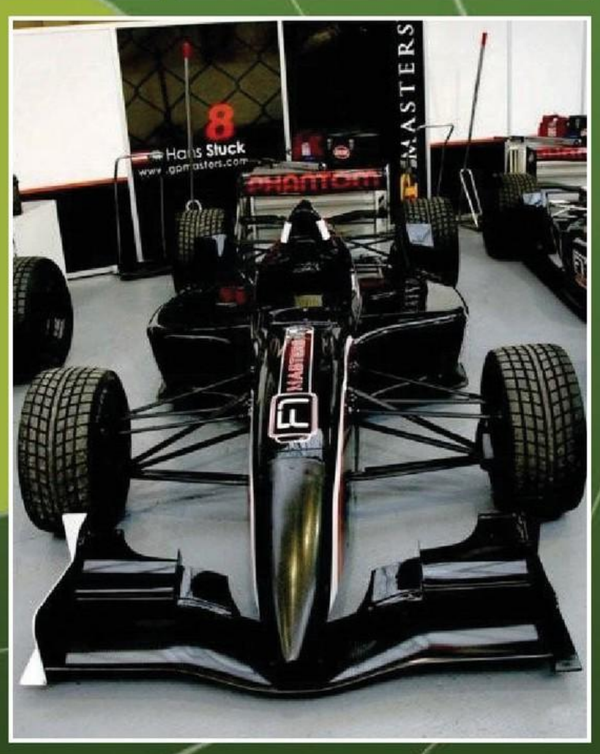












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1973 Ferrari 365 GTB/4 Daytona
Red / Black, LHD, Very original U.S. production model. The black interior (no color inserts) A complete service and transaxle rebuild were just performed. Cavallino Gold award winner. (s/n: 16947) $285K



1964 Shelby Cobra 289 MkII
Black/Black, Chrome wire wheels with period Goodyear tires. Soft top with bows, side curtains, and a knock-off hammer. Fully restored and well-documented in the Shelby Registry. (s/n: CSX2444) $595K



1984 Ferrari 512 BBi
Red / Tan, LHD, Completely original. Showing just 5,271 miles (documented). Fully serviced and is complete with all books, records and tools. With preservation classes becoming more popular, this BBi will surely appreciate. (s/n: 52443) $195K



2000 Nissan Skyline GTR Type R-34
This is the full racing version (GT-R) of the venerable R34 built by Nismo to Super Taikyu specification. In 2000, this car was the winner of the Suzuka 1000 KM endurance race. (s/n: 1223) $89K



1998 G-Force Formula Nippon 2-seater
Fitted with the original Honda Mugen race engine. Includes all running equipment. Meticulously painted in Ferrari-style race livery. (s/n:GF02-1) $79K



1959 Porsche 356A Carrera 1600GT Coupe
One of only 114 built (of those only 3 were RHD).Completely restored, matching numbers with continous history and current Porsche registry records. (s/n:108630) $495K



1963 Porsche 356/C Carrera 2 2000GS
Ruby Red/black. Complete with period correct racing "Annular Disc" brakes. Correct type 547/1, four-cam engine. Fully restored and sorted. (s/n: 123471) $189K



1972 Porsche 911S
White/black. Engine upgraded from 2.4 to 2.7 RS spec., Completely restored and correct interior w/ Recaro sport seats. Very straight body with excellent paint and uniform panel gaps. (s/n: 911 230 1576) $79K



1973 Porsche Carrera 2.7 RS "Lightweight"
Original Porsche factory M471 "lightweight". One of only 200 built. Incredibly rare with matching numbers and well documented racing history. (s/n: 911 360 0972) $395K



2008 Bugatti Veyron EB 16.4
The Bugatti Veyron EB 16.4 is the ultimate street car. Factory-specified performance of 0-62 mph of 2.5 seconds and a top speed of over 250 mph. (s/n: 4724) $ P.O.R



2008 Lamborghini Reventon
This is the third of 20 to be built for the worldwide market. Features a carbon fiber composite exterior, carbon disc brakes with 6 cylinder calipers, innovative TFT liquid crystal dashboard display.(s/n: 03148) $1.95M

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PORSCHE 914-6 GT, 1971 Nürburgring 1000 KM ADAC. 2. place GT, Steckkönig-Schmid





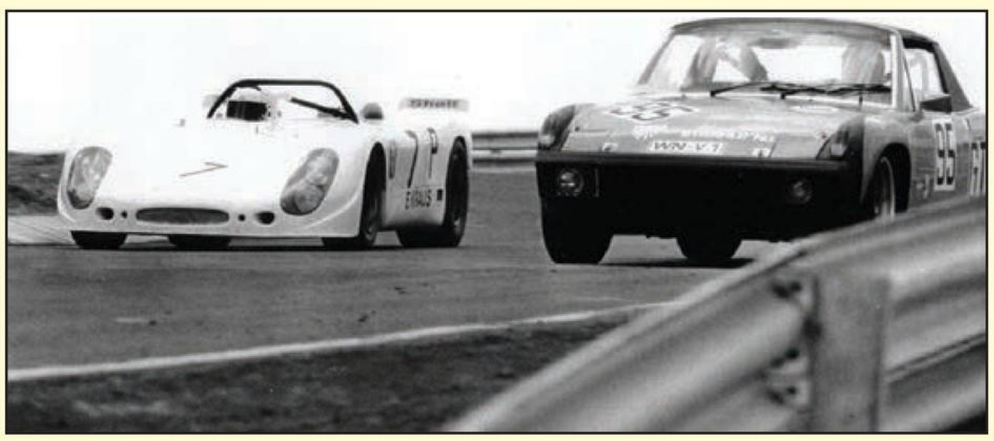




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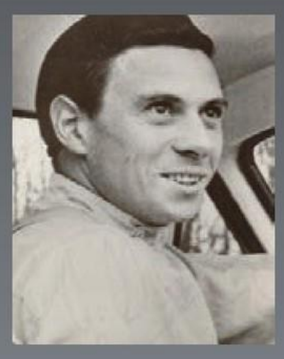
Chassis No. XKD517

Registration No. TKF 9

Originally finished in pastel green, XKD517 was delivered new to Henlys of Manchester. It was owned in turn by Gillie Tyrer, Alex McMillan and then the Murkett Brothers of Huntingdon, who painted it white (the colour it wears today) and campaigned it for Henry Taylor. He won at Snetterton and finished third at Spa.

In 1958 it passed into the hands of Jock McBain and the Border Reivers team. Its principal driver during that year was rising star Jim Clark. In his talented hands it finished all 20 races for which it was entered and notched up 12 outright victories.

An exceptionally original car, it now provides a unique opportunity to acquire an integral part of one of the most charismatic periods of British motorsport. POA



Above: *images showing how exceptionally original XKD517 remains today.* **Left:** *the man who made her famous – the incomparable Jim Clark.* **Below:** *Clark in full flow for Border Reivers during his successful 1958 season.*



Photo courtesy of Graham Gauld



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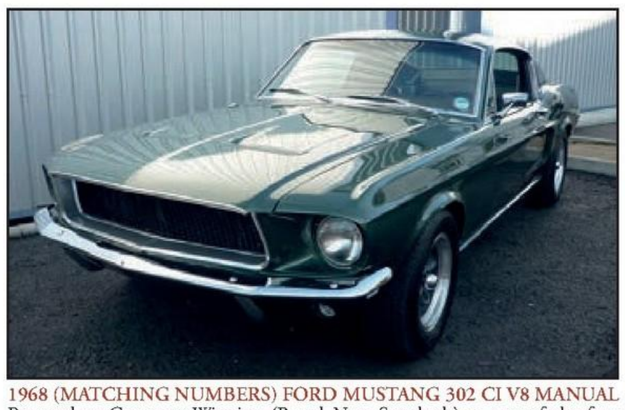
1961 AUSTIN HEALEY 3000 MKII Works replica RHD. Colorado red, old English white works top. Full road/race/rally spec. FIA papers past and present available. A fortune has been spent with leading race Healey specialists. Massive spec. Please contact Martin Daly for full details and view our website. £49,950



1973 PORSCHE 911 3.0 CARRERA RS (REC) Stunning in Porsche Gulf Blue. Massive spec, circa 230 BHP. Very fast, ideal track/car/race, tour auto etc etc. See website for full photos etc. Stunning (Full race papers available) £59,950



1955 AUSTIN HEALEY 100M (Le Mans spec) Original Donald Healey Motor Company, Ice Blue, Blue leather, Mohair Hood, Alloy Head, Special Diff, Gearbox, etc. This is the Genuine Article, Stunning is every department £54,950



1968 (MATCHING NUMBERS) FORD MUSTANG 302 CI V8 MANUAL Restored to Concours Winning (Brand New Standards) as one of the four 'Built' Mustangs. Please view our website or contact Martin Daly. The best you will ever see!! £59,950



1965 MERCEDES 220 SEB COUPE One owner, full history from day one, many Concours Awards, the most superb original example we have seen..... ..... £29,950



1978 PORSCHE 911 TURBO 3.3 MARTINI RHD One of three now know to exist. GP white with Martini special edition leather trim. Martini stripes, turbo fuch alloy, electric roof, aircond. Full documented history from new. In Concours Champion Winning Condition. Very rare and special Porsche, in as new condition £79,950



1974 JENSEN INTERCEPTOR 111 CONVERTIBLE. Primrose yellow with full black leather and black power hood. Fully loaded. One private owner, 24,000 miles only. Unique!! and the most original, superb example you will find £38,950



1985 FERRARI TESTAROSSA Rosso Corsa with black leather, wing shields, starfish alloys, 30,000 miles, full and perfect history. (belts done 500 miles ago) Unmarked, original example, see our website for many photos/details etc £39,950



1995 MERCEDES SL500 SPORTS Silver with blue leather and blue mohair power hood. Massive factory spec, one owner, 9,000 miles only REPEAT 9,000 miles from new with FMBSH. The nearest to a brand new W129, (the best built SL of all time) you can get. Stunning £21,950



1974 ROLLS-ROYCE SILVER SHADOW 1 Natural sand with light tan leather and lambswool over rugs. 3 owners, 59,000 miles with full history. An original mint example, and one of the best in the world..... £18,950



1957 JAGUAR XK150 SE Manual/Overdrive. FHC. (RHD) Finishes in gleaming white with black leather trim, CWW. Upgraded breaks and suspension. Matching numbers, etc. This superb example was restored to Concours Winning Standards by two leading marque specialists. The best we have seen to date..... £44,950



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1957 JAGUAR 2.4 MK I MANUAL Black with red leather trim and rear spats. 54,000 miles only with a full history from new. Original books and papers, original bill of sale, two previous owners, a superb time-warp example, very rare to find like this. Appreciating asset. £24,950



1968 ROLLS-ROYCE MPW 2 DOOR COUPE. (RARE). Rolls-Royce midnight blue with grey leather, and blue carpet. Perfect light walnut veneers with correct grey felt headlining. Uprated factory aircond and improved handling. This Concours Winning example, has had over £50,000 spent on it in recent years, it has a superb documented history from new and is without question to our knowledge the best in the UK. A truly stunning example of the rare coach built two door coupe. £34,950

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1967 Ferrari 275 GTB/4



The GTB/4 was the final evolution of Ferrari's 275 series. Styled by Pininfarina and built by Scaglietti, it was the first road-going Ferrari to be fitted with a four-cam V12 engine. Of the 280 4-cam versions built, just 27 featured righthand drive, of which this stunning low mileage example is one. Finished in red with black trim, it has been the subject of an extensive restoration and comes with comprehensive history file. Stunning in every respect. POA

2001 Bentley Continental

This very pretty Mulliner R Coupe is one of only 58 RHD cars built and has covered just 14,596 miles from new. Finished in pearl with Cotswold beige leather trim. £87,500



1962 Ferrari 250 GTE 2+2

One of only 47 RHD cars built, this concours-winning Ferrari has been the subject of an extensive restoration by Moto-Technique. Superb in every respect. POA



1990 Aston Martin Virage

The 10th Virage produced. Finished in Royal Ebony with tan interior and fitted with rare manual transmission. Previously owned by Rowan Atkinson. £29,950



Recreation of 1959 Ferrari California Spyder

A perfect copy of Ferrari's 250 California Spyder based on a 250 PF Coupe, chassis No.1329 is a masterpiece of craftsmanship courtesy of Neil Twyman. POA



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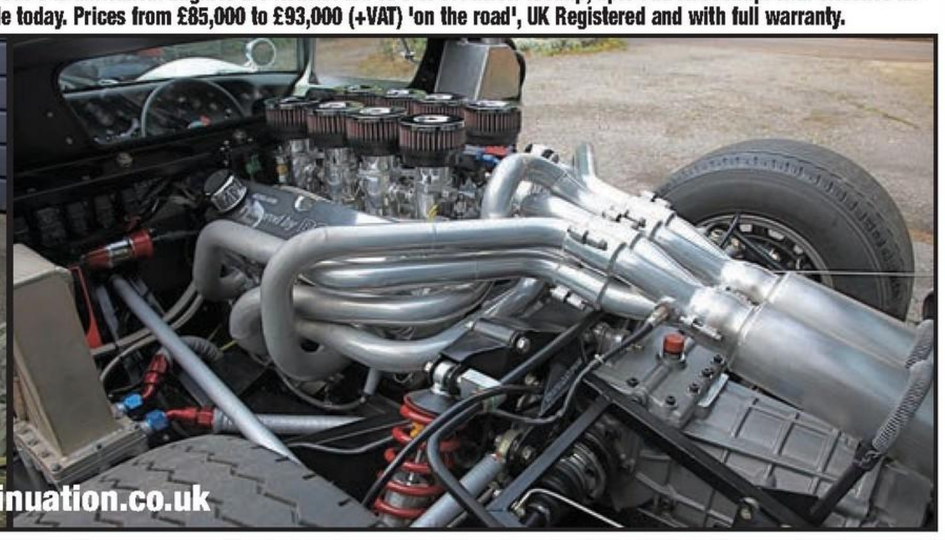
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Strangely enough I really like (other peoples) weddings, even better if it's second or third time around. I love the triumph of hope over experience; it says something of the human condition that we can be so easily persuaded that this time it will be different. I think I'm hitting my mid life crisis, I thought it would be in my mid 30's, half way through my three score and ten, but it seems to have come half way through my working life. I've now got just about as long left to exert my influence on the world as I've already had learning how it functions. Why a crisis? Because I hope (that word again) in the second half I can use my experience to build a better future for everyone in my sphere of influence, unfortunately that same experience tells me I would do better to concentrate on making sure I'm ok. Don't forget though I am not one of the "me" generation.

I'm one of "Thatcher's children" caught up in the political revolution that re-defined the social contract between the citizen and the state, greater individual freedom, less state ownership and a privatised future (not though a privatised NHS, coal industry or rail service that came with Major and Blair). This change was a triumph of political will recognising the mechanisms of government, the civil service, would always suffocate change unless the political leader was strong. Change brought with it a genuine belief in the future and a respect for politicians of all persuasions who showed integrity and rigour in the way they argued their ideology. Perhaps I was just young! As basic Thatcherite theory was carried forward by Major and then Blair it didn't bring less state control though, over the last 30 years we have increasingly been subject to more rules and more civil servants to administer them. Computers monitor every area of our lives, CCTV cameras watch our movements and with number plate recognition technology instantly fine transgressors, does it make us more law abiding? Politicians have gone back to blaming the system, "systemic failure" from child protection, NHS computerisation to the latest "Expense gate" fiasco. The system isn't a divine gift it's a creation of politicians and politicians are a creation of the people, it's our fault!

We are all human, with all the frailties and imperfections of humanity, we have to use our moral compass to navigate and accept there will be failures, we don't check our pensions or bank accounts, we give in to temptation, why do you think religion includes forgiveness? If it didn't it would not survive. It's no different for those in power and we know it, we know some MPs will be having affairs, some will be taking bribes, some will be enjoying first class travel on the public purse and some will be doing those terrible things and a good job for their constituents. What we need though is morals and integrity not rules, provide a system (with increasing administrative costs) and complying to the letter of the rules rather than the health of society becomes a perverse game, everything hangs on the 11th commandment "thou shalt not get caught". Welcome to the 21st century. So there's the problem with so many rules running a business becomes an exercise in not getting caught, which is not the same as doing the right thing, in an Orwellian society where is the freedom to create a better future?

Just as there are no perfect citizens there are no perfect cars, some are very good, some are perfect in narrowly defined areas of ability. A type 35B Bugatti is a great racing car; it's also an acceptable touring car if you accept the lack of luggage capacity. The type 44 is a great touring car but too low to be a competent trials car. You have to make judgements on what can you accept and then live with it, when deciding don't focus on the best of traits though or things that are easily changed, pink leather with white piping, that array of instruments fitted in 1950 by the ex pilot who couldn't cope with just an oil pressure gauge and a rev counter. Focus on the genuine faults. It's those faults you will be living with as long as you own the car but it's also those faults which enrich the experience, how many times have you heard Volkswagens or Audis described as soulless whereas an Alfa Romeo is characterised as typically Italian. This may not be the modern way, when faced with imperfection "let's change it" seems to be the mantra but with this search for perfection something is lost. You can't fit synchromesh or dog boxes to a car that had a crash box without losing some of its character, power steering, air conditioning; well you get the point.

It seems to me that perfection is a problem, and while we demand it we will always find feet of clay. The media don't help - every day magazine headlines promise (mainly women) the perfect match, the perfect day the perfect everything from health to orgasms. I stopped looking for perfection a long time ago, in fact it's the flaws in most things or people that make them so attractive, so in an imperfect world of imperfect people perhaps there is hope after all.

Tim

P.S next time I'll go back to the story of the girl with the Type 35C.

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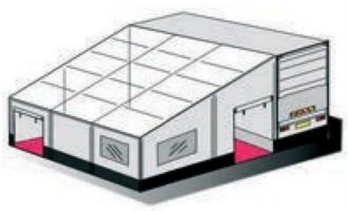
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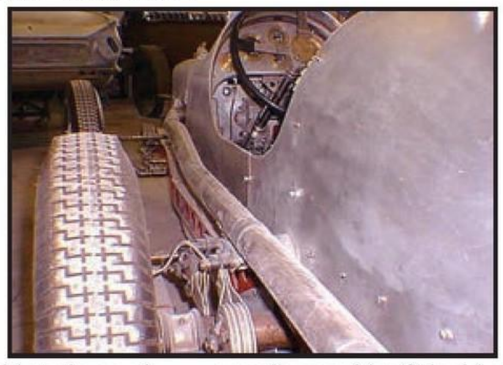
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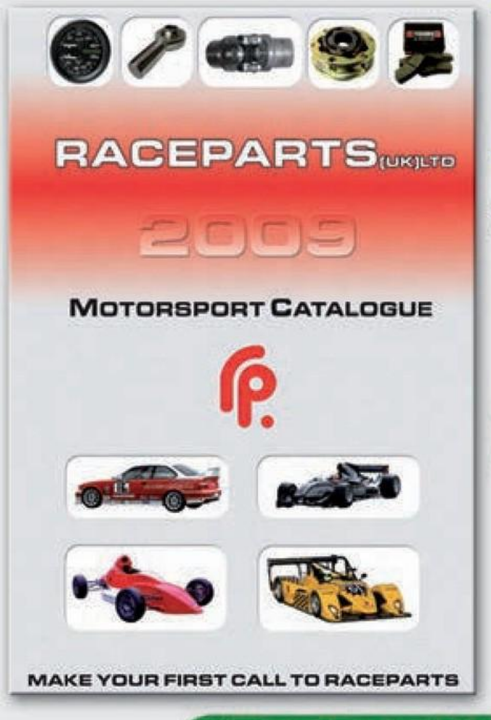


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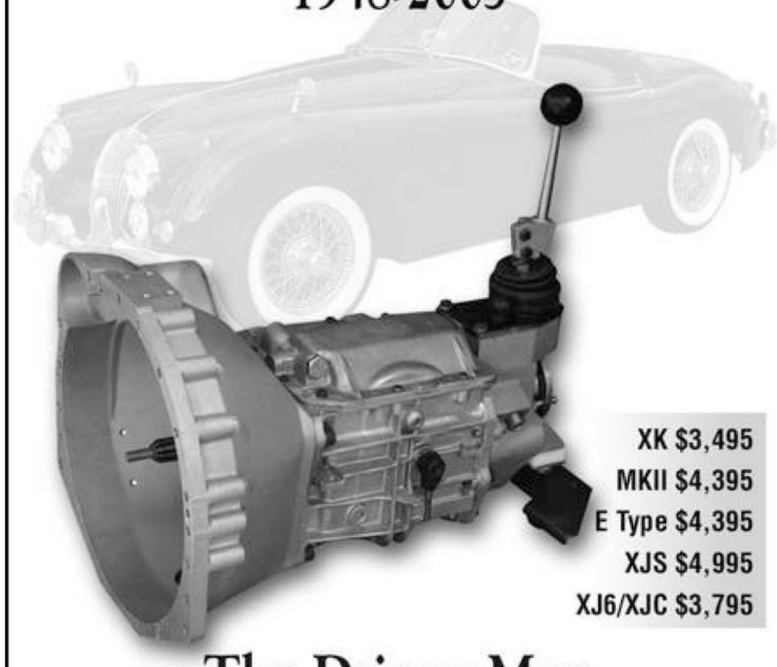
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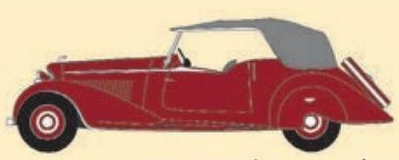
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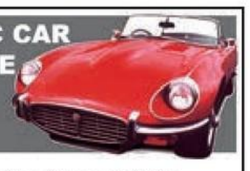
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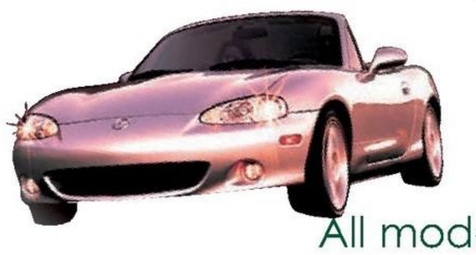


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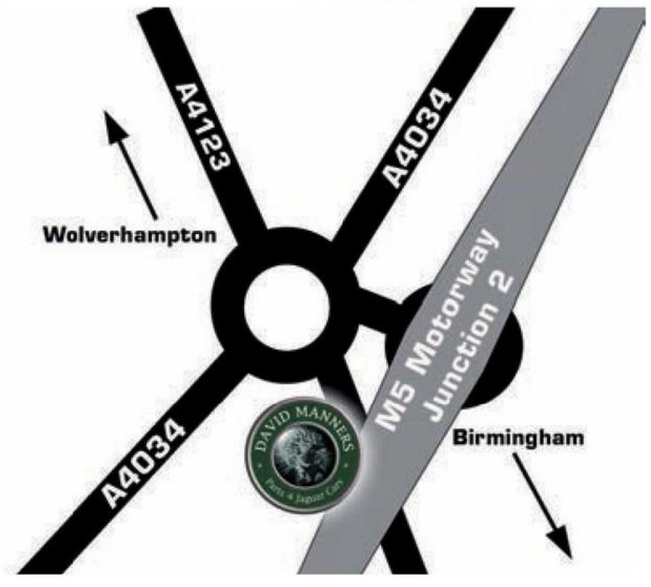
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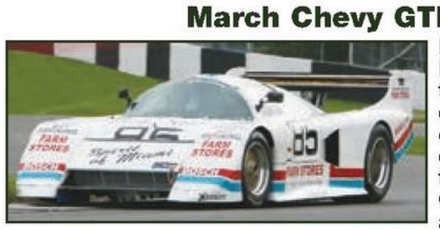


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2001 Aston Martin DB7 Vantage in Silver Grey with light Grey and Charcoal hide. Fitted with automatic transmission and all usual refinements including sports exhaust, alloy pedals, mesh grille, air conditioning, electric seats and mirrors and 18" alloy wheels. This is a 3 owner car with full service history £29,950 **Tel. (01753) 644599**
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2001 Aston Martin DB7 Vantage Volante in Pentland Green with Magnolia and Forest hide interior piped Green. This car is in excellent condition and is fitted with 18" anthracite alloy wheels, automatic transmission, red brake calipers, air conditioning, electric heated seats, power roof, heated front screen and traction control. Comes with full service history £29,950 **Tel. (01753) 644599**
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1966 Aston Martin DB6 Vantage in Suffolk Red with Red hide interior. This excellent, original, rust free DB6 Vantage (with matching numbers) has undergone a complete engine rebuild in our own workshop with an upgrade to 4.2 litres and an unleaded cylinder head. The car sits on chrome wire wheels, has its original 5 speed ZF gearbox, upgraded suspension and an i-pod connection. The Red interior leather is in very nice condition with new carpets having been fitted £79,950. **Tel. (01753) 644599**
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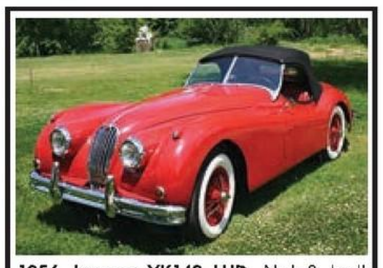
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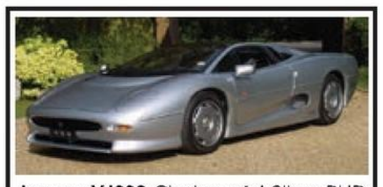
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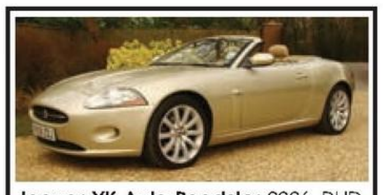
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1966 Aston Martin DB6 Vantage in Suffolk Red with Red hide interior. This excellent, original, rust free DB6 Vantage (with matching numbers) has undergone a complete engine rebuild in our own workshop with an upgrade to 4.2 litres and an unleaded cylinder head. The car sits on chrome wire wheels, has its original 5 speed ZF gearbox, upgraded suspension and an i-pod connection. The Red interior leather is in very nice condition with new carpets having been fitted £79,950



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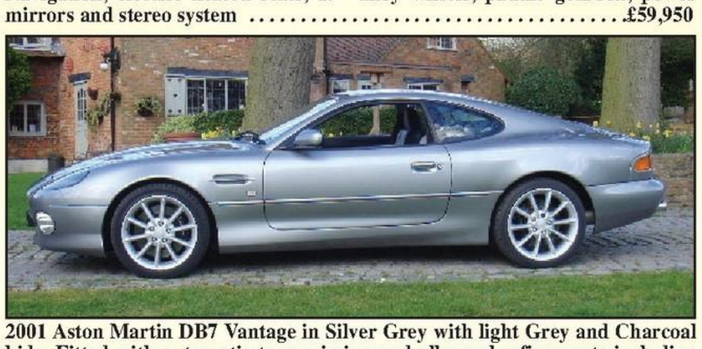
2002 Aston Martin Vanquish 2+2 in Tungsten Silver with Charcoal hide interior. This is a fine example with main dealer history having covered only 20,000 miles. It is fitted with all usual refinements including Satellite Navigation, electric heated seats, 19" alloy wheels, paddle gearbox, power mirrors and stereo system £59,950



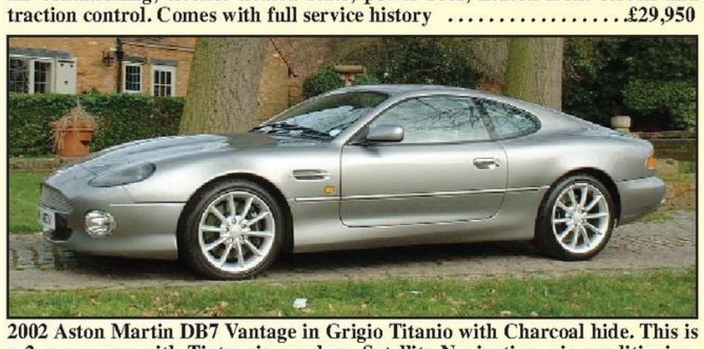
2001 Aston Martin DB7 Vantage Volante in Pentland Green with Magnolia and Forest hide interior piped Green. This car is in excellent condition and is fitted with 18" anthracite alloy wheels, automatic transmission, red brake calipers, air conditioning, electric heated seats, power roof, heated front screen and traction control. Comes with full service history £29,950



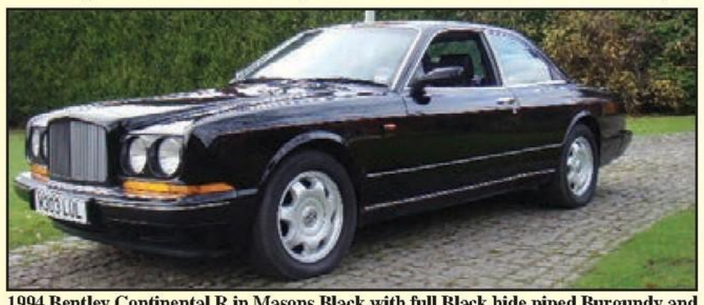
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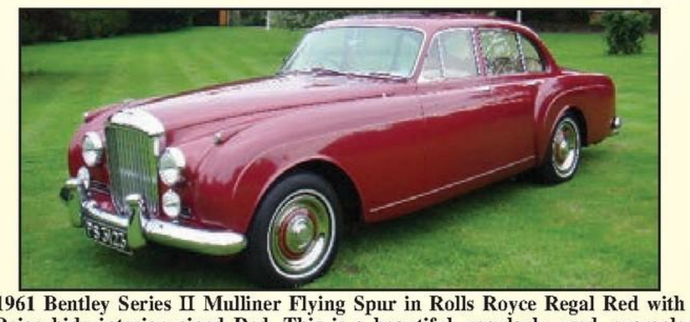
2001 Aston Martin DB7 Vantage in Silver Grey with light Grey and Charcoal hide. Fitted with automatic transmission and all usual refinements including sports exhaust, alloy pedals, mesh grille, air conditioning, electric seats and mirrors and 18" alloy wheels. This is a 3 owner car with full service history £29,950



2002 Aston Martin DB7 Vantage in Grigio Titanio with Charcoal hide. This is a 2 owner car with Tiptronic gearbox, Satellite Navigation, air conditioning, Tracker, 18" alloy wheels, electric heated seats, CD stack system and power mirrors. This car is in excellent condition and was supplied to the last owner by ourselves and comes with full main dealer service history £32,950



1994 Bentley Continental R in Masons Black with full Black hide piped Burgundy and Burgundy headlining and matching carpets. This car is in excellent condition throughout and is fitted with all usual refinements including air conditioning, cruise control, electric heated seats, electric windows and mirrors, alloy wheels and stereo system. Slightly above average mileage with full service history, hence realistically priced at £34,950



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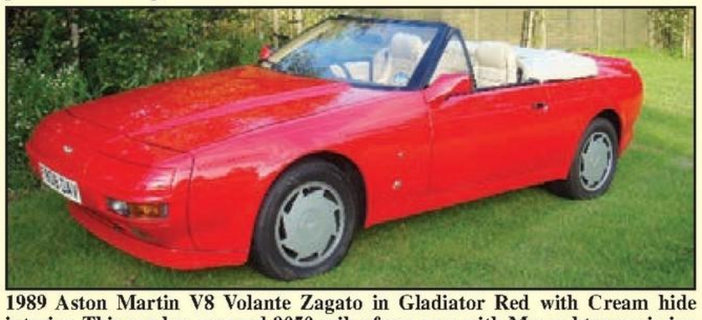
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